

# Strangers on the Horizon

## *Titanic and Californian - A Forensic Approach*

**Note:** Copies of the book ordered after 30 December 2021 have been updated to include all known corrections and include some minor revisions in Appendix-G describing the internals of a socket distress signal.

### Errata for editions printed prior to 30 December 2021

#### Chapter I, p. 25:

8796. Q. [Mr. Robertson ~~Dunlap~~ **Dunlop**] At 6.30 your log, if you look at it, records passing two large icebergs, and gives the latitude and longitude? – A. [Chief Officer Stewart] Yes.

It is clear from the question that was asked by the representative of the Leyland Line, Mr. Robertson ~~Dunlap~~ **Dunlop**, ...

#### Chapter I, p. 27:

8807. Q. [Mr. Robertson ~~Dunlap~~ **Dunlop**] Is the explanation this: ...

#### Chapter I, p. 28:

... The observation that Robert ~~Dunlap~~ **Dunlop** referred to in his explanation was a measurement taken of the angular height above the horizon of the pole star Polaris. ...

#### Chapter III, p. 106:

The Wreck Commission conclusion concerning when the iceberg was first sighted ~~wass~~ **was** flawed. ...

#### Chapter IV, p. 119:

At 10:55pm *Californian* time [9:05pm NY time], Cyril Evans tapped out an informal message to *Titanic*, “Say, old man, we are stopped and surrounded by ice.” At the time, *Titanic*’s senior wireless operator, Jack Phillips, was busy receiving passenger related messages from the powerful wireless land station at Cape Race, Newfoundland, located ~~about 800~~ **more than 300** miles away. ...

#### Chapter VII, p. 195, in Fig. 7-05: ~146ft ~~avove~~ **above** LWL

#### Chapter VII, p. 212, Endnote 33:

Mr. Robert ~~Dunlap~~ **Dunlop** consistently referred to the distance as three miles at the British inquiry from a sketch of the icefield that was provided by Captain Lord. (BI 7388,7399.)

#### Chapter X, p. 267, Endnote 20:

... Like *Mount Temple*, *Birma* raced to the distress location and thought to have arrived there only to find no sign of *Titanic* or any wreckage, “only damn great icebergs” as *Birma*’s Wireless Operator Joseph

~~Common~~ **Cannon** wrote in a letter dated 20 April 1912. ...

**Chapter XI, p. 285:**

... The report also said that it was around 4pm when ~~Parisian~~ **Mesaba** was able to steer westward once again, having had to go about 20 miles south from that 2pm position to clear the ice barrier that they encountered that day. ...

**Chapter XIII, p. 340:**

**February 1961.** – During an audiotape interview with Leslie Harrison at Stanley Lord's ~~Merceyside~~ **Merseyside** home, ...

**Chapter XV, p. 395, Endnote 31:** It should **be** noted that ...

**Chapter XVI, p. 405:**

... Stone in fact wrote and signed a detailed statement that was delivered to Captain Lord on ~~August~~ **April** 18, while *Californian* was still at sea, describing the events that he witnessed from the bridge of *Californian* during the Middle Watch on the night in question (see Appendix B). ...

**Chapter XVII, p. 420:**

Edward Buley, along with Seaman Frank Evans, was sent away in lifeboat No. 10 by First Officer William Murdoch around 1:50am *Titanic* time. Once afloat, boat No. 10 was soon tied up with boats No. 4, 12, and collapsible boat D, while Edward Buley and Frank ~~Evans~~ **Evans** were transferred to boat No. 14 under the command of Fifth Officer Harold Lowe. ...

... This is usually displayed when people gather or recall information selectively, or when they interpret information presented to them in a biased ~~manor~~ **manner**. ...

**Chapter XVII, p. 429:**

... Quartermaster George Rowe, who was helping Joseph Boxhall fire distress socket ~~siganls~~ **signals** and using the port-side Morse lamp to try and contact this steamer, only talked about seeing one white light all that time, while Boxhall said he saw two white mast lights and the steamer's sidelights.

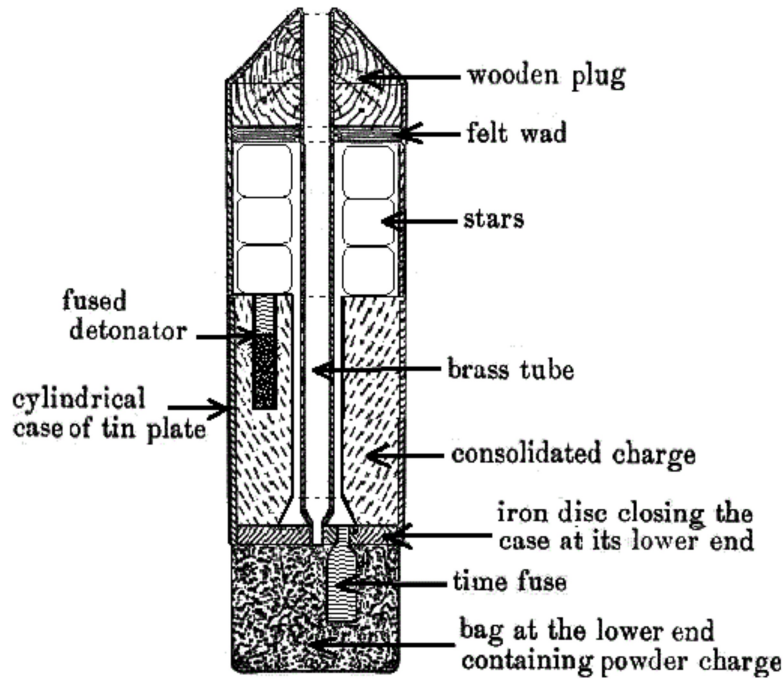
**Appendix G, p. 465:**

~~QM~~ **Lookout Reginald Lee:** “No, coloured rockets.” after being asked if they were colored or only white.

**Appendix G, p. 467: Updated discription of Socket Distress signal internals:**

The socket distress signal shown in Figure G-04 is based on period descriptions and created from a similar diagram shown in a patent issued in August 1880 to Camille Faure and George Trench of the Cotton Power Company. It is meant to illustrate the internal construction of the type of socket distress signals that were used on *Titanic*.

## Socket Distress Signal Internals



**Fig. G-04. Internal parts of a Cotton Power Company socket distress signal.**

The consolidated charge in the signal shown was made up of tonite, an explosive mixture of equal weights of barium nitrate and guncotton, which produced a loud report when set off by the fused detonator charge. Above the consolidated charge there was space for a number of stars that would be thrown out just before the charge of tonite exploded. These stars, or fiery balls, would spread out and burn brightly for some time following the explosion of the tonite charge.