

British Wreck Commissioner's Inquiry

Day 11

Testimony of Charles Lightoller

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Examined by the SOLICITOR-GENERAL.

13408. You are Mr. Charles Herbert Lightoller, I think?

- Yes.

13409. Were you Second Officer on the "Titanic"?

- I was.

13410. I think you hold a Master's certificate?

- Yes.

13411. You passed for Master in 1899?

- About that - yes.

13412. And do you also hold an extra-Master's certificate?

- Yes.

13413. Which you passed for in 1902?

- Yes.

13414. How long have you been in the White Star Company's employ?

- Nearly 12 1/2 years.

13415. That would be since about 1900?

- January, 1900.

13416. Sailing with that Company across the Atlantic many times, is most of your experience in the North Atlantic?

- Most, yes.

13417. We will just get from you first the names of the Officers, because you will have occasion to refer to them from time to time. Of course, Captain Smith we know of; he was the Commander?

- Yes.

13418. Then next in order comes the Chief Officer?

- Yes.

13419. Who was that?

- Mr. Wilde.

13420. Then the first Officer?

- Mr. Murdoch.

13421. All those three I think were lost?

- They were.

13422. Then you come next as Second Officer?

- Yes.

13423. Who was the third Officer?

- Mr. Pitman.

13424. And the fourth Officer?

- Mr. Boxhall.

13425. And the fifth?

- Mr. Lowe.

13426. And the sixth?

- Mr. Moody.

13427. And I think there are a number of Petty Officers who come next - four of them?

- Yes.

13428. Mr. Moody I think was not saved?

- He was not.

13429. So it is Mr. Pitman, Mr. Boxhall, Mr. Lowe and yourself who were saved?

- They are all the Officers saved.

13430. One other thing I should have asked you about your position; I think you do hold the position of First Officer with the White Star?

- Yes.

13431. But on this voyage you were second Officer of the ship?

- Yes.

13432. I will ask you the details later on, but I will ask you this now: Were you present at the trial trip of the "Titanic" at Belfast?

- Yes.

13433. And I think, with the exception of Mr. Wilde, all the Officers whose names you have mentioned were present on that trial trip?

- Yes, they were.

13434. And Mr. Wilde joined the ship a little later?

- Yes.

13435. Up to the time this vessel started her voyage from Southampton what was the greatest speed she had attained in practice?

- That is from Belfast round to Southampton we averaged about 18 knots.

13436. That is the average. Do you know what was the greatest she had got to?

- Perhaps 18 1/2; I do not think she got much higher than that.

13437. You left Southampton, as we know, on 10th April, and you went across to Cherbourg?

- Yes.

13438. You got there on the evening of the same day?

- Yes.

13439. And, I think, left Cherbourg about 9 o'clock on the 10th?

- About that.

13440. And went to queenstown?

- Yes.

13441. When was it you left Queenstown?

- About 2 p.m., as near as I can remember, on the following day.

13442. On the 11th?

- Yes.

13443. Just give me, if you will, the arrangement about the watches between the Chief Officer, the first Officer, and yourself. I suppose you would count as the three senior Officers?

- Yes, exactly.

13444. How was that?

- The Chief Officer had from 2 until 6 a.m. and p.m.; the second Officer -

13445. That is you?

- Yes, Myself. The second Officer relieved the Chief at 6 o'clock and was on deck until 10 - 6 to 10 a.m., and p.m.. The first Officer was on deck from 10 to 2 a.m. and p.m.

13446. Then the Junior Officers would be divided into watches, I suppose, and would serve with one or other of the seniors?

- They are divided into watches - 3 to 5 and 4 to 6, 4 hours on and 4 hours off, with a dog watch, that is, the watch from 4 to 8 p.m., is divided into what we call the dog watches, 4 to 6 and 6 to 8.

13447. We will go to Sunday, April 14th. Your first watch, the morning watch, would be from 6 to 10, as I follow you?

- Yes.

13448. Then, having completed that watch, did you come to the bridge again about luncheon time?

- Yes.

13449. Just tell us about it?

- Lunch is at half-past 12. I relieve the first Officer, who has his lunch at half-past 12, and he comes on deck again about 1 o'clock or five minutes past; then I have mine.

13450. It really means that there is half-an-hour out of the first Officer's watch?

- Yes.

13451. Now, on this day, the 14th of April, did you follow that course?

- Yes.

13452. And relieved Mr. Murdoch from 12.30 to about 1?

- Yes.

13453. Do you remember Captain Smith showing you something during that time?

- Yes.

13454. Just tell us what it was?

- Captain Smith came on the bridge during the time that I was relieving Mr. Murdoch. In his hands he had a wireless message, a Marconigram. He came across the bridge, and holding it in his hands told me to read it.

13455. He showed it to you, I suppose?

- Yes, exactly; he held it out in his hand and showed it to me. The actual wording of the message I do not remember.

13456. Did you see whether it was about ice?

- It had reference to ice.

13457. Do you remember between what meridians?

- Yes, I particularly made a mental note of the meridians - 49 to 51.

13458. That would be 49 to 51 W.?

- Exactly.

13459. We have the message. I will just find it and read it to you, and perhaps you will be able to tell me if that is right. Do you know from what ship the message came?

- No, I cannot remember the ship.

The Solicitor-General:

It is better to have it now.

Sir Robert Finlay:

Yes, I think we had better have it, and the ship it came from.

The Solicitor-General:

My recollection is that the Attorney-General read it in opening.

The Commissioner:

What time was it?

13460. (*The Solicitor-General.*) So far, My Lord, he has said it was between 12.30 and one in the middle of the day. (*To the witness.*) Can you fix at all as between those times?

- About 12.45 as near as I can remember.

13461. Very well; about a quarter to 1?

- Yes.

Mr. Laing:

I have the wording of it.

The Solicitor-General:

Will you hand it to me?

Mr. Laing:

Yes.

13462. (*The Solicitor-General.*) I think this is the message, and perhaps I can read it to the gentleman and he will tell us if it sounds like it. (*To the witness.*) We have independent evidence of a message being sent from the "Caronia." "West-bound steamers report bergs, growlers and field ice in 42 N. from 49 to 51 W."?

- I think that is the message that I referred to as near as I can remember.

The Solicitor-General:

This Witness says he was shown that about a quarter to 1, My Lord. Your Lordship will find the evidence of Captain Barr, the captain of the "Caronia," who was interposed on Friday, on page 273 of the print. The question is [12307](#). The Attorney-General asked Captain Barr, "On the morning of the 14th of April, that is, on the Sunday morning, do you remember sending this Marconigram to the 'Titanic': 'Westbound steamers report bergs, growlers, and field ice in 42 N., from 49 to 51 W.?' - (A.) Yes, I remember sending it. (Q.) That is sent, I see from your note, at 9 o'clock in the morning." That is the time when the message was sent from the "Caronia."

The Commissioner:

Does it go on to say that that message was acknowledged?

13463. (*The Solicitor-General.*) Yes, My Lord. Then the next question and answer is, "And did you receive a reply at 9.44 a.m. your ship's time? - (A.) Yes, as per that statement." (Q.) The reply is, "Thanks for message and information. Have had variable weather throughout - Smith"? (*To the witness.*) Now the "Caronia" as we know was coming from New York to Europe and as you see there is the message. The acknowledgment is 9.44 a.m. "Caronia's" time. You had not heard anything about that before you went off your watch at 10 o'clock?
- No.

13464. Can you help us: Would 9.44 a.m. Caronia's" time coming from New York be likely to be later than your 10 o'clock watch coming to an end? You see you went off duty at ten.
- Yes.

13465. (*The Commissioner.*) Did Captain Smith tell you when he had received the marconigram?
- No, My Lord.

13466. (*The Solicitor-General.*) And the first you knew of it was when Captain Smith showed it you at about a quarter to one?
- Yes.

13467. So far as your knowledge goes is that the first information as to ice which you had heard of as being received by the "Titanic"?
- That is the first I have any recollection of.

13468. What time of day would it be that your ship's course would be set?
- At noon.

13469. Would that be done by the Commander?
- [No Answer.]

13470. Add anything if there is anything we ought to know. Is that the incident as it occurred then?
- That is the whole of the incident, when the Commander came out and showed me the wireless, yes.

13471. And you told us you were relieving Mr. Murdoch while he was away at lunch. Did he come back?
- Yes, when he came back I mentioned the ice to him.

13472. When you mentioned this message about the ice to Mr. Murdoch when he came back at 1 o'clock did you gather from Mr. Murdoch that it was news to him or did you gather from him that he had heard of it before?
- That I really could not say, whether it was fresh news to him or not; I should judge that it would have been, but I really could not say from his expression - not from what I remember.

13473. Your impression is that it was news to him?
- Probably.

13474. Then did you leave the bridge at that time?
- Yes.

13475. And your watch of course would not return until six in the evening?
- Exactly.

13476. (*The Commissioner.*) Can you tell me what the ships course was at that time?
- The compass course?

13477. Yes.
- No, I cannot remember what it was.

13478. (*The Solicitor-General.*) You are able to tell us a little later in the day what it was?
- The true course.

13479. Can you tell us the true course of the ship at this time?

- No, I am afraid I cannot.

13480. Here was a message shown you which referred to ice in latitude 42 N?

- Yes.

13481. Do you recollect, or can you help us at all, did that indication 42 N. indicate to you that it was near where you were likely to go?

- It would, had I taken particular notice of the latitude, though as a matter of fact, latitude with regard to ice conveys so very little.

13482. Is that because it tends to set north or south?

- North and south, yes.

13483. (*The Commissioner.*) I do not follow that?

- We take very little notice of the latitude because it conveys very little. You cannot rely on latitude.

13484. (*The Solicitor-General.*) For ice?

- Yes.

13485. (*The Solicitor-General.*) He answered that "because the ice tends to set north and south." (*To the witness.*) Then do you attach more importance to the longitude?

- Far more.

13486. I notice your recollection of the message is you recollect 49 and 51 W.?

- Distinctly.

13487. That is longitude. Did you form any sort of impression at that time as to what time of day or night you were likely to reach the area indicated?

- Not at that time.

13488. I know you worked it out, or helped to work it out later?

- It was worked out.

13489. But you did not form any opinion at that time?

- Not at that time.

13490. As far as you are concerned is there anything you deem important to tell us as between one o'clock and 6 o'clock when you came on duty?

- No, I cannot remember anything of importance.

13491. (*The Commissioner.*) At the time this message was given to you by Captain Smith, how many hours steaming would you be away from the ice-field?

- I did not calculate it at that time; later I told one of the Junior Officers to work out about what time we should reach the ice region, and he told me about 11 o'clock.

13492. At night?

- This was after I came on deck again though, at 6 o'clock. I knew that we should not be in the vicinity of the ice before I came on deck again. I roughly ran that off in my mind.

13493. (*The Solicitor-General.*) That is what I meant?

- Yes. I ran that roughly off in my mind - the matter of degrees.

13494. When you saw this message at a quarter to one you saw it was important but you thought the position could not be reached until your watch came round again?

- I was sure of that.

13495. You came on duty again at 6 o'clock?

- At 6 o'clock.

13496. In the afternoon. That would be to relieve Chief Officer Mr. Wilde, as I follow you?

- Yes.

13497. Did he hand the ship over to you at 6 o'clock?

- At 6 o'clock, yes.

13498. Can you tell us what was the course of the ship when she was handed over to you at 6?

- I cannot remember the compass course. I know from calculations made afterwards that we were making S. 86 true.

13499. S. 86 W.?

- Yes.

13500. That is within four degrees of due w. true?

- Yes.

The Commissioner:

Give me that again.

The Solicitor-General:

S. 86 W. true. That is only four degrees from due west.

The Commissioner:

It is what I should call making a westerly course.

13501. (*The Solicitor-General.*) Yes, My Lord. I think I am right, and Sir Robert confirms me. The Quartermaster at the wheel who gave evidence, who was at the wheel at the time of the disaster, said he was steering by compass a course of N. 71 W., so presumably N. 71 W. is the same thing as what this gentleman speaks of as S. 86 W. true.

The Witness:

Pretty nearly. The compass course is not the compass we go by. I believe by standard we were steering N. 73. 86 true I know it was, and I think that works out as 73 by compass, and 71 was the steering compass.

13502. Did you learn whether while you had been off duty during the afternoon any further information had reached the "Titanic" about ice?

- Not that I remember.

13503. Of course, in the ordinary course, Mr. Wilde would pass on to you any information that was necessary to help you during your watch?

- Yes.

13504. And you have told us what happened?

- Yes.

13505. Now what did you notice about the speed of your vessel?

- As far as I could tell, her speed was normal.

13506. Were they telegraphed at full speed ahead?

- At full speed.

13507. (*The Commissioner.*) What do you mean by normal?

- Full speed.

13508. What is full speed; can you give me how many knots?

- We were steaming, as near as I can tell from what I remember of the revolutions - I believe they were 75 - and I think that works out at about 21 1/2 knots the ship was steaming.

13509. (*The Solicitor-General.*) Is it the regular course for a message to be sent to the engine room from time to time, and a report to be got as to how many revolutions she is making?

- As a Rule, at the end of the watch, the Junior Officer rings up the engine room and obtains the average revolutions for the preceding watch.

13510. And is that one of the matters that would be brought before your notice when you go on duty?

- No, not necessarily. It is entered up in the logbook, and anyone who wishes to know can merely ask and the information is given him.

13511. When you say your recollection is that it was 75 revolutions, just help us. What is it you have in your mind?

- I could not say where I got that from, but it is in my mind that it was about 75 revolutions.

13512. In the course of the voyage across the Atlantic, had the engines, as far as you know, exceeded 75 at any time?

- On one occasion I have a recollection of one side turning 76, not necessarily both sides though.

13513. That would be one or other of the sets of reciprocating engines?

- Port or starboard reciprocating, yes.

13514. Subject to that as far as you know, did she ever attain a greater number of revolutions than 75?

- Not to my knowledge, and I think I should have heard of it if she had.

13515. And during your watch which extended from 6 till 10, did she maintain the same speed, as far as you know?

- As far as I know.

13516. Then who would be on the bridge - is it one or two of the Junior Officers would be on the bridge with you?

- Two Junior Officers on watch at all times.

13517. There would be a Quartermaster at the wheel?

- And a stand-by Quartermaster.

13518. Another Quartermaster standing by?

- Exactly.

13519. And there would be two look-out men in the crow's-nest?

- At all times.

13520. What was the practice in the "Titanic" as far as this voyage is concerned about having a look-out man anywhere else?

- In anything but clear weather we carry extra look-outs.

13521. But where do you put them?

- If the weather is fine, that is to say if the sea allows it, we place them near the stem head; when the weather does not allow us placing them at the stem head, then probably on the bridge.

13522. And as far as your watch was concerned, 6 to 10 on the evening of April 14th, was there any look-out except the two men in the crow's-nest?

- No.

13523. What was the weather?

- Perfectly clear and fine.

13524. Had there been, as far as you remember, any occasion since she left Southampton to have extra look-out men?

- Yes, and we had had them.

13525. And you had had them?

- Yes.

13526. But at this time it was clear and fine?

- Yes.

13527. Of course the sea was calm?

- Comparatively smooth.

13528. Could you see the stars?

- Perfectly clear. There was not a cloud in the sky.

13529. There was no moon, I think?

- No moon.

13530. During your watch was any change made in the course?

- Not to my recollection.

13531. Then when you had taken the ship over from Mr. Wilde and gathered this information, I think you gave some directions to one of the Junior Officers?

- I directed the sixth Officer to let me know at what time we should reach the vicinity of the ice. The Junior Officer reported to me, "About 11 o'clock."

13532. Do you recollect which of the Junior Officers it was?

- Yes, Mr. Moody, the sixth.

13533. That would involve his making some calculations, of course?

- Yes.

13534. Had this Marconigram about the ice with the meridians on it been put up; was it on any notice board, or anything of the sort?

- That I could not say with any degree of certainty. Most probably, in fact very probably, almost certainly, it would be placed on the notice board for that purpose in the chart room.

13535. At any rate when you gave Mr. Moody those directions he had the material to work on?

- Exactly.

13536. And he calculated and told you about 11 o'clock, you would be near the ice?

- Yes.

13537. That is to say an hour after your watch finished?

- Yes. I might say as a matter of fact I have come to the conclusion that Mr. Moody did not take the same marconigram which Captain Smith had shown me on the bridge because on running it up just mentally, I came to the conclusion that we should be to the ice before 11 o'clock, by the marconigram that I saw.

13538. (*The Commissioner.*) In your opinion when in point of fact would you have reached the vicinity of the ice?

- I roughly figured out about half-past nine.

13539. Then had Moody made a mistake?

- I should not say a mistake, only he probably had not noticed the 49° wireless; there may have been others, and he may have made his calculations from one of the other Marconigrams.

13540. Do you know which other Marconigrams he would have to work from?

- No, My Lord. I have no distinct recollection of any other Marconigrams.

13541. Because it is suggested to me that there was no Marconigram which would indicate arrival at the ice-field at 11 o'clock?

- Well, My Lord, as far as my recollection carries me, Mr. Moody told me 11, and I came to that conclusion that he had probably used some other Marconigram.

13542. It did not agree with your conclusion?

- No.

13543. (*The Solicitor-General.*) Your Lordship will find in the print, at pages 12 and 13, when the Attorney-General was opening another Marconigram from the "Baltic." I would like to follow this a little. I think my Lord will agree. (*To the witness.*) You have just said you came to the conclusion that Mr. Moody had been working on some message other than the one Captain Smith had shown you?

- Exactly.

13544. When he came to you on your watch - of course, you are responsible up to 10 o'clock?

- Yes.

13545. When he came to you on your watch and said you would get to the ice, as he calculated about 11, did you, as far as you remember, say anything to him about it?

- No.

13546. It was important to you?

- I quite see your point, and I had reasons for not doing so. As far as I remember he was busy - what on I cannot recollect, and I thought I would not bother him just at that time. He was busy with some calculations, probably stellar calculations or bearings, and I had run it up in my mind, and I was quite assured that we should be up to 49 degrees somewhere about half-past 9.

13547. Then you mean at that time when he said 11 o'clock you had already formed a very rough judgment that you would get to meridian 49 deg. by about half-past nine?

- No, not till afterwards.

13548. Was it after he reported to you about his calculation, about 11 o'clock, that you checked it in your head?

- Yes.

13549. (*The Commissioner.*) I have taken it down differently. I had understood from you that when Moody told you that you would reach this ice-field about 11 o'clock, you had already calculated in your own mind that you would get there about 9.30?

- No, My Lord, I am sorry I conveyed a wrong impression.

13550. I have no doubt you are right, and I am wrong about it, but when did you come to the conclusion that you would get there as soon as 9.30?

- I really could not tell you the exact time. It was some time about 7 or 8 o'clock, probably. I really cannot remember, but I know it was after Mr. Moody had given me this time of his.

13551. I do not know what time it was that Moody told you you would reach the ice at 11?

- It was some time shortly after that I came on deck. I cannot remember the exact time.

13552. (*The Solicitor-General.*) When you got this time suggested to you, 11 o'clock, as I follow you, you made the calculation in your head?

- Exactly.

13553. You did not make a calculation on paper?

- None whatever.

13554. I daresay you can make the calculation back for us now.

- When the "Titanic" did strike the iceberg it was in longitude 50° 14' W.

13555. So she had passed the 49th meridian and passed the 50th?

- Exactly.

13556. If she struck the iceberg at 50° 14' W. at 11.40, 20 minutes to 12, given her speed, it is not difficult to say approximately when she passed the 49th meridian?

- It works out somewhere about half-past 9.

13557. That is what I thought. Then, of course, that was very important for you, as you were on the bridge and in charge until 10 o'clock?

- Yes.

13558. And being on the bridge, and in charge, would it be your responsibility to determine any question about reduction of speed?

- If I thought it necessary I should advise the Commander.

13559. But you thought the weather was clear enough and you could see?

- Perfectly clear.

13560. (*The Commissioner.*) What is a growler?

- A growler is really the worst form of ice. It is a larger berg melted down, or I might say a solid body of ice which is lower down to the water and more difficult to see than field ice, pack ice, floe ice, or icebergs.

13561. You did not know but what there might be growlers there. They are not nearly so visible as an iceberg, are they?

- No, naturally they will not be - that is, to distinguish them from icebergs with regard to size.

13562. A growler, I understand, is an iceberg which is very much submerged in the water and shows very little on the surface. Is that so?

- Their relative amounts above water and below are naturally the same.

13563. Yes, they are; but an iceberg is a mountain of ice standing up out of the water?

- Exactly.

13564. A growler is the same thing, but instead of standing high out of the water it stands a very little way out of the water; is that so?

- Yes, that is so, My Lord.

13565. Now can you see a growler ahead of you nearly so well as you could see an iceberg?

- No, My Lord.

13566. Now when you were in the vicinity of the ice, as you believed you were at 9.30 entering the dangerous field, did not it occur to you that you might run foul of a growler?

- No, My Lord, I judged I should see it with sufficient distinctness to define it - any ice that was large enough to damage the ship.

13567. (*The Solicitor-General.*) 21 knots is about 700 yards a minute. Is your view that you could see a growler at a safe distance at nighttime going at that pace?

- I judged that I could see a growler at a mile and a half, More probably two miles.

13568. (*The Commissioner.*) Is this leading to the suggestion that the look-out men are to blame?

- Not at all, My Lord. I must explain this if you will allow me.

The Commissioner:
Perhaps I interrupted.

13569. (*The Solicitor-General.*) I am glad he should add it. (*To the witness.*) Tell us what you were going to say?
- In the event of meeting ice there are many things we look for. In the first place a slight breeze. Of course, the stronger the breeze the more visible will the ice be, or rather the breakers on the ice. Therefore at any time when there is a slight breeze you will always see at nighttime a phosphorescent line round a berg, growler, or whatever it may be; the slight swell which we invariably look for in the North Atlantic causes the same effect, the break on the base of the berg, so showing a phosphorescent glow. All bergs - all ice more or less have a crystallised side.

13570. It is white?

- Yes; it has been crystallised through exposure and that in all cases will reflect a certain amount of light, what is termed ice-blink, and that ice-blink from a fairly large berg you will frequently see before the berg comes above the horizon.

13571. Now let me follow. Was there any breeze on this night?

- When I left the deck at 10 o'clock there was a slight breeze - Oh, pardon me, no. I take that back. No it was calm, perfectly calm.

13572. And there was no breeze. Was there any?

- As far as we could see from the bridge the sea was comparatively smooth. Not that we expected it to be smooth, because looking from the ship's bridge very frequently with quite a swell on the sea will appear just as smooth as a billiard table, perfectly smooth; you cannot detect the swell. The higher you are the more difficult it is to detect a slight swell.

13573. That means, then, does it not, that if you are on the bridge and you are relying on the fact that there may be a slight swell you really cannot tell from the bridge whether there is a swell or not - a slight swell?

- We look at it rather the other way - that, though the sea may appear smooth, we pretty well know that there is a swell, though it may not be visible to the eye, nor yet have any effect on the ship. It is a most rare occurrence -

13574. You mean there nearly always is a swell in the North Atlantic?

- This is the first time in my experience in the Atlantic in 24 years, and I have been going across the Atlantic nearly all the time, of seeing an absolutely flat sea.

13575. Do you agree from that experience that this was an occasion when it was an absolutely flat sea?

- Absolutely flat.

13576. (*The Commissioner.*) Not in fact, but to all appearance?

- In fact, My Lord.

The Solicitor-General:

He means in fact, My Lord.

13577. (*The Commissioner.*) Do you mean there was no swell at all?

- I mean to say that the sea was so absolutely flat that when we lowered the boats down we had to actually overhaul the tackles to unhook them, because there was not the slightest lift on the boat to allow for slacking, unhooked.

13578. (*The Solicitor-General.*) You have told me about the speed and about the direction. Now, there is a third thing. What about the temperature?

- The temperature had fallen considerably. As a matter of fact I happen to know exactly how much because when I relieved Mr. Murdoch after dinner he made the remark to me that the temperature had dropped 4 degrees whilst I was away at dinner.

13579. This is when you are at dinner in the middle of your watch?

- In the middle of my watch.

13580. He came and took your place?

- Yes.

13581. Your watch is from 6 to 10?

- Yes.

13582. What you have described hitherto, noticing the course and speed and giving directions to the Junior Officer and getting his calculations, did that happen before you went off to dinner?

- As far as I remember I asked for these calculations immediately after coming on deck. Yes, I think I am right in saying that I asked for these calculations immediately after coming on deck.

13583. That would be just after six o'clock?

- Yes, I have got it, I think. I asked for the calculations immediately after coming on deck and they were given to me about half-an-hour or three-quarters of an hour afterwards. It is very difficult to remember.

The Solicitor-General:

I quite follow, and you are helping us considerably.

13584. (*The Commissioner.*) Would that be about seven o'clock?

- No, I do not think that fits in with the time I went to dinner.

13585. When did you go to dinner?

- Dinner is at half-past six.

13586. Then it would be more like a quarter to eight?

- No I did not go to dinner at half-past six my Lord. Mr. Murdoch goes to dinner at half-past six and relieves me, I think, at five past seven, and I relieved him, I think, at 7.35.

13587. (*The Solicitor-General.*) That means that Mr. Murdoch, the first Officer, would be taking your place for half-an-hour between seven and half-past?

- Exactly.

13588. And after that you were in continuous charge, in fact, until ten o'clock?

- Exactly.

13589. (*The Commissioner.*) And from 7 to half-past seven there was a fall of four degrees in the temperature?

- Yes, My Lord.

13590. (*The Solicitor-General.*) Did you observe that at the time as something pretty sharp?

- Yes, a pretty sharp drop. It had been going down previously to that before I left the deck.

13591. When did you notice the fall in the temperature beginning seriously?

- Probably about half-past six.

13592. Very well; the fall in the temperature began at half-past six and a drop of four degrees between seven and half-past?

- Yes.

13593. Did you notice what the actual temperature was a little later by the thermometer?

- Yes, later on in the watch I think the Quartermaster two or three times told me what the temperature was in order that I might know when it got near to freezing point to send word to the engine room and the carpenter with regard to fresh water.

13594. Can you tell me what was the temperature which you were given and at what time?

- When Mr. Murdoch mentioned it to me as far as I recollect it had fallen from 43 degrees to 39.

13595. This is Fahrenheit I suppose, is it not?

- Yes; and then I sent word down to the carpenter about nine o'clock; it was then 33 degrees, and I sent word to the carpenter and to the engine room - for the carpenter to look after his fresh water; that is to say, he has to drain it off to prevent the pipes freezing - and to the engine room for them to take the necessary precautions for the winches.

13596. It is 33 degrees at nine o'clock. That is only one degree above freezing?

- One degree, exactly.

13597. What did that circumstance, the serious drop in temperature, indicate to you as regards the probable presence of ice?

- Nothing.

13598. You do not think it indicates anything?

- Nothing whatever; you may have it any time in the year, summer and winter, going across the Atlantic. It is not quite so noticeable in winter because the air generally is cold.

13599. (*The Commissioner.*) That may be, but is it not the fact that when you are approaching large bodies of ice the temperature falls?

- Never in my experience, My Lord.

13600. It does not go up I suppose?

- Well, though it may seem strange, it is quite possible for it to go up if the ice happens to be floating in slightly warmer water, or if the wind were to come round from the southward. You will frequently be passing through a cold stream, and if the wind comes from the southward you will almost invariably look out for a fog, owing to the warm wind striking the cold water. The atmosphere may be comparatively warm. The moment the wind comes back again to the northward you expect the weather to clear, and it will get very much colder, of course.

13601. (*The Solicitor-General.*) I have put together the facts you have given me. Have I got them right - that there is a drop of 10 degrees Fahrenheit in the course of two hours? You say it was 43 degrees when you went to dinner?

- That is 7 o'clock.

13602. And it was 33 degrees when you sent the message to the carpenter?

- About 9 o'clock; that is right.

13603. That is a drop of 10 degrees Fahrenheit in two hours?

- Yes.

13604. And a continuous drop?

- Yes.

13605. Does not that indicate anything at all as regards the probable presence of ice?

- Absolutely no indication whatever.

13606. Then I may take it that that fact of the temperature did not in itself make you any more cautious?

- Oh not the slightest.

13607. Well, it was now nine o'clock, and you had worked out in your head that you would probably get the 49 degrees meridian by half-past nine?

- Just let me correct that. It must have been a few minutes before nine, because I remember the Commander came on the bridge at five minutes to nine, and I told him then that I had already sent word round, so it was perhaps ten minutes or a quarter to nine, as a matter of minutes.

13608. Then that is a drop of ten degrees in less than two hours?

- Slightly less.

13609. (*The Commissioner.*) Did you draw his attention to the drop in the temperature?

- Yes, My Lord.

13610. Was anything said between you and him about it?

- Yes, My Lord.

13611. What was said?

- The Commander when he came on the bridge remarked that it was cold, and naturally I agreed with him, and also I mentioned in the course of conversation that I had sent round - I think I told him the temperature, and I told him I had sent to the engine room and the carpenter, Merely to indicate that the necessary duty had been done.

13612. Is that all that took place?

- No, My Lord. We had a conversation with regard to the weather.

13613. But had you no conversation with regard to ice?

- Well, I was coming to that, My Lord.

13614. (*The Solicitor-General.*) Had not you better tell us as accurately as you can what passed between him and you when he came on the bridge at five minutes to nine?

- I will.

13615. If you please.

- At five minutes to nine, when the Commander came on the bridge (I will give it to you as near as I remember.) he remarked that it was cold, and as far as I remember I said, "Yes, it is very cold, Sir. In fact," I said, "it is only one degree above freezing. I have sent word down to the carpenter and rung up the engine room and told them that it is freezing or will be during the night." We then commenced to speak about the He said, "There is not much wind." I said, "No, it is a flat calm as a matter of fact." He repeated it; he said, "A flat calm." I said, "Yes, quite flat, there is no wind." I said something about it was rather a pity the breeze had not kept up whilst we were going through the ice region. Of course, My reason was obvious; he knew I meant the water ripples breaking on the base of the berg.

13616. You said it was a pity there was not a breeze?

- Yes, I said, "It is a pity there is not a breeze," and we went on to discuss the weather. He was then getting his eyesight, you know, and he said, "Yes, it seems quite clear," and I said, "Yes, it is perfectly clear." It was a beautiful night, there was not a cloud in the sky. The sea was apparently smooth, and there was no wind, but at that time you could see the stars rising and setting with absolute distinctness.

13617. On the horizon?

- On the horizon. We then discussed the indications of ice. I remember saying, "In any case there will be a certain amount of reflected lights from the bergs." He said, "Oh, yes, there will be a certain amount of reflected light." I said, or he said; blue was said between us - that even though the blue side of the berg was towards us, probably the outline, the white outline would give us sufficient warning, that we should be able to see it at a good distance, and, as far as we could see, we should be able to see it. Of course it was just with regard to that possibility of the blue side being towards us, and that if it did happen to be turned with the purely blue side towards us, there would still be the white outline.

13618. (*The Commissioner.*) Then you had both made up your minds at that time that you were about to encounter icebergs?

- No, My Lord, not necessarily.

13619. It sounds very like it, you know?

- No, not necessarily, My Lord.

13620. You were both talking about what those icebergs would show to you?

- As a natural precaution. We knew we were in the vicinity of ice, and though you cross the Atlantic for years and have ice reported and never see it, and at other times it is not reported and you do see it, you nevertheless do

take necessary precautions, all you can, to make perfectly sure that the weather is clear and that the Officers understand the indications of ice and all that sort of thing. That is a necessary precaution that is always taken.

13621. (*The Solicitor-General.*) There are one or two things about that I should like to be clear about. I caught you saying that you or the Captain said it was a pity there was not a little breeze because it would have shown an iceberg?

- Yes, it would have assisted.

13622. Then you both realised at the time, did you, that since it was a flat calm it would be more difficult to see the ice?

- As far as the case of the berg was concerned, yes, it would be more difficult; naturally you would not see the water breaking on it if there were no wind; and so you would not have that to look for.

13623. Do you remember when the Captain was on the bridge with you, did you tell him that as you made it out you would get to the danger zone, to the ice region about half-past nine?

- No.

13624. Was anything said about the time when you would get to it?

- Not that I remember.

13625. Mr. Moody had made a calculation which he had reported to you and you thought his calculation gave the position too much west?

- Yes.

13626. Did not you say anything about that to the Captain?

- Oh, no.

13627. Had you had any further calculation made at all?

- No.

13628. What was the basis upon which you were proceeding? Were you proceeding on the basis that you would expect to reach this region by half-past nine, or that you would not expect to reach it until 11 o'clock?

- I was working on the half-past nine. I probably thought that Mr. Moody had based his calculation on the actual position of some berg or number of bergs.

13629. How long was the Captain on the bridge with you? You say he came on the bridge with you about five minutes to nine?

- About 25 minutes or half-an-hour.

13630. If it was half-an-hour that would carry you to within five minutes of half-past nine?

- Yes.

13631. And during that time whilst he was with you was there any discussion between you at all as to speed?

- None.

13632. You were going full speed ahead at this time?

- Yes.

13633. About 21 1/2 knots as you think?

- Yes.

13634. And no question was raised between you as to speed at all?

- No question at all.

13635. The Captain left you about 20 or 25 past 9, you say. Did he say where he was going to, or where he had been, and so on?

- Yes. The Captain said, "If it becomes at all doubtful" - I think those are his words - "If it becomes at all doubtful let me know at once; I will be just inside."

13636. (*The Commissioner.*) If what becomes doubtful?

- The general conditions, My Lord, I suppose he would mean - if it were at all doubtful about the distance I could see, principally.

13637. You were relying at this time exclusively upon the look-out; you were not taking any measures to reduce the speed?

- None, My Lord.

13638. And therefore you were relying for safety entirely on the look-out?

- Yes.

13639. Now tell me again what this observation of the Captain meant, because I do not understand it.

- With regard to the word "doubtful"?

13640. Yes; what did he mean?

- It is rather difficult to define. It means to say if I had any doubt at all in my mind.

13641. What about?

- About the weather, about the distance I could see - principally those two conditions it would refer to. If there were the slightest degree of haze to arise, the slightest haze whatever, if that were to any degree noticeable, to immediately notify him.

13642. (*The Solicitor-General.*) I will take what you have just said. You said if the slightest degree of haze was to arise - that would be what was meant - you were to notify him?

- Immediately; yes.

13643. And then did you understand, and do you represent, that if the slightest degree of haze arose it would at once become dangerous?

- Well, it would render it more difficult to see the ice, though not necessarily dangerous. If we were coming on a large berg there might be a haze, as there frequently is in that position, where warm and cold streams are intermixing. You will very frequently get a little low-lying haze, smoke we call it, lying on the water perhaps a couple of feet.

13644. Do not misunderstand me. I am not suggesting that it would be necessarily dangerous in the sense that there would necessarily be an accident, but there would be a risk of danger, would not there?

- If there was any haze?

13645. Yes?

- Undoubtedly.

13646. The slightest haze?

- The slightest haze would render the situation far more difficult.

13647. Far more dangerous?

- Far more dangerous if there were ice.

13648. You told me that with those conditions of the weather you think that a growler might have been seen a mile and a half?

- Yes.

13649. If you could see a low-lying growler in those conditions a mile and a half, how far off do you think you could see an iceberg?

- A good sized iceberg?

13650. Yes. An iceberg big enough to throw ice upon your fore deck?
- Well a matter of 50 feet.

13651. 50 feet? You mean an iceberg 50 feet out of the water?
- Yes.

13652. How far off would you have seen an iceberg as big as that?
- At least a mile and a half or two miles - that is more or less the minimum. You could very probably see it a far greater distance than that. If it were a very white berg, flat topped or the flat side towards you, under normal conditions you would probably see that berg 3 or 4 miles away.

13653. I think I must press you a little about this. The Captain leaves you and says, "If it becomes at all doubtful let me know at once"?
- Yes.

13654. Surely that had reference to the risk of ice had it not?
- Yes, undoubtedly; undoubtedly that was referring to ice.

13655. Just taxing your memory now, do not you think there was any further conversation between you and the Captain during that half hour, about the risk of ice and the presence of ice?
- I have no doubt there was more conversation, Most probably we were conversing the whole time the Commander was on the bridge, but the actual words I really cannot recall to my mind except what I have given you.

13656. What was the very first thing you did after the Captain went in about half-past nine? Did not you send a message to the crow's-nest?
- Yes, I did.

13657. What was it?
- To keep a sharp look out for ice, particularly small ice and growlers.

13658. That was half-past nine?
- And I think I told them to pass that word on until daylight - to keep a sharp look out till daylight.

13659. Now did you send that message to the crow's-nest immediately after the conversation with the Captain?
- Shortly afterwards I think it was.

13660. (*The Commissioner.*) It was only five minutes you know between the Captain leaving the bridge and your sending that message, if you have given the right times?
- Yes, it was probably about that, My Lord, as near as I can remember.

13661. Now did you send that message in consequence of your conversation with the Captain?
- No, I thought it was a necessary precaution. That is a message I always send along when approaching the vicinity of ice or a derelict, as the case may be. If I know we are approaching the vicinity of a derelict, I send the word along to let them know what to look out for. It is just the same with regard to a Lightship, say the Nantucket Lightship; I tell them to keep a sharp look out for the Nantucket Lightship to give them an idea what they are looking for.

13662. What time was it dark on this night?
- I think about half-past six, between half-past six and seven.

13663. (*The Solicitor-General.*) Was this the first time during this watch, six to ten, when you had sent any message to the crow's-nest about any ice?
- The first; yes.

13664. And was it the only time as far as you are concerned?
- The only time.

13665. But as you have explained to us, it was a message you said they were to pass on to the men who relieved them?

- Yes.

13666. Cannot you tell us at all whether that message was in any way caused by or suggested by the conversation you had with the Captain?

- No, in no way whatever. It was not. I see your point, that having been talking with the Commander I should naturally take this precaution, but I may say that it was in no way suggested by the conversation with the Commander.

13667. Very well, I think you caused that message to be sent to the crow's-nest by one of the Junior Officers who was with you on the bridge?

- Yes, Mr. Moody.

13668. Did you hear him send the message?

- I did. I told him to repeat it.

13669. You heard him send it, and when he first sent it did he send it quite accurately?

- No, not quite.

13670. And did you then make him repeat it accurately?

- Yes.

13671. Now just tell the Court what was the difference, what was it you wanted to be right?

- Well, I told Mr. Moody to ring up the crow's-nest and tell the look-outs to keep a sharp look out for ice, particularly small ice and growlers. Mr. Moody rang them up and I could hear quite distinctly what he was saying. He said, "Keep a sharp look out for ice, particularly small ice," or something like that, and I told him, I think, to ring up again and tell them to keep a sharp look out for ice particularly small ice and growlers. And he rang up the second time and gave the message correctly.

13672. Of course if there was no swell so that you could not at all rely on the breaking of the water against the edge of an iceberg or growler, it would be particularly hard to see would it not?

- It would be more difficult if it was not of any size.

13673. Whereas an iceberg that is more out of the water, on a fine night you thought would probably show you some white side or white edge?

- Yes.

13674. And on a fine night you would be able to see the whiteness?

- Yes.

13675. Was that the reason you repeated the message about growlers?

- Yes.

13676. Now we come to the last half-hour of your watch, from 9.30 to 10, I think. Just tell us what you were doing as regards ice, looking for ice during that time?

- At 9.30 or about 9.30 I took up a position on the bridge where I could see distinctly - a view which cleared the back stays and stays and so on - right ahead, and there I remained during the remainder of my watch.

13677. Were you looking out?

- Keeping a sharp look-out, as sharp as was possible.

13678. Looking out for ice?

- Looking out for ice and watching the weather; watching the conditions generally to see there was no haze which would rise that I should not notice, and, of course, keeping a sharp look out for ice as well.

13679. Were the conditions of the weather such that a haze might arise locally in one particular part of the field in front of you?

- Then I should have seen it.

13680. You thought that might be so and you were looking out?

- It could possibly have been so.

13681. Did that happen so during the rest of your watch?

- No, it was perfectly clear.

13682. Were you using glasses?

- Part of the time, yes.

13683. Do you in practice at night use glasses for the purpose of scanning the track you have to follow. Do you mean it was exceptional to use them?

- I mean to say that on this occasion, knowing there were no lights round the icebergs, you would naturally have a pair of glasses in your hand, but where there are lights about you do not use glasses; you pick them up with your eyes first.

13684. Supposing anybody's duty is to look out for ice at night what is your view as to the usefulness of glasses?

- With regard to picking up ice?

13685. Yes?

- It is rather difficult to say. I never have picked up ice at nighttime with glasses, so it is really difficult for me to say.

13686. (*The Commissioner.*) What were you using them for on the bridge?

- To assist me in keeping a look-out.

13687. Then you were using them; you were looking out for ice?

- I was looking out for ice.

13688. And you were using the glasses?

- Occasionally I would raise the glasses to my eyes and look ahead to see if I could see anything, using both glasses and my eyes.

13689. The question I understand is this: Do the glasses help you to detect ice?

- Well I should naturally think so, My Lord.

The Solicitor-General:

I am not quite certain whether you heard what the witness said.

The Commissioner:

He says "I should think so."

The Solicitor-General:

I meant before that; his previous answer.

The Commissioner:

I understood him to say that he does not use glasses as a Rule when he is on the bridge at night, but he did on this occasion.

The Solicitor-General:

I am anxious we should have it quite fair to him of course. I understand the witness to say that as a matter of fact he never has picked up ice with the help of glasses; it has never been his experience to see ice through glasses; but I gather he was both using his eyes and using glasses.

The Witness:
Exactly.

The Commissioner:

Put it to him in your own way, because the impression on my mind at present is this, that in his opinion glasses are useful for the purpose of seeing ice. That is the impression on my mind.

13690. (*The Solicitor-General.*) You see, Mr. Lightoller, I want to get your own view. You will tell us candidly and fairly, I am sure. First of all, in your own experience, when you have used glasses, have you in fact found ice with the help of glasses?

- Never. I have never seen ice through glasses first, never in my experience. Always whenever I have seen a berg I have seen it first with my eyes and then examined it through glasses.

The Solicitor-General:

I think that is what he said.

13691. (*The Commissioner.*) You are quite right, and do you say the same thing of ships' lights?

- There is no doubt about ships' lights. Personally I do not bother about glasses at all. I prefer to rely on my own eyes.

13692. (*The Commissioner.*) I am told that is right, and then if you want any detail you take the glasses up to examine the lights that you have already seen with the naked eye?

- Exactly, My Lord.

13693. (*The Solicitor-General.*) As I understand you, if it was a question of a light, you have no doubt at all that you would pick it up in the ordinary course with your eyes if you have good eyes before you would get your glasses on to it?

- Yes.

13694. But in regard to icebergs, you do not feel so sure?

- No.

13695. And on this occasion, during this half hour, you were, in fact, using sometimes your eyes and sometimes your glasses?

- Yes, exactly.

13696. That brought you up to the end of your watch at 10 o'clock. Was the speed of the ship maintained up to that time?

- As far as I know.

13697. I mean you gave no orders to stop it?

- None whatever.

13698. Did the night continue clear and calm?

- Perfectly calm, up to 10 o'clock, and clear.

13699. And so far as those conditions are concerned, was there any change up to the time you handed over the ship?

- None whatever. If I might say one fact I have just remembered?

13700. Do?

- Speaking about the Commander, with reference to ice, of course, there was a footnote on the night order book with regard to ice. The actual wording I cannot remember, but it is always customary. Naturally, every commander, in the night order book, issues his orders for the night, and the footnote had reference to keeping a sharp look out for ice. That is initialed by every Officer.

13701. Who was it that took the ship over from you at 10 o'clock?

- Mr. Murdoch.

13702. Mr. Murdoch, the first Officer: Just one further thing - You have spoken about the change in the temperature, and you have brought the change in the temperature down to 33 degrees at about 9 o'clock. Then you had another hour. Did you notice whether it went colder?

- I did; 1 degree.

13703. That would be getting down to freezing point?

- That was exactly freezing.

13704. 32 degrees. Do you remember what time you noticed it had got down to 32 degrees?

- No, I could not say. Most probably it was about 10 minutes to 10, when the quartermaster took the temperature of the air and the water by thermometer.

13705. Is that the duty, in the ordinary course, of the Quartermaster at 10 minutes to 10?

- Yes, every hour it is registered.

13706. At 10 minutes to the hour?

- Yes - every two hours I should say.

13707. When you handed over the ship at the end of your watch to Mr. Murdoch, just tell us, as carefully and fully as you can, what was the report you made to Mr. Murdoch? What was it you passed along to him?

- I should give him the course the ship was steering by standard compass. I mentioned the temperature - I think he mentioned the temperature first; he came on deck in his overcoat, and said, "It is pretty cold." I said, "Yes it is freezing." I said something about we might be up around the ice any time now, as far as I remember. I cannot remember the exact words, but suggested that we should be naturally round the ice. I passed the word on to him. Of course, I knew we were up to the 49 degrees by, roughly, half-past 9; that ice had been reported. He would know what I meant by that, you know - the marconigram.

13708. I will tell you what I want to know. Did you say anything to him at 10 o'clock about a calculation having been made by the Junior Officer or anything of that sort?

- I may have done; I really cannot recollect it now, I may have told him that Moody worked it out 11, or I may have told him half-past 9.

The Commissioner:

You yourself knew the boat was already in the ice region at this time?

- Yes.

13709. Did you tell Murdoch so?

- Yes, My Lord, as I say when he came on deck.

13710. What did you say to him?

- That we were up around the ice, or something to that effect; that we were within the region of where the ice had been reported. The actual words I cannot remember; but I gave him to understand that we were within the region where ice had been reported.

13711. (*The Solicitor-General.*) During your watch and while Mr. Murdoch had been off duty you had caused this calculation to be made and Mr. Moody had given you 11 o'clock?

- Yes.

13712. You thought half-past nine?

- Yes.

13713. And here you had sent a message up to the crow's-nest asking them to keep a sharp look-out for ice, especially small ice and growlers?

- Yes.

13714. You are handing the ship over at 10 o'clock to Mr. Murdoch who was on the bridge at the time of the accident. Now what I want to know is what was it you told him, as fully as you can, about ice?

- I am very sorry, but my memory will not help; I cannot recollect word for word, Merely that I gave Mr. Murdoch to understand that we were in the ice region; as to the actual words I said to him, I may have put it many ways - I cannot remember how I did.

13715. I follow you cannot give us the actual words, and your memory does not serve you to say whether you told him anything about your view that you had passed the meridian or Mr. Moody's view that you would not reach the position until 11 o'clock?

- No, I really could not say.

13716. Did you say anything to him about your conversation with the Captain and the order the Captain had given?

- Oh! Undoubtedly.

13717. You did?

- Oh, undoubtedly.

13718. You would report to him that the Captain had been on the bridge?

- Yes.

13719. As far as you remember did you report anything about orders as to speed?

- No orders. No orders were passed on about speed.

13720. (*The Commissioner.*) Did you tell him what message you had sent to the crow's-nest?

- Yes, I did.

13721. You told Mr. Murdoch that?

- Yes, I told Mr. Murdoch I had already sent to the crow's-nest, the carpenter, and the engine room as to the temperature, and such things as that - naturally, in the ordinary course in handing over the ship everything I could think of.

13722. (*The Solicitor-General.*) We have to get at what is Mr. Murdoch's state of mind, with your help, because he is not here?

- I quite see.

13723. The captain had said to you only half-an-hour or 35 minutes before that if it got at all doubtful you were to send for him, and that he would be close by?

- Yes.

13724. Did you tell Mr. Murdoch of that message?

- Oh, undoubtedly.

13725. The captain's room, I think, is just at the side of the bridge there?

- On the side of the bridge, and the window facing right on to the bridge. The bridge is in clear view from his chart room.

13726. You have had great experience of the North Atlantic at all times of the year. Just tell me, when a liner is known to be approaching ice is it, or is it not in your experience usual to reduce speed?

- I have never known speed to be reduced in any ship I have ever been in in the north Atlantic in clear weather, not on account of ice.

13727. Assuming that the weather is clear?

- Clear.

13728. I think that is all you can tell us as far as your duties on the bridge are concerned. You had some duties to discharge before you turned in, had not you?

- Yes, I have to go round the decks and see everything is all right; what we call "going round."

13729. There is nothing material there?

- Nothing in reference to the case, no.

13730. Did you go to your room and turn in?

- Yes.

13731. And had you turned in at the time of the impact, the collision?

- Yes.

13732. I mean your light was out?

- Yes, My light was out but I was still awake.

13733. You were still awake?

- Yes.

13734. If you were awake you felt something, I suppose? Just describe to us what it was you felt?

- It is best described as a jar and a grinding sound. There was a slight jar followed by this grinding sound. It struck me we had struck something and then thinking it over it was a feeling as if she may have hit something with her propellers, and on second thoughts I thought perhaps she had struck some obstruction with her propeller and stripped the blades off. There was a slight jar followed by the grinding - a slight bumping.

13735. (*The Commissioner.*) You could not tell from what direction the sound came?

- No, My Lord. Naturally I thought it was from forward.

13736. I understand you to say you thought it was the propellers?

- On second thoughts it flashed through my mind that possibly it was a piece of wreckage, or something - a piece of ice had been struck by a propeller blade, which might have given a similar feeling to the ship.

13737. (*The Solicitor-General.*) As to this grinding noise which you speak of which followed the slight shock, can you give us any help at all how long the grinding sound or sensation continued?

- Well, I should say a matter of a couple of seconds, perhaps - a few seconds, very few.

13738. I understand it was not violent at all?

- Oh, no, not at all.

13739. (*The Commissioner.*) You were lying down at the time?

- Yes, My Lord. I had just switched the light out. I was going to sleep. I had switched the light out and turned over to go to sleep.

13740. (*The Solicitor-General.*) But you were awake?

- I was awake.

13741. When this occurred your mind naturally searched for a probable cause?

- Yes.

13742. Did you think of ice?

- I did.

13743. Just tell us what you did, in order?

- I lay there for a few moments, it might have been a few minutes, and then feeling the engines had stopped I got up.

13744. From where you were lying could you hear the ring of the telegraph?

- No.

13745. So that you did not know of the order given to stop the engines?

- No.

13746. But you felt that they had stopped?

- I did.

13747. And you got up?

- Yes.

13748. Did you go to the bridge?

- Not exactly the bridge; I went out on deck. The bridge, you know, is on the same level.

13749. On to the boat deck?

- On to the boat deck on the port side.

13750. Is your room on the port side?

- My room is on the port side.

13751. What did you find was the condition of things?

- Everything seemed normal.

13752. Was the ship going full speed ahead?

- Oh, no, but I mean the conditions on the bridge.

13753. It was my fault. What did you find was the position of the ship?

- I, first of all, looked forward to the bridge and everything seemed quiet there. I could see the first Officer standing on the footbridge keeping the look out. I then walked across to the side, and I saw the ship had slowed down, that is to say, was proceeding slowly through the water.

13754. This is all on the port side?

- All on the port side.

13755. Did you see any iceberg?

- No.

13756. Of course, if the iceberg passed the starboard side of the vessel, you were on the opposite side?

- Yes.

13757. When you came out on deck was the ship already stopped or slowing down through the water?

- She was proceeding slowly, a matter of perhaps six knots or something like that.

13758. Were the engines still stopped?

- I could not exactly say what the engines were doing after once I got up. It was when I was lying still in my bunk I could feel the engines were stopped.

13759. Can you help us as to whether the engines were put full speed astern?

- No, I cannot say I remember feeling the engines going full speed astern.

13760. When you looked over the side you thought she was going through the water about six knots?

- Yes, four to six knots. I did not stay there long.

13761. Just tell us what you did.

- After looking over the side and seeing the bridge I went back to the quarters and crossed over to the starboard side. I looked out of the starboard door and I could see the Commander standing on the bridge in just the same

manner as I had seen Mr. Murdoch, just the outline; I could not see which was which in the dark. I did not go out on the deck again on the starboard side. It was pretty cold and I went back to my bunk and turned in.

13762. At that time you thought nothing was the matter?

- I did not think it was anything serious.

13763. (*The Commissioner.*) Well, you did think, as I understand, that she had fouled something with her propeller blades?

- Either bumped something or fouled something.

13764. Was not that serious?

- No.

13765. I should have thought it was?

- Well, it is in a way, My Lord. If it was sufficiently serious I knew I should be called. But what I mean to convey is, I had been on deck and looked both sides and had not seen anybody about, that is to say, everything was clear; there was nobody coming towards the quarters to call us or anything. The Quartermaster had not left the bridge. I knew that if they wanted us it was a moments work for the Quartermaster to come along and tell us. Judging the conditions were normal, I went back and turned in.

13766. You thought it was safe enough to turn in?

- Oh, quite.

13767. (*The Solicitor-General.*) You say the first Officer and the Captain were both on the bridge?

- As I should judge from their figures.

13768. That was your impression?

- Yes.

13769. Is it usual to find the first Officer and the Captain both on the bridge in the ordinary course?

- Oh, yes; there is nothing uncommon about it, nothing whatever.

13770. Of course the first Officer is the Officer of the watch?

- Yes.

13771. You have told us how the Captain came to you while you were on your watch and I suppose you thought he had come to the first Officer in the same way?

- Well, of course I knew the bump had brought him out.

13772. (*The Commissioner.*) Was the Captain dressed?

- That I could not say. I do not think there was any doubt about his being dressed, because in the ordinary conditions, as the Captain said, he would be just inside, he would not turn in under those conditions. He would just remain in his navigating room where his navigating instruments are: chart books, etc., where he would be handy to pop out on the bridge.

13773. (*The Solicitor-General.*) Nobody blames you for turning in, you understand.

- No.

The Commissioner:

Oh, no.

13774. (*The Solicitor-General.*) But it is to get your point of view. You had noticed the ship had stopped, or at least the engines had stopped?

- Yes.

13775. And that she was going only six knots through the water?

- Yes.

13776. In mid-Atlantic?

- Yes.

13777. No other ship near?

- No.

13778. Did not that strike you at all?

- Oh, yes. I knew perfectly well that some extraordinary circumstance had occurred; that is to say we had struck something or our propeller had been struck.

13779. (*The Commissioner.*) Your curiosity was not sufficient to remain in the cold?

13780. To go on to the bridge?

- No, it was not a case of curiosity; it was not my duty to go on to the bridge when it was not my watch.

13781. (*The Solicitor-General.*) How long were you in your room after that before you did turn out?

- It is very difficult to say. I should say roughly about half-an-hour perhaps; it might have been longer, it might have been less.

13782. Did you go to sleep?

- Oh, no.

13783. (*The Commissioner.*) What on earth were you doing? Were you lying down in your bunk listening to the noises outside?

- There were no noises. I turned in my bunk, covered myself up and waited for somebody to come along and tell me if they wanted me.

13784. (*The Solicitor-General.*) Time is very difficult to calculate, especially when you are trying to go to sleep, but seriously do you think it was half-an-hour?

- That I was in my bunk after that?

13785. Yes?

- Well I did not think it was half-an-hour, but we have been talking this matter over a very great deal, and I judge it is half-an-hour, because it was Mr. Boxhall who came to inform me afterwards we had struck ice, and previous to him coming to inform me, as you will find out in his evidence, he had been a considerable way round the ship on various duties which must have taken him a good while. It might be less, it might be a quarter-of-an-hour. You will be able to form your judgment.

13786. He is the fourth Officer?

- Yes.

13787. How would his time of duty run?

- He was on duty till 12 o'clock.

13788. Ten to 12?

- Eight to 12.

13789. It was Mr. Boxhall who came to your room and gave you the information?

- Yes.

13790. What was it he told you?

- He just came in and quietly remarked "You know we have struck an iceberg." I said "I know we have struck something." He then said "The water is up to F Deck in the mail room."

13791. (*The Commissioner.*) Well, that was rather alarming, was it not?

- He had no need to say anything further then, Sir.

13792. (*The Solicitor-General.*) "The water is up to F deck in the mail room." It is quite fair of you to have told us why you thought it was longer, but I want to see we get it right from your point of view. I see when you gave your statement about this matter at that time your impression was it was a shorter time than half-an-hour?
- Did I?

13793. Yes, I have got down here six minutes?
- Oh, there must be some mistake, I think, in that.

13794. When you got that news it did not take you very long to turn out the second time?
- No, it did not.

13795. Did you go on deck?
- After dressing.

13796. Now just tell us what you saw, and what you found was the condition of things there?
- At this time the steam was roaring off.

The Commissioner:
You will be some little time yet, Mr. Solicitor?

The Solicitor-General:
Yes, My Lord.

The Commissioner:
Very well. You have him on deck, and I think this is the time to rise.

(The Witness withdrew.)

Day 12

Testimony of Charles H. Lightoller, recalled

Further examined by the SOLICITOR-GENERAL.

13797. You were just telling us what you found when you came up on deck after you had heard of what had happened, and I think you just told us that the steam was roaring off - blowing out of the boilers, I suppose?
- Yes.

13798. Was it making a great noise?
- Yes.

13799. So great as to be difficult to hear what was said?
- Very difficult.

13800. Did you ascertain whether all hands had been called on deck?
- Yes; I met the Chief Officer almost immediately after, coming out of the door of the quarters. First of all the Chief Officer told me to commence to get the covers off the boats. I asked him then if all hands had been called, and he said, "Yes."

13801. I should like to understand whether there was a division of duties here. In an emergency of this sort, have you a special responsibility for one side of the ship as against the other?
- No.

13802. Then there is an order from the Chief Officer that you should see to the stripping of the covers off the boats?
- Yes.

13803. Did you do that?

- Yes.

13804. At that time had any of the boats had their covers stripped, or had you to begin it?

- None, with the exception of the emergency boats.

13805. Those were the two which we have heard of which were kept swung out?

- Yes.

13806. And did you get hands to help you in that work?

- Yes, I commenced myself, and then as the hands turned up, I told them off to the boats.

13807. Which side did you begin, and what was the order?

- I began on the port side with the port forward boat. That would be No. 4.

13808. That would be the one immediately abaft of the emergency boat?

- Yes.

13809. Just tell us the order of things, will you?

- I commenced stripping off No. 4; then two or three turned up; I told them off to No. 4 boat and stood off then myself and directed the men as they came up on deck, passing around the boat deck, round the various boats, and seeing that the men were evenly distributed around both the port and starboard.

13810. Do you mean evenly distributed as between the different boats?

- Exactly.

13811. Had you any means of knowing what boat a particular seaman would be attached to if he did not know; have you any means of telling him?

- Well, I did not think it advisable, taking into consideration the row going on with the steam to make any inquiries. I could only direct them by motions of the hand. They could not hear what I said.

13812. So that you parcelled them out as best you could?

- Exactly.

13813. Did you go to boats in the afterend as well?

- Yes.

13814. On the port side?

- Both sides.

13815. Then you went the whole circuit of the boat deck?

- Yes.

13816. Carrying out this order?

- Yes.

13817. And was each of the boat covers stripped in order all the way round?

- All the boats, as far as I can remember, were under way. I remember directing one of the Junior Officers to look after the after section of boats.

13818. What length of time would this operation of uncovering all these boats take?

- You mean, given the crew?

13819. You were engaged on this work. I want to realise how long you were engaged on it?

- Well, I really could not say what time the after boats were finished uncovering. Knowing that the third Officer was there in charge I did not bother so much about that as the forward ones, and about the time I had finished

seeing the men distributed round the deck, and the boat covers well under way and everything going smoothly, I then enquired of the Chief Officer whether we should carry on and swing out.

13820. And what did Mr. Wilde say about that - what were the orders?

- I am under the impression that Mr. Wilde said "No," or "Wait," something to that effect, and meeting the Commander, I asked him, and he said, ""Yes, swing out."

13821. And did you get that done?

- Yes, on the port side. I did not go to the starboard side again.

13822. Up to the time of swinging out the boats which had been stripped, at any rate, on the port side, what about the passengers?

- I had met a few passengers on deck, not many.

13823. Had you heard any general orders given about getting them?

- No, I could not hear any.

13824. Was the steam still blowing off all this time?

- Still blowing off, yes.

13825. Up to this time had you noticed whether the ship had got any list?

- Not to my knowledge; no list whatever so far as I know.

13826. Up to this time had you noticed whether she showed a tendency to drop by the head?

- No.

13827. She was on an even keel so far as you know?

- Yes.

The Commissioner:

Now, you say "at this time." I do not quite know what time.

The Solicitor-General:

I was stopping; I had meant to stop at the time he ceased to swing out boats on the port side, which is, as I understand, after stripping all the boat covers.

The Commissioner:

I understand about the course of events at this time; I want to know by the clock.

13828. (*The Solicitor-General.*) I did, too, My Lord. (*To the witness.*) Could you help us and give us some estimate as to how long this would have taken from the time that you came out. You see, you have said you think half-an-hour elapsed after the collision before you came out and realised the seriousness of it, and then, of course, you undertook those duties, and you have described them. Could you give us an estimate how long would have elapsed from the time you came out on deck and started this work to the time the boats were swung out on the port side?

- I should like you to understand quite clearly about the boat covers. I had not seen all the boat covers actually off. We were taking the boats in rotation, but from the time we commenced to strip No. 4 boat cover until the time when we swung them out I should judge would be probably at most 15 or 20 minutes.

13829. So far you are confining yourself to No. 4?

- Exactly.

13830. And during that time had the stripping of the covers of the other boats been going on?

- That was being continued at the same time. Of course, there were the falls to coil down.

13831. You took No. 4. Was the swinging out of No. 4 earlier than the swinging out of the other boats on the port side?

- Yes, as it happened. You see the men coming up the staircase on the forepart would naturally come to No. 4, and No. 4 was got under way first and would be completed first.

13832. Did you go on your way down the port side getting it done?

- Yes.

13833. Taking the swinging out of the last boat that you saw to on the port side, how much later would that be?

- That was very late on.

13834. (*The Commissioner.*) That is what I want to know?

- Well, you see, if I may give it to you in the order that I was working, I swung out No. 4 with the intention of loading all the boats from A deck, the next deck below the boat deck. I lowered No. 4 down to A deck, and gave orders for the women and children to go down to A deck to be loaded through the windows. My reason for loading the boats through the windows from A deck was that there was a coaling wire, a very strong wire running along A deck, and I thought it would be very useful to trice the boat to in case the ship got a slight list or anything; but as I was going down the ladder after giving the order, someone sung out and said the windows were up. I countermanded the order and told the people to come back on the boat deck and instructed two or three, I think they were stewards, to find the handles and lower the windows. That left No. 4 boat hanging at A deck, so then I went on to No. 6.

13835. And was No. 6 still on the boat deck?

- Yes. Then I proceeded to put out No. 6 and lower away. Previous to this, I may say I had had orders from the Commander to fill the boats with women and children, put women and children into the boats and lower away.

13836. Of course, the model we have there shows the starboard side, but the arrangement is the same for this purpose, I think, and one sees that if one took the boat immediately abaft the emergency boat, and lowered it to A deck, it would in that model come against the closed-in side?

- Yes.

13837. With the windows in it?

- Yes.

13838. And your idea was that those windows should be opened and the people should get from the windows into the boat from A deck?

- Exactly.

13839. Then that plan was not, in fact, carried out?

- No, not on the port side.

13840. For the reason you have explained?

- Yes.

The Commissioner:

I am still without the information I want.

13841. (*The Solicitor-General.*) I realise that, and I will come back to it. (*To the witness.*) No. 4 would take some time. Then what was the next boat, so far as you are concerned, which was filled with women and children?

- No. 6.

13842. And the next one?

- As far as I remember, No. 8.

13843. That exhausts the boats, which are forward, on the port side?

- Yes.

13844. Then did you see to the loading of any others on the port side?

- I went forward - the last lifeboat for me to load on the port side was No. 4 from A deck.

13845. It got as far as that?

- Yes, and it remained there.

13846. Now what I want to know is this - making the best estimate you can, can you give us some help as regards the time - either the time which had elapsed, or the time by the clock when the lowering away of No. 4 actually took place, putting it into the water?

- Would it be of any assistance, if I gave you the time that the collapsible boat, the actual last boat, got away on the port side?

The Commissioner:

Well, it might.

The Witness:

I can remember that distinctly - lowering it only about 10 feet.

13847. I will tell you what I want, and then perhaps you will be able to answer. You said that after the boats on the port side had been lowered the ship had no list, either to port or starboard, and that she was not down by the head. Now, I want to know at what time you observed that?

The Solicitor-General:

What I understand him to say was that the boats were swung out before he had noticed it. I did not understand him to say that they were lowered.

The Commissioner:

I understand him to say that it was quite a long time.

The Solicitor-General:

Quite.

The Commissioner:

I do not care whether they were lowered. At what time was it you noticed this ship had no list, and that it was not down by the head?

- When I came on deck and commenced uncovering the boats.

The Commissioner:

I understood you were speaking of a much later period.

13848. (*The Solicitor-General - To the witness.*) I was asking about a later period?

- I am sorry.

13849. When you came out on deck, having been aroused, the ship was on an even keel?

- Yes.

13850. You had heard that the water was out up to F deck?

- Yes.

13851. But you did not notice any list?

- No.

13852. How long did that state of things continue? When was it you did first notice either a list or that she was down by the head?

- Very shortly, afterwards I noticed she was down by the head, when I was by No. 6 boat. When I left No. 4 and went to No. 6 she was distinctly down by the head, and I think it was while working at that boat it was noticed that she had a pretty heavy list to port.

13853. (*The Commissioner.*) This must have been within a quarter of an hour from your coming on the boat deck?

- No, My Lord, it would take us a quarter of an hour or 20 minutes to get No. 4 uncovered and the falls out.

13854. But when you did get No. 4 out you noticed this list, I understand?

- No, My Lord, I think I said at No. 6.

13855. Then how long would it take you to get No. 4 and No. 6 uncovered?

- Well, it would take us from 15 minutes to 20 minutes to uncover No. 4; then to coil the falls down, then to swing out and lower it down to A deck would take another six or seven minutes at least. Then I gave an order to go down to the lower deck which I countermanded; perhaps two or three minutes might have elapsed there. Then I went to No. 6 about that time.

13856. How long were you working at No. 6?

- I really could not say, My Lord. I went to No. 6 then, as far as I remember.

13857. At what point of these events did you notice that the ship had begun to be down by the head or to have a list?

- It was when I was at No. 6 boat, My Lord.

13858. As I understand, that would be about half-an-hour after you had come on deck?

- I think it is longer than that.

13859. Well, let us say three quarters of an hour?

- Yes, perhaps three quarters of an hour.

13860. You had been half-an-hour in your bunk before you came on deck at all?

- I said approximately half-an-hour.

13861. So this would be an hour or an hour and a quarter after the collision. And was it then for the first time you noticed the vessel had a list?

- At whatever time that was, My Lord. However, it works out it was about when I was at boat No. 6.

13862. (*The Solicitor-General.*) What you had been doing in the interval was, you had been getting No. 4 unstripped; you had been getting her swung out, her falls cleared and let down as far as the A deck, and there you had ascertained that it was not possible to open the windows and get the people through?

- Not immediately, and therefore rather than delay I did not go on with it.

13863. That is what happened?

- Yes.

13864. Then turning your attention to No. 6 you then noticed the ship had got a list?

- Yes, I think it was No. 6.

13865. (*The Commissioner.*) And it was a list to port?

- Yes.

13866. Did you ever notice a list to starboard?

- No.

13867. Was there a list to starboard?

- Not that I am aware of, and I think I should have noticed it in lowering the boat. I may say that my notice was called to this list - I perhaps might not have noticed it; it was not very great - by Mr. Wilde calling out "All passengers over to the starboard side." That was an endeavour to give her a righting movement, and it was then I noticed that the ship had a list. It would have been far more noticeable on the starboard side than on the port.

13868. (*The Solicitor-General.*) Did you hear that order given when you were dealing with boat No. 6?

- Yes.

13869. Now by that time you were dealing with boat No. 6, were there a number of passengers, Men, women and children, on the boat deck?

- Yes.

13870. And at that time when you were dealing with No. 6 had any order been given about their getting into the boats?

- Yes.

13871. Who gave it, and when was it given?

- The Captain gave it to me.

13872. What was the order?

- After I had swung out No. 4 boat I asked the Chief Officer should we put the women and children in, and he said "No." I left the men to go ahead with their work and found the Commander, or I met him and I asked him should we put the women and children in, and the Commander said "Yes, put the women and children in and lower away." That was the last order I received on the ship.

13873. Was that, as you understood it, a general order for the boats?

- Yes, a general order.

13874. Again, I should like to have the time fixed. Is that after these events you have described about boat No. 4?

- No; previous to any swinging out, when No. 4 was almost uncovered; in fact, the canvas cover was off. They were taking the falls out and I think they were in the act of taking the strong back out, and the next movement to be executed would be swinging the boat out. So before any delay had occurred I asked the Commander, as I say, should we lower away.

13875. That means, should you put people into the boat, I suppose?

- Yes. We had had orders to swing out, so the boat was in the process of being swung out.

13876. Now, we can take No. 6. You say you went to that?

- Yes.

13877. You saw that boat filled, did you?

- Yes.

13878. It was filled under your supervision?

- Yes.

13879. Now, tell us about the way in which it was done and the orders given as to who should get into it?

- As a matter of fact, I put them in myself. There were no orders. I stood with one foot on the seat just inside the gunwale of the boat, and the other foot on the ship's deck, and the women merely held out their wrist, their hand, and I took them by the wrist and hooked their arm underneath my arm.

13880. You have not told us anything yet about the preference being given to women?

- The order had been received from the Commander.

The Commissioner:

He has told us about the order given by the Captain.

13881. (*The Solicitor-General.*) I see. (*To the witness.*) And that is the order you carried out?

- Yes.

13882. And then was No. 6 lowered away?

- No. 6 was lowered away.

13883. Was boat No. 6 filled?

- It was filled with a reasonable regard to safety. I did not count the people going in.

13884. But you exercised your judgment about it?

- Yes.

13885. It was filled as much as you thought was safe in the circumstances?

- Yes.

13886. In your judgment is it possible to fill these lifeboats when they are hanging as full as you might fill them when they are water borne?

- Most certainly not.

13887. (*The Commissioner.*) Is that due to the weak construction of the lifeboats or to the insufficiency of the falls?

- A brand new fall, I daresay, would have lowered the boats down and carried the weight, but it would hardly be considered a seamanlike proceeding as far as the sailor side of it goes, but I certainly should not think that the lifeboats would carry it without some structural damage being done - buckling, or something like that.

13888. And had you those considerations in mind in deciding how many people should go in the boat?

- Yes.

13888a. (*The Solicitor-General.*) The convenient thing, My Lord, is just to refer your Lordship to the evidence of Poingdestre. It is at page 83. It fits together here. Perhaps I may read a few questions, and Mr. Lightoller will hear them. It is Question 2958. He is asked, "Do you know how it comes that there were not more than 42 put into this boat?" That is boat No. 6?

- Yes.

13889. And he says, "Well, the reason is that the falls would not carry any more. (Q.) You mean somebody was frightened of the falls? - (A.) Yes, the second Officer, Mr. Lightoller." Did you say anything aloud about it?

- No.

13890. It is merely a conclusion the man came to?

- Yes, I daresay, a seamanlike conclusion.

13891. You agree as many people were put into it as, in your judgment, was safe when it was in that position?

- Yes.

13892. We are told about 40 or 42?

- Yes, about that.

13893. Then did you give the order to lower away?

- Yes.

13894. Did you give any further order to that boat, No. 6, as to what it was to do or where it was to go?

- Not that I remember. I knew there was, if I may mention it, this light on the port bow about two points; I had already been calling many of the passengers' attention to it, pointing it out to them and saying there was a ship over there, that probably it was a sailing ship as she did not appear to come any closer, and that at daylight very likely a breeze would spring up and she would come in and pick us up out of the boats, and generally reassuring them by pointing out the light; but whether I told them to pull towards the light I really could not say. I might have done and I might not.

13895. Here is a boat with only 42 people in it, and when it is water-borne everybody agrees it would safely carry more than?

- Yes.

13896. Did you give any orders with the object of getting more people into it when it was in the water?

- Yes, I see what you are alluding to now, the gangway doors. I had already sent the boatswain and 6 men or told the boatswain to go down below and take some men with him and open the gangway doors with the intention of sending the boats to the gangway doors to be filled up. So with those considerations in mind I certainly should not have sent the boats away.

13897. That is what I meant. Did you give any order or direction to the man in charge of boat No. 6 that he was to keep near or was to go to the gangway doors?

- Not that I remember. The boats would naturally remain within hail.

13898. You do not recollect whether you gave any actual order to the man in charge?

- No.

13899. It is just as well to read this question and answer. This man Poingdestre was asked, "Did Mr. Lightoller give you any orders as to what to do with the boat?"; and the answer was, "He gave me orders before the boat was lowered what to do. (Q.) What orders did he give you? - (A.) To lay off and stand by close to the ship?"

- Perhaps I did; I daresay.

13900. Now let us pursue the two things you have mentioned. You say you gave those orders to the boatswain to go down with some men and open the gangway doors?

- Yes.

13901. Will you point out on the starboard side where they are?

- There are gangway doors one on each side there. (*Pointing on the model.*)

13902. About where you are pointing now?

- Yes, there are two doors one above and one below on the starboard side, but there is only one on E deck on the port side. The other gangway doors are here.

13903. In the afterpart?

- Yes.

13903a. What deck do those gangway doors open from?

- E deck.

13904. Were your orders general, or did they refer to one set of gangway doors in particular?

- General.

13905. Did the boatswain go off after receiving the orders?

- As far as I know, he went down.

The Commissioner:

Have we heard anything up to this time of these gangway doors.

The Solicitor-General:

I am not aware of having heard it, My Lord. There has been a suggestion made by a Witness, I think, that it was so, but I do not think there has been any evidence about it. There was a suggestion, I know.

The Commissioner:

To open those doors?

13906. (*The Solicitor-General.*) Yes. (*To the witness.*) Can you help us when it was that you gave this order to the boatswain? I mean, can you give it us by reference to boats. Was it before you had lowered No. 4 to the a

deck or after?

- I think it was after and whilst I was working at No. 6 boat.

13907. If the boat was down by the head, the opening of those doors on E deck in the forward part of the ship would open her very close to the water, would it not?

- Yes.

13908. When you gave the order, had you got in mind that the ship was tending to go down by the head, or had not you yet noticed it?

- I cannot say that I had noticed it particularly.

13909. Of course, you know now the water was rising up to E deck?

- Yes, of course it was.

13910. Did the boatswain execute those orders?

- That I could not say. He merely said "Aye, aye, sir," and went off.

13911. Did not you see him again?

- Never.

13912. And did not you ever have any report as to whether he had executed the order?

- No.

13913. I had better just put it. As far as you know, were any of those gangway doors open at any time?

- That I could not say. I do not think it likely, because it is most probable the boats lying off the ship would have noticed the gangway doors, had they succeeded in opening them.

13914. You say you gave that order, as far as you recollect, when you were dealing with that boat No. 6?

- Yes, boat No. 6.

The Commissioner:

I have the reference now. It is in the evidence of Jewell on page 18, Questions 131 and 132.

The Solicitor-General:

Yes, My Lord: "What were the orders about - what was she to do?" He speaks of Mr. Murdoch giving orders.

"He" - that is, Mr. Murdoch - "told us to stand by the gangway."

The Commissioner:

He says this door is open continually. He goes on to say this. The question is put to him - I do not know who was examining him.

The Solicitor-General:

I was I think, My Lord.

The Commissioner:

"Amidships, and the answer is yes. (Q.) Where the gangway would be if she were in port, I suppose? - (A.) Yes, that is right." If this Witness is right, he does not seem to know where the gangway was.

Sir Robert Finlay:

In the next question he points it out.

The Solicitor-General:

Your Lordship asked him to go to the model.

The Commissioner:

"Just go to the model again and show me where about on that model the waterline was, and where the gangway was, so that I may know where the boat was," and then he indicates. "There is one door there, and there is the

waterline right along here. There are several gangway doors in the side; there is one about there somewhere, and one about there." That, of course, tells me nothing, and I do not remember where he pointed. I am told that he pointed further abaft the point indicated by Mr. Lightoller.

The Solicitor-General:

I see Mr. Wilding here; no doubt he will tell us where, in fact, they are, if your Lordship would like it now.

13915. (*The Commissioner.*) It occurred to me that Mr. Lightoller was right, because I see the rows of portholes?
- (The witness.) There are the gangway doors here. (*Pointing on the model.*)

The Commissioner:

If you look you will see the row of portholes is interrupted.

The Solicitor-General:

Yes. Is that the place where you are pointing now, Mr. Wilding?

Mr. Wilding:

Yes, there is a door marked there.

The Commissioner:

Is it marked there on the model?

- (*Mr. Wilding.*) Yes, My Lord, here. (*Pointing on the model.*)

13916. (*The Solicitor-General.*) As a matter of accuracy, is that open on to the floor of E deck or D deck?
- E deck.

13917. (*Sir Robert Finlay.*) I am told there is also a gangway on D deck forward?
- On the starboard side.

The Commissioner:

On D deck.

Sir Robert Finlay:

Yes.

The Solicitor-General:

One above and one below.

Sir Robert Finlay:

That is on the starboard side forward.

13918. (*The Commissioner.*) It appears to me that you would be very unlikely to order the forward gangway door to be opened. You might get the head so deep in the water that she might ship water through that gangway door?
- Of course, My Lord, I did not take that into consideration at that time; there was not time to take all these particulars into mind. In the first place, at this time I did not think the ship was going down.

13919. I remember what you said yesterday as to what you were told when you were in your bunk that the water was up to F deck; you knew that it was a very serious state of things?
- Yes, I knew it was serious.

13920. And I suppose you realised - I do not know whether you did - but I suppose you realised that the ship was taking in more and more water as you were attending to these boats?
- Yes, My Lord, and yet I did not think at that time that the ship was going down.

13921. (*The Solicitor-General.*) Just to get boat No. 6 right. The Quartermaster, whose name was Hichens, was in that No. 6 boat. Your Lordship will find a reference to him at page 43; he confirms exactly, of course, what Mr. Lightoller is saying. It is Question [1089](#), "Who ordered you to another boat? - (A.) Mr. Lightoller. (Q.) And

to what boat"? - (A.) No. 6 boat. (Q.) Is that a lifeboat on the port side? - (A.) Yes. (Q.) It would be the third on the port side from forward, would it not?" and he says it was the second or third boat to be lowered on the port side. (*To the witness.*) I understand from you it was the second because you had lowered boat No. 4 to A deck?
- Yes.

The Commissioner:
What question is it?

13922. (*The Solicitor-General.*) I was looking at Question [1089](#). He says it was the second or third boat, and it appears it was really the second. "([1096](#).) She had only been swung out ready? - (A.) That is all. (Q.) And then what happened - who was giving orders then? - (A.) Mr. Lightoller was in charge of the port side. (Q.) Did you hear any order given? - (A.) Yes, I heard the captain say 'Women and children first.'" "(Q.) [1106](#). How many people did you take on board? - (A.) 42, all told." (*To the witness.*) I think a gentleman named Major Peuchen was one of them?
- Yes.

13923. Did you order him into the boat?
- I did.

13924. Very well. Now that is No. 6. I think that fairly gives us what you know about No. 6. There is nothing you want to add to it?
- No, I do not think there is anything further to add.

13925. What is the next one that you dealt with?
- Well, it was a boat further aft on the port side; its actual number I really could not say with accuracy. I am under the impression it was No. 8.

13926. Up to now, as I follow you, No. 4 has been lowered down to A deck?
- Yes.

13927. That is all that has happened to it?
- Yes.

13928. Just tell us in order what boat you dealt with next. It was No. 8 you think?
- I think it was No. 8.

13929. (*The Solicitor-General.*) This is a boat, My Lord, about which we have not really as yet called any evidence. We have one man coming, if need be. (*To the witness.*) Was the same course followed about No. 8?
- Yes. I think, if I remember rightly, at No. 8 I left the lowering to the chief. He came along and, of course, being Senior Officer, took charge, and so I went then, I think, to No. 4 to complete the launching of No. 4.

13930. And I think you have told us it was the Chief Officer who gave this order to the passengers to go over to the starboard side?
- Yes.

13931. As far as you recollect, was it you or was it he who determined how many people should go into this next boat, No. 8?
- If it was No. 8 that the Chief Officer came to, I left it to him. I am afraid I cannot say with any degree of accuracy. If I was there I would decide who was to go in, and if he was there superintending he would naturally. I think it was No. 8 the Chief came to.

13932. Were there still women on the boat deck?
- Yes.

13933. And was this general order that women and children should be dealt with first still observed?
- Yes.

13934. Was the discipline good?

- Excellent.

13935. The men passengers behaving themselves well?

- Splendidly.

13936. Will you just take us to the next point after this boat No. 8. It was No. 8?

- Yes. From there I went to No. 4.

13937. That is, returning?

- Returning forward, down on to A deck. The windows were down. I placed some chairs against the window and formed a step, and standing outside myself, the same order was proceeded with, except that the boat was triced right close into the wire.

13938. You were able to pull it in?

- Yes, and make it fast right into the wire.

13939. You were dealing with the boat hanging on the port side. Did you notice whether the list was serious?

- It could not have been serious.

13940. Not even then?

- No; because I was able to stand with one foot on the ship and one foot on the boat. Had the list been serious, the boat hanging on the davits from the boat deck down to A deck, it would have been too far away for me to stride the distance.

13941. (*The Commissioner.*) You could stride from the "Titanic" to the hanging boat?

- Yes.

13942. There could have been scarcely any list at all?

- Very little.

13943. No perceptible list?

- Very little. I think the ship righted. When the order was given to the passengers to go to the starboard side I am under the impression that a great many went over and the ship got a righting movement and maintained it, and then the passengers came back again in great numbers.

13944. You mean to say the shifting of the passengers on the deck would affect the list?

- Yes, My Lord. At that height, and with that number of passengers, I think it would. Mr. Wilding would be able to decide that.

13945. It would have a very small effect, would it not?

- I am under the impression the fact of her being low down in the water and the stern higher out of the water it would have more effect than if she were on an even keel under ordinary circumstances.

13946. Surely it would have more effect if she were high up out of the water?

- I may be wrong, My Lord, but I think it would have more effect with her head down in the water and her stern out - suspended amidships.

13947. It was so slight that you could stretch with your legs from the deck of the "Titanic" to the hanging out boat?

- Yes.

13948. (*The Solicitor-General.*) Were you able to do that before the boat was drawn in and triced to the wire?

- I was.

13949. Were women and children helped into No. 4?

- Yes, through the windows.

The Solicitor-General:

From A deck. Boat No. 4, My Lord, is the boat in which a man named Scott and a man named Ranger ultimately got. It is the boat, if your Lordship remembers, which came back and those two men at the last moment slipped down the falls from the davits on the afterend and got into this boat, and their evidence is that there were 40 people in the boat.

The Commissioner:

Yes, I have taken it down as 42, I think.

13950. (*The Solicitor-General.*) No, My Lord, I have finished with No. 6, which was 42, and I am now speaking of No. 4. It may be that there were 40 women and two seamen, but I am speaking of No. 4 now.

The Witness:

May I ask when these men say they got into the boat.

13951. Yes. You did not order them in. There are two Witnesses who say that at the last moment (they were two greasers.) they climbed down the falls from the davits at the afterend?

- The afterend of the boat deck?

13952. Yes?

- Not on the falls from which the boat was hanging?

13953. No, and No. 4 had come round and picked them up. What I want to call your attention to is that there were 40 people, there or thereabouts in boat No. 4 which is a full size lifeboat. Did you decide when the boat was full enough to be lowered down?

- Yes.

13954. In your judgment had you filled it as full as you safely could?

- Yes.

13955. So that it was not lowered down until you gave directions that it should be?

- No.

13956. (*The Solicitor-General.*) If your Lordship cares to have the reference, Scott will be found at page 130, and Ranger deals with the number on page 104. (*To the witness.*) Now we have got rid of No. 6 and what you think was No. 8 and No. 4. What was the next one to which you directed your attention?

- The collapsible boat.

13957. (*The Commissioner.*) You had ordered the gangway to be lower, as I understand?

- What gangway, My Lord?

13958. The gangway in the forward part of the ship?

- I had ordered the doors to be opened.

13959. Well, that is what I mean. You had ordered the gangway doors to be opened?

- Yes.

13960. And the gangway to be lowered from that point?

- If there were sufficient time. We had a companion ladder.

13961. I do not see what is the use of the door if you do not lower the gangway?

- We should probably lower the rope ladder; that was our idea.

13962. That is the same thing as a gangway. You would provide some sort of communication between the opening of the door and the boat in the water below?

- Exactly.

13963. Whether it was a gangway or a rope ladder, it does not matter. You had ordered this door to be opened?
- Yes.

13964. There was no use having that open unless there was some sort of gangway?
- No.

13965. Now, was that for the purpose of putting more people into the boats as soon as they become water-borne?
- Yes.

13966. Was that the object?
- That was the object.

13967. Now I want to ask you this question. I think you have been asked it already. Did you give any directions (I think you said you did not remember.) to the boats to remain about the gangway door?
- No, My Lord.

13968. You did not?
- Not that I remember.

13969. You do not remember?
- Not that I remember.

13970. Would they then know that those gangway doors would be open - would the men in the boat know that those gangway doors would be open?
- Hanging about the ship they could not very well fail to see if the gangway doors were open - the light shining through, the blaze of lights; and they would very soon be hailed by people at the gangway doors. The boatswain was down there. He has to use a little common sense as well, and when he has opened the gangway door he would naturally hail a boat, and tell them "starboard gangway door open," "the port gangway door open," and so let them know. On a calm night like that your Lordship will know the voice will carry a long way.

13971. You put as many into No. 4 boat as you thought safe?
- Yes.

13972. That was about 40. We know some of the boats carried considerably more than 40?
- 65.

13973. Would the men in the boat to whom you had said, "That boat is full; lower her," know that she was capable of taking more when she became water borne?
- Yes, My Lord.

13974. They would know?
- They would know.

13975. (*The Solicitor-General.*) Had you given orders for these boats to remain within hail?
- Not that I remember. If a man asked me going away it is quite likely that I should, but I cannot say with distinctness that I did give the order.

13976. You were calling attention to this light on your port bow?
- Yes.

13977. At any rate you were calling the passengers' attention to it?
- Yes.

13978. Cannot you help us. Did you or did you not give any directions to these boats which might be taken to mean that they were to row to the light?
- No.

13979. Were they to go away or were they to stay by the ship?

- No, I cannot remember giving the boats any directions at all.

13980. You were saying that after No. 6 and No. 8 and No. 4 you then went to one of the collapsible boats?

- Yes.

13981. Which one was it?

- The port collapsible boat underneath the emergency davits.

13982. That is not the one which was on the deck of the Officers' house?

- No.

13983. But it is the one immediately behind the emergency boat, on the port side?

- Yes.

13984. Now tell us in order what you did about this collapsible boat?

- The tackles were already rounded up when I got on the boat deck; we lifted the gunwale of the boat, which opens it up, hooked on the tackles, put it over the side; Mr. Wilde was there too at this time.

13985. And you were helping as well?

- Yes.

13986. Did you use the rope falls that were on the davits?

- Yes.

13987. At this time was the emergency boat, which was swung out on the port side, No. 2, gone?

- That had gone.

13988. Had you had nothing to do with that No. 2 boat going?

- Nothing.

13989. And you know nothing about that boat?

- I know nothing about that boat.

13990. There would be the davits, and this collapsible boat a little way behind?

- Yes.

13991. And you used the same falls, did you?

- Yes.

13992. Did you get the collapsible boat swung out?

- Yes, swung out and loaded up.

13993. Was it a piece of work that was easily done?

- Nothing very difficult about it, except you just work your davits in. It is not difficult. It takes a little time to swing your davits in and hook on.

13994. And so you got her swung out?

- Yes.

13995. And ready, I suppose, to take people into her?

- Yes.

13996. Was she filled? What happened?

- We had very great difficulty in filling her with women. As far as I remember she was eventually filled, but we experienced considerable difficulty. Two or three times we had to wait, and call out for women - in fact, I think on one - perhaps two - occasions, someone standing close to the boat said, "Oh, there are no more women," and

with that several men commenced to climb in. Just then, or a moment afterwards, whilst they were still climbing in, someone sang out on the deck, "Here are a couple more." Naturally, I judged they were women.

13997. That meant a couple more women?

- Yes, and the men got out of the boat again and put the women in. If I am quite right, I think this happened on two occasions?

13998. You say the men got out of the boat. Do you mean men passengers?

- I really could not say.

13999. They gave up their places?

- Yes.

14000. When that boat was filled she contained some men and some women, of course?

- No men that I know of.

14001. Ultimately she was filled with women, the collapsible boat?

- Yes, I believe it was a new boat, where a couple of Phillipinos or Chinese got in; they stowed away under the thwarts or something. But for that there were no men except crew - except the men I ordered in.

14002. Do you know how many people got into that collapsible boat?

- I could not say.

14003. Did you fill her?

- Yes, I filled her as full as I could.

14004. When that boat was filled ready to go away, as far as you could ascertain were there any other women thereabouts?

- None whatever. I am under the impression that I could have put more in that boat and could have put some men in, but I did not feel justified in giving an order for men to get into the boat, as it was the last boat as far as I knew leaving the ship, and I thought it better to get her into the water safely with the number she had in; or, in other words, I did not want the boat to be rushed.

14005. Were there men passengers about?

- There were plenty of people about, no doubt men passengers.

14006. Was good order being maintained then?

- Splendid.

14007. And was there any attempt to rush that boat at all?

- None whatever, but the men commenced to climb in when they heard there were no more women.

14008. You have described that, and you say they got out again?

- Yes; without that there was nothing.

14009. You used an expression just now that as far as you knew it was the last boat to leave the ship. Can you tell us, had you been able to observe during all this time what was happening to the boats on the starboard side?

- No, no sign of the starboard side. You cannot see across.

14010. That means you cannot tell?

- No, I know nothing about the starboard side.

14011. (*The Commissioner*.) Do you mean she was the last boat to leave the ship from the port side?

- The last boat launched from the port side. There was still one on the top of the quarters, but she was not launched, as a matter of fact.

14012. That was another collapsible boat on the top of the Officers' quarters?

- Yes.

14013. That is what you mean, that she was the last boat to leave from the port side?

- Yes.

14014. (*The Solicitor-General.*) Let us exhaust that to be sure. You have spoken of four lifeboats that were in the forward part of the port side. What about the four other lifeboats which were on the afterpart of the port side - Nos. 10, 12, 14 and 16?

- When I went forward to No. 4 boat all the lifeboats were away on the port side with the exception of that one. Whether the last boat that I went to was No. 8 or No. 10 I cannot say. But it is sufficient there was no further need for me on the afterend of that deck; I went forward to No. 4 and that was the last lifeboat.

14015. That means that Nos. 10, 12, 14 and 16 had gone?

- Yes.

14016. Can you give us any help as to the order that the boats on the afterpart of the starboard side had gone in?

- No, I know nothing whatever about it.

14017. Then your evidence as to the order of the boats is limited to the port side?

- Only to the port side.

14018. You did order this collapsible boat on the port side to be lowered down from the davits?

- Yes.

14019. Did you notice how far she had to drop to get to the water?

- Yes.

14020. Now how far had she to drop?

- Ten feet.

14021. Is that ten feet from the rail of the boat deck?

- Ten feet from where that emergency boat is hanging now. (*Pointing on the model.*)

14022. And there she met the water?

- Yes.

14023. (*The Commissioner.*) The fore part of the ship must have been under water?

- A deck was under water.

14024. And the bridge must have been under water?

- Almost immediately afterwards the water came from the stairway. There is a little stairway goes down here just abaft the bridge, which goes right down here and comes out on this deck for the use of the crew only and it was almost immediately after that the water came up that stairway on to the boat deck.

14025. (*The Solicitor-General.*) When you were filling that collapsible boat and preparing it to go, had you noticed that the water was over the bows of the ship?

- I could not say the bows of the ship but I could see it coming up the stairway.

14026. You noticed that?

- Yes.

14027. And the other people on the boat deck could see that too?

- If they looked down the stairway, yes.

14028. There was good order you say up to the last?

- Splendid.

14029. (*The Solicitor-General.*) My Lord, there is a little evidence about this boat. It is a man named Lucas. Your Lordship will find Lucas begins on page 49, and the facts about it are given on page 51. Lucas says that No. 16, which was the aftermost boat on the port side, had gone, and was, of the lifeboats on that side, the last to go. Then he says at Question [1518](#): "(Q.) What did you do then? - (A.) I went over to the starboard side to see if there was any more boats there. There were no more boats there, so I came back, and the boat was riding off the deck then. The water was up under the bridge then. The ladies sung out there was no sailor in the boat and no plugs, so I was a sailor, and I jumped into the boat." He points to the place where it is, and says it is "a surf boat; they call them collapsible boats." Your Lordship will see in the next column, at Question [1538](#): "(Q.) Who got into her? - (A.) About 40 women;" and then he says: "I found three men in the boat afterwards." Apparently they were the two.

- Hardy was one I ordered in, I remember - a steward.

14030. He says two foreign passengers?

- Those were the ones I heard about afterwards.

14031. You did not know they had got in?

- No, I did not.

14032. They apparently were hiding. Then as far as you knew was there no man except the sailors in any of the boats which you saw lowered?

- None, with the one exception of the passenger I ordered in, Major Peuchen.

14033. You ordered him in?

- Yes.

14034. That applies to Nos. 4, 6 and 8?

- Whatever boats I worked at.

14035. Had you time to do anything more after you got that collapsible boat afloat?

- I called for men to go up on the deck of the quarters for the collapsible boat up there. The afterend of the boat was underneath the funnel guy. I told them to swing the afterend up. There was no time to open her up and cut the lashings adrift. Hemming was the man with me there, and they then swung her round over the edge of the coamings to the upper deck, and then let her down on to the boat deck. That is the last I saw of her for a little while.

14036. There was no time to open her up at all?

- No, the water was then on the boat deck.

14037. Can you tell us, this last one you speak of, whether there was time to open her; was she ever really cast clear of the ship? She would be lashed, of course, to something or other. Were her lashings cut away?

- Her lashings would be cut away before we could get her off the side of the house and put her on the deck.

14039. That shows she was free of the ship?

- Free of the ship.

14039a. We have to piece it out. We have some evidence about one collapsible boat, that the after-fall was cut, and it was doubtful whether the other one was cut. This boat, I understand, was never put on the falls at all?

- The one I am speaking of?

14040. Yes?

- No, it was not put on the falls at all.

14041. Then there would be no occasion to cut that away?

- None whatever.

14042. Could you see which of the two this was, because there are two on the deck house, are not there?

- One on each side, yes.

14043. Which of the two was it - which side?

- The port side.

14044. That is the one you are speaking of?

- Yes.

14045. You say it was pushed on to the boat deck, and the boat deck was awash?

- Yes.

14046. Could you see by that time whether there was any time to get her to the falls or not?

- Oh, no, no time.

14047. Then tell us your last minute or two on the ship. What did you do?

- I went across to the starboard side of the Officers' quarters, on the top of the Officers' quarters, to see if I could do anything on the starboard side. Well, I could not.

14048. And coming over to the starboard side on the roof of the Officers' quarters, could you see any other Officers?

- I saw the first Officer working at the falls of the starboard emergency boat, obviously with the intention of overhauling them and hooking on to the collapsible boat on their side.

14049. The other collapsible boat?

- Yes.

14050. That would be Mr. Murdoch?

- Yes.

14051. Were there others with him helping?

- There were a number round there helping.

14052. Then what happened?

- Well, she seemed to take a bit of a dive, and I just walked into the water.

14053. Had you got a lifebelt?

- I had.

14054. You had better just tell us what your own experiences were. What happened to you?

- Well, I was swimming out towards the head of the ship, the crow's-nest. I could see the crow's-nest. The water was intensely cold, and one's natural instinct was to try to get out of the water. I do not know whether I swam to the foremast with that idea, but of course I soon realised it was rather foolish, so I turned to swim across clear of the ship to starboard. The next thing I knew I was up against that blower on the fore part of the funnel. There is a grating.

14055. Just show us what it is?

- (The witness pointed on the model.) The fore part of the funnel, the same as the one on the afterpart here.

14056. Was it the platform?

- The platform goes right down the stokehold; the one coming along shoots right down into the stokehold.

14057. You found yourself against that?

- Yes, the water rushing down held me there a little while. The water was rushing down this blower.

14058. Did it drag you against it?

- It held me against the blower.

14059. Against the mouth of it?

- Yes. After a while there seemed to be a rush of air from down below, and I was blown away from it.

14060. Air coming out of the ship, as it were?

- Yes.

14061. Had you been dragged below the surface?

- Yes.

14062. Have you any idea, were you dragged a long way down?

- It seemed a good long while; I do not suppose it was many moments, though.

14063. Then you came up to the surface?

- Yes.

14064. (*The Commissioner.*) Can you swim with these lifebelts on?

- There is no necessity to swim; you can paddle, they hold you high in the water.

14065. You cannot sink, I understand; but can you swim?

- You can paddle along; you cannot swim because you cannot get your breast deep down in the water.

14066. You cannot swim as well with a lifebelt on as you can without?

- Not nearly. I may say that I have heard since that the gymnasium instructor refused to put one on for that reason. He could swim far better and get clear of people and things without it.

14067. The man who can swim well is far better off without the lifebelt?

- As far as the swimming goes, except that if you are taken below the surface it brings you up much quicker.

14068. (*The Solicitor-General.*) When you came up where did you find yourself?

- I found myself alongside of the collapsible boat, which I had previously launched on the port side, the one I had thrown on to the boat deck.

14069. The one still shut up?

- Yes, still shut up, bottom up.

14070. Were you able to make use of it to clamber on to it?

- Not at that time. I just held on to something, a piece of rope or something, and was there for a little while, and then the forward funnel fell down. It fell within 3 or 4 inches of the boat. It lifted the boat bodily and threw her about 20 feet clear of the ship as near as I could judge.

14071. Did you notice when you came up to the surface and found this collapsible boat near you whether the whole of the ship had disappeared?

- Oh, no.

14072. She had not?

- No. The forward funnel was still there - all the funnels were above water.

14073. (*The Commissioner.*) When you first came up?

- When I first came up.

14074. (*The Solicitor-General.*) I do not know whether you can help us at all in describing what happened to the ship. You were engaged and had other things to think about; but what did happen to the ship? Can you tell us at all?

- Are you referring to the reports of the ship breaking in two?

14075. Yes?

- It is utterly untrue. The ship did not and could not have broken in two.

14076. (*The Commissioner.*) If you saw it - if you saw what happened, tell us what it was?

- After the funnel fell there was some little time elapsed. I do not know exactly what came or went, but the next

thing I remember I was alongside this collapsible boat again, and there were about half a dozen standing on it. I climbed on it, and then turned my attention to the ship. The third if not the second funnel was still visible, certainly the third funnel was still visible. The stern was then clear of the water.

14077. Which do you call the second and third?

- Numbering them from forward, My Lord.

14078. The second was visible?

- The third was visible - I am not sure if the second was visible, but I am certain the third was visible, and she was gradually raising her stern out of the water. Even at that time I think the propellers were clear of the water. That I will not be certain of.

14079. Had the funnel broken away?

- Only the forward one.

14080. But you are not sure about the second one?

- I am not sure whether that was below water or not, that I cannot say.

14081. That is what I mean. I want to know from you. Was it below water in the sense that the ship had sunk so as to immerse it in the water, or had it broken adrift?

- No, the second funnel was immersed.

14082. It appears to me, looking at that model, that if that was so the stern must have been very well up in the air?

- Well, I daresay it was, My Lord; it would be.

14083. And the propellers all visible?

- Yes, clear of the water. That is my impression.

14084. (*The Solicitor-General.*) When you say the third funnel was visible I understand you to mean part of it?

- Yes, some part of the funnel. As a matter of fact, I am rather under the impression that the whole of the third funnel was visible.

The Commissioner:

Is it possible to turn that model so that we could see what the position of the ship would be?

The Solicitor-General:

I understand it cannot be tipped in that way.

14084a. (*The Commissioner.*) It seems to me the ship would be almost perpendicular?

- She did eventually attain the absolutely perpendicular.

The Solicitor-General:

Perhaps this profile will help you. (Handing the same to the witness.)

14085. (*The Commissioner.*) Just take that, and turn that little wooden model into the position. Now the book you have here represents the waterline?

- Yes. (*The witness indicated the position with the small profile model.*)

14086. And that is the position?

- Yes, somewhere about that. I cannot say exactly whether the third funnel was clear of the water or not. I am under the impression that was the position. I noticed the ship was quite at that angle. (Describing.)

14087. (*The Solicitor-General.*) Would you indicate with your other hand whereabouts you are when you are looking at it?

- Here. (*Pointing.*)

14088. You are somewhat about there?

- Somewhere about here.

14089. (*The Commissioner.*) You are, in fact, on a level with the top of No. 2 funnel?

- About that, My Lord.

14090. (*The Solicitor-General.*) As you looked at it then, could you tell us whether there were any lights burning on the part that was not submerged?

- I do not think so.

14090a. Your recollection is that there were not?

- Yes.

14091. (*The Commissioner.*) When the ship reached that point that you have just described, were many people thrown into the water?

- That I could not say, My Lord.

14092. (*The Solicitor-General.*) Did you continue watching the afterpart sufficiently to be able to tell us whether the afterpart settled on the water at all?

- It did not settle on the water.

14093. You are confident it did not?

- Perfectly certain.

The Solicitor-General:

Your Lordship knows a lot of Witnesses have said their impression was the afterpart settled on the water.

14094. (*The Commissioner.*) I have heard that over and over again. (*To the witness.*) That you say is not true?

- That is not true, My Lord. I was watching her keenly the whole time.

The Commissioner:

I had a difficulty in realising how it could possibly be that the afterpart of the ship righted itself for a moment.

The Solicitor-General:

Your Lordship may remember, perhaps, that the baker, who was on the ship at this moment we are now dealing with, and was climbing aft, said he heard the rending of metal - of metal breaking.

The Commissioner:

Yes, he was the man who got to the poop.

14095. (*The Solicitor-General.*) Yes, he climbed right aft; at this moment he would be on the poop. (*To the witness.*) Your evidence is that the ship remained stiff?

- Yes.

14096. Now just carry it on, did you continue watching her until she disappeared?

- I did.

14097. Just tell us what happened, as you saw it?

- After she reached an angle of 50 or 60 degrees, or something about that, there was this rumbling sound, which I attributed to the boilers leaving their beds and crushing down on or through the bulkheads. The ship at that time was becoming more perpendicular, until finally she attained the absolute perpendicular - somewhere about that position (*Describing.*), and then went slowly down. She went down very slowly until the end, and then, after she got so far (*Describing.*), the afterpart of the second cabin deck, she, of course, went down much quicker.

14098. You have spoken of these rumblings which you heard, which you attributed to the boilers losing their places. Did you hear anything which you would call an explosion?

- No. The only thing that I should attribute to explosions - which might have been attributed to explosions - was

when I was, in the first place, sucked to the blower, and, in the second place, just, shortly before the forward funnel falling, there was an up-rush of certainly warm water, but whether it was caused by an explosion or what, I could not say.

14099. Of course, if you were under water at that time you were not in a very good position to hear it?
- No.

The Commissioner:

I do not know what the explanation of this supposed explosion is. What was it that exploded?

14100. (*The Solicitor-General.*) What would you say, Mr. Lightoller?

- It was either the cold water reaching the boilers, if boilers do not explode under those circumstances, which is quite an open question. Some say they do and a great many capable men certainly say they do not explode. If her boilers did not explode it was not from that, and must have been the rush of imprisoned air; and the heat would be caused merely through its coming from the stokehold.

14101. (*The Solicitor-General.*) One of the other Officers has some information to give your Lordship. (*To the witness.*) That was how it struck you and how you saw it at the time?

- Yes.

14102. You say you saw some six people who had got to this collapsible boat. Were they men?

- Yes.

14103. I think you said they were standing on it?

- As far as I remember yes, standing or kneeling.

14104. What happened to you?

- I climbed on to it.

14105. Then just tell us what was the course of events after that from your point of view?

- There were several people in the water round about us who struggled towards the boat and swarmed towards the boat and got on to it during the night occasionally. Of course we could not paddle that boat about; it was absolutely water-logged.

14106. I suppose it was shut up in the sort of sense that that little profile which is in your hand is shut up?

- Yes, just upside down like that bottom up (*Describing.*) Do you mean she was shut up like that?

14107. Yes?

- No, she is a flat boat like that. She consists of the shape of the boat and two bottoms divided into compartments which contain air. When the boat is turned over it is quite flat on the surface of the water.

14108. Like a raft?

- Exactly.

14109. There are six and you yourself were there and others got to it?

- Yes, as far as I know during the night. I did not count them. It was merely an estimate from other people. There were nearly 28 or 30 people on this raft in the morning.

14110. (*The Commissioner.*) Do not you know how many were taken off to the "Carpathia"?

- No, My Lord, I do not. We were taken into a lifeboat before we went on board the "Carpathia."

14111. (*The Solicitor-General.*) That is between the going down of the "Titanic" and dawn?

- Yes.

14112. (*The Commissioner.*) When were you taken off this collapsible boat?

- Just at daybreak.

14113. By what boat?

- I do not know the number.

14114. Were you all taken by one boat?

- Yes.

14115. And how many were in the boat that took you off when you got on board?

- I counted those myself; standing in the stern I counted 65 heads.

14116. That included those that had been taken from the collapsible?

- Including those taken off that boat, 65 heads. I could not myself see anyone who sat in the bottom of the boat. I judge there were at least 75 in the boat.

14117. Which boat are you talking of?

- The lifeboat; I do not know the number.

14118. (*The Solicitor-General.*) I have the evidence of the chief baker, a man named Joughin, who kept afloat in the water till dawn and he had told us at dawn he saw an upturned boat and made his way to it, and I think someone gave him a hand and kept him up in the water for some time. Is that the collapsible boat you are speaking of?

- I do not remember his being there.

14119. (*The Commissioner.*) How many were on this collapsible boat when you were transferred to the lifeboat?

- I did not count them, My Lord, but I have been given to understand since from the men who saw it and the men on the raft, that there were 28 or 30 on there.

14120. And then when you got into the lifeboat, the total number then on the lifeboat when you were added to those that were already there was 75?

- 75.

14121. So there would have been about 45 on this lifeboat when you approached her or when she approached you - that is right?

- Yes. I may say there were two lifeboats approached us.

14122. Did not you all get into one?

- We all got into one. This being the lighter one of the two, I chose it.

14123. You all got into her?

- Yes.

14124. (*The Solicitor-General.*) According to your figures about 45 people were on that lifeboat when you were taken off and put on board her?

- If the figures that there were 28 or 30 on the raft were correct. I do not vouch for those.

The Solicitor-General:

May I give your Lordship the reference. Joughin, on page 142 tells you what his view is of this boat.

The Commissioner:

That is the baker.

The Solicitor-General:

Yes. At Question [6085](#) he says, "Just as it was breaking daylight I saw what I thought was some wreckage, and I started to swim towards it slowly. When I got near enough I found it was a collapsible not properly upturned, but on its side, with an Officer and I should say about 20 or 25 men standing on the top of it. (*The Commissioner.*) With an Officer and what? - (A.) I should say roughly about 25 men standing on the top - well on the side, not on the top. (*The Solicitor-General.*) Do you know which Officer it was? - (A.) Yes, Mr. Lightoller. (Q.) Mr.

Lightoller and you think about 20 or 25 people? - (A.) Yes. (*The Commissioner.*) Men, he said. (*The Solicitor-General.*) Yes, Men, My Lord? - (A.) Yes, all men."

14125. I daresay you will remember he said there was not room for him, and somebody recognised him. I think one of the cooks was on it, and held out his hand and helped to keep him afloat for a bit, and later on there was a lifeboat which approached and according to Joughin called out that there was room for 10 people. Do you remember that?

- No.

14126. (*The Solicitor-General.*) Your Lordship sees Question 6106, "They got within about 50 yards and they sung out that they could only take 10. So I said this to Maynard, 'Let go my hand,' and I swam to meet it, so that I would be one of the 10"?

- The only reference to numbers was this; when I saw the boats I could faintly distinguish them. I had my whistle in my pocket. I whistled by way of showing it was an Officer that was calling, and I asked them if they could take some of us on board, and I said if they could manage to take half-a-dozen - because we were sinking then - it would lighten us up so that we could continue afloat. That was the only reference to numbers I heard.

14127. I understand you cannot actually give us the number of the boat which this was?

- No, I never inquired.

14128. Were you transferred to her, and did you take command of her?

- I did.

14129. I think I can identify it, My Lord. It must have been boat No. 14, because your Lordship will find that a man named Scarrott has given evidence on page 26. I am not quite sure. (*To the witness.*) On this upturned collapsible boat, when the morning came and the lifeboat appeared, had any women got on to it at all?

- None.

14130. You are sure about that?

- Quite.

14131. Then I am afraid I am wrong about it. It must have been the other one.

The Commissioner:

The reference to page 26 is not right?

14132. (*The Solicitor-General.*) No, My Lord, I am sorry. (*To the witness.*) Could not you give us the name of anybody who was on board the lifeboat that you were transferred to and took charge of. You see, we want to trace it out?

- Oh, yes, Bride was on board, the marconi operator, of course; that is the boat that Phillips was on. There were two or three died during the night.

14133. (*The Solicitor-General.*) I think I can get at it, My Lord. (*To the witness.*) Did you ascertain that the lifeboat that helped you had already got some people from another collapsible?

- No, I do not think that was the boat; it was one of the later boats to be taken on board the "Carpathia," and therefore would be one of those that was turned adrift. It was the last boat to get to the "Carpathia," as a matter of fact, I think.

14134. Sooner than occupy more time about it now I will have it looked at, and we will try to work it out. If I may say so, the distribution of people in boats and what they did after the calamity does not appear to be very important.

The Commissioner:

No.

14135. (*The Solicitor-General.*) It is important what happened to the boats before the calamity. We will leave it, Mr. Lightoller, and try to work it out. There are just one or two general things we want to know. Can you help us

at all about this. There were third class passengers who, in the ordinary course of things would not use that boat deck at all. Now, as far as you saw, was anything done to help those third class people to get a fair chance. What happened?

- I am not in a position to say what was done, because I never went to a place that would justify me in saying whether anything was or was not done. There is merely the fact that I know there were plenty of third class passengers on the deck, and third class women that I helped in.

14136. You are sure of that?

- Oh, I am quite sure - great numbers of them. I naturally noticed - I could pretty well distinguish.

The Commissioner:

I suppose, Sir John, there are actual records of the numbers saved, about which there can be no doubt?

The Solicitor-General:

Yes, My Lord; the Attorney-General gave the figures.

The Commissioner:

I know in his opening he did, and I suppose they will be proved.

The Solicitor-General:

They can be proved.

The Commissioner:

The observation is that the percentage of third class passengers saved is much smaller than the percentage of first class passengers?

The Solicitor-General:

Yes.

The Commissioner:

There is no doubt about that, apparently, if the Attorney-General's figures were right.

14137. (*The Solicitor-General.*) That is the position, yes. (*To the witness.*) There are two or three things one wants to ask about - those lights which you saw. You have told me about seeing a light and calling the passengers' attention to it?

- Yes.

14138. Now how did it bear?

- A white light about two points on the port bow; whether it was one or two lights I could not say. As to whether it was a masthead light or a stern light, I could not say. I was perfectly sure it was a light attached to a vessel, whether a steamship or a sailing ship I could not say. I could not distinguish any other coloured lights, but merely it was a white light, distinct and plain.

14139. Do you know whether your ship was swinging?

- I do not know.

14140. (*The Commissioner.*) Can you form any estimate of the distance of the light from the "Titanic"?

- Yes, My Lord; certainly not over 5 miles away.

14141. Was there any field ice or pack ice about the "Titanic" about this time, anything that could be seen anywhere?

- No, My Lord.

14142. Then there was nothing to prevent a vessel, as far as you could see, coming to the "Titanic"?

- Not as far as I could see. You are speaking of the nighttime?

14143. I am speaking of the time when you saw this light?

- Yes, My Lord.

14144. (*The Solicitor-General.*) How soon did you observe the light?

- I think it was when I was working at No. 6 or 8 boat - No. 6 boat, I should say, when I was helping the people into No. 6 boat.

14145. Did you observe it yourself, or was your attention called to it?

- No, I noticed it.

14146. And, as you said, you called attention to it?

- Yes.

14147. Other people saw it, too, I suppose. Did you continue to see it when you looked from that time forward until the ship went down, or did it disappear?

- I cannot say how long I noticed it. I saw it perhaps half-an-hour, probably about half-an-hour. I can recollect seeing it for about half-an-hour.

14148. Have you any recollection of thinking that it had disappeared?

- No.

The Commissioner:

Are you going to ask him about the rockets.

14149. (*The Solicitor-General.*) Yes, My Lord, I am going to ask him about that now. (*To the witness.*)

Throughout the time that you saw this light, as far as you can judge, did it remain stationary, or did it move at all?

- Perfectly stationary as far as I can recollect.

14150. Now, then, about signals from your boat. You have rockets on board, have you not? Were they fired?

- You quite understand they are termed rockets, but they are actually distress signals; they do not leave a trail of fire.

14151. Distress signals?

- Yes. I just mention that, not to confuse them with the old rockets, which leave a trail of fire.

14152. Those are distress signals?

- Actual distress signals.

14153. What sort of light do they show?

- A shell bursts at a great height in the air, throwing out a great number of stars.

14154. What is the colour?

- Principally white, almost white.

14155. How are they discharged; are they discharged from a socket?

- In the first place, the charge is no more and no less than what you would use in a 12-pounder or something like that. In the rail is a gunmetal socket. In the base of this cartridge, you may call it, is a black powder charge. The hole down through the centre of the remainder is blocked up with a peg. You insert the cartridge in this socket; a brass detonator, which reaches from the top of the signal into the charge at the base, is then inserted in this hole. There is a wire running through this detonator, and the pulling of this wire fires that, and that, in turn, fires the charge at the base of the cartridge. That, exploding, throws the shell to a height of several hundred feet, which is nothing more or less than a time shell and explodes by time in the air.

14156. Had you yourself anything to do with sending up these distress signals?

- No, My Lord.

14157. Did you hear any order given about them?

- No.

14158. You merely saw they were being sent up?

- Yes.

14159. I think it was Mr. Boxhall, who is here, who had something to do with sending them up?

- I believe so.

14160. Did you notice at all how many were sent up or at what intervals?

- I should roughly estimate somewhere about eight at intervals of a few minutes - five or six minutes, or something like that.

14161. One at a time?

- Yes, all fired from the starboard side, as far as I know.

14162. You had a Morse apparatus on your ship?

- One on each side.

14163. For sending signals by flash?

- Exactly.

14164. Was that made use of?

- It was on the port side.

14165. The side you were on?

- Yes.

14166. Who did that? You did not do that?

- No.

14167. Was the morse signalling at the same time as the rockets or earlier or later?

- I really could not say whether it was during the signalling or after.

14168. Have you been in a ship where distress signals have been used before? Do you know their use?

- Yes.

14169. Are there signals of a definite kind and appearance that are known as distress signals?

- Yes, there is no ship allowed on the high seas to fire a rocket or anything resembling a rocket unless she requires assistance.

14170. If you had seen signals like those sent up from another ship would you have known for certain what they were?

- I have seen them and known immediately.

14171. We have heard something about companies' signals. Do they resemble these at all?

- In no way, to my knowledge.

14172. Would you have any difficulty in distinguishing one from the other?

- I never have had.

14173. I think you told my Lord as far as you could see there was no ice at this time within range of sight?

- No.

14174. When the dawn broke in the morning was there ice about then?

- There were several icebergs scattered about.

14175. (*The Commissioner.*) But anything in the nature of pack ice?

- Not that we saw then.

14176. (*The Solicitor-General.*) Did you see anything of the sort you call "growlers"?

- No.

14177. What you saw were bergs then?

- Bergs.

14178. What sort of distance did you see them off?

- I should say the nearest must have been at least 10 miles away. That is a pretty rough estimate. I cannot say with any degree of accuracy now what the nearest was, it may have been less.

14179. What sort of height would you judge?

- They ranged from a matter of 50 or 60 feet to perhaps 200 or 300 feet.

14180. There is one other matter. The Commander uses a megaphone, of course - a speaking trumpet?

- Yes.

14181. After these boats had been launched and left the side ship, did you hear any orders or call given to any of them?

- Yes.

14182. By whom?

- By the Commander.

14183. Through the megaphone?

- Yes.

14184. Did that happen more than once?

- More than once, yes.

14185. What was the order?

- To come back.

14186. Was he hailing any particular boats?

- No. I heard the Commander two or three times hail through the megaphone to bring the boats alongside, and I presumed he was alluding to the gangway doors, giving orders to the boats to go to the gangway doors.

14187. (*The Commissioner.*) When was this?

- During the time I was launching the boats on the port side, I could not give you any definite time.

14188. (*The Solicitor-General.*) You heard the orders given and you heard the orders repeated; could you gather at the time whether they were being obeyed or not?

- No.

14189. You did not know one way or the other?

- I did not know anything at all about it.

14190. I think that exhausts what I want about the actual incident?

- May I say one thing, Sir, which I forgot yesterday?

14191. Do?

- You were questioning me with regard to speed and asking had the Commander mentioned anything about speed. I have since recollected one particular instance if it does bear on the case at all. The Commander mentioned the fact and said: "If it does come on in the slightest degree hazy we shall have to go very slow." That

was when he came on the bridge from 9 to half-past, when we were talking. You were particularly asking if there was any reference to speed. That was the only one.

14192. You have told us already that as far as your watch is concerned, it remained perfectly clear?

- Yes.

14193. Mr. Murdoch unfortunately has lost his life and some of the others, and you had better just tell us - did you hear after the accident in the course of that hour and a half or two hours from any of your superiors any information at all about how they did come to run into this iceberg?

- None whatever.

14194. No reference to what the weather had been after 10 o'clock?

- No. The weather was perfectly clear when I came on deck after the accident, and the slightest degree of haze on the surface of the water would have been very noticeable, or, rather, I might put it the other way; it is proved that there was no haze by some of the boats noticing from the waterline this vessel's lights. I think that has been mentioned, and if there had been the slightest degree of haze they would not have seen them.

14195. As far as you saw, did you see any change in the weather conditions at all while you were working, helping to get these boats out?

- Absolutely none.

14196. Right up to the time the ship went down is it your view that the conditions were the same as they were between 6 and 10?

- Precisely.

14197. Can you suggest at all how it can have come about that this iceberg should not have been seen at a greater distance?

- It is very difficult indeed to come to any conclusion. Of course, we know now the extraordinary combination of circumstances that existed at that time which you would not meet again once in 100 years; that they should all have existed just on that particular night shows, of course, that everything was against us.

14198. (*The Commissioner.*) When you make a general statement of that kind I want you to particularise: What were the circumstances?

- I was going to give them, My Lord. In the first place, there was no moon.

14199. That is frequently the case?

- Very - I daresay it had been the last quarter or the first quarter. Then there was no wind, not the slightest breath of air. And most particular of all in my estimation is the fact, a most extraordinary circumstance, that there was not any swell. Had there been the slightest degree of swell I have no doubt that berg would have been seen in plenty of time to clear it.

14200. Wait a minute: No moon, no wind, no swell?

- The moon we knew of, the wind we knew of, but the absence of swell we did not know of. You naturally conclude that you do not meet with a sea like it was, like a table top or a floor, a most extraordinary circumstance, and I guarantee that 99 men out of 100 could never call to mind actual proof of there having been such an absolutely smooth sea.

14201. But the swell got up later on?

- Yes, almost immediately; after I was in the water I had not been on the raft, the upturned boat, More than half-an-hour or so before a slight swell was distinctly noticeable.

14202. We hear of one lady having been very sea-sick?

- In the morning there was quite a breeze and we maintained our equilibrium with the greatest difficulty when the rough sea came towards us, and before we got the lifeboat alongside the "Carpathia" - I am pretty familiar with boats.

14203. Do not let me interrupt you; you were going to particularise the circumstances which you say combined to bring about this calamity. There was no moon, no wind, and no swell; is there anything else?

- The berg into which we must have run in my estimation must have been a berg which had very shortly before capsized, and that would leave most of it above the water practically black ice.

14204. You think so?

- I think so, or it must have been a berg broken from a glacier with the blue side towards us, but even in that case, had it been a glacier there would still have been the white outline that Captain Smith spoke about, with a white outline against, no matter how dark a sky, providing the stars are out and distinctly visible, you ought to pick it out in quite sufficient time to clear it at any time. That is to say, providing the stars are out and providing it is not cloudy. You must remember that all the stars were out and there was not a cloud in the sky, so that at any rate there was bound to be a certain amount of reflected light. Had it been field ice, had we been approaching field ice, of more or less extent, looking down upon it it would have been very visible. You would have been able to see that field ice five miles away, I should think. Had it been a normal iceberg with three sides and the top white with just a glimpse of any of the white sides they would have shown sufficient reflected light to have been noticeable a mile and a half or two miles distant. The only way in which I can account for it is that this was probably a berg which had overturned as they most frequently do, which had split and broken adrift; a berg will split into different divisions, into halves perhaps, and then it becomes top-heavy, and at the same time as it splits you have what are often spoken of as explosions and the berg will topple over. That brings most of the part that has been in the water above the water.

14205. Is there any other circumstance you wish to point out?

- No, I think that is all.

14206. Just let us put that together. It is dark, in the sense that there is no moon, with a bright, starlight sky perfectly clear, but there is no wind or swell, and if there had been there would have been some motion of the water against the bottom iceberg, which would have been noticeable?

- Yes.

14207. The iceberg, in your opinion, had probably quite recently turned turtle?

- Yes.

14208. And was displaying black ice with nothing white about it - that is it, is it not?

- That is about it.

14209. Does that, in your opinion, account for the man on the look-out not seeing the iceberg?

- Yes.

14210. Can you suggest what steps ought to be taken, or can be taken, to avoid the recurrence of such a calamity?

- I believe there are several.

14211. Let me put my question in another way?

- I understand your Lordship.

14212. But I will put it in another way - could you suggest any means that can be taken to enable the look-out man to see an iceberg of such a kind under such circumstances?

- It has been proposed to put searchlights on, but until we have practical experience with searchlights, I should be very loth to pass an opinion upon that.

14213. Is there anything else you can suggest?

- No, I do not think so, My Lord.

14214. (*The Solicitor-General.*) Supposing a ship, in these circumstances, did not go so fast through the water, would that make it less likely that these conditions would produce so serious an accident?

- Of course, if the ship was going slowly, the impact would be less.

14215. (*The Commissioner.*) If the ship had been doing what the "Californian" was doing, dead stopped, no calamity would have happened?

- No; had we seen the ice pack before we got into contact with the berg, or if we had seen one of the bigger bergs, or anything except just happening to find that one particular berg.

14216. (*The Solicitor-General.*) We have had the evidence of the look-out man, you know, and the look-out man says that "it was a dark mass that came through the haze, and there was no white appearing until it was close alongside the ship, and that was just a fringe at the top." If an iceberg such as you have described has a black side and a white side, it is just as likely that the black side is towards the ship as the other side?

- No; you see three sides and the top will be white and there is only one side black. If you take the end of a glacier which is protruding out of a valley, or whatever it is, there are the two sides at the front and the top that are crystallised, and when it comes over the edge and breaks off short there is only this part at the back where it is broken away from the parent glacier which is black.

14217. Do you mean that from whatever point you approached such an iceberg you ought to be able to see something white about it at a distance?

- Yes.

14218. (*The Commissioner.*) There is another question I want to ask you. The crow's-nest man said that the berg appeared to come, as it were, out of the haze. Is it possible that in the circumstances you have mentioned an iceberg might produce on the eyesight of these men the effect of a haze?

- It ought not to.

The Solicitor-General:

I think I have asked what I wanted. It will save confusion perhaps if I tell your Lordship and tell the witness now that Mr. Boxhall, who roused him, sent me a note to say that although no doubt the witness is quite right in saying that he (Mr. Boxhall.) had said that water was up to the f deck, what Mr. Boxhall meant to convey whatever he said was that it was up to the G deck. When Mr. Boxhall comes he will tell us, but it will save confusion if we have that in mind.

The Commissioner:

Very well; that is quite sufficient.

Examined by Mr. SCANLAN.

14219. You are the senior Officer of all the Officers who have survived the "Titanic" disaster?

- Yes.

14220. I want to ask you one question about the construction of the boat from the point of view of filling the lifeboats. Your Lordship asked if this had been referred to in the evidence before, and I may point out that it is referred to at page 208 in the evidence of James Henry Moore, who was the captain of the "Mount Temple," at the foot of the second column of page 208, Question 9303 onwards to the end of that column.

The Commissioner:

Yes, I have read that.

14221. (*Mr. Scanlan - To the witness.*) Did you know that it was intended, if the lifeboats were required to be used, that the boats might be filled with the crew, Might take their crew, on the a deck and be lowered into the water and then filled from those gangway doors on E deck?

- I do not quite follow you.

14222. Let me put this to you: You said that you ordered the gangway doors on E deck to be opened?

- Yes.

14223. For what purpose?

- Naturally for putting the passengers into the boat.

14224. I want you to explain to my Lord how you would put the passengers into the boat from the gangway doors?

- Most probably by what we term a pilot ladder - a rope ladder. The men would be able to climb down the rope ladder.

14225. Had you such a rope ladder in readiness?

- Oh, yes, plenty in the ship.

14226. For that purpose?

- Yes.

14227. I think, just towards the end of your evidence, you stated to my learned friend that the Captain had ordered the boats through the megaphone to "Come to," that is, to come along the ship's side, and you said that his object was no doubt to get them near these gangway doors?

- I think I said if I remember rightly that probably that may have been his object with reference to the gangway doors. He did not know about my order about the gangway doors.

14228. Had you understood between you and the Captain, that this was one way of filling the lifeboats in the event of the lifeboats being required?

- I had not discussed the matter with the Captain.

14229. How was it that it occurred to you and to the Captain at the same time?

- I do not know that it occurred at the same time.

14230. But it did occur to both of you?

- It came to both our minds and naturally anyone familiar with the ship, any seaman, any one attached to the ship, would know at once that was the best means of putting the people into the boat - by the gangway doors.

14231. Is that a better means of putting people into a lifeboat - a safer means I mean - than having the boat filled on the boat deck 70 feet above the water and then lowered down?

- Do you mean filled to her utmost capacity?

14232. Yes.

- Yes, it is far better to get the boat water borne.

14233. If a boat is filled to its utmost capacity on the boat deck there is a possibility of two dangers, either the falls may prove insufficient or the boat may buckle and break. I think that is the effect of your evidence?

- That is right.

14234. Is it a practicable way of filling a lifeboat in any kind of sea and weather conditions to lower her into the water practically empty and then fill her from those gangway doors?

- Oh yes.

14235. You do not see any greater difficulty in filling her from those gangways doors in rough weather than in lowering her from the boat deck?

- In rough weather I am afraid that boating altogether is a pretty big problem, More than we could discuss here. There are so many things before that to be taken into consideration.

14236. I know, but it is just because of your vast experience - you hold a Master's certificate and an extra Master's certificate, and I recognise your knowledge and experience - that I want you to give us the benefit of your experience. In rough weather would it be safer to fill the boats from the lower part of the ship than from the boat deck?

- You have put a very difficult question before me, you know, and it has nothing to do with this.

The Commissioner:

It would depend very much on the particular circumstances, Mr. Scanlan. For instance, the first question is the size of the vessel and that would make a very great difference.

The Witness:

It depends upon the size of the vessel and many thousand things.

Mr. Scanlan:

On that, My Lord, May I suggest that if a boat is lowered into the water then, supposing it is inconvenient to fill in your passengers from one side, you might take your boat round to the other side, having a sufficient crew.

The Commissioner:

All I mean is this: It occurs to me that to discuss a problematical case when we have not, and cannot have, the particular circumstances that apply to it is not of very much use.

Mr. Scanlan:

Yes, My Lord.

The Commissioner:

Unless you see a good reason for it I would very much rather listen to your examination upon the circumstances of this particular case. I think it would be of more use to the Court.

Mr. Scanlan:

Yes, My Lord; as I have been instructed on this point I think it only right that I should bring it under your Lordship's notice.

The Commissioner:

If you think differently, I do not want to interfere with you, but I am telling you that, to my mind, it is not of much value to discuss a problematical case when we cannot have the circumstances that would affect it.

The Witness:

I would willingly give you an answer only I must say that it is a very big question you are opening up.

Mr. Scanlan:

If I may say so, My Lord, I submit this question is involved in the questions submitted to the Court by the Board of Trade.

The Commissioner:

I think very likely it is; I can tell you how it appears to me that it might be of importance. The question must arise at some time as to the value of lifeboats, and lifeboats are worked, or intended to be worked, in rough weather as well as in smooth weather, and we may have to consider it; but, at the same time, I do not think that examining this gentleman about the conduct of lifeboats under particular circumstances, which are problematical, would help us very much. You might ask him generally whether lifeboats are of value in a rough sea, and I should be obliged if you would ask him that question because I think it would be of use.

14237. (*Mr. Scanlan - To the witness.*) Of course, on the night of this unfortunate disaster, you had ideal conditions for filling and manning and getting off the lifeboats?

- Yes.

14238. But take your mind to another possible set of circumstances, a rough sea and rough weather, you would still, I assume, Make an attempt to utilise your lifeboats in the event of a disaster happening?

- Yes.

14239. What complement of a crew would be necessary to man your lifeboats in rough weather?

- There, you see, you compel me to put a question to you: You would have to define rough weather, and there is the beaufort scale nought to twelve with breezes alone, so that we would have to come to some definite understanding as to what is meant by rough weather.

14240. I will give you anything you wish; there is no use your asking me a question, but assume that the weather was rough?

- Do you mean the worst conditions for a lifeboat?

14241. Yes.

- When it is possible to launch it from the davits?

14242. Yes.

- Would it be better to load from the doors or from the davits?

14243. No, just what you would do with your lifeboats in the roughest weather.

The Commissioner:

The roughest weather? I doubt if you could do it.

The Witness:

We could not get them out at all then.

14244. (*Mr. Scanlan.*) Perhaps that is so, My Lord?

- You mean the roughest weather that a lifeboat would live in?

14245. Yes.

- In the roughest weather a lifeboat would live in, it is extremely doubtful whether you would get them away from the ship, because you must remember there is the motion of the ship and there again you bring up another question, the size of the ship; the motion of the ship would be totally different in a larger or a smaller ship. Then you bring up the question of the height. I am sorry but you are bound to take all these things into consideration.

14246. Quite so. Would you answer this question. In rough weather, as rough as a lifeboat could live in, how would you proceed in lowering and manning and filling your boat?

- With passengers?

Yes - say a ship like the "Titanic."

14247. (*The Commissioner.*) This question raises another difficulty in my mind. You say "In the roughest weather in which a lifeboat could live." (*To the witness.*) Now can a lifeboat be launched in such weather?

- No, My Lord.

The Commissioner:

When she once gets to the water it may be very rough indeed and yet she will be able to live, but she might not be able to be launched. Launching and living are very different things.

14248. (*Mr. Scanlan.*) Perhaps, My Lord, we will be able to get down to a state of comparative roughness, when it is not only possible for a lifeboat to live, but also to be launched. I think I have made myself plain at last.

The Witness:

Yes.

14249. Thank you. What would you do under these circumstances?

The Commissioner:

That is quite intelligible.

The Witness:

Do you wish me to take the ship into consideration?

14250. (*The Commissioner.*) The question as I follow it is this - assuming such weather bad but still such weather that you can launch a boat and such weather that the boat when launched will live, where would you load her?

- The "Titanic," or any ship?

14251. (*Mr. Scanlan.*) Any ship - take the "Titanic" for example?

- Again I am sorry, but I must ask do you mean men and women or men alone?

14252. Men and women?

- Of course it would be better to get the women in from the decks undoubtedly if you could. The men, of course, are handier to jump; you might be able to launch the boat alongside the gangway doors, but it would need pretty smart seamanship to hold her there in this rough weather you speak of. It is quite possible, and is frequently done, not under these circumstances, but, for instance, the pilot leaving; you know how very frequent it is for the pilot to leave and board in rough weather. He is a seaman, and watches his chance and jumps. There is a right time to jump. There are seamen there who know the right time to jump. They must be there to see that the passengers jump at that moment. Is that what you wish me to say?

14253. You have gone a little in that direction, but you say that you would get in the women passengers on the boat deck and you would get the male passengers in from the gangways on the lower deck?

- I must say yes; I cannot tie myself of course.

The Commissioner:

Now, Mr. Scanlan, I want to know whether he would get them from the gangway to the boat by means of a ladder or by means of jumping?

14254. (*Mr. Scanlan - To the witness.*) Tell my Lord how you would get them into the boat from the gangway doors?

- Depending on the height, if the boat rose with the sea, if the sea was so rough bringing the gunwale of the boat fairly close to the level of the gangway doors let them jump; keep a clear space in the stern sheets and let them jump into the stern sheets with a couple of men there to catch and steady them as they come into the boat. If the sea is not high enough then I would use a rope -ladder and let them come down the rope -ladder. You could have a couple of ladders hanging over the side and tell the men when to jump. Have a rope round them, and let the seamen be hanging on to them so that they cannot let go until you think it desirable for them to jump into the boat. You would have to be guided absolutely by circumstances.

14255. Under such circumstances what complement of a crew would you desire to have in any of these lifeboats?

- To handle her alongside the ship; is that what you mean?

14256. To handle her alongside the ship and at sea afterwards if necessary?

- There is very little handling to be done in a rough sea; you would ride with a sea anchor.

14257. The question I ask is, how many of a crew would you desire to have?

- Say four.

14258. There would be four able seamen?

- Four men generally useful in a boat, with a fair knowledge of boating.

14259. You think four would be sufficient?

- I would handle any of these lifeboats with four men.

14260. Would you require four experienced men?

- Not necessarily experienced men - men who have a fair knowledge of boats, who know one end of the oar from another, and know which end of the sail goes up.

14261. You would not expect to get such men from amongst the stokers, would you?

- Why not?

14262. Would you?

- Yes.

14263. You would not require to have these four men ordinary seamen, deckhands?

- No, not at all.

14264. But they would require to be skilled in the management of lifeboats or boats?

- Not necessarily skilled; they want to be skilled in doing what they are told, and be able to do it.

14265. But in a sudden emergency you would not have time to tell them what to do, just as you had not time to tell the crews you sent from the "Titanic"?

- But you are speaking of riding out at sea now, working a boat in a sea way.

14266. I am speaking of doing anything a boat's crew would have to do, from the launching of the boat from the boat deck until they get to safety, if they ever get there. I do not wish to detain your Lordship with this.

The Commissioner:

You have indicated your point.

14267. (*Mr. Scanlan - To the witness.*) It has been suggested in evidence which has been given in this case to my Lord that a crew of nine is desirable and necessary?

- Then that would mean five less passengers, would it not?

14268. It would, of course, and, on the other hand, Mr. Lightoller, it would mean more boats. Do you agree with that?

- The necessity of nine men to a boat?

14269. Yes?

- Emphatically no.

14270. I understand your point of view. When you were leaving the bridge after your second watch, I understand it to be your evidence to my Lord yesterday that you explained to Mr. Murdoch what conclusion you had arrived at as to the proximity of ice; is that so?

- I have not quite got that yet. Do you mean that I told Mr. Murdoch?

14271. When your watch finished at 10 o'clock on the night of the disaster, is it the case that you stated to Mr. Murdoch the conclusion you had arrived at as to the proximity of ice?

- Yes.

14272. You were examined with regard to this in America; do you remember that?

- No, I do not remember what I said there.

14273. I am reading from what purports to be the official note of the evidence in America, My Lord. It is the first day, and the first time you were in the witness-box, and it is on page 68 of the copy I have. You were asked, "Do you know where you were at the hour you turned over the watch to Mr. Murdoch? (Mr. Lightoller.) Not now, Sir. (Senator Smith.) Did you know at the time? (Mr. Lightoller.) Yes, Sir. (Senator Smith.) Can you give us any idea? (Mr. Lightoller.) When I ended the watch I roughly judged we should be getting towards the vicinity of the ice, as reported by that Marconigram I saw somewhere about 11 o'clock." Do you follow this?

- Yes.

14274. "(Senator Smith.) That you would be in that latitude? (Mr. Lightoller.) Longitude. (Senator Smith.) At 11 o'clock? (Mr. Lightoller.) Somewhere about eleven, yes. (Senator Smith.) Did you talk with Mr. Murdoch about that phase of it when you left the watch? (Mr. Lightoller.) About what? (Senator Smith.) I said, did you talk with Mr. Murdoch about the iceberg's situation when you left the watch? (Mr. Lightoller.) No, Sir. (Senator Smith.) Did he ask you anything about it? (Mr. Lightoller.) No, Sir. (Senator Smith.) What was said between you? (Mr. Lightoller.) We remarked on the weather, about its being calm, clear. We remarked the distance we could see. We seemed to be able to see a long distance. Everything was clear. We could see the stars setting down on the horizon." From this it appears that when you gave your evidence you were under the impression that you had not told Mr. Murdoch about the icebergs and the conclusion you arrived at as to approaching them?

- I may say by the questions that were put to me that those answers you might agree were correct as far as I understood the questions at that time.

14275. Is it your explanation then that this is incorrect or incomplete?

- Incomplete, I say, yes.

14276. And that notwithstanding this evidence, you did tell Mr. Murdoch about the icebergs?

- Undoubtedly, yes.

14277. You will admit, I suppose, that this is misleading, and, I suppose, you would like to correct it?

- Yes, I should.

The Solicitor-General:

I think if you look a little earlier, Mr. Scanlan, you will find that this gentleman was asked, "Did you communicate to Mr. Murdoch this information that the Captain had given you on the bridge?" And he speaks of having communicated to him about the ice then, I think. "So that the Officer in charge, Mr. Murdoch, was fully advised by you that you were in proximity to these icebergs," and he says: "I would not call it proximity," but I think the answers show that he did say that then. I know you want to be fair.

14278. (*Mr. Scanlan.*) I do, and I hope you will understand that, Mr. Lightoller?

The Witness:

Quite right.

14279. Apart from your telling Mr. Murdoch, was there any record which he could look up for himself in order to be assured that you were getting on towards the ice-field?

- The custom, as I think I explained previously, is that we have a notice board in the chart room for the purpose of putting up anything referring to navigation, wireless reports on matters navigational, and it is open for anyone to look at.

14280. Are you quite clear that there was not a haze on this night?

- Yes.

14281. Are you aware that while you were on watch from 6 to 10, George Symons, a Witness who was examined yesterday was one of the men stationed in the crow's-nest?

- Yes.

14282. In answer to Mr. Laing, when he was asked, "While you were on the look-out up to 10 o'clock what sort of a night was it?" He replies, "Pretty clear, Sir, a fine night, rather hazy, if anything a little hazy on the horizon, but nothing to speak of." Do you agree with that?

- No.

14283. You did not observe any haze. Is it possible that the man in the crow's-nest would have a better opportunity than you had of observing whether or not there was a haze?

- No.

14284. You say you would have as good an opportunity where you were stationed on the bridge?

- Better.

14285. I suppose you know that we have it from other evidence as well, from the look-out man, Lee (this is on page 72, My Lord.), that it was hazy that night. He is asked, "What sort of a night was it?" and his answer was: "A clear starry night overhead, but at the time of the accident there was a haze right ahead." Then he is asked, I think by the Attorney-General: "Did you notice this haze which you say had extended on the horizon when you first came on the look-out, or did it come later on?" - (A.) It was not so distinct then, not to be noticed." Can you explain if these men are truthfully giving their evidence how it is that they could have observed a haze while you on the bridge would not have observed it?

- No, I could not.

14286. If an iceberg loomed up ahead of you, would the person on the bridge have as good an opportunity of observing it as the man in the crow's-nest?

- Quite.

14287. Does it strike you in any way as a singular circumstance that when the iceberg did appear and was sighted, the observation of it was by the man in the crow's-nest, and not by the men on the bridge?

- Have we any conclusive evidence to that effect?

The Commissioner:

The evidence is that attention was drawn to it by the three bells. As far as I know, the first indication of it was the ringing of the three bells from the crow's-nest when the man in the crow's-nest sighted it.

14288. (*Mr. Scanlan.*) Yes, My Lord, and all the evidence we have had up to the present goes to establish that view of the matter. (*To the witness.*) Now, you did state yesterday that you yourself had used binoculars for the purpose of detecting ice. Do you not think it would have been -

The Commissioner:

I do not think he said that. What he did say, to my recollection, was that he would much prefer his eyesight for the purpose of detecting an iceberg.

The Witness:

That is right, My Lord.

The Commissioner:

But that having seen the iceberg with his eyes, he then would probably take the binoculars for the purpose of examining it more particularly.

Mr. Scanlan:

Yes.

14289. (*The Commissioner - To the witness.*) Were you using your glasses up to 10 o'clock, when you were on the bridge?

- I had them in my hand. Will I explain to your Lordship?

14290. Were you raising them to your eyes from time to time?

- Occasionally.

14291. (*Mr. Scanlan.*) I think this is the utility of binoculars - you see something with the naked eye, and then applying the glasses you determine what it is?

- Exactly.

14292. Do you not think that before the look-out man stationed in the crow's-nest ventured to report an iceberg he would require to satisfy himself what he saw was really an iceberg?

The Commissioner:

Forgive me, he did not report an iceberg; what he reported by the three bells was something ahead.

Mr. Scanlan:

I think your Lordship will find in the evidence -

The Commissioner:

Do three bells mean iceberg?

Mr. Scanlan:

No, My Lord, but at the same time he went to the telephone, and he stated at the moment on the telephone:

"Iceberg ahead, Sir."

The Commissioner:

That is true, but the three bells indicated nothing more than that there was something ahead.

14293. (*Mr. Scanlan.*) Something right ahead, My Lord, and then the telephone message conveyed it. (*To the witness.*) If one of those men on the look-out had seen something and applied the glasses is it not possible that he might have been able to identify it as an iceberg sooner than with the naked eye?

- He might be able to identify it, but we do not wish him to identify it. All we want him to do is to strike the bells.

14294. I will put this to you: Supposing a man on the look-out fancies he sees something and strikes the bell, and it turns out not to be anything, I should think he would be reprimanded?

- He is in every case commended.

14295. (*The Commissioner.*) I do not understand that. Is he commended when he signals that there is something ahead when there is nothing ahead?

- Yes, your Lordship.

14296. (*Mr. Scanlan.*) If he did it frequently in a journey would not the commendation take the form at the end of the voyage of paying him off and dispensing with his services?

- Not at all. The man is not an absolute fool; he knows that if he is trying to keep a good look-out, particularly amongst ice, and he suspects he sees anything, he will strike the bell; if it turns out to be nothing he may come on the bridge and say, "I am sorry that I struck the bell when there was nothing;" but he is invariably told, "Never you mind; if you suspect that you see anything strike the bell, no matter how often."

14297. Let me read this to you from the evidence of the look-out man Fleet, when he was examined in America. He is asked by Senator Smith: "Suppose you had had glasses such as you had on the 'Oceanic', or such as you had between Belfast and Southampton, could you have seen the black object a greater distance? - (Mr. Fleet.) We could have seen it a bit sooner. (Senator Smith.) How much sooner? - (Mr. Fleet.) Well, enough to get out of the way." Do you agree with that?

The Commissioner:

I see it is referred to there as a black object.

Mr. Scanlan:

Yes, My Lord; that is the language of Senator Smith in the question.

The Commissioner:

But I should think - I do not know - that Senator Smith had heard the word "black" previously.

Mr. Scanlan:

Yes, My Lord; I am taking this as detached and putting it as being in the witness' evidence.

The Solicitor-General:

Lee called it "a dark mass."

14298. (*Mr. Scanlan - To the witness.*) From the evidence you gave to the Court yesterday at what distance ahead do you think you yourself in the peculiar conditions which prevailed on this Sunday night could have picked out an iceberg?

- About a mile and a half to two miles.

14299. Do you mean by the naked eye?

- Yes.

14300. And with glasses could you discern it at a greater distance?

- Most probably.

14301. (*The Commissioner.*) I do not follow the answer?

- I meant to convey (it is rather a difficult question to answer.) that we do not have the glasses to our eyes all the time, and naturally I should see it with my eyes first. If I happened to be looking directly ahead at the moment an iceberg came in view and I had the glasses to my eyes at that particular moment it is possible I should see it, whereas I should not have seen it quite as soon with my eyes.

14302. Apparently binoculars are placed in a bag or a box in the crow's-nest at times. At the time of the accident it is said there were no binoculars on the "Titanic" in the crow's-nest; is that true?

- That there were none?

14303. No, is it true that there is a place for them in the crow's-nest?

- I believe so.

14304. Then, presumably, it is intended that they should be there?

- Yes.

14305. We are told you know they were not there this night?

- Yes.

14306. And they are there to be used, I suppose?

- Yes.

14307. When they are being used in the crow's-nest are they used in the sense of being always held up by the look-out man to his eyes, or are they merely had recourse to as occasion seems to suggest?

- That is it, your Lordship.

14308. The man on the look-out is not always standing with the binoculars up to his eyes?

- No, certainly not.

14309. They are there for use when he thinks it desirable to use them?

- Precisely. You see, if I may point out, binoculars, with regard to lights, are extremely useful; that is to say, there is no doubt you will distinguish a light quicker. If you set a man to look out for a certain light, and he reports a light it is quite a matter for us to ring him up on the telephone and ask, "What character is that light?" The man may, on a clear night, see the reflection of the light before it comes above the horizon. It may be the loom of the light and you see it sometimes sixty miles away. He may just make sure of it with the glasses, because there is any amount of time - hours; there is no hurry about them on a clear night at all. You make absolutely certain then about the light, and so as to be in that position we ring him up to say exactly what it is; but when it comes to derelict wrecks or icebergs, the man must not hesitate a moment, and on the first suspicion, before he has time to put his hand to the glasses or anything, one, two, or three bells must be immediately struck, and then he can go ahead with his glasses and do what he likes, but he must report first on suspicion.

The Commissioner:

I took you off your line.

Mr. Scanlan:

Yes, My Lord.

The Commissioner:

You were asking him about the mile and a-half to two miles, and I want you to follow it.

14310. (*Mr. Scanlan - To the witness.*) What you said was that you could see an iceberg with the naked eye for from a mile and a-half to two miles, and I put it to you that with the glasses you could probably see it at a greater distance, and you agreed?

- I agree.

14311. Of course the same thing would apply to the look-out man as to you?

- Yes.

14312. At the rate of speed at which the "Titanic" was travelling, how long would it take you to cover the distance of a mile and a half?

- It works out at about five minutes - something about that.

14313. So that it is a matter of great consequence, do you agree, to have binoculars for look-out men?

- Do you want me to pass an opinion as to whether look-out glasses ought to have been in that crow's-nest? Is that it?

14314. (*The Commissioner.*) I do not think so; I will put it in the same form to you. He wants to know whether the look-out man ought to have the binoculars glued to his eyes?

- Oh, no, your Lordship, certainly not.

The Commissioner:

I do not know how you are to get those binoculars used advantageously unless they are fixed on to the man's eyes.

Mr. Scanlan:

I sincerely hope I did not put a question which raised that view as to my meaning, My Lord.

The Commissioner:

Let us understand, Mr. Scanlan. This Witness, as I understand, says this: "Binoculars are put into the crow's-nest to be used, but not to be all the time at the eyes of the man who is on the look-out," and that is what I call being glued to his eyes.

Mr. Scanlan:

Yes, My Lord.

The Commissioner:

And the binoculars are only had recourse to when by the naked eye something has already been discerned; that is what I understand.

Mr. Scanlan:

Yes, My Lord, but which cannot be described or which the man cannot understand.

The Commissioner:

He wants to know more particularly what it is.

14315. (*Mr. Scanlan - To the witness.*) For the purpose which my Lord has been explaining to you is it not very desirable to have glasses provided for look-out men so that they can use them when necessary?

- It is a matter of opinion for the Officer on watch. Some Officers may prefer the man to have glasses and another may not; it is not the general opinion.

14316. I am not talking about the opinion of Officers in general, but the particular opinion which you entertain as to the usefulness of glasses?

- Yes - now I can answer you decidedly - certainly I uphold glasses.

14317. For look-out men? I am glad you do. Do you know now that a complaint was made at Southampton by the look-out man that glasses were not provided in the crow's-nest?

- I know of no complaint.

14318. Do you know there were not glasses in the crow's-nest?

- I do.

14319. You say there was no complaint made. You mean -

The Commissioner:

No, he does not; he says he knows of no complaint.

The Witness:

I meant to convey that impression, that there was no complaint - there was no right to make a complaint.

14320. Do you mean to tell me that if the look-out man goes into the crow's-nest and finds that there are no binoculars in the pocket or box or whatever it is, he has no right to come and say so?

- Yes, he has the right to come and report, and there the matter ends.

The Commissioner:

I call that complaining.

14321. (*Mr. Scanlan - To the witness.*) So far as you know it was not reported that there were not glasses?

- It was reported.

The Commissioner:

It is only a question of words.

Mr. Scanlan:

That is so.

The Commissioner:

He does not think a report is a complaint.

Mr. Scanlan:

I meant it in the sense of a report taken.

The Witness:

There was a report; I am sorry I misunderstood you.

14322. Can you explain to my Lord why, when such a report was made, glasses were not provided for the look-out man on the "Titanic"?

- No, I cannot offer you any explanation.

14323. If it had been a matter in your discretion, would you have provided glasses then?

- Had they been on the ship I might have done.

14324. Were there glasses on the ship available for the use of the look-out man?

- That I cannot say.

14325. Had you glasses on the bridge?

- We had.

14326. How many pairs?

- A pair for each senior Officer.

14327. How many pairs altogether; you have five or six Officers?

- A pair for each senior Officer and the Commander, and one pair for the bridge, commonly termed pilot glasses.

14328. So that there would be from time to time during the whole course of the voyage a pair of glasses available?

- On the bridge.

14329. On the bridge that could have been handed up or given to the look-out man.

The Commissioner:

Mr. Scanlan, I want you to know what is passing in my mind. It appears to me that whether those glasses were there or not made very little, if any, difference, because the man would not have them to his eyes, and when he did sight this thing it was too late to use glasses.

Mr. Scanlan:

My instructions are, My Lord, up to the present that the utility of glasses consists in this: you sight something, and do not know what it is; then you apply the glasses, and you are able to say whether it is an iceberg or a derelict.

The Commissioner:

That is quite right.

Mr. Scanlan:

That seems to be a most important thing, My Lord.

The Commissioner:

What I am pointing out to you is this: Here the thing was sighted at a time when lifting up glasses and looking to see what it was would have been of no use whatever; they were right on it.

Mr. Scanlan:

Except this; we do not know but that before the man discerned this object as an iceberg he may have seen some object, a speck, or a mast, or something.

The Commissioner:

That is not my view of the evidence; I think the look-out man rang out three bells the moment he saw something ahead.

Mr. Scanlan:

We are in this position yet, that we have not had here the identical man who rang the bells and who shouted, "An iceberg ahead, sir." So that it must be a surmise. I think I have indicated my point.

The Commissioner:

You are quite right.

The Witness:

I should like to point out that when I speak favourably of glasses it is in the case of a man on whom I can rely, but if I have a man in a case like this which Mr. Scanlan speaks of, a derelict or an iceberg, who is to put the glasses to his eyes before he reports, I most utterly condemn glasses. The man must report first and do what he likes afterwards.

The Commissioner:

I believe Mr. Scanlan that is right, it would be quite improper for a man who sees something ahead with his eyes, to wait until he has used glasses before he reports.

Mr. Scanlan:

Surely, My Lord, that would depend on the distance at which the object was seen; if it were seen 10 miles ahead with the ship going as slowly as some of those ships go.

The Commissioner:

We need not contemplate a case of that kind, it was not this case. Here the iceberg was right close to the ship.

Mr. Scanlan:

I shall be prepared at a later stage in the case to offer your Lordship evidence on this point, and it is in that view that I have pressed the matter so far.

The Commissioner:

Quite right.

14330. (*Mr. Scanlan - To the witness.*) This night you have described as being a particularly bad night for seeing icebergs. Is not that so?

- I do not think I mentioned that word "bad," did I?

14331. You did not mention that word, but I wish you not to misunderstand me. I am not purporting to give your exact words. You said it was realised at the time that it would be more difficult on account of there being no wind, and the sea being a level calm?

- Yes, that is right.

14332. Added to that you had the condition of there being no moon?

- Yes.

14333. And the other conditions which you described to my Lord. Were not these circumstances which would indicate to any experienced Officer that it was necessary to take extra precautions for safety?

- As a matter of fact we were unaware of the sea being flat. All the precautions were taken which we thought necessary.

14334. Do you say you were not aware then that the sea was flat?

- No.

14335. At all events, it was more difficult then than under normal circumstances to see an iceberg. You observed that yourself from six to ten?

- Yes.

14336. Although there were abnormal difficulties you took no extra precautions whatever.

- Have I said so?

14337. I suggest to you that you took no extra precautions whatever?

- But I did.

14338. Tell me what?

- I took the precaution, as I think I mentioned in my evidence, of taking up a position on the bridge in which everything ahead was clearly in view and maintaining that position for the remainder of the watch.

14339. That is so far as you were concerned for the remainder of your watch?

- Yes.

14340. And you think you would have seen an iceberg before the man in the crow's-nest?

- I do not know whether I should have seen it before them or not; I should have seen it in sufficient time to clear it quite sufficient.

14341. Can you give any explanation of the man who succeeded you not seeing it in sufficient time to clear it?

- I am afraid I cannot.

14342. If the weather conditions were as clear as you said they were while you were there?

- I am afraid I cannot give you any explanation.

14343. In addition to those conditions which you describe as abnormal you had a certainty that you were rushing into icebergs - into an ice-field?

- Oh, no.

The Commissioner:

That is your picturesque way of putting it.

14344. (*Mr. Scanlan.*) I will put it in less picturesque language, My Lord. (*To the witness.*) When you got the first warning that there were icebergs ahead your course was set in a particular direction; that is to say, the course of the ship?

- At noon, yes.

14345. Did you follow practically that course all through that day?

- Oh, no.

14346. Did the course which you followed lead you into the region from which the presence of ice was reported to you?

- The course set at noon?

14347. Yes?

- No.

14348. Did the course you were following up to the time you left your watch at 10 o'clock lead necessarily to a place where you expected ice?

- Where there was a possibility of seeing ice.

14349. Not only a possibility of seeing it, but a possibility and almost a certainty of running into it?

- Oh, no.

14350. (*The Commissioner.*) I do not think he could say that. (*To the witness.*) Before you left the bridge did you know you were making for a locality in which ice was to be expected?

- Quite so.

14351. (*Mr. Scanlan.*) Because you so stated to Mr. Murdoch when you were leaving the watch according to your evidence here yesterday?

- Yes. Let me explain my point and we will get it far clearer. You see we were making for a vicinity where ice had been reported as you say year after year, and time and again, and I do not think for the last two or three years I have seen an iceberg although ships ahead of us have reported ice time and time again. There was no absolute certainty that we were running into an ice-field or running amongst icebergs or anything else, and it might have been as it has been in years before ice reported inside a certain longitude.

14352. (*The Commissioner.*) I can understand that; it does not follow that because ice is reported you are going to have a collision with an iceberg?

- That is what I wish to convey.

14353. You need not trouble about that at all as far as I am concerned. The point which I understand is being put to you at present is this, that you knew you were steering into what I may call an ice-field, a district in which there were icebergs and growlers and field ice. That is what you want to put, Mr. Scanlan?

14354. (*Mr. Scanlan.*) Yes, it is, My Lord. (*To the witness.*) You knew you were heading there when you left the watch?

- Yes.

14355. Do you not think, then, it would have been desirable, especially as you say the conditions were abnormal, to have slackened speed?

- It has never been done in my experience.

14356. We have heard it from the Officer -

14357. (*The Commissioner.*) You do not answer the question?

- I answer from experience, no.

14358. (*Mr. Scanlan.*) We had evidence a few days ago from an Officer on another company's steamers that they have a regulation about taking extra precautions when they get into an ice-field, or when ice is reported ahead of them. Does your company, the White Star, issue any regulations to their Captains and Sailing Officers as to what they ought to do when they come into an ice region?

- No.

The Commissioner:

I should like to know this, Mr. Scanlan, if you can tell me. Do the German boats issue any such regulations?

Mr. Scanlan:
My knowledge does not extend to that, I regret, My Lord.

The Commissioner:
I doubt whether you will find any such regulations issued to regular liners. There was one witness who was here from the "Mount Temple," the Canadian Pacific line, a steamer which belongs, I suppose to the railway company.

Mr. Scanlan:
Yes, but a big carrying passenger steamer.

The Commissioner:
Are there such instructions issued to any regular British lines or German lines crossing the Atlantic?

Mr. Scanlan:
I do not know as to any German line, My Lord, but I have been informed that it is a customary thing to give instructions for British lines.

(After a short adjournment.)

14359. (*Mr. Scanlan.*) Can you tell us at what speed the "Titanic" was going when you left the bridge at 10 o'clock?
- About 21 1/2 knots.

14360. What was the indication from which you make that calculation?
- I judge from what I remember of the revolutions. I think, as far as I remember, the revolutions were 75, and I think that will give an average of about 21 1/2.

14361. The speed was taken down, I understand, in the log?
- Yes, that would be kept in the scrap log.

14362. I do not suggest that you wanted to make a record passage on this occasion, but had not you all in mind the desirability of making a very good first trip, from the speed point of view?
- No, I am afraid not, because we know that in the White Star, particularly the first voyages - in fact you may say pretty well for the first 12 months - the ship never attains her full speed.

14363. Were not you on this occasion taking as much speed as you could get out of the "Titanic"?
- Oh, no, not at all; I am under the impression she was under a very reduced speed compared with what she was capable of doing.

14364. What maximum speed do you think you could have attained?
- Well, just as a matter of hearsay, or rather, what we estimated roughly, for instance myself, I judged that the ship would eventually do about 24 knots.

14365. Did you say yesterday that you were going at as high a speed as you could in view of the coal you had on board?
- Did I say so yesterday?

14366. Yes?
- I was not on the stand yesterday.

The Solicitor-General:
Yes, you were.

14367. (*Mr. Scanlan.*) You were being examined yesterday?
- Oh, yes; I beg your pardon. Not only with regard to shortage of coal, but I understand several boilers were off.

14368. Do you know any reason for those boilers being off?

- Merely that there was no wish for the ship to travel at any great speed.

14369. There was no reason, I take it, why you should not go fast; but, in view of the abnormal conditions and of the fact that you were nearing ice at ten o'clock, was there not a very obvious reason for going slower?

- Well, I can only quote you my experience throughout the last 24 years, that I have been crossing the Atlantic most of the time, that I have never seen the speed reduced.

14370. You were asked by my Lord this forenoon how an unfortunate accident like this could have been prevented in what you describe as abnormal circumstances?

- Yes.

14371. Is it not quite clear that the most obvious way to avoid it is by slackening speed?

- Not necessarily the most obvious.

14372. Well, is it one way?

- It is one way. Naturally, if you stop the ship you will not collide with anything.

14373. There was no reason why you might not slacken speed on this voyage, you were not running to any scheduled time?

- No.

14374. If you happened to be on the bridge in command yourself could you take it on your own responsibility to slacken speed, or would you require to communicate with the Captain?

- Communicate with the Captain.

14375. And the speed, therefore, could only be diminished by the Captain's orders?

- No, I would not go so far to say that the speed could only be diminished by that. Let me give you an instance. Suppose I had seen the smallest scrap of ice, supposing we had passed a little bit of the field ice that was knocking about on the other side of this pack ice, had I seen any indication of the vicinity; proof positive of the vicinity of ice, I should very probably have telegraphed myself at the same time that I sent word to the Commander.

14376. At the same time, as a matter of propriety and etiquette between Officers and Master; the proper thing, I take it, is to go to the master and make your suggestion to him and then let him decide?

- Well, I want you to fully understand me. In the ordinary course of events, hazy weather, weather coming in hazy - I am not speaking particularly of ice now - or nearing land, or anything for which you think it is desirable to slacken speed, or will be shortly desirable to slacken speed, you would communicate that to the Commander; but our instructions from the White Star do away with the necessity of notifying the Commander in any immediate danger; we immediately act, as I believe Mr. Murdoch did.

14377. Just tell me what your instructions are from the White Star?

- Well, I cannot quote you them word for word. They are in the Regulation Book, which I have no doubt you will be able to get.

14378. Is there anything mentioned in those instructions about what you should do when you are in a region in which ice has been reported?

- There is nothing that refers particularly to ice.

14379. Are you quite sure of that?

- I think I may say I am sure of that.

14380. Nothing at all in the regulations?

- But there is a regulation that covers ice and everything else.

14381. I take you to the regulation that covers ice. What is prescribed for you to do then?

- You do not quite understand me. There is no regulation that particularly alludes to ice; but in all instances

everything must be sacrificed to the safety of the ship, and no thought of making a passage - that is to say a fast passage - must be at any time entertained.

14382. Is there no specification of certain dangers with instructions to the commanding Officer as to what he is to do then - I mean, like haze, fog, and ice?

- Oh yes; there are fog regulations.

14383. Under what head do the ice regulations come?

The Commissioner:

There are none, I understand.

Mr. Scanlan:

What I gathered from him, My Lord, was that the ice regulations would be found in a certain category of regulations for certain circumstances of danger.

14384. (*The Commissioner.*) Are there any such regulations?

- Not referring to ice, My Lord.

14385. (*Mr. Scanlan.*) None at all. Now, in your evidence in America, you narrate a conversation which took place between yourself and the Captain when he was on the bridge with you. Senator Smith asks you, "Was anything else said?" and you say "Yes; we spoke about the weather, the calmness of the sea, the clearness - about the time we should be getting up towards the vicinity of the ice, and how we should recognise it if we should see it, freshening up our minds as to the indications that ice gives of its proximity. We just conferred together generally for 25 minutes"?

- That is right.

14386. The principal thing you had been talking about was ice?

- Naturally.

14387. Did you decide, then, when you first saw ice you would stop or slacken speed?

- No.

14388. Do you mean to say that the policy of the Captain and you was to go right ahead at 21 1/2 knots?

- No, I do not mean to infer that.

14389. Unless there was a haze?

- No, not necessarily unless there was a haze. Had we come across ice, as I just said, in any degree, whether the Commander had been on the bridge or not I should have acted on my own initiative.

14390. You freshened your minds up as to the indications?

- Quite so.

14391. You had a purpose in doing that. Would it not have been desirable then to have communicated the points of knowledge that you had evolved to the look-out men?

- Oh! no.

14392. You did not think it was necessary to communicate with them?

- No.

14393. Although from a look-out point of view they were of greater consequence than the men on the bridge?

- Pardon me, not at all.

14394. Well, they ultimately discovered the ice you know, and the men on the bridge did not?

- You say the men on the bridge did not. I may say I discussed that immediately on the "Carpathia" with the look-out men - not necessarily discussed it, but asked them questions whilst their minds were perfectly fresh, and the look-out man told me that practically at the same moment he struck the bell he noticed that the ship's head

commenced to swing showing that the helm had been altered probably a few moments before he struck the bell, because the ship's head could not have commenced to swing at practically the same time he struck the bell unless the ice had been seen at the same moment or a few moments before he saw it.

14395. I take it then that your position is to justify the conduct of the Captain and those who were navigating the "Titanic" from 11 o'clock till the collision?

- Yes.

14396. In going ahead at 21 1/2 knots, although you all knew that you were in the presence of ice?

- Well, you hardly state it correctly when you say we knew we were in the presence of ice. We did not, we only had reports to go on.

14397. You had no reason to disbelieve those reports?

- On the contrary we had, having so many years gone across and never seen ice though it is repeatedly reported.

14398. I suggest to you it would have been a much safer thing to have believed the reports which you had from a number of sources as to the presence of ice, than to have acted in disregard of the warnings you had received from other ships, and gone ahead at the rate of 21 1/2 knots an hour until the collision occurred?

- In the view of after events, of course, we form a totally different opinion. It would naturally have been safer, we can see now, not to have gone ahead at all.

14399. And that is what, at all events, in the light of your present knowledge, good seamanship would have dictated?

- Not necessarily good seamanship.

14400. Extra good seamanship?

- No, not seamanship at all.

14401. In the light of the experience you have had, it is what you would do now?

- In the view of our reports we have had in other voyages, if I say in the light of good seamanship or extra good seamanship, we should have stopped, the thousands of ships that have crossed the Atlantic would likewise have stopped, and then you come to the end of your tether.

14402. I do not say they would have stopped?

- Well, or slowed down.

14403. The warning you had had at half-past one led you to understand that you would be right up against the ice, so to speak, from 10 to 11?

- The position where it had been reported.

14404. I could understand your going ahead at 21 1/2 knots up to 10 or half-past 10: What I fail to understand is why from half-past 10, when you knew you were about the place where you were led to believe ice was to be found, you still proceeded at 21 1/2 knots?

- That I cannot answer for after 10 o'clock.

14405. After half-past 10?

- Between half-past 9 and 10.

14406. You can answer for going ahead then?

- As far as I understand the same speed was maintained.

14407. You said something a moment ago, "As you know now" or "in view of what has happened." May I take it with the knowledge that you have now, and in view of this accident, what you would do now would be to slacken speed, or stop?

- In view of what has occurred naturally we shall take every precaution that suggests itself to our minds in the future to avoid a repetition of such an accident.

14408. Would not one of the precautions be what Captain Smith said to you on the bridge between nine and ten, "we should have to go very slowly"?
- He was speaking about haze.

14409. I know he was speaking about haze, but is not that what you should have done in adopting precautions?
- No, I do not see it. It would have cleared the accident, I quite agree with you, had we been going very slowly, but we have to take in view the experience of years, what we have always done.

14410. You are not quite following me. I am sure you intend to?
- I do; I wish to help you all I can.

14411. I do know that. But you said that since the accident with the knowledge that you now have, you would have adopted extra precautions, I mean, at all events, from half-past nine onwards. Would not one of those precautions be going very slowly - diminishing speed?
- I am afraid I cannot give you any definite answer to that.

14412. Am I to understand, even with the knowledge you have had through coming through this "Titanic" disaster, at the present moment, if you were placed in the same circumstances, you would still bang on at 21 1/2 knots an hour?
- I do not say I should bang on at all; I do not approve of the term banging on.

14413. I mean drive ahead?
- That looks like carelessness you know; it looks as if we would recklessly bang on and slap her into it regardless of anything. Undoubtedly we should not do that.

14414. What I want to suggest to you is that it was recklessness, utter recklessness, in view of the conditions which you have described as abnormal, and in view of the knowledge you had from various sources that ice was in your immediate vicinity, to proceed at 21 1/2 knots?
- Then all I can say is that recklessness applies to practically every commander and every ship crossing the Atlantic Ocean.

14415. I am not disputing that with you, but can you describe it yourself as other than recklessness?
- Yes.

14416. Is it careful navigation in your view?
- It is ordinary navigation, which embodies careful navigation.

14417. Is this your position, then: that even with the experience of the "Titanic" disaster, if you were coming within the near vicinity of a place which was reported to you to be abounding in ice, you would proceed with a ship like the "Titanic" at 21 1/2 knots?
- I do not say I should.

14418. At nighttime, and at a time when the conditions were what you have described as very abnormal, surely you would not go on at 21 1/2 knots?
- The conditions were not apparent to us in the first place; the conditions of an absolutely flat sea were not apparent to us till afterwards. Naturally I should take precautions against such an occurrence.

14419. And what precautions would you take if you would not slow up or slow down?
- I did not say I would not slow up.

14420. Cannot you say whether you would or not?
- No, I am afraid I could not say right here what I should do. I should take every precaution whatever appealed to me.

14421. I suggest to you if you acted carefully and prudently you would slow up, and that if you did not slow up you would be acting recklessly. You know you have described the conditions of abnormality as having been apparent at the time while you were on your watch. You have told my Lord that at great length; and in your

conversations with the Captain did not you discuss that? You have said that you did not recognise that the sea was flat. I want to recall this to your mind. It is at page 306, My Lord, at question [13615](#), you give this evidence. "At 5 minutes to 9, when the Commander came on the bridge (I will give it to you as near as I remember.) he remarked that it was cold, and, as far as I remember, I said, 'Yes, it is very cold, Sir. In fact,' I said, 'it is only one degree above freezing. I have sent word down to the Carpenter and rung up the engine room and told them that it is freezing, or will be during the night.' We then commenced to speak about the weather. He said, 'There is not much wind.' I said, 'No, it is a flat calm, as a matter of fact.' He repeated it; he said, 'A flat calm.' I said, 'Yes, quite flat, there is no wind.' I said something about it was rather a pity the breeze had not kept up whilst we were going through the ice region. Of course, My reason was obvious; he knew I meant the water ripples breaking on the base of the berg?"

- Yes.

14422. Was not all that amply sufficient to let you and the Captain know that you were in circumstances of extreme danger?

- No.

14423. I do not think anything would convince you that it was dangerous that night?

- I have been very much convinces that it was dangerous.

14424. I mean that the conditions you have described were dangerous?

- They proved to be.

14425. What I want to suggest is that the conditions having been so dangerous, those in charge of the vessel were negligent in proceeding at that rate of speed?

- No.

14426. I will pass from that point. Amongst the precautions which it would be proper to adopt, would it not be desirable to station more look-outs, More look-out men in the bows or the stem head?

- Anything which would be conducive to avoiding danger.

14427. Would that be conducive to avoiding danger?

- It might be.

14428. I am speaking to you as a man of great practical experience?

- I could not exactly say whether look-outs in the stem head would be. We do not place very much reliance on them; we hope they will keep a very good look-out, but those men in the first place are not regular look-out men, and you have not the same control over them as you have over the look-out men. They have nothing to sacrifice in the way of a good berth, which the look-out man's is.

14429. I think the difference between a regular look-out man and an irregular look-out man - that is, an ordinary A.B.

- is 5s a month?

- Five shillings a month in pay and a difference in watches and a difference in work on board the ship.

14430. But there is no passing of an examination to go from one grade to the other?

- Yes.

14431. (*The Solicitor-General.*) Is there?

- Yes. I should explain to you, it is customary when a ship is in running for all look-out men to have an eye test as well as the Quartermaster's. That does not apply necessarily to A.B.'s.

14432. (*Mr. Scanlan.*) I was going to ask you about the eye test. Is there an eye test of each look-out man in the White Star Line?

- Well, as far as possible we maintain the condition of having look-out men who have passed the eye test.

14433. I want to understand. We have had evidence on this point already. We have had the evidence of a man who told us that his sight was not tested, and this was his first voyage in a White Star vessel, the "Titanic"?

- Yes.

14434. How do you explain that?

- By her being a new ship, and the difficulty of obtaining a perfectly satisfactory crew at such short notice. You see, you have to have men with you some little time; on the other hand, I can tell you of look-out men who have been on the look-out of the White Star for some considerable time, and who have had eye tests.

14435. But surely if you wanted to get an eye test as to the men you engaged for the titanic," you could easily have got a doctor to test their eyesight at Southampton?

- Well, it is not exactly a doctor who tests it. It is a Board of Trade examination - the customary examination. It applies to the Officers as well.

14436. I should like to know that; do you say it is the practice of the Board of Trade to test the eyesight of the look-out men before the ship is cleared?

- No, you do not quite understand me. If I am First Officer of a ship, a First Officer has the signing on of the crew. Very well, then, as far as possible and practicable, I see that these look-out men, at stated periods, have an eye test.

14437. Do they sign on in any special way?

- They sign on as look-out men.

14438. Do not they sign on as A.B.'s?

- No, I think they sign on as quartermasters and look-out men and a.B.'s.

14439. I understand - you will correct me if I am wrong - that look-out men sign on as A.B.'s?

- I think I am right in saying they sign on as look-out men. They used to sign on as A.B.'s.

14440. Did the six look-out men on the "Titanic" sign on in any special way?

- I believe they signed on as look-out men.

14441. But you do not know of your own knowledge?

- No, I could not say for certain.

14442. Was the sight of a single one of those men tested before starting on that voyage?

- As I said there were some of those men I knew to have had eye -tests, that is to say they were look-out men - Fleet and Symons who had been with me in the "Oceanic."

14443. I will take fleet. By whom was Fleet tested for his eyesight?

- I could not tell you; it is the customary test by the Board of Trade. They go up there and obtain their certificate.

The Solicitor-General:

I have the articles here, Mr. Scanlan, and these six men are entered as engaged in the capacity of look-outs.

14444. (*Mr. Scanlan.*) Quite, I thank you. (*To the witness.*) You do not know when Fleet was tested?

- I could not tell you the date now.

14445. The other man with him, Lee, you do not know whether he was tested at all?

- No.

14446. You do not know who tested the sight of Fleet?

- No, I do not know what man tested him, what official.

14447. You do not know whether it was a doctor?

- No, it is not a doctor. I do not think you quite understand. Just let me explain. I see the man and I say, "What is the date of your eye certificate?" and he tells me. If it is time for him to have another certificate I tell him. "Now the first opportunity you have go up and get your eye certificate." That means to say, that man goes up to the Board of Trade offices in Southampton, pays 1s., and applies for his eye test.

14448. To the Board of Trade?

- To the Board of Trade, and he then goes into a room and he goes through a form of examination. If that is satisfactory he has his certificate to that effect.

14449. Did anyone examine the certificates of those men to see if they had been recently tested or not?

- I could not say.

14450. Will you admit, in view of the importance of the duties which look-out men have to perform, that there should be a proper eye test?

- Oh, yes. I think it is quite a reasonable precaution, and is maintained in the White Star, and I may say only the White Star.

14451. Had you in the White Star any system of drilling and training seamen for manning lifeboats?

- Oh, yes.

14452. Did you train them on the "Titanic"?

- No, except in Belfast. We put some boats in the water there. I think that was done by the builders though.

14453. So far as the Officers were concerned there was no testing of the men in lifeboat practice?

- Oh, yes, in Southampton as well we put boats in the water and the men were put in.

14454. How many?

- Probably 8 and a quartermaster in each boat.

14455. How many boats?

- Two boats.

14456. Do not you think it would be a proper thing to have all the boats lowered before the commencement of a voyage and to give the men who would ultimately be the crews of those boats some practice in the manning and navigation of them?

- I am afraid that is hardly practicable. You can send a seaman to any boat; if he is a sailor he is perfectly at home in a boat or wherever he is sent. But you see with regard to firemen it seems hardly practicable to have all the firemen up on deck at that particular time, and the stewards.

14457. If the capacity of a fireman for handling a lifeboat is of any account it is necessary to give him some training, is it not?

- Oh, yes.

14458. Can you suggest any other way for giving this training than giving it at the port before the commencement of a voyage, or at its conclusion?

- Yes, either before the commencement or after the conclusion of a voyage.

14459. So you agree that would be a desirable thing to do apart from the question of convenience?

- Anything that would tend to the safety of a ship would be desirable.

14460. You agree with that, I take it?

- Well, I do not altogether agree with you as a matter of fact, because, as events proved, it was not necessary to have the firemen there.

14461. In order to ensure the efficiency of the crews for the manning of lifeboats, do you agree it would be desirable to give them practice in the manning of the boats?

- If a man is to be made proficient in the working of a lifeboat naturally he must have practice.

14462. I suggest the suitable time is in port either before the commencement or at the termination of the trip?

- That can be done in any boat; not necessarily in the ship's boats. You could have a system of training of firemen. They might be trained on shore to be accustomed to boats. The lowering of a boat, of course, is a different matter.

14463. And similarly for stewards?

- Yes.

14464. Do you think it would be desirable to give certificates for proficiency?

- I am afraid that is hardly for me to answer. It is rather a big question.

14465. I quite realise that. Now, as to the provisioning of lifeboats we have heard a good deal of that, and I want to ask you is it the usual practice to put into lifeboats at the commencement of the voyage the equipment prescribed by the Board of Trade?

- The Board of Trade takes particular care that you have got the equipment.

14466. Are those articles of equipment put into the boat before the commencement of the voyage?

- I may say they are there all the time.

14467. They are in the boat all the time?

- Yes, that is it, they are kept in the boats.

14468. In the lifeboats?

- Yes.

14469. That is, a compass is kept in the lifeboats?

- No, I do not think the equipment calls for a compass being actually in the boats.

14470. A lantern; is that part of the equipment?

- That is part of the equipment.

14471. Is that put in the boats?

- I do not think it is necessary for that to be kept in the boats.

14472. Tell me, what is your experience. Is it usual for these things to be put into each boat before the commencement of a voyage. I am not talking about what happened on the "Titanic"?

- No, it is not.

14473. It is not the usual thing?

- No. I am speaking of the lamp and the compass.

14474. Even taking the present Board of Trade regulations - whether they are sufficient or not, I am not going to make any suggestions to you - I take it that you must have an efficient compass and a lantern trimmed in four of the boats on a ship like the "Titanic"?

- I think it is four.

14475. With regard to those four is it not the case that the compass and the lamp as well as the other accessories are put in and kept in the boats from the beginning of the voyage?

- Not the compasses; I do not think it applies to the compasses. The compass is rather a delicate thing, and also the lamp. It will not keep indefinitely, it is better to keep it in a dry place so that when you do want it there is no trouble about lighting it.

14476. Do you of your own knowledge know where the compasses for the lifeboats on the "Titanic" were kept during this voyage?

- Of my own knowledge I know there was a locker fitted up for them; I think it was on the afterend of the boat deck; somewhere handy any way, a shelf put in where all the compasses would be right handy to the boats.

14477. Do you know whether there was any compass in any boat?

- No, I do not believe there was a compass in any boat.

14478. Do you know whether there was a compass put into the boats after the collision and before the boats were lowered?

- No, I do not think there was.

14479. How do you explain that so few of the boats, as they were lowered, had lanterns?

- I do not think I have conveyed the idea that so few had lamp. It will not keep indefinitely, it is better to -

14480. Had any of the boats that you assisted in lowering? I take it you assisted in lowering four - 4, 6, 8 and the collapsible - had any of those lanterns?

- Well, I did not look for lanterns, and I cannot say; you can get that evidence as to the lamps, I may tell you, from Hemming, the lamp trimmer, who took the lamps and lighted them and went round and distributed them to the boats.

14481. In the meantime, I am trying to get it from you?

- I am afraid I cannot give you the information.

14482. At all events, none of them had a compass?

- Not to my knowledge.

14483. With regard to the glasses, you stated that a report was made at Southampton that glasses for the crow's-nest were wanting. Can you tell my Lord to whom that report was made?

- To me.

14484. What record was kept of it?

- None.

The Commissioner:

What are you speaking of now, Mr. Scanlan?

14485. (*Mr. Scanlan.*) Of the report from the crow's-nest that there were no glasses in the crow's-nest. (*To the witness.*) You said the report was made to you - by whom?

- Will you just let me explain the circumstances, and you will have it clearly then? I was in my room, and I heard a voice in the quarters speaking. I recognised it as Symons, the look-out man, so I stepped out of my door, saw him, and said, "What is it, Symons?" He said, "We have no look-out glasses in the crow's-nest." I said, "All right." I went into the Chief's room, and I repeated it to him. I said, "There are no look-out glasses for the crow's-nest." His actual reply I do not remember, but it was to the effect that he knew of it and had the matter in hand. He said that there were no glasses then for the look-out man, so I told Symons "There are no glasses for you." With that he left.

14486. Do you think you had a sufficient number of competent seamen, including Officers, for the launching of the lifeboats?

- Yes, as it proved we had.

14487. Now, can you explain this? I take it that you were over two hours assisting in the clearing and launching of four lifeboats with a number of men to assist you. The boats you assisted in clearing and lowering were four, six, eight, and the collapsible?

The Solicitor-General:

It is not four lifeboats; it is three lifeboats and a collapsible.

14488. (*Mr. Scanlan.*) Yes, three lifeboats and a collapsible.

The Witness:

Yes.

14489. How many men were assisting you in lowering those?

- I can hardly give you the number.

14490. Eight or ten?

- I do not remember.

The Commissioner:

I do not see how these points are of great materiality. Nothing went wrong; no misfortune can be attributed, for instance, to the fact that there was not a compass on board; no misfortune can be attributed to the fact that there may not have been a lamp on board some of them. I daresay the things ought to have been there, but the fact that they were not there does not appear to have made any difference. I daresay there are many things that ought to have been in this ship that were not there, but I would rather you would confine yourself to the absence of things that were material.

Mr. Scanlan:

What has occurred to me if I may respectfully mention it to your Lordship at this stage is this, that the remit in this Inquiry to the Commissioner takes cognisance of the Rules of the Board of Trade and the provision of lifeboats, and the efficiency and sufficiency of the crew, and the evidence I am trying to elicit from this Witness is all directed to those points.

The Commissioner:

We have a great deal of evidence that there were no compasses in some of the boats; that there were no lamps. In some I think it is said there were no biscuits, and other things of that kind. I know all that, and it may be at the right time one will have to consider whether these are matters which ought to be more closely attended to than they are; but, in point of fact, in connection with this calamity they made no difference. All the people in the lifeboats got to the "Carpathia."

Mr. Scanlan:

Yes. So far as the greater number of those points are concerned, it may be that no difference resulted between compliance and noncompliance; but there is this one thing I would like to indicate to your Lordship. Surely there was one boat which was not launched at all; that is one of the collapsible boats?

The Commissioner:

Yes, there was. I do not know whether these Rules that I see here apply to the collapsible boats.

Mr. Scanlan:

They do, My Lord.

The Commissioner:

Do these Rules as to water apply to the collapsible boats. I do not know where you would put a cask of water in a collapsible boat. Where would you put it?

Mr. Scanlan:

I have a drawing of the Englehardt collapsible boat.

The Commissioner:

And does it show a cask of water?

Mr. Scanlan:

Yes, My Lord. If your Lordship will look at Rule 5, page 15.

The Commissioner:

I have it, yes.

Mr. Scanlan:

Sub-section (d.) of the General Rules says: "Equipments for collapsible or other boats and for life rafts."

The Commissioner:

"A vessel to be kept filled with fresh water shall be provided for each boat." Does that mean it is to be wrapped

up in the collapsible boat somewhere, or does it mean there is to be a vessel, as it is called, handy. I thought you had a picture of a collapsible; if so, I should like to see where the vessel was?

Mr. Scanlan:

I do not think it shows specially the place, My Lord; it shows those boats.

The Commissioner:

I do not think at present you need spend very much time on this.

Mr. Scanlan:

I agree, My Lord.

14491. (*The Commissioner.*) There are two or three matters about the boats I should like to ask a question on. (*To the witness.*) I want to know whether you knew that those boats were not intended to be lowered full of people. Did you know that?

- We have no instructions to that effect, My Lord, but I knew that it was not practicable to lower them full of people.

14492. Had you any reason to suppose that they were weaker than they should have been?

- No. I have not had much experience with these Englehardt collapsible boats.

14493. I am not talking about collapsible boats merely, but the lifeboats?

- I should not think they were capable of being lowered full of people. They may be. I have never seen them full of people, but if they are only supposed to carry 65 people afloat, it hardly seems feasible that they would carry 65 people when suspended at each end. It does not seem seamanlike to fill a boat chock full of people when it is only suspended at each end. It is to guard principally against accidents in lowering. That must be taken into consideration a very great deal - the fact that you have to lower a boat from a great height and get her safely into the water. It is of more importance to get the boat into the water than it is to actually fill her at the boat deck, because it is no use filling her if you are going to lose those people before you get her down; it is far better to save a few and safely.

14494. (*Mr. Scanlan.*) Do you think you could have filled the boat still more in the water?

- Undoubtedly.

14495. If your organisation had been complete?

- I do not see the organisation would have prevented the ship sinking.

14496. I know it would not?

- It was that that prevented us putting the people in.

14497. A better organisation might have allowed you to instruct the men who were in the boats to come alongside so that you could fill up with passengers from the gangway if you could have done it.

The Commissioner:

What occurs to me about that Mr. Scanlan is this, that the order was, and I suppose quite a proper order, that women and children were to go first. Now it appears to me that you might have great difficulty indeed in putting the women and children down a rope ladder hanging from these gangway doors. That might be a very difficult thing to do.

Mr. Scanlan:

In the hope that some improvement might result from this Inquiry, I have been instructed to bring those suggestions up.

The Commissioner:

You are quite right; in fact, I am much indebted to you for what you are doing.

14498. (*Mr. Scanlan.*) Thank you, My Lord. (*To the witness.*) I suggest to you that it was a long time, the two hours and ten minutes, I think that is the time you were engaged in lowering Nos. 4, 6 and 8, and the collapsible boat - it was a long time, I suggest to take for the lowering of that number of boats?

- No, I do not think half-an-hour can be considered a very great length of time. Of course, you will understand that the times I have given you are very approximate. And if you take half-an-hour to uncover a boat and get the falls out and of absolute necessity get them coiled down clear, then get your strong backs out, then get your boat hove out, pass the mast and sails as I did out of some of the boats in order to get more people in, and then lowering these boats carefully down to the water, when you were conducting that operation practically on board the ship you would find that would occupy a good part of half-an-hour - put it at twenty minutes, say - to do it carefully.

14499. I suggest to you that if you had had better equipment you might have got them down simultaneously - better equipment and more men?

- As far as I understand, we had the best equipment of any vessel afloat. I do not know of any better equipment.

14500. Some question arises as to the number of your lifeboats. It took all of your Officers and efficient seamen the whole time from the time that you recognised the vessel was in imminent danger until she sank to lower the number of boats you had, and even then you were left with one boat still on deck, which you had not been able to bring in use?

- Yes.

14501. If you had had a sufficient number of lifeboats to have taken away every soul on board, I suggest you would need a much greater number of efficient and competent seamen and Officers?

- Well, if you are including among the seamen firemen - you must always remember you have the firemen to call on - you have a great number of crew to call on to put the boats out.

14502. What I suggest to you is that with all the crew you had, and all the men you had, all the seamen, and all the Officers, it took you all this time to lower your 19 boats?

- Yes.

14503. If you had instead of 20, 40, or 50 to lower, I suggest you would have needed a larger number of Officers and efficient seamen?

- We should have had to have had more men working at the boats.

The Commissioner:

I should think that is obvious?

- Very obvious.

14504. If you have more boats to work you require more men to work them; but I should like you to tell us this if you can: How is the proper number of a crew for a vessel ascertained; is it according to the tonnage of the vessel, or how?

- The seamen are you speaking of?

14505. The crew generally; the whole crew.

- I am afraid I cannot give you the necessary information.

The Commissioner:

Can anyone answer me that. Do you know, Mr. Laing, if there is any Rules by which it is ascertained how many of a crew a particular ship ought to take?

Mr. Laing:

My Lord, there is a manning scale issued by the Board of Trade, I understand. I have the Rules here. It is published in a little book which has on the back of it, "Memorandum on Part II. of the shipping Act" - "Manning Ships." The scale says this: - "As regards steamships, the following scale has been prepared on the basis of the minimum cubic contents of boats and rafts which are required to be carried by such vessel under the provisions of the Rules relating to life-saving appliances," and then it gives the scale. "In the case of vessels," etc. (Reading to the words.) "3,900 cubic feet of boat capacity." Then it goes on and deals with engineers and firemen. It seems a little complicated. Perhaps I had better hand the book up, that your Lordship may look at it.

Mr. Scanlan:
May I direct your Lordship's attention to the agreement?

The Commissioner:
Your suggestion is that a great many more seamen and firemen ought to have been employed?

Mr. Scanlan:
No, My Lord.

The Commissioner:
Is it not?

Mr. Scanlan:
Well, I do not know that I would say that for the number of lifeboats they had.

The Commissioner:
No, no; but in order to save the people on board this ship, there ought to have been a great many more lifeboats, which is possibly true, and there ought to have been a great many more men belonging to the seamen and Firemen's Union on board. That is what you are driving at?

Mr. Scanlan:
I hope I will not be thought unfaithful to my clients if I say I shall be satisfied with more members of the British Seafarers Union.

Mr. Clement Edwards:
That would not quite satisfy me, My Lord. That there should have been a sufficient to protect other interests would not quite satisfy me.

Mr. Scanlan:
I have made an abstract from those somewhat voluminous articles in which the ratings and engagements of the different members of the crew are set out, and I find that the deck department, which includes the able seamen, consists of 66, and this includes the master and Officers, surgeons, Carpenters, and all kinds of seamen, as well as mess stewards. The number of the deck department is 66; the number of the stewards' department, stewards and pursers, is 501, and the engine room department is 327. I think they carried quite a sufficient number of stewards, My Lord.

The Commissioner:
Well, somebody may think they do not.

Mr. Scanlan:
The men who would be useful, at all events, for launching and lowering boats, I take it, would be found primarily in the deck department, and would include, of course, the Officers and the qualified seamen.

The Commissioner:
As far as I can ascertain there are no Rules laid down by the Board of Trade by which you can determine how many of a crew a ship of a particular size is to carry.

Mr. Scanlan:
I think from those articles the ship could have been cleared.

The Commissioner:
Sir John, can you tell me whether there is any Rule published by the Board of Trade to the effect that a ship 500 feet long and 10,000 tons register or over must have a Master, two mates, and ten efficient sailors? It appears to be an extraordinary Rule, but it is suggested to me that there is such a Rule.

The Solicitor-General:
I will have inquiries made about it at once.

Mr. Scanlan:

From the agreement and account of the crew which is signed by the Board of Trade, and made at the port of departure, I find there is incorporated in this agreement, and as a term of it, a regulation for preserving discipline issued by the Board of Trade. There is an account of the number of the crew that would be sufficient, and this is far less than the number that was actually carried. I can submit it to your Lordship.

The Commissioner:

That is what I meant. This steamer (whether it had enough or not is another question.) was manned far away in excess of any requirements of the law.

Mr. Scanlan:

Yes, My Lord, of the Board of Trade; but, of course, My submission is the Board of Trade regulations and Rules are themselves utterly deficient.

The Commissioner:

I quite understand that.

14506. (*Mr. Scanlan - To the witness.*) There are just two other points I want to ask you. With regard to the route, what route were you pursuing in the "Titanic" on this voyage?

- What is known as the outward southern route.

14507. Do you know that since the disaster to the "Titanic" this route has been voluntarily altered by agreement amongst shipowners, and that a more southerly course is being taken?

- I believe so.

14508. (*Mr. Scanlan.*) I understand that is a fact, My Lord. (*To the witness.*) One other obvious way for avoiding collisions with ice is to keep a more southerly course?

- Yes.

14509. Were you with the ship during her trials?

- I was.

14510. And the trials took place in Belfast Lough?

- Exactly.

14511. And on the way to Southampton. Have you any way of changing the course of a ship than by the rudder, by the helm?

- By the engines.

14512. Taking the ship going at full speed, or at a speed of 21 1/2 knots, in what distance could you turn her, if you put one propeller at full speed ahead and the other propeller at full speed or three-quarter speed astern?

- No actual trials have been made to my knowledge with a ship travelling at that speed.

14513. Was any trial made as to what you could do with the ship by putting the two propellers in opposition to one another?

- Yes, I believe so.

14514. Did you as an Officer responsible from time to time for the navigation of this great ship know what could be done by reversing one propeller and sending the other ahead?

- Do you mean the actual distance she would turn a circle in?

14515. Yes?

- With the helm hard over I think she could turn in about three times her length.

14516. Does that mean with the helm hard over and one propeller directed full speed ahead and the other propeller astern?

- No, I think that is with the ship going ahead and both engines going ahead.

14517. Was it not important to find out how her course could be changed by reversing one propeller?
- Quite so; it was done.

14518. It was done?
- Yes.

14519. And, apart from the action of the helm, in what distance, by changing the propeller and putting one astern, could her course be changed?

The Commissioner:
Course be changed?

Mr. Scanlan:
I mean could she be changed in a circle.

The Commissioner:
You mean turned right round?

Mr. Scanlan:
Yes.

The Commissioner:
Do you mean turning half round or wholly round. Do you know which you mean.

14520. (*Mr. Scanlan.*) I do my Lord; I mean both. (*To the witness.*) To turn her completely round on her axis so to speak, in her length, could she be turned on her axis by reversing one propeller?
- You mean completing the circle?

14521. No, a half circle.
- Sixteen points?

14522. Well, take it at 16 points.

The Commissioner:
I think I would drop this at present.

The Witness:
I do not quite understand.

The Commissioner:
Drop it at present. You will have somebody else who will be able to tell us far better.

14523. (*Mr. Scanlan.*) There is one other point. (*To the witness.*) You have a Master's certificate and an extra Master's certificate?
- Yes.

14524. Do you know whether or not a Captain of a first class ship like the "Titanic" has a great many duties to perform of a social nature apart from his duties on the bridge; I mean looking after the passengers?
- Oh, no. Of course the purser is responsible to him, as everyone in the ship is responsible to him.

14525. Has not the Captain as a matter of fact to be a great deal away from the bridge?
- Oh, dear no, not at all. He does not need to be away from the bridge at all.

14526. In practice is not the Captain a good deal away?
- No. Do not misunderstand me. Say it is hazy weather or anything like that, he would never be away from the bridge. You might go from New York to Southampton and the Captain never away down amongst the passengers as far as that goes.

Examined by Mr. ROCHE.

14527. You were the only watch-keeping Officer who was saved?

- Yes.

14528. So I want you to answer me a few questions about the equipment and system on the bridge before we come to what happened. Supposing you are in charge of the ship, and a collision happens, and it strikes another vessel or an iceberg, is it in your province to close the watertight bulkheads?

- Yes.

14529. Without sending for the master?

- Yes.

14530. By doing what, Moving a lever?

- Moving a lever over.

14531. And without any communication with the engine room; they have to do nothing to assist you?

- You communicate by the bell push, just an alarm bell, previously, and then put the handle over.

14532. The alarm tells them it is going to be done?

- Exactly.

14533. But it does not require that they should do anything to assist your operations?

- Nothing whatever.

14534. Therefore in all probability these watertight doors were closed immediately the accident happened?

- Yes. I may say I saw the watertight doors myself tested in Belfast; they were all in perfect working order.

14535. And the warning is or ought to be given to the engine room that it is being done?

- Yes.

14536. That is in order that they may not be in the way of the doors as they descend?

- Exactly.

14537. We have had some evidence or suggestion that the watertight doors were opened again. I do not know whether you know that was done or not?

- No.

14538. But tell me, if you will, how that could be done. It was suggested it could be done from the engine room. Do you know is that so?

- Yes.

14539. With or without communication with the bridge?

- Let me explain that. You put the lever over to "on."

14540. Who does, the Officer on the bridge?

- You put the lever over to "on" on the bridge. That forms a contact alongside the watertight doors and releases a friction clutch which allows the door to descend. As long as the lever is over to "on" I understand the doors cannot be lifted; but if you put the lever to "off" the doors have then to be raised by hand and can be raised by hand.

14541. What we get, therefore, is this, that when the bridge has put the lever to "on" the engineers cannot in any way alter or reverse that order without communication with the bridge?

- Without us actually altering the handle.

14542. Which of course does require that somebody should be communicated with and should sanction it by doing something, namely, Moving a lever?

- Quite so.

14543. Can you tell us whether you have heard about one other matter which seems involved in some considerable obscurity. We have been told a length of piping was fetched from right aft in the tunnel and was carried further forward, where we do not know. Do you know or have you heard anything about the purpose of that?

- Nothing, except what I have read in the evidence. I cannot explain it. I could not say how they got it through or why.

The Commissioner:

What was the significance of this piping.

14544. (*Mr. Roche.*) The point is to know what was going to be done with it in the first place, and secondly it was suggested that its being moved involved the opening of some of these watertight doors. Therefore one wanted to know what the conditions were that made it desirable to bring this pipe into use and where it was taken to in order to see what watertight doors were open. But you cannot help us at all about that?

- I am afraid not.

The Solicitor-General:

There was a suggestion made to us - I do not know whether it was made to your Lordship - when you went over the "Olympic"; when we went over we were shown the piping my friend refers to and it was lying in one of the after compartments.

The Commissioner:

What is it for?

The Solicitor-General:

We were informed that it might be used as a supplementary piping to attach to the pumps further forward, and there were pointed out to us the pumps in the different pump rooms, in the different compartments, with a flange to which this piping might have been attached to form an extra suction pipe. That was the suggestion made to us when we went over the ship.

Mr. Roche:

I am much obliged for my friend's explanation. If we can get from some witness where it was taken to, it would help; but you cannot help us?

The Witness:

No.

The Commissioner:

Assuming that the watertight doors were closed automatically from the bridge, as soon as the collision took place, there is at present no reason to suppose, except possibly the evidence about this pipe, that they were ever opened again.

Mr. Roche:

I forget who it was, but the witness who says the pipe was fetched said that, in fact, the doors were opened. That was his view and recollection.

Sir Robert Finlay:

Only in the forward part. The doors it was suggested were opened were only those forward.

Mr. Roche:

I thought it was exactly the contrary - the pipe was fetched from the after-tunnel.

The Solicitor-General:
That is right.

Mr. Roche:
And the witness - I think his name was Scott - suggested that those were the doors that were opened to allow this piping to be carried. He could not carry the matter any further; he did not know where it went to forward, or what, if any, other doors were opened for the purpose of its being so carried. It is fairly obvious that if you got a heavy length of pipe in this way, if it can be avoided, it will not be carried up ladders and over a sort of series of high obstacles running up to E deck.

The Commissioner:
If they were opened they must have been opened by some operation on the bridge.

Mr. Roche:
That is what I wanted to get; the engineers of their own motion could not open these doors. My friend, Mr. Raeburn, refers me to page 131, Question 5600.

The Solicitor-General:
That is right.

Mr. Roche:
The witness was Scott, as I thought; he was in the turbine department, and he says this in answer to your Lordship. Your Lordship asks: "Then all the watertight doors aft of the main engine room were opened? (*The Attorney-General.*) Yes. (*To the witness.*) And, as far as you know, as I understand it, they never were closed? - (A.) No. Why they opened them was they had to go down the last tunnel but one - "

The Commissioner:
This is referring to watertight doors that are worked from the bridge.

Mr. Roche:
Yes, My Lord. They are all, without exception, worked from the bridge.

The Witness:
All tank top doors are worked from the bridge.

14545. That is to say, not the doors above E deck?
- No.

14545a. But the doors which extend from the floor of the ship up to E deck?
- Exactly.

The Commissioner:
That is to say those that are in the bulkheads.

Mr. Roche:
Yes, they are really bulkheads.

The Witness:
Yes, bulkhead doors.

14546. (*The Commissioner.*) They are all worked from the bridge?
- Yes, My Lord.

14547. The others have to be worked by hand?
- By hand on the deck they are on, or from the deck above.

Mr. Roche:

And this Witness says at Q. 5584 that the engineer of the watch in the engine room gave them orders: "(Q.) 5585. What did he tell you to do? - (A.) He told us to heave all the watertight doors up. (Q.) Did you go right aft again to the aftermost tunnel? - (A.) 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." Then he described that he got to the aftermost tunnel, and he described the reason at Question 5600: "So far as you know, as I understand it, they never were closed? - (A.) 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. (Q.) That tunnel is the one before you get to the last watertight door, where they went to get a big suction pipe? - (A.) 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." So he sees it as far forward as the stokehold. Perhaps he means No. 1 boiler room, and he did not see further.

The Solicitor-General:

Mr. Roche, one has to combine with that the evidence of Dillon, which is on page 99, who says he was instructed to go forward of the boiler room, and he opened four doors, and in answer to question 3800, "What did you open them for?" he says, "To allow the engineers to get forward to their duties, the valves and the pumps."

The Commissioner:

It looks like the same thing.

The Solicitor-General:

One is forward and the other is aft; one is to get the thing and the other is to carry it forward.

Mr. Roche:

It looks as if at some time - I do not know that these witnesses are very definite about the time they were all opened again. He answers you, My Lord at Question 3793. "They were not closed again? - (A.) No, My Lord."

The Commissioner:

If this evidence is to be taken as accurate, there was a time after the watertight doors in the bulkheads were closed, when they were opened again.

Mr. Roche:

That is how I read it.

The Commissioner:

From that time forward it would appear that they were never closed.

Sir Robert Finlay:

Only some of them. If your Lordship will look at page 99, Question [3789](#), [3790](#) and [3791](#), it is in answer to your Lordship. Your Lordship says, "Then you opened three watertight doors in the watertight bulkheads. The Attorney-General: Four, that is the evidence; from the engine room first.

The Commissioner:

Oh, from the engine room first. Then you opened four, did you? - (A.) Yes, My Lord."

The Commissioner:

I remember this, Sir Robert. That meant that what perhaps might have been considered necessary doors for keeping out the water which had come in through the hole that had been made in the side, were left closed.

Sir Robert Finlay:

They were left closed.

The Solicitor-General:

That is right.

The Commissioner:

I suppose it was thought at that time that the hole in the ship did not let in any water aft of the point where this last door was left undisturbed.

Sir Robert Finlay:

Yes, My Lord, to enable the engineers to get on and do their pumping.

The Commissioner:

There was something said, and I have heard nothing more about it since that I remember, about some of these doors closing some other way automatically.

Sir Robert Finlay:

They can close on the bridge automatically those lower doors?

The Commissioner:

I mean some other apparatus altogether.

Sir Robert Finlay:

Oh, yes, where water rises and gets in there is a float which automatically closes the door. It was worked, I think?

The Solicitor-General:

Yes, I saw it worked.

Mr. Clement Edwards:

I was asking a question, and I was stopped by the learned Solicitor-General, who said he was calling evidence, and thereupon Mr. Laing got up and explained to your Lordship what from his point of view was the method by which this automatic float operated.

The Commissioner:

Certainly, I remember it. Up to this time I cannot say I have understood what this operation is.

14548. (*Mr. Roche - To the witness.*) I do not know whether you could help us with regard to that. Supposing you do not want your float to close the doors, you want to keep them open for any purpose. Can you put it out of operation?

- I do not think so.

14549. That is all you can tell us about that matter. Now I want to ask you the sequence of events when you came on deck. You come out first from your quarters, when you feel the shock of the collision?

- Yes.

14550. And you see steam escaping?

- Yes.

14551. That means, of course, that the engines have been stopped?

- Yes.

14552. That the engines are not taking the steam and therefore they are blowing off. Were they ever put ahead again?

- That I could not say.

14553. You could not feel it?

- No.

14554. They never moved to your knowledge?

- That I could not say; I could not say whether they were moved or not.

14555. Then you go back to your berth and are there for about half-an-hour?
- Somewhere about that.

14556. Were the pumps running when you came out again?
- That I could not say.

14557. Could not you feel or see that?
- Oh, no, I should not feel the pumps from the deck.

14558. Or know whether there was water going over the side?
- No, we know from the evidence that water was going over the side.

14559. You were working on the hurricane deck not very far from the bridge. Did you hear the order given to bring up the women and children?
- No.

14560. You only know that was in operation - that that was being done?
- Yes.

14561. We have been told that later there was an order that at that time everybody should look out for themselves?
- I heard nothing about it.

14562. You heard nothing about it at all?
- Nothing whatever.

14563. Did you hear any general order for the people who were below to come up from below?
- No. Any order of that description would have to be passed to the head of the department and would not concern me.

14564. I quite know it did not come through you, but I did not know whether you had gleaned or gathered from the people coming up that such an order had been given?
- No, I knew of the order; it came to my knowledge afterwards that an order had gone for the passengers to put on lifebelts.

14565. Did you ever know at all whether any order had gone that the engineers should come up on deck?
- No.

14566. You knew nothing of that?
- No, I knew nothing.

14567. On the several boats which you were attending to - 4, 6, and 8, and the collapsible - did you see any of the engine room Officers on the deck at all?
- No, I did not see any of the engineers at any time.

14568. So far as you know they were down below to the end?
- Yes.

14569. If you communicate with the engine room on this large ship you communicate by telephone?
- Yes.

14570. From the bridge?
- Yes.

14571. And that is the means that would be adopted and available for any orders?
- Yes.

14572. With regard to the manning of the boats there was a very valuable suggestion that my friend Mr. Scanlan made and I understand you to approve of, and I want to know your view of it. The suggestion as to the firemen - there are a very large number of firemen of course on board these ships - that in case of calamity it is desirable both that the firemen should be saved and that they should be useful in manning the boats?

- Yes.

14573. I understand your suggestion to be, that since boat practice before one of these voyages begins or during the course of it, is difficult if not impossible, there should be some preliminary training?

- It would be advisable.

14574. And if that were done with the sanction of the Board of Trade, if not by law, of course it would tend to become universal?

- No doubt.

14575. Just in the same way that the fact that the Board of Trade test for sight and colour makes that the practice?

- Exactly.

14576. There are two look-out men in the crow's-nest?

- At all times.

14577. And they are on duty for how long?

- Two hours on and four off.

14578. Are they looking out during these two hours alternately, relieving one another or are they looking out concurrently?

- One stands on one side of the crow's-nest and the other on the other, and they are supposed to be keeping a sharp look-out all the time.

14579. You are an experienced Officer. Does not that tend rather to two things, dividing the responsibility, and, where a very sharp look-out is needed, as in the case of ice, to a very great strain on the men's eyes?

- Two hours?

14580. Two hours.

- I do not think that is much strain, two hours.

14581. Not looking intently at the horizon for two hours?

- No.

14582. Do not you find it on the bridge?

- No.

14583. Do not you think for those men to look out alternately would be better than concurrently?

- No, it would be worse.

14584. That is your opinion?

- Yes.

14585. As to the speed which you are speaking of, 21 1/2 knots, you use as an argument or illustration why she was not being pressed, that there were boilers not in use?

- I am given to understand so.

14586. On these large vessels there are always reserve boilers which are not in fact put in commission - I mean which are not always going all at once, to allow for a margin for repairs, and so forth?

14587. I think that is more for an engineer to answer; but what we call the donkey boilers which are used in port, I believe, are the only ones that are out of use ordinarily.

14588. I did not mean they were out of use during the whole voyage, but in practice at any one time you never do in fact have all the boilers going?

- I think they are all going.

14589. I have to ask this question because unfortunately not one of the engineers has survived?

- I shall be glad to answer what I can.

Examined by Mr. HARBINSON.

14590. Would you consider it would tend to a more efficient look-out if at times when you are in the vicinity of ice a Junior Officer were put in the crow's-nest together with the two look-out men?

- No.

14591. You would not consider that was necessary?

- No.

14592. I understood you to say yesterday that you had calculated you would be in the vicinity of ice about half-past nine?

- About that, yes.

14593. And that the sixth Officer, Mr. Moody, had made a calculation that you might reach ice somewhere about 11 o'clock?

- Yes.

14594. That was rather a considerable discrepancy?

- Yes.

14595. When you were leaving the bridge at 10 o'clock did you mention to Mr. Murdoch who succeeded you that your calculation was different from the calculation made by Moody?

- I do not think I mentioned any individual calculations.

14596. You would not have considered it desirable, considering the conditions were such as you have told us, that you should have drawn Mr. Murdoch's attention to this disparity in calculation?

- No.

14597. Did you attach much importance to it yourself?

- None.

14598. But you thought you would be in the neighbourhood of ice at half-past nine?

- I knew we should not be there before half-past nine.

14599. You reported to Mr. Murdoch what took place while you had been on the bridge. You gave him a general report?

- A general report.

14600. And did you discuss with him in detail the question of the vicinity of ice?

- Nothing more than I have already given in my evidence with regard to ice.

14601. You have told us that the falls in the boats you were connected with, the lifeboats, worked satisfactory?

- Quite.

14602. Is it customary on the boats that you have been attached to to lower the collapsibles from the falls that let down the lifeboats?

- I have never seen collapsibles lowered before.

14603. Did you on this night, this Sunday the 14th April, experience any difficulty or see if any difficulty were experienced in the lowering of the collapsibles by these falls after the lifeboats had been lowered?

- After they had been lowered?

14604. Perhaps I should put it in this way. After the lifeboats had been lowered, when the falls are empty, is there any difficulty ever experienced in getting the falls up again?

- The falls were already rounded up, as I said in my evidence, when I got there, so I had not experience of rounding them up myself.

14605. You do not know whether or not there is at times a difficulty in getting the falls rounded up as you say?

- In all tackles there is more or less a difficulty in both overhauling them and rounding them up again unless there is any weight on them. It has to be carefully managed.

14606. So that unless in the case of emergency the falls are very carefully managed, it would be impossible through their agency to lower these collapsible boats?

- Oh, no, I would not say impossible at all. It proved very probable and capable, and we did lower the collapsible boats with them.

14607. Did you have any difficulty owing to the falls rounding up, in lowering the collapsible boats?

- In rounding them up or lowering them?

14608. In rounding them up after the lifeboats had been lowered?

- All the tackles need careful handling as I say in overhauling or rounding up.

14609. In order to avoid such a thing would you think it desirable that there should be second falls provided for the collapsibles?

- It is not practicable.

14610. Did you see much of Mr. Ismay on the journey across?

- No.

14611. Was he often on the boat deck?

- No.

14612. Do you know on this Sunday afternoon whether or not the Captain had shown him the marconigram with reference to the ice?

- I do not know.

14613. Did you see Mr. Ismay much with the Captain?

- No, I never saw him at all with the Captain.

14614. In fact, you saw little of Mr. Ismay from the time you left Southampton?

- As far as my knowledge goes, Mr. Ismay was never within the vicinity of either the quarters or the bridge during the voyage.

Examined by Mr. CLEMENT EDWARDS.

14615. You came over with the "Titanic" from Belfast?

- Yes.

14616. Do you know anything about the survey by the Board of Trade?

- In Belfast or southampton?

14617. At any time?

- Both.

14618. Was the "Titanic" surveyed by the Board of Trade representative in your presence in Belfast?
- Part of the time in my presence.

14619. Who was the representative?
- I forget his name.

14620. Was it the same representative of the Board of Trade in Belfast as you saw in Southampton?
- Oh, no; a different representative in Southampton.

14621. I will come to Southampton in a moment. Did you accompany the surveyor of the Board of Trade while he was making his survey in Belfast?
- Part of the time.

14622. Was there a Surveyor on behalf of anybody else except the Board of Trade in your presence?
- There were several gentlemen there; who they represented I really could not say.

14623. The "Titanic" was not classed at Lloyd's or any other registration society?
- That I could not answer.

14624. You do not know whether there was a Surveyor from any registration society surveying in Belfast?
- No, I do not know.

14625. And you do not know the name of the Board of Trade representative?
- No, I forget his name.

14626. (*The Solicitor-General.*) Mr. Carruthers, I think?
- Yes, that is right.

14627. (*Mr. Clement Edwards.*) Did you accompany Mr. Carruthers throughout his survey?
- No; as I say part of the time.

14628. Can you say what part of the survey he did in your presence?
- Yes; he examined the lifeboats, swung them out, lowered them down, hauled them up, and examined the equipment.

14629. That is the lifeboat equipment?
- The lifeboat equipment - and tested the big anchor forward, swung that out and back again. I think that is all the time I had with him. I was with him most of the time he was with the lifeboats really, of any consequence.

14630. You were not present with him when he surveyed the bulkheads or apparatus for operating the doors?
- Yes, I was through all the watertight bulkheads with him too. Pardon me, when I say with Mr. Carruthers, it was really for my own satisfaction. Whether Mr. Carruthers was there at the time I really could not say. Probably he was.

14631. Well, unless you know?
- Well, I am not quite certain.

14632. When he tested the equipment of the lifeboats, did he check the list of things required by the Board of Trade Rules to be put in the lifeboats?
- I could not say that for certain. Previously we had already taken a check of the full complement of the boats by the Officers; the Officers themselves had been through all the boats, and got a list.

14633. It has been given in evidence here that some of the things in the Board of Trade list were not to be found on the boats when the accident happened?
- That is right.

14634. Can you suggest why that was?

- Yes, the things which you are alluding to I believe are compasses and lamps. As far as I understand those are not required to be carried in the boats.

14635. (*The Commissioner.*) Can you tell us where on board a steamer the lamps for the lifeboats are usually kept?

- In the lamp room I believe, My Lord.

14636. And they are carried on the "Olympic" in the lamp room?

- I presume so; I really could not say, My Lord.

The Commissioner:

I believe they are, Mr. Edwards.

14637. (*Mr. Clement Edwards.*) Anyhow, at Belfast you say that the Board of Trade surveyor went through these things, and do you say that he found all that was required by the Rules?

- His report would be made to the Chief Officer, so I cannot answer for that.

14638. In your presence did he point out that anything was missing?

- Nothing.

14639. From Belfast you came to Southampton. On the journey did you hear anything about a fire in the bulkhead between Section 5 and 6?

- I did not.

14640. Have you at any time heard anything about a fire?

- In a coal bunker?

14641. Yes.

- No.

14642. In the ordinary course of things would a matter of that sort be reported to you as an Officer?

- No, not if it was slight, or I may say unless it became serious.

14643. Would it be reported to the Captain?

- Very probably.

14644. Whose particular duty would it be to see that any fire occurring there was put out?

- The Engineer's.

14645. When you came to Southampton you said there was another representative of the Board of Trade. Who was that representative?

- Captain Clark.

14646. Did you accompany him in his survey?

- Part of the time.

14647. For how long?

- I really could not say. I was with him part of the time.

14648. Who was with him the other part of the time? Could you say?

- Yes, the Chief Officer that was then, Mr. Murdoch.

14649. While you were with the representative of the Board of Trade, Captain Clark, what part of the survey was done?

- I really cannot remember what we went through with Captain Clark, unless it were the boats. Of course, on sailing day - well, that has nothing to do with the survey.

14650. What day did you arrive at Southampton - Saturday or Sunday, do you remember?
- Sunday.

14651. And which day did the survey take place?
- I cannot remember.

14652. Cannot you remember any part of the survey which was done by captain Clark in your presence?
- No, I cannot remember any of the incidents of it.

14653. Did he make a detailed inspection of the boats?
- That I could not say.

14654. Do you remember your evidence before the American Senate?
- No; some part of it I daresay I recollect.

14655. You remember you gave evidence there as to the survey that Captain Clark made in your presence?
- Yes.

14656. You have had a hard day, and I can quite understand you are getting a little fatigued?
- Oh, no, that is all right.

14657. On the day after you sailed did you make a test of the boats and the apparatus?
- Yes.

14658. In the presence of Captain Clark?
- Yes.

14659. It was intended as a formal inspection by the Board of Trade?
- Yes.

14660. Now, do you remember the extent to which you carried out the test?
- Yes, with regard to the boats.

14661. What did you do?
- We lowered two boats, that is swung out, carried on with the crew, swung out the boats, lowering away, placing the crew in the boats, the crews with their lifebelts on, lowered the boats, released them, sent them out, brought them back to the ship, and hoisted them inboard again and secured them.

14662. How many?
- Two.

14663. Now you have said that this was a perfectly clear night?
- Yes.

14664. Is it a fact, well within your experience, that when ice has got down into a fairly warm latitude that there is a constant haze given off from the ice due to the disparity in the temperature of the ice and the surrounding atmosphere?
- Not to my knowledge.

14665. And is it not the fact that that haze is very frequently removed when a wind springs up and you are then able to see the edge of the ice quite clearly as you have suggested in your evidence?
- Never, to my knowledge, have I seen any haze hanging round a berg. I have come across icebergs in a thick fog, but never noticed any individual haze round any ice.

14666. Is not a fog constantly created by this contact of ice at a very low temperature with the atmosphere of a much higher temperature?
- Oh, no; you get fog when there is no ice at all.

14667. I know that. Sometimes we get it with heat, but what I am putting to you is that this disparity between the temperature of an iceberg and the surrounding atmosphere is one of the causes which go to create fogs in the Atlantic?

- Would you mind repeating that?

14668. (*The Commissioner.*) Do you think it is worth repeating it; I do not think he knows these matters. The suggestion is that many fogs in the Atlantic are manufactured or made by icebergs?

- No, My Lord.

14669. (*Mr. Clement Edwards.*) Icebergs in contact with the warm atmosphere?

- Never to my knowledge.

The Commissioner:

I do not think he knows anything about it.

14670. (*Mr. Clement Edwards.*) You did in your evidence yesterday attempt to explain one of the reasons for the creation of fog. At Question 13600 you said "Well, though it may seem strange, it is quite possible for it to go up if the ice happens to be floating in slightly warmer water, or if the wind were to come round from the southward. You will frequently be passing through a cold stream, and if the wind comes from the southward you will almost invariably look out for a fog owing to the warm wind striking the cold water"?

- Quite right. I was explaining to his Lordship at that time that though the temperature was very low, it was no indication of ice, because you might be approaching ice and the fact of the wind coming round from the southward would give you a warmer temperature, not necessarily fog, and therefore you would have a warmer temperature and still be approaching ice.

14671. Now, if the look-out men, in fact, saw a haze, what do you suggest it may have been produced by?

- If they saw a haze it might have been produced by a warm and cold current meeting.

14672. And that might have concealed the ice?

- If a haze had arisen it might have concealed the ice.

14673. And that condition of things might have been sufficiently local for you not to have seen anything of it when you went off duty at 10, and not to have seen any trace of it at the time when you again came up on deck after the collision?

- It is just possible.

14674. Had you at any time any information as to the extent to which water had come in the "Titanic"?

- Yes.

14675. When?

- When the fourth Officer reported to me in my room, and also when I asked the Carpenter whether No. 6 stokehold were dry. On the first occasion the fourth Officer informed me the water was up to F deck. He has explained since he meant G deck - and the Carpenter informed me that No. 6 stokehold was dry.

14676. Did you understand at the time that he meant F deck?

- I understood him to mean F deck.

14677. And are the gangways in E deck, the next deck?

- Yes.

14678. Were you at all in a state of panic when you gave instructions that the gangway doors were to be opened?

- Not the slightest.

14679. Did you have any consultation at all with the Captain when you gave those instructions?

- None whatever.

14680. At the time you gave those instructions to the boatswain did you notice whether there was any list at all on the ship?

- No, I did not notice.

14681. How soon after you gave those instructions did you notice there was a list to port?

- I think I have explained that in my evidence, that it was at No. 6 boat, I think, where I first noticed the list.

14682. At which boat were you when you gave instructions to the boatswain to open the gangway doors?

- I think I have also explained that - at No. 6.

14683. Now you have explained that it took you some 20 minutes to half-an-hour to get No. 6 boat uncovered and lowered; at what stage of that process did you give instructions to the boatswain?

- I could not say.

14684. At what stage did you notice the list to port?

- I could not say.

14685. Can you say whether you noticed a list to port before or after you had given instructions to the boatswain?

- That I could not say with certainty either.

14686. Has it occurred to you that if the ship struck on the starboard side it was a very extraordinary thing that there should have been a list to port?

- No.

14687. Why not?

- Why not extraordinary?

14688. Yes?

- Because she fills up both sides equally.

14689. Does she, if there is an aperture on one side, does not she usually list to the side from which the water is pouring in?

- Not necessarily.

14690. I did not say necessarily?

- No.

14691. You would expect there would be a list to that side in which the water comes in, would you not?

- No.

14692. Why not?

- Why should I?

14693. Well, I am asking you?

- I am sorry I cannot explain.

14694. You must have some ground for taking a certain view. You say that you would not expect a list to that side at which the water came in.

The Commissioner:

No, he did not say that. He said, not necessarily. I understand him to mean that the fact that there was a hole on one side would not necessarily mean that there would be a list on that side. That is all I understand him.

The Witness:

That is right, My Lord.

The Commissioner:

And I am advised that that is right, Mr. Edwards.

14695. (*Mr. Clement Edwards.*) Has it occurred to you since that possibly the gangway doors were opened and were first opened on the port side and she took a lot of water through those doors?

- No.

Examined by Mr. LEWIS.

14696. I understand you to say that the eyesight test had been maintained by the White Star Company?

- As far as practicable.

14697. Is that from general knowledge or your own experience?

- Personal experience.

14698. Would it surprise you to know that as a matter of fact the eyesight test has been discontinued for some considerable time at Southampton?

- I might on the other hand say would it be of any use to you to know that I insist on it.

14699. Then I want to get it. Have you any experience outside your own ship, for instance, as to the general practice in the White Star Company?

- No, I am speaking from personal knowledge.

14700. You could not say whether it is maintained except by yourself?

- I am speaking purely from personal knowledge.

14701. Do you know that one of the look-out men had never done that duty before and was only qualified as an A.B. last year?

- Quite possibly.

14702. Whose duty is it to see that the equipment of the lifeboats is maintained?

- The Board of Trade's.

14703. Is that carried out effectively?

- It is, very effectively.

14704. As effectively on the White Star Line as in some of the other companies?

- Speaking from my own experience at Southampton, it is particularly well carried out.

14705. I take it you mean that it would be the duty of the Board of Trade to see they are equipped, but it is the duty of the company to do the actual work of equipping them?

- Undoubtedly.

14706. Whose duty is it from the company's point of view to see they are equipped?

- It rests primarily with the Officers concerned, secondly with the Chief Officer, and, thirdly, with the marine superintendent.

14707. Do you know whether it is the duty of the shore staff to see these lifeboats are equipped?

- I do know it is the duty of two men, who are told off to do nothing else while the ship is in port but go round and examine the lifeboats thoroughly, equipment, bread, water and everything else.

14708. How do you account for the fact that your boats were not equipped thoroughly?

- I do not account for it.

14709. I mean with water and bread and all those things that are necessary?

- May I ask how it comes to your knowledge?

The Commissioner:

I have already said those are very small matters; there is not much importance to be connected with any one of them.

Mr. Lewis:

They are important from our standpoint, the question of the equipment of the boats.

The Commissioner:

That may be, I know already in some respects those boats were not fully equipped, but I know also they had nothing to do with this calamity.

Mr. Lewis:

But my point is with respect that if the company were lax in regard to one particular point, there is the possibility of their being lax in other directions.

The Commissioner:

You can make that as a point, but it is nothing to examine this Witness about.

14710. (*Mr. Lewis.*) I want to know the general methods adopted by the company as far as this Witness knows. (*To the witness.*) With regard to particular lifeboats, I understood you to say in your evidence that it took about an hour and a half to two hours to prepare and lower the boats upon which you were engaged, is that so?

The Commissioner:

Yes, he has said it, and I know it, you know.

14711. (*Mr. Lewis.*) Do you consider that under the circumstances of the case, when the ship was sinking rapidly, that that was a reasonable time to take?

- Yes.

14712. What is the object of a boat list and boat drill?

- It is rather obvious; it is to teach the men to know their stations.

14713. In the event of danger is not the object to be prepared to lower the boats simultaneously?

- Not necessarily.

14714. If, for instance, the accident was even worse, if it is possible to conceive, and you had knowledge that the ship was to sink in an hour, obviously it would be desirable to get the boats down speedily, would it not?

- Yes.

14715. Is not the object of having boat stations in order that you may station men at the different boats to lower them at once if necessary?

- No.

14716. What is the object of having firemen and stewards on the boat list?

- To know their stations.

14717. Is it not a fact that you ran a risk by proceeding from boat to boat to lower those boats of having several boats left?

- They were not left.

14718. Is it not the fact that you did have boats left, collapsible boats or rafts that you could not get off in time?

- No.

The Commissioner:

Now what is the real object of your questions. They are not helping me at all. Is your real object that you think more men belonging to your Union ought to be employed? These questions do not assist me one bit.

Mr. Lewis:

My point is this - and I think it is proved by the fact that there was a difficulty in getting the collapsible boat off - that more men that were on the ship should have been used to get off the boats.

The Commissioner:

With the exception of one boat all the boats were got down to the sea.

Mr. Lewis:

Surely one boat is important upon an occasion of this kind.

The Commissioner:

Yes, but there are particular circumstances applying to that boat. It was not the want of men.

14719. (*Mr. Lewis.*) But the boat could not be got off because the water was up and could not be got ready in time. (*To the witness.*) You considered that everything was done that was reasonable with regard to the launching of the boats?

- Yes.

14720. Now with regard to the look-out men. Did I understand that if the look-out men had had glasses and had been using them at the time, they would have seen the iceberg much quicker?

- I could not say what you understood.

14721. Supposing when the iceberg region was approached they had been using their glasses would they in your opinion have seen the iceberg much quicker?

- If they had had a glass glued to their eyes?

14722. If they had been looking at the time they saw the iceberg and rang the bridge?

- Yes.

14723. If, prior to that, they had had a glass, could they have seen it some time before?

- I really could not say.

14724. It is extremely probable, I suppose?

- Not necessarily.

14725. I think you admitted you could see a greater distance with glasses?

- Under certain conditions, yes.

14726. And on this night it was clear, was it not?

- Yes.

14727. Would that be a night on which a glass would have been of service?

- I have never seen icebergs through glasses so I really cannot say.

14728. If there had been glasses there it would have been extremely probable, one man would be using his eyes and the other his glasses?

- Most improbable.

The Commissioner:

Do you really suggest that in a look-out like the crow's-nest there is always one man with glasses and another man without glasses.

14729. (*Mr. Lewis.*) I suggest it is possible that one man would be using glasses and the other not. Do not you think it would have been advisable when approaching an ice-field, seeing you knew glasses had not been supplied to the look-out men, to have seen that they were supplied with a pair?

- No.

14730. I understood you to say that you could yourself have seen the iceberg in time for the disaster to have been averted if you had been on the bridge?

- I am afraid you have totally misunderstood me. I do not pretend to have been able to see it any further than my brother Officer, Mr. Murdoch.

14731. I understood you in reply to a question that you thought you could have seen it in time to have averted the accident?

- I am afraid you have understood wrongly then.

14732. Can you tell me whether there were any orders with regard to firemen, whether they were stationed at all, those off watch?

- No. I had no orders with regard to firemen.

14733. They seem not to have been used very much, and I want to know if you knew they had been stationed on any part of the deck; you could not say that?

- No.

14734. Can you tell me whether sliding chocks for the collapsible boats would have been of any material assistance to you?

- I could not.

14735. I understand that there is a patent chock which will enable collapsible boats to be put out. You have never seen them, perhaps?

- No.

14736. With regard to speed, did I understand you aright this time, that you said you had never known speed reduced?

- No, you are not correct.

14737. I understood the question was put, and you said you never understood speed was reduced?

- No, that is wrong; you had misunderstood me totally.

14738. May I take it speed is frequently reduced crossing the Atlantic?

- Under certain conditions.

14739. Is it not the fact the boats are nearly always in to time?

- No.

14740. Have you been late frequently?

- Yes, I have known a first class mail, a 21-knot boat, 36 hours late.

14741. You have known that on the White Star?

- Yes, and been on her.

Examined by Mr. HOLMES.

14742. You told us that all the Officers had been on the "Titanic" on the trial trip except Mr. Wilde?

- Yes.

14743. You know he had had considerable experience on the "Olympic," the sister ship?

- I believe so.

14744. Were the boats on the "Titanic" in the forward and the after compartments carried in the same way?

- Practically the same, with the exception of that small bulwark there.

14745. Are not they carried inboard?

- I see what you mean. At sea they are carried with their keel on the rail of the ship. Those boats were inboard on their chocks. That is right.

14746. You have told us of the conversation with the Captain, in which he gave you instructions to call him if you were at all doubtful?

- Yes.

14747. Had you, in fact, any kind of doubt during the rest of your watch?

- None whatever.

14748. Was there any reason whatever why you should have any such doubt?

- None.

14749. Had you had any ice or fog or haze reported to you?

- About the ice track, do you mean?

14750. No, I mean from the look-out?

- Oh, dear, no; none whatever.

14751. All you knew was that earlier in the day ice had been reported in a particular region?

- Yes.

14752. And your previous experience had taught you that it did not mean by any means that you were necessarily going to meet it?

- That is so.

14753. Would the effect of slowing your engines before you had seen any ice at all have simply been to keep you longer in the danger zone?

- Yes.

14754. I take it your own eyesight is perfectly good?

- I believe so.

14755. You and all the other Officers have to pass a very stringent Board of Trade examination before you get your certificate?

- Yes, they have, and subsequently.

14756. You have told us that you allotted men to each boat when you came on deck to get them uncovered. Did you intend those men to go into the boats as their crews?

- Not necessarily.

14757. Simply to go round the decks and uncover the boats?

- They were told off to their boat, and they would naturally remain at that boat until she was in the water, unless they got further orders.

14758. How many boats, in fact, did you superintend being lowered into the water?

- It is rather difficult to say. I was working the whole time at the boats. How many I put in I really do not know - four, six, perhaps eight - three lifeboats at least, and a collapsible.

14759. Can you tell me what other duties the Officers were to perform after that collision?

- Speaking for myself, I had no other duties.

14760. No, generally; what were their duties generally. I take it that one Officer would have to look after the rockets?

- There was an Officer looking after the rockets, an Officer down below a couple of times to judge the amount of water and attending to the morse signals and attending also to the boats.

14761. There were seven Officers besides the Captain?

- Yes.

14762. Do you consider you could have done with any less than that on board the "Titanic"?

- Oh, yes.

14763. Can you tell me how many are required?

The Commissioner:

Is that the answer that you wanted?

Mr. Holmes:

It satisfies me, My Lord.

The Witness:

I mean to convey this, that, as proved, we could have managed the boats in the water with the weather in that condition without Officers. It would not have mattered if there were only women in the boats. It was flat calm.

14764. Do you know of your own knowledge how many Officers a ship like that can go to sea with and still comply with the law?

- No, I have heard, but I have not taken much notice of it.

14765. Is it the fact they only require two certificated Officers?

- I believe it is something like that.

The Commissioner:

You must remember this Witness is one of your own clients.

Mr. Holmes:

I know, My Lord.

The Commissioner:

Do not you think you can leave him alone?

Mr. Holmes:

If your Lordship will allow me to ask him a few more questions tomorrow morning?

The Commissioner:

No.

14766. (*Mr. Holmes - To the witness.*) Can you tell me the last that you saw of Mr. Wilde before the ship went down?

- The last I remember seeing of Mr. Wilde was quite a long time before the ship went down.

14767. And Mr. Murdoch?

- Mr. Murdoch I saw practically at the actual moment that I went under water.

14768. Can you tell me where he was?

- He was then working at the forward fall on the starboard side forward; that is the fall to connect to the collapsible boat.

14769. What was the last you saw of Mr. Moody?

- I do not remember seeing Mr. Moody that night at all, though I am given to understand, from what I have gathered since, that Mr. Moody must have been standing quite close to me at the same time. He was on top of the quarters clearing away the collapsible boat on the starboard side, whilst Mr. Murdoch was working at the falls. If that is so, we were all practically in the water together.

14770. You stated that you asked the Carpenter to take soundings at No. 6?
- No, I did not.

14771. Did you ask the Carpenter to take soundings anywhere?
- No.

14772. Did you hear the Captain ask the Carpenter?
- No.

14773. You mentioned in your evidence that the Carpenter had taken soundings and said that No. 6 was dry?
- I did not say that exactly. I asked the Carpenter if No. 6 stokehold had any water in.

Examined by Mr. COTTER.

14774. That is what I am trying to get at. What time was that when you asked him that?
- I could not tell you.

14775. Can you give us any idea?
- No. I met him somewhere on the boat deck.

14776. Was that after you had been to No. 6?
- I really could not say.

14777. What time would it be after you had been got out of your bunk when you sent the boatswain down to open these gangway doors?
- I have already given the times as near as I possibly can, and the time I sent the boatswain down; I think you will find that in the evidence.

14778. Can you tell us how the doors are made fast?
- No, I cannot give you a detailed explanation.

14779. You do not know how?
- They are secured by bolts.

14780. Is there a large iron boom across fastened by bolts?
- I could not say.

14781. Are they very difficult to open?
- The Carpenter opens those.

14782. Are they difficult?
- I could not tell you; it is not my work.

14783. Have you seen one opened?
- No.

14784. Have you any idea of the weight of one of those doors?
- Yes, I have an idea.

14785. Will you give us some idea?
- Yes, you get down to the forward steerage and then you will be at the door.

14786. I want the weight of it?
- I beg your pardon, I thought you said way. I could not give you any idea.

14787. If it were once opened and lost its balance and swung against the ship's side, the Carpenter and a crowd of men would have a job to get that back again?

- Not necessarily.

14788. If I suggested to you that it would take at least four men to open one of those doors, would that be right?

- Probably about that.

14789. And it would take more to close them?

- Quite.

14790. Once she had swung against the ship's side you would have to pull it back again, and you would have an awkward angle?

- That all depends. I do not say it is necessarily a very hard job, it would depend principally on the list of the ship, or whether she had any list at all.

14791. If he was sent down to open them and the water reached up to the deck, when he found out his mistake, he would have a job to close them?

- I did not say he had opened them.

14792. Supposing he had opened them?

- Yes.

14793. Now I will take you to the collapsible boat. Is it not the fact when you unship one of those collapsible boats you have blocks and tackle fastened on the stays from the funnel?

- No.

14794. Did you see no block and tackle on that stay from the funnel for the purpose of unshipping the collapsible boat?

- Which are you speaking of?

14795. I am talking about the forward funnel on the port side; are not there small blocks and tackle on it?

- No.

14796. How do you unship one of those Englehardt boats?

- We never have unshipped one, but I see what you are getting at. There is a link in the funnel guy for the purpose of hooking on tackle and so getting the Englehardt from the top of the quarters down to the deck.

14797. I am right that you could put the block and tackle on to that link?

- Yes, that is right.

14798. Was there any there that night?

- Not that I am aware of.

14799. If you had had a block and tackle there you would have found it rather easy to unship it?

- No, I should not have used it.

14800. It would have been of no use?

- No.

The Commissioner:

You represent the interests of the stewards do you not?

Mr. Cotter:

I do.

The Commissioner:

These questions may have some general bearing, but they do not affect particularly the stewards, do they?

Mr. Cotter:

I think we are here to get as much information about the wreck as possible, and although I am representing the stewards I might get some information which may be useful to this Inquiry.

The Commissioner:

I said this information may be of use generally, but it does not affect particularly your clients, the stewards. I think when you have heard a Witness examined generally by five or six different people it is becoming time to end it.

Mr. Cotter:

There has not been a question raised about these doors, which is a very important point. I am speaking as a practical man.

The Commissioner:

At present you were asking about some tackle, and suggesting that the gentleman should have used it if it was there, and he answers you that it was not there, and if it had been he would not have used it. Now that does not seem to me to advance the Inquiry one bit.

Mr. Cotter:

My contention is that if that tackle had been there, at least some of our men might have been saved as well as some of the passengers.

The Commissioner:

His answer is that he would not have used them.

14801. (*Mr. Cotter.*) It is rather peculiar to have tackle of that description for the purpose of unshipping boats and not to use it. I put it, as a practical seaman, it should be used when it is there to use, and is the only means of getting those boats safely on to the deck. Can you tell us who draws up the boat list, or who drew up the boat list on the "Titanic"?

- It is the first Officer's duty on the White Star ships.

14802. Did you see a boat list drawn up on the "Titanic"?

- Yes.

14803. Did every member of the crew get a boat station?

- I did not examine it in absolute detail and check it by the list.

14804. Is it general to have every member of the crew assigned to a boat station?

- Yes.

14805. Also hand bulkhead door stations?

- No.

14806. Who gives those out?

- I could not tell you.

14807. Do you know where the hand bulkhead doors are stationed on the "Titanic"?

- On the various decks.

14808. Did you ever see any door drill on the "Titanic"?

- I have seen them all closed and opened.

14809. Where was that?

- In Belfast.

14810. Did you see them on the voyage at all?

- No.

14811. What is the general Rule on board a ship - I am speaking to you now as an Officer of many years' standing - in case of collision. If everybody knew their stations, what kind of alarm is given to the crew to bring them to their stations?

- We try to avoid all alarm.

14812. Is it not a Rule at boat drill that a bugle goes?

- Yes.

14813. If it is good for boat drill why is it not good to bring the men to the station?

- I could not tell you.

14814. What alarm do you give for the closing of the bulkhead doors?

- We do not sound any alarm; we do things as quietly as possible.

14815. What order do you give on board a ship at sea?

- To close them.

14816. What is the order?

- To close them.

14817. But there is a signal given?

- No.

14818. What is the signal?

- No signal.

14819. How is the order sent round?

- Various means, telephone, telegraph.

14820. Have you no general bulkhead door drill?

- No, we have not.

14821. At a specified time every morning, the same as other companies?

The Commissioner:

You must not say, "The same as other companies."

Mr. Cotter:

It is a fact, My Lord.

The Commissioner:

It may be, but you must not give evidence.

14822. (*Mr. Cotter - To the witness.*) There is no general bulkhead door drill on board your ship?

- Are you speaking of seamen? You say you are speaking from the point of view of a practical seaman. Are you speaking of seamen's bulkhead door drill; I take it you are.

14823. Generally, throughout the ship?

- No.

14824. There is none?

- Not with regard to seamen.

Examined by Mr. LAING.

14825. Do you belong to the Royal Naval Reserve?

- Yes.

14826. What rank do you hold?

- Sub-lieutenant.

14827. With regard to the equipments of lifeboats were these gone through by the two Junior Officers?

- Yes.

14828. In Belfast?

- Yes.

14829. And all checked through, I think?

- Four Officers, as a matter of fact.

14830. Two on each side?

- Yes.

14831. On the 14th, during your evening watch, did you take any stellar observations?

- I did.

14832. Were they worked out by the Junior Officer?

- They were.

14833. Can you take those observations if it is not clear?

- No, you cannot.

14834. You were asked if you told Mr. Murdoch about the position of this ice. Was it in the night order book, do you know?

- It was.

14835. And would Mr. Murdoch necessarily have the night order book?

- He would necessarily initial it; yes.

14836. You were asked if you thought the vessel was going down when you first got news of the water, and you said, No. Did you know at that time how many compartments had been pierced?

- No, I did not.

14837. With regard to this gangway door on the after side of the vessel, do you know how high above the water that would be?

- Do you mean when the ship is on an even keel?

- I really could not say.

14838. I have had it measured; it is 15 feet above water in the afterend of the ship. You were asked again whether you would act under your own authority in a case of emergency?

- Yes.

14839. And you said there were Rules?

- The White Star rules.

14840. Are the White Star rules contained in this red book?

- Yes.

14841. I will hand up a copy to my Lord (Handing the same.) The particular one about the Officer of the watch your Lordship will see on page 32. That is the Rule you were referring to?

- Yes.

14842. "Station.

- At sea the station of the Officer of the watch is on the bridge, which he must on no account leave either night or day without being relieved. When the watch is changed the Officer who is being relieved will remain on the bridge and in charge during the change. He will see that the seamen placed as look-outs do not quit their posts until relieved, and he must deliver to the Officer relieving him all orders which have still to be executed. He is the responsible Officer until he leaves the bridge, and must not leave the bridge until the Officer relieving him has had time to familiarise himself with his surroundings. Duties: (a.) He must remember that his first duty is to keep a good look-out and avoid running into danger, and although it is desirable to obtain the position of the ship as often as possible, he must on no account neglect his look-out to do so. He must also preserve order in the ship. (b.) He must not alter the course without consulting the Commander, unless to avoid some sudden danger, risk of collision, etc. (c.) When he believes the ship to be running into danger it is his duty to act at once upon his own responsibility, at the same time he will immediately pass the word to call the Commander." That is what you referred to?

- Yes.

14843. "When it is his duty to alter the course for some approaching or crossing vessel, he must do so in plenty of time, signify by sound signals such alteration, and give such vessel a wide berth. (e.) He must call the Commander at once if it becomes foggy, hazy, if he does not think he can see a safe distance, or if in doubt about anything. (f.) He is expected to make himself thoroughly conversant with the usual channel courses, and to be thoroughly posted in the run of the ship. Any doubt he may have as to safety of the position of the ship, or of the course steered, he will immediately express to the Commander in a respectful manner." That is the Rule you had in your mind?

- Yes.

14844. One matter I want to clear up which occurs in the evidence of some other Witness. Had you any difficulty about finding the plug of one of these collapsible boats?

- Yes.

14845. Just tell us about that?

- When we were at work at the port collapsible boat, the first collapsible, it was suggested that there was a plug in the boat, and not being very familiar with these boats and having a box of matches, I searched round and came to the conclusion there was no plug.

14846. As a matter of fact they do not have plugs?

- They do not.

14847. So your search was in vain?

- Yes.

14848. Do you remember the "Carpathia" picking you up?

- Yes.

14849. Did she throw up any rockets?

- She did.

14850. How many?

- I think I saw two.

14851. How many hours would that be about before you were picked up?

- That was whilst it was still dark. It seemed fully an hour before we were picked up.

14852. What I wanted to get at was what sort of interval would there be between the last rocket from the "Titanic" and the two that you saw from the "Carpathia"?

- I suppose about five hours.

14853. I think you said two?

- Two I think I remember seeing. There may have been more.

14854. Do you know what sort?

- The ordinary distress signals, the same as we were using.

14855. With stars?

- Yes.

14856. (*The Commissioner.*) Were you near enough to hear them?

- Oh, no.

14857. (*Mr. Laing.*) Can you help us at all about any dead bodies that were left in one of the boats?

- I understand that there were three dead bodies left in one of the collapsible boats when the remainder were taken out.

14858. You say you understand?

- It was not in my boat.

14859. Did you see them?

- No.

14860. Did you have some report?

- I have heard so since.

14861. After you were taken on the "Carpathia," did you yourself go round the boats belonging to the "Titanic"?

- I did.

14862. What object had you?

- Because there was a report that there was not bread and water in some of the boats. In all the boats on the "Carpathia," with the exception of the emergency boats, in which neither bread nor water is carried, there was bread and water in every lifeboat.

14863. Did they save all the "Titanic's" lifeboats on the "Carpathia"?

- No, there were some turned adrift. There were 13 saved - 11 lifeboats and two emergency boats.

14864. Were those you are talking about taken to America?

- Yes.

14865. With regard to the lamps which those lifeboats carry, did you yourself see any lights while you were afloat in the boat?

- I did, several.

14866. From other boats in the sea, I mean?

- Yes.

14867. In which the people were?

- Yes. I also found several lamps hanging in the thwarts when we were on board the "Carpathia" which evidently had not been used.

14868. (*The Commissioner.*) Lamps belonging to the "Titanic"?

- Lamps belonging to the "Titanic's" lifeboats.

14869. (*Mr. Laing.*) They had not been used?

- They had evidently been hidden under the thwarts by some people in the boats.

14870. With regard to the question you asked the Carpenter, and the information he gave you that No. 6 stokehold was dry -

The Commissioner:

Was that No. 6 stokehold or No. 6 section?

14871. (*Mr. Laing.*) I was going to clear that up, My Lord. (*To the witness.*) Do you know where No. 6 stokehold is?

- Yes; it is the forward stokehold immediately adjoining No. 3.

Mr. Laing:

The sixth stokehold, as we number them, is the after stokehold in No. 4 Section.

The Solicitor-General:

That is what I thought.

The Witness:

No. I think it is understood aboard the ship that No. 6 stokehold is forward. Because I made a particular point of asking the engineers why it was - I was rather confused when we were loading 5 and 6 stokeholds when going through the bunkers - and they told me No. 6 was forward. They numbered from aft, forward. It is rather confusing, but nevertheless the stokehold known on board the ship as No. 6 is the stokehold adjoining No. 3.

The Commissioner:

That is not according to the plan.

14872. (*Mr. Laing.*) No, My Lord, it is not. (*To the witness.*) Are you thinking of boiler sections or stokeholds? How many stokeholds do you think there are on the ship altogether?

- Six, I believe.

14873. Then I think you must be thinking of boiler sections?

- Oh, I see what you mean, yes. I was really alluding to the boiler sections of course.

14874. No. 6 is the forward end, as you say?

- Yes.

14875. When you called it No. 6 stokehold?

- I meant No. 6 boiler section.

14876. No. 6 boiler section is the one which we know was full?

- Yes, that explains it. I am glad you explained that, because of what the Carpenter told me. No. 6 stokehold was a mistake; I ought to have said No. 6 boiler room.

14877. He may have misunderstood your question?

- He probably misunderstood me.

14878. If he meant No. 6 stokehold I think I am right in saying that that is the after stokehold of No. 4 section?

- Yes.

14879. However, the question you asked the Carpenter was with regard to No. 6 stokehold?

- Yes.

14880. And that is the answer you got, that it was dry?

- Yes.

14881. Approximately, how long before you left the ship was that, quite roughly?

- I should think that was fully an hour before I left the ship.

14882. Did you ever hear of any water being in the engine room?

- No.

14883. Up to the time you left the ship?

- No.

14884. Did you have any talk with Fleet, the look-out man?

- On the "Carpathia"?

14885. Yes?

- Yes.

14886. He has not been called yet, but you might tell us what he said.

- I asked him what he knew about the accident and induced him to explain the circumstances. He went on to say that he had seen the iceberg so far ahead. I particularly wanted to know how long after he struck the bell the ship's head moved, and he informed me that practically at the same time that he struck the bell he noticed the ship's head moving under the helm.

14887. That is what you told us before.

- Yes.

14888. Did he tell you anything else?

- With regard to distance?

14889. No, with regard to weather or conditions?

- Oh, yes. He said it was clear.

14890. That is really what I wanted to know.

- Oh yes.

14891. Did he say anything about haze?

- No, he never said anything about haze.

14892. He never complained about haze, or anything of that sort?

- No.

Re-examined by the SOLICITOR-GENERAL.

14893. There are only two matters which I have to ask you about. First of all, this last thing which you have been asked. You say you had some conversation with Fleet, the look-out man, when you got to the "Carpathia," and you have told us what he said. You gathered from him, apparently, the impression that the helm was probably put over before and not after the report from the look-out?

- Distinctly before the report.

14894. That was the inference you drew?

- Yes.

14895. I should call your attention to this. We have had the evidence of the Quartermaster, who was steering at the time - a man named Hichens. Has your attention been called to the fact that he distinctly says that the order "Hard-a-starboard" was given after this report, and not before?

- I was not aware of that.

The Solicitor-General:

It is at page 41.

The Commissioner:

I remember that quite well.

The Solicitor-General:

He distinctly says so.

The Witness:

I am only giving what Fleet told me, you understand.

14896. What he says is they heard three bells, that there was a telegraph, and the answer "Thank you" from Mr. Moody, that he reported an iceberg right ahead to Mr. Murdoch, and that Mr. Murdoch rushed to the telegraph to stop the engines, and at the same time ordered "Hard-a-starboard"?

- Exactly.

14897. If that is right, your impression gathered from Fleet must be wrong?

- If Hichens is right, then Fleet must be wrong.

14898. The other thing is this: there were two look-out men at that time; the other was Lee?

- Yes.

14899. He was also saved?

- Yes.

14900. Did you have any conversation with him?

- No.

14901. We have had Lee's evidence, and Lee says there was some haze. But you had no conversation?

- No, I had no conversation with him at all.

14902. The other matter I want to put to you is this. You said today in answer to one of my learned Friends that you thought 24 knots could have been got out of this vessel, that that was the view you had formed?

- That in a year or so's time she might have eventually reached 24 knots.

14903. She tends to improve in speed, I suppose?

- Yes.

14904. You remember giving evidence in America, and I see a question was put to you. You said something about speed, and you were asked what you would call real good speed - that is for this ship - and your answer, as reported, is "When the ship was built we only expected her to go 21 knots." Is that right?

- When I say "we," that is as far as we heard generally we expected a 21 knot ship.

14905. You go on, "Therefore, all over 21 we thought very good"?

- Yes.

14906. That was the view of yourself and your brother Officers at the time of this voyage.

14907. (*The Commissioner.*) Before you go, I want to ask you with reference to the sinking of the "Titanic." You know we have heard from several Witnesses that the afterpart of the ship which, shortly before the foundering was in the air, More or less righted itself. That has been stated. Now supposing this to be the ship (*Demonstrating.*) and she turned up in this way, what I want to know is, from your observations, is it possible that having turned up in that way and being, one may say, half submerged, she broke in two, her afterpart coming down, and that then she went down and the afterpart came up in the air? Do you understand?

- I follow you quite clearly. I should not in any circumstances think that was so. I should think it was quite impossible.

14908. It is suggested that perhaps you, being in the water, would not see that righting of the afterpart of the ship at all, and that you possibly only saw her after she had got in that position and was going down?

- I should not think so, My Lord. I should not think, after once she had shown a tendency to break, and was weakened, she would ever have the strength to right again.

14909. That is your view?

- That is my view.

14910. You do not give credit to those witnesses who say that the afterpart of the ship, having once been up in the air, righted itself?

- No, My Lord, I do not.

(The Witness withdrew.)

Day 14

Testimony of Charles H. Lightoller, recalled

Further examined by Sir ROBERT FINLAY.

16802. You have heard that a message was sent, according to the evidence, to the "Titanic," for transmission to Cape Race, from the "Amerika"?

- Yes.

16803. Which would reach the "Titanic" about 2 p.m.?

- Yes.

16804. You know the nature of that message?

- I heard it, yes.

16805. And that a message is said to have been sent from the "Mesaba" which could not reach the "Titanic" before about 10 p.m.?

- Yes.

16806. You have heard that?

- Yes, I have heard of that also.

16807. Did you ever hear of any such messages?

- Nothing whatever.

16808. What was the course of business with regard to messages which are communicated by the marconi operators to the Captain or Officers?

- It is customary for the message to be sent direct to the bridge. If addressed "The Captain," or "Captain Smith," it is delivered to Captain Smith personally, if he was in the quarters or about the bridge. If Captain Smith is not immediately get-at-able, if not in his room or on the bridge, it is then delivered to the senior Officer of the watch. Captain Smith's instructions were to open all telegrams and act on your own discretion.

16809. And are you positive that you never heard anything of either of those telegrams?

- Absolutely positive.

16810. What were you doing during the day; just recapitulate in this connection what you were doing. In the afternoon, about 2 o'clock, where would you be?

- I was below.

16811. When did you come up?

- At 6 o'clock.

16812. And from 6?

- From 6 till 10, with the exception of half-an-hour for dinner.

16813. You were on the bridge?

- I was.

16814. And nothing was said by anyone about such telegrams?

- There was no telegram received by me nor did I hear of any telegram.

16815. Were you in communication with the Captain and with other Officers during that time?

- Between six and ten?

16816. Yes?

- I was in communication with the Chief Officer when I relieved him, and with the first Officer when I was relieved by him for dinner, and with the Commander when he was on the bridge, as well as Junior Officers.

16817. How often, and for how long, did you see the Commander on the bridge?

- He came on the bridge about five minutes to 9, and remained with me till about twenty or twenty-five past nine.

16818. A message such as that from the "Mesaba" would be one, of course, of great importance?

- I have no doubt it would have been immediately communicated to me if it referred to pack ice, as I believe it does.

The Solicitor-General:

May I ask him a question or two about it?

Examined by the SOLICITOR-GENERAL.

16819. How many messages about ice on the 14th have you any knowledge of?

- I have a distinct recollection of the message that the Commander brought on the bridge to me, and which I mentioned as having read while he held it in his hands.

16820. You told us that was about a quarter to one?

- Yes.

The Solicitor-General:

I will give your Lordship the reference, if I may. That will be found in this Witness's evidence at page 302, Question [13466](#). Perhaps I may read two or three before that. Your Lordship had asked: "What time was it?" and I had said: "So far, My Lord, he has said it was between 12.30 and 1 in the middle of the day"; and then I said to Mr. Lightoller: "(13460.) Can you fix at all as between those times? - (A.) About 12.45 as near as I can remember. (Q.) Very well; about a quarter to 1? - (A.) Yes. (*Mr. Laing.*) I have the wording of it," and he handed to me the wording of the "Caronia" message. I read that to the witness. Then I said at Question 13463: "You had not heard anything about that before you went off your watch at 10 o'clock? - (A.) No. (Q.) Can you help us? Would 9.44 a.m. "Caronia's" time coming from New York be likely to be later than your 10 o'clock watch coming to an end? You see, you went off duty at 10? - (A.) Yes. (*The Commissioner.*)nlay.)nlay.) Did Captain Smith tell you when he had received the marconigram? - (A.) No, My Lord. (*The Solicitor-General.*) And the first you knew of it was when Captain Smith showed it to you at about a quarter to one? - (A.) Yes. (Q.) So far as your knowledge goes, is that the first information as to ice which you had heard of as being received by the "Titanic"? - (A.) That is the first I have any recollection of." That is that one.

The Commissioner:

Where is that last question?

16821. (*The Solicitor-General.*) The very bottom question on page 302. (*To the witness.*) That is the "Caronia's" message, so that we may fairly treat that as identified and brought to your notice in that way?

- Yes.

16822. Now apart from that message, were not other messages, in your belief, received to the knowledge of the Officers about ice on the 14th?

- To my belief there were perhaps some messages, but I can give no information and I cannot recollect with any degree of distinctness having seen them.

16823. I will tell you why I put the question, and I think my Lord will remember it. I put it to you for this reason. I asked you if you recollected when you were here the other day, whether Mr. Moody, when he calculated that you would reach the ice at 11 p.m., had, you thought, used the "Caronia" message, and you told me your impression was he had used another message; is not that so?
- Precisely.

16824. That is in the middle of page 304, Question [13531](#). You will see the answer: "I directed the sixth Officer to let me know at- what time we should reach the vicinity of the ice. The Junior Officer reported to me, "About 11 o'clock." (Q.) Do you recollect which of the Junior Officers it was? - (A.) Yes, Mr. Moody, the sixth. (Q.) That would involve his making some calculations, of course? - (A.) Yes. (Q.) Had this Marconigram about the ice, with the meridians on it, been put up; was it on any notice board, or anything of the sort? - (A.) That I could not say with any degree of certainty. Most probably, in fact very probably, almost certainly, it would be placed on the notice board for that purpose in the chart room. (Q.) At any rate, when you gave Mr. Moody those directions he had the material to work on? - (A.) Exactly. (Q.) And he calculated and told you about 11 o'clock you would be near the ice? - (A.) Yes." Then the next question and answer: "That is to say an hour after your watch finished? - (A.) Yes. I might say, as a matter of fact, I have come to the conclusion that Mr. Moody did not take the same marconigram which Captain Smith had shown me on the bridge, because, on running it up just mentally, I came to the conclusion that we should be to the ice before 11 o'clock by the marconigram that I saw." Then your Lordship says: "In your opinion, when, in point of fact, would you have reached the vicinity of the ice? - (A.) I roughly figured out about half-past 9. (Q.) Then had Moody made a mistake? - (A.) I should not say a mistake, only he probably had not noticed the 49° wireless" - that is the "Caronia" one you had seen?
- Yes.

16825. "There may have been others, and he may have made his calculations from one of the other Marconigrams. (Q.) Do you know which other Marconigram he would have to work from? - (A.) No, My Lord, I have no distinct recollection of any other Marconigrams. (Q.) Because it is suggested to me that there was no Marconigram which would indicate arrival at the ice-field at 11 o'clock? - (A.) Well, My Lord, as far as my recollection carries me, Mr. Moody told me 11, and I came to that conclusion that he had probably used some other Marconigram"?
- Exactly.

16826. As a matter of fact, if one takes the marconigram, for instance, from the "Baltic," which we proved today, it would give a later time than 9.30, and it would bring you to something like 11 o'clock. Have you noticed that?
- No, I have not. I think it will be found so.

Sir Robert Finlay:
Which message?

16827. (*The Solicitor-General.*) I am calling his attention to the circumstances. The "Caronia" message mentioned your getting to ice as soon as you got to the 49th meridian?
- Exactly.

16828. I do not like to make a suggestion unless the Admiral thinks it is correct, but I think that is substantially so. (*To the witness.*) You see what I mean?
- Yes.

16829. And your impression at the time was not that- Mr. Moody had made a mistake in his calculations, but that he had used another Marconigram?
- Exactly. You will quite understand that all I am quoting is purely from memory. I am trying as much as I possibly can, of course, to assist, and it is just these mere facts as I recollect them with regard to 11 o'clock. There is nothing to identify 11 o'clock in my mind, Merely what I recollect, and also with regard to the marconigrams. I put that down as the most feasible explanation of the 11 o'clock, but I cannot say, of course, that Mr. Moody actually had seen other Marconigrams.

16830. Oh, no; you have been perfectly fair and candid about it, as far as I am concerned, if I may say so. You did not ask Mr. Moody to make the calculation again or check it?
- No.

16831. You accepted his statement that his calculation showed 11 o'clock?

- Yes.

16832. I think one also ought to put it from this point of view. Let me take these telegrams in order and see which of them would come in your watch, as far as one can judge. Your watch was from 6 to 10 a.m. and 6 to 10 p.m.?

- Exactly.

16833. You also, I think, relieved Mr. Murdoch, you told us, between half-past 12 and 1, at lunchtime?

- Yes.

16834. And during your evening watch, from six to ten you were off for a certain time to dinner?

- Exactly.

16835. Now those are the times for which you are responsible. The "Caronia" message by your ship's time would get to your ship about 11 o'clock.

The Commissioner:

Ship's time?

16836. (*The Solicitor-General.*) Yes. (*To the witness.*) Or something of the sort?

- Yes.

16837. It was acknowledged at 9.44, New York time, and, adding two hours, will make it between 11 and 12?

- Yes.

16838. You would have finished your morning watch by then?

- I should.

16839. And you would be off duty?

- Yes. I may incidentally mention the fact that I should be on the bridge between a quarter to 12 and a minute or two past 12 taking the noon position; I should be there with the Commander and the Chief and First Officers.

16840. But at any rate you did not hear anything of the "Caronia" message at that time?

- Nothing.

16841. You did hear of the "Caronia" message at about a quarter to one, when you were relieving Mr. Murdoch while he had lunch?

- About that time, yes.

16842. The next message in order of time that is suggested is the "Amerika" message, which merely goes through the "Titanic"?

- Yes.

The Solicitor-General:

And that would go through apparently about 2 o'clock?

Sir Robert Finlay:

No; it ought to have been received about 2, but it could not go on till 8.30. It would be put up with other messages and transmitted after 8.30 to Cape Race.

The Solicitor-General:

You are quite right. It would be in the custody of the marconi room at some time about 2, and presumably would be kept until they got into communication with Cape Race.

Sir Robert Finlay:

Yes.

16843. (*The Solicitor-General.*) When it arrived you were off duty. Assuming this evidence is right it would be in the marconi room at 6 o'clock when you came on duty again?

- Yes.

16844. You heard nothing of that?

- Nothing.

16845. The next one is the message from the "Baltic" which, as I pointed out just now, would give the position of the ice at about 11 p.m.?

- Yes.

16846. That message from the "Baltic" would get to your ship at about 1 o'clock?

- I think so, 1 p.m.

16847. You would be off duty?

- Yes.

16848. Do you observe that if you told Mr. Moody when you came on duty at 6 p.m. to calculate when he would meet ice, the "Baltic" message would be a later message in point of time than the "Caronia" message?

- I see.

16849. Then the "Californian" message?

- If I may interrupt you to make it a little clearer; when I gave Mr. Moody instructions (I think if I did not say it in my evidence, I ought to have done.) I used words to the effect that would guide him to look for the earliest ice, to let me know at what time we should be up at the ice. He would naturally look at the easternmost.

16850. When you gave him instructions, as far as you knew there was only one ice message?

- Yes.

16851. You did not know of two?

- No.

16852. Then if I take the "Californian" message, it appears that that message passed at about half-past 7, ship's time. That is right, Sir Robert, I think.

Sir Robert Finlay:

Yes. Of course, there is a conflict between the *procès-verbal* and the other Witness.

16853. (*The Solicitor-General - To the witness.*) You were on duty between 6 and 10?

- Yes.

16854. So that that message, if it arrived at 7.30, would arrive during your evening watch?

- Yes.

16855. But you are off duty at some time between 6 and 10, in order to get dinner?

- Yes.

16856. What is the sort of time you are off duty?

- Half-an-hour. I think that is 7.5 to 7.35, as near as I remember.

16857. And who took your place when you were off duty?

- Mr. Murdoch, the first Officer.

16858. You knew nothing of the "Californian" message at all?

- Nothing whatever.

16859. Then the last one, the "Mesaba" message, according to the evidence given, would reach your ship about 10 o'clock?

- Yes.

16860. That is when you would be changing watch, and Mr. Murdoch would be taking your place?

- Yes.

16861. (*The Commissioner.*) You told Mr. Moody you wanted him to ascertain the time when you would meet the most easterly of the ice. Was that so?

- That is the impression I wished to convey, whether I actually used the word easterly I do not recollect, but he would naturally conclude that, I should judge.

16862. The information in the "Caronia's" telegram would indicate that the ice there referred to was considerably to the north of the track?

- I believe so.

16863. Is it possible that Mr. Moody may have calculated the position of the ice given by the "Baltic's" telegram?

- It is possible, but it is most probable that he would pay the greatest attention to the longitude regardless of the latitude.

16864. But if he did calculate according to the "Baltic's" telegram, he would ascertain the time at which the ice would be arrived at as 11 o'clock?

- Quite so.

16865. And the "Baltic's" information was to the effect that ice was on the track?

- A little to the north.

16866. (*The Solicitor-General.*) If your Lordship will turn to page 366, Mr. Lowe's evidence, you will see why I think it well to put it to this gentleman. (*To the witness.*) Let me tell you how the matter stands. You are on duty from 6 to 10 in the evening and about half-past seven according to the "Californian" Witnesses, there was a message sent from the "Californian," of which you know nothing?

- That is right.

16867. You, as a matter of fact, were off for dinner for half-an-hour from seven to half-past?

- Yes.

16868. I am referring to the questions beginning 15778. Did you see anything at all of a piece of paper, not in an envelope - a small piece of paper - a square chit of paper about 3 by 3 with the word "ice" on it any time between 6 and 8?

- No.

16869. What would be meant by seeing a small piece of paper on the chart room table? Which room is it?

- Leading out of the wheelhouse on the afterpart of the port side.

16870. It is the thing which is marked on my plan as the chart-house then?

- Yes.

16871. Is there a table there?

- There is.

16872. And supposing there is a message about ice and it cannot be given personally to the Captain, where would such a message be put?

- It would not be put anywhere; it would be brought out on the bridge to the senior Officer of the watch.

16873. Whoever he was?

- Whoever he was.

16874. This little room, the chart-house, is immediately aft of the wheelhouse?
- On the port side, yes.

16875. You heard nothing of that?
- Nothing.

16876. And you were off for dinner for half-an-hour?
- Yes.

16877. (*The Commissioner.*) Why would the piece of paper with the word "ice" upon it be placed there?
- I may say I do not quite follow what you mean by the word "ice" unless you are alluding to a message written on a chit of paper.

16878. This is the evidence. He is asked on page 366, Question 15779: "You were on duty from 6 to 8?" - (A.) I was. (Q.) Did you hear anything about any messages about ice? - (A.) There was a chit on the chart room table with the word 'ice' on" - meaning "ice" on the piece of paper.

The Solicitor-General:
Will your Lordship read the next two or three questions.

16879. (*The Commissioner.*) Yes. "You mean a little piece of paper with 'ice' written on it? - (A.) A square chit of paper about 3 by 3. (Q.) On the chart room table? - (A.) On our chart room table. (Q.) What is that, 'Our chart room table'? - (A.) The Officers' chart room table, and the word 'ice' was written on top and then a position underneath. (Q.) Can you remember what the position was? - (A.) I cannot." What is this chart room table?
- It consists of the top of a chest of drawers. In those drawers are all the charts, necessarily big drawers, to contain the charts fully laid out, and also drawers for navigational books, instruction books, and so on.

16880. Would that chit of paper be placed there by somebody with the position marked upon it so that a chart might be consulted for the purpose of finding out where that ice was?
- A track chart is always lying on that chart room table. I quite understand what a chit of paper is. There are little pads, position pads, and deviation pads, and it is customary to tear off one of these chits and write on the back; and it would have been left on the chart room table, lying on the top of the chart.

16881. (*The Solicitor-General.*) Were you in Court here this morning when Mr. Bride gave evidence?
- I was.

16882. Did you hear him say that the message heard from the "Californian" he wrote down on a bit of paper, but he did not put it in an envelope?
- Yes.

16883. And if the message from the "Californian" came at half-past 7, then it would be on that watch of Mr. Lowe's that he is referring to here, 6 to 8?
- Yes.

16884. (*The Commissioner.*) You knew nothing of that. Are these messages which come from the marconi room written on chits of paper?
- No, My Lord.

16885. They are on forms?
- On proper telegraph forms. My explanation of that chit of paper would be that an Officer has copied from some wireless telegram; he has noticed that there has been an ice -position on, and he has just scribbled down on a piece of paper "ice," and the position, and then has probably gone to the chart room, found the position, and marked it on the chart, and left the paper there, instead of crumpling it up and throwing it away; but I do not think that chit was of any importance, and I do not think it came from the marconi room - except, I mean, as a copy of the wireless.

16886. (*The Solicitor-General.*) Do not say it is not of importance. When you say it had a position, you mean it stated probably the latitude and longitude?

- Yes.

Do you know what Mr. Lowe says he did about it. Just look at page 370. There is a question asked by Sir Robert Finlay: "(Q. [15984](#).) You saw this chit, the note about the ice on the table? - (A.) Yes. (Q.) Did you work it out? - (A.) I worked it out roughly. (Q.) You were on watch 6 to 8? - (A.) Yes. I ran this position through my mind, and worked it out mentally and found that the ship would not be within the ice region during my watch, that is from 6 to 8. (Q.) You do not recollect what the figures were? - (A.) I do not. (Q.) But that was the result you arrived at? - (A.) That was the result I arrived at."

Sir Robert Finlay:

May I ask one question on that?

Examined by Sir ROBERT FINLAY.

16887. You have been asked about the instructions you gave as to working out the time when you would get to the ice?

- Yes.

16888. About what time was it you gave those instructions?

- Soon after I came on deck. That is, soon after 6 o'clock.

16889. And when did you get the report?

- It was some time later, because they were working stars; probably shortly before 7 o'clock.

16890. That, of course, was long before any "Mesaba" message could, by any possibility, have reached the "Titanic"?

- Yes, I believe so.

16891. You have heard the "Mesaba" message, of course?

- Yes.

16892. Is that a message which, if the Captain or any Officer had got, he could have failed to communicate to his colleagues?

- I think had that message been delivered, even to the Captain, he would immediately have brought the message out personally to the bridge; he would not even have sent it out, and he would have seen it was communicated to all the senior Officers, as well as distinctly marked on the chart. It was of the utmost importance.

16893. And of a somewhat startling character?

- Extremely so.

16894. The Captain, I think you said, had been on the bridge at 9.30?

- From 5 minutes to 9 till 20 or 25 minutes past.

16895. (*The Commissioner.*) Will you tell me what messages, to begin with, about ice you saw on the 14th?

- The one that the Commander brought on to the bridge in his own hands to me shortly after midday.

16896. Is that the "Caronia"?

- I believe that is the "Caronia's" message.

16897. Now, did you see any other message about ice?

- I cannot give any distinct recollection of having seen any other. You will quite understand we are in and out of the chart room, and I may have seen notices on the board. If they were there I should read them.

16898. I am talking about messages from the marconi room. Would they be pinned up on a board?

- Yes.

16899. You do not remember seeing any other than the "Caronia's"?

- That is what I am explaining. If they were pinned up on this board and I was in the chart room - which we are frequently - I should notice them, Make a mental note of the position of the ice, take the most easterly position, and then disregard the rest.

16900. That is to enable you to ascertain how soon you may expect to reach the ice?

- Exactly.

16901. Can you tell me what other ice message besides the "Caronia's" you heard of?

- I heard of none that I remember.

16902. Did you hear any conversation about any other ice message?

- None.

16903. You did not hear anything about the "Californian's" ice message?

- Of no message except that one I spoke of from 49 deg., to 51 deg.

16904. I daresay you have in your mind the messages which have been referred to?

- Yes.

16905. The ice mentioned in the "Caronia's" message was the easternmost ice of all, was it not?

- I believe so.

16906. Now, it is suggested that as you would want to know the most easterly ice you may have disregarded the other messages which indicated ice further west, and may only have bent your mind upon the most easterly ice. Do you think that is so?

- Exactly, My Lord, with this reservation that had there been any mention of pack ice there is no doubt I should have fixed that telegram in my mind.

(The Witness withdrew.)

United States Senate Inquiry

Day 1

Testimony of Charles H. Lightoller

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

(Mr. Lightoller was sworn by the chairman.)

Senator SMITH.

What is your name?

Mr. LIGHTOLLER.

Charles Herbert Lightoller.

Senator SMITH.

Mr. Lightoller, where do you reside?

Mr. LIGHTOLLER.

Netley Abbey, Hampshire.

Senator SMITH.
England?

Mr. LIGHTOLLER.
England.

Senator SMITH.
How old are you?

Mr. LIGHTOLLER.
Thirty-eight.

Senator SMITH.
What is your business?

Mr. LIGHTOLLER.
Seaman.

Senator SMITH.
How long have you been in the service or employment?

Mr. LIGHTOLLER.
Thirteen years and three months.

Senator SMITH.
How extensive has been your service in that time?

Mr. LIGHTOLLER.
I do not quite follow you.

Senator SMITH.
How much service have you seen? In what capacities?

Mr. LIGHTOLLER.
In all the capacities in the White Star service - fourth, third, second, and first officer.

Senator SMITH.
You have been in the White Star service during all of that time?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
What official positions have you held?

Mr. LIGHTOLLER.
Fourth, third, second, and first officer.

Senator SMITH.
What position do you occupy now?

Mr. LIGHTOLLER.
Second officer of the [*Titanic*](#).

Senator SMITH.
How long have you been second officer?

Mr. LIGHTOLLER.
Altogether, about seven years.

Senator SMITH.
When did you go aboard the *Titanic*?

Mr. LIGHTOLLER.
In Belfast.

Senator SMITH.
When?

Mr. LIGHTOLLER.
March 19 or 20.

Senator SMITH.
Did you make the so-called trial trips?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
Of what did they consist?

Mr. LIGHTOLLER.
Turning circles and adjusting compasses.

Senator SMITH.
In what waters?

Mr. LIGHTOLLER.
Belfast Lough.

Senator SMITH.
How extensive is that lough?

Mr. LIGHTOLLER.
I can hardly say offhand without seeing a chart.

Senator SMITH.
Have you any data here that shows?

Mr. LIGHTOLLER.
No.

Senator SMITH.
Just state as nearly as you can.

Mr. LIGHTOLLER.
It may be about 15 miles long, widening out from a few miles wide to perhaps 7 miles. That is only approximate, sir.

Senator SMITH.
Have you ever been in that water before?

Mr. LIGHTOLLER.
Only passing through.

Senator SMITH.
How did you happen to pass through it?

Mr. LIGHTOLLER.
Going into Belfast or coming out bound to some port. I do not mean in an official capacity; as a passenger. I have been through it in an official capacity about 11 years ago.

Senator SMITH.
Is that water usually selected for these trial tests for new ships?

Mr. LIGHTOLLER.
Yes.

Senator SMITH.
What was the condition of the weather when you made this trial test?

Mr. LIGHTOLLER.
Light breeze, clear weather, sir.

Senator SMITH.
From the time you boarded the *Titanic* did you at any time encounter any rough weather?

Mr. LIGHTOLLER.
No, sir.

Senator SMITH.
You were always in smooth water, so-called?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
Does that include up to the time of this collision?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
Of what do these trial tests consist?

Mr. LIGHTOLLER.
Turning circles.

Senator SMITH.
I wish you would describe that a little more fully. Under what head of steam and how fast would the boat be moving?

Mr. LIGHTOLLER.
Under various speeds.

Senator SMITH.
In how large a radius would these circles be made?

Mr. LIGHTOLLER.

Turning circles consists of seeing in what space the ship will turn under certain helms with the engines at various speeds.

Senator SMITH.

Was this boat tested at its maximum speed?

Mr. LIGHTOLLER.

That I could not say, sir.

Senator SMITH.

What was the maximum speed of this boat?

Mr. LIGHTOLLER.

That I could not say, sir. She was never put, to my knowledge, to her maximum speed.

Senator SMITH.

What did you understand it to be?

Mr. LIGHTOLLER.

About 22 1/2 to 23 knots.

Senator SMITH.

From whom did you get that information?

Mr. LIGHTOLLER.

General rumor, sir

Senator SMITH.

Did you talk with the boat's officers?

Mr. LIGHTOLLER.

From talk generally; yes. It was only an approximate idea.

Senator SMITH.

How much time was spent in the test?

Mr. LIGHTOLLER.

I could not say exactly.

Senator SMITH.

Approximately?

Mr. LIGHTOLLER.

About five hours.

Senator SMITH.

During that time those circles were made?

Mr. LIGHTOLLER.

Yes, sir.

Senator SMITH.

And the ship reversed?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
And put on a straight course?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
And under full head?

Mr. LIGHTOLLER.
I could not say, sir. She steamed for a certain distance under approximately a full head of steam; but how much steam was on I could not say, or what pressure of steam.

Senator SMITH.
How many [engines](#) were there in this boat?

Mr. LIGHTOLLER.
Two reciprocating and one turbine.

Senator SMITH.
Were they all working on the trial test?

Mr. LIGHTOLLER.
So far as I know, sir.

Senator SMITH.
What do you know about that? Were you in the engine room?

Mr. LIGHTOLLER.
No, sir; I was on my station, aft.

Senator SMITH.
Where was your station?

Mr. LIGHTOLLER.
The after-end of the ship.

Senator SMITH.
Then you would not, of your own knowledge, know whether its entire power was being tested out or not?

Mr. LIGHTOLLER.
I should not; no, sir.

Senator SMITH.
Five hours was the length of time spent in making those tests?

Mr. LIGHTOLLER.
Approximately the length of time occupied in turning those circles.

Senator SMITH.
What was the next thing that was done with the ship?

Mr. LIGHTOLLER.

She was run a certain distance on a comparatively straight course and back again.

Senator SMITH.

How far?

Mr. LIGHTOLLER.

I could not say without a chart, sir.

Senator SMITH.

How long did it take you?

Mr. LIGHTOLLER.

Approximately four hours.

Senator SMITH.

To make the straight run?

Mr. LIGHTOLLER.

Yes, sir.

Senator SMITH.

And return?

Mr. LIGHTOLLER.

And return.

Senator SMITH.

Four hours all together, two out and two back?

Mr. LIGHTOLLER.

Two out and two back. That is only approximate.

Senator SMITH.

Would you think from what you observed in the movements of this ship that it was going pretty fast?

Mr. LIGHTOLLER.

For a ship of that size, a fair speed.

Senator SMITH.

Fair speed?

Mr. LIGHTOLLER.

A fair speed.

Senator SMITH.

What would you call real good speed?

Mr. LIGHTOLLER.

When the ship was built, we only expected her to go 21 knots, therefore all over 21 we thought very good.

Senator SMITH.

This ship exceeded 21 knots?

Mr. LIGHTOLLER.

On the trials? I am not speaking of the trials. I do not know what the speed was; I have no idea.

Senator SMITH.
I understand you to say that you expected to get 21 knots out of her?

Mr. LIGHTOLLER.
The builders, I presume, to get 21.

Senator SMITH.
That was the general rumor?

Mr. LIGHTOLLER.
Yes.

Senator SMITH.
Among the officers?

Mr. LIGHTOLLER.
Yes.

Senator SMITH.
I suppose that was the hope, too, of the officers?

Mr. LIGHTOLLER.
Exactly.

Senator SMITH.
What boat had you been on before you went on board the *Titanic*?

Mr. LIGHTOLLER.
The [*Oceanic*](#).

Senator SMITH.
The *Oceanic*, of the same line?

Mr. LIGHTOLLER.
Of the same line.

Senator SMITH.
How large a boat is the *Oceanic*?

Mr. LIGHTOLLER.
Seventeen thousand tons gross.

Senator SMITH.
Do you know her maximum speed?

Mr. LIGHTOLLER.
Twenty-one knots.

Senator SMITH.
I want to be sure I get the results of these trial tests accurately. I want you to tell me how long it took to make these tests. The straightaway tests and the circle tests altogether consumed how much time?

Mr. LIGHTOLLER.
Approximately six or seven hours. I could not say any nearer than that.

Senator SMITH.
What time of day did you begin these tests?

Mr. LIGHTOLLER.
In the morning.

Senator SMITH.
How early?

Mr. LIGHTOLLER.
About 10 o'clock.

Senator SMITH.
Was it clear weather?

Mr. LIGHTOLLER.
Perfectly clear.

Senator SMITH.
Was there any sea?

Mr. LIGHTOLLER.
Very little.

Senator SMITH.
And after about seven hours the tests were concluded?

Mr. LIGHTOLLER.
With the exception of full speed astern; that is to see in what distance the ship will stop with the engines full speed astern - what we call the full speed astern test.

Senator SMITH.
Was that made that day?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
How long did that take?

Mr. LIGHTOLLER.
That was only the matter of minutes.

Senator SMITH.
A few minutes?

Mr. LIGHTOLLER.
A few minutes.

Senator SMITH.
Do you know who was aboard the *Titanic* in these trial tests?

Mr. LIGHTOLLER.
A great number. I know some of them.

Senator SMITH.
Please state those that you know.

Mr. LIGHTOLLER.
[Capt. Smith](#); [Mr. Murdoch](#), chief officer; myself, first officer; [Mr. Blair](#), second officer; [Mr. Pitman](#), third officer; [Mr. Boxhall](#), fourth officer; [Mr. Lowe](#), fifth officer; [Mr. Moody](#), sixth officer; and [Mr. Andrews](#), of Harland & Wolff.

Senator SMITH.
Representing the builders?

Mr. LIGHTOLLER.
Yes, sir. I could not say anyone else with any accuracy.

Senator SMITH.
Who was the chief engineer?

Mr. LIGHTOLLER.
[Mr. Bell](#), chief engineer; [Mr. Ferguson](#) [Farquharson], second engineer; [Mr. Hesketh](#), also second. That is all I know.

Senator SMITH.
How many men constituted the crew?

Mr. LIGHTOLLER.
Seamen, you are speaking of?

Senator SMITH.
Yes.

Mr. LIGHTOLLER.
About 71 all told; officers and crew.

Senator SMITH.
And seamen?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
On the trial test?

Mr. LIGHTOLLER.
Oh, no, sir. I am not speaking of the trial.

Senator SMITH.
How many men constituted the crew on the trial tests?

Mr. LIGHTOLLER.
About 30 of the crew and about 30 of what we call runners.

Senator SMITH.
Were there any guests on the boat?

Mr. LIGHTOLLER.
I believe there were; I could not say who.

Senator SMITH.
Do you know who they were?

Mr. LIGHTOLLER.
No, sir.

Senator SMITH.
Were there any of the officers of the White Star Line?

Mr. LIGHTOLLER.
I could not say with certainty, sir.

Senator SMITH.
You do not recall seeing any of them?

Mr. LIGHTOLLER.
I do not recall; no, sir. I believe there were some on board; but I can not remember who they were. I was not brought in contact with them.

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

Mr. LIGHTOLLER.
Not to my knowledge, sir.

Senator SMITH.
Did you hear afterwards that he was on board?

Mr. LIGHTOLLER.
No, sir.

Senator SMITH.
You can not recall any officer of the company that was?

Mr. LIGHTOLLER.
No, sir.

Senator SMITH.
I mean any general officer?

Mr. LIGHTOLLER.
No, sir.

Senator SMITH.
Or director?

Mr. LIGHTOLLER.
No, sir.

Senator SMITH.
Was there anybody aboard representing the British Government?

Mr. LIGHTOLLER.
Not to my knowledge, sir.

Senator SMITH.
Were there any other officers of any other White Star Line boats?

Mr. LIGHTOLLER.
No, sir

Senator SMITH.
After the final test, what was done with the boat?

Mr. LIGHTOLLER.
We [proceeded](#) toward Southampton.

Senator SMITH.
Immediately?

Mr. LIGHTOLLER.
Almost immediately after taking on board a few things that had been left behind, which were required for the completion of the ship.

Senator SMITH.
What?

Mr. LIGHTOLLER.
So far as I know, requisites down in the galley, cooking apparatus, a few chairs, and such things as that.

Senator SMITH.
Was the life-saving equipment -

Mr. LIGHTOLLER.
Oh, no, sir; nothing like that.

Senator SMITH.
Was the life-saving equipment complete?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
Of what did it consist?

Mr. LIGHTOLLER.
The necessary number of lifeboats.

Senator SMITH.
I wish you would say how that is determined, if you can.

Mr. LIGHTOLLER.
By the number of people on board.

Senator SMITH.
You do not know how many there are on board until you are ready to start?

Mr. LIGHTOLLER.
No sir.

Senator SMITH.

Is it not determined by the number of accommodations rather than by the number of people who get aboard?

Mr. LIGHTOLLER.

There must be life-saving apparatus for every one on board, regardless of accommodations.

Senator SMITH.

Yes; but what I desire to know is whether in each stateroom on each deck, in all classes, whether there is any rule, and whether it was followed at that time, so far as you know, in equipping this boat with life preservers and lifebelts and anything else that might appropriately go into the rooms and be upon the decks of a boat of that character?

Mr. LIGHTOLLER.

She was perfectly complete throughout, sir.

Senator SMITH.

How many [lifeboats](#) were there?

Mr. LIGHTOLLER.

Sixteen.

Senator SMITH.

All of the same type?

Mr. LIGHTOLLER.

Consisting of 14 lifeboats, 2 emergency boats, and 4 collapsible boats.

Senator SMITH.

Tell us whether they were new entirely.

Mr. LIGHTOLLER.

Entirely new.

Senator SMITH.

And in their proper places?

Mr. LIGHTOLLER.

In their proper places.

Senator SMITH.

With the necessary lowering apparatus?

Mr. LIGHTOLLER.

Everything complete, examined by the officers of the ship.

Senator SMITH.

Was a test of the lifeboats made before you sailed for Southampton?

Mr. LIGHTOLLER.

All the gear was tested.

Senator SMITH.

Were the lifeboats lowered?

Mr. LIGHTOLLER.

Yes, sir.

Senator SMITH.
Under whose orders?

Mr. LIGHTOLLER.
The officers, principally my orders.

Senator SMITH.
Under your orders?

Mr. LIGHTOLLER.
Yes.

Senator SMITH.
Did you see the work done?

Mr. LIGHTOLLER.
I did.

Senator SMITH.
Tell just what was done.

Mr. LIGHTOLLER.
All the boats on the ship were swung out and those that I required were lowered down as far as I wanted them - some all the way down, and some dropped into the water.

Senator SMITH.
I wish you would give the proportion that went into the water.

Mr. LIGHTOLLER.
About six.

Senator SMITH.
Six into the water?

Mr. LIGHTOLLER.
Yes.

Senator SMITH.
And the others lowered?

Mr. LIGHTOLLER.
Part of the way - as far as I thought necessary.

Senator SMITH.
Part of the way?

Mr. LIGHTOLLER.
Yes.

Senator SMITH.
Of course, part of the way would not do anybody much good on a sinking ship. I assume you did that for the purpose of trying the gear, and not for the purpose of testing the security of the lifeboats?

Mr. LIGHTOLLER.
It is principally the gear that we test. The lifeboats we know to be all right.

Senator SMITH.
These boats were lowered from what deck?

Mr. LIGHTOLLER.
From the [boat deck](#).

Senator SMITH.
Is that the sun deck?

Mr. LIGHTOLLER.
That is the top deck.

Senator SMITH.
Do you know how far it was from that top deck to the water?

Mr. LIGHTOLLER.
Seventy feet.

Senator SMITH.
What time did you reach Southampton?

Mr. LIGHTOLLER.
About midnight.

Senator SMITH.
Of what night?

Mr. LIGHTOLLER.
I could not say.

Senator SMITH.
Think it over.

Mr. LIGHTOLLER.
I think it was the morning of the 4th of April.

Senator SMITH.
What makes you think it was the morning of the 4th?

Mr. LIGHTOLLER.
Because we sailed on the 10th.

Senator SMITH.
How long did it take to make the run to Southampton?

Mr. LIGHTOLLER.
About 24 hours.

Senator SMITH.
Did you strike any heavy weather?

Mr. LIGHTOLLER.
No, sir.

Senator SMITH.
How fast did you go?

Mr. LIGHTOLLER.
About 18 knots.

Senator SMITH.
What was done when you reached Southampton?

Mr. LIGHTOLLER.
The ship was heeled for stability.

Senator SMITH.
Just describe that.

Mr. LIGHTOLLER.
The builders knowing the exact weights on board, additional weights are placed on each side of the ship. A pendulum is suspended in the most convenient place in the ship with a plumb on the end of it, and a method of registering the difference with the plumb line; a number of men then transfer the weights from one side of the ship to the other, bringing all the weight on one side and transferring the whole of it back again; and with this, I believe the builders are able to draw up a stability scale.

Senator SMITH.
From what part of the ship are these tests made?

Mr. LIGHTOLLER.
The weights carried over, you mean?

Senator SMITH.
Yes. From the upper part?

Mr. LIGHTOLLER.
The "[C](#)" [deck](#) - the third deck down.

Senator SMITH.
About the center of the ship?

Mr. LIGHTOLLER.
Not quite the center of the ship.

Senator SMITH.
Were there any tests made from the upper deck?

Mr. LIGHTOLLER.
Not that I know of, sir.

Senator SMITH.
What else was done at Southampton?

Mr. LIGHTOLLER.
We shipped coal, provisions, cargo was taken on board, passed the Board of Trade [tests](#) and [survey](#).

Senator SMITH.
Did some British officer make the Board of Trade test?

Mr. LIGHTOLLER.
The Southampton Board of Trade officer.

Senator SMITH.
What did he do?

Mr. LIGHTOLLER.
He carried out the requisite tests required by the Board of Trade.

Senator SMITH.
Did you accompany him?

Mr. LIGHTOLLER.
Yes; I was with him part of the time.

Senator SMITH.
Who was this officer of the British Board of Trade?

Mr. LIGHTOLLER.
Capt. Clark. [Maurice Clarke - Assistant Emigration Officer]

Senator SMITH.
He was an officer?

Mr. LIGHTOLLER.
He was purely a representative of the British Board of Trade, appointed by the British Board of Trade, with post at the port of Southampton; surveyor.

Senator SMITH.
He was assigned to Southampton?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
How old a man was he?

Mr. LIGHTOLLER.
About 45.

Senator SMITH.
Of English nationality?

Mr. LIGHTOLLER.
Yes.

Senator SMITH.
Had you ever seen him before?

Mr. LIGHTOLLER.
Frequently.

Senator SMITH.
Do you know whether he had any experience in marine service?

Mr. LIGHTOLLER.
All surveyors, I understand, have been in command. I know he had for a number of years.

Senator SMITH.
What does that mean - that he had been "in command"?

Mr. LIGHTOLLER.
In command of a British ship; captain.

Senator SMITH.
How much time did this officer spend on the ship?

Mr. LIGHTOLLER.
That I could not say, sir.

Senator SMITH.
How much did he spend when he was with you?

Mr. LIGHTOLLER.
About four hours.

Senator SMITH.
Then did you turn him over to some other officer?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
To what other officer?

Mr. LIGHTOLLER.
I think it was the first.

Senator SMITH.
What is his name?

Mr. LIGHTOLLER.
[Mr. Murdoch.](#)

Senator SMITH.
Did he survive the [Titanic](#) survivor?

Mr. LIGHTOLLER.
No, sir. He was chief then.

Senator SMITH.
He did not survive?

Mr. LIGHTOLLER.
No, sir.

Senator SMITH.
Do you know whether any other officer of the ship accompanied this inspector during his stay on board?

Mr. LIGHTOLLER.
That I could not say with certainty.

Senator SMITH.
What is your best judgment about it?

Mr. LIGHTOLLER.
I should say the marine superintendent was with him the whole time.

Senator SMITH.
The marine superintendent?

Mr. LIGHTOLLER.
Of the White Star Line, at Southampton.

Senator SMITH.
What is his name?

Mr. LIGHTOLLER.
Capt. Steele.

Senator SMITH.
How old a man is he?

Mr. LIGHTOLLER.
About 50.

Senator SMITH.
Is he a commander?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
Had you ever seen one of those ocean liners inspected by the British Board of Trade representative before?

Mr. LIGHTOLLER.
Frequently.

Senator SMITH.
How thorough are they about it?

Mr. LIGHTOLLER.
Speaking of Capt. Clark, we call him a nuisance because he is so strict.

Senator SMITH.
Capt. Clark?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
Is he the marine officer?

Mr. LIGHTOLLER.
That is the Board of Trade representative.

Senator SMITH.
In what respect is he a nuisance?

Mr. LIGHTOLLER.
Because he makes us fork out every detail.

Senator SMITH.
I should suppose you would be quite willing to do that?

Mr. LIGHTOLLER.
Perfectly willing.

Senator SMITH.
Do you mean by that that he would call attention to the absence of tools, implements, and devices necessary for the ship's full equipment?

Mr. LIGHTOLLER.
No, sir. He would insist upon them all being absolutely brought out on deck every time.

Senator SMITH.
On what?

Mr. LIGHTOLLER.
Everything that contributes to the ship's equipment.

Senator SMITH.
What would that consist of?

Mr. LIGHTOLLER.
The whole of the ship's life-saving equipment.

Senator SMITH.
Life preservers?

Mr. LIGHTOLLER.
Life preservers throughout the ship, all the boats turned out, uncovered, all the tanks examined, all the breakers examined, oars counted, boats turned out, rudders tried, all the davits tried - there was innumerable detail work.

Senator SMITH.
And the boats lowered?

Mr. LIGHTOLLER.
The boats lowered, put in the water, and pulled out, and brought back again, and if he was not satisfied, sent back again.

Senator SMITH.
And the ropes and chains tested?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
When he inspected your ship, about where would he find these life preservers?

Mr. LIGHTOLLER.
Lifebelts in every room, in every compartment, where, as we say, there was habitation, where a man could live.

Senator SMITH.
Would that include the steerage?

Mr. LIGHTOLLER.
Yes, undoubtedly; and the crew's quarters.

Senator SMITH.
In the steerage do they have rooms?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
Are they equipped?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
With the same apparatus for the preservation of life with an emergency as the first and second cabins?

Mr. LIGHTOLLER.
Identically the same.

Senator SMITH.
You used the term "life belt."

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
I wish you would describe a lifebelt.

Mr. LIGHTOLLER.
It consists of a series of pieces of cork - allow me to show you by illustration - a hole is cut in there (*illustrating*) for the head to go through and this falls over front and back, and there are tapes from the back then tied around the front. It is a new idea and very effective, because no one can make a mistake in putting it on.

Senator SMITH.
Is there cork on both sides?

Mr. LIGHTOLLER.
On both sides.

Senator SMITH.
Are the arms free?

Mr. LIGHTOLLER.
Free, absolutely.

Senator SMITH.
And when in the water does this adhere or extend?

Mr. LIGHTOLLER.
It is tied to the body.

Senator SMITH.
It is tied to the body?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
Have you ever had one of these on?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
Have you ever been into the sea with one of them?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
Where?

Mr. LIGHTOLLER.
From the *Titanic*.

Senator SMITH.
In this recent collision?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
How long were you in the sea with a lifebelt on?

Mr. LIGHTOLLER.
Between half an hour and an hour.

Senator SMITH.
What time did you leave the ship?

Mr. LIGHTOLLER.
I didn't leave it.

Senator SMITH.
Did the ship leave you?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
Did you stay until the ship had departed entirely?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
I wish you would tell us whether the suction incidental to the sinking of this vessel was a great deterrent in making progress away from the boat?

Mr. LIGHTOLLER.
It was hardly noticeable.

Senator SMITH.
From what point on the vessel did you leave it?

Mr. LIGHTOLLER.
On top of the officers' quarters.

Senator SMITH.
And where were the officers' quarters?

Mr. LIGHTOLLER.
Immediately abaft the [bridge](#).

Senator SMITH.
Immediately abaft the bridge?

Mr. LIGHTOLLER.
Abaft the wheelhouse.

Senator SMITH.
Was that pretty well toward the top of the vessel?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
Were the lifeboats gone when you found yourself without any footing?

Mr. LIGHTOLLER.
All except one.

Senator SMITH.
Where was that one?

Mr. LIGHTOLLER.
In the tackles, trying to get it over.

Senator SMITH.
Did not the tackle work readily?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
What delayed it?

Mr. LIGHTOLLER.
It was the third boat over by the same tackles.

Senator SMITH.
The third boat over by the same tackles?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
From what deck?

Mr. LIGHTOLLER.
The [boat deck](#).

Senator SMITH.
The sun deck?

Mr. LIGHTOLLER.
The sun deck.

Senator SMITH.
How close were you to this lifeboat at that time?

Mr. LIGHTOLLER.
Fifteen feet

Senator SMITH.
Was it filled before starting to lower it?

Mr. LIGHTOLLER.
It was not high enough to lower.

Senator SMITH.
Why?

Mr. LIGHTOLLER.
It was not high enough to lower. They were endeavoring to get it over the bulwarks, outboard; swinging it; getting it over the bulwarks. When it was over the bulwarks, then it would hang in the tackles, and until it hung in the tackles it was impossible to put anyone in it.

Senator SMITH.
How far below the boat deck?

Mr. LIGHTOLLER.
Above the boat deck.

Senator SMITH.
How far above the boat deck?

Mr. LIGHTOLLER.
About 4 feet 6 inches.

Senator SMITH.
And it was lowered to the boat deck?

Mr. LIGHTOLLER.
It did not get over the bulwarks to be lowered.

Senator SMITH.
The last you saw of it?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
Who was managing this tackle?

Mr. LIGHTOLLER.
The first officer, Mr. Murdoch.

Senator SMITH.
He lost his life?

Mr. LIGHTOLLER.
Yes.

Senator SMITH.
Did you see [Mr. Ismay](#) at that time?

Mr. LIGHTOLLER.
No, sir.

Senator SMITH.
Did you, at any time?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
Where?

Mr. LIGHTOLLER.
On the boat deck.

Senator SMITH.
How long before she sunk?

Mr. LIGHTOLLER.
At first, before we started to uncover the boats, when we started to uncover the boat.

Senator SMITH.
I did not quite catch that.

Mr. LIGHTOLLER.
When we started to uncover the boats.

Senator SMITH.
How long was that after the collision?

Mr. LIGHTOLLER.
About 20 minutes.

Senator SMITH.
What was he doing?

Mr. LIGHTOLLER.
Standing still.

Senator SMITH.
Dressed?

Mr. LIGHTOLLER.
I could not say, sir; it was too dark.

Senator SMITH.
Was he talking to anyone?

Mr. LIGHTOLLER.
No, sir.

Senator SMITH.
He was alone?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
On what deck?

Mr. LIGHTOLLER.
On the boat deck.

Senator SMITH.
Were there any other passengers on that deck?

Mr. LIGHTOLLER.
Not that I saw at that time.

Senator SMITH.
Did you see any there afterwards?

Mr. LIGHTOLLER.
Plenty.

Senator SMITH.
Had the passengers the right to go on the deck from below?

Mr. LIGHTOLLER.
Every right.

Senator SMITH.
There was no restraint at the staircase?

Mr. LIGHTOLLER.
None.

Senator SMITH.
Was that true as to the steerage?

Mr. LIGHTOLLER.
The steerage have no right up there, sir.

Senator SMITH.
Did they on that occasion?

Mr. LIGHTOLLER.
Oh, yes.

Senator SMITH.
There was no restraint?

Mr. LIGHTOLLER.
Oh, absolutely none.

Senator SMITH.
There must have been considerable confusion.

Mr. LIGHTOLLER.
Not that I noticed.

Senator SMITH.
Was everybody orderly?

Mr. LIGHTOLLER.
Perfectly.

Senator SMITH.
How long did you see Mr. Ismay there alone?

Mr. LIGHTOLLER.
As I passed.

Senator SMITH.
Where were you going at that time?

Mr. LIGHTOLLER.
I was attending to the boats, seeing the men distributed, having the boat covers stripped off.

Senator SMITH.
You say you were 15 feet from this last boat when it was lowered?

Mr. LIGHTOLLER.
It was not lowered, sir. I was 15 feet from it when they were endeavoring to get it into the tackles.

Senator SMITH.
Did you go nearer to it than that.

Mr. LIGHTOLLER.
Did not have the opportunity, sir.

Senator SMITH.
Why not?

Mr. LIGHTOLLER.
The ship went down.

Senator SMITH.
Was this boat ever lowered?

Mr. LIGHTOLLER.
No, sir.

Senator SMITH.
It remained in the tackle?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
When did you see Mr. Ismay, with reference to the attempted lowering of this boat?

Mr. LIGHTOLLER.
I saw Mr. Ismay, as I stated to you, sir.

Senator SMITH.
Only once?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
And that was about 20 minutes after the collision?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
And there were no other passengers on that deck at that time?

Mr. LIGHTOLLER.
Not that I noticed. I should notice Mr. Ismay naturally more than I should notice passengers.

Senator SMITH.
Why?

Mr. LIGHTOLLER.
Because I know him.

Senator SMITH.
How long have you known him?

Mr. LIGHTOLLER.
Since I have been in the company.

Senator SMITH.
Are you quite well acquainted with the officers of this company?

Mr. LIGHTOLLER.
I naturally know them by sight.

Senator SMITH.
Does he know you?

Mr. LIGHTOLLER.
Oh, he knew me; yes.

Senator SMITH.
Did he speak to you?

Mr. LIGHTOLLER.
No, sir.

Senator SMITH.
Who was he with at that time?

Mr. LIGHTOLLER.
No one.

Senator SMITH.
Neither spoke to the other?

Mr. LIGHTOLLER.
No, sir.

Senator SMITH.
Did he see you?

Mr. LIGHTOLLER.
Yes, sir. I don't know whether he recognized me.

Senator SMITH.
Do you know where the [captain](#) was at that time?

Mr. LIGHTOLLER.
I could not say, sir.

Senator SMITH.
Did you see him on the [bridge](#)?

Mr. LIGHTOLLER.
Previous to that I had seen him on the bridge.

Senator SMITH.
How long before that?

Mr. LIGHTOLLER.
About three minutes after the impact.

Senator SMITH.
Did he leave the bridge or did he remain there and leave your point of occupation?

Mr. LIGHTOLLER.
I left.

Senator SMITH.
You left?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
Where did you go?

Mr. LIGHTOLLER.
Back to my [berth](#).

Senator SMITH.
What for?

Mr. LIGHTOLLER.
There was no call for me to be on deck.

Senator SMITH.
No call, or no cause?

Mr. LIGHTOLLER.
As far as I could see, neither call nor cause.

Senator SMITH.
You mean from the moment of the impact?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
Did you believe the boat was in danger?

Mr. LIGHTOLLER.
No, sir.

Senator SMITH.
You felt that it was not a serious accident?

Mr. LIGHTOLLER.
I did not think it was a serious accident

Senator SMITH.
What was the force of the impact?

Mr. LIGHTOLLER.
A slight jar and a grinding sound.

Senator SMITH.
From front or side?

Mr. LIGHTOLLER.
Well, naturally I should think it was in front, whether I could tell or not.

Senator SMITH.
You could not tell exactly?

Mr. LIGHTOLLER.
No, sir.

Senator SMITH.
Was there a noise?

Mr. LIGHTOLLER.
Very little.

Senator SMITH.
Very little?

Mr. LIGHTOLLER.
Very little.

Senator SMITH.
Did you go back to your room under the impression that the boat had not been injured?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
Didn't you tell Mr. Ismay that that night?

Mr. LIGHTOLLER.
I had not seen Mr. Ismay then.

Senator SMITH.
Did you tell him that afterwards?

Mr. LIGHTOLLER.
Really, I could not say, sir.

Senator SMITH.
Where were you when the impact occurred?

Mr. LIGHTOLLER.
In my berth.

Senator SMITH.
Asleep?

Mr. LIGHTOLLER.
No, sir, I was just getting off asleep.

Senator SMITH.
You arose?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
Did you dress yourself?

Mr. LIGHTOLLER.
No, sir.

Senator SMITH.
What did you put on, if anything?

Mr. LIGHTOLLER.
Nothing.

Senator SMITH.
You went out of your [room](#)?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
Forward?

Mr. LIGHTOLLER.
Out on deck.

Senator SMITH.
On deck?

Mr. LIGHTOLLER.
Yes; I walked forward.

Senator SMITH.
You walked forward how far?

Mr. LIGHTOLLER.
A matter of 10 feet, until I could see the [bridge](#) distinctly.

Senator SMITH.
You could see the bridge distinctly; and the [captain](#) was on the bridge?

Mr. LIGHTOLLER.
The captain and [first officer](#).

Senator SMITH.
Did you see any other officers at that time?

Mr. LIGHTOLLER.
I did not notice them.

Senator SMITH.
Had no alarm been given at that time?

Mr. LIGHTOLLER.
None.

Senator SMITH.
How much time elapsed after the impact and your appearance on the deck?

Mr. LIGHTOLLER.
I should say about two or three minutes.

Senator SMITH.
Two or three minutes?

Mr. LIGHTOLLER.
Two minutes.

Senator SMITH.
Then you returned? How long did you remain on deck?

Mr. LIGHTOLLER.
About two or three minutes.

Senator SMITH.
At that time who else was on deck at that point?

Mr. LIGHTOLLER.
Excluding the bridge, I saw no one except the [third officer](#), who left his berth shortly after I did.

Senator SMITH.
Did he join you?

Mr. LIGHTOLLER.
Yes.

Senator SMITH.
Did you confer about what had happened?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
What did you conclude had happened?

Mr. LIGHTOLLER.
Nothing much.

Senator SMITH.
You knew there had been a collision?

Mr. LIGHTOLLER.
Not necessarily a collision.

Senator SMITH.
You knew you had struck something?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
What did you assume it to be?

Mr. LIGHTOLLER.
Ice.

Senator SMITH.
Ice?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
Why?

Mr. LIGHTOLLER.
That was the conclusion one naturally jumps to around the Banks there.

Senator SMITH.
Had you seen ice before?

Mr. LIGHTOLLER.
No, sir.

Senator SMITH.
Had there been any tests taken of the temperature of the water?

Mr. LIGHTOLLER.
A test is taken of the water every two hours from the time the ship leaves until she returns to port.

Senator SMITH.
Do you know whether these tests were made?

Mr. LIGHTOLLER.
They were.

Senator SMITH.
Did you make them?

Mr. LIGHTOLLER.
Oh, no, sir.

Senator SMITH.
Were they made under your direction?

Mr. LIGHTOLLER.
No, sir.

Senator SMITH.
How do you know they were made?

Mr. LIGHTOLLER.
It is the routine of the ship.

Senator SMITH.
You assume they were made?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
But you can not say of your own knowledge that they were?

Mr. LIGHTOLLER.
Not of my own actually seeing; no, sir.

Senator SMITH.
How were these tests made?

Mr. LIGHTOLLER.
By drawing water from over the side in a canvas bucket and placing a thermometer in it.

Senator SMITH.
How far down did you dip this water, did you try to get surface water, or did you try to get below?

Mr. LIGHTOLLER.
It is impossible to get water below; just the surface.

Senator SMITH.
You get surface water entirely?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
Those tests had been made that day?

Mr. LIGHTOLLER.
Yes.

Senator SMITH.
At intervals of two hours?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
This was on Sunday?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
Did you hear anything about the rope or chain or wire to which the test basins were attached not reaching the water at any time during those tests?

Mr. LIGHTOLLER.
The bucket, you speak of?

Senator SMITH.
Yes.

Mr. LIGHTOLLER.
No, sir.

Senator SMITH.
Would a complaint of that character come to you if it had been true?

Mr. LIGHTOLLER.
Very quickly, I should think, sir.

Senator SMITH.
How would it come to you?

Mr. LIGHTOLLER.
From the person who saw it, I should think.

Senator SMITH.
It would be his duty to report to you?

Mr. LIGHTOLLER.
Undoubtedly.

Senator SMITH.
Directly to you?

Mr. LIGHTOLLER.
Directly to the officer in charge of the ship at the time.

Senator SMITH.
Who was in charge of the ship on Sunday?

Mr. LIGHTOLLER.
Each officer kept his own watch, sir.

Senator SMITH.
Were you in charge?

Mr. LIGHTOLLER.
During my watch.

Senator SMITH.
What hours were your watch?

Mr. LIGHTOLLER.
Six o'clock until 10 o'clock.

Senator SMITH.
At night?

Mr. LIGHTOLLER.
And morning.

Senator SMITH.
So that from 6 o'clock in the evening on Sunday -

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
Until 10 o'clock you were in charge?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
And during that time two tests should have been made of the temperature of the water for the purpose of ascertaining whether you were in the vicinity of icebergs?

Mr. LIGHTOLLER.
No, sir.

Senator SMITH.
For what purpose were the tests made?

Mr. LIGHTOLLER.
They were routine, sir. It is customary to make them.

Senator SMITH.
Do you mean that you take these tests when you are not in the vicinity of the Grand Banks?

Mr. LIGHTOLLER.
From the time we leave port, any port in the world, until the time we get to the next port in any part of the world, these tests are taken by the White Star Line.

Senator SMITH.
Did you take these tests when you are not in the vicinity of the Grand Banks?

Mr. LIGHTOLLER.
We take them all the time; every two hours.

Senator SMITH.
Regardless of location or circumstances?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
Or conditions?

Mr. LIGHTOLLER.
Yes, sir. I may except in narrow waters, such as rivers, or harbors. We do not take them here.

Senator SMITH.
Is this test taken for the purpose of ascertaining the temperature of the water?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
Merely?

Mr. LIGHTOLLER.
Merely.

Senator SMITH.
What does the temperature of the water indicate?

Mr. LIGHTOLLER.
Nothing more than temperature of the air, sir.

Senator SMITH.
Does it not indicate the proximity of a colder area or an unusual condition?

Mr. LIGHTOLLER.
No, sir. It indicates cold water, sir, of course.

Senator SMITH.
Can you tell us how cold that water was?

Mr. LIGHTOLLER.
I know what it was when I was in it.

Senator SMITH.
I should like to have your judgment about it.

Mr. LIGHTOLLER.
I should say it was not much over freezing; how much, I could not say. It might be 33 or 34.

Senator SMITH.
Not much over freezing?

Mr. LIGHTOLLER.
No, sir.

Senator SMITH.
What did the tests show?

Mr. LIGHTOLLER.
I do not know, sir.

Senator SMITH.
You mean they did not report to you?

Mr. LIGHTOLLER.
It is entered in a book, sir.

Senator SMITH.
And the fact, is not communicated to you directly after each test?

Mr. LIGHTOLLER.
Not unless I ask for it.

Senator SMITH.
And you did not think it necessary to ask for it that night?

Mr. LIGHTOLLER.
No, sir.

Senator SMITH.
You knew you were in the vicinity of icebergs; did you not?

Mr. LIGHTOLLER.
Water is absolutely no guide to icebergs, sir.

Senator SMITH.
I did not ask that. Did you know you were in the vicinity of icebergs?

Mr. LIGHTOLLER.
No, sir.

Senator SMITH.
Did you know of the wireless message from the [*Amerika*](#) to the [*Titanic*](#), warning you that you were in the vicinity of icebergs?

Mr. LIGHTOLLER.
From the *Amerika* to the *Titanic*?

Senator SMITH.
Yes.

Mr. LIGHTOLLER.
I can not say that I saw that individual message.

Senator SMITH.
Did you hear of it?

Mr. LIGHTOLLER.
I could not say, sir.

Senator SMITH.
Would you have heard of it?

Mr. LIGHTOLLER.
Most probably, sir.

Senator SMITH.
If that had been the case?

Mr. LIGHTOLLER.
Most probably, sir.

Senator SMITH.
In fact, it would have been the duty of the person receiving this message to communicate it to you, for you were in charge of the ship?

Mr. LIGHTOLLER.
Under the commander's orders, sir.

Senator SMITH.
But you received no communication of that kind?

Mr. LIGHTOLLER.
I do not know whether I received the Amerika's; I knew that a communication had come from some ship; I can not say that it was the Amerika.

Senator SMITH.
Giving the latitude and the longitude of those icebergs?

Mr. LIGHTOLLER.
No; no latitude.

Senator SMITH.
And that they were prevalent?

Mr. LIGHTOLLER.
Speaking of the icebergs and naming their longitude.

Senator SMITH.
Just tell us, if anything, what did you hear about that, and from whom, if you can.

Mr. LIGHTOLLER.
From what ship the message came I have forgotten; but the message contained information that there was ice from 49 to 51.

Senator SMITH.
How do you know it came?

Mr. LIGHTOLLER.
Because I saw it.

Senator SMITH.
That is since the collision?

Mr. LIGHTOLLER.
Not that I know of.

Senator SMITH.
Have you seen it since the collision?

Mr. LIGHTOLLER.

Not that I know of. Whether it was the same message or not. I have seen some. Whether it is the same or not, I do not know. I have not seen the same to my knowledge.

Senator SMITH.

From whom did you get that information?

Mr. LIGHTOLLER.

From the captain.

Senator SMITH.

That night?

Mr. LIGHTOLLER.

Yes.

Senator SMITH.

At what time did you get that information?

Mr. LIGHTOLLER.

I think it was that afternoon.

Senator SMITH.

At what time?

Mr. LIGHTOLLER.

About 1 o'clock.

Senator SMITH.

Where were you then?

Mr. LIGHTOLLER.

On the bridge.

Senator SMITH.

With the captain?

Mr. LIGHTOLLER.

Yes.

Senator SMITH.

Where was the ship with reference to her latitude?

Mr. LIGHTOLLER.

I could not tell you without working it out, sir.

Senator SMITH.

What time was it in the day?

Mr. LIGHTOLLER.

About 1 o'clock.

Senator SMITH.

You were not then officer?

Mr. LIGHTOLLER.
I was relieving for lunch.

Senator SMITH.
So that from the time this communication came to you you were not in charge of the ship until 6 o'clock that night?

Mr. LIGHTOLLER.
Exactly.

Senator SMITH.
Who succeeded you as officer of the ship?

Mr. LIGHTOLLER.
The first officer, Mr. Murdoch.

Senator SMITH.
Did you communicate to him this information that the captain had given you on the bridge?

Mr. LIGHTOLLER.
I communicated that when I was relieving him at 1 o'clock.

Senator SMITH.
What did you tell him?

Mr. LIGHTOLLER.
Exactly what was in the telegram.

Senator SMITH.
What did he say?

Mr. LIGHTOLLER.
"All right."

Senator SMITH.
So that the officers of the ship - the officer in charge, Mr. Murdoch, was fully advised by you that you were in proximity of these icebergs -

Mr. LIGHTOLLER.
I would hardly call that proximity.

Senator SMITH.
Pardon me and I will complete my question. And you were advised by the captain that that was the case. Or, reversing it, you were advised by the captain, and by word of mouth, and communicated that word to officer Murdoch, in charge of the ship, to which he replied, "All right"?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
Did you hold any further consultation about it?

Mr. LIGHTOLLER.
With the first officer? No, sir.

Senator SMITH.
How fast was the boat going at that time?

Mr. LIGHTOLLER.
About 21 or 22.

Senator SMITH.
21 or 22 knots?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
Was that her maximum speed?

Mr. LIGHTOLLER.
I do not know, sir. I could not say, sir.

Senator SMITH.
Do you know whether she went any faster than that at any time on the trip?

Mr. LIGHTOLLER.
As far as we understood she would eventually go faster than that when the ship was tuned up.

Senator SMITH.
But that was as fast as she went on the trial tests.

Mr. LIGHTOLLER.
I do not know what her speed was on the trial trip.

Senator SMITH.
I thought you indicated it was about that. She was, however, running at her maximum speed at that time?

Mr. LIGHTOLLER.
We understood she was not at her maximum speed.

Senator SMITH.
That is, you understand that there was still reserve power there?

Mr. LIGHTOLLER.
Yes.

Senator SMITH.
That had not been exhausted?

Mr. LIGHTOLLER.
Yes.

Senator SMITH.
Did you have any instructions from anybody to exhaust that power?

Mr. LIGHTOLLER.
None.

Senator SMITH.
Did you have any ambition of your own to see it exhausted?

Mr. LIGHTOLLER.
Yes, I dare say.

Senator SMITH.
You wanted her to go as fast as she could?

Mr. LIGHTOLLER.
At some time or other; yes.

Senator SMITH.
Was that shared by your associates among the officers?

Mr. LIGHTOLLER.
Oh, I could not say, sir.

Senator SMITH.
Did they talk about it?

Mr. LIGHTOLLER.
Naturally we talked; we wondered what her maximum speed would eventually be.

Senator SMITH.
You were anxious to see it tested?

Mr. LIGHTOLLER.
Not necessarily anxious.

Senator SMITH.
Interested, however?

Mr. LIGHTOLLER.
Interested; yes.

Senator SMITH.
When you turned the ship over to the second officer, Mr. Murdoch -

Mr. LIGHTOLLER.
The first officer.

Senator SMITH.
When you turned the ship over to the first officer, Mr. Murdoch, where did you go?

Mr. LIGHTOLLER.
What time are you speaking of now?

Senator SMITH.
I am speaking of about noon or 1 o'clock.

Mr. LIGHTOLLER.
I went to my lunch.

Senator SMITH.
And what did you do after that?

Mr. LIGHTOLLER.
I went below.

Senator SMITH.
Where?

Mr. LIGHTOLLER.

Below, to my berth or whatever it happened to be. We call the quarters generally below.

Senator SMITH.

Did you find anybody there when you got below?

Mr. LIGHTOLLER.

Yes. The watch below I suppose was there.

Senator SMITH.

Did you have any talk with him about the word that the captain had given you?

Mr. LIGHTOLLER.

No, sir.

Senator SMITH.

Did you have any talk with anybody about it?

Mr. LIGHTOLLER.

No, sir; not that I remember.

Senator SMITH.

How long did you remain in your room?

Mr. LIGHTOLLER.

I dare say. I was in and out of the room two or three times during the afternoon. Later on I laid down in the afternoon to sleep, and got up and wrote some letters, or something like that.

Senator SMITH.

And took your place again in command of the ship, or rather, as officer of the watch, at 6 o'clock?

Mr. LIGHTOLLER.

At 6 o'clock.

Senator SMITH.

At that time did you say anything to the other officers who were on duty at the time about this information that the captain gave you?

Mr. LIGHTOLLER.

Not that I remember, sir.

Senator SMITH.

Was the lookout increased that evening after you took the watch?

Mr. LIGHTOLLER.

No, sir.

Senator SMITH.

What was the complement of your ship that night, in officers?

Mr. LIGHTOLLER.

You mean on deck, sir?

Senator SMITH.

Yes, sir.

Mr. LIGHTOLLER.
Myself and two juniors.

Senator SMITH.
Where were those two juniors stationed?

Mr. LIGHTOLLER.
They have various duties to perform, taking the various parts of the ship; sometimes in the wheelhouse; at different periods one has to go the whole rounds of the ship and see that everything is in order.

Senator SMITH.
When you came on watch at 6 o'clock, was the captain on the bridge, or did you see him?

Mr. LIGHTOLLER.
I didn't see him at 6 o'clock.

Senator SMITH.
When did you next see him?

Mr. LIGHTOLLER.
About five minutes to 9 was the next time I saw him.

Senator SMITH.
About five minutes to 9?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
In his absence, who was on the bridge?

Mr. LIGHTOLLER.
Myself.

Senator SMITH.
Did you relieve him?

Mr. LIGHTOLLER.
The captain?

Senator SMITH.
Yes.

Mr. LIGHTOLLER.
No, sir. The first officer. I beg your pardon; I relieved the [chief](#).

Senator SMITH.
You relieved the chief?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
And went to the bridge?

Mr. LIGHTOLLER.

I relieved the chief. The chief's watch was from 2 until 6. I relieved the chief officer at 6 o'clock and carried on the watch until 10.

Senator SMITH.

Did you remain on the bridge?

Mr. LIGHTOLLER.

Yes, sir.

Senator SMITH.

From 6 until 10 o'clock?

Mr. LIGHTOLLER.

Yes, sir.

Senator SMITH.

During that time was each officer or man in his position in the forward part of the vessel?

Mr. LIGHTOLLER.

Yes, sir.

Senator SMITH.

Who was there, and where were they stationed?

Mr. LIGHTOLLER.

Two men in the [crow's nest](#), one man at the wheel, one man standing by.

Senator SMITH.

What was the weather that night?

Mr. LIGHTOLLER.

Clear and calm.

Senator SMITH.

Were you at all apprehensive about your proximity to these icebergs?

Mr. LIGHTOLLER.

No, sir.

Senator SMITH.

And for that reason you did not think it necessary to increase the official lookout?

Mr. LIGHTOLLER.

No, sir.

Senator SMITH.

And that was not done?

Mr. LIGHTOLLER.

No, sir.

Senator SMITH.

From 6 until 10 o'clock was the [captain](#) on the [bridge](#) at all?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
When did he arrive?

Mr. LIGHTOLLER.
Five minutes to 9.

Senator SMITH.
Five minutes to 9?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
But he was not there from 6 o'clock until five minutes of 9?

Mr. LIGHTOLLER.
I did not see him, sir.

Senator SMITH.
You would have seen him if he had been there, would you not?

Mr. LIGHTOLLER.
If he had been actually on the bridge, yes, I should have seen him.

Senator SMITH.
You did not see him?

Mr. LIGHTOLLER.
I did not see him.

Senator SMITH.
And you were there during all that time?

Mr. LIGHTOLLER.
During all that time.

Senator SMITH.
When he came to the bridge at five minutes of 9 what did he say to you or what did you say to him? Who spoke first?

Mr. LIGHTOLLER.
I could not say, sir. Probably one of us said "Good evening."

Senator SMITH.
But you do not know who?

Mr. LIGHTOLLER.
No.

Senator SMITH.
Was anything else said?

Mr. LIGHTOLLER.

Yes. We spoke about the weather; calmness of the sea; the clearness; about the time we should be getting up toward the vicinity of the ice and how we should recognize it if we should see it - freshening up our minds as to the indications that ice gives of its proximity. We just conferred together, generally, for 25 minutes.

Senator SMITH.

For 20 or 25 minutes?

Mr. LIGHTOLLER.

Yes, sir.

Senator SMITH.

Was any reference made at that time to the wireless message from the [Amerika](#)?

Mr. LIGHTOLLER.

Capt. Smith made a remark that if it was in a slight degree hazy there would be no doubt we should have to go very slowly.

Senator SMITH.

Did you slow up?

Mr. LIGHTOLLER.

That I do not know, sir.

Senator SMITH.

You would have known if it had been done, would you not, during your watch?

Mr. LIGHTOLLER.

Not necessarily so, sir.

Senator SMITH.

Who would give the command?

Mr. LIGHTOLLER.

The commander would send orders down to the chief engineer to reduce her by so many revolutions.

Senator SMITH.

Through a megaphone?

Mr. LIGHTOLLER.

No, sir; by word of hand.

Senator SMITH.

By speaking tube?

Mr. LIGHTOLLER.

No; by word of hand; notes.

Senator SMITH.

Did you see anything of that kind done?

Mr. LIGHTOLLER.

No, sir; I did not see it on the bridge.

Senator SMITH.

And the captain was on the bridge?

Mr. LIGHTOLLER.

Yes, sir.

Senator SMITH.

How long did he remain on the bridge after coming there at 5 minutes of 9?

Mr. LIGHTOLLER.

He remained there until about 20 minutes past 9, or something like that.

Senator SMITH.

About 20 minutes past 9?

Mr. LIGHTOLLER.

About 25 minutes altogether.

Senator SMITH.

Then did he leave the bridge?

Mr. LIGHTOLLER.

He left the bridge.

Senator SMITH.

With any special injunction upon you?

Mr. LIGHTOLLER.

Yes, sir.

Senator SMITH.

What did he say?

Mr. LIGHTOLLER.

"If in the slightest degree doubtful, let me know."

Senator SMITH.

What did you say to him?

Mr. LIGHTOLLER.

"All right, sir."

Senator SMITH.

You kept the ship on its course?

Mr. LIGHTOLLER.

Yes, sir.

Senator SMITH.

And at about the same speed?

Mr. LIGHTOLLER.

Yes, sir; as far as I know.

Senator SMITH.

When did you next see the captain?

Mr. LIGHTOLLER.

When I came out of the quarters, after the impact.

Senator SMITH.

You mean that he did not return to the bridge until your watch expired?

Mr. LIGHTOLLER.

No, sir.

Senator SMITH.

About 10 o'clock?

Mr. LIGHTOLLER.

Yes, sir.

Senator SMITH.

You left?

Mr. LIGHTOLLER.

Yes, sir.

Senator SMITH.

And [Murdoch](#) took command?

Mr. LIGHTOLLER.

Yes, sir.

Senator SMITH.

Do you know where you were at the hour that you turned over the watch to Mr. Murdoch?

Mr. LIGHTOLLER.

Not now, sir.

Senator SMITH.

Did you know at the time?

Mr. LIGHTOLLER.

Yes, sir.

Senator SMITH.

Can you give us any idea?

Mr. LIGHTOLLER.

When I ended the watch we roughly judged that we should be getting toward the vicinity of the ice, as reported by that Marconigram that I saw, somewhere about 11 o'clock.

Senator SMITH.

That you would be in that latitude?

Mr. LIGHTOLLER.

Longitude

Senator SMITH.

At 11 o'clock.

Mr. LIGHTOLLER.

Somewhere about 11; yes.

Senator SMITH.

Did you talk with Mr. Murdoch about that phase of it when you left the watch?

Mr. LIGHTOLLER.

About what?

Senator SMITH.

I say, did you talk with Mr. Murdoch about the iceberg situation when you left the watch?

Mr. LIGHTOLLER.

No, sir.

Senator SMITH.

Did he ask you anything about it?

Mr. LIGHTOLLER.

No, sir.

Senator SMITH.

What was said between you?

Mr. LIGHTOLLER.

We remarked on the weather, about its being calm, clear. We remarked the distance we could see. We seemed to be able to see a long distance. Everything was very clear. We could see the stars setting down to the horizon.

Senator SMITH.

It was cold, was it not?

Mr. LIGHTOLLER.

Yes, sir.

Senator SMITH.

Sharp?

Mr. LIGHTOLLER.

Yes, sir.

Senator SMITH.

How cold was it?

Mr. LIGHTOLLER.

Thirty-one, sir.

Senator SMITH.

Above zero?

Mr. LIGHTOLLER.

Thirty-one degrees above zero, yes, sir.

Senator SMITH.

Is that unusually cold for that longitude?

Mr. LIGHTOLLER.

No, sir.

Senator SMITH.
At that time of the year?

Mr. LIGHTOLLER.
No, sir.

Senator SMITH.
Did you see Mr. Murdoch after that?

Mr. LIGHTOLLER.
Yes, sir; I saw him when I came out of the quarters after the impact.

Senator SMITH.
Where was he?

Mr. LIGHTOLLER.
On the bridge.

Senator SMITH.
With the captain?

Mr. LIGHTOLLER.
One on one side, and one on the other side of the bridge; one on each side.

Senator SMITH.
Did you speak to him after that?

Mr. LIGHTOLLER.
No, sir.

Senator SMITH.
I mean after he took the watch?

Mr. LIGHTOLLER.
No, sir.

Senator SMITH.
You never spoke to him again?

Mr. LIGHTOLLER.
No; sir.

Senator SMITH.
You were not together when finally parted from the ship?

Mr. LIGHTOLLER.
No, sir.

Senator SMITH.
You saw him on the bridge at the time?

Mr. LIGHTOLLER.
Immediately after the impact; yes, sir.

Senator SMITH.
Did he remain there until the end?

Mr. LIGHTOLLER.
He was getting the boats out on the starboard side later on.

Senator SMITH.
Later?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
Did you see him at that work?

Mr. LIGHTOLLER.
No, sir; I was on the port side.

Senator SMITH.
How do you know that he did it?

Mr. LIGHTOLLER.
I saw him at the last boat.

Senator SMITH.
Just what time he left the bridge, I don't suppose you know?

Mr. LIGHTOLLER.
No, sir.

Senator SMITH.
Where did you last see the captain?

Mr. LIGHTOLLER.
On the [boat deck](#), sir.

Senator SMITH.
On the boat deck?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
How long before the vessel sank?

Mr. LIGHTOLLER.
I could not say, sir; I saw him about the boat deck two or three times. I had no occasion to go to him.

Senator SMITH.
Was the vessel broken in two in any manner, or intact?

Mr. LIGHTOLLER.
Absolutely intact.

Senator SMITH.
On the decks?

Mr. LIGHTOLLER.
Intact, sir.

Senator SMITH.

When you came out of your room after the impact, did you see any ice on the decks?

Mr. LIGHTOLLER.

No, sir.

Senator SMITH.

Did you see or hear any exclamations of pain?

Mr. LIGHTOLLER.

No, sir.

Senator SMITH.

Do you know whether anyone was injured?

Mr. LIGHTOLLER.

No, sir.

Senator SMITH.

By ice on deck?

Mr. LIGHTOLLER.

No, sir.

Senator SMITH.

Tell us, as nearly as you can, just where you saw the captain last, with reference to the sinking of this ship.

Mr. LIGHTOLLER.

I think the bridge was the last place I saw him, sir; I am not sure. I think he was crossing the bridge.

Senator SMITH.

What do you mean by that?

Mr. LIGHTOLLER.

Walking across.

Senator SMITH.

From one side to the other?

Mr. LIGHTOLLER.

No, sir; just coming across. I merely recognized a glimpse. I have a slight recollection of having seen him whilst I was walking. It is my recollection that I saw him crossing the bridge. I think that was the last.

Senator SMITH.

How large was this bridge? How large was it on the [*Titanic*](#)?

Mr. LIGHTOLLER.

It extends the width of the ship, sir.

Senator SMITH.

It extend the width of the ship?

Mr. LIGHTOLLER.

Yes, sir; and 18 inches over each side.

Senator SMITH.
And how far forward?

Mr. LIGHTOLLER.
In amidships, about 20 feet; in the wings, about 10 feet.

Senator SMITH.
When you saw him was he giving any orders?

Mr. LIGHTOLLER.
I was not near enough to know, sir.

Senator SMITH.
How near were you?

Mr. LIGHTOLLER.
About 50 feet away.

Senator SMITH.
What did he seem to be doing - pacing?

Mr. LIGHTOLLER.
No, sir; not pacing. Just walking straight across, as if he had some object that he was walking toward.

Senator SMITH.
He was walking from one side to the other?

Mr. LIGHTOLLER.
Yes, sir; from starboard to port.

Senator SMITH.
Did that give him a full sweep of view of the situation?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
If he had been giving orders would you have heard them?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
And you did not hear any such thing at that time?

Mr. LIGHTOLLER.
At that time; no, sir.

Senator SMITH.
What were the last orders you heard him give?

Mr. LIGHTOLLER.
When I asked him, "Shall I put the women and children in the boats?" he replied, "Yes; and lower away." Those were the last orders he gave.

Senator SMITH.
Where was he at that time?

Mr. LIGHTOLLER.
About abreast the [No. 6 boat](#).

Senator SMITH.
How long was that before the ship sunk?

Mr. LIGHTOLLER.
Approximately somewhere about a quarter to 1, say. I don't know what time it was, sir. It would be only a guess.

Senator SMITH.
It was after this impact?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
After the collision?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
And about how long after? What time did the collision occur?

Mr. LIGHTOLLER.
I do not know. I understand - I only gather it - that it occurred shortly before 12 o'clock.

Senator SMITH.
When you heard it, did you look at your watch or make a note of it?

Mr. LIGHTOLLER.
No, sir.

Senator SMITH.
How long was the vessel afloat after this collision?

Mr. LIGHTOLLER.
That I do not know either, only from what I was told.

Senator SMITH.
What were you told?

Mr. LIGHTOLLER.
I was told she sunk at 2:20.

Senator SMITH.
Who told you that?

Mr. LIGHTOLLER.
We came to the conclusion amongst the officers, by various indications.

Senator SMITH.
Did any officer that you communicated with know the exact moment of this impact or collision?

Mr. LIGHTOLLER.
That I could not say, sir.

Senator SMITH.
Of course you had a watch with you?

Mr. LIGHTOLLER.
No, sir.

Senator SMITH.
Did you have a watch in your room?

Mr. LIGHTOLLER.
In my room; yes, sir.

Senator SMITH.
Did you keep it or is it gone?

Mr. LIGHTOLLER.
Oh, it is gone, sir.

Senator SMITH.
You did not know whether it was running or stopped? You did not look at it?

Mr. LIGHTOLLER.
I did not look at it, sir.

Senator SMITH.
You asked the captain on the boat deck whether the lifeboats should take the women and children first, if I understand you correctly?

Mr. LIGHTOLLER.
Not quite, sir; I asked him: "Shall I put the women and children in the boats?" The captain replied, "Yes, and lower away."

Senator SMITH.
What did you then do?

Mr. LIGHTOLLER.
I carried out his orders.

Senator SMITH.
Except as to this one [boat](#) that could not be lowered?

Mr. LIGHTOLLER.
I am speaking of the port side of the ship. I was running the port side only.

Senator SMITH.
Were all the boats lowered on the port side?

Mr. LIGHTOLLER.
They were all lowered with the exception of one, the last boat, which was stowed on top of the officers' quarters. We had not time to launch it nor yet to open it.

Senator SMITH.
I did not get the first word, Was it injured?

Mr. LIGHTOLLER.

No, sir; I said it was stowed on top of the officers' quarters. And when all the other boats were carried away, I called for the men to go up there, told them to cut her adrift and throw her down.

Senator SMITH.

How did it happen to be stowed up there? Was that an unusual place for it?

Mr. LIGHTOLLER.

No, sir.

Senator SMITH.

Well, what happened to that boat?

Mr. LIGHTOLLER.

It floated off the ship, sir.

Senator SMITH.

It floated off?

Mr. LIGHTOLLER.

Yes.

Senator SMITH.

Without anyone in it?

Mr. LIGHTOLLER.

I understand the men standing on top, who assisted to launch it down, jumped onto it as it was on the deck and floated off with it.

Senator SMITH.

What type of boat was it?

Mr. LIGHTOLLER.

Collapsible.

Senator SMITH.

Did you see it afterwards?

Mr. LIGHTOLLER.

Eventually. It was the boat that I got on.

Senator SMITH.

Eventually that was the boat that you got on?

Mr. LIGHTOLLER.

Yes, sir; bottom up.

Senator SMITH.

Did you see the captain after that final order with reference to the women and children?

Mr. LIGHTOLLER.

Yes, sir.

Senator SMITH.

Where?

Mr. LIGHTOLLER.
Walking across the bridge, sir.

Senator SMITH.
Did you have any further communication with him?

Mr. LIGHTOLLER.
No, sir; none.

Senator SMITH.
So far as you know, was that the last place that he was seen?

Mr. LIGHTOLLER.
I could not say, sir.

Senator SMITH.
You don't know what occurred to the captain after that?

Mr. LIGHTOLLER.
No, sir.

Senator SMITH.
This lifeboat which was taken from the top of the officers' quarters, and that you finally reached, contained how many people?

Mr. LIGHTOLLER.
When it floated off the ship?

Senator SMITH.
Yes.

Mr. LIGHTOLLER.
I could not say how many.

Senator SMITH.
How many after you had gotten into it?

Mr. LIGHTOLLER.
We were thrown off a couple of times. It was cleared; it was a flat collapsible boat. When I came to it, it was bottom up, and there was no one on it.

Senator SMITH.
No one on it?

Mr. LIGHTOLLER.
And it was on the other side of the ship.

Senator SMITH.
What did you do when you came to it?

Mr. LIGHTOLLER.
I hung on to it.

Senator SMITH.
You floated with it merely?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
Was that all the service it ever rendered? Was that the only service this lifeboat performed'?

Mr. LIGHTOLLER.
No, sir. Eventually about 30 of us got in it

Senator SMITH.
Tell us just how it occurred.

Mr. LIGHTOLLER.
From the time the ship went down you mean?

Senator SMITH.
No; from the time you found this overturned lifeboat.

Mr. LIGHTOLLER.
Yes, sir. Immediately after finding that overturned lifeboat, and when I came up alongside of it, there were quite a lot of us in the water around it preparatory to getting up on it.

Senator SMITH.
With life preservers?

Mr. LIGHTOLLER.
Yes, sir. Then the forward funnel fell down

Senator SMITH.
Were there any persons there without life preservers?

Mr. LIGHTOLLER.
No, sir. Not that I know of. The forward funnel falling down, it fell alongside of the lifeboat, about 4 inches clear of it.

Senator SMITH.
What was this that fell?

Mr. LIGHTOLLER.
The forward funnel.

Senator SMITH.
Did it strike the boat?

Mr. LIGHTOLLER.
It missed the boat.

Senator SMITH.
Then what?

Mr. LIGHTOLLER.
It fell on all the people there were alongside of the boat, if there were any there.

Senator SMITH.
Injure any of them seriously?

Mr. LIGHTOLLER.
I could not say, sir.

Senator SMITH.
Did it kill anybody?

Mr. LIGHTOLLER.
I could not say, sir.

Senator SMITH.
Was this vessel sinking pretty rapidly at that time?

Mr. LIGHTOLLER.
Pretty quickly, sir.

Senator SMITH.
Do you know any of the men who were in the water as you were and who boarded this lifeboat?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
Give their names.

Mr. LIGHTOLLER.
[Mr. Thayer](#), a first class passenger; the second Marconi operator - I can tell you his name in a minute - [Bride](#).

Senator SMITH.
Was that the boat that [Col. Gracie](#) --

Mr. LIGHTOLLER.
Oh, yes; and Col. Gracie.

Senator SMITH.
Col. Gracie of the United States Army?

Mr. LIGHTOLLER.
I think I have his card.

Senator SMITH.
It was [Col. Gracie](#), anyway?

Mr. LIGHTOLLER.
Col. Gracie was on the upturned [boat](#) with me; yes.

Senator SMITH.
Was he on the upturned boat before you got it righted around?

Mr. LIGHTOLLER.
We never righted it.

Senator SMITH.
You never righted it?

Mr. LIGHTOLLER.
No, sir, we could not.

Senator SMITH.
Who else was there?

Mr. LIGHTOLLER.
I think all the rest were firemen taken out of the water, sir. Those are the only passengers that I know of.

Senator SMITH.
No other passengers?

Mr. LIGHTOLLER.
There were two or three that died. I think there were three or four who died during the night.

Senator SMITH.
Aboard this boat with you?

Mr. LIGHTOLLER.
Yes, sir; I think the senior Marconi [operator](#) was on the boat and died. The Marconi junior [operator](#) told me that the senior was on this boat and died.

Senator SMITH.
From the cold?

Mr. LIGHTOLLER.
Presumably.

Senator SMITH.
Not from the blow of this -

Mr. LIGHTOLLER.
No; not that I know of.

Senator SMITH.
How many persons altogether?

Mr. LIGHTOLLER.
I should roughly estimate about 30. She was packed standing from stem to stern at daylight.

Senator SMITH.
Was there any effort made by others to board her?

Mr. LIGHTOLLER.
We took all on board that we could.

Senator SMITH.
I understand, but I wanted to know whether there was any effort made by others to get aboard?

Mr. LIGHTOLLER.
Not that I saw.

Senator SMITH.
There must have been a great number of people in the water?

Mr. LIGHTOLLER.
But not near us. They were some distance away from us.

Senator SMITH.
How far?

Mr. LIGHTOLLER.
It seemed about a half a mile.

Senator SMITH.
Was not this the only raft or craft in sight?

Mr. LIGHTOLLER.
It was dark, sir.

Senator SMITH.
Yes. But this was the only thing there was to get on at that time?

Mr. LIGHTOLLER.
With the exception of the wreckage.

Senator SMITH.
With the exception of what floated off the ship?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
In the form of wreckage?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
Did you see Col. Gracie?

Mr. LIGHTOLLER.
I don't know whether I saw him, sir. I met him on the [*Carpathia*](#) afterwards, of course.

Senator SMITH.
Do you remember seeing him in the water?

Mr. LIGHTOLLER.
No, sir.

Senator SMITH.
Who took command of that overturned lifeboat?

Mr. LIGHTOLLER.
I did, as far as command was necessary.

Senator SMITH.
Did your judgment rule the conduct of those on it?

Mr. LIGHTOLLER.
Yes, sir; that is my reason for saying that I believe it was mostly the crew of the ship, because of the implicit obedience.

Senator SMITH.

When you left the ship, did you see any women or children on board?

Mr. LIGHTOLLER.

None whatever.

Senator SMITH.

Could you give us any estimate whatever as to the number of first and second class passengers that were on board when the ship went down?

Mr. LIGHTOLLER.

No, Sir.

Senator SMITH.

Were there any on the so-called boat deck?

Mr. LIGHTOLLER.

Yes, sir.

Senator SMITH.

Were there quite a number, in your opinion?

Mr. LIGHTOLLER.

A number of people - what they were, first, second, or third, crew or firemen, I could not say, sir.

Senator SMITH.

But there were many people still on the ship?

Mr. LIGHTOLLER.

Yes, sir.

Senator SMITH.

And, so far as you could observe, could you tell whether they were equipped with life preservers?

Mr. LIGHTOLLER.

As far as I could see, throughout the whole of the passengers, or the whole of the crew, everyone was equipped with a life preserver, for I looked for it especially.

Senator SMITH.

Were the passengers on those decks instructed at any time to go to one side or the other of the ship?

Mr. LIGHTOLLER.

Yes.

Senator SMITH.

What do you know about that?

Mr. LIGHTOLLER.

When the ship was taking a heavy list - not a heavy list - but she was taking a list over to port, the order was called, I think, by the chief officer. "Everyone on the starboard side to straighten her up," which I repeated.

Senator SMITH.

How long before you left the ship?

Mr. LIGHTOLLER.

I could not say, sir.

Senator SMITH.
About how long?

Mr. LIGHTOLLER.
Half an hour or three quarters of an hour.

Senator SMITH.
Before you left?

Mr. LIGHTOLLER.
Yes.

Senator SMITH.
How were these passengers selected in going to the lifeboats?

Mr. LIGHTOLLER.
By their sex.

Senator SMITH.
Whenever you saw a woman?

Mr. LIGHTOLLER.
Precisely.

Senator SMITH.
She was invited to go into one of these boats?

Mr. LIGHTOLLER.
Excepting the stewardesses. We turned several of those away.

Senator SMITH.
Except the employees?

Mr. LIGHTOLLER.
Except the stewardesses; yes.

Senator SMITH.
And did you see any attempt made to get women to enter the lifeboats who refused to go?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
How many?

Mr. LIGHTOLLER.
I couldn't say, sir.

Senator SMITH.
Several?

Mr. LIGHTOLLER.
A few.

Senator SMITH.
What reason was given why they did not?

Mr. LIGHTOLLER.

I had not time; I didn't notice. Merely they would not come.

Senator SMITH.

Did they ask that their families be taken?

Mr. LIGHTOLLER.

Yes; one or two.

Senator SMITH.

And were families taken, to your knowledge?

Mr. LIGHTOLLER.

Not to my knowledge.

Senator SMITH.

Were the boat that was on top of the officers quarters that overturned, and the boat that was stuck in the tackle both made use of in any way, or but one?

Mr. LIGHTOLLER.

But one.

Senator SMITH.

So that altogether there were how many lifeboats actually used?

Mr. LIGHTOLLER.

Nineteen.

Senator SMITH.

How many actually picked up by the *Carpathia*?

Mr. LIGHTOLLER.

All accounted for.

Senator SMITH.

One, however, was badly injured, and another lifeboat took the passengers from it, did they not?

Mr. LIGHTOLLER.

That was the upturned one that I was on.

Senator SMITH.

That was the upturned one that you were on?

Mr. LIGHTOLLER.

Yes, sir.

Senator SMITH.

And they took you into another lifeboat?

Mr. LIGHTOLLER.

Yes, sir.

Senator SMITH.

All of those who were with you?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
Was the lifeboat full at that time?

Mr. LIGHTOLLER.
I counted 65 heads, not including myself or any that were in the bottom of the boat. I roughly estimated about 75 in the boat.

Senator SMITH.
Was the boat safe with that number of people in it?

Mr. LIGHTOLLER.
Safe in smooth water only.

Senator SMITH.
How many of those lifeboats did you help load?

Mr. LIGHTOLLER.
All except one or two on the port side.

Senator SMITH.
Who determined the number of people who should go into the lifeboats?

Mr. LIGHTOLLER.
I did.

Senator SMITH.
How did you reach a conclusion as to the number that should be permitted to go in?

Mr. LIGHTOLLER.
My own judgment about the strength of the tackle.

Senator SMITH.
How many did you put in each boat?

Mr. LIGHTOLLER.
In the first boat I put about 20 or 25. Twenty, sir.

Senator SMITH.
How many men?

Mr. LIGHTOLLER.
No men.

Senator SMITH.
How many seamen?

Mr. LIGHTOLLER.
Two.

Senator SMITH.
In the first boat?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
Was that sufficient to take care of the boat?

Mr. LIGHTOLLER.
We wanted them up on deck.

Senator SMITH.
For what purpose?

Mr. LIGHTOLLER.
Lowering away the boats.

Senator SMITH.
Do you mean that there would not have been sufficient on deck and to man the lifeboats at the same time?

Mr. LIGHTOLLER.
Not to distribute more than two to a boat, sir. It would not be safe.

Senator SMITH.
That is not the usual requirement, is it - two to a boat?

Mr. LIGHTOLLER.
Quite sufficient under the conditions.

Senator SMITH.
As a matter of fact, women were obliged to row those boats for hours?

Mr. LIGHTOLLER.
Yes, a great many did, I know.

Senator SMITH.
That indicated that they were not fully equipped?

Mr. LIGHTOLLER.
Not necessarily, sir.

Senator SMITH.
How many oars in a boat?

Mr. LIGHTOLLER.
I think it is 16, the full, equipment.

Senator SMITH.
How many persons can use an oar at one time? I do not mean how many can, but I mean how many ordinarily would?

Mr. LIGHTOLLER.
Do you mean during boat practice, for instance?

Senator SMITH.
I should like to know how many during practice and I should like to know how many in actual danger such as this.

Mr. LIGHTOLLER.

We would man about five oars a side. In the boat I was in we could pull only three oars.

Senator SMITH.

You couldn't pull at all, could you, in your boat?

Mr. LIGHTOLLER.

We managed to keep our head to the sea with three oars.

Senator SMITH.

You mean you got hold of three oars after this boat was turned over?

Mr. LIGHTOLLER.

No, sir. The one that picked us up, afterwards.

Senator SMITH.

You did not have any means of propelling your craft until you were taken from this upturned boat?

Mr. LIGHTOLLER.

A couple of bits of wood we picked up, only.

Senator SMITH.

You say five men on a side?

Mr. LIGHTOLLER.

As far as I remember, five a side.

Senator SMITH.

Does that mean that a single individual will be at an oar?

Mr. LIGHTOLLER.

Not necessarily. You can do what we call double or treble bank.

Senator SMITH.

Tell me what that is.

Mr. LIGHTOLLER.

Two or three pulling abreast of one another, one holding an oar here, another there, and another one there.

Senator SMITH.

Abreast?

Mr. LIGHTOLLER.

Abreast, another couple in front turned around facing and pushing the oar.

Senator SMITH.

Pushing?

Mr. LIGHTOLLER.

Pushing, standing up in the boat.

Senator SMITH.

So that it is entirely possible and often the case that men face one another in working these oars?

Mr. LIGHTOLLER.

Precisely.

Senator SMITH.

And therefore, in the case of a boat with its full complement of men, one man might be where he could see the ship, pulling with his back to the sea and another with his back to the ship and his face to the sea?

Mr. LIGHTOLLER.

Precisely.

Senator SMITH.

You say there were about 25 in this first lifeboat?

Mr. LIGHTOLLER.

About that.

Senator SMITH.

And that it was loaded under your orders?

Mr. LIGHTOLLER.

Under my orders.

Senator SMITH.

What happened to that lifeboat, the first one loaded?

Mr. LIGHTOLLER.

It was loaded and sent away from the ship.

Senator SMITH.

Did it not return to the ship because it was only half loaded?

Mr. LIGHTOLLER.

Not to my knowledge, sir.

Senator SMITH.

As a matter of fact it was not much more than half loaded, was it?

Mr. LIGHTOLLER.

You mean its floating capacity?

Senator SMITH.

Yes.

Mr. LIGHTOLLER.

Floating capacity; no.

Senator SMITH.

How did it happen you did not put more people into that boat?

Mr. LIGHTOLLER.

Because I did not consider it safe.

Senator SMITH.

In a great emergency like that, where there were limited facilities, could you not have afforded to try to put more people into that boat?

Mr. LIGHTOLLER.

I did not know it was urgent then. I had no idea it was urgent.

Senator SMITH.
You did not know it was urgent.

Mr. LIGHTOLLER.
Nothing like it.

Senator SMITH.
Supposing you had known it was urgent, what would you have done?

Mr. LIGHTOLLER.
I would have acted to the best of my judgment then.

Senator SMITH.
Tell me what you would have thought wise.

Mr. LIGHTOLLER.
I would have taken more risks. I should not have considered it wise to put more in, but I might have taken risks.

Senator SMITH.
As a matter of fact are not these lifeboats so constructed as to accommodate 40 people?

Mr. LIGHTOLLER.
Sixty-five in the water, sir.

Senator SMITH.
Sixty-five in the water, and about 40 as they are being put into the water?

Mr. LIGHTOLLER.
No, sir.

Senator SMITH.
How?

Mr. LIGHTOLLER.
No, sir; it all depends on your gears, sir. If it were an old ship, you would barely dare to put 25 in.

Senator SMITH.
But this was a new one?

Mr. LIGHTOLLER.
And therefore I took chances with her afterwards.

Senator SMITH.
You put 25 in?

Mr. LIGHTOLLER.
In the first.

Senator SMITH.
And two men?

Mr. LIGHTOLLER.
And two men.

Senator SMITH.
How were those two men selected; arbitrarily by you?

Mr. LIGHTOLLER.
No, sir. They were selected by me; yes.

Senator SMITH.
Who were they?

Mr. LIGHTOLLER.
I could not say, sir.

Senator SMITH.
How did you happen to choose those particular men?

Mr. LIGHTOLLER.
Because they were standing near.

Senator SMITH.
Did they want to go?

Mr. LIGHTOLLER.
I did not ask them.

Senator SMITH.
You did not call for volunteers?

Mr. LIGHTOLLER.
They went by my orders.

Senator SMITH.
You directed that it should be done?

Mr. LIGHTOLLER.
Yes.

Senator SMITH.
And they got in?

Mr. LIGHTOLLER.
They did.

Senator SMITH.
And 23 people besides?

Mr. LIGHTOLLER.
I should say about 24; something like that.

Senator SMITH.
Did you see any lifeboat return to the ship and take on additional passengers?

Mr. LIGHTOLLER.
No, sir.

Senator SMITH.
How many did the second boat contain?

Mr. LIGHTOLLER.
About 30.

Senator SMITH.
How many men?

Mr. LIGHTOLLER.
Two.

Senator SMITH.
How many women and children?

Mr. LIGHTOLLER.
About 30.

Senator SMITH.
Women or women and children?

Mr. LIGHTOLLER.
I should say, roughly 30, and probably grown ups.

Senator SMITH.
What side were you loading on?

Mr. LIGHTOLLER.
On the port side of the ship, sir.

Senator SMITH.
Were those 30 lowered?

Mr. LIGHTOLLER.
Yes; lowered and sent away.

Senator SMITH.
From what deck?

Mr. LIGHTOLLER.
From the boat deck.

Senator SMITH.
You do not know, I suppose, whether they were first or second cabin passengers?

Mr. LIGHTOLLER.
No.

Senator SMITH.
There were two men?

Mr. LIGHTOLLER.
Two men, as far as I remember, sir.

Senator SMITH.
Did you see that boat again alongside or any place else?

Mr. LIGHTOLLER.
By the *Titanic*, sir?

Senator SMITH.
Yes.

Mr. LIGHTOLLER.
No; not to my knowledge.

Senator SMITH.
How many did the third boat contain?

Mr. LIGHTOLLER.
By the time I came to the third boat I was aware that it was getting serious, and then I started to take chances.

Senator SMITH.
How long did it take to lower a boat - fill it and lower it?

Mr. LIGHTOLLER.
Just filling it and lowering it, and not clearing away?

Senator SMITH.
Filling and lowering and clearing?

Mr. LIGHTOLLER.
We clear it away first then heave it out over the side, then lower it down level with the rail, and then commence to fill it with people. Previous to that we have to take the covers all off, haul out all the falls and coil them down clear.

Senator SMITH.
How long do you think it took you to uncover and lower that lifeboat?

Mr. LIGHTOLLER.
It is difficult to say, sir; 15 or 20 minutes.

Senator SMITH.
Were there any lifeboats being lowered from the other side at the same time?

Mr. LIGHTOLLER.
I do not know, sir.

Senator SMITH.
How did it happen that you had charge of that feature?

Mr. LIGHTOLLER.
Because I took charge.

Senator SMITH.
You took charge of it?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
And where was [Mr. Murdoch](#) at that time?

Mr. LIGHTOLLER.
As far as I know, he had charge of the starboard side.

Senator SMITH.
How many passengers did the third boat contain?

Mr. LIGHTOLLER.

I can only guess. I filled her up as full as I could, and lowered her as full as I dared.

Senator SMITH.

How many seamen?

Mr. LIGHTOLLER.

Two.

Senator SMITH.

You followed that rule?

Mr. LIGHTOLLER.

I followed that rule throughout.

Senator SMITH.

You filled it full?

Mr. LIGHTOLLER.

As full as I possibly dared.

Senator SMITH.

Did you have any difficulty in doing it?

Mr. LIGHTOLLER.

In what manner?

Senator SMITH.

Were the people ready to go?

Mr. LIGHTOLLER.

Perfectly quiet and ready.

Senator SMITH.

Any jostling, pushing, or crowding?

Mr. LIGHTOLLER.

None whatever.

Senator SMITH.

The men all refrained from asserting their strength and crowding back the women and children?

Mr. LIGHTOLLER.

They could not have stood quieter if they had been in church.

Senator SMITH.

If you had filled that third boat full, how many people would you have had in it?

Mr. LIGHTOLLER.

What do you mean by full?

Senator SMITH.

To its full capacity.

Mr. LIGHTOLLER.

Sixty-five.

Senator SMITH.
Beg pardon?

Mr. LIGHTOLLER.
Sixty-five, sir.

Senator SMITH.
Do you think you had that many in it?

Mr. LIGHTOLLER.
Certainly not, sir.

Senator SMITH.
How many did you have?

Mr. LIGHTOLLER.
Thirty-five, I should say, sir.

Senator SMITH.
Thirty-five?

Mr. LIGHTOLLER.
About.

Senator SMITH.
And two men?

Mr. LIGHTOLLER.
Yes.

Senator SMITH.
Then the fourth boat. Was there any fourth boat on that side?

Mr. LIGHTOLLER.
There were eight boats to a side

Senator SMITH.
As to the fourth boat, you followed the same course?

Mr. LIGHTOLLER.
The same order; the same conditions.

Senator SMITH.
You put two men in each?

Mr. LIGHTOLLER.
I think I was getting short of men, if I remember rightly. I started to putting one seaman and a steward in.

Senator SMITH.
One seaman and a steward?

Mr. LIGHTOLLER.
Yes. That was the [boat](#) I had to put a man passenger in. I could only find one seaman. I had started to lower the boat. I had put two seamen in and then I wanted two for lowering. It is absolutely necessary to have a seaman on each fall. No one else can lower a boat. I was calling for seamen, and one of the seamen jumped out of the boat and started to lowering away. The boat was half way down when the women called out and said that there was

only one man in the boat. I had only two seamen and could not part with them, and was in rather a fix to know what to do, when a passenger called out and said, "If you like, I will go."

Senator SMITH.
Did you know him?

Mr. LIGHTOLLER.
I did not.

Senator SMITH.
Was he an officer of the ship?

Mr. LIGHTOLLER.
No, sir; a first class passenger.

Senator SMITH.
You don't know who he was?

Mr. LIGHTOLLER.
I have found out who he was since.

Senator SMITH.
Who was he?

Mr. LIGHTOLLER.
[Maj. Peuchen.](#)

Senator SMITH.
Of Toronto?

Mr. LIGHTOLLER.
Of Toronto. That is the name, yes.

Senator SMITH.
Is he an officer of the British Army?

Mr. LIGHTOLLER.
I don't know what he is. He is not a Britisher, anyway.

Senator SMITH.
Did he volunteer?

Mr. LIGHTOLLER.
No, sir.

Senator SMITH.
What did he say?

Mr. LIGHTOLLER.
He merely said, "I will go if you like." I said "Are you a seaman," and he said "I am a yachtsman." I said "If you are sailor enough to get out on that fall" - that is a difficult thing to get to, over the ship's side, 8 feet away, and means a long swing on a dark night - "if you are sailor enough to get out there you can go down." And he proved he was, by going down. And he afterwards proved himself a brave man, too.

Senator SMITH.
In what respect?

Mr. LIGHTOLLER.
From the accounts I heard of him after we were rescued.

Senator SMITH.
You mean as to his conduct?

Mr. LIGHTOLLER.
As to his conduct.

Senator SMITH.
In the lifeboat?

Mr. LIGHTOLLER.
In the lifeboat.

Senator SMITH.
How old a man was he, about?

Mr. LIGHTOLLER.
Forty-five or fifty.

Senator SMITH.
Did he have any family with him?

Mr. LIGHTOLLER.
I couldn't say, sir.

Senator SMITH.
Had you ever seen him before?

Mr. LIGHTOLLER.
Never.

Senator SMITH.
Have you seen him since?

Mr. LIGHTOLLER.
I saw him on the [*Carpattia*](#). I made it my business to find him.

Senator SMITH.
How many did you say you had in this boat?

Mr. LIGHTOLLER.
Thirty-five; about the same, as far as I remember.

Senator SMITH.
That is the fourth one. How about the fifth?

Mr. LIGHTOLLER.
As far as I know, the conditions were the same.

Senator SMITH.
Did you have to call somebody from among the passengers?

Mr. LIGHTOLLER.
No, sir; I can not remember anything in particular about that boat.

Senator SMITH.
About the fifth?

Mr. LIGHTOLLER.
No, sir; no particular incident, strikes me. I was getting along then just as fast as ever I could. I was too quick to bother about things.

Senator SMITH.
How many women were you caring for? How many did you have aboard the ship?

Mr. LIGHTOLLER.
I could not say.

Senator SMITH.
Do you know whether they were all cared for?

Mr. LIGHTOLLER.
I could not say, sir.

Senator SMITH.
All that would go?

Mr. LIGHTOLLER.
In the case of the last boat I got out, I had the utmost difficulty in finding women. It was the very last boat of all, after all the other boats were put out and we came forward to put out the collapsible boats. In the meantime the forward [emergency boat](#) had been put out by one of the other officers. So we rounded up the tackles and got the collapsible boat to put that over. Then I called for women and could not get hold of any. Somebody said, "There are no women." With this, several men -

Senator SMITH.
Who said that?

Mr. LIGHTOLLER.
I do not know, sir.

Senator SMITH.
On what deck was that?

Mr. LIGHTOLLER.
On the [boat deck](#).

Senator SMITH.
Were all the women supposed to be on the boat deck?

Mr. LIGHTOLLER.
Yes, sir; they were supposed to be.

Senator SMITH.
Why?

Mr. LIGHTOLLER.
Because the boats were there. I might say that previous to putting this Berthon boat out we had lowered a boat from [A deck](#) one deck down below. That was through my fault. It was the first boat I had lowered. I was intending to put the passengers in from A deck. On lowering it down I found the windows were closed. So I sent some one down to open the windows and carried on with the other boats, but decided it was not worth while lowering them down, that I could manage just as well from the boat deck. When I came forward from the other boats I loaded that boat from A deck by getting the women out through the windows. My idea in filling the boats

there was because there was a wire hawser running along the side of the ship for coaling purposes, and it was handy to tie the boat in to, to hold it so that nobody could drop between the side of the boat and the ship.

Senator SMITH.
Which one was that?

Mr. LIGHTOLLER.
That is [No. 4](#); No. 4 boat.

Senator SMITH.
That was filled from there?

Mr. LIGHTOLLER.
That was filled from there, loaded, and sent away. Then we went to this Berthon boat.

Senator SMITH.
In the fifth boat; how many seamen were there?

Mr. LIGHTOLLER.
As far as I remember, two seamen.

Senator SMITH.
Two?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
How many people did you put into it?

Mr. LIGHTOLLER.
I might have put a good deal more; I filled her up as much as I could. When I got down to the fifth boat, that was aft.

Senator SMITH.
You were still using your best judgment?

Mr. LIGHTOLLER.
I was not using very much judgment then; I was filling them up.

Senator SMITH.
At that time you felt -

Mr. LIGHTOLLER.
I knew it was a question of the utmost speed, to get the boats away.

Senator SMITH.
To get them away?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
In that situation you were quite sure that they were filled to their capacity?

Mr. LIGHTOLLER.

Yes, sir. I don't say to their floating capacity, I don't say 65.

Senator SMITH.

But about the same number of persons were in each boat?

Mr. LIGHTOLLER.

I should say 35 or 40.

Senator SMITH.

Was the sixth one loaded in the same manner?

Mr. LIGHTOLLER.

I think the sixth one put down was this one from A deck that I spoke of - no, the fifth one would be from A deck. I think the [chief officer](#), under his direct supervision, lowered a boat from the after-end. Of course I can not be absolutely certain. But when I came forward, as I say, I put the one down from A deck which I told you about. Then we went to the Berthon [boat](#), which is the last boat on the port side, the collapsible boat.

Senator SMITH.

The fifth boat was lowered in the same manner?

Mr. LIGHTOLLER.

Yes, sir. I think it was the fifth from the A deck.

Senator SMITH.

With two seamen?

Mr. LIGHTOLLER.

Yes.

Senator SMITH.

And the balance women.

Mr. LIGHTOLLER.

Women and children.

Senator SMITH.

Women and children? Up to this time, so far as you recollect, no men had been permitted to get into these boats?

Mr. LIGHTOLLER.

None had attempted to do so; no, sir.

Senator SMITH.

How about the sixth boat?

Mr. LIGHTOLLER.

That is the collapsible, the surfboat?

Senator SMITH.

That is the collapsible. Did you take the same course with that?

Mr. LIGHTOLLER.

That is a much smaller boat.

Senator SMITH.

How many seamen did you put in that?

Mr. LIGHTOLLER.

I think there was one seaman and one steward. I could not say.

Senator SMITH.

Do you recollect whether there was a light on that boat?

Mr. LIGHTOLLER.

No, sir; I was not looking for lights.

Senator SMITH.

Do you recollect whether [Mrs. Douglass](#), of Minneapolis, was in that boat?

Mr. LIGHTOLLER.

I do not know her at all, sir.

Senator SMITH.

Have you had any talk with her about it?

Mr. LIGHTOLLER.

Never have spoken to her or seen her, to my knowledge.

Senator SMITH.

How many people were put into this sixth boat?

Mr. LIGHTOLLER.

Fifteen or perhaps 20. Between 15 and 20.

Senator SMITH.

And two seamen?

Mr. LIGHTOLLER.

I do not know what seamen -

Senator SMITH.

Or one?

Mr. LIGHTOLLER.

I think one seaman probably, if I had one seaman there. Perhaps it was two stewards. I do not know, sir.

Senator SMITH.

Would the two stewards answer the same purpose?

Mr. LIGHTOLLER.

They would have to.

Senator SMITH.

Did you select the men to take that boat the same as you had before?

Mr. LIGHTOLLER.

You mean whether I ordered them in?

Senator SMITH.

Yes.

Mr. LIGHTOLLER.

I ordered them in.

Senator SMITH.
But you can not recall who they were?

Mr. LIGHTOLLER.
I was just thinking. No, not with any degree of certainty.

Senator SMITH.
Were any of them officers?

Mr. LIGHTOLLER.
No, sir.

Senator SMITH.
Did you have any difficulty in filling it?

Mr. LIGHTOLLER.
With women; yes, sir; great difficulty.

Senator SMITH.
But you filled it to its capacity?

Mr. LIGHTOLLER.
I filled it with about 15 or 20 eventually mustered up. It took longer to fill that boat than it did any other boat, notwithstanding that the others had more in them. On two occasions the men thought there were no more women and commenced to get in and then found one or two more and then got out again.

Senator SMITH.
How long a time do you think you had been in loading these six boats?

Mr. LIGHTOLLER.
I don't know, sir.

Senator SMITH.
If it took 15 to 20 minutes to a boat?

Mr. LIGHTOLLER.
About an hour and a half.

Senator SMITH.
About an hour and a half?

Mr. LIGHTOLLER.
That is about right.

Senator SMITH.
The vessel must have been going down?

Mr. LIGHTOLLER.
I lowered the last boat 10 feet and it was in the water.

Senator SMITH.
You lowered it 10 feet and it was in the water?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.

When you began lowering, the boat was about 60 feet up from the water?

Mr. LIGHTOLLER.

Seventy feet.

Senator SMITH.

From the water?

Mr. LIGHTOLLER.

Yes, sir.

Senator SMITH.

I mean the deck.

Mr. LIGHTOLLER.

From the deck; exactly, sir.

Senator SMITH.

What did you do with the seventh boat?

Mr. LIGHTOLLER.

That was the finish.

Senator SMITH.

What was that?

Mr. LIGHTOLLER.

The seventh [boat](#) was the one on top of the quarters.

Senator SMITH.

That was the last boat that was lowered by your orders?

Mr. LIGHTOLLER.

It was the last. It was not lowered.

Senator SMITH.

Did you see [Mr. Ismay](#) at that time?

Mr. LIGHTOLLER.

Mr. Ismay, as far as I know, from what I have gathered afterwards, was on the starboard side of the deck wholly, helping out there.

Senator SMITH.

He did not enter the boat from the port side?

Mr. LIGHTOLLER.

No, sir.

Senator SMITH.

How many people do you think were in the seventh boat?

Mr. LIGHTOLLER.

There were not any in it.

Senator SMITH.
I mean the sixth boat?

Mr. LIGHTOLLER.
The last collapsible boat?

Senator SMITH.
Yes.

Mr. LIGHTOLLER.
I say about 15.

Senator SMITH.
Wouldn't it hold any more than that?

Mr. LIGHTOLLER.
Perhaps 20. They won't hold many. They are canvas. They will not stand many.

Senator SMITH.
They won't stand very much?

Mr. LIGHTOLLER.
Oh, no, sir.

Senator SMITH.
So that they really do not answer the purpose of a lifeboat?

Mr. LIGHTOLLER.
They are not as good as a lifeboat; no, sir.

Senator SMITH.
Have neither the capacity nor the resistance?

Mr. LIGHTOLLER.
No, sir. They are merely stowed in a smaller place. Perhaps you can stow at least three of those where you can stow one lifeboat. You can stow them one on top of the other.

Senator SMITH.
So far as your knowledge goes, the [lifeboats](#) on the port side consisted of how many lifeboats and how many of those canvas boats?

Mr. LIGHTOLLER.
Seven [lifeboats](#), one emergency [boat](#), which is on the same principle as the lifeboat, practically, only it is a smaller and handier boat, and two collapsible [boats](#).

Senator SMITH.
The one that was in the tackle was the last boat that was attempted to be lowered on the port side?

Mr. LIGHTOLLER.
The collapsible boat?

Senator SMITH.
Yes.

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
How many of the collapsible boats were there altogether on the ship?

Mr. LIGHTOLLER.
Four.

Senator SMITH.
And 16 of another type?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
You must have been painfully aware of the fact that there were not enough boats there to care for that large passenger list, were you not?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
Do you know who had charge on the starboard side of the lowering and filling of the boats?

Mr. LIGHTOLLER.
No, sir. Merely what I am told.

Senator SMITH.
What have you been told about it. May be we can get something from that.

Mr. LIGHTOLLER.
As far as I know, and I think it is correct, [Mr. Murdoch](#). Mr. Murdoch was on the starboard side. I was on the port side, and Mr. Murdoch was on the starboard side, and the chief officer was superintending generally, and lowered one or two boats himself.

Senator SMITH.
From whom did you get information?

Mr. LIGHTOLLER.
Of course, I saw Mr. Murdoch there when finally I had finished on the port side.

Senator SMITH.
You went to the starboard side?

Mr. LIGHTOLLER.
On top; yes, sir.

Senator SMITH.
For the purpose of lowering this -

Mr. LIGHTOLLER.
I went over to see if I could assist.

Senator SMITH.
And you saw him there?

Mr. LIGHTOLLER.
I saw him there.

Senator SMITH.

From anything you have been told, did he pursue the same course on the starboard side in reference to the filling of the lifeboats, and the complement of seamen as you did?

Mr. LIGHTOLLER.

That I could not say.

Senator SMITH.

Was there any rule as to that?

Mr. LIGHTOLLER.

No, sir.

Senator SMITH.

As to the number of seamen?

Mr. LIGHTOLLER.

No, sir; except for boat drill of course, that was not boat drill.

Senator SMITH.

What was the number of the ship's crew?

Mr. LIGHTOLLER.

Of seamen?

Senator SMITH.

Yes.

Mr. LIGHTOLLER.

71 seamen.

Senator SMITH.

What constituted the crew besides seamen?

Mr. LIGHTOLLER.

Firemen and stewards.

Senator SMITH.

And their force?

Mr. LIGHTOLLER.

Oh, yes. They mustered up something like 800, perhaps a little under, perhaps a little over. Somewhere around 800. About 800, roughly speaking, firemen and stewards. A little less than 800. The crew altogether is about 850 or 860; that is, including seamen, firemen, and stewards.

Senator SMITH.

And you had your full complement on this voyage?

Mr. LIGHTOLLER.

As far as I know.

Senator SMITH.

How do you account for your inability to get hold of more than nine seamen to man those lifeboats on the port side?

Mr. LIGHTOLLER.

Earlier, and before I realized that there was any danger, I told off the boatswain to take some men - I didn't say

how many, leaving the man to use his own judgment, to go down below and open the gangway doors in order that some boats could come alongside and be filled to their utmost capacity. He complied with the order, and, so far as I know, went down below, and I did not see him afterwards. That took away a number of men, and we detailed two men for each boat and two men for lowering down.

Senator SMITH.

But you did not have two men for each boat, officer. You had only -

Mr. LIGHTOLLER.

So far as they will go.

Senator SMITH.

You only had nine seamen to seven boats?

Mr. LIGHTOLLER.

Well, I have only been telling you approximately. As far as ever I could I put two seamen in a boat. If I didn't have a seaman there I had to put a steward there.

Senator SMITH.

I understand that.

Mr. LIGHTOLLER.

Sometimes there would be three seamen in a boat. As soon as the boats were lowered to the level of the rail, I would detail one man to jump in and ship the rudder, one man to cast adrift the oars, and one man would see that the plugs were in, and it would take three men.

Senator SMITH.

You said you chose these men and when the lifeboat is swung out from the ship and lowered it is supposed that she has her full complement of officers and seamen, is it not?

Mr. LIGHTOLLER.

She is swung out and lowered to the level of the rail, sir.

Senator SMITH.

Level with the rail but not against the rail?

Mr. LIGHTOLLER.

No.

Senator SMITH.

When you are lowering the lifeboat you are supposed to have filled it to its safe capacity?

Mr. LIGHTOLLER.

Lowering it afterwards from the rail down. You see we have to swing it out first of all and lower it until it is level with the rail, so that the people can have one foot on deck and the other foot to step into the boat. They must be level.

Senator SMITH.

When you called [Maj. Peuchen](#), you had no seamen?

Mr. LIGHTOLLER.

Not that I could see, and I couldn't waste time looking for them.

Senator SMITH.

When you put the two officers, if I understand you correctly-

Mr. LIGHTOLLER.
No officers.

Senator SMITH.
Stewards?

Mr. LIGHTOLLER.
Stewards.

Senator SMITH.
When you put the two stewards into the lifeboat, you had no seamen?

Mr. LIGHTOLLER.
If I put two stewards in. As I say, I might have put two stewards in if there were no seamen.

Senator SMITH.
How many of the ship's crew survived?

Mr. LIGHTOLLER.
Seamen?

Senator SMITH.
Seamen and other attaches or employees?

Mr. LIGHTOLLER.
Forty-three seamen, 96 stewards and stewardesses, and 71 firemen.

Senator SMITH.
Seventy-one firemen?

Mr. LIGHTOLLER.
Yes.

Senator SMITH.
And how many seamen?

Mr. LIGHTOLLER.
Forty-three.

Senator SMITH.
So that you lost 28 seamen?

Mr. LIGHTOLLER.
Yes.

Senator SMITH.
And how many of the crew have been saved altogether? How many survived, altogether?

Mr. LIGHTOLLER.
Two hundred and ten.

Senator SMITH.
If the same course was followed on the starboard side with the lifeboats that you took on the port side, how were these men saved?

Mr. LIGHTOLLER.

I don't know, sir. I know that a great number were taken out of the water. I made it my special business to inquire, and as far as I can gather, for every six people picked out of the water five of them would be firemen or stewards. On our boat, as I have said before, there was [Col. Gracie](#) and young [Thayer](#). I think those were the only two passengers.

Senator SMITH.

There were no women on the boat?

Mr. LIGHTOLLER.

No. I am speaking of the overturned boat.

Senator SMITH.

I refer to that. There were no women on your boat?

Mr. LIGHTOLLER.

No, sir; these were all taken out of the water and they were firemen and others of the crew.

Senator SMITH.

How many were there on that boat?

Mr. LIGHTOLLER.

Roughly, about 30. I take that from my own estimate and from the estimate of some one who was looking down from the bridge of the [Carpathia](#).

Senator SMITH.

Assuming there were 24 of those among the crew?

Mr. LIGHTOLLER.

Yes.

Senator SMITH.

That would still leave 190 to get over on these other lifeboats that were filled with women and children?

Mr. LIGHTOLLER.

Some of the boats went back and picked people out of the wreckage after the ship had gone down, mostly, firemen and stewards.

Senator SMITH.

What boats?

Mr. LIGHTOLLER.

Some of the lifeboats.

Senator SMITH.

Some of the lifeboats went back?

Mr. LIGHTOLLER.

That is what I understand; course, I don't know.

Senator SMITH.

How far would they have gone?

Mr. LIGHTOLLER.

I don't know, sir. I am only giving hearsay now.

Senator SMITH.

They could not have gone very far. You will recall that the [captain](#) of the *Carpathia* says that the *Carpathia* did not linger about the scene of the collision but half an hour?

Mr. LIGHTOLLER.

They could not have gone very far.

Senator SMITH.

These boats would not have gone very far in going back to the scene of the wreck? You do not know of your own knowledge that any of those lifeboats were taken back to the scene of the wreck by anybody?

Mr. LIGHTOLLER.

No, sir.

Senator SMITH.

As a matter of fact, after rowing these boats as far as they were obliged to row them, in some instances several hours, would they have had little strength to have rowed back, would they not, assuming that the men did the work?

Mr. LIGHTOLLER.

I know that they went back, because the men have told me that they were picked up out of the wreckage by the lifeboats that went back.

Senator SMITH.

Of your own knowledge you don't know anything about these lifeboats returning?

Mr. LIGHTOLLER.

No, sir.

Senator SMITH.

From what you have said, you discriminated entirely in the interest of the passengers - first the women and children - in filling those lifeboats?

Mr. LIGHTOLLER.

Yes, sir.

Senator SMITH.

Why did you do that? Because of the [captain's](#) orders, or because of the rule of the sea?

Mr. LIGHTOLLER.

The rule of human nature.

Senator SMITH.

The rule of human nature? And there was no studied purpose, as far as you know, to save the crew?

Mr. LIGHTOLLER.

Absolutely not.

Senator SMITH.

The fact that you only put nine seamen into the boats that you lowered, which were half the entire complement-

Mr. LIGHTOLLER.

No, sir.

Senator SMITH.

One-third?

Mr. LIGHTOLLER.

About a third; perhaps a little more than a third; not half.

Senator SMITH.

A little more than half when you consider that you did not fill the boat that was on the officers quarters that was thrown without passengers into the sea?

Mr. LIGHTOLLER.

Yes, sir.

Senator SMITH.

And one other boat was so entangled in the gearing that it was useless?

Mr. LIGHTOLLER.

Yes, sir.

Senator SMITH.

That left 18?

Mr. LIGHTOLLER.

Yes.

Senator SMITH.

Did I understand you to say that 1 of the 18 was injured?

Mr. LIGHTOLLER.

(interrupting). Yes, you are right; I beg your pardon.

Senator SMITH.

So that this really was a little more than half?

Mr. LIGHTOLLER.

I had not thought that I put out half because I am under the impression that the [chief officer](#) put out a couple of the after ones on my deck, as well as supervising. He evidently found that he had the time, and put out a couple of these boats, and he also lowered the emergency [boat](#); so I, think it is 3 he put out, out of 10 on that side. That left me 7. I think that is about what I put out; 7.

Senator SMITH.

Did I ask you how many women and children there were aboard ship?

Mr. LIGHTOLLER.

You did, sir.

Senator SMITH.

Did you reply?

Mr. LIGHTOLLER.

I do not know.

Senator SMITH.

Is there any record available here of the exact number of passengers - men, women, and children? Mr. Franklin, have you that?

Mr. FRANKLIN.

That will be furnished.

Senator SMITH.

But you are quite clear that there were no women that you could put into the last boat to fill it?

Mr. LIGHTOLLER.

Not within my sight and hearing.

Senator SMITH.

You were on the [boat deck](#)?

Mr. LIGHTOLLER.

I was standing in the boat. Oh, I do know the steward that went in the boat now.

Senator SMITH.

Tell me who he was.

Mr. LIGHTOLLER.

I do not know that I could give his name. If he is here now, I could recognize him if I saw him.

Senator SMITH.

That was in the fourth boat?

Mr. LIGHTOLLER.

No; the last [boat](#) to be lowered in the tackles; the very last boat to be lowered in the tackles.

Senator SMITH.

The sixth boat?

Mr. LIGHTOLLER.

Yes, sir. I could not tell you his name now, but I know there was a steward there.

Senator SMITH.

Did he survive?

Mr. LIGHTOLLER.

Yes.

Senator SMITH.

Did you notice any Americans?

Mr. LIGHTOLLER.

A plenty.

Senator SMITH.

Standing near you?

Mr. LIGHTOLLER.

Any amount.

Senator SMITH.

When you were lowering the women?

Mr. LIGHTOLLER.

Any amount. They gave me every assistance they could, regardless of nationality.

Senator SMITH.

Did you hear any of their names?

Mr. LIGHTOLLER.
What do you mean? At that time, sir?

Senator SMITH.
Yes.

Mr. LIGHTOLLER.
No, sir.

Senator SMITH.
Did any of them attempt to give you their names?

Mr. LIGHTOLLER.
No, sir.

Senator SMITH.
Do you recall, from anything that you heard on shipboard, the names of any that you may have seen?

Mr. LIGHTOLLER.
No; we are not brought in contact with the passengers at all beyond going our rounds.

Senator SMITH.
Is it the custom, or was it the custom of your line to print a list of the prominent passengers?

Mr. LIGHTOLLER.
No, sir.

Senator SMITH.
Or the passengers in a little leaflet?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
The first or second day out?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
Was this done?

Mr. LIGHTOLLER.
Yes; it is done as far as possible before we leave home.

Senator SMITH.
But it is not put out until after the ship has been to sea for a day or two, it is?

Mr. LIGHTOLLER.
I think it is possibly put out the day of sailing, sir, but really; I could not answer that question.

Senator SMITH.
I wonder if we can obtain it.

Mr. FRANKLIN.

There is always one out the day of sailing, and there is a corrected one out later. We can give you the one out the day of sailing.

Senator SMITH.

That is the one I would like.

Mr. FRANKLIN.

Whether we can get you the corrected one or not is an open problem.

Senator SMITH.

I will ask you with what type of davit was the [Titanic](#) equipped?

Mr. LIGHTOLLER.

What is known as the Welin patent.

Senator SMITH.

Where were those passengers or people congregated when you last saw the *Titanic*? Were they huddled together into any special part of the ship?

Mr. LIGHTOLLER.

No, sir.

Senator SMITH.

In sinking, did the ship tilt?

Mr. LIGHTOLLER.

Yes, sir.

Senator SMITH.

To the fore?

Mr. LIGHTOLLER.

Yes, sir.

Senator SMITH.

How much?

Mr. LIGHTOLLER.

Well, roughly, the [crow's nest](#) was level with the water when the [bridge](#) went under water.

Senator SMITH.

The crow's nest, at the fore point?

Mr. LIGHTOLLER.

That is on the foremast. The lookout cage.

Senator SMITH.

The crow's nest at the highest point?

Mr. LIGHTOLLER.

Yes, sir.

Senator SMITH.

Was in the water?

Mr. LIGHTOLLER.
Was just about level with the water.

Senator SMITH.
When the bridge was submerged?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
And about what was the angle?

Mr. LIGHTOLLER.
I am afraid I could hardly tell you the angle, sir.

Mr. KIRLIN.
Get the plan and find the height of the crow's nest above the deck, and that would give it.

Mr. LIGHTOLLER.
The plan showing the height of the crow's nest and the bridge would give it to you, roughly.

Senator SMITH.
I ask you again. There must have been a great number of passengers and crew still on the boat, the part of the boat that was not submerged, probably on the high point, so far as possible. Were they huddled together?

Mr. LIGHTOLLER.
I could not say, sir. They did not seem to be. I could not say, sir; I did not notice; there were a great many of them; there was a great many of them, I know, but as to what condition they were in, huddled or not, I do not know.

Senator SMITH.
Did they make any demonstration?

Mr. LIGHTOLLER.
None.

Senator SMITH.
Was there any lamentation?

Mr. LIGHTOLLER.
No, sir; not a sign of it.

Senator SMITH.
There must have been about 2,000 people there on that part - the unsubmerged part of the boat?

Mr. LIGHTOLLER.
All the engineers and other men and many of the firemen were down below and never came on deck at all.

Senator SMITH.
They never came on deck?

Mr. LIGHTOLLER.
No, sir; they were never seen. That would reduce it by a great number.

Senator SMITH.
After this impact, did you hear any explosion of any kind?

Mr. LIGHTOLLER.
None whatever, sir.

Senator SMITH.
What would be the effect of water at about zero -

Mr. LIGHTOLLER. (*interposing*)
At about freezing?

Senator SMITH.
What would be the effect of water at about freezing on the boilers?

Mr. LIGHTOLLER.
It is an open question. I have heard it said that they will explode, and others say they will not.

Senator SMITH.
Have you ever known of a case?

Mr. LIGHTOLLER.
Of a case in point?

Senator SMITH.
Where they have exploded?

Mr. LIGHTOLLER.
I was sucked down, and I was blown out with something pretty powerful when the ship went down.

Senator SMITH.
After the ship went down?

Mr. LIGHTOLLER.
Yes.

Senator SMITH.
Just describe that a little more fully. You were sucked down?

Mr. LIGHTOLLER.
I was sucked against the blower first of all. As I say, I was on top of the [officers' quarters](#), and there was nothing more to be done. The ship then took a dive, and I turned face forward and also took a dive.

Senator SMITH.
From which side?

Mr. LIGHTOLLER.
From on top, practically midships; a little to the starboard side, where I had got to; and I was driven back against a blower - which is a large thing that shape (indicating) which faces forward to the wind and which then goes down to the stokehole. But there is a grating there, and it was against this grating that I was sucked by the water and held there.

Senator SMITH.
Was your head above water?

Mr. LIGHTOLLER.
No, sir.

Senator SMITH.
You were under water?

Mr. LIGHTOLLER.

Yes, sir. And then this explosion, or whatever it was, took place. Certainly, I think it was the boilers exploded. There was a terrific blast of air and water, and I was blown out clear.

Senator SMITH.

Was there any debris that was blown above the surface?

Mr. LIGHTOLLER.

That I could not say.

Senator SMITH.

At least you took your head out of the water?

Mr. LIGHTOLLER.

I came up above the water; yes.

Senator SMITH.

And how far from the sinking ship did it throw you?

Mr. LIGHTOLLER.

Barely threw me away at all; barely threw me away at all, because I went down again against these fiddley gratings immediately abreast of the funnel over the stokehole.

Senator SMITH.

Was anybody else sucked down at the time?

Mr. LIGHTOLLER.

[Col. Gracie](#), I believe, was sucked down in identically the same manner. He was sucked down on the fiddley gratings.

Senator SMITH.

There must have been considerable suction?

Mr. LIGHTOLLER.

That was the water rushing down below as she was going down.

Senator SMITH.

Going down into the ship?

Mr. LIGHTOLLER.

Exactly.

Senator SMITH.

How did you get released from that?

Mr. LIGHTOLLER.

Oh, I don't know, sir. I think it was the boilers again, but I do not distinctly remember. I do not know.

Senator SMITH.

Where did you next find yourself?

Mr. LIGHTOLLER.

Alongside of that raft.

Senator SMITH.

Where?

Mr. LIGHTOLLER.

Alongside of that upturned [boat](#) that had been launched on the other side.

Senator SMITH.

Where had you gone at that time? Had you gone around the ship?

Mr. LIGHTOLLER.

No, sir; the boat had come around.

Senator SMITH.

Was there anyone on it?

Mr. LIGHTOLLER.

I don't think so. I think they were around it.

Senator SMITH.

Your position had not changed, but the boat's position had?

Mr. LIGHTOLLER.

Yes, sir.

Senator SMITH.

Were there any watertight compartments in that ship?

Mr. LIGHTOLLER.

Yes, sir.

Senator SMITH.

How many?

Mr. LIGHTOLLER.

I could not tell you offhand, sir: 40 or 50.

Senator SMITH.

Nearly 50?

Mr. LIGHTOLLER.

I say 40 or 50; I can not tell you offhand

Senator SMITH.

How were they constructed?

Mr. LIGHTOLLER.

They were divisional bulkheads; watertight doors, operated by electricity or mechanically.

Senator SMITH.

Were those watertight compartments known to the passengers or crew?

Mr. LIGHTOLLER.

They must have been.

Senator SMITH.

How would they know it?

Mr. LIGHTOLLER.

By the plans distributed about the ship.

Senator SMITH.

Were they advised at any time that there were watertight compartments - about how many?

Mr. LIGHTOLLER.

Forty or fifty.

Senator SMITH.

Were they advised that there were 40 or 50 watertight compartments?

Mr. LIGHTOLLER.

I could not say, sir.

Senator SMITH.

You heard nothing of that kind and gave no such warning yourself?

Mr. LIGHTOLLER.

No, sir.

Senator SMITH.

Are you able to say whether any of the crew or passengers took to these upper watertight compartments as a final, last resort; I mean as a place to die?

Mr. LIGHTOLLER.

I am quite unable to say, sir.

Senator SMITH.

Is that at all likely?

Mr. LIGHTOLLER.

No, sir; very unlikely.

Senator SMITH.

As for yourself, you preferred to take your chance in the open sea?

Mr. LIGHTOLLER.

Undoubtedly.

Senator SMITH.

Where were those compartments with reference to the [boat deck](#)?

Mr. LIGHTOLLER.

Below the boat deck, sir.

Senator SMITH.

How far below?

Mr. LIGHTOLLER.

They extend from the bottom of the ship about four decks up.

Senator SMITH.

Would they extend up as high as 50 feet?

Mr. LIGHTOLLER.

About that.

Senator SMITH.
Above the water?

Mr. LIGHTOLLER.
Oh, they are above the water line; they extend above the water line.

Senator SMITH.
Are they all above the water line?

Mr. LIGHTOLLER.
No, sir; from the bottom of the ship up to above the water line.

Senator SMITH.
Have you been in any of the watertight compartments of the [*Titanic*](#)?

Mr. LIGHTOLLER.
I have been in all of them.

Senator SMITH.
What are these doors made of?

Mr. LIGHTOLLER.
As far as I understand, of metal for that purpose.

Senator SMITH.
And how are they fastened? Are they locked by bar, or bolt, or key?

Mr. LIGHTOLLER.
The lower section of the watertight doors fore and aft the ship are operated by electricity and they automatically lock themselves, and can not be touched whilst the current is on.

Senator SMITH.
How can they be opened?

Mr. LIGHTOLLER.
By switching the current off and opening them by hand down below.

Senator SMITH.
If there were no current how could they be opened?

Mr. LIGHTOLLER.
By hand.

Senator SMITH.
In what manner?

Mr. LIGHTOLLER.
By ratchet and screw, lever and cogwheel.

Senator SMITH.
A person would have to be rather familiar with that construction in order to open them?

Mr. LIGHTOLLER.
No, sir; the handle is right alongside every door, and the manner for opening them is obvious.

Senator SMITH.

But when the doors are closed and the current is on?

Mr. LIGHTOLLER.

I am only speaking of those at the bottom of the ship.

Senator SMITH.

Let us go up a little higher, and tell me about the doors, and the construction there.

Mr. LIGHTOLLER.

They are operated by hand, closed by lever. They can be closed from the deck above, or from the deck you are on. There is a specially constructed key that fits into the deck above. When you turn it around, the door closes. One man can close or open it.

Senator SMITH.

You must first have a key?

Mr. LIGHTOLLER.

Yes; keys are kept alongside of the doors. When the door is closed it so engages a system or series of wedges that it is watertight.

Senator SMITH.

What are those watertight compartments for?

Mr. LIGHTOLLER.

To shut out the water, retaining the water in one compartment, to prevent its going fore and aft the ship.

Senator SMITH.

How much of the ship had gone down when you left it?

Mr. LIGHTOLLER.

I went under water on top of the officers' quarters, immediately at the fore part of the forward funnel; so she was under water at the fore part of the forward funnel.

Senator NEWLANDS.

You say that after you came up you attached yourself to this raft the funnel fell upon those who were upon one side of the raft?

Mr. LIGHTOLLER.

I say the funnel fell down, and if anybody was on that side of the raft it fell on them.

Senator NEWLANDS.

Then by that time the entire ship was not submerged?

Mr. LIGHTOLLER.

Oh, dear, no; not by considerable.

Senator NEWLANDS.

What portion of the ship was out of water at that time?

Mr. LIGHTOLLER.

The stern of the ship was completely out of the water.

Senator SMITH.

It was out of water, at an angle?

Senator NEWLANDS.
Yes, I see.

Senator SMITH.
What other officers besides yourself survived?

Mr. LIGHTOLLER.
The third, fourth, and fifth, sir.

Senator SMITH.
Will you kindly give their names?

Mr. LIGHTOLLER.
[Mr. Pitman](#), third officer; [Mr. Boxhall](#), fourth officer; and [Mr. Lowe](#), fifth officer.

Senator SMITH.
You had better give their initials.

Mr. LIGHTOLLER.
Mr. H. J. Pitman, third officer; Mr. J. G. Boxhall, fourth officer; and Mr. G. Lowe, fifth officer.

Day 5

Testimony of Charles H. Lightoller, recalled

Senator SMITH.
You have already been sworn. You were the second officer, and are the ranking surviving officer, of the [Titanic](#)?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
My examination of you in New York went as far as I care to go at the present time, and I will see if my colleagues care to ask anything.

Senator Burton, do you desire to ask anything?

Senator BURTON.
No.

Senator SMITH.
Senator Bourne?

Senator BOURNE.
I would like to ask [Mr. Lightoller](#) a few questions. As I understand, you had 15 compartments, in effect, on the *Titanic*?

Mr. LIGHTOLLER.
Yes, sir.

Senator BOURNE.
You had a false bottom, which gave top doors there to each compartment, that could be closed by electricity in 15 seconds?

Mr. LIGHTOLLER.
Quite right.

Senator BOURNE.
The side doors had to be closed by hand, and you estimate they could be closed in about 20 seconds?

Mr. LIGHTOLLER.
The upper doors.

Senator BOURNE.
Providing the men were there. Your inference is that all those doors were closed in the compartments?

Mr. LIGHTOLLER.
Yes. I am given to understand from passengers that every discipline was shown amongst the stewards. They all went to their watertight doors and closed them.

Senator BOURNE.
Taking the boiler room, each boiler room acts as a compartment by itself, does it not?

Mr. LIGHTOLLER.
It does.

Senator BOURNE.
You had a false bottom below the boiler room which was a compartment?

Mr. LIGHTOLLER.
Exactly.

Senator BOURNE.
And a protection. Was there a bulkhead beside the boilers, between the boilers themselves and the skin of the ship?

Mr. LIGHTOLLER.
There was.

Senator BOURNE.
Could that be closed, so that if the outside should be pierced and the water come into the bulkheads, it would not come over and flood the boiler room?

Mr. LIGHTOLLER.
I do not think so. That I can not answer for certain.

Senator BOURNE.
Who would have that knowledge?

Mr. LIGHTOLLER.
An engineer.

Senator BOURNE.
And your impression is that there was an opening there so that it would flood the boiler room in case the skin of the ship were pierced?

Mr. LIGHTOLLER.
That is so.

Senator BOURNE.
Is it not customary with naval vessels, men-of-war, to have those bulkheads between the skin and boilers, so that

there is absolute protection, and in case the skin is pierced, that they are watertight, and water does not get into the boiler room?

Mr. LIGHTOLLER.

It is a protection from shell fire.

Senator BOURNE.

Would it not be a protection also, in case the skin were pierced?

Mr. LIGHTOLLER.

Providing the skin was pierced by a shell. It would prevent the water from entering into the boiler room; but it would not be sufficient protection against a ram.

Senator BOURNE.

Would it not be protection against an iceberg in case of a disaster of this nature?

Mr. LIGHTOLLER.

An iceberg, I should say, in that case would take the position of a ram. It might, or on the other hand it might not, afford sufficient protection.

Senator BOURNE.

The likelihood is that you would get better protection by having that bulkhead watertight, is it not?

Mr. LIGHTOLLER.

Yes.

Senator BOURNE.

And would protect the boiler room to that extent?

Mr. LIGHTOLLER.

Yes.

Senator BOURNE.

Taking the experience that you passed through, in your judgment as a navigator, what improvements could be made in the maritime laws or in the rules and regulations governing the operation of a ship?

Mr. LIGHTOLLER.

I could not answer that without serious consideration. I am not in a position, I have not been able to give the matter sufficient thought - to justly answer that question here. There is no doubt we might make some improvements, which shipbuilders are trying to do all the time, and the White Star, as far as I know them, in particular. We have instructions, particularly to the commander and officers. As far as our side of it is concerned - the officers on deck - every suggestion we have to offer is met with every consideration, and is deeply considered, as I have proof, by the captain, and anything that tends toward the improvement of the ship, or members of the ship, is immediately carried out.

Senator BOURNE.

Do you not think there is an opportunity to benefit by the recent experience, in the way of improvements, either in legislation or in the way of rules and regulations?

Mr. LIGHTOLLER.

No doubt.

Senator BOURNE.

But you yourself have come to no conclusions?

Mr. LIGHTOLLER.

Not just now, sir.

Senator BOURNE.

Is it your opinion that a searchlight would be a benefit or a detriment on a ship?

Mr. LIGHTOLLER.

I should require practical experience with it before I could offer any opinion on that.

Senator BOURNE.

It would certainly be of benefit after a catastrophe, or in case of a collision, would it not?

Mr. LIGHTOLLER.

Searchlights are beneficial; and, on the other and, they are detrimental in many instances.

Senator BOURNE.

They would be detrimental prior to the accident, possibly.

Mr. LIGHTOLLER.

Searchlights are detrimental in this manner: They are of every assistance to the people who are behind them, but those on whom the searchlight is shining might as well have their eyes closed; they are blinded. If we are going into a harbor, and, as frequently happens in the Harbor of Plymouth, a man-of-war and the shore stations may be having torpedo attack, in which case search-lights are being used to a very great extent, we find them so detrimental that a signal has been arranged between the Mercantile Marine and the Admiralty by which we can notify the Admiralty when we come in, that they may put out their searchlights. Let a searchlight shine on the bridge of a ship entering the port, and we are completely blinded, and can see nothing.

Senator BOURNE.

Then, in your opinion, it would be a detriment rather than a benefit to have legislation requiring ships in commerce to carry searchlights?

Mr. LIGHTOLLER.

No, sir; I say that it is detrimental to those on whom the light is shining, but beneficial to those who are behind the light.

Senator BOURNE.

In this case it would not have been detrimental to the iceberg, if it was an iceberg?

Mr. LIGHTOLLER.

Certainly not.

Senator BOURNE.

It would have been beneficial to the *Titanic* and those on board, would it, in your judgment?

Mr. LIGHTOLLER.

I should judge so, offhand. But I should need to practice with it at nighttime myself before I could form any decided opinion.

Senator BOURNE.

The principal reliance is placed upon the man in the [crow's nest](#), or the men in the crow's nest?

Mr. LIGHTOLLER.

We place no reliance on them.

Senator BOURNE.

What are they there for?

Mr. LIGHTOLLER.

They are there to keep a lookout; to assist you.

Senator BOURNE.

Then, why is no reliance placed upon them?

Mr. LIGHTOLLER.

Because, speaking personally, I never rely on a lookout. I keep a lookout myself, and so does every other officer.

Senator BOURNE.

Then, it is merely to afford a dual opportunity of getting sight of things that you utilize the crow's nest and the men in it?

Mr. LIGHTOLLER.

We use the men in the crow's nest for keeping a lookout. Occasionally a man will see a light or a vessel first, particularly in daytime, when naturally we trust to them seeing. Especially all through the daytime lookout men are keeping a keen lookout, and will report a steamer long before she is in sight, apparently, by her smoke. In that instance the lookout might be very useful. In nighttime, particularly in channels where there are a great many lights, we may be watching one light, and there may be another light in our course, and the man in the crow's nest will strike, say, one bell. That signifies something on the port bow, and calls our attention to it. So that the ship can approach close to us without the bridge being notified, even though the officer has not himself already seen it. The White Star Co., I may say incidentally, is the only company in the world, so far as I know, that carries six lookout men. We carry men who do nothing else, night and day, from the commencement to the finish of the voyage, except keep a lookout. They are two hours on and four off.

Senator BOURNE.

Two hours on and four off?

Mr. LIGHTOLLER.

Exactly.

Senator BOURNE.

And the glasses are used by the individual only after the naked eye has picked up the object?

Mr. LIGHTOLLER.

Each man uses them as he wishes. Different men have different ideas of the glasses, and of using them. Some keep them glued to their eyes altogether. I consider that very detrimental.

Senator BOURNE.

That is all I care to ask.

Senator BURTON.

Would it not be worth while to carry searchlights on trans-Atlantic liners just for the sake of picking up ice a locality like this?

Mr. LIGHTOLLER.

It would be an advantage to carry a searchlight if it is going to be of any benefit at all. If it can be proved beneficial, it would be an advantage.

Senator BURTON.

Would it not be useful in detecting ice on a dark night?

Mr. LIGHTOLLER.

That I could not say without experience with it.

Senator BURTON.

What about the crew of the *Titanic*? How many were there in the crew?

Mr. LIGHTOLLER.

As far as I remember, 71 all told, officers and men, on deck. The crew - I am speaking of seamen now.

Senator BURTON.
Do you regard that as an adequate number?

Mr. LIGHTOLLER.
That I can not say.

Senator BURTON.
How large a crew would there be on the [Majestic](#), for instance?

Mr. LIGHTOLLER.
We had, I think, 58.

Senator BURTON.
What is the tonnage of the *Majestic*?

Mr. LIGHTOLLER.
Ten thousand gross.

Senator BURTON.
Were there any women left on the deck?

Mr. LIGHTOLLER.
Of the *Titanic*?

Senator BURTON.
Yes.

Mr. LIGHTOLLER.
On the port side on deck, I can say, as far as my own observations went, from my own endeavor and that of others to obtain women, there were none. I can give you the name of a man who will give testimony, who was working with me, one of our best men, a man I picked out especially to man the falls for lowering away.

He went from the port side to the starboard side of the deck, as I did, and after that, when she went under water forward, instead of taking to the water he walked aft the whole length of the [boat deck](#) previous to sliding down the aft fall on the port side, and in the whole length of the deck and in crossing the [bridge](#) he saw two women. They were standing amidships on the-bridge perfectly still. They did not seem to be endeavoring to get to one side or the other to see if there were any boats or not. The whole length of the boat deck, so far as he went, he did not see any women.

Senator BURTON.
Do you know what became of those two women?

Mr. LIGHTOLLER.
I do not.

Senator BURTON.
How many compartments were opened by this collision with the iceberg, in your opinion?

Mr. LIGHTOLLER.
I should judge the forepeak tank was pierced. My reason for saying that is that the lamp-trimmer's and storekeeper's room was on the starboard side there, and they were both turned in. They felt the shock. They turned out and had a look around under the forecastle head, and there seemed to be nothing doing, and they went back to bed. They were, I suppose, closer to the point of impact than anyone else in the ship.

Senator BURTON.
That is the very forward compartment, is it?

Mr. LIGHTOLLER.

I am speaking of these two men's room. After they had gone back to bed a few minutes, the junior came along and told these men, "You had better put your pants on." So they got up again. This time they went forward and the [chief officer](#) was there, and they heard a whistling sound. On locating this, they found it was the exhaust pipe from the forepeak tank; that is, the tank down in the bottom of the ship. They put their hands over this pipe and found the air was rushing out, proving that water was entering the forepeak. They looked in the storeroom and, they could see right down on the tank top, and it was dry proving that if she received any injury it was below the forepeak. Therefore, that leaves us, with the fore peak-full and the storerooms dry.

I judge No. 1, of which I have no proof, was pierced, and No. 2, and I should think No. 3.

Senator BURTON.

Do you think No. 4 was pierced?

Mr. LIGHTOLLER.

There is no No. 4. No. 4 is No. 6 stokehold. You next come to No. 6 stokehold.

Senator BURTON.

Was that pierced, do you think?

Mr. LIGHTOLLER.

No, sir; I do not.

Senator BURTON.

So the injury was confined, in your judgment, to the three compartments?

Mr. LIGHTOLLER.

Yes.

Senator BURTON.

I understand you have some information in regard to the message to the [Cedric](#), and in regard to some conversations with [Mr. Ismay](#). Please state them both.

Mr. LIGHTOLLER.

Previous to having the conversation with Mr. Ismay in regard to any telegrams that were sent to our office in New York with reference to holding the *Cedric* the other three officers and myself had spoken about it casually, saying we knew the *Cedric* and we thought it a jolly good idea if we could get home with her if we were in time to catch her. We were very much disappointed at the delay through fog. We were saying all the time, "It is a great pity if will miss the *Cedric*. If we could only get home in time to get everybody on board the *Cedric*, we shall probably be able to keep the men together as much as possible." Otherwise, you understand, once the men get in New York, naturally these men are not going to hang around New York or hang around anywhere else. They want to get to sea to earn money to keep their wives and families, and they would ship off. You can not find a sailor but what will ship off at once if he gets the opportunity. They simply would stand this off as a loss or stand it off as a bad debt, and probably try to ship off somewhere. Its a case like this, where the men are brought into prominence, they are very frequently offered berths immediately. Certain of the steerage passengers were offered berths by the saloon passengers. They were offered berths to go and be servants, or whatever it was until they found employment.

Our crew would in all probability have done the same, and we would have lost a number of them, probably some very important witnesses. They would perhaps ship on some yacht, which very often they do. A great many of them, quartermasters especially, ship on gentlemen's yachts in New York, because they know they are thoroughly capable men. They are just as good men as they can obtain in the world, and there is great demand for them; much to our regret, because we lose them.

On having a conversation with Mr. Ismay he also mentioned about the *Cedric* and asked me my opinion about it, and I frankly stated that it was the best thing in the world to do if we could catch the *Cedric*.

Later on he remarked that owing to weather conditions it was very doubtful if we would catch the *Cedric*. I said, "Yes; it is doubtful. It will be a great pity if she sails without us." "Do you think it will be advisable to hold her up?" I said, "Most undoubtedly; the best thing in the world to hold her up."

A telegram was dispatched asking them to hold the *Cedric* until we got in, to which we received the reply that it was not advisable to hold the *Cedric*. He asked what I thought about it. I said, "I think we ought to hold her, and you ought to telegraph and insist on their holding her and preventing the crew getting around in New York." We discussed the pros and cons and deemed it advisable to keep the crew together as much as we could, so we could get home, and we might then be able to choose our important witnesses and let the remainder go to sea and earn money for themselves. So I believe the other telegram was sent.

I may say that at that time Mr. Ismay did not seem to me to be in a mental condition to finally decide anything. I tried my utmost to rouse Mr. Ismay, for he was obsessed with the idea, and kept repeating, that he ought to have gone down with the ship because he found that women had gone down. I told him there was no such reason; I told him a very great deal; I tried to get that idea out of his head, but he was taken with it; and I know the doctor tried, too; but we had difficulty in arousing Mr. Ismay, purely owing to that wholly and solely, that women had gone down in the boat and he had not.

You can call the doctor of the [*Carpathia*](#), and he will verify that statement.

Senator BURTON.

Is that all you desire to say?

Mr. LIGHTOLLER.

That is all, sir.

Senator BURTON.

That is all I desire to ask.

Senator NEWLANDS.

I heard Mr. Lightoller testify in New York and I simply desire to ask one question.

You say a searchlight is not detrimental to those behind it?

Mr. LIGHTOLLER.

No, sir.

Senator BURTON.

But it is detrimental to those on whom it shines?

Mr. LIGHTOLLER.

Yes.

Senator BURTON.

Then would you say a searchlight would or would not be desirable? How would the use of a searchlight be in any sense detrimental to a ship at sea?

Mr. LIGHTOLLER.

These gentlemen spoke about after we had left the ship, you understand, and a searchlight being used then. It was that time to which I had reference. If you had shone a searchlight on the boats as they were being lowered, or on the boats as they were being unhooked from the tackles in the water it would have been very detrimental to the men in the boat. They could not have seen what they were doing. We are far better off in the dark, because anyone that shines a light on us blinds us.

Senator NEWLANDS.

In discerning objects at sea -

Mr. LIGHTOLLER. (*interrupting*)

In discerning objects at sea, for instance, I will give a case in point. If you were coming up on a schooner, you can not see her distinctly. She shows no light; around about Nantucket and in along Long Island, I mean. They may have a light burning, and it may be invisible, being screened by their sail or something like that. That ship may be standing right across your bows, and you may not be able to distinguish immediately which way she is heading, in the dusk or in the dark. If you had a searchlight then to put right straight on that ship, instantly you would be guided as to which way to put your helm.

As it is, if you can not show any light there is nothing to guide you; and you are fairly close to her, and you have to alter your helm, and give the ship you are in plenty of helm in case you should happen to be crossing her bows. Of course we always go around a vessel's stern when we can see her stern.

Senator NEWLANDS.

In that case the use of a searchlight would be beneficial, would it not?

Mr. LIGHTOLLER.

It would be beneficial if you could use it as quick as you can an ordinary lamp, by merely pressing a key. But you understand they would have to be very careful with them, they have to be kept covered up.

Senator NEWLANDS.

But in navigating, with a view of discerning objects that may be in the way or near the way of a ship's course, can you imagine that a searchlight would be at all detrimental to that ship?

Mr. LIGHTOLLER.

You must take into consideration that if anyone is going to have them, all are going to have them; and if you are in a crowded channel, like the English Channel, and another ship has the same idea you have, and you are flickering your searchlights around on each other, you will cause a great deal of difficulty. There would have to be legislation to prevent your using your searchlight in close waters. You could not use the searchlight anywhere where the shipping is crowded.

Senator NEWLANDS.

If two ships were approaching each other, each with a searchlight, you think the use of the searchlights might be a source of danger to each of them?

Mr. LIGHTOLLER.

I have no doubt of it; unless they were compelled - they would have to legislate and arrange it in some manner so that one ship would not blind the other.

Senator NEWLANDS.

That is all.

Senator SMITH.

You say you do not regard the lookout in the crow's nest as important?

Mr. LIGHTOLLER.

Oh no; I did not say that, sir.

Senator SMITH.

What did you say?

Mr. LIGHTOLLER.

This gentleman (*indicating the reporter*) will read what I said.

Senator FLETCHER.

He said he did not rely on them.

Mr. LIGHTOLLER.
I said I did not rely on them.

Senator FLETCHER.
That is what I understood him to say.

Senator SMITH.
Why are the eyes of the lookouts examined?

Mr. LIGHTOLLER.
To prove that they can see clearly and distinctly. They are there to offer us every assistance they can.

Senator SMITH.
Why are they furnished with a telephone and various bells, the prompt use of which is intended to advise the officers of obstacles in the way?

Mr. LIGHTOLLER.
They are there to assist us and to keep a lookout.

Senator SMITH.
Are there any other men who were employed on the *Titanic*, that you know of, or who are employed in the White Star Line, who receive fixed pay and certain percentage over?

Mr. LIGHTOLLER.
Other than the lookouts?

Senator SMITH.
No; I did not ask that.

Mr. LIGHTOLLER.
The lookouts receive so much per month, the same as the men, and then they get 5 shillings per voyage of what we call "lookout money".

Senator SMITH.
That is lookout money?

Mr. LIGHTOLLER.
Not only that, but they got other unofficial benefits.

Senator SMITH.
Do any other officers or members of the crew receive that additional compensation?

Mr. LIGHTOLLER.
Not on the same scale.

Senator SMITH.
No on the same scale? On any scale?

Mr. LIGHTOLLER.
Yes; the quartermasters receive 5 shillings a month extra.

Senator SMITH.
They are the only officers that receive extra?

Mr. LIGHTOLLER.
They are not officers; they are petty officers.

Senator SMITH.
They are the only ones?

Mr. LIGHTOLLER.
The only ones, yes.

Senator SMITH.
Are experienced men usually selected for the lookouts?

Mr. LIGHTOLLER.
Speaking for myself, I always select old lookout men that I know; and as a rule, the lookout men run perhaps a year in the crow's nest in one ship. For instance the men I had with me on the *Titanic* had been with me on the [Oceanic](#) for years, doing nothing but keeping a lookout. They have their other special duties at other times, as well.

Senator SMITH.
Do they get to be expert in detecting objects on the horizon?

Mr. LIGHTOLLER.
They do. They are very smart at it, indeed. There is one man here, who has been subpoenaed, who is the smartest man I know at it.

Senator SMITH.
What is his name?

Mr. LIGHTOLLER.
[Symons](#).

Senator SMITH.
He has been subpoenaed?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
Was he in the crow's nest the night of the disaster?

Mr. LIGHTOLLER.
He was in there after his watch came on. Up to that time he had not been on watch that night. He had been on watch in the afternoon.

Senator SMITH.
But not on the watch extending from 10 to 12 o'clock?

Mr. LIGHTOLLER.
No sir; [Fleet](#) and [Lee](#) were there then.

Senator SMITH.
As I understood you in your testimony in New York, your watch expired at 10 o'clock Sunday night?

Mr. LIGHTOLLER.
That is so.

Senator SMITH.
If I recollect correctly, you took charge of the loading of the lifeboats.

Mr. LIGHTOLLER.
On the port side.

Senator SMITH.
On the port side.

Mr. LIGHTOLLER.
The chief officer also loaded some of the boats on the port side. I may also say, in regard to the testimony in regard to Mr. Ismay, although I can not vouch for the source, yet it was given to me from a source such that I have every reason to believe its truth -

Senator SMITH.
Before or since this occurred?

Mr. LIGHTOLLER.
Since.

Senator SMITH.
When?

Mr. LIGHTOLLER.
On the [Carpathia](#).

Senator SMITH.
En route to New York?

Mr. LIGHTOLLER.
Yes.

Senator SMITH.
Or after she had arrived?

Mr. LIGHTOLLER.
Before she arrived in New York.

Senator SMITH.
Give the information.

Mr. LIGHTOLLER.
It is that [Chief Officer Wilde](#) was at the starboard collapsible boat in which [Mr. Ismay](#) went away, and that he told Mr. Ismay, "There are no more women on board the ship." Wilde was a pretty big, powerful chap, and he was a man that would not argue very long. Mr. Ismay was right there. Naturally he was there close to the boat, because he was working at the boats and he had been working at the collapsible boat, and that is why he was there, and Mr. Wilde, who was near him, simply bundled him into the [boat](#).

Senator SMITH.
You did not say that before?

Mr. LIGHTOLLER.
No; but I believe it is true, I forget the source. I am sorry I have forgotten it.

Senator SMITH.
Did Mr. Wilde survive?

Mr. LIGHTOLLER.
He did not.

Senator SMITH.
Who relieved you on watch that night at 10 o'clock?

Mr. LIGHTOLLER.
The first officer, [Mr. Murdoch](#).

Senator SMITH.
Did he survive?

Mr. LIGHTOLLER.
He did not.

Senator SMITH.
Who told you that this powerful officer, Mr. Wilde, ordered Mr. Ismay to get into the boat?

Mr. LIGHTOLLER.
I do not know.

Senator SMITH.
As I now recollect your testimony - and I have it here - you said you were not acquainted with Mr. Ismay.

Mr. LIGHTOLLER.
I have known Mr. Ismay for 14 years, since I first met him.

Senator SMITH.
You did not speak to him that night?

Mr. LIGHTOLLER.
I did.

Senator SMITH.
You told me that you looked at one another, and said nothing.

Mr. LIGHTOLLER.
I might not have spoken and I might have said "Good evening."

Senator SMITH.
I mean after the collision -

Mr. LIGHTOLLER.
After the collision; no.

Senator SMITH.
One moment. After the collision, you said, you saw Mr. Ismay standing on the deck?

Mr. LIGHTOLLER.
Yes.

Senator SMITH.
Looking out at the sea?

Mr. LIGHTOLLER.
I do not know what he was looking at.

Senator SMITH.
You were standing out on the deck about 20 feet from him?

Mr. LIGHTOLLER.
No, sir.

Senator SMITH.
You say now that you did not say that?

Mr. LIGHTOLLER.
No, sir.

Senator SMITH.
Would not that be true?

Mr. LIGHTOLLER.
I do not think so. I was walking along that side of the deck.

Senator SMITH.
How far from Mr. Ismay?

Mr. LIGHTOLLER.
I walked past him, within a couple of feet of him.

Senator SMITH.
And he said nothing to you, and you said nothing to him?

Mr. LIGHTOLLER.
I might have said "Good evening." Beyond that I said nothing. I had work on hand; something else to do.

Senator SMITH.
Did he say anything else to you?

Mr. LIGHTOLLER.
Not that I know of. He may have said "Good evening." Perhaps I said that, and perhaps I did not. I do not remember.

Senator SMITH.
In a great peril like that, passing the managing director of the company that owned the ship, you passed him on the ship, and said "Good evening"?

Mr. LIGHTOLLER.
I would, as I would to any passenger that I knew.

Senator SMITH.
And he passed you and said "Good evening"?

Mr. LIGHTOLLER.
He was standing still.

Senator SMITH.
And he said "Good evening"?

Mr. LIGHTOLLER.
I could not say. I say I may have said "Good evening" and may not, and he may have said it and may not.

Senator SMITH.
I only want to know as well as you can recollect.

Mr. LIGHTOLLER.
I can not say for certain.

Senator SMITH.
My recollection of the testimony is that you said you did not speak to him.

Mr. LIGHTOLLER.
I am not certain. If I did speak, it was purely to say "Good evening" and nothing more and nothing less. I spoke to Mr. -

Senator SMITH.
How long was that after the collision?

Mr. LIGHTOLLER.
I think you will find that in the testimony.

Senator SMITH.
I know I will find it there, but I want it again. Your recollection is just a little better today than it was the other day, and I would like to test it out a little.

Mr. LIGHTOLLER.
My mind was fresher on it then, perhaps, than it is now.

(The question was read by the stenographer, as follows) "How long was that after the collision?"

Mr. LIGHTOLLER.
Oh, perhaps half an hour.

Senator SMITH.
How many lifeboats had been loaded?

Mr. LIGHTOLLER.
None had been loaded.

Senator SMITH.
Had the order been given to clear away?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
Had you started to clear away?

Mr. LIGHTOLLER.
Yes, sir; I was, walking around the deck then distributing the men all around the deck, taking off boat covers.

Senator SMITH.
Removing boat covers and distributing the men?

Mr. LIGHTOLLER.
Distributing the men to the boats, and they were removing boat covers.

Senator SMITH.
What men were you distributing?

Mr. LIGHTOLLER.
Seamen.

Senator SMITH.
How many at each boat?

Mr. LIGHTOLLER.
As many as I thought necessary.

Senator SMITH.
How many did you think necessary?

Mr. LIGHTOLLER.
As many as I had.

Senator SMITH.
How many did you get?

Mr. LIGHTOLLER.
I could not say. The watch below was coming up all the time.

Senator SMITH.
Did you get more than three or four?

Mr. LIGHTOLLER.
I could not say. About three or four.

Senator SMITH.
Did you get 8 or 10?

Mr. LIGHTOLLER.
No; about three or four.

Senator SMITH.
You were placing these men at the different stations, removing the covers from the lifeboats, and preparing to load and lower them?

Mr. LIGHTOLLER.
No.

Senator SMITH.
Well, the order had been given to clear away, had it not?

Mr. LIGHTOLLER.
Yes.

Senator SMITH.
What did that mean?

Mr. LIGHTOLLER.
I was in the act of clearing them. There had been no orders to load or lower.

Senator SMITH.
Had there been any orders in reference to the women and children, at that time?

Mr. LIGHTOLLER.
No; not to my knowledge.

Senator SMITH.
How soon after that time were the orders given to put the women and children into these lifeboat?

Mr. LIGHTOLLER.
I dare say about 10 minutes or a quarter of an hour.

Senator SMITH.
About 10 minutes?

Mr. LIGHTOLLER.
Or a quarter of an hour.

Senator SMITH.
That would be 45 minutes after the impact?

Mr. LIGHTOLLER.
Yes.

Senator SMITH.
How soon did you get to loading the lifeboats on your side and under your direction?

Mr. LIGHTOLLER.
As soon as the boats were cleared away.

Senator SMITH.
I asked you with reference to time. Did you get ready to lower them within an hour after the boat was struck?

Mr. LIGHTOLLER.
I dare say so.

Senator SMITH.
How long was the boat above the water, if you know, after she was struck?

Mr. LIGHTOLLER.
I do not know.

Senator SMITH.
About how long?

Mr. LIGHTOLLER.
As far as I know, she sank at 2.20.

Senator SMITH.
And what time was she struck?

Mr. LIGHTOLLER.
I am only going by what I have heard. I do not know. About 20 minutes to 12, I believe.

Senator SMITH.
She struck at 11.40.

Mr. LIGHTOLLER.
She was struck.

Senator SMITH.
She was struck. And sank, then, at 2.20?

Mr. LIGHTOLLER.
2.30.

Senator SMITH.
Between the hour she was struck and the time she sank was 2 hours?

Senator BOURNE.
From 11.40 to 2.20 would be 2 hours and 40 minutes.

Senator SMITH.
That would be 2 hours and 40 minutes; yes. It took an hour to prepare the boats, did it?

Mr. LIGHTOLLER.
I can not say; it would only be guesswork.

Senator SMITH.
You are the ranking officer, and I want you to tell us as near as you can.

Mr. LIGHTOLLER.
Very well. I would have to go absolutely into all the details as to what is required in working the boat. There are a great many details. I think also the circumstances might be taken into consideration. I consider that the seamen did their duty, and were as smart as anyone else, and those boats were put out. But it is very difficult to be pinned down to a question of a few minutes. The boats were gotten out, and they were gotten out with all promptitude, I can say; but further than thin I can not say.

Senator SMITH.
Were they gotten out with their full complement of oarsmen?

Mr. LIGHTOLLER.
We were not undertaking a boat drill then; sir; we were saving life, and were using the men to the best of my knowledge and ability.

Senator SMITH.
How many men?

Mr. LIGHTOLLER.
As a rule, I put about two seamen in a boat. There is no use in sending too many men away and then finding yourself short. The idea was -

Senator SMITH.
You knew how many boats you had?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
How many did you have?

Mr. LIGHTOLLER.
We had 16.

Senator SMITH.
You could not send very many men away if you sent four in a boat.

Mr. LIGHTOLLER.

And I sent the boatswain and about half a dozen men down to open the doors. That took some time.

Senator SMITH.

I heard you say that. No matter about that. Now, let us get along a little easier. You say you put two oarsmen in each boat?

Mr. LIGHTOLLER.

Two seamen as far as they would run; toward the latter end, I think one man and a steward.

Senator SMITH.

You put an officer, did you not, or two?

Mr. LIGHTOLLER.

I did not.

Senator SMITH.

Or a quartermaster or two?

Mr. LIGHTOLLER.

Yes, sir.

Senator SMITH.

When you put the quartermasters in, how many of those did you put in?

Mr. LIGHTOLLER.

I could not say.

Senator SMITH.

Several?

Mr. LIGHTOLLER.

I only found out later on. I could only tell by the men who reported to me as having been in certain boats.

Senator SMITH.

Yes; but the point I am coming to is what you said in your testimony the other day, that being unable to get seamen to man these boats you took quartermasters.

Mr. LIGHTOLLER.

Well, quartermasters, you may say, rank with seamen.

Senator SMITH.

Ah. But I wanted to know whether you -

Mr. LIGHTOLLER. (*interposing*)

When I speak of seamen I mean also quartermasters.

Senator SMITH.

Do the quartermasters take charge in the lifeboat drills?

Mr. LIGHTOLLER.

Undoubtedly.

Senator SMITH.

And do they handle the oars?

Mr. LIGHTOLLER.

They do what they are told to do.

Senator SMITH.

Did any quartermasters handle oars when the tests were made of the two lifeboats in Southampton before leaving?

Mr. LIGHTOLLER.

I could not say. As a general rule there would be enough men in a boat without the quartermaster having to take an oar. If an officer goes in a boat the quartermaster takes an oar, and if an officer is not in a boat the quartermaster takes the tiller.

Senator SMITH.

Did you put any passengers into the boats that you lowered, because of their ability to handle oars and properly man the lifeboat

Mr. LIGHTOLLER.

I put the men in because they said they were seamen - or rather he said he was a seaman. I put one man in because he said he was a seaman, or rather a yachtsman.

Senator SMITH.

Who was he?

Mr. LIGHTOLLER.

[Maj. Peuchen.](#)

Senator SMITH.

The man who testified here yesterday?

Mr. LIGHTOLLER.

Yes.

Senator SMITH.

Did you say that there were no seamen there to put into that boat, and therefore he was ordered in?

Mr. LIGHTOLLER.

I did.

Senator SMITH.

What about it; is that true?

Mr. LIGHTOLLER.

As a matter of fact, I ordered two seamen into that boat, as far as I remember, and then, when I turned around to lower away, when I asked if everything was all right, I got an answer from the after fall, but I got no reply from the forward fall. Then I turned around and asked for a seaman, but apparently no seaman was there. While I was asking for a seaman some one sang out, "Aye, aye," and then I gave the order to lower away. When the boat was half way down some of the women sang out that they had only one man in the boat. This, was owing to the fact that this seaman stepped out of the boat, unknown to me, going to the fall. He knew I was short of a man to lower away the fall, and therefore he left his station in the boat to go to the fall. Then Maj. Peuchen who stood right alongside, said that he would go, or offered to I asked him if he was a seaman, or whether he was sailor go out to the fall from where he was. It was seaman's work to get out to the fall and then get down to the boat, so I told him if he was sailor enough to get out to the fall and get into the boat to go ahead and so he did, and he went in the boat.

Senator SMITH.

How many seamen were there in that boat, and what was the number of it, if you know?

Mr. LIGHTOLLER.

[No. 6](#), I believe.

Senator SMITH.

How many people did it contain when you got ready to lower it into the water?

Mr. LIGHTOLLER.

I think I have given all that in my testimony.

Senator SMITH.

I know; but I have forgotten it.

Mr. LIGHTOLLER.

Well, I have forgotten it, too.

Senator SMITH.

And you do not care to make any statement about it?

Mr. LIGHTOLLER.

No, sir; I do not.

Senator SMITH.

As a matter of fact, the first boat was rather difficult to load, was it not, on account of passengers hanging back a little?

Mr. LIGHTOLLER.

I could not say. They were not at all eager to get into the boat, anyway, any of them. I had to sing out. Naturally, no one looked on it as serious and they were not in any hurry to go down to the sea in a boat.

Senator SMITH.

How many people do you think you had in that first boat, No. 6?

Mr. LIGHTOLLER.

I could not say.

Senator SMITH.

Twenty?

Mr. LIGHTOLLER.

I could not say, sir; as near as I can recollect I have already given you.

Senator SMITH.

What was the capacity of that boat - water capacity and lowering capacity?

Mr. LIGHTOLLER.

The cubical capacity was 665 feet.

Senator SMITH.

How many people would that accommodate?

Mr. LIGHTOLLER.

In absolutely smooth water, under the most favorable conditions, the board of trade allows 10 feet to each person.

Senator SMITH.

How many persons would that be?

Mr. LIGHTOLLER.
That is 65 1/2.

Senator SMITH.
That was a clear night, was it not?

Mr. LIGHTOLLER.
Perfectly clear, sir.

Senator SMITH.
Everything was favorable for the lifeboat if it had its maximum capacity so far as you know?

Mr. LIGHTOLLER.
When they were in the water, so far as I could see from the deck.

Senator SMITH.
How much difference do you make between the safe capacity of the lifeboat in the water, and up at the boat deck, hanging at the davits?

Mr. LIGHTOLLER.
Well, with a brand new ship, and all brand new gear, brand new boats, and everything in the pink of condition, a boat might be safely lowered - you can not guarantee it - she might go down safely with perhaps 20 to 25 in her.

Senator SMITH.
But If the boat happened to be a boat that had been across the sea enough times to impair her as a lifeboat on such a vessel, how many people would such a boat hold?

Mr. LIGHTOLLER.
I could not say, sir.

Senator SMITH.
But, in your judgment, in order to hold 25 people safely while being lowered into the water, everything would have to be new and in the pink [peak] of condition?

Mr. LIGHTOLLER.
Precisely.

Senator SMITH.
You made a statement a few minutes ago about Mr. Ismay which evidently was a voluntary statement. No one asked you about it. Why did you not make that statement in New York?

Mr. LIGHTOLLER.
Because the controversy in regard to the telegram had not been brought up then, or brought to my knowledge; I mean all this paper talk there has been about this telegram.

Senator SMITH.
Has there been paper talk about a telegram?

Mr. LIGHTOLLER.
Undoubtedly there has.

Senator SMITH.
And that is the reason you were prompted to make this disclosure?

Mr. LIGHTOLLER.
Because I think I am principally responsible for the telegram being sent.

Senator SMITH.
And you sent it?

Mr. LIGHTOLLER.
I did not.

Senator SMITH.
You delivered it to the wireless?

Mr. LIGHTOLLER.
I did not.

Senator SMITH.
Who did?

Mr. LIGHTOLLER.
I do not know.

Senator SMITH.
Did you write it out?

Mr. LIGHTOLLER.
I did not.

Senator SMITH.
Did you speak to the operator about it?

Mr. LIGHTOLLER.
I did not.

Senator SMITH.
Have you spoken to him about it since?

Mr. LIGHTOLLER.
I have not.

Senator SMITH.
But you wish to be understood as saying that you urged Mr. Ismay to send it?

Mr. LIGHTOLLER.
I did.

Senator SMITH.
Do you know whether it was sent or not?

Mr. LIGHTOLLER.
I know it was sent.

Senator SMITH.
How do you know it?

Mr. LIGHTOLLER.
Because Mr. Ismay told me it had been, and showed me the reply.

Senator SMITH.

What time was that that he showed you the reply and the message with reference to the arrival of the *Carpathia* in New York?

Mr. LIGHTOLLER.

I can not say, sir.

Senator SMITH.

Was it before your arrival in New York?

Mr. LIGHTOLLER.

It was.

Senator SMITH.

It was on board the *Carpathia*?

Mr. LIGHTOLLER.

Mr. Ismay apparently sent the telegram after I had advised him. He then received a reply, as I understand, from Mr. Franklin, which he read to me, and asked my further advice with regard to holding the [Cedric](#); and I advised him further.

Senator SMITH.

I understand you did not get into a lifeboat yourself on the deck of the ship?

Mr. LIGHTOLLER.

I got in, yes; I was in them all.

Senator SMITH.

Did you get into them all?

Mr. LIGHTOLLER.

Yes; and got out again.

Senator SMITH.

But you did not get away in a lifeboat from the deck?

Mr. LIGHTOLLER.

No.

Senator SMITH.

When did the [Carpathia](#) arrive at the Cunard docks in New York?

Mr. LIGHTOLLER.

I have not got the time, sir.

Senator SMITH.

Have you got the day of the week?

Mr. LIGHTOLLER.

Thursday night.

Senator SMITH.

When, did you suggest to [Mr. Ismay](#) that he send this telegram?

Mr. LIGHTOLLER.

I should think the first time was on Wednesday - whenever the first telegram was sent. It might have been Tuesday.

Senator SMITH.

But you have no recollection of the hour of the day when this talk took place?

Mr. LIGHTOLLER.

No, sir; I could not say exactly.

Senator SMITH.

Do you know whether he sent more than one telegram?

Mr. LIGHTOLLER.

So I believe. Mr. Franklin replied to that telegram and another one was sent, further urging him to hold the [Cedric](#).

Senator SMITH.

But you are unable to say, of your own knowledge, what time on Wednesday this telegram was sent?

Mr. LIGHTOLLER.

Yes.

Senator SMITH.

Did you know at that time that an inquiry had been ordered by the Senate?

Mr. LIGHTOLLER.

Certainly not or we should never have dreamed of sending the telegram. Our whole and sole idea was to keep the crew together for the inquiry, presumably at home. We naturally did not want any witnesses to get astray.

Senator SMITH.

Did you know when the *Cedric* was to sail?

Mr. LIGHTOLLER.

Yes, Thursday morning. I think I even suggested, if they would not hold her at the dock, to exchange at Quarantine.

Senator SMITH.

You made that suggestion?

Mr. LIGHTOLLER.

I did.

Senator SMITH.

To whom?

Mr. LIGHTOLLER.

To Mr. Ismay. Our whole idea was to get them on board the *Cedric*.

Senator BOURNE.

Your idea was to keep them together, take care of them, and furnish them transportation back to their homes, was it not?

Mr. LIGHTOLLER.

Back to where the inquiry would be, and, naturally human nature will try to get the men back to their wives and families as soon as possible. Their income stops, you know, from the time the wreck occurs, legally.

Senator BOURNE.

It was one of the ships of your line?

Mr. LIGHTOLLER.
Which?

Senator BOURNE.
The *Cedric*?

Mr. LIGHTOLLER.
Yes.

Senator BOURNE.
And it is customary in catastrophes of this nature to do that, is it not?

Mr. LIGHTOLLER.
It is, in anything like that, to choose your own company's ships, because everything is more comfortable for them. They are your own fellows, and you can borrow clothing, etc., from them.

Senator BOURNE.
You said the other day that you were blown away by an explosion from the side of the [Titanic](#) twice, or by some force?

Mr. LIGHTOLLER.
Not exactly from the side; from the blower, which is in front of the forward funnel.

Senator SMITH.
I want to ask whether, in your judgment that was from an explosion or from the force of the air through the blower?

Mr. LIGHTOLLER.
It was certainly air through the blower, and behind that was a great force, and that force, in my opinion, was from the boilers. I have heard great controversy as to boilers exploding owing to coming in contact with salt water, by men who are capable of giving an opinion; but there seems to be an open question as to whether cold water actually does cause boilers to explode. I was speaking to a gentleman yesterday who said it was very probably the rush of cold water going down below at such a terrific rate, and then, the hot air being forced out. I do not quite follow that, myself. In my judgment, it was a boiler explosion - a rush of steam, anyway.

Senator SMITH.
You were forced away from -

Mr. LIGHTOLLER. (*interrupting*)
From this blower.

Senator SMITH.
And finally caught an overturned [collapsible boat](#) and got on top of it?

Mr. LIGHTOLLER.
Finally; yes.

Senator SMITH.
Your watch expired Sunday night at 10 o'clock. Did you see in the [chart room](#) of the [Titanic](#) any memoranda in the rack advising that you were in the vicinity of ice?

Mr. LIGHTOLLER.
I can not remember seeing anything.

Senator SMITH.
Did you see a [telegram](#) from the [Amerika](#)?

Mr. LIGHTOLLER.
I can not remember seeing any.

Senator SMITH.
Did you see a [telegram](#) from the *Californian*?

Mr. LIGHTOLLER.
I can not remember seeing any.

Senator SMITH.
Did you see any such memoranda?

Mr. LIGHTOLLER.
I can not remember seeing any such memorandum.

Senator SMITH.
Was such a notation made on the chart?

Mr. LIGHTOLLER.
I can not remember seeing any, myself, because I did not look.

Senator SMITH.
Has anybody told you such notation was made on the chart?

Mr. LIGHTOLLER.
Yes; I believe it was marked on the chart.

Senator SMITH.
Who told you?

Mr. LIGHTOLLER.
I think it was [Mr. Boxhall](#).

Senator SMITH.
What is his position?

Mr. LIGHTOLLER.
He is fourth.

Senator SMITH.
Fourth officer?

Mr. LIGHTOLLER.
Yes.

Senator SMITH.
Was he on watch Sunday night, or at his post of duty?

Mr. LIGHTOLLER.
At his post of duty.

Senator SMITH.
On Sunday night?

Mr. LIGHTOLLER.
Undoubtedly.

Senator SMITH.
What time; do you know?

Mr. LIGHTOLLER.
I believe he was on the 8 to 12 watch.

Senator SMITH.
That would take him two hours beyond your watch?

Mr. LIGHTOLLER.
More than two hours, considering what the clock went back.

Senator SMITH.
The clock went back some at that time?

Mr. LIGHTOLLER.
Yes.

Senator SMITH.
I believe you said you did not see this chart record of ice, yourself?

Mr. LIGHTOLLER.
The position marked on the chart?

Senator SMITH.
Yes.

Mr. LIGHTOLLER.
No; I do not remember seeing it.

Senator SMITH.
And no one called it to your attention at the time you left your watch Sunday night?

Mr. LIGHTOLLER.
The mark on the chart?

Senator SMITH.
Yes.

Mr. LIGHTOLLER.
No.

Senator SMITH.
No one called your attention to any telegram or wireless from any ship warning you of ice?

Mr. LIGHTOLLER.
Yes.

Senator SMITH.
Who?

Mr. LIGHTOLLER.
I do not know what the telegram was. The [commander](#) came out when I was relieved for lunch, I think it was. It may have been earlier; I do not remember what time it was. I remember the commander coming out to me some time that day and showing me a telegram, and this had reference to the position of ice.

Senator SMITH.
Giving what?

Mr. LIGHTOLLER.
An approximate position and presumably the maximum eastern longitude.

Senator SMITH.
A warning to you, of its proximity?

Mr. LIGHTOLLER.
Giving the position. No warning, but giving the position - a mere bald statement of fact.

Senator SMITH.
Did you regard it as a warning when you got that information?

Mr. LIGHTOLLER.
We get those repeatedly and various other things, and we regard them as information.

Senator SMITH.
Had you received any other warning, from the time you left Southampton, of that character?

Mr. LIGHTOLLER.
Not that I know of.

Senator SMITH.
This was the first warning you got?

Mr. LIGHTOLLER.
As far as I know.

Senator SMITH.
Did it warn you?

Mr. LIGHTOLLER.
It informed us, naturally, and warned us.

Senator SMITH.
What did you do about it?

Mr. LIGHTOLLER.
Worked approximately the time we should be up to this position.

Senator SMITH.
What did you find?

Mr. LIGHTOLLER.
Somewhere around 11 o'clock.

Senator SMITH.
Did you report that fact to anyone?

Mr. LIGHTOLLER.
I did.

Senator SMITH.
To whom?

Mr. LIGHTOLLER.
The first officer.

Senator SMITH.
[Murdoch](#)?

Mr. LIGHTOLLER.
Yes.

Senator SMITH.
What time?

Mr. LIGHTOLLER.
I think when he relieved me at lunch time I spoke about it first. I spoke about it in the quarters, unofficially and I also spoke about it, naturally, when he relieved me at 10 o'clock.

Senator SMITH.
What was the conversation between you?

Mr. LIGHTOLLER.
I remarked on the general condition of the weather, and so on, etc., and then I just mentioned as I had done previously, "We will be up around the ice somewhere about 11 o'clock, I suppose." That is all.

Senator SMITH.
That is all you said to him?

Mr. LIGHTOLLER.
With regard to the ice; yes.

Senator SMITH.
Did you say anything more to him about it at the time you left the watch at 10 o'clock?

Mr. LIGHTOLLER.
No.

Senator SMITH.
Did you speak to the lookout?

Mr. LIGHTOLLER.
No.

Senator SMITH.
While you were on watch?

Mr. LIGHTOLLER.
No.

Senator SMITH.
Did you admonish the lookout men?

Mr. LIGHTOLLER.
Yes.

Senator SMITH.
What did you say to them?

Mr. LIGHTOLLER.

I told the sixth officer, [Mr. Moody](#), to ring up the [crow's nest](#) and tell them to keep a sharp lookout for ice, particularly small ice and growlers. That was received and replied to - and also to pass the word along.

Senator SMITH.

How do you know it was replied to?

Mr. LIGHTOLLER.

Because I could hear it.

Senator SMITH.

You heard it yourself?

Mr. LIGHTOLLER.

Yes.

Senator SMITH.

Did Mr. Moody survive?

Mr. LIGHTOLLER.

No.

Senator SMITH.

Did you do anything else about it?

Mr. LIGHTOLLER.

No, sir.

Senator SMITH.

You did not talk with the captain about it?

Mr. LIGHTOLLER.

Nothing but the conversation I have already spoken of.

Senator SMITH.

This conversation was with Murdoch?

Mr. LIGHTOLLER.

No; I saw the captain come out; I do not know when it was, but perhaps somewhere in the morning or at lunch time, and he showed me a telegram with regard to the position of the ice. We spoke about the ice then. You have it in my previous testimony, when the captain came out in the evening, that we spoke about the ice also.

Senator SMITH.

Aside from this warning that you say was received, did you have any reason to believe you were in the vicinity of ice?

Mr. LIGHTOLLER.

No.

Senator SMITH.

Are you required under the regulations of the White Star Line to consult the chart before going on watch?

Mr. LIGHTOLLER.

Yes.

Senator SMITH.

What did you do when you consulted the chart?

Mr. LIGHTOLLER.

We usually just take a glance at the chart and the dead reckoning, and that is sufficient out in the open water. We are usually informed by the senior officer, frequently during the watch, of the position of the ship. We take stellar observations and so on. We are continually in touch with the chart.

Senator SMITH.

What was the hour was nearly as you can recall when you were first advised of your proximity to ice?

Mr. LIGHTOLLER.

Somewhere about noon.

Senator SMITH.

About noon on Sunday?

Mr. LIGHTOLLER.

Somewhere around noon; yes.

Senator SMITH.

And the only persons to whom you spoke regarding the matter, that you can now recall, were Mr. Murdoch and the captain?

Mr. LIGHTOLLER.

And the captain; yes.

Senator SMITH.

What time did you speak to the captain about it?

Mr. LIGHTOLLER.

When the captain brought it out.

Senator SMITH.

What time did he bring it out?

Mr. LIGHTOLLER.

I say he brought it out somewhere about noon?

Senator SMITH.

About noon?

Mr. LIGHTOLLER.

Or possibly 1 o'clock.

Senator SMITH.

What time did you speak to Murdoch?

Mr. LIGHTOLLER.

When he relieved me at 10 o'clock, and when he relieved me at lunch.

Senator SMITH.

What time did you lunch?

Mr. LIGHTOLLER.

Half-past 12.

Senator SMITH.

Then you spoke both with the captain and with Murdoch some time about noon on Sunday, about ice?

Mr. LIGHTOLLER.
Probably around about 12 o'clock.

Senator SMITH.
And you spoke to no one else about it until you were relieved at 10 o'clock that night, just before the collision.

Do you know what speed the ship was making when you were on watch at 10 o'clock?

Mr. LIGHTOLLER.
I do not know.

Senator SMITH.
Do you know her position at 10 o'clock?

Mr. LIGHTOLLER.
No, sir.

Senator SMITH.
My colleague suggests that you state whether it is customary for the officer of the watch to know the speed of the boat?

Mr. LIGHTOLLER.
Approximately.

Senator SMITH.
How is he informed?

Mr. LIGHTOLLER.
By the junior officer.

Senator SMITH.
Are there any regulations regarding that?

Mr. LIGHTOLLER.
No.

Senator SMITH.
It is simply a custom of the ship.

Mr. LIGHTOLLER.
It is the custom of discipline, not only of the ship, but everything else; it is discipline.

Senator SMITH.
I understand; but you say there are no regulations regarding it?

Mr. LIGHTOLLER.
Not that I can recall at the present moment.

Senator SMITH.
It is merely custom?

Mr. LIGHTOLLER.
Of course.

Senator SMITH.

You are not required to know it or to communicate it, but you may do so if you want to? Is that the way you say you do it?

Mr. LIGHTOLLER.

You are required to do your duty, and that is common in doing your duty.

Senator SMITH.

Did you know the speed of the ship during the time you were officer of the watch, from 6 o'clock on Sunday night until 10 o'clock?

Mr. LIGHTOLLER.

Do I remember what she was steaming at that time? I should say about 21 knots.

Senator SMITH.

And how do you reach that conclusion?

Mr. LIGHTOLLER.

From the information I received from the junior officer with regard to the revolutions that the ship was making, from my own observations of the ship, and from what they were allowing in the dead reckoning.

Senator SMITH.

Did he tell you how many revolutions they were making?

Mr. LIGHTOLLER.

I can not remember.

Senator SMITH.

It would be quite important, in order to ascertain the speed of the ship, that the revolutions should be known, would it not?

Mr. LIGHTOLLER.

The revolutions are always known and are recorded.

Senator SMITH.

If the officer were taking the ship's position and did not note its speed it would be rather a difficult matter to note its correct position, would it not?

Mr. LIGHTOLLER.

The officer of the watch takes the position, and the junior officers do the navigation at nighttime, so they are conversant with the ship's speed, and they allow that speed for working out the senior officers' observations.

Mr. LIGHTOLLER.

I could not remember, sir.

Senator SMITH.

Was it [Mr. Lowe](#)?

Mr. LIGHTOLLER.

It was whoever was on deck at that time.

Senator SMITH.

Was Mr. Lowe on deck at that time?

Mr. LIGHTOLLER.

No; the fourth and sixth.

Senator SMITH.

[Senator Perkins](#) wants to ask a question.

Senator PERKINS.

When you were relieved on watch, Capt. Lightoller -

Mr. LIGHTOLLER.

I am not "captain."

Senator PERKINS.

You have a certificate as captain, have you not?

Mr. LIGHTOLLER.

Yes.

Senator PERKINS.

Then you are entitled to the honor.

Mr. LIGHTOLLER.

No; I do not claim the honor of the title "captain." I am plain "mister," as yet.

Senator PERKINS.

When the officer is relieved on the bridge the course should be given to him, that he may know in which direction he is to steer, and he watches the compass during his watch to see the quartermaster is carrying out his instructions; is not that the case?

Mr. LIGHTOLLER.

Well, in a sense it is. It is not, actually, in detail. The detail of that is this:

We have a standard compass and a steering compass. The standard compass is the compass we go by. That is the course that is handed over from one senior officer to another, the standard course. The junior officer goes to the standard compass which is connected with the wheelhouse by a bell, or by a bell push, wire and bell, and when she is on her course he rings that bell continually, showing the ship is on her course with the standard compass.

The other officer takes her head inside the wheelhouse from the compass the quartermaster is steering by. The standard course is on a board and the steering compass course is also on a board. Therefore, the quartermaster uses the board that is there for the steering compass. The senior officer of the watch looks to the standard compass board and passes that course along.

Senator PERKINS.

The duty of the officer in charge of the bridge, the senior officer, is to see that she is steering the course that has been given, is it not?

Mr. LIGHTOLLER.

The senior officers can not go inside of the wheelhouse to look at the compass after nighttime; they would be blinded. The junior officers look at it for them. They hold a captain's certificate.

Senator FLETCHER.

How many voyages have you made across the ocean?

Mr. LIGHTOLLER.

I do not know; sir; I have been to sea for about 24 years.

Senator FLETCHER.

In what capacities?

Mr. LIGHTOLLER.

From apprentice right up to what I am - first officer.

Senator FLETCHER.

How long have you been first officer?

Mr. LIGHTOLLER.

About three years.

Senator FLETCHER.

How long have you been on ships sailing from Southampton or Belfast to New York?

Mr. LIGHTOLLER.

We do not sail from Belfast. We sail from Southampton. I have been sailing from Southampton since our boats went down there.

Senator FLETCHER.

How long is that?

Mr. LIGHTOLLER.

I think it is about seven years since first we went down there.

Senator FLETCHER.

Then you have had considerable experience in navigating vessels and passenger steamers traversing the Atlantic Ocean?

Mr. LIGHTOLLER.

And assisting in the navigation, yes.

Senator FLETCHER.

Will you state to the committee whether it is customary for such ships to exercise any particular care or caution when in the midst of icebergs or approaching icebergs, or when warned and notified that icebergs are in the vicinity?

Mr. LIGHTOLLER.

It is customary to exercise every precaution that is deemed necessary to a seaman's mind.

Senator FLETCHER.

What precautions are deemed necessary to a seaman's mind under those conditions on a passenger steamer?

Mr. LIGHTOLLER.

Those that will prevent accidents and prevent loss of life.

Senator FLETCHER.

You would consider that a precaution would be reasonable and proper and might contribute to the saving of life - such, for instance, as the lessening of speed?

Mr. LIGHTOLLER.

When it is necessary.

Senator FLETCHER.

Under the conditions that obtained that night on the Atlantic Ocean, a clear night, when you were notified a number of hours ahead that icebergs might be expected, would you consider it a reasonable precaution to keep at full speed?

Mr. LIGHTOLLER.

It depends altogether on conditions, and it finally rests with the commander's judgment.

Senator FLETCHER.

If the vessel had been running at a lower rate of speed would not the chances of avoiding that iceberg have been increased?

Mr. LIGHTOLLER.

When a vessel is running at a low rate of speed, she is slower on the helm so the conditions would be totally different.

Senator FLETCHER.

That does not answer my question, quite.

Read the question, Mr. Reporter.

The stenographer read the question, as follows:) If the vessel had been running at a lower rate of speed, would not the chance of avoiding that iceberg have been increased?

Mr. LIGHTOLLER.

That I can not say. I merely state that the ship would be slower of helm, which means that she would take longer to swing on her helm in proportion to her reduced speed.

Senator FLETCHER.

She would have had more time in which to swing, would she not?

Mr. LIGHTOLLER.

She would have had more time in which to swing.

Senator FLETCHER.

With reference to the changing of the route, in crossing the ocean with a passenger steamer like that, have you ever known a ship to change her route by reason of the presence of icebergs?

Mr. LIGHTOLLER.

No, sir. We receive our orders; the routes are laid down. As a matter of fact, these routes are laid down by some of your naval men in the United States, and we adhere to them. We have an ice route. When ice is very prevalent and we know that a lot of ice is coming down from the north and we have been notified of it, we sometimes are instructed to take what we call the ice track, or extreme [southern route](#), coming west.

Senator FLETCHER.

What track is that?

Senator BOURNE.

Who issues those instructions?

Mr. LIGHTOLLER.

The company.

Senator BOURNE.

To take the other route?

Mr. LIGHTOLLER.

The company.

Senator BOURNE.

Do they come from the managing director, or does the captain use his own discretion?

Mr. LIGHTOLLER.

No; they come from the company.

Senator BOURNE.
What officer of the company?

Mr. LIGHTOLLER.
I do not know.

Senator FLETCHER.
Suppose you are in mid-ocean when you receive this information?

Mr. LIGHTOLLER.
I never have been, to my knowledge. You get it before you leave port.

Senator FLETCHER.
You get these orders before you leave port?

Mr. LIGHTOLLER.
Yes.

Senator FLETCHER.
That is, of course when you are advised, previous to leaving port, of the location of the ice?

Mr. LIGHTOLLER.
Exactly.

Senator FLETCHER.
Where the ice is located after you have left, and when you are warned of the fact that you are approaching ice have you ever known of instances when the route would be changed by the commander in order to avoid the ice?

Mr. LIGHTOLLER.
No; I have never known the route to be changed by the commander. When we have the absolute position of anything, that is reliable, when the latitude and longitude is given by ship immediately ahead of an iceberg or a derelict - of course, a derelict is still more dangerous than an iceberg - some commanders will alter their course a few miles just to avoid this derelict, particularly if it is in the nighttime. You have the position of that one derelict and if you cross there at nighttime you might haul a little to the southward or northward.

Senator FLETCHER.
In other words, in the observance of proper precautions -

Mr. LIGHTOLLER.
That is it, exactly.

Senator FLETCHER.
In the observance of proper precautions a commander would not be obliged to stick to a track laid out on his chart, notwithstanding he might be advised of icebergs or derelicts or some obstruction on the track? He ought to vary and alter his route?

Mr. LIGHTOLLER.
No; I do not say what he ought to do, at all. I have never been a commander yet.

Senator FLETCHER.
You are speaking as an expert?

Mr. LIGHTOLLER.
Not at all.

Senator FLETCHER.
In connection with the navigation of passenger vessels?

Mr. LIGHTOLLER.

Every man has a different idea with regard to navigation. Each man has his own individual idea with regard to the safety of which he exercises to the utmost to keep the ship from danger in its various forms.

Senator FLETCHER.

You understand you are required; and the commander and all officers are required, to exercise precautions to avoid dangers and accidents?

Mr. LIGHTOLLER.

Yes.

Senator FLETCHER.

All necessary precautions you are required to take?

Mr. LIGHTOLLER.

Yes, sir.

Senator FLETCHER.

That is the rule you feel compelled to abide by under all conditions?

Mr. LIGHTOLLER.

Yes.

Senator FLETCHER.

Do you know whether or not the passengers were notified that the ship was sinking, and were aroused from their cabins or berths?

Mr. LIGHTOLLER.

Of that I have no absolute knowledge. I can merely be guided by the circumstances which occurred. The purser - as a matter of fact, both the pursers - and the purser's assistants, of whom I believe there were four - two pursers and four assistants, and two doctors, were there. Both pursers I was very friendly with, and knew them both intimately, ashore and afloat. They were both thoroughly capable men.

I draw the conclusion that everyone was notified, by the manner and under the circumstances under which I met them last. It was obvious to me that everything with regard to their duty had been done by the mere fact that shortly before the vessel sank I met a purser, [Mr. McElroy](#), "[Mr. Barker](#)", [Dr. O'Loughlin](#), and [Dr. Simpson](#), and the four assistants. They were just coming from the direction of the [bridge](#). They were evidently just keeping out of everybody's way. They were keeping away from the crowd so, as not to interfere with the loading of the boats. McElroy, if I remember, was walking around with his hands in his pockets. The purser's assistant was coming behind with the ship's bag, show that all detail work had been attended to. I think one of them had a roll of papers under his arm, showing that they had been attending to their detail work.

That is why I draw the conclusion. They were perfectly quiet. They came up to me and just shook hands and said, "Good-bye, old man." said good-bye to each other, and that is all there was to it.

Senator FLETCHER.

Did any of them get in boats?

Mr. LIGHTOLLER.

No, sir

Senator FLETCHER.

Did any of them survive?

Mr. LIGHTOLLER.

No, not one.

Senator FLETCHER.

You say some man told you, just before the ship went down, that he passed toward the stem and did not see anyone?

Mr. LIGHTOLLER.

No, I did not say that he did not see anyone. I said he said he did not see any women.

Senator BURTON.

Pardon me, but you were to give the name of a person who went to and fro?

Mr. LIGHTOLLER.

Oh, yes That was [S. Hemming](#), lamp trimmer.

Senator BURTON.

Is he here?

Mr. LIGHTOLLER.

He is here.

Senator FLETCHER.

What was the name of the person who you say went along the ship and saw no women?

Mr. LIGHTOLLER.

Mr. Hemming; that is the man.

Senator FLETCHER.

Oh, was that the man?

Mr. LIGHTOLLER.

Yes.

Senator BURTON.

Excuse me for interrupting -

Senator FLETCHER.

I was just asking that so as to get the name of that individual. Now, Officer, how do you account for the fact that there were no people? Where were the other people who were not in the boats?

Mr. LIGHTOLLER.

That I have been unable to fathom. I have tried to find out for my own edification, but I can not fix it up. Perhaps this man Hemming would be able to throw some light on it. That is why I gave you his name, so that you might ask him. He is the man who walked to the after-end of the [boat deck](#). I did not. He may be able to give you some more information. He may be able to clear it up, but I can not.

Senator FLETCHER.

You can not yourself account for the people that were not in the boats?

Mr. LIGHTOLLER.

I can not.

Senator FLETCHER.

I will get you to state, not only from your actual knowledge of the immediate effect, but also from your experiences as a navigator and seaman, what the effect of that collision was on the ship, beginning with the first effect, the immediate effect; how it listed the ship, if it did; what effect it had then, and what, in your opinion, was the effect on the ship that resulted from that collision.

Mr. LIGHTOLLER.
The result was she sank.

Senator FLETCHER.
I understand that. But what was the immediate effect?

Mr. LIGHTOLLER.
Immediate effect was she began to go down by the bows.

Senator FLETCHER.
But what did the boat do first? Did she tremble, did she shake, did she keep on her course, or what was the immediate effect? Was she obstructed?

Mr. LIGHTOLLER.
I do not know. I was in my berth. I do not know what course she kept on. There was a slight shock.

Senator FLETCHER.
You were awake?

Mr. LIGHTOLLER.
Yes.

Senator FLETCHER.
What was the immediate effect?

Mr. LIGHTOLLER.
A slight shock, a slight trembling, and a grinding sound. She did not make any alteration in her course, so far as I am aware.

Senator FLETCHER.
So far as you could see, the blow did not come from beneath the surface, but came straight along the ship?

Mr. LIGHTOLLER.
I could not see anything -

Senator FLETCHER.
But so far as you could feel?

Mr. LIGHTOLLER.
So far as I could feel, there was a slight shock and a grinding sound. That was all there was to it. There was no listing, no plunging, diving, or anything else.

Senator FLETCHER.
What was done then with reference to the ship; was her speed lessened then?

Mr. LIGHTOLLER.
I was below; I do not know anything about that.

Senator FLETCHER.
You could not tell that?

Mr. LIGHTOLLER.
I could not tell you officially; I know I came out on deck and noticed that her speed was lessened; yes.

Senator FLETCHER.
Was she not actually stopped entirely from going forward?

Mr. LIGHTOLLER.

No; she was not. That is why I said, in my previous testimony, that the ship was apparently going slowly, and I saw the [first officer](#) and the [captain](#) on the bridge, and I judged that there was nothing further to do.

Senator FLETCHER.

You said a while ago that apparently certain of these compartments were pierced?

Mr. LIGHTOLLER.

Yes, sir.

Senator FLETCHER.

Tell us what you mean by a compartment being pierced. Was it simply, in your judgment, a hole driven in these different compartments, or were sheets of steel ripped off the bottom of the ship?

Mr. LIGHTOLLER.

I can only express it as I have expressed it before. She was ripped open.

Senator FLETCHER.

To what extent was the ripping, as far as you could judge?

Mr. LIGHTOLLER.

Nos. 1, 2, and 3, and the forepeak.

Senator FLETCHER.

What width and what length?

Mr. LIGHTOLLER.

I have not the slightest idea, sir.

Senator FLETCHER.

Could anything have been done to prevent the ship sinking?

Mr. LIGHTOLLER.

Nothing further than was done.

Senator FLETCHER.

Was there anything done to prevent it?

Mr. LIGHTOLLER.

Yes; the watertight doors were closed.

Senator FLETCHER.

That was the only thing that could have been done at that time?

Mr. LIGHTOLLER.

All they could do was to take the way off the ship and close the doors.

Senator FLETCHER.

The lifeboats and the belts were all sound and in good condition?

Mr. LIGHTOLLER.

Perfect condition.

Senator FLETCHER.

Were you running the ship with the purpose and the view of arriving in New York at any particular time?

Mr. LIGHTOLLER.

I had nothing at all to do with that, sir. I do not know anything about that.

Senator FLETCHER.

Did you hear anybody discuss it?

Mr. LIGHTOLLER.

No; we figured to get in Wednesday morning. There was no object in getting there any earlier.

Senator FLETCHER.

You can not say whether it is customary, according to your experience and observation, to lessen the speed of a ship under those conditions, approaching icebergs?

Mr. LIGHTOLLER.

Under circumstances existing as they were then; at other times, when I have approached ice with conditions approximately the same as they were in this case, as near as I can tell, we have gone at the ordinary rate of speed at which we had been going during the voyage.

Senator FLETCHER.

Was there any panic aboard the ship?

Mr. LIGHTOLLER.

Not the slightest.

Senator FLETCHER.

At any time?

Mr. LIGHTOLLER.

At no time.

Senator FLETCHER.

The regulations prohibit the use of any light on board the ship except those prescribed by law?

Mr. LIGHTOLLER.

Steaming lights, yes; only What are prescribed by law.

Senator FLETCHER.

Do you know what lights they are?

Mr. LIGHTOLLER.

Masthead light, side lights, and stern light.

Senator FLETCHER.

Are those lights of any assistance in enabling the lookout to look out and see an object in front?

Mr. LIGHTOLLER.

No; they are not for that purpose at all

Senator FLETCHER.

In your opinion, a searchlight that night would have revealed this iceberg?

Mr. LIGHTOLLER.

Oh, no; I did not say so.

Senator BOURNE.

Have you an opinion on that, as to whether a searchlight would have revealed the iceberg?

Mr. LIGHTOLLER.

I think it would have assisted us, under those peculiar conditions, very probably. The light would have been reflected off the berg, probably. Yet it is difficult to say. I do not know. A searchlight is a peculiar thing, and so is an iceberg. An iceberg reflects the light that is thrown on it, and if you throw the light on an iceberg it turns it to white, and if you throw it on the sea it turns it to white.

Senator BOURNE.

But would you not get the contrast with the shadow outside?

Mr. LIGHTOLLER.

But, you see, the shadow will be directly the other way; the other side of the berg from the searchlight.

Senator BOURNE.

But would you not get the shadow where it goes off at the end of the iceberg?

Mr. LIGHTOLLER.

How could you, if you were looking at it directly? The shadow would be on the other side.

Senator BOURNE.

But you would get the break at the end of the iceberg?

Mr. LIGHTOLLER.

Well, I do not know. I dare say it might have been an advantage. Of course it would have been an advantage to try it, anyhow.

Senator BOURNE.

Taking a ship of the *Titanic's* tonnage, going at a speed of 21 knots, in what distance could you stop it if you reversed the engines?

Mr. LIGHTOLLER.

Reversed the engine full speed astern?

Senator BOURNE.

Yes.

Mr. LIGHTOLLER.

I forgot what the stopping time was. We tried it in Belfast. I suppose about a minute and a half, maximum.

Senator BOURNE.

And within what distance; what part of a mile?

Mr. LIGHTOLLER.

A quarter of a mile; about a quarter of a mile.

Senator FLETCHER.

I did not quite understand that. You say if she were going at the rate of 21 knots she could be stopped in a quarter of a mile?

Mr. LIGHTOLLER.

If she were going at 21 knots and you put the telegraph full speed astern, I think that the way would be off the ship, as we call it when the ship is not going through the water, in about a minute and a half, and that she would cover in that time approximately a quarter of a mile.

Senator NEWLANDS.

When you struck that iceberg, was the iceberg in the exact position in which it was located on the chart?

Mr. LIGHTOLLER.
That I could not say, sir.

Senator NEWLANDS.
You say it would not have been customary under those circumstances to slow up the steamer. What did you rely upon; simply the sight to catch any object ahead?

Mr. LIGHTOLLER.
Seeing the object; yes.

Senator NEWLANDS.
You spoke of not relying upon the lookout.

Mr. LIGHTOLLER.
I spoke about relying on the lookout in this manner. This is what I wish thoroughly understood, that the officer does not rely on the lookout to the extent of sitting down and having a smoke or anything like that. He keeps his own lookout.

Senator NEWLANDS.
But at the same time, he utilizes the lookout?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
I want to let you go, and yet I want to ask another question. Do you know of any evidence or report as to water on the upper deck of the *Titanic*?

Mr. LIGHTOLLER.
Yes; before she went down the water was up to the top of the bridge.

Senator SMITH.
When did you first note water on [E deck](#)?

Mr. LIGHTOLLER.
I did not note it.

Senator SMITH.
Did you see any water there at all?

Mr. LIGHTOLLER.
I did not look there.

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

Mr. LIGHTOLLER.
Part of it.

Senator SMITH.
Did you hear him say that he saw lights ahead of the *Titanic* that night?

Mr. LIGHTOLLER.
Yes. I know he did, anyway.

Senator SMITH.
And gave signals?

Mr. LIGHTOLLER.
Yes; I saw the signals.

Senator SMITH.
Did you see the lights on the boat?

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
Ahead of the *Titanic*?

Mr. LIGHTOLLER.
Two points on the port bow.

Senator SMITH.
About how far distant, in your judgment?

Mr. LIGHTOLLER.
Four or 5 miles away. I would say 3 to 4 miles, roughly. I did not stop to look at them.

Senator SMITH.
How many lights?

Mr. LIGHTOLLER.
I could not say; one, as far as I could see with the naked eye.

Senator SMITH.
In your course?

Mr. LIGHTOLLER.
I do not know how the ship was heading then.

Senator SMITH.
Well, was it in your course?

Mr. LIGHTOLLER.
You are speaking of the time after we struck?

Senator SMITH.
Is that when you saw this light?

Mr. LIGHTOLLER.
Yes, sir; when we were getting the boats out.

Senator SMITH.
You did not see it before then?

Mr. LIGHTOLLER.
I was not on deck.

Senator SMITH.
You did not see it up to the time you left the deck at 10 o'clock?

Mr. LIGHTOLLER.
No, I did not.

Senator SMITH.
But you did see a light -

Mr. LIGHTOLLER. (*interposing*)
Two points on the port bow during the time in which I was getting out the boats.

Senator SMITH.
Do you know what it was?

Mr. LIGHTOLLER.
I do not.

Senator SMITH.
The captain wants me to ask you if you know what was the compass bearing of that light?

Mr. LIGHTOLLER.
I do not.

Senator SMITH.
Did you ever know, in your experience as a seaman, or have you ever known, the steam whistle to be used to detect the presence of ice by means of an echo?

Mr. LIGHTOLLER.
Certainly not.

Senator SMITH.
Nothing of that kind was attempted on the *Titanic*?

Mr. LIGHTOLLER.
Certainly not.

Day 9

Testimony of Charles Lightoller, recalled

Senator SMITH.
Mr. Lightoller, are you familiar with the ship's crew of the [*Titanic*](#) when she left Southampton, and at the time of the accident?

Mr. LIGHTOLLER.
You are speaking of the seamen, are you, sir?

Senator SMITH.
Yes.

Mr. LIGHTOLLER.
Yes, sir.

Senator SMITH.
Have you ever known Luis Klein?

Mr. LIGHTOLLER.
Not amongst the seamen.

Senator SMITH.

Was there such a member of the crew of the *Titanic*?

Mr. LIGHTOLLER.

I am given to understand that there was one man named [Klein](#), who was a second class barber. That man is personally known to me. He is the only Klein who was on board so far as I know.

Senator SMITH.

Did he survive?

Mr. LIGHTOLLER.

He did not.

Senator SMITH.

Who was the barber? Do you recall him by name?

Mr. LIGHTOLLER.

Klein.

Senator SMITH.

No; I do not mean him. This was the assistant - Klein, the man you speak of. I want to know who the barber was. Who was the principal barber on that ship?

Mr. LIGHTOLLER.

The first class barber?

Senator SMITH.

Yes.

Mr. LIGHTOLLER.

I forget his name, sir.

Senator SMITH.

Do you know whether he survived?

Mr. LIGHTOLLER.

He did not.

Senator SMITH.

I would like to have you be very sure of that, sir.

Mr. LIGHTOLLER.

Of which, sir?

Senator SMITH.

Of that last statement. Will you kindly make yourself very certain of that? I am in communication with the first class barber, who is an American, the only American, I believe, who was in the crew, and I would like to have you think over whether there was more than the one first class barber, so that we have no conflict about this man.

Mr. LIGHTOLLER.

To the best of my knowledge and belief the first-class barber was not saved unless I have been misinformed. (*After consulting memorandum*) I am very sorry, sir; I see that the first class barber is here.

Senator SMITH.

What is his name?

Mr. LIGHTOLLER.
Whitman or Whiteman? [[August Weikman](#)]

Senator SMITH.
W-h-i-t-m-a-n?

Mr. LIGHTOLLER.
Yes.

Senator SMITH.
I have just been handed by a surviving passenger a memorandum, and he says that this barber is now at Palmyra, N. J. Would you like to correct your statement in that respect?

Mr. LIGHTOLLER.
Yes; I would. The first class barber evidently is the survivor.

Senator SMITH.
But you are positive that the only Klein in the crew did not survive?

Mr. LIGHTOLLER.
He did not survive, to the best of my knowledge and belief.

Senator SMITH.
Did you see a man here in my office this week who claimed to be Lewis Klein, a surviving member of the crew of the *Titanic*?

Mr. LIGHTOLLER.
I believe that I did, sir.

Senator SMITH.
Had you ever seen him before?

Mr. LIGHTOLLER.
Never.

Senator FLETCHER.
Could he have been the stowaway who was found in one of the lifeboats?

Mr. LIGHTOLLER.
I really could not say, sir. I know the man that Senator Smith speaks of as being in his office, and I certainly never saw him before.

Senator SMITH.
You recall that the stowaway referred to as having sneaked into the boat with a shawl and a dress on had a broken arm? This man you saw in my office did not have a broken arm, did he?

Mr. LIGHTOLLER.
Not as far as I could see, sir.

Senator SMITH.
Do you know who made up the list of the surviving members of the crew?

Mr. LIGHTOLLER.
I made up the list for the seamen and [Hardy](#), the assistant second class steward, made up a list for the victualing department.

Senator SMITH.

Was any list made on the [*Carpathia*](#) of the survivors of the crew?

Mr. LIGHTOLLER.

Yes.

Senator SMITH.

And you feel that you have an accurate list?

Mr. LIGHTOLLER.

I feel that I have. I went through all the seamen and firemen personally. The stewards I left to Mr. Hardy to identify.

Senator SMITH.

Is Mr. Hardy here?

Mr. LIGHTOLLER.

We can get him in a few minutes. He has gone to his hotel.

Senator SMITH.

I would like to have Mr. Hardy called, and I would like to ask you if you have filed with the committee a complete list of the surviving members of the crew, as requested?

Mr. LIGHTOLLER.

No, sir; not the complete list; not that I remember. I have given it to two or three. I do not know whether I gave it to the committee.

Senator SMITH.

Will you kindly supply the committee with a complete list?

Mr. LIGHTOLLER.

Yes.

Senator SMITH.

And I would like it, if possible, during the day.

Mr. LIGHTOLLER.

I will have it done at once.

Senator SMITH.

I would like to have it indicate the vocation of each.

Mr. LIGHTOLLER.

Exactly.

Senator SMITH.

And, if possible, give the full name of each.

Mr. LIGHTOLLER.

Yes.

Senator SMITH.

And his place of residence.

(Witness excused.)

Day 9

Testimony of Charles Lightoller, recalled

Senator SMITH.

Did you hear the testimony of Capt. Moore, commander of the [Mount Temple](#), this morning?

Mr. LIGHTOLLER.

No, sir.

Senator SMITH.

As I understood from your testimony in New York, you said there was no suction in the sea at the time and place where the [Titanic](#) disappeared, so as you were able to observe?

Mr. LIGHTOLLER.

Exactly. The suction was hardly noticeable.

Senator SMITH.

When you said that you twice found yourself against the grating at the blower, when in the water, did you mean that you gravitated back toward the blowpipe, or were you pushed back to it by suction of any kind?

Mr. LIGHTOLLER.

It was the water rushing down the stokeholes through this blower, which acts as a ventilator, and therefore gives access to the stokehole, the force of the water rushing down this blower which naturally carried me back with it, and against the blower.

Senator SMITH.

When you last saw the *Titanic* did you see numerous people on the decks?

Mr. LIGHTOLLER.

Do you mean before I left it?

Senator SMITH.

Before you left the side of the *Titanic*, and while you were in the water?

Mr. LIGHTOLLER.

I saw no one while I was in the water.

Senator SMITH.

You could not see the decks very well from that point. You were below the decks, and could not see the upper part of the ship?

Mr. LIGHTOLLER.

No, sir; I could not see anything when I was in the water, at all. I mean to say, I could not see anyone on her decks.

Senator SMITH.

How far did you swim from the blowpipe to this overturned collapsible lifeboat upon which you finally escaped from the wreck?

Mr. LIGHTOLLER.

I hardly had any opportunity to swim. I was blown away from this blower by a rush of air, or it may have been steam. What it was, exactly, I can not say; but I was blown a considerable distance away from the blower.

Senator SMITH.

And from that?

Mr. LIGHTOLLER.

From there I was sucked in again to what we call the "fiddley," which leads down to the stokehole, I may say. I presume I was blown away from there. I really can not say exactly. Then I came up alongside of this overturned boat.

Senator SMITH.

How long was that before the *Titanic* disappeared?

Mr. LIGHTOLLER.

It might be 10 or 15 minutes.

Senator SMITH.

And after getting aboard of this overturned lifeboat, you went out some distance from it?

Mr. LIGHTOLLER.

It was the action of the funnel falling that threw us out a considerable distance away from the boat.

Senator SMITH.

You had no oars or other means of propelling that boat?

Mr. LIGHTOLLER.

Nothing of any effect. We had little bits of wood; but they were practically ineffective.

Senator SMITH.

I have forgotten whether you said that at daybreak you cruised around the place of the wreck?

Mr. LIGHTOLLER.

At daybreak we were taken on board by one of our other lifeboats.

Senator SMITH.

[No. 14](#)?

Mr. LIGHTOLLER.

The number I can not remember.

Senator SMITH.

Was that [Mr. Lowe's](#) boat?

Mr. LIGHTOLLER.

There was not any officer in the boat until I got in.

Senator SMITH.

And then?

Mr. LIGHTOLLER.

Of course, I took charge.

Senator SMITH.

And did you cruise around the scene of the wreck?

Mr. LIGHTOLLER.

No. sir.

Senator SMITH.

You then bore toward the [Carpathia](#)?

Mr. LIGHTOLLER.

No, sir; we held our bow on to the wind. The boat was too full; in fact, she was dangerously full, and it was all I could do to nurse the boat up to the sea.

Senator SMITH.

I understood you to say that. What I particularly desired to know was whether at that time you saw any of the wreckage or floating bodies, dead or alive?

Mr. LIGHTOLLER.

I saw none.

Senator SMITH.

What time did the [captain](#) come to the [bridge](#) on Sunday night while you were officer of the watch?

Mr. LIGHTOLLER.

I think I said about 5 minutes to 9, sir.

Senator SMITH.

And he remained until you left the watch at 10 o'clock?

Mr. LIGHTOLLER.

No, sir; I think it was 20 minutes past 9 I said he left us. It was about that. About 5 minutes he was with us.

Senator SMITH.

I have not as yet received any information from any of the surviving officers of the *Titanic* as to the composition of an iceberg. I asked one officer of the *Titanic*, and he generously advised me that it was ice. I would like to ask you what, in your opinion, composes an iceberg in the North Atlantic?

Mr. LIGHTOLLER.

As far as I understand, icebergs greatly consist of pieces broken away from glaciers. These naturally contain a certain quantity of earth and stones that they have brought down the valleys with them.

Senator SMITH.

Is it not a well accepted theory among navigators that the coast of Newfoundland, or the Grand Banks, have been largely made from the deposits of icebergs?

Mr. LIGHTOLLER.

Well, it is a saying among sailors - I can not say that we have any authority for saying so - that the icebergs have, to a certain extent, assisted in the formation of the Grand Banks, centuries gone by, owing to them bringing down earth and these stones, and meeting the warm current and depositing them.

(Witness Excused.)