

# The 'Florizel' Enquiry.

(Saturday's Proceedings.)  
 Second Engineer John Thomas Wood, examined by Mr. Warren, said: I take a turn out of the engine room before leaving and see that everything is in working order. I did not see anything on the last trip. I do that about two hours before sailing. There was no trouble in getting away as far as the engine room was concerned. They are not overhauling until April or May next year at New York. The winter propeller is of a coarser pitch than the summer propeller. The blades were used the previous season. I would know if there was a blade missing by the jar of the shaft. It is impossible to lose a blade without the engine room becoming aware of it. Our horse power is a fair average for that class of ship. The pressure in the gauge in the stokehold is for the gauge in the foreman. If she dropped 10 lbs. you could tell it by the sound of the engine. The pressure is regulated by blowing out the ashes. The foreman then find it difficult to go around and tend to the furnaces. These conditions are responsible for the reduction of speed. The engines were going at full speed till the ash-blows were blown out. When I left the engine room she had a full pressure of steam. The reduction in pressure caused by the blowing out of ashes would not affect the revolution of the propeller much. A reduction of from 10 to 25 per cent. in steam. If there was a mistake in reading the revolution it could be found out. There is competition in some steamers between the different engine room staffs. There was no competition on the 'Florizel'. A heavy sea would reduce the revolutions as she would not run fast. That would be done despite the fact that the full pressure of steam was on the engines. In bad weather, in addition to the slip, we would have the difference in revolutions as well. As the pressure drops you investigate and see what is wrong with the fire. Notes would be compared as regards the revolution with the captain on other ships that I was in. I did not see each day. I don't know the number of revolutions the engines made just after leaving the Narrows. I retired about 10.30 and slept. I did not hear her racing. I did not notice any slob striking the side of the ship that night. The working out of the engine table would show the actual speed of the ship going through the water. At 69 revolutions the engines would work out 48 knots in four hours. You cannot calculate the ship knots from the engine. At 75 revolutions in four hours the engine knots would be 58. A drop of 5 or 10 lbs. on the engine

would have no effect on the propeller. The current does not affect the revolutions of the propeller. Going up Hell Gate the current is 8 or 9 knots. To Mr. Warren: I acted as chief of the 'Florizel' for about a week. It was in December last, at the time of the Halifax disaster. The winter propeller gave the same speed as the summer propeller. I would know if we lost a part of the blade. One year at the ice I had three blades gone and on two other occasions I lost a blade. The indicator is not put back to zero, it works itself out. The revolutions might be 63 per minute in a big sea and the ship's speed only 5 or 6 knots. We have two dynamo on board for lighting. The engineers can check the racing by applying the throttle valve (technically described by Mr. Lumsden). The racing may not be noticed on the bridge. There is a gauge for the pressure on the boilers and the cylinders. The high gauge pressure is 170 lbs. The low gauge pressure would show 165. There was a device for checking racing but it was not used.  
 To Mr. Winter: The winter blades were cast steel. We used that the propeller before. I was never to the ice in the 'Florizel'.  
 To Mr. Dunfield: We take the temperature of the water every watch. To Commander MacDermott: When the captain rings 1/2 speed I slow her down to what I think is half speed. The loss of one blade would not affect the speed of the ship much.  
 To Mr. Warren: The speed given by the engines is not the speed the ship is going through the water, they are what we call engine knots.  
 To Commander MacDermott: At the commencement of a watch it is not possible for the steam to be reduced as much as two knots.  
**FOURTH ENGINEER TESTIFIES.**  
 Fourth Engineer Herbert Taylor, sworn and examined by Mr. Dunfield, said: I am a resident of St. John's. I am 22 years of age. I have not yet got my certificate. I have been five years at Reid's shops and 7 months in the Nascope, during which I made a trip to Hudson's Bay and on returning I went across to Alcantara. I was in the 'Florizel' two years. I went to the engine room at 7.25. Mr. Lumsden was then in charge. I went on watch at 9 o'clock. The third engineer came on about 12 o'clock. Oiler Timmons was on watch with me. The revolutions were 69 and a fraction per minute. That is what she averaged for the four hours. About 9 o'clock she had 170 lbs. pressure. She did not gain any revolutions after that. I got full away from the bridge at 7.59, which to my knowledge continued to 12.05. I had no trouble whatever with the engines. We could hear if the ship was going through heavy slob or ice from the engine room. I did not hear any ice during my watch strike the side of the ship. I had nothing to report to Mr. Collier when he relieved me. I took the temperature of the water. I think it was about 34 degrees. We used American coal. It was satisfactory. There was nothing to complain of between 8 to 12 o'clock. There was no racing. I was fourth engineer on her last voyage from New York. I do not know what revolutions she made on that voyage. 69 would be a fair average. I had no orders to economize in coal. I did not have a great lot of experience in ice when down to Hudson's Bay.  
 To Commander MacDermott: When going on watch I would not get any information from the engineer going off without something special happened. I was asleep at the time she went ashore. Davis the oiler called me. I dressed as best I could. I slipped on my coat and boots. I was going to the engine room and met the second in the alley way. He said it was 10 lbs. the water was then up to his waist. After the sea cleared away I got to the smoking room deck. There was 35 people there. I met Miss Barrett. I told her to hold on to my hand. When going forward a sea came and took her clear of me. I did not see here any more. The second, third and myself went to the Marconi room and stayed there till I was rescued. I was on the smoking room deck for about 1 1/2 hours. It was too dark to make out who was there. There was no one washed overboard when I was on the smoking room. No one was refused admission to the Marconi room.  
 Cross-examined by Mr. Gibbs. — I was engaged in blowing out the ashes during the first part of my watch. During my watch the pressure went up to 175. Everything worked smoothly. I turned in at 12.15. I did not go on deck at all.  
**THIRD ENGINEER'S EVIDENCE.**  
 Third Engineer Eric Collier, sworn and examined by Mr. Dunfield, said: I am a native of St. John's. I will be 28 in July next. I hold a second-class engineer's certificate No. 52. It is a Newfoundland certificate. I was 4 years and 7 months with the Ansel Engineering Co. and the Reid & Co. I was about 16 months in the 'Bellaventure' as 4th engineer. I was to the ice in the 'Bellaventure' in 1914. I joined the 'Florizel' Dec. 18, 1914, and have been in her since then as 4th, 3rd and 2nd engineer. I came on watch at 12 and remained till 4 a.m. Sunday, 24th. I was not

in the engine room when she left port. I took her over from 4th Engineer Taylor. He said everything was going all right. I don't remember what she was turning during Mr. Taylor's watch. When I took charge she was turning 69 revolutions. The pressure was not below 170 lbs. It varied from 165 to 175 lbs. during my watch. She averaged 63.7 revolutions in my watch (that is between 12 and 4 a.m.). It was the weather that caused the drop in revolutions. The rolling was nothing unusual. I have often seen her rolling worse. There was no racing of the screw in my watch. It was not what you would call exceptional. It was not continuous. I could not hear her go through slob ice from the engine room that time. I have been in slob ice often. What we had was slob. My hearing is normal. The temperature at 3.30 was 34 degrees. You lose a little speed in changing watch, about four or five revolutions, lasting for about 15 minutes. I had her back to normal about 25 minutes after I took charge. I told the second at 4 o'clock that she was racing a little and to watch her. The heaviest racing was between 12.40 and 2.15. She raced a good deal in that time. I do not know the condition of the weather at that time. Racing would slow down the speed of the ship. She gave an occasional race after 2.15. Much less than before. During my watch I noticed nothing particular.  
 To Commander MacDermott: Racing would bring down the number of revolutions. That night there was a considerable reduction of revolutions. Cross-examined by Mr. Gibbs. — It was only ordinary racing during the whole watch. I have noticed her race steady for a whole watch. It takes quite a bit of weather to make her race. I would catch her quick sometimes when she raced. I was standing to the throttle for the whole watch. If she gets away before you can catch her she will shake the whole ship. I saw a good deal of the captain. He is a very, very careful man in every way. He was, I believe, oftentimes too careful. He used to go on the bridge and stay there throughout the whole voyage.  
 To Mr. Dunfield: I spent my time in the Marconi room. There was no confusion on the ship.  
 Adjourment was taken at 5.15 p.m. till 3 o'clock this (Tuesday) afternoon.

**Casualty List.**  
**RECEIVED MARCH 16TH, 1918.**  
 Died of Wounds at Third Australian Casualty Clearing Station, France, March 15th.  
 3337—Private George Hudson, Pouch Cove, St. John's East.  
 At 3rd Australian Casualty Clearing Station, France, March 14th.  
 3230—Private Peter Finn, Petty Harbour; shell wound right arm, right leg fracture tibia.  
 3235—Private Felix Jordan, Pouch Cove, St. John's East; shell wound right arm, fractured humerus.  
 At 4th Casualty Clearing Station, France, Dangerously Ill, March 15.  
 3743—Private Donald Elliott, Newfoundland's Cove, B.B.; shell wound side penetrating abdomen.  
 At 7th Stationary Hospital, March 11.  
 769—Private John T. Sullivan, 25 Hutchings Street; gas poisoning, severe.  
 2249—Corporal William Down, Grand Falls; contusion cheek (slight).  
 At Wandsworth.  
 2568—Private L. Russell, Princeton, B.B.; pyrexia.  
 2555—Private William Moran, Portugal Cove Road; abscess right ankle.  
 1370—Private Joseph Snow, Griquet, St. Barbe; urethral stricture.  
 J. R. BENNETT,  
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**Progress II.**

**a Total Loss.**

CREW SAVED.

In an interview with Capt. Magano and Mate Joseph Layton yesterday, we elicited the following information relative to the loss of their vessel. The ship left this port on Thursday last and ran into very bad weather and got off as far as 25 or 30 miles where she struck some ice which broke her stem and stove in her bows. The pumps being frozen were therefore unable to check the rush of water which followed. The vessel was gradually settling down when at 5 o'clock Saturday morning the S. S. Iscolite got a line aboard but owing to the violence of the storm was unable to tow the badly battered vessel. At 11 o'clock when the crew was taken off the ship was in a very bad condition and the Captain states could not possibly have remained afloat for longer than an hour. The storm was the worst the captains ever experienced at sea. The wind being unusually high and the ice was very heavy. The S. S. Iscolite which effected their rescue had a trying time reaching port and did not arrive here till Sunday evening. The vessel was laden with 6,000 quintals of codfish for export. The crew of eleven men, all of whom are Portuguese, are being cared for at the Seaman's Institute. Mr. Goodridge, the Portuguese Consul, is looking after their interests.

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**FOR MARKET.**—The schooner and Marjorie McClashen left port yesterday, and the Olinde Gaspe will likely sail to-day with her laden with codfish.