



RMS LUSITANIA INQUIRY

Wreck Commissioners' Court.

Central Hall, Westminster, S.W. London

Tuesday, 15th June, 1915.

PROCEEDINGS

BEFORE

The Right Hon. LORD MERSEY,
Wreck Commissioner of the United Kingdom,

WITH

Admiral Sir F. S. Inglefield, K.C.B.,
Captain D. Davies,
Lieut.-Commander Hearn,
Captain J. Spedding,
Acting as Assessors.

ON A FORMAL INVESTIGATION
ORDERED BY THE BOARD OF TRADE INTO THE

LOSS OF THE STEAMSHIP *LUSITANIA*

Report of a Formal Investigation into the circumstances attending the foundering on the 7th of May, 1915, of the British Steamship *Lusitania*, of Liverpool, after being torpedoed off the Old Head of Kinsale, Ireland.

Presented to both Houses of Parliament by Command of His Majesty.

THE MERCHANT SHIPPING ACT, 1894 to 1906.
REPORT OF THE COURT.

The Court, having carefully enquired into the circumstances of the above mentioned disaster, finds, that the loss of the said ship and lives was due to damage caused to the said ship by torpedoes fired by a submarine of German nationality whereby the ship sank.

In the opinion of the Court the act was done not merely with the intention of sinking the ship, but also with the intention of destroying the lives of the people on board.

Dated this seventeenth day of July, 1915.

MERSEY,
Wreck Commissioner.

We concur in the above Report,
F.S. INGLEFIELD,
H.J. HEARN,
DAVID DAVIES,
JOHN SPEDDING,

Assessors.

INTRODUCTION

On the 18 May, 1915, the Board of Trade required that a Formal Investigation of the circumstances attending the loss of the *Lusitania* should be held, and the Court accordingly commenced to sit on the 15th of June.

- There were six sittings, some of which were in camera.
- Thirty-six witnesses were examined, and a number of documents were produced.

The Attorney-General: My Lord, I appear on behalf of the Board of Trade, who have requested your Lordship to hold a formal investigation into the loss of the steamship *Lusitania* which was sunk off the Old Head of Kinsale, near the coast of Ireland, on the 7th May last.

My Lord, we have served the formal notices required upon the Captain of the ship, and also upon the owners, and I understand that my friends Mr. Aspinall and Mr. Laing and others appear on behalf of the owners and on behalf of the Captain. I do not know that there are any other appearances in the case.

Mr. Macmaster: I appear on behalf of the Canadian Government.

The Attorney-General: Of course, the only formal parties are the parties upon whom the notice has been served

The Commissioner: Those, I understand, are the Owners and the Captain?

The Attorney-General: The Owners and the Captain.

The Commissioner: And no one else?

The Attorney-General:

And no one else. Of course, as representing the Board of Trade, I court the fullest possible inquiry into any questions that may arise on the facts, and your Lordship will deal with them as occasion arises.

The Captain of the ship was Captain William Thomas Turner, and the Owners of the ship are the Cunard Company. They have been served with all the formal documents, including the Case representing the facts upon which the Investigation is based, and also a copy of certain questions to which at the proper time I shall have to call your Lordship's attention.

The facts I have to state I can state very briefly. The steamship *Lusitania* which was both a passenger ship and an emigrant ship-and on that I shall have to say something afterwards-belonging to the Cunard Line, was, at the end of April, at New York, and was about to sail for England on the 1st of May. She left New York about noon on the 1st of May with a crew, of which I will tell your Lordship the details in a few moments, a large number of passengers, and a general cargo, bound for Liverpool. Certain statements have been made which have become public, and certain allegations have been made as between the German Government and America; Notes have passed between them, and it is not inconvenient that I should tell your Lordship the statement which the United States have made as regards the requirements of their laws before the steamship *Lusitania* sailed for Liverpool. The Note states this-and this is the American Note in reply to the German Note:-

Your Excellency's Note, in discussing the loss of American lives resulting from the sinking of the steamship *Lusitania*, adverts at some length to certain information which the Imperial German Government has received with regard to the character and outfit of that vessel, and Your Excellency expresses the fear that this information has not been brought to the attention of the United States. It is stated that the *Lusitania* was undoubtedly equipped with masked guns, that she was supplied with trained gunners with special ammunition, that she was transporting troops from Canada, that she was carrying cargo not permitted under the laws of the United States to a vessel also carrying passengers, and that she was serving, in virtual effect, as an auxiliary to the naval forces of Great Britain. Fortunately these are matters concerning which the Government of the United States is in a position to give the Imperial German Government official information. Of the facts alleged in Your Excellency's Note, if true, the Government of the United States would have been bound to take official cognizance. Performing its recognized duty as a neutral Power and enforcing its national laws, it was its duty to see to it that the *Lusitania* was not armed for offensive action, that she was not serving as a transport, that she did not carry cargo prohibited by the statutes of the United States, and that if, in fact, she was a naval vessel of Great Britain she should not receive a clearance as a merchantman. It performed that duty. It enforced its statutes with scrupulous vigilance through its regularly constituted officials, and it is able therefore to assure the Imperial German Government that it has been misinformed. If the Imperial German Government should deem itself to be in possession of convincing evidence that the officials of the Government of the United States did not perform these duties with thoroughness, the Government of the United States sincerely hopes that it will submit that evidence for consideration. Whatever may be the contentions of the Imperial German Government regarding the carriage of contraband of war on board the *Lusitania* or regarding the explosion of that material by a torpedo, it need only be said that in the view of this Government these contentions are irrelevant to the question of the legality of the methods used by the German naval authorities in sinking the vessel.

May I say here, at the outset, that that being a statement of the enforcement of the Regulations under Statutes at the port of departure, New York, our evidence here fully confirms the statement that was made. There was no such outfitting of the vessel as is alleged and fancied or invented by

the German Government; and your Lordship will have the fullest evidence of that from the witnesses we will call in confirmation of what was said by the United States Government.

My Lord, on the morning of the 6th May, having left on the 1st May, as we are informed, all the Class A lifeboats, amounting to 22, were swung outwards under the superintendence of the proper officer and were left swinging and ready for lowering. That was in consequence of the ship then approaching what may be called the war zone or the danger zone. About 10 minutes past 2 p.m. on the 7th May the vessel was off the Irish Coast. She had passed early in the morning the Fastnet Rock at the extreme corner where you turn round to come up the Irish Channel, and had arrived at 2.10 near the Old Head of Kinsale. It is not material at the moment to stop to show your Lordship the point on the map. According to the evidence the ship was about 8 to 10 miles, I think the captain himself says 15, but a good deal of the evidence puts it at less-off the Old Head of Kinsale. One of the questions which will arise on the evidence is as to whether that was, at the time and under the circumstances which your Lordship will hear, a proper place for the captain to be navigating. The weather was fine and clear and the sea was smooth and the vessel was making about 18 knots. That is not unimportant when I come to discuss as to whether everything was done that ought to have been done in relation to the particular matters. Without any warning a German submarine fired a torpedo at the *Lusitania* and she was struck between the third and fourth funnels. There is evidence that there was a second and perhaps a third torpedo fired, and the ship sank within 20 minutes. I shall give you in a few moments the details of the people who were lost. At the present moment, all I want to emphasise is that there was no warning and there was no possibility under the circumstances of making any immediate preparation to save the lives of the passengers on board. My Lord, the course adopted by the German Government was not only contrary to International law and the usages of war, but was contrary to the dictates of civilisation and humanity; and to have sunk the passengers under those circumstances and under the conditions that I have stated meant in the eye, not only of our law but of every other law that I know of in civilised countries, a deliberate attempt to murder the passengers on board that ship.

I said, my Lord, that the ship was going at 18 knots. Perhaps I ought here to explain that the average maximum at which she had travelled from New York was about 21 knots, and a question will arise as to whether the captain was right in travelling at the time at 18 knots. I ought, further, to mention this, because it is a matter that concerns the owners, that out of 25 boilers they had in use all through the voyage only 19. Six of the boilers in the No. 4 boiler space were not used at all. If they had been used the speed could have been brought up to 24 knots, as I am told, but what the owners of the ship, the Cunard Company, say is, that in consequence of the war and the decrease of passenger traffic between America and this country, they had determined, not merely as regards this ship, but as regards other ships engaged in the traffic, and on other voyages of this ship, to use only the 19 boilers with a view to economy, having regard to the passenger traffic which they anticipated, That enabled them to do with about three-fourths of the coal that would be ordinarily used, and enabled them to save a certain amount of labour. My Lord, I think that is a fact which I ought to put forward in stating the case. Whether that was right or wrong we shall probably have to inquire somewhat into. But it is right to say that even with the boiler accommodation which was in use, I understand, that the *Lusitania*, making 21 knots, would be a faster ship than any other of the large trans-Atlantic liners which convey passengers from one country to another.

The torpedo which struck the ship, as I have told you, struck her on the starboard side. That caused an immediate list on the ship, which, if it did momentarily right itself, afterwards increased, and was of such a nature, as will be shown in the evidence, that it made the boats on the port side practically impossible to launch. Some of them I think were filled with passengers, but, as your Lordship will readily imagine, in the few moments that elapsed these boats with the list over fell in-board and some of them fell over upon some of the passengers on the deck. I am not going now in any wise to anticipate the evidence as to how many torpedoes struck the ship. There is some little variation in the evidence, as one would expect on an occasion of this kind.

Let me tell your Lordship the facts about the crew and the passengers, The total crew was 702, made up of deck department 77, engineering department 314, stewards 306, the orchestra 5; that made 702. Of these, there were 677 males and 25 females. 397 males and 16 females were lost; therefore, the total loss of the crew was 413; 280 males and 9 females were saved. Those figures make up the 702.

The total passengers were 1,257, made up of Saloon passengers 290, Second Cabin passengers 600, Third Cabin passengers 367, making a total of 1,257. Of these there were 688 adult males, 440 adult females, 51 male children, and 39 female children, and 39 infants. The number of passengers lost was 785, and the number saved 472. Of the 129 children, 94 were lost and 35 saved.

As regards the nationality of the passengers, I may tell your lordship that 944 were British including Canadians: 360 were saved and 584 were lost. There were 6 Greeks, 5 Swedes, 1 Swiss, 3 Belgians, 3 Dutch, 72 Russians, 2 Mexicans, 1 Indian, 8 French, 1 Danish, 2 Italians, 1 Spanish, 1 Finnish. 1 Norwegian, 15 Persians, 1 Hindoo, and 1 Argentine; and as I have said of the total, 472 were saved and 785 were lost. Taking the passengers and crew together on board they came to 1,959, and of these 1,198 were lost and 761 were saved.

I ought to tell your Lordship, perhaps, something about the ship. The ship was built of steel by John Brown and Co, at Clydebank, in 1907. She had a length of 769.33 feet and a breadth of 87.85, with a depth of 61.72. She was fore and aft rigged; she was fitted with six steam turbine engines of 65,000 indicated horse power, equal to a speed of 24 knots-that is, when all the boilers were working. She was registered at Liverpool, and her tonnage after deducting 17,784 tons for propelling power and crew space was 12,611. The ship was built under the special survey of the Admiralty and the Admiralty requirements. She had accommodation including the crew for over 3,000 persons. She was fitted with 15 transverse bulkheads. The longest compartment was the forward boiler room, which was over 90 feet long, and all the watertight doors and the bulkheads could by special arrangements be closed simultaneously; and I think there is evidence that that was done on this occasion. The coal bunkers were arranged along the sides of the ship and fitted with bulkheads, and there was a double bottom, the depth between the outer and the inner being 5 feet at the centre. I have told your Lordship already that the *Lusitania* was a passenger steamer and an emigrant ship as defined by Sections 267 and 268 of the Merchant Shipping Act, and as a passenger ship she had to be surveyed annually for the passengers' certificate, and as an emigrant ship, every voyage before clearance outwards. She had cleared outwards in the month of March from this country and had received her certificate. She also had to comply with the rules as to life-saving appliances, which had to be surveyed under the 431st section of the Act. There were also special

instructions which are not statutory which were given by the Company as regards boat drills, which your Lordship will hear evidence about.

The *Lusitania* held a passenger certificate enabling her to carry 400 passengers of each class, which would be 1,200 altogether, and a crew of 750 hands. She was certified to have, and had as a matter of fact, on board, 34 boats, capable of accommodating 1,950 persons. She had 32 lifebuoys and 2,325 life-jackets. The proper certificates which were required will be proved, and the witnesses will be called before you to show that the proper certificates were made. The vessel last cleared outwards from Liverpool as an emigrant ship, I said, in March, but it was really on the 17th April, and surveys were made by Mr. Laslett of her machinery and life-saving appliances, and an emigration survey was made by Captain Barrand, the Emigration Officer, who gave the clearance certificate on the 17th April. The ship, so far as the facts put before me go, seems in every way to have fulfilled the requirements of the law and the regulations that were laid down.

Now, my Lord, there is one other matter to which I must refer. There were, as your Lordship would expect under war conditions, certain general regulations which had been issued by the Admiralty with a view of giving directions having regard to the menace of submarines and mines when you get within what we may call the war zone. In addition to that, having regard to existing conditions on the south coast of Ireland, and what had been observed there during the two days previously, or one day at all events, May 6th, and the morning upon which these people were murdered, there were certain specific information and directions sent out by the Admiralty by wireless telegraphy to the *Lusitania*, and which so far as I know reached the captain. As representing the public here, as I do, I have to state to your Lordship that, in my opinion, and upon the advice of the Admiralty, whom I have myself consulted, it is not thought desirable, indeed we are pressed very much the undesirableness of it, or, indeed, possible to state these general regulations or the communications that were made, in public. That will not relieve us from the necessity of going into them, and it will be quite evident that one of the main questions which will have to engage your Lordship's consideration is as to those instructions and those communications and how far in accordance with the circumstances the Captain acted upon them. I shall have in course of the case, subject of course to your Lordship's approval, to ask your Lordship to take that part of the inquiry in private. It is essential that we should go into it. It is essential that we should not have these matters published; it would shake I think the confidence of those who have to navigate our Mercantile Marine at this difficult time, with the kind of enemy we have to deal with, if we were to make these matters public, and I hope your Lordship will see your way to comply with the request we will make.

It is not necessary for me now I think to say any more. The case is not of the ordinary type of case into which these inquiries are held. The first question that has to be decided in an ordinary case is: how did the accident occur? Well, we know in the present case that there was no accident. We know that there was a premeditated design to murder these people on board this ship by sinking her. Everything points to that perfectly clearly and perfectly plainly, and therefore what in other cases takes a considerable time will not in the present case. I think, necessarily lead, at all events, to any very long or continued investigation. The real questions that will arise upon that are only two. The first is as to the navigation of the ship, having regard to the instructions, and the suggestions and the information from the Admiralty, and the second is as to whether everything was done that possibly could be done to save human life and alleviate human suffering after the

ship had been torpedoed. That is a matter which it would serve no useful purpose for me to survey at the present time. Your Lordship can, of course, picture what the feeling on board a ship suddenly torpedoed in this way must have been. There is one thing which I might state which I think all the witnesses concur in, that there was no panic. Your Lordship will hear what was done as regards the boats and the attempts to launch them. For my own part, while I think every inquiry ought to be made, I think your Lordship will see at once that in certain circumstances of this kind, and with the number of human beings who were on board, it is not very easy to get any very accurate description of what did really happen as regards each boat, or anything of that kind. However, we will put all the necessary evidence before you. But, my Lord, I do not propose, so far as I am concerned, to protract an inquiry of this kind. There is no use as far as I can see in calling witness after witness to prove exactly the same thing, and when we have satisfied your Lordship and the Court by sufficient evidence of what are the general outlines of the facts and of the efforts that were made, of course we shall court inquiry and evidence, as is our duty, from any other person who wishes to come forward here, and if there are complaints against either the master or the owners or the crew everybody here as I understand will have the fullest opportunity of stating it. That is one of the objects of the investigation, but as I said before, this investigation differs from all others that I know of which have been held in these wreck inquiries, because, unfortunately, the cause of the loss of life is only too clear.

My Lord, with these observations I shall now proceed to call the evidence before you.

Mr. Butler Spinnall: On behalf of the Cunard Company may I be allowed to take this early opportunity of conveying to the relatives and friends of the victims of this deplorable tragedy their sincere and heartfelt sympathy.

Mr. Cotter: I should like to make an application at this point to appear as representing 150 men of the *Lusitania*.

Mr. Rose-Innes: I have a similar application to make on behalf of the relatives of a lady passenger who lost her life, and also on behalf of Mr. Crighton, to appear with Mr. Wickham.

Mr. G. A. Scott: I have a similar application to make on behalf of the representatives of the late Mr. Vanderbilt.

Mr. Clem Edwards: I wish to appear on behalf of the National Sailors' and Firemen's Union, of whom about 150 men were lost.

Mr. Marshall: I also ask permission to appear on behalf of the Marine Engineers. We have had 14 or 15 of our members lost and we desire to be represented.

The Commissioner: The different gentlemen who have applied to me will be at liberty through me to put any questions that they think they ought to put, but I am not going to make anybody party to this Inquiry except those people who have been mentioned by Sir Edward Carson, namely, the owners and the Captain. Of course, it is understood that if at any time during the Inquiry I desire to clear the Court and to take any part of the Inquiry in private, the gentlemen who have spoken to me must retire. Mr. Attorney, will you let me have a note of the figures of the passengers, crew, and dimensions and so on of the ship.

Testimony of William Thomas Turner

Examined by the ATTORNEY-GENERAL.

54. Were you the Master of the *Lusitania*?

- I was.

55. On the voyage from New York to Liverpool?

- I was.

56. You started your voyage on the 1st May?

- Yes.

57. I will not go into the particulars of the crew and cargo, because we know what it was. What certificates do you hold?

- Extra Master.

58. Have you got it?

- The Company has it.

59. At the time when the ship started, so far as you know was she in good condition?

- Yes.

60. And well found?

- And well found.

61. Was she armed or unarmed?

- Unarmed.

62. Had she any weapons of offence or defence against an enemy at all?

- None whatever.

63. Or any masked guns?

- None whatever.

64. Before you left New York was there boat drill carried out?

- There was.

65. And fire and bulkhead drill?

- And fire and bulkhead drill also.

66. Were these in accordance with regulations issued by the owners?

- Yes, sir.

67. Can you tell me, during the voyage between the 1st May and the day when the ship was sunk, was there daily muster drill at the boats?

- At the sea boat, one boat.

68. How often was that?

- Once a day.

69. Tell us what course you came across?

- I steered a course from Sandy Hook to 40.10 N and 40 W, thence on a circle course to within 100 miles from Fastnet, and then steered about 20 miles south of Fastnet.

70. When you got to Fastnet how far out from the shore were you?

- I estimate about 25 to 26 miles south of Fastnet; we did not see it.

71. On the morning of the 7th May was there a fog?

- There was.

72. Up to what time?

- I forget the time; I could not tell you.

73. Then we will prove that by another witness. Did it clear off?

- It cleared off.

74. And being 25 miles, you say, off Fastnet, what did you do then?

- We held up a bit, to make the land closer, to make out something, and we saw the Brow Heads shortly afterwards, and then, if I remember aright, we put her on her course again parallel with the land.

75. Do you remember the time she was struck?

- My watch was 2.15; it stopped at 2.36¼.

76. According to your statement, whereabouts was the ship at that time?

- I estimate about 15 miles out.

77. Off where?

- The Old Head of Kinsale.

78. Going to Liverpool?

- Bound for Liverpool.

79. At the time was the weather quite clear?

- Beautifully clear.

80. Was the sea smooth?

- Quite smooth.

81. Do you know anything about the tide?

- It was slack water.

82. How far were you from Liverpool at that time? If you cannot tell me I will get it from another witness. - Kinsale is about 255 miles, as near as I can remember.

83. I have a calculation here made, which I daresay you will accept, of about 240 miles. - From the Don Ship it is 240 miles to Liverpool.

84. And you say you were 250 miles away?

- 250 miles-all that.

85. At 2.15, at the time you were struck, what speed were you going at?

- 18 knots.

86. Can you tell me what was the average speed at which you had come from New York across?

- About 21 knots.

87. What was the highest speed you were able to make if you put full speed on?

- 24½ or 25 knots.

88. Could you have made that during this voyage?

- No, not under the condition of boilers.

89. That is what I want you to tell his Lordship. What was the condition of the boilers?

- We were only working 19 out of 25.

90. Was that by the direction of the owners?

- It was.

91. Where were you at the time when the ship was struck?

- On the port side of the lower bridge.

92. Will you tell his Lordship and the Assessors in your own way what happened?

- The officer called out "*There is a torpedo coming, sir,*" and I went across to the starboard side and saw the wake, and there was immediately an explosion and the ship took a heavy list.

93. Could you observe where she was struck-which side first?

- The starboard side.

94. Do you know where she was struck?

- A big volume of smoke and steam came up between the third and fourth funnels, counting from forward-I saw that myself.

95. Did you say that you yourself saw the wake of the torpedo?

- I saw a streak like the wake of a torpedo.

96. Somebody cried out that there was a torpedo?

- Yes, the Second Officer, on the bridge.

97. When the ship was struck tell us what happened?

- I headed her for the land to see if I could make the land.

98. Did she list?

- Heavily to starboard.

99. Were you yourself thrown down?

- No.

100. What did you do then?

- Ordered the boats to be lowered down to the rails, to get the women and children in first.

101. Before doing that, did you go on to the navigation bridge?

- Yes.

102. I want to take it in order, you know. You went up to the navigation bridge?

- Yes.

103. What did you do then?

- Put her head on to the land, and then I saw she had a lot of way on her and was not sinking, so I put her full speed astern, to take the way off her.

104. When you did that, was there any response from the engines?

- None whatever.

105. What did you conclude from that?

- That the engines were out of commission.

106. When you had ordered full speed astern and had headed her for the land, what did you do?

- I told them to hold on lowering the boats till the way was off the ship a bit, which was done. I told the staff captain to lower the boats when he thought the way was sufficiently off to allow them to be lowered.

107. Did you notice any other concussion that would lead you to believe there was a second torpedo?

- One immediately after the first.

108. When you told them to lower the boats, was there any difficulty about any of the boats?

- They could not very well lower them on the port side because of the heavy list.

109. Can you give us a little more information as to the extent of the list?

- I should say about 15 degrees.

110. What happened to the boats on the port side?

- They caught on the rail and capsized some of the people out. Some were let go on the run, and some of them fell inboard on the deck and hurt some of the passengers.

111. Did you give any directions about the women and children?

- I said "*All women and children into the boats first,*" and I told them to lower them down to the rails.

112. Was there any panic on board?

- Not that I saw.

113. How long was it from the time when the ship was first torpedoed until she sank?

- I should think about 18 minutes. My watch was 2.10, and it stopped at 2.36¹/₄.

114. The Commissioner: You went into the water, did you?

- Yes, my Lord.

115. The Attorney-General: How long did you remain on the bridge?

- Until she went down under me.

116. You put on a lifebelt, I suppose?

- Yes, I put on a lifebelt.

117. How long were you in the water?

- That I do not know; I did not take the time.

118. I daresay it seemed a very long time?

- Well, yes, it did.

119. Then were you picked up?

- Yes, they picked me up in one of the ship's boats, and transferred me to the *Bluebell* trawler and landed me at Queenstown.

120. So far as you were concerned, or could observe, was everything done that was possible to get the boats out and save lives?

- Yes, everything possible.

121. You got certain instructions from the Admiralty, I think?

- I did.

The Attorney-General:

I do not say more than that at the present moment; that I shall have to deal with later on.

The Commissioner:

Yes.

Mr. Butler Aspinall:

I have some questions to ask this gentleman, but I do not know whether your Lordship might not think it better that I should wait until the other interests have put their questions. It is the more usual course.

The Commissioner:

By all means.

Mr. Butler Aspinall: And it may save time.

Examined by Mr. ROSE-INNES.

Mr. Rose-Innes:

I desire to put this question to the witness: whether the boats on the port side were swung clear or only lowered to the deck?

The Commissioner:

Do you mean whether they were swung out?

Mr. Rose-Innes:

Yes.

122. The Commissioner: (To the witness) Were the boats on the port side swung out?

- They were.

123. Mr. Rose-Innes: Did that apply also to the starboard side?

- It applied to the starboard side.

Mr. Rose-Innes:

The other questions I desire to put are such as cannot be put at the present moment having regard to your Lordship's ruling.

The Commissioner:

I do not know what that means. What does it mean?

Mr. Rose-Innes:

They have reference to the Admiralty instructions.

The Commissioner:

I shall not, I think, allow you to put any questions about that.

Mr. Rose-Innes:

No, my lord, I understand so, if the Inquiry takes place in camera. If we are excluded, according to your Lordship's ruling, from so much of the Inquiry as takes place in camera, I cannot put them.

The Commissioner:

No, I do not want to go into those matters at all now.

The Attorney-General:

May I say as regards my learned friend, that if he has any communications he likes to

make to me, I will consider what questions I can put upon them.

The Commissioner:

You hear what the Attorney-General says, Mr. Rose-Innes: If there are any questions you would like to put you may submit them to him, and if we have to retire and hold any part of the Inquiry in camera he will consider whether they are questions which he ought to put.

Mr. Rose-Innes:

I am obliged, my Lord.

124. Is it a fact that you had boat drill in Liverpool before the ship left Liverpool?

- Yes.

125. Is it the custom of the Cunard Company to give each member of the crew a boat badge with the number of his boat?

- Yes.

126. Was that done on the last voyage?

- It was.

127. Was the crew of the *Lusitania* proficient in handling boats, in your estimation?

- No, they were not.

128. Were the stewards proficient in handling boats?

- Just about the same as they all are now, as ships' crews go now.

129. Then your contention is that they are incompetent to handle boats?

- They are competent enough - they want practice. They do not get practice enough, and they do not get the experience.

130. You say you had boat drill with one boat every day?

- Yes.

131. Was that with the object of giving the crew some experience?

- That is right.

132. How many boats did you carry on the *Lusitania*?

- 48.

133. How were they fixed on the decks?
- They were swung in davits and landed on the deck on skids.

134. What kind of davits did you have?

- Iron davits.

135. But what class-You know there are several classes of davits?

- We had the Whelin davits and the ordinary davits.

136. Where were the Whelin davits situated on board?

- Both sides, starboard and port, about amidships.

137. Had you any Whelin davits aft-on the after deck?

- I forget now whether there were or not.

138. How many Whelin davits had you on the port side?

- I do not know whether there were any or not of that pattern.

139. You know the class of davit I mean?

- Yes, I know the class of davit you mean.

140. When you gave the order to lower the boats to the rail, were the crew then attending to the various boats?

- Yes, they were.

141. Did you notice if they had any difficulty?

- Lots of difficulty, owing to the list.

142. The difficulty was owing to the list?

- Yes.

143. The boats swung in-board?

- No; they leaned against the ship's side; some swung in-board.

144. The result was that there would be difficulty in loading them with people and getting them to the water's edge?

- Quite right.

145. Did you see any accident to any of the boats?

- Yes, they dropped one down the after-end.

146. Did you see any boat actually lowered, with passengers in it, into the water on the port side?

- Yes.

147. Coming to the starboard boats, were they swung out?

- They were.

148. When she took the list, did they swing further out?

- Naturally.

149. They were not lashed to the side?

- No.

150. Did you notice whether the passengers had any difficulty in getting into them?

- No, I did not notice that.

151. They would have difficulty, would they not?

- No doubt they would have a slight difficulty.

152. When did you issue any orders with regard to bulkhead doors?

- I issued those earlier in the morning.

153. I mean after the ship was struck?

- All the bulkhead doors were closed.

154. Did you order them to be closed?

- Yes.

155. Do you know whether they were closed as a matter of fact?

- It was reported to me that they were.

156. By whom were they closed?

- By those connected with each department, the stewards' department.

157. Did you notice whether any of the stewards were giving lifebelts out to the passengers?

- I believe so.

158. What class of lifebelts did you carry?

- The body lifebelts and the cork lifebelts.

159. Where were they situated as regards the First, Second, and Third class?

- In racks.

160. Did you have any buoy lifebelts for the Third Class?

- Yes.

161. As well as the First Class?

- Yes.

162. Would the passengers know where to get them?

- Yes, and there were notices in the rooms where to get them, and now to put them on.

163. Were the crew assisting to put the lifebelts on the passengers?

- I understand they were.

164. And your orders were carried out as far as it was possible to carry them out?

- Yes.

165. Owing to the list of the ship was it very difficult to carry them out?

- In some instances.

166. How long after she was struck did she heel over so that it was impossible to stand on the deck?

- Almost momentarily; within 10 seconds I should think.

167. In 10 seconds it was impossible to stand upright on the deck?

- Yes.

168. Then it must have been very difficult for any member of the crew to do their duty at all?

- It was.

Examined by Mr. CLEM EDWARDS.

169. At the time you were struck were you steering a perfectly straight course?

- As straight as you can steer.

170. To get the maximum speed how many of your boilers ought to be fired and linked up?

- Eighteen knots we were going.

171. Yes, but to get your maximum speed out of the *Lusitania*, which you said was 24½ to 25 knots?

- Yes.

172. To get that maximum speed how many of the boilers had to be fired?

- Twenty-five.

173. At the time you were struck how many of the boilers were in fact fired?

- Nineteen.

174. Was it a matter within your discretion, or was it in consequence of orders from your owners that you had only nineteen of your boilers fired?

- Orders of the owners.

175. So that at that time if you had thought it the right thing to keep full speed ahead you could not have attained anywhere the maximum speed of 24 to 25 knots?

- No; 21.

176. 21 knots was the maximum you could have got?

- With 19 boilers, yes.

Examined by Mr. DONALD MACMASTER.

177. On the morning of the 7th May were you aware that you were in a danger zone?

- I was.

178. And that you might possibly be subject to a torpedo attack?

- Yes.

179. Did you give any special instructions or take any special precautions with a view to observing whether submarines were in the neighbourhood on the morning of the 7th May?

- I did. I gave orders to the engineers in case I rang full speed ahead to give her extra speed.

180. Did you give orders to look out for submarines?

- The look-outs were already doubled.

181. Can you tell me about how far the vessel travelled from the time she was struck until she ultimately went down?

- Probably two to three miles.
182. Did she keep her head?
- She had headway when she was going down.

Examined by Mr. BUTLER ASPINALL.

183. You told us you hold an extra Master's Certificate?

- Yes.

184. How long have you held that certificate?

- Since 1897.

186. How long have you been in the service of the Cunard Line?

- Since April, 1883.

186. How long have you served as a Commander with them?

- Since 1903 I think; I am not sure.

187. Have you been in command of the *Aquitania*?

- I have.

188. Is that their largest vessel?

- It is.

189. In addition to commanding the *Lusitania* and the *Aquitania*, have you been in command of several other large vessels of theirs?

- I have.

190. On the *Lusitania*, in addition to yourself, did you have a second captain, as it were?

- Yes.

191. What was his name?

- Anderson.

192. He has unfortunately been lost, has he not?

- I am sorry to say, yes.

193. He was as it were a reserve captain, was he?

- Yes.

194. I have very little to ask you; but in consequence of information that had been received with regard to submarines, were you taking extra precautions?

- I was.

195. On the morning of Thursday, 6th May, the day before the catastrophe, were your boats swung out ready for lowering?

- Yes, at 5.30 in the morning.

196. And was everything in readiness?

- Everything was in readiness.

197. In addition to that had you given special instructions to Captain Anderson to see that all bulkhead doors were kept closed?

- I did.

198. As far as you know did he give effect to your orders?

- He reported to me that he had done so.

199. You have told us in general language that you doubled the look-out?

- Yes.

200. Where was the look-out being kept?

- Two in the crow's nest and two in the fore-castle head-in the eyes of the ship.

201. In addition to that were there several officers on the bridge?

- There were two officers on the bridge and a quartermaster on either side with instructions to look out for submarines.

202. I have been asked to ask you this question: What was the draught of the *Lusitania*?

- About 33 feet 10 inches approximately.

203. You told the gentleman who sits behind me that in your view the crew of the *Lusitania* were not proficient in handling boats.

The Commissioner:

Not efficient.

204. Mr. Butler Aspinall: I want you to explain that a little. Is it your view that the modern ships, with their greasers and their stewards and their firemen, sometimes do not

carry the old-fashioned sailor that you knew of in the days of your youth?

- That is the idea.

205. That is what you have in your mind?

- That is it.

206. You are an old-fashioned sailor man?

- That is right.

207. And you preferred the man of your youth?

- Yes, and I prefer him yet.

208. With regard to dealing with the boats on this occasion as you said the boats were ready to be used?

- All ready.

209. But the three big difficulties that the sailors had to deal with were the fact that the ship had got the list?

- That is right.

210. And that the ship had got headway on her which could not easily be stopped?

- That is right.

211. And that the time was short?

-Yes.

Mr. Rose-Innes:

May I ask whether the log was saved.

The Attorney-General:

No, it was not. I asked for it long ago.

212. The Commissioner: (To the witness.) I suppose everything went down with the ship?

- Yes, my Lord.

The Attorney-General:

I do not know whether it would be convenient now to finish this witness.

The Commissioner:

You must follow your own course. You know better than I do.

The Attorney-General:

I should like to finish him now, because it seems to me, having regard to the questions put, that this is the main point, and I do not want to be calling witnesses as to matters which are not material.

213. Mr. Butler Aspinall: I have been asked at this stage if I might ask the witness these two questions on behalf of a gentleman sitting at the back. (To the witness.) Is it within your knowledge that the passengers were helping as far as they could?

- It is-interfering you should say.

Mr. Butler Aspinall:

I did not ask you that.

The Commissioner:

(To the witness.) That was not what you were asked to answer.

Mr. Butler Aspinall:

I do not mind the answer, but they no doubt were desirous of helping although it may be they were hampering?

The Witness:

Yes.

214. I have also been asked to ask you this: Do you know of your own knowledge what part, if any, Mr. Vanderbilt was taking in the helping?

- I never saw the gentleman.

Day 3

Captain William Thomas Turner – Recalled

Examined by the ATTORNEY-GENERAL

1629. I want to ask you with reference to what they call collapsible boats - Is that the right name?

- Yes, that is the right name.

1630. We know that they were on the deck fixed by skids?

- Yes. The skids were all loose. The upper boats held the skids down.

1631. Then when the upper boats were swung out, the skids remained?

- The skids remained, but that would not prevent the boat coming away.

1632. In addition to that were the boats on chocks?

- Yes, chocks underneath.

1633. Were those chocks fixed into the deck?

- No.

1634. Were they loose?

- They were loose.

1635. It is suggested to me that is not so, but if you say so -?

- I think those chocks were loose, but I would not be sure.

1636. The Commissioner: Please answer according to your knowledge. You told that gentleman that they were loose?

- Well, I think they were loose to allow the boats to slide across the deck.

1637. You think they were, but you do not know?

- I am not sure.

The Commissioner:

If they were not loose, how do you suggest they were fastened?

The Attorney-General:

By bolts into the deck.

The Commissioner:

Then there must be somebody who knows whether they were bolted to the deck.

1638. The Attorney-General: I have no doubt, my Lord. (To the Witness.) Did you remove the skids when you came into the danger zone?

- No.

1639. Or did you take any steps to render it more easy for these collapsible boats to slide automatically into the water?

- No.

1640. Ought not you to have done so?

- I do not think so.

1641. Of course at the time you were anticipating there might be torpedoes?

- We were.

1642. Did you consider the question of whether it would have been an advantage to the crew and passengers if these boats could readily get into the water?

- Yes, I considered that question, but it would have been dangerous to loosen them, because they would slide across the deck if the ship listed.

1643. At all events, your evidence is that it would not have been right to do as I suggest?

- I do not think so.

1644. As regards the boats that had the gripes, were the gripes loose?

- No, they had slip links to them. It would be easy to unfasten them.

1645. I only want to know, were they loose?

- I do not think so.

1646. Is there any practice on board of loosening and getting out these collapsible boats during the voyage?

- Not generally. We have it occasionally.

1647. Did you have it at all during this voyage?

- I do not think so.

1648. Did you provide during this voyage, which was a very special one, or had you any special practice for such a sudden matter arising as torpedoing?

- None whatever further than using all precautions and giving special orders.

Mr. Clem Edwards:

My Lord, when Captain Turner was previously in the witness box, I had not had the advantage of looking at the questions which constitute the terms of reference. I should ask permission now to put one or two questions which are well within questions 14 and 15.

The Commissioner:

Anyway it really does not matter whether they are within the questions or not - if you

think it desirable to put them you must put them.

Mr. Clem Edwards:

I am obliged to your Lordship.

Further Examined by Mr. CLEM EDWARDS.

1649. After the torpedo had struck the ship, how soon did you make up your mind that she was going down?

- About 10 minutes afterwards.

1650. For the first 10 minutes you thought she might float?

- I did.

1651. During those 10 minutes did you take any steps to have soundings made in any part of the ship?

- I told Captain Anderson to send word along to the carpenter to sound the ship at once.

1652. You heard what the carpenter has said; that he never took soundings and never got instructions to do so?

- I think he was quite right in what he did.

1653. You heard what he said to me a moment or two ago?

- I heard it and he was quite right.

1654. If it was dependent on the carpenter that soundings should be taken, it is perfectly clear that soundings were not taken?

- That I would not like to say.

The Commissioner:

Then I do not understand the question and I do not understand the answer. Will you put your question again. You began with "if" I think.

Mr. Clem Edwards: I say if it was based on his previous answer. If the taking of soundings was dependent on the carpenter, it is perfectly clear from the reply which the carpenter gave to me that in fact no soundings were taken.

Witness:

That is right.

1655. And did you after giving those instructions to Captain Anderson see Captain Anderson again?

- I did not see him again; he was busy with the boats.

1656. Did you give any instructions at all to see that the watertight doors were all closed?

- I gave that order in the morning, and it was reported to me that the order had been carried out.

1657. After the torpedo had struck the ship did you give any order at all with regard to the watertight doors?

-The watertight doors and stonelight doors were closed from the bridge immediately by Second Officer Heppert.

1658. That was after the torpedo had struck?

- When the torpedo was coming. He had strict orders to do that from me if he saw anything of the kind coming.

1659. Do all the watertight doors close automatically from the bridge?

- No, only in the engine room.

1660. How are the other watertight doors closed?

- By hand.

1661. Did you give any instructions that those which are closed by hand should be closed after the torpedo had struck the ship?

- No, I did not. Orders were given in the morning to close all bulkhead doors as far as possible.

1662. If watertight doors can be closed by hand, watertight doors can be opened by hand, can they not?

- Naturally, if they are not jammed.

1663. And they were ordered to be closed in the morning on the off-chance that something might happen?

- That is right.

1664. Do not you think as the responsible officer of that ship, that when that something had happened there ought to have been definite instructions to go and see that all the watertight doors were closed?

- Orders had been given before that if anything did happen to see that they were closed.

1665. But you do not know whether the officer carried them out?

- I do not know, but I presume they were, from what Mr. Jones says.

Examined by Mr. DONALD MACMASTER.

1666. I want to ask you a question with regard to the number of boats on the deck. Since the report on the *Titanic* disaster, was the number of boats on the *Lusitania* greatly increased?

- They were increased I understand.

1667. You have no doubt about it?

- No.

1668. The added boats were put on the top deck in the main, were they not?

- Yes.

1669. Do you think that any inconvenience arose, in connection with the launching of the boats, from the crowding of the boats on that deck?

- None whatever. If we wanted to launch the lower boats we had only to run the tackles and get the first boat out first.

1670. In some cases the collapsible boats were placed underneath one of the ordinary boats?

- Yes.

1671. And in that case you would have your top boat off first before launching the second?

- Quite correct.

1672. The Commissioner: Do you think it has turned out to be an advantage that the number of boats has been increased since the *Titanic* inquiry?

- I do not know that it has.

Examined by Mr. THOMAS PRIEST.

1673. After you gave the first order for all persons to take to the boats, did you vary that order and say "*all women and children out of the boats?*"

- No, I did not. I said, "*All women and children in the boats first.*" That is all I said, and I never contradicted my order.

1674. You did not?

- I did not.

RMS LUSITANIA INQUIRY FINDINGS

The ship – unarmed

It has been said by the German Government that the *Lusitania* was equipped with masked guns, that she was supplied with trained gunners, with special ammunition, that she was transporting Canadian troops, and that she was violating the laws of the United States. These statements are untrue; they are nothing but baseless inventions, and they serve only to condemn the persons who make use of them. The steamer carried no masked guns nor trained gunners, or special ammunition, nor was she transporting troops, or violating any laws of the United States.

The torpedoing of the ship

By the 7th May the *Lusitania* had entered what is called the “Danger Zone,” that is to say, she had reached the waters in which enemy submarines might be expected. The Captain had therefore taken precautions. He had ordered all the lifeboats under davits to be swung out. He had ordered all bulkhead doors to be closed except such as were required to be kept open in order to work the ship. These orders had been carried out. The portholes were also closed. The lookout on the ship was doubled—two men being sent to the crow's nest and two to the eyes of the ship. Two officers were on the bridge and a quartermaster was on either side with instructions to look out for submarines. Orders were also sent to the engine room between noon and two p.m. of the 7th to keep the steam pressure very high in case of emergency and to give the vessel all possible speed if the telephone from the bridge should ring.

Up to 8 a.m. on the morning of the 7th the speed on the voyage had been maintained at 21 knots. At 8 a.m. the speed was reduced to 18 knots. The object of this reduction was to secure the ship's arrival outside the bar at Liverpool at about 4 o'clock on the morning of the 8th, when the tide would serve to enable her to cross the bar into the Mersey at early dawn. Shortly after this alteration of the speed a fog came on and the speed was further reduced for a time to 15 knots. A little before noon the fog lifted and the speed was restored to 18 knots, from which it was never subsequently changed. At this time land was sighted about two points abaft the beam, which the Captain took to be Brow Head; he could not, however, identify it with sufficient certainty to enable him to fix the position of his ship upon the chart. He therefore kept his ship on her course, which was S 87 E and about parallel with the land until 12.40 when, in order to make a better landfall he altered his course to N. 67 E. This brought him closer to the land, and he sighted the Old Head of Kinsale. He then (at 1.40 p.m.) altered his course back to S 87° E, and having steadied his ship on that course began (at 1.50) to take a four-point bearing. This operation, which I am advised would occupy 30 or 40 minutes, was in process at the time when the ship was torpedoed, as hereafter described.

At 2 p.m. the passengers were finishing their mid-day meal.

At 2.10 p.m., when ten to fifteen miles off the Old Head of Kinsale, the weather being then clear and the sea smooth, the Captain, who was on the port side of the lower bridge, heard the call, “*There is a torpedo coming, sir,*” given by the second officer. He looked to starboard and then saw a streak of foam in the wake of a torpedo travelling towards his ship. Immediately afterwards the *Lusitania* was struck on the starboard side somewhere between the third and

fourth funnels. The blow broke number 5 lifeboat to splinters. A second torpedo was fired immediately afterwards, which also struck the ship on the starboard side. The two torpedoes struck the ship almost simultaneously.

Both these torpedoes were discharged by a German submarine from a distance variously estimated at from between two and five hundred yards. No warning of any kind was given. It is also in evidence that shortly afterwards a torpedo from another submarine was fired on the port side of the *Lusitania*. This torpedo did not strike the ship, and the circumstance is only mentioned for the purpose of showing that perhaps more than one submarine was taking part in the attack.

The *Lusitania* on being struck took a heavy list to starboard and in less than twenty minutes she sank in deep water. Eleven hundred and ninety-eight men, women, and children were drowned.

Sir Edward Carson, when opening the case, described the course adopted by the German Government in directing this attack as “*contrary to International Law and the usages of war,*” and as constituting, according to the law of all civilized countries, “*a deliberate attempt to murder the passengers on board the ship.*” This statement is, in my opinion, true, and it is made in language not a whit too strong for the occasion. The defenceless creatures on board, made up of harmless men and women, and of helpless children, were done to death by the crew of the German submarine acting under the directions of the officials of the German Government. On the questions submitted to me by the Board of Trade I am asked, “*What was the cause of the loss of life?*” The answer is plain. The effective cause of the loss of life was the attack made against the ship by those on board the submarine. It was a murderous attack because made with a deliberate and wholly unjustifiable intention of killing the people on board. German authorities on the laws of war at sea themselves establish beyond all doubt that though in some cases the destruction of an enemy trader may be permissible there is always an obligation first to secure the safety of the lives of those on board. The guilt of the persons concerned in the present case is confirmed by the vain excuses which have been put forward on their behalf by the German Government as before mentioned.

One witness, who described himself as a French subject from the vicinity of Switzerland, and who was in the Second Class Dining Room in the after part of the ship at the time of the explosion, stated that the nature of the explosion was “*similar to the rattling of a maxim gun for a short period,*” suggested that this noise disclosed the “*secret*” existence of some ammunition. The sound, he said, came from underneath the whole floor. I did not believe this gentleman. His demeanour was very unsatisfactory. There was no confirmation of his story, and it appeared that he had threatened the Cunard Company that if they did not make him some immediate allowance on account of a claim which he was putting forward for compensation, he would have the unpleasant duty of making his claim in public, and, in doing so, of producing “*evidence which will not be to the credit either of your Company or of the Admiralty.*” The company had not complied with his request.

It may be worth while noting that Leith, the Marconi operator, was also in the Second Class Dining Saloon at the time of the explosion. He speaks of but one explosion. In my opinion there was no explosion of any part of the cargo.

Orders given and work done after the torpedoing

The Captain was on the bridge at the time his ship was struck, and he remained there giving orders until the ship foundered. His first order was to lower all boats to the rail. This order was obeyed as far as it possibly could be. He then called out, "*Women and children first.*" The order was then given to hard-a-starboard the helm with a view to heading towards the land, and orders were telegraphed to the engine room. The orders given to the engine room are difficult to follow and there is obvious confusion about them. It is not, however, important to consider them, for the engines were put out of commission almost at once by the inrush of water and ceased working, and the lights on the engine room were blown out.

Leith, the Marconi operator, immediately sent out an S.O.S. signal, and, later on, another message, "*Come at once, big list, 10 miles south Head Old Kinsale.*" These messages were repeated continuously and were acknowledged. At first, the messages were sent out by the power supplied from the ship's dynamo; but in three or four minutes this power gave out, and the messages were sent out by means of the emergency apparatus in the wireless cabin.

All the collapsible boats were loosened from their lashings and freed so that they could float when the ship sank.

Launching of the lifeboats

Complaints were made by some of the witnesses about the manner in which the boats were launched and about their leaky condition when in the water. I do not question the good faith of these witnesses, but I think their complaints were ill-founded.

Three difficulties presented themselves in connection with the launching of the boats. First, the time was very short: only twenty minutes elapsed between the first alarm and the sinking of the ship. Secondly, the ship was under way the whole time: the engines were put out of commission almost at once, so that the way could not be taken off. Thirdly, the ship instantly took a great list to starboard, which made it impossible to launch the port side boats properly and rendered it very difficult for the passengers to get into the starboard boats. The port side boats were thrown inboard and the starboard boats inconveniently far outboard.

In addition to these difficulties there were the well-meant but probably disastrous attempts of the frightened passengers to assist in launching operations. Attempts were made by the passengers to push some of the boats on the port side off the ship and to get them to the water. Some of these boats caught on the rail, and capsized. One or two did, however, reach the water, but I am satisfied that they were seriously damaged in the operation. They were lowered a distance of 60 feet or more with people in them, and must have been fouling the side of the ship the whole time. On one case the stern post was wrenched away. The result was that these boats leaked when they reached the water. Captain Anderson was superintending the launching operations, and, in my opinion, did the best that could be done in the circumstances. Many boats were lowered on the starboard side, and there is no satisfactory evidence that any of them leaked.

There were doubtless some accidents in the handling of the ropes, but it is impossible to impute negligence or incompetence in connection with them.

The conclusion at which I arrive is that the boats were in good order at the moment of the explosion and that the launching was carried out as well as the short time, the moving ship and the serious list would allow.

Both the Captain and Mr. Jones, the First Officer, in their evidence state that everything was done that was possible to get the boats out and to save lives, and this I believe to be true.

Navigation of the ship

At the request of the Attorney-General part of the evidence in the Enquiry was taken in camera. This course was adopted in the public interest. The evidence in question dealt, firstly, with certain advice given by the Admiralty to navigators generally with reference to precautions to be taken for the purpose of avoiding submarine attacks; and secondly, with information furnished by the Admiralty to Captain Turner individually of submarine dangers likely to be encountered by him in the voyage of the *Lusitania*. It would defeat the object which the Attorney-General had in view if I were to discuss these matters in detail in my report; and I do not propose to do so. But it made abundantly plain to me that the Admiralty had devoted the most anxious care and thought to the questions arising out of the submarine peril, and that they had diligently collected all available information likely to affect the voyage of the *Lusitania* in this connection. I do not know who the officials were to whom these duties were entrusted, but they deserve the highest praise for the way in which they did their work.

Captain Turner was fully advised as to the means which in the view of the Admiralty were best calculated to avert the perils he was likely to encounter, and in considering the question whether he is to blame for the catastrophe in which his voyage ended I have to bear this circumstance in mind. It is certain that in some respects Captain Turner did not follow the advice given to him. It may be (though I seriously doubt it) that had he done so his ship would have reached Liverpool in safety. But the question remains, was his conduct the conduct of a negligent or incompetent man. On this question I have sought the guidance of my assessors, who have rendered me invaluable assistance, and the conclusion at which I have arrived is that blame ought not to be imputed to the Captain. The advice given to him, although meant for his most serious and careful consideration, was not intended to deprive him of the right to exercise his skilled judgment in the difficult questions that might arise from time to time in the navigation of his ship. His omission to follow the advice in all respects cannot fairly be attributed either to negligence or incompetence.

He exercised his judgment for the best. It was the judgment of a skilled and experienced man, and although others might have acted differently and perhaps more successfully, he ought not, in my opinion, to be lamed.

The whole blame for the cruel destruction of life in this catastrophe must rest solely with those who plotted and with those who committed the crime.

FINDINGS OF THE *RMS LUSITANIA* INQUIRY

British Wreck Commissioner's Inquiry 15 June 1915

1. When the *Lusitania* left New York on 1 May 1915
 - (a) What was the total number of passengers on board, and how many of them were women and children? **See below.**
 - (b) Were there any troops on board? **No.**
 - (c) What was the total number of her crew and their respective ratings?
 - (d) What cargo had she on board and where was it stowed?

The number of passengers on board the *Lusitania* when she sailed was 1,257, consisting of 290 Saloon, 600 Second Cabin, and 367 Third Cabin passengers. Of these, 944 were British and Canadian, 159 were Americans, and the remainder were of seventeen other nationalities. Of the British and Canadian 584 perished. Of the American 124 perished, and of the remainder 77 perished. The total number lost was 785, and the total number saved was 472. The 1,257 passengers were made up of 688 adult males, 440 adult females, 51 male children, 39 female children, and 39 infants. Of the 688 adult males, 421 were lost and 267 saved. Of the 440 adult females, 270 were lost and 170 were saved. Of the 51 male children, 33 were lost and 18 were saved. Of the 39 female children, 26 were lost and 13 were saved. Of the 39 infants, 35 were lost and four were saved. Many of the women and children among those lost died from exhaustion after immersion in the water.

The cargo was a general cargo but part of it consisted of a number of cases of cartridges (about 5,000). This ammunition was entered in the manifest. It was stowed well forward in the ship on the Orlop and lower decks and about 50 yards away from where the torpedoes struck the ship. There was no other explosive on board.

2. Did the *Lusitania* before leaving New York comply with the requirements of the Merchant Shipping Acts, 1894 and 1906, and the Rules and regulations made thereunder? **YES.**
3. Were any instructions received by the Master of the *Lusitania* from the owners or the Admiralty before or during the voyage from New York as to the navigation or management of the vessel on the voyage in question? Did the Master carry out such instruction? **YES.**
4. Were any messages sent or received by the *Lusitania* with reference to enemy submarines during the voyage? **YES.**
5. What was the state of the weather and sea on the 7 May, 1915? Was the position, course, or speed of the *Lusitania* on that day on any way affected by the weather? **Fine and Calm.** Were any submarines sighted from the *Lusitania* on or before the 7 May 1915? If so, when and where was any submarine sighted, and what was the position, course, and speed of the *Lusitania* at such time? **None before the attack.**
6. Was the *Lusitania* attacked by a submarine on the 7 May, 1915? If so, can the submarine be identified? Did the submarine display any, and if so, what flag? Was it a German

submarine? – **Yes. It was not identified - It displayed no flag - It was a German submarine.**

7. When and how and in what circumstances was the attack made by the submarine on the *Lusitania*? **At 2.10 p.m., when ten to fifteen miles off the Old Head of Kinsale, the weather being then clear and the sea smooth, the Captain, who was on the port side of the lower bridge, heard the call, “There is a torpedo coming, sir,” given by the second officer. He looked to starboard and then saw a streak of foam in the wake of a torpedo travelling towards his ship. Immediately afterwards the *Lusitania* was struck on the starboard side somewhere between the third and fourth funnels. The blow broke number 5 lifeboat to splinters. A second torpedo was fired immediately afterwards, which also struck the ship on the starboard side. The two torpedoes struck the ship almost simultaneously. Both these torpedoes were discharged by a German submarine from a distance variously estimated at from between two and five hundred yards. No warning of any kind was given. It is also in evidence that shortly afterwards a torpedo from another submarine was fired on the port side of the *Lusitania*. This torpedo did not strike the ship, and the circumstance is only mentioned for the purpose of showing that perhaps more than one submarine was taking part in the attack.**
8. Before and at the time the *Lusitania* was attacked -
 - a) What was her position, course, and speed?
 - b) Was such position, course, and speed proper in the circumstances?
 - c) Was the master in charge of her? **Yes.**
 - d) Had a proper look-out been set, and was it being kept? **Yes.**
 - e) What flag was the *Lusitania* flying? **None.**
9. Before the submarine made the attack -
 - a) Was any, and if so, what warning given to the *Lusitania* by the submarine of her presence or intention to attack, or was any, and if so, what signal was given or communication made by the submarine to the *Lusitania*? **No.**
 - b) Was any, and if so, what request made by the submarine to the *Lusitania* to stop? **No.**
 - c) Was any, and if so, what opportunity given to any persons on board the *Lusitania* to leave her? **No.**
10. Was any, and if so, what action taken by those on board the *Lusitania* before she was attacked -
 - a) To escape from the submarine? **No.**
 - b) To resist visit or search? **No.**
 - c) To avoid capture? **No.**
 - d) Or otherwise in reference to the submarine? **No.**
11. Was the *Lusitania* armed? If so, how was she armed? **No.**
12. Was the *Lusitania* struck by one or more torpedoes? Where was she struck? What interval was there between the time the *Lusitania* sighted the submarine and the time she was struck? **By two practically simultaneously. The ship did not sight the submarine.**

13. What was the effect on the *Lusitania* of being struck by the torpedo or torpedoes? Did any cargo or other thing on board the *Lusitania* explode or ignite or increase the damage caused by the torpedo? **No cargo or other thing exploded or ignited.**
Did the *Lusitania* take any and what list? If so, what caused the list? **Yes, a heavy list to starboard.**
How long after the *Lusitania* was struck did she sink, and what caused her to sink? The inrush of water. **About 20 minutes: the inrush of water through holes made by the torpedoes.**
14. What measures were taken on the *Lusitania* after she was struck to save her or the lives of those on board her? **The Captain was on the bridge at the time his ship was struck, and he remained there giving orders until the ship foundered. His first order was to lower all boats to the rail. This order was obeyed as far as it possibly could be. He then called out, "Women and children first." The order was then given to hard-a-starboard the helm with a view to heading towards the land, and orders were telegraphed to the engine room. The orders given to the engine room are difficult to follow and there is obvious confusion about them. It is not, however, important to consider them, for the engines were put out of commission almost at once by the inrush of water and ceased working, and the lights on the engine room were blown out. Leith, the Marconi operator, immediately sent out an S.O.S. signal, and, later on, another message, "Come at once, big list, 10 miles south Head Old Kinsale." These messages were repeated continuously and were acknowledged. At first, the messages were sent out by the power supplied from the ship's dynamo; but in three or four minutes this power gave out, and the messages were sent out by means of the emergency apparatus in the wireless cabin. All the collapsible boats were loosened from their lashings and freed so that they could float when the ship sank.**
15. Were such measures reasonable and proper or otherwise? Was proper discipline maintained on board the *Lusitania* after she was struck? **Reasonable and proper.**
16. How many persons on board the *Lusitania* were saved, and by what means, and how many were lost? What was the number of passengers, distinguishing between men and women and adult and children, who were saved? What was the number of crew, discriminating their ratings and sexes, who were saved? **The total crew consisted of 702, made up of 77 in the Deck Department, 314 in the Engineering Department, 306 in the Stewards' Department and of 5 musicians. Of these, 677 were males and 25 were females. Of the males, 397 were lost, and of the females, 16, making the total number lost 413. Of the males 280 were saved, and of the females, 9 making the total number saved, 289.**
17. Was any loss of life due to any neglect by the master of the *Lusitania* to take proper precautions or give proper orders with regard to swinging out of boats, or getting them ready for use, clearing away the portable skids from the pontoon-decked lifeboats, releasing the gripes of such boats, closing of watertight bulkheads or portholes, or otherwise before or after the *Lusitania* was attacked? **No.**
18. Were any other vessels in sight at the time the *Lusitania* was attacked or before she sank? If so, what vessels were they and what were their relative positions to the *Lusitania*? Did any render any, and if so, what assistance to the *Lusitania* or any of her passengers or crew? **No other vessels were in sight.**

19. What was the cause of the loss of the *Lusitania*? What caused the loss of life? **The loss of the *Lusitania* and the loss of life was caused by the sinking of the ship by torpedoes from a submarine.**
20. Was the loss of the *Lusitania* and/or the loss of life caused by the wrongful act or default of the master of the *Lusitania* or does any blame attach to him for such loss? **No.**
21. Does any blame attach to the owners of the steamship *Lusitania*? **No.**

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