

The caption for Foweraker's Chart A read:

Chart A, showing the course of the *Californian* next day and the positions of the two unidentified steamers, "X" and "Z." The range of port and starboard lights is indicated in the case of the *Californian* and "X." The *Californian* was in loose ice to the north, and the *Titanic* amongst bergs about 26 miles to the south.

Since Albert Foweraker had been in communication with Captain Lord, some people have assumed that the chart he drew in "A Miscarriage of Justice" was based on the same chart that Captain Lord drew up when he arrived in Boston, and later presented as evidence to the Wreck Commission. However, there are some inconsistencies in Foweraker's chart with some of the evidence presented by Captain Lord in 1912, and not surprisingly, with the discovery of the wreck site in 1985.¹

Foweraker faced a difficult undertaking when he came up with his hand-drawn chart. Captain Lord insisted that *Californian* had remained at 42° 05'N, 50° 07'W from 10:21pm on the night of April 14th until 6:00am the next morning. Then at 6:00am, after receiving official word from *Virginian* about *Titanic*, he pushed his ship slowly through the ice toward the distress position given to him for half an hour before reaching clear water on the western side around 6:30. He then headed southward at 13 knots along the western edge of the ice to where *Carpathia* was seen on the eastern side, and then turned northeastward, cutting back across the ice at full speed, and getting alongside *Carpathia* by 8:30am. Later, Captain Lord calculated that when he departed the floating wreckage from *Titanic* at 11:20am, his position was 41° 33'N, 50° 01'W.

If *Californian* first cleared the pack ice at 6:30 after going only 2 or 3 miles southwestward through the ice, then she would have reached a latitude of about 42° 03'N coming out on the other side. If she then headed due south at 13 knots, and did so for an hour and a half, she would have only reached a latitude of about 41° 43'N before turning for *Carpathia* around 8:00am. Yet, how could *Californian* depart the wreckage in latitude 41° 33'N, a point that is 10 miles further south, less than 3 hours later?

Foweraker's solution was to assumed that there was a south setting current which acted on the wreckage from *Titanic* in such a way that by 8:30am, when *Californian* arrived next to *Carpathia*, the wreckage was 3 nautical miles due south from spot where he placed *Titanic* at 11:40pm Sunday night. His position for *Titanic* for the time she struck the iceberg was 41° 39'N, 50° 01'W, about 5½ miles southwestward from where we know *Titanic* actually sank. This was not all that bad considering that in 1912 just about everyone believed that *Titanic* struck an iceberg and sank at the SOS position (41° 46'N, 50° 14'W) calculated by *Titanic*'s Fourth Officer Joseph Boxhall; a position that was about 13 nautical miles west of where we now know *Titanic* sank. Foweraker never really explained how *Titanic* could have happened to be 10 miles south of her regular track to New York, which he showed on his chart as a dashed line crossing from east to west.

Now a drift of 3 miles, from 41° 39'N at 11:40pm Sunday night to 41° 36'N at 8:30am Monday morning, is a drift of about 1/3 knot. But Foweraker also placed the wreckage at 11:20am, the time *Californian* departed the area, down at 41° 33'N, 3 miles further south of where he placed it for 8:30am, the time when *Californian* arrived next to *Carpathia*. That is a drift of 3 miles in almost 3 hours, or about a 1 knot drift.

Now another dilemma faced Albert Foweraker. For *Californian* steaming at 13 knots to reach *Carpathia* and the wreckage in latitude 41° 36'N by 8:30am, after first clearing the pack ice at 6:30am, she would have had to travel a distance of 26 nautical miles,

of which a few miles would be spent crossing the icefield at full speed toward *Carpathia* while heading eastward. If *Californian* came out of the icefield up north in latitude 42° 03'N, and then steamed due south at 13 knots for two hours, she would only reach a latitude of 41° 37'N, one mile too far north and not even allowing for any eastward movement to get to *Carpathia* over on the east side of the pack ice. To get out this predicament, Foweraker attempted to solve the problem by introducing two elements. First, he allowed *Californian* to drift southward about 3 miles from her stopped overnight position, a position that Chief Officer Stewart claimed that he verified the next day,² and totally ignored the evidence from both Captain Lord and Captain Rostron, by having *Californian* approach *Carpathia* heading due east true instead of on a heading more to the northeast.³ Foweraker also placed *Carpathia* only about 3½ miles east from where he shows *Californian* turning to cross the ice, despite evidence given by Captain Moore that the icefield was about 5 to 6 miles wide down where *Carpathia* was,⁴ and Captain Rostron claiming that when he first saw *Californian* approaching him around 8am, she was 5 to 6 miles away.⁵

By doing all of what he did, Foweraker made *Californian* start her southward passage from 42° 02'N at 6:00am, not from 42° 05'N as claimed by Lord. Then he had her cross 3 miles of pack ice heading southwestward in half an hour. Then he had her steam due south to the latitude of the SOS position (41° 46'N) where he had her turn about one point to the east, onto a course of S by E true, where he showed her passing *Mount Temple* and *Almerian* to her west at 7:30. From there he had *Californian* continue on for another 9 miles to a latitude of 41° 36'N before turning due east toward *Carpathia*. The total distance traveled, from 6:30am to 8:30am, came out on his chart to be 26 nautical miles, exactly the distance that *Californian* would make at 13 knots in two hours time. In so doing, Foweraker made everything on his chart seem to fit the allotted time that was shown.

However, in trying to make everything fit, Foweraker does a few questionable things. First, he comes up with a south setting current that carries *Californian* only three miles southward from 10:21pm to 6:00am, an overnight average of about 0.4 knots. For *Titanic* and her wreckage, Foweraker decides that the current brought it down 3 miles in 9 hours, or an average drift of only 0.33 knot. Then, without explanation, he increases the rate of drift of the wreckage to about 1 knot, between 8:30am and 11:20am. Foweraker conveniently ignores evidence from captains Lord, Rostron and Moore regarding how *Californian* approached *Carpathia*, and the distance that *Californian* had to make to get from the western edge of the icefield over to the eastern side where *Carpathia* was.

Foweraker's Chart A is also of interest regarding the placement of other vessels that he mentioned in the overall drama. Mystery vessel X, the tramp steamer seen by *Californian* that fired 8 white rockets, was placed on the chart about 5 miles to the SE true from the stopped *Californian* at 11:40pm, the same time that *Titanic* struck an iceberg. He also showed the path that vessel X took when she began to fire rockets (or possibly Roman candles according to Foweraker) that took her across the icefield to the southwest, and showed the position where X allegedly disappeared at 2:40am, on the western side of the icefield at about 8 miles from *Californian* lying stopped on the east side of the icefield amongst the loose ice there.

Foweraker placed *Mount Temple* one mile due south of the SOS position (at longitude 50° 14'W) for 7:30am, the time that Captain Lord gave for when he passed the stopped Canadian Pacific vessel. This he did despite strong evidence from Captain Moore that *Mount Temple* was on a line of longitude of 50° 09.5'W when a Prime Vertical sight of the sun was taken that morning showing that *Mount Temple* was eastward of the SOS longitude. *Almerian*, the small two-masted vessel with a pink funnel seen only by Captain Lord, was placed by Foweraker about 3 miles due west of where he placed *Mount Temple* for 7:30am.