

did not mention any funnel colors or other distinguishing markings.²

The Mount Temple Story

The first mention of this small steamer with a black funnel by Captain Moore first came up on April 27, 1912, day 9 into the United States Senate investigation into the loss of *Titanic*, when he was being questioned by Senator William Alden Smith.

Mr. MOORE. Well, it may have been the light of the tramp steamer that was ahead of us, because when I turned there was a steamer on my port bow.

Senator SMITH. Going in the same direction?

Mr. MOORE. Almost in the same direction. As he went ahead, he gradually crossed our bow until he got on the starboard bow, sir -

Senator SMITH. Did you see that ship yourself?

Mr. MOORE. I saw it myself. I was on the bridge all the time.

Moore went on to say that she was a 4,000 to 5,000 ton vessel, and that he saw her until some time after 9am, Monday, April 15. As he described it:

“I had no communication with her. We were trying to pick him [the small tramp steamer] out in the signal book, and we were trying to signal with him, because I think he was under the impression that I was going to the eastward, that I was bound to the eastward, and I think when I turned back after we both stopped, when we found the ice too heavy, he followed me, because when I turned around, after finding the ice too heavy to the southward, after I went to the southward later on in the morning, when it got daylight, and I went down to where he was, thinking he perhaps had gotten into a thin spot, when I got there he had stopped, he had found the ice too heavy. I went a little farther, and I turned around because it was getting far too heavy to put the ship through. But that would be about 5, or perhaps half past 5, in the morning, sir.”

When Moore was asked by Senator Smith about the color of this vessel's funnel, Moore said, “If I can remember rightly it was black, with some device in a band near the top.”

The immigrant ship *Mount Temple* (see Figure 3-01) departed Antwerp at 1pm on Wednesday, April 3, 1912, on her sixty-second voyage westbound for St. John, New Brunswick, and then on to Halifax, Nova Scotia. She carried 1,466 passengers, mostly steerage, and a crew of 143. Her planned route of travel would take her westward through the English Channel to a cross-Atlantic departure point just off Bishop Rock (49° 52'N, 6° 27'W) at the westernmost tip of the Isles of Scilly, then 1,734 nautical miles along the great circle path to the Corner point for westbound steamers at 42°N, 47°W. From there she would go on a rhumb-line course (constant heading) of 276° true for Cape Sable (43° 29'N, 65° 43.5'W) at the southernmost tip of Nova Scotia, a distance of about 830 nautical miles, and then into the Bay of Fundy and up to St. John. Her speed was about 11 knots.

After receiving an ice warning Saturday night (April 13, 1912) from the SS *Corinthian* informing him that one of their vessels, the SS *Corsican*, had seen ice down at 41° 25'N, 50° 30'W,³ Captain Moore prudently decided not to turn his ship at the Corner point (42°N, 47°W) for westbound steamers,⁴ but to continue on past the Corner and head down to 41° 15'N, 50° 00'W, a decision that would take his ship about 10 miles south of the

reported ice. From this new turning point he would then head for Cape Sable and then on up to St. John. By doing so, he would only extend the total voyage distance by about 22 miles, or about two hours of steaming, and thereby avoid encountering ice along the way.

At local apparent noon April 14, *Mount Temple*'s position was fixed by solar observation at $41^{\circ} 38' \text{N}$, $48^{\circ} 20' \text{W}$.⁵ Apparent time for *Mount Temple* was now 3 hour 14 minutes behind GMT, or 1 hour 46 minutes ahead of mean time in New York (NYT). With the ship's noontime position now fixed, *Mount Temple* was put on a heading of 253° true to take her down to her new turning point at $41^{\circ} 15' \text{N}$, $50^{\circ} 00' \text{W}$. The distance was about $78\frac{1}{2}$ miles. At about 7:12pm (22:26 GMT) *Mount Temple*'s course was changed to a heading of 281° true to make Cape Sable.



Fig. 13-01. The 8,790 GRT, twin-screw Canadian Pacific steamer *Mount Temple*.

At 12:11am (03:25 GMT) *Mount Temple*'s wireless operator John Durrant picked up a distress message from *Titanic* that said she required assistance. The distress position given at that time, and immediately reported to Captain Moore, was $41^{\circ} 44' \text{N}$, $50^{\circ} 24' \text{W}$, the same coordinates picked up by the land station at Cape Race, and by the steamships *La Provence* and *Ypiranga*. Captain Moore then blew the whistle of the speaking tube in his cabin and told his second officer on the bridge to put his ship on a course of 045° true and then to come down to his cabin. At 12:21am (03:35 GMT), Durrant picked up another distress message from *Titanic*, the same message that *Carpathia* picked up, which gave a "corrected" distress position of $41^{\circ} 46' \text{N}$, $50^{\circ} 14' \text{W}$. This revised position was sent to Captain Moore who then laid the course off on a chart and put his ship on a heading of 065° true toward the revised position.

The time that *Mount Temple* was turned onto a course for the revised distress position was marked as 10:40pm NYT (03:40 GMT) in Durrant's wireless log, just five minutes after he received the revised coordinates that was put into the message that was sent to *Carpathia*. It would be 12:26am *Mount Temple* time, or 12 hours 26 minutes since noon of April 14. The position of *Mount Temple* when she began her run toward the revised distress position was given by Captain Moore (in evidence after consulting a memorandum) as $41^{\circ} 25' \text{N}$, $51^{\circ} 14' \text{W}$. The time Moore placed *Mount Temple* at that position was 12:30am *Mount Temple* time.⁶ The distance traveled from her April 14th noontime coordinates down to the turning point at $41^{\circ} 15' \text{N}$, $50^{\circ} 00' \text{W}$ and then up to the turnaround point ($41^{\circ} 25' \text{N}$, $51^{\circ} 14' \text{W}$) for 12:30am April 15th is 135 nautical miles. Her average speed since noon works out to 10.8 knots, in good agreement with the navigational information given by Captain Moore in evidence.⁷

According to Captain Moore's testimony before the US Senate investigation on the ninth day of the hearings, he had to port around what he believed to be a schooner, or some other small sailing craft, which was crossing his bow going from left to right about a mile ahead of him sometime close to 3am.⁸ Moore's intent was to pass that vessel starboard-to-