

What is not consistent with any of the results presented here are the speeds and times that Captain Lord gave in evidence for the courses that he took from about 6am until he reached *Carpathia* around 8:30am. In particular, the time he took to cover the distance **L** in Figure 7-08 running at a forced speed of 13 knots. We will take a very close look at what was claimed by Captain Lord in Chapter IX dealing with the path taken to *Carpathia*. Suffice it to say at this point, the total length of travel according to what was claimed by Captain Lord appears to have expanded to fit the time available.

Another item dealing with the shape and extent of the icefield is a chart created by Albert Foweraker, a supporter of Captain Lord, and reproduced in Leslie Reade's book, *The Ship that Stood Still*,³⁵ as well as in several other publications. The chart was reportedly based on a "rough sketch" created by Captain Lord while in Boston and later presented to the Wreck Commission on May 14th as evidence. In addition to several inconsistencies within the Foweraker chart itself, it also conflicts with evidence presented in 1912 and with the now known location of the *Titanic* wreck site. This chart of Albert Foweraker is dealt with in some detail in Appendix K.

A Four-Masted Steamer with a Single Yellow Funnel

Another geometric method we can use to find the distance between the stopped *Californian* and the stopped *Titanic* takes into account some observations in the early morning hours of April 15th after it became light enough to see all around by *Californian*'s Captain Lord and *Carpathia*'s Captain Rostron. At the US Senate investigation Captain Lord said:³⁶

"At daylight we [Chief Officer Stewart and I] saw a yellow-funnel steamer on the southwest of us, beyond where this man had left, about 8 miles away."

The sighting of an unidentified vessel with a yellow funnel by Captain Lord took place somewhere around 5am, before he started to move his own ship at 5:15am, and before receiving any word about *Titanic*.

On the 15th of April 1912, in the area where *Californian* was stopped, the sun rose in the east bearing 077° true at 08:41 GMT, or 5:31am *Californian* time. Half an hour before sunrise, during civil twilight, it was bright enough to recognize colors and other details on far away objects.³⁷ At that time, the SS *Mount Temple* was stopped along the western edge of the icefield to the south and west of where *Californian* was stopped. We also know from an entry in her wireless log that *Mount Temple* first backed out of the ice at 3:20am NY time, which corresponded to 5:10am on *Californian*, to head south to look for a passage through the pack ice. She went southward following a small tramp steamer with two masts and a black funnel that had preceded her, also looking for a way to get to the eastern side of the ice barrier. Although it would be another 20 minutes before the upper limb of the sun came above the horizon, it was light enough to make out other vessels and safe enough to look for a passage to cross the ice.

The SS *Mount Temple* was a Canadian Pacific Line steamer with a yellow buff colored funnel and four masts. Upon receiving *Titanic*'s call for assistance, she was turned around and headed for the *Titanic*'s distress position. She came up from the southwest and was forced to stop when she came upon the western edge of this icefield that blocked her path eastward; the same icefield that blocked the path of *Californian* heading westward the previous evening. *Mount Temple* was the only yellow-funneled steamer in the area at that

time.

The movement of *Mount Temple* was also noticed but not identified by Captain Rostron on *Carpathia* about the same time or shortly after it was seen by Captain Lord. Before the British Wreck Commission, Rostron testified:³⁸

“At 5 o’clock it was light enough to see all round the horizon. We then saw two steamships to the northwards, perhaps seven or eight miles distant. Neither of them was the ‘Californian.’ One of them was a four-masted steamer with one funnel, and the other a two-masted steamer with one funnel.”

In a reply letter written to Captain Stanley Lord on September 5, 1912, Captain Rostron stated:

“I’m sorry I cannot give you any detailed description of the two steamers seen by me. All I know – one, a four-masted one-funnel steamer dodging about. I suppose amongst the ice to Nd. [northward]; the other, two masts and one funnel coming from W to E straight on his course. I did not see colour of funnels or notice anything which might distinguish either. You can imagine I was quite busy enough.”

The other two-masted steamer that Rostron referred to was this very small tramp vessel with a black funnel on the western side of the icefield that Captain Moore of *Mount Temple* had under observation even before arriving on the scene earlier that morning. Captain Moore mentioned that this small steamer was down to the south and somewhat ahead of him looking for an eastward passage through the icefield at the time he backed out of the ice early in the morning.³⁹

The direction to the four-masted steamer given in both accounts by Rostron was very general, certainly not a specific bearing. When Rostron noticed these two vessels it was light enough to see around the horizon but apparently, as he said, he did not pay much attention to funnel colors and other such fine detail. All we know is that it was about 5am on *Carpathia*, which would be close to the time that *Mount Temple* backed out of the ice to head southward. As viewed from the *Carpathia*, she was a steamer “dodging about.”

We also know that *Mount Temple* was on the *western side* of this vast icefield that was from 5 to 6 miles in width according to Captain Moore and his officers. It extended far to north and south as far as the eye could see. At 5am both *Californian* and *Carpathia* were on the *eastern side* of the field. Seen from *Carpathia* on the eastern side, the icefield according to Captain Rostron extended from the NW to the SE true, the same direction as the line that was between the stopped *Californian* and the stopped *Titanic*. At the time, 5am, *Carpathia* was picking up lifeboats not too far from the floating wreckage from *Titanic*, and *Californian* was preparing to resume her voyage to Boston.

So it seems that around 5am Monday morning, Captain Rostron and Captain Lord had independently taken notice of the same 4-masted steamer with a single funnel, the SS *Mount Temple*, about the time that she was about to back out of the ice to head southward in search of a safe passage to cross the ice. They both put that steamer about 8 miles away, Rostron to the northward and Lord to the southward, of their respective locations.⁴⁰ And those distance estimates were taken during late morning twilight when ship’s masts and funnels were easily seen. They were not based on the brightness of lights seen in the dark of night. The situation described by both captains results in a classic isosceles triangle with two equal sides of about 8 miles each. This is shown in the diagram of Figure 7-09.