

The "Imo" was then compelled, in order to avoid a probable collision with the American tramp, to blow a two-blast signal to her and to pass her in the upper part of the Narrows starboard to starboard instead of port to port. When passing the American tramp the speed of the "Imo" was four to five knots.

P. 444, L. 23
P. 445, L. 29
P. 448, L. 31
P. 446, L. 33

Just after getting past the American tramp, the ocean-going tug "Stella Maris," going up the Narrows towing two heavily laden unwieldy barges with long tow lines, appeared in front of the "Imo."

P. 377, L. 3
P. 383, L. 1

10 The "Stella Maris" was heading to cross over to the Dartmouth side from the Dry Dock on the Halifax side, and was about out to mid-channel when the "Imo" first saw her, but did not continue this course when the "Imo" came in sight, but turned back towards the Halifax side, thus putting herself across the channel and on the wrong side and in the "Imo's" waters.

P. 405, L. 31
P. 235, L. 11
P. 487, L. 25
P. 325, L. 18
P. 424, L. 20

The "Imo" was also compelled by the manoeuvre of the "Stella Maris" to pass her starboard to starboard.

P. 419, L. 36

Before getting down to the "Stella Maris," the ~~latter~~ ^{former} blew a one-blast signal for the "Mont Blanc," which had previously been seen at a considerable distance.

P. 481, L. 17
P. 487, L. 39
P. 496, L. 4

20 When the "Imo" blew her one-blast signal the "Mont Blanc" was not keeping in close to the Dartmouth shore, but was working out to mid-channel, angling across to the Halifax side, and cutting the course of the "Imo."

P. 496, L. 4
P. 241, L. 27
P. 318, L. 6
P. 560, L. 23
P. 269, L. 20
P. 416, L. 19
P. 227, L. 26
P. 214, L. 15

The "Imo" was always keeping as close as practicable to the Halifax side.

P. 410, L. 22
P. 487, L. 39

When abreast of the "Stella Maris" off Pier 9, the "Imo" blew a three-blast signal and reversed her engines. The distance between the "Imo" and the "Mont Blanc" at this time was from one-half to three-quarters of a mile.

P. 214, L. 22
P. 217, L. 33
P. 233, L. 42
P. 482, L. 1
P. 378, L. 30
P. 368, L. 10
P. 561, L. 24

30 When the engines were reversed at this time, the bow of the "Imo" swung to starboard towards the Halifax side, so that witnesses on board steamers moored at the dry dock, on the Halifax side, could see her port side, on a small angle.

P. 230, L. 10
P. 226, L. 10
P. 234, L. 1
P. 238, L. 1
P. 563, L. 8

From that time until the time of the collision, the "Imo" was never heading towards the Dartmouth shore, but was heading towards the Halifax side, and under port and steady helm.

P. 226, L. 9
P. 231, L. 6
P. 234, L. 1
P. 238, L. 1
P. 467, L. 3
P. 468, L. 14
P. 468, L. 38
P. 473, L. 2
P. 489, L. 13
P. 559, L. 29
P. 564, L. 10
P. 653, L. 33

After the engines of the "Imo" were reversed at this time, they were stopped, and remained at stop until just before the collision, when they were, as hereafter appears, again reversed.

P. 388, L. 10
P. 561, L. 24

After the first reversing, the "Imo" was barely moving through the water up to the time of the collision.

P. 472, L. 6
P. 483, L. 14
P. 561, L. 39
P. 214, L. 2
P. 409, L. 17
P. 240, L. 13