

DEMAND FOR SPEED SENT TITANIC IN WAY OF ICE FLOES

—LEWIS NIXON.

Architect Thinks Liner Struck
Ice Mountain 75 Feet High
and of 13,000,000 Tons.

"The public alone is to blame for the appalling disaster which overtook the Titanic," was the comment today made by Lewis Nixon, the eminent naval architect and designer of the battleship Oregon.

"Just so long as the traveling public demands a short passage to and from Europe at this season of manifold dangers so long the steamship companies will do as they demand. If there was not such a demand for speed the companies would send their ships over the safer southern route away from the menace of the icebergs."

Mr. Nixon was asked if by his knowledge of the construction of the Titanic and the effect of the collision upon great vessels, he could give the probable immediate results of the crash with the iceberg and the direct cause of the Titanic's sinking.

"I have thought the matter over," said Mr. Nixon, "and from the meagre reports that have come in by wireless I believe I can pretty fairly reconstruct what happened. The instant that the great ship plunged head on into the iceberg."

"The first place the berg must have been of that kind known as 'blue ice,' that is, the almost impenetrable fresh water bergs, which break off from the Greenland glaciers and float down with the currents. They have not the same salt in them as the sea water and are very hard to detect."

HIT TOWERING ICE MOUNTAIN.
"I conjecture that the Titanic must have hit a mass of ice at least 3,000 feet by 2,000 feet in dimensions at the later line and probably 75 feet or so in height. A mass like that would weigh in the neighborhood of 13,000,000 tons. It would be like a rock—practically unyielding."

"If the Titanic was going at seventeen knots, which would be the speed determined upon by a cautious skipper like Commander Smith in passing through the ice, the impact would be tremendous. Assuming that the weight of the ship was 60,000 tons, the impact force of the collision would be 300,000 foot tons. That is almost staggering to contemplate. No boat, however constructed, could withstand such a shock."

"This is what must have happened: Under so tremendous an impact at the bow, the water-tight bulkheads along both sides of the hull were forced from their fastenings because of the rigidity of the great longitudinal girders which run from end to end of the ship."

"These girders are, in fact, trusses of great rigidity, which run along the keel and the sides of the ship and to which the water-tight compartments are attached."

HOW THE BULKHEADS WERE CRUSHED.

"The force of the impact, instead of buckling these girders, actually must have pushed them back so that the bolts from the compartment plates screwed on to them were sheared off, and the compartments were thus rendered helpless. The bulkhead plates must have been torn from the sides of the ship, and the loss of life on board extensive before the ship went down."

"With the bulkheads forward of 'midships' thus opened, enough of the sea must have rushed into the ship to sink it down by the head, and the sinking would continue as bulkhead after bulkhead became filled through the strained plates. Pumps must have been useless, then, because such a flood as undoubtedly entered by the crashed bow."

"When Mr. Nixon was asked about the possible inefficiency of life-boat equipment aboard the great White Star liner, he replied:

"From what I know of the equipment of the liner, I would say that the Titanic tried all of the life-boats that the law demanded and the Board of Trade in England and the British Admiralty are very strict in seeing to it that every passenger carries the boat under the British flag shall be equipped with lifeboats up to the limit of practicability. But no steamship is designed to carry lifeboats in sufficient number to accommodate every passenger and all the crew when the boat is loaded to capacity. Such a thing would be almost impossible."

"L" ROAD GUARD INJURED.

Michael Dody, twenty-two years old, a guard on the Third Avenue elevated line, was found early today on the structure at Third Avenue and One Hundred and Seventy-ninth street. He was unconscious and suffering from several wounds. He was removed to the Fordham Hospital by Dr. Forman. His condition is believed to be serious.

Dody was found lying between the northbound and middle track at One Hundred and Seventy-ninth street. It is thought that he was thrown from his train as the cars were taking the curve into the yard.

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