

during the fog up to the period of the collision?—I heard a whistle just before the collision.

Admiral Chamberlain: As you have stated that the *Iron Duke* steered so well that two spokes to a quarter of a turn either way kept her course, would not half a turn kept steadily over for about a minute take her very considerably out of her course? I could not say what it would take her.

The evidence of the next three witnesses presented no new facts except that one of them, Henry Latters, who was doing duty as officer of the signals at the time of the collision, knew that one of the signalmen on deck having to look out in a dense fog was deaf in one ear.

Lieutenant Stephen Henry Thompson, of the *Iron Duke*, deposed: After being relieved, having given the following orders, "Steer south, half east, close order, columns of divisions in line ahead, on no account get stern; look out men are on the topgallant forecastle, although there is no fog, but I perceive banks ahead, which will in all probability be on the ships in less than half an hour."—I then left the deck in charge of Lieutenant Evans, but remained to assist the signalman, knowing the fog signals are the most difficult of all, and expecting an evolutionary signal would be immediately made by the flagship or some signal relating to guns during a fog. I heard the officer of the watch give the following orders: "Tell the captain the first division are out of sight—a tick fog having come down," and immediately afterwards, "The second division are also enveloped." The captain then came on deck and proceeded on the starboard side of the upper battery, asking the officer of the watch what he had done. I should have added before this that the officer of the watch ordered the quartermaster to give her a sheer. He told the captain he had given her a sheer to be a little on the port quarters of the leaders. The captain said, "That will not do—port."

Lieutenant Tompson, recalled, said: The captain afterwards said "Port" twice again. I was listening with my hand up to my ear for gun signals, also having the fog signal book in my hand. While the captain was giving the order to port the helm I heard a whistle distinctly, on or about three points on the starboard bow. I heard two short flashes, and something which appeared to be other short flashes. There was an interval between the first two and the other flashes. It was very necessary to be perfectly certain of flashing signals by whistle before reporting them. I consequently waited for a repetition, at the same time looking into the fog. I suddenly observed a steamship about twenty five or thirty yards off, between two and three points or thereabouts on the starboard bow. The captain and officer of the watch observed it at the same time, and the captain gave the order "Hard astarboard; full speed astern post engine," and almost immediately afterwards, "Full speed astern both engines." I ran aft to see that the Marines on the telegraph had carried out the orders. The order was then given, "Away all boats' crews," and I immediately jumped into the starboard cutter. At 12.30, Lieutenant Evans gave the order "52 revolutions," and immediately afterwards "as fast as possible," asking down the tube what that would give.

The President: You state you heard the *Vanguard's* whistle about three points on the starboard bow. Were you aware how the helm of the *Iron Duke* was put on that whistle being heard?

Witness: The captain gave orders, "That will do; bring her to her course." I do not

know in what direction her head was at that time, nor do I know how the helm was put.

The President: Had you been an attentive observer for some minutes past of what had been going on in the *Iron Duke* and around her? Were you, on the whole, surprised when you saw the *Vanguard* under your bows?

Witness: Not at the speed we were going, and the orders to port the helm.

Captain Hope: When you placed the forecastle look outs, did you give orders to stand by the steam whistle or to get it ready?

Witness: Look out men take some time placing. The whistle is always supposed to be ready when under steam and if not it requires a blow down the tube to put it on which never takes more than twenty seconds.

Captain Hope: Are you aware if the whistle was not ready when wanted?

Witness: Yes; from twelve to fifteen minutes after being relieved.

Captain Hope: Can you tell the exact order given by the officer of the watch when he told the quartermaster to give her a sheer?

Witness: Yes. "Give her a good sheer." I did not hear the remainder of the order, as he walked off.

Captain Lethbridge: Would the order to increase from fifty revolutions to fifty two have given a slight gain on the *Vanguard*?

Witness: Yes, certainly.

Captain Ward: What was the *Iron Duke's* speed through the water at sixty revolutions, considering the state of the bottom?

Witness: According to my only guide, before leaving Plymouth sixty revolutions would give 8.2 knots.

Captain Edye: You have stated that at 12.35 the *Vanguard* had by her revolution flag increased her revolutions to forty eight. Do you know from experience in the *Iron Duke* what your number of revolutions would be to keep up an equal speed?

Witness: About six revolutions more.

Captain Dawkins: If you had been an officer of the watch, and a dense fog came on suddenly, and you were in the stern of a ship, only one ship being ahead of you, and you heard some short and long blasts of the steam whistle from your leader and could not make them out, would you have approached your leader with great caution?

Witness: I always in a fog approach my leader with the usual caution as officers of the watch.

Captain Dawkins: Would you or would you not have used extra precaution in feeling your way into position on a fog coming suddenly on?

Witness: Yes; particularly in the *Iron Duke*; and I would never keep directly astern of any ship ahead, as I consider going from seven to eight knots, close order, in the *Iron Duke* dangerous, if directly astern.

Captain Dawkins: Is it not almost impossible to command if the ship astern of you keeps directly in your leader's wake, provided the leader has full command of his ship?

Witness: In a dense fog, where you could not see your flying boom, should the ship ahead ease speed suddenly, or stop without a very quick signal, it then becomes dangerous.

During the sitting of the court on Monday, Captain Dawkins received the following telegram:—

"The master of pilot boat No. 4 told my captain that, on boarding a Swedish bark the day after the collision, her captain reported that she escaped being run down by

a man of war the day previous, and where the accident occurred. The ship is still in Dublin."

A letter received by Captain Dawkins states that the name of the bark was the *Ulla*, Captain Vico.

James Daniel Chanter, engineer of the *Iron Duke*, was examined on Tuesday. On the 1st September he was on watch in the engine room 12.30 until four o'clock. About 12.35 increased the revolutions to sixty.

By Captain Dawkins: The pitch of the screw is twenty one feet. At sixty revolutions the slip of the screw is fifteen per cent. That number of revolutions with fifteen per cent. slip would give a speed of ten and a half knots. Sixty revolutions were the maximum speed that the ship went up to the time of the collision.

Lieutenant Evans, of the *Iron Duke*, recalled: When I reached the deck the *Iron Duke* was going fifty revolutions, or about seven and a half knots. When I increased the speed to fifty two revolutions she would be going seven to eight knots, and afterwards she was going $7\frac{1}{2}$ to 9.2 knots.

The President then announced that this evidence closed the first part of the inquiry.

Captain Dawkins, Commander Tandy, and Commander Young were then examined, and described the measures which were taken for saving the *Vanguard* after the collision, as well as for saving the crew. Their evidence differed in no essential particular from the accounts which have already been published.

Next day (Wednesday) Robert Brown, chief engineer of the *Vanguard*, said that immediately after the collision occurred he ran down the engine room ladder and saw a quantity of water pouring down on the top of the port after engine; he also believed he heard, but did not see, a much larger quantity coming in somewhere at the back of the port engines through the inner skin of the ship. Five minutes afterwards all the watertight doors were closed, but the amount of water in the vessel rapidly increased although the pumps were used. No attempt was made to stop the leak.

William George Page, engineer of the *Vanguard*, gave similar evidence, and as to cause of the foundering of the vessel, expressed the following opinion.—"I consider that No. 99 bulkhead should have been carried up to the top of the under side of the upper deck, as I believe that the loss of the *Vanguard* was occasioned by the water running aft over the combings of the engine room on the main deck. The fires being out contributed greatly to her sinking so soon, and the water in the stoke hole preventing the main drain valve being opened, and rendering the steam fire engine, which was a very powerful one, useless, also contributed to this result. Had the latter been worked, she would have floated some time longer."

The engine room artificer of the *Vanguard* deposed that two minutes after the collision the water was half way up his thighs, and that six minutes after the collision the fires were being put out. In his opinion, had the doors of the engine room communicating with the stokehole been closed as soon as the blow was struck, he could have kept his pumps going, and the vessel might have been saved.

James Redgrave, engineer of the *Vanguard*, stated that his opinion as to the cause of the ship foundering was the quantity of water that got into the stokehole and shaft alleys before the doors were closed, so bringing the ship down that the water flowed over the combings on the main deck; also