

who closed them after the collision, which he handed in. The first statement was as follows:—The stations near fire quarter and closing watertight compartments were first watch—Richard George, James Harrold, J. Elliott, S. Gribbell, F. Hild, E. Rendall; second watch—Charles Oaks, Joseph Adam, Richard Donovan, Thomas Aze, F. Axworthy; third watch—Luke Haggren, Thos. Gordon, Joseph Fox, Richard Donovan, Tinny Murphy. Numbers 1 to 5 of the long est watch off to repair to stations for closing doors. No. 1 sees that all is clear for closing doors between engine room and stokehole; No. 2 closes both doors of port shaft; No. 3 close both doors of starboard shaft passage; Nos. 4 and 5 closes both doors between the engine room and stokehole. According to the second statement, the two doors of the sick bay were left open, as also were the two doors of the provision room flat. Of the six coal bunkers, one was left open for use, and could not be closed on account of coals. The doors of some of the wing passages were also left open. All the doors of the double bottom were kept closed except two under tanks, the covers of which were on, but not screwed close down. All the other doors and covers were closed.

Three of the look out men were then examined and the court adjourned.

On Thursday several of the crew of the *Vanguard* were examined, and they heard no steam whistle from the flagship, or the guns that were fired from her. Robert Brown, chief engineer of the *Vanguard*, said that her machinery on the day of collision was in perfect order.

Captain Henry Dennis Hickley, of the *Iron Duke*, was then called, and said: A little after twelve, the weather being fine, and the course south half east, the flagship was visible, bearing south west one mile, and it being my impression that a fog was not coming on, I left the deck, having been there all the forenoon, in charge of the officer of the watch. At this time the engines were going fifty revolutions. I gave orders for the *Iron Duke* not to get astern of her station, the *Vanguard* and the *Iron Duke* being at this time three cables apart. Seeing the *Vanguard's* masts directly in one ahead, and my own ship on that course, I went below. After being below about ten or twelve minutes, the mate of the watch came down to tell me that the flagship and the *Vanguard* were out of sight. I immediately went on deck, and on going to the officer of the watch on the starboard side of the battery, asked what he was doing. His answer was that he had yawed a little out of line to get clear of his next ahead. I made answer, "That will not do; get into line again"; and I ordered the helm to be put a port again. While the ship commenced to pay off to the port helm I heard the *Vanguard's* steam whistle blowing, over the space of six or seven seconds, about two points on the starboard bow, and having every reason to believe from the position of the sound of the whistle, and presuming that she was continuing her speed, I ported with confidence, first to south by west, and then to south south west. There was no interval between the two except that I asked the quartermaster on both occasions how her head was bearing, he answering south by west and south south west. On his giving the latter course I said, "That will do; bring her to her course again" (south half east). When I heard the steam whistle of the *Vanguard*, I said to the man who was standing by our steam whistle, "Answer her signal," when the man turned the whistle, but the steam was not on it. I immediately, as the steam whistle is turned on from

the stokers' flat, sent down to have it turned on, at the same time giving orders, in case it should be defective, to have fog horns brought on deck. The mate of the watch, in running down the after ladder, met Mr. Rundle, one of the engineers, who instantly himself went and turned on the tap, and ran up to the steam whistle in time to turn it just as we had collided. The space in doing this, was therefore very limited. During this time an alteration in the course, as I previously stated, was occurring and from the time I ported the helm in the first instance to the time of colliding with the *Vanguard* was not more than three minutes; and her steam whistle was sounded once, and once only, as far as I can judge. What I mean by once only is the space of time that her whistle was heard. On the quartermaster telling me how her head was, south south west, and I had given orders to bring her to her course again, the ship canted apart with a quarter of a turn with the first of her starboard helm. I saw the *Vanguard* ahead about half a cable distant, with her head at about south east. I stopped the port screw to increase her swing to port, but, seeing a collision inevitable, I ordered full speed astern with both engines; but the engines had scarcely moved, if moved at all, when we ran into the *Vanguard* on her port side abaft the battery. After the fog came on the pennants had not been made by the steam whistle on board the flagship to my knowledge, neither had they been repeated by the squadron. This has been the practice of late years. When the fog came on I had look out men placed. No report was made of any steam whistle being heard during the fog, and up to the time of the collision, with the exception of that of the *Vanguard*. I think I could have heard signal guns from the flagship if they had been fired. Special look out men were put on, but I did not mention the *Vanguard* especially. The look out men that were specially placed were two men on the fore-castle, one of whom was on the jibboom end. Two signalmen were on deck, also a mast-head man up, a chief officer of the Coast-guard on the fore-castle, and a man on the life buoy, who also had directions to look out abaft.

The President: Can you state positively to the court that because you did not hear any signal from the flagship "reducing speed" that it never occurred to you that the flagship had reduced her speed because of the fog?—It did not occur to me that the flagship had reduced speed. My great idea was to get in station as soon as possible, and within signal distance.

(By Electric Telegraph.)

On Friday the cross examination of Captain Hickley, of the *Iron Duke*, was proceeded with. He estimated that the *Iron Duke* struck the *Vanguard* at an angle of six points.

Q. Did the *Vanguard's* hull appear to hold on to the prow of the *Iron Duke*, and bear it away with her to the effect of turning the ship's head?—It struck me that she canted our head to port, but our engines acting under the previous order to go astern, which I allowed to act to prevent ripping the *Vanguard's* side, and we were in collision a very short time. The engines were going at fifty four revolutions as I understood when I came on deck at 12.40; I ordered no change of speed before I ordered the port engines to stop. The utmost speed which could be got out of the *Iron Duke* at a trial some time before was sixty three revolutions.

Q. If the helm had been ported and star-board engine stopped, do you think the col-

lision would have been avoided?—No. it was impossible to have avoided it; the *Van guard* would have been struck in a less vital part, but with much greater severity.

Q. What do you consider was the actual speed of the *Iron Duke* through the water at the instant of collision?—Not less than seven and a half knots.

Q. Had you such confidence in the officer of the watch as to give him no orders as to the number of revolutions he was not to exceed?—A. I had every confidence in the officers of the watches who, in keeping station, always regulated the speed, and I was certainly astonished to find that the officer of the watch had worked his revolutions up to sixty. The *Iron Duke's* steam whistle was not defective. It was effective when the steam was turned on. I estimate the time the two ships were in contact at a minute or a minute and a half.

Q. When you heard the confused sound from the steam whistle, did you form any estimate of the distance it was off?—A. Ye. Coming on deck as I did, and knowing in my own mind the approximate relative positions of both ships, I thought the sound of the *Vanguard's* whistle corresponded with the distance she ought to be, although too much on the starboard bow. The distance was, I thought, between two and three cables.

Captain Dawkins: Can you state positively that you know the sound of the *Van guard's* whistle from any other?—A. Certainly not.

Captain Dawkins: Then am I to understand that the whistle you heard on the supposed starboard bow might for all you knew be that of another ship?—It is within the bounds of possibility that another large steamer with a powerful "cow!" might have come down between the lines, but I do not think it probable, seeing she was not in sight a short period before.

Captain Dawkins: Is it according to the rule of the road at sea when you hear a whistle in a dense fog on your starboard bow, to port your helm?—No, I should say not as a general rule. Had the *Vanguard* not seen the vessel ahead, I do not think the accident could have happened, as then her head would have been pointing on the course.

Captain Dawkins: Do you think, as a sailor, that the captain of a ship would be justified in at once starboarding his helm and stopping his engines if the look out man on the starboard or port cathead in a dense fog reported a ship right ahead?—Yes, if the report was "Right ahead."

Lieutenant P. G. Evans, officer of the watch of the *Iron Duke* at the time of the disaster, deposed: When I came on deck to take charge at 12.30, my orders were course S. half E., columns of divisions in line ahead close order, going fifty revolutions, the *Iron Duke* being slightly astern of station, and inclined to drop. On taking on, I put her on to fifty two revolutions, and in five minutes' time I ordered "as fast as possible," asking how many revolutions that would be in the engine room. The look out men had been previously placed on account of the fog by the officer of the forenoon watch. I ordered a man to go to the steam whistle. At 12.40 I lost sight of the flagship, and immediately sent down a chief officer of the coastguard to tell the captain, and as soon as he came up again, we lost sight of the *Vanguard*. On losing sight of the *Vanguard* knowing the speed I was going at, and not wishing to follow exactly in the wake of my leader for fear she might have to stop I gave the order "starboard" and then to keep her former course. The captain was close to