

If *Birma* was 22 miles away when *Californian* was 15 miles away from the CDQ site at 6:12am *Birma* time, then at 6:30am, about the time when *Californian* would have cleared the pack ice, *Birma* should have closed the distance remaining to the CDQ site to about 18 miles, while *Californian* would have had about 14 miles to go. When *Californian* was asking *Birma* if they could see a 4-masted steamer with a pink funnel at 7:17am *Birma* time, *Birma* should have been only 7 miles from the CDQ site, while *Californian* should have been just a little over 3 miles from the site if she had headed directly for the distress coordinates. One must also keep in mind that *Mount Temple* and *Californian* were reported to be very close to each other only 10 minutes earlier according to *Mount Temple*'s wireless operator John Durrant. The straight line distance between *Birma* and *Californian* at 7:17am *Birma* time should have been about 10 miles, well within easy sight of each other as can be seen in the diagram in Figure 15-05 which maps out these movements under the assumptions stated.

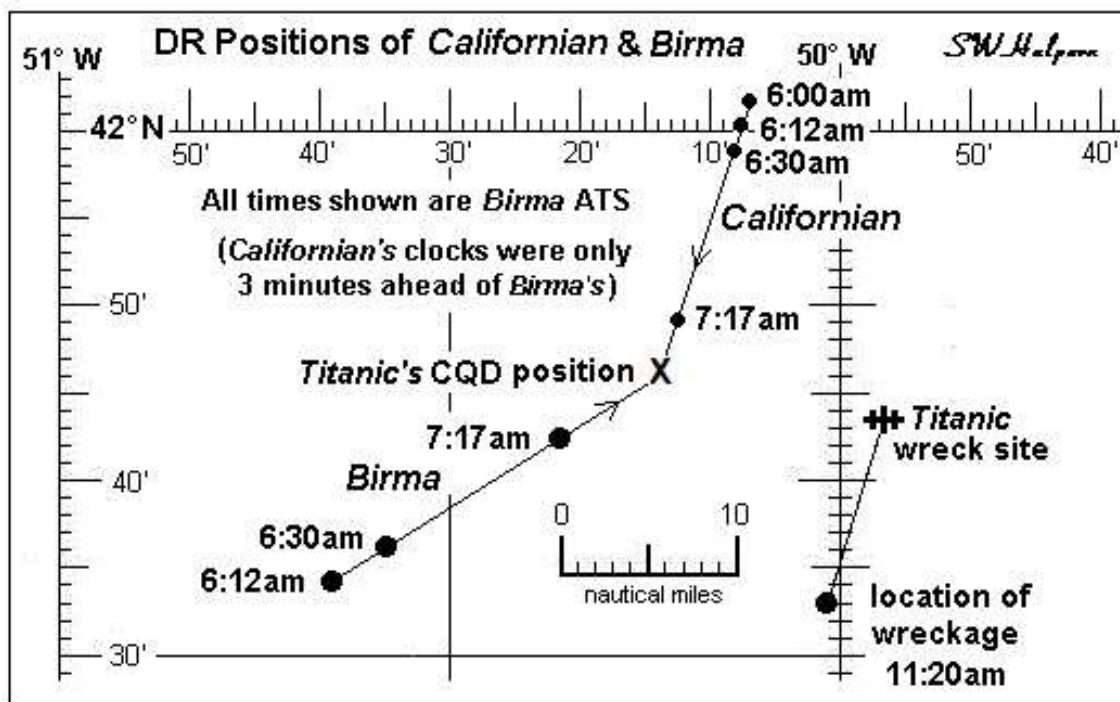


Fig. 15-05. Reported movements of *Birma* and *Californian* 6am to 7:17am.

But neither ship sighted the other, nor was *Birma* sighted at that time by *Mount Temple* which was then relatively close to where *Californian* was. It would have been about the same time that *Birma*'s wireless log reported sighting a group of icebergs ahead, and sent a warning to ships coming up from behind them.<sup>20</sup>

At 7:17am *Birma* time, *Californian* was actually running down along the western edge of the icefield heading about SSE true toward a point opposite to where *Carpathia* was located. About 30 minutes later, 7:47am *Birma* time, *Mount Temple* had reported that both *Californian* and *Carpathia* were in sight,<sup>21</sup> and about 8am *Californian* was sighted from *Carpathia* about 5 to 6 miles off bearing WSW true steaming directly across the pack ice straight toward *Carpathia*.<sup>22</sup>

The next piece of valuable evidence comes from a statement by *Mount Temple*'s Captain James Henry Moore before the American Inquiry when he was asked when it was that *Birma* came in sight.

Mr. MOORE. About 8 o'clock we sighted the *Birma*.

Senator SMITH. How far away?

Mr. MOORE. We could just see smoke when we first sighted her. We just saw the smoke, and then we saw the yellow mast and yellow funnel. I thought it might possibly be the *Olympic*, and we steered toward her. Shortly after she was coming up very fast and we saw she had only one mast - that is, one funnel, rather.

*Mount Temple's* clocks were 1 hour 46 minutes ahead of those in New York,<sup>23</sup> within 1 minute of *Birma's*. Captain Moore's reported sighting time of 8 o'clock, when *Birma* was first seen coming up over the horizon, is about an hour later than what was put down as an ETA in *Birma's* wireless log. So where was *Birma* between 7 and 8am?

Our next source comes from an Associated Press news report that appeared on page 2 of the *Chicago Daily News*, Tuesday, April 23, 1912. The report said:

Captain Stolpin [sic] said his vessel was 100 miles from the *Titanic* when he received the wireless call that the liner was in danger. The *Birma* hurried toward the spot, but had to take a roundabout course owing to the presence of enormous icebergs. As the *Birma* reached the scene of the disaster the Cunard liner *Carpathia* telegraphed that the *Titanic's* boats had been picked up, but that the liner had sunk.

The *Birma* received the first call for help from the *Titanic* at 12:32 Monday morning. Captain Stolpin [sic] immediately proceeded at full speed in the direction indicated, meanwhile preparing his boats for rescue work, but when at 8 o'clock the *Birma* reached the scene she found nothing but icebergs. At the other end of an immense icefield she sighted a vessel, which turned out to be the *Carpathia*. The *Birma* was in wireless touch with the *Titanic* from 12:32 until 2 o'clock.

What is interesting about this report, which was taken down when *Birma* arrived in Maasluis, Holland on April 23, are the times that were given by Captain Stulping. The difference between 12:32am and 8:00am is just about 7 ½ hours. The distance from the CQD location to 40° 48'N, 52° 13'W, the DR location for *Birma* at midnight, is 107 miles, a distance that would be covered in that amount of time if the ship managed to get up to 14.3 knots.

In an article written by San Francisco journalist and *Birma* passenger Charles E. Walters on April 22, 1912 for *The Daily Telegraph*, a speed of 14½ knots was mentioned as the speed that *Birma* was making during her mad dash to the rescue. The article was signed by Captain Stulping, First Officer Alfred Neison, Purser G. Hesselberg, and the two wireless operators, Joseph Cannon and Thomas Ward.<sup>24</sup>

A time of 12:32am Monday morning would have been a couple of minutes after *Birma's* clocks would have been set ahead by 30 minutes. It would have corresponded to 10:45pm NYT. So if we accept a departure time of 12:32am ATS, just 2 minutes past the midnight change of watch and clock advancement time, and use a speed of 14.5 knots from that point forward, we find that it would take 7 hour and 19 minutes to cover the remaining 106 miles to the CQD location. The ETA works out to 7:51am *Birma* ATS, consistent with an arrival time of about 8 o'clock in the morning that was attributed to Captain Stulping in the Associated Press report. Furthermore, we have seen that smoke from *Birma's* yellow funnel was sighted coming over the horizon about that time from *Mount Temple* who kept to the western side of the icefield from *Carpathia* while the latter was busy picking up