

PORTLAND WOMAN DESCRIBES WRECK

Portland Oregonian

Saturday 27 April 1912

Mrs. Frank M. Warren, one of the survivors of the wrecked steamship Titanic, has arrived home and is now resting as comfortably as could possibly be expected after her frightful experience, but the shock is one from which she can never fully recover. Coming home with her daughter from New York, her son remained to watch for the recovery of the body of his father and is now in Halifax, awaiting the arrival of the McKay Bennet with the bodies that have been found.

"The general impression prevailing aboard the vessel was that the speed on the fourth day would be better than that shown on any preceding day and that we would arrive in New York sometime on Tuesday afternoon. The impression also prevailed among the passengers that the course of the vessel was more southwest than due west, the supposition being that this was to avoid fog. On Sunday, the day of the accident, the weather was particularly beautiful; there were no clouds, the sea was smooth and the temperature very moderate throughout the day.

"I arose immediately, turned the lights on and asked Mr. Warren what terrible thing had happened. He said 'nothing at all,' but just at that moment I heard a man across the corridor say, 'we have certainly struck an iceberg.'

"Following this, we then went to our rooms, put on all our heavy wraps and went to the foot of the grand staircase on D deck, again interviewing passengers and crew as to the danger. While standing there a Mr. Perry, I think his name was, one of the designers of the vessel [sic], rushed by, going up the stairs. He was asked if there was any danger but made no reply.

"Continuing up to the boat deck we tried to get out on the port side, but we were unable to open the door. Noticing the starboard door standing open we went out that way. This boat deck was the top deck of the vessel, uncovered and only a few houses on it, such as contained the gymnasium, a lounge etc.

"People came in so rapidly in the darkness that it was impossible to distinguish them, and while I did not see him again, I thought that he also was in, as there seemed to be still room for more when the boat was lowered.

Mr. Pittman's [sic] orders were to pull far enough away to avoid suction if the ship sank. The sea was like glass, so smooth that the stars were clearly reflected. We were pulled quite a distance away and then rested, watching the rockets in terrible anxiety and realizing that the vessel was rapidly sinking, bow first. She went lower and lower, until the lower lights were extinguished, and then suddenly rose by the stern and slipped from our sight about 2.10. We had no light in our boat and were left in intense darkness save for an occasional glimmer of light from other lifeboats and one steady green light on one of the ship's boats which the officers on the Carpathia afterwards said was of material assistance in aiding them to come direct to the spot. While drifting around, another boat came alongside us and reported, as I remember, 24 or 25 passengers aboard and but one of the Titanic's crew and no light.

"With daylight the wind increased and the sea became choppy, and we saw icebergs in every direction; some lying low in the water and others tall, like ships and some of us thought they were. Our boat was picked up about 4.10 a.m. by the Carpathia and too much cannot be said of the courtesy, kindness and unceasing care of the officers[,] crew and passengers of this vessel, who worked from morning until night and almost from night until morning in the relief of the survivors.

"I did not know, and to my knowledge it was not known by the survivors until their arrival in New York, that a warning had been given Captain Smith of the presence of bergs and that notwithstanding this the speed was not lessened. Another thing which caused me a great deal of anxiety while on the Titanic was the absence of drills. In my previous experience on the sea it had been customary, at least on Sunday, for the crew to be mustered to the boats for fire or boat drills, but this was not done on the Titanic.

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