

"LUSITANIA" SUPPLEMENT TO "THE SPHERE."

How the Great Cunarder Sank—A Continuous Narrative



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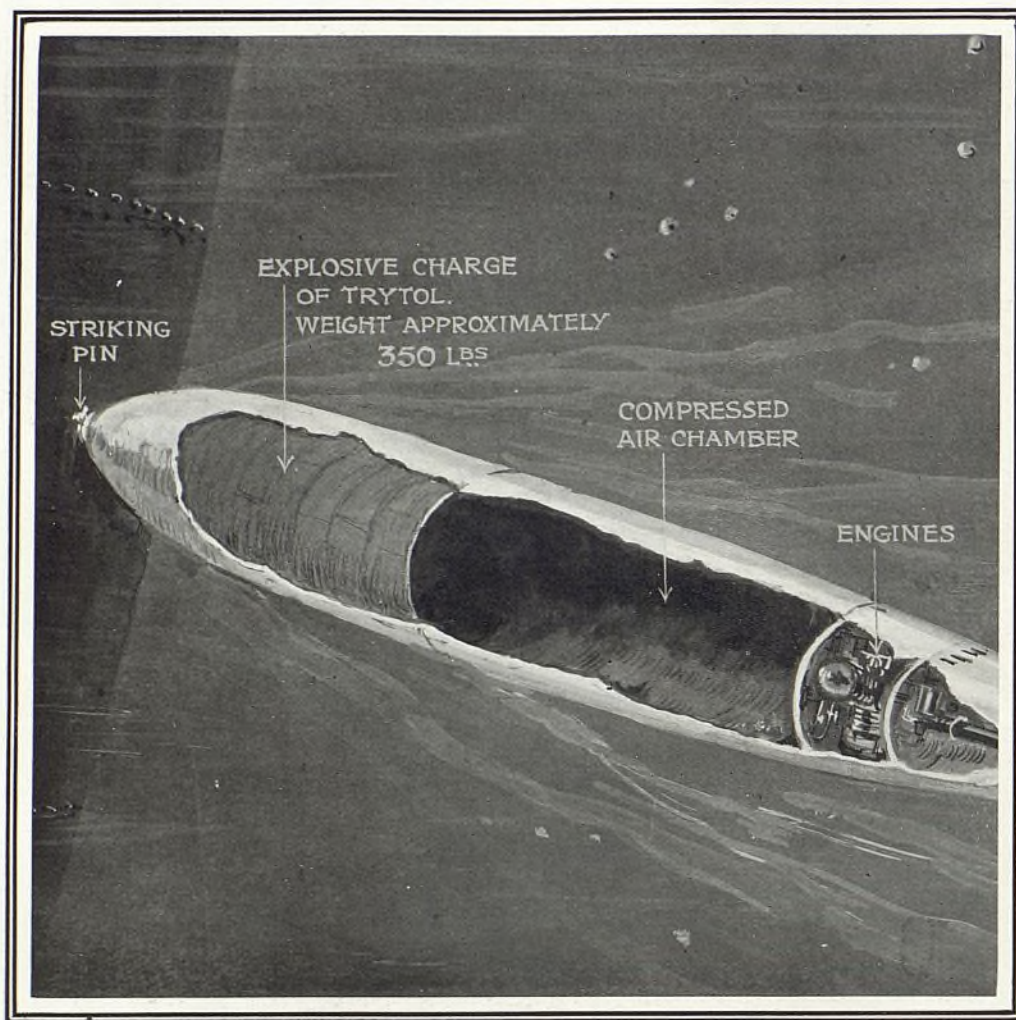
No. 5.—THE RESCUE—"SURE, LADY, I WON'T DROP HER"

This Picture has been Drawn by Our Artist after a Personal Interview with an Eye-Witness who was Rescued from this Boat

There were many touching incidents when the trawlers began picking up the survivors from the "Lusitania's" boats. Many of the passengers had been for some time in the water, but had managed to scramble into one of the ship's boats. After a further period neighbouring trawlers had come up, and to the anxious passengers the little vessels appeared as big ships

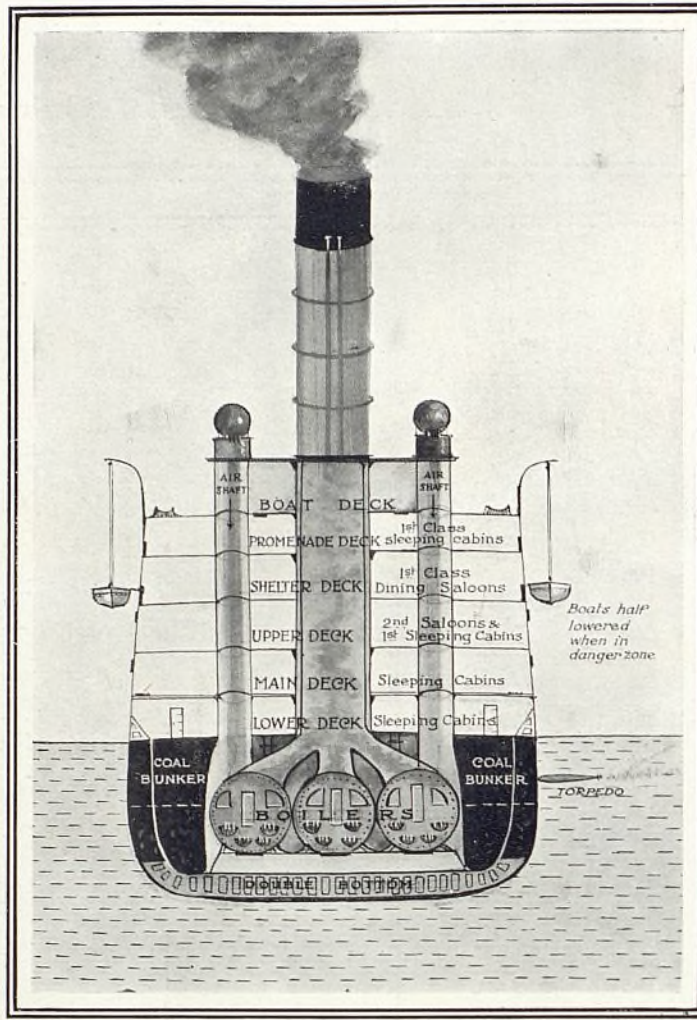
which would rescue them from the hungry waters. One mother had the glad experience of being rescued with her little daughter and her husband. She passed the child to the willing hands of the Irish boatmen, and the first passenger whom she noticed on the little fishing vessel was her own husband, who had been picked up a few minutes previously.

No. 6.—The Actual Instrument which Did the Deed.



The War-head of 350 lb. of Trytol in the German Torpedo

The German Schwarzkopf torpedo as used by the German submarines is now believed to be of a type different from those used by the above-water craft. It has a smaller air chamber and a larger war-head, which contains approximately 350 lb. of trytol, the German name for T.N.T. The torpedo, though not having the lengthy range of the ordinary type of projectile, nevertheless has far more destructive power. The weight would be approximately 2,000 lb. and the cost about £900 to £1,000.



A Sardine and a Whale

The actual size of a torpedo in comparison with a great liner is here shown. The drawing gives a modern torpedo drawn to scale with a cross section of the hull of the "Lusitania." In size the torpedo seems almost negligible in comparison with the great bulk of the liner. It is the deadly nature of the trytol which counts.

In the opening pages of this issue of THE SPHERE and in this Supplement we tell in a series of ten stages the story of the dreadful deed wrought by the German submarine off Old Kinsale Head.

In the opening pages we are able to trace the vessel from its start at New York on Saturday, May 1. On nearing the Irish coast, which is within what the Germans are pleased to term the "war zone," foggy air was encountered, but this had lightened and the vessel had proceeded on her way. Whether she had been taking an unusual course is not definitely known at the moment, but her position off Kinsale Head was not unusual. The sun was bright and the sea smooth. At a speed of from 16 to 18 knots she approached the Old Head of Kinsale. While she was still some little distance away she is reported by some survivors to have passed near a submarine on her port side—not, be it noted, on her starboard side, from which she was finally struck. It may, therefore, be proved at the inquiry which is shortly to be held under the presidency of Lord Mersey that in avoiding this original Scylla the *Lusitania* only succeeded in encountering the submarine Charybdis. Part of the submarine, and certainly the track of the first torpedo, seems to have been witnessed by several passengers, for they describe the white frothy nature of the trail left behind by the whirling propellers and the discharge of hot air from the torpedo.

The decks were fairly deserted of passengers at the moment when the ship was struck. There were certainly not the usual groups of passengers which characterise the hour before lunch on board these big liners. Nearly everyone was at lunch, but a few had finished their mid-day meal and had regained the decks. It seems evident that the torpedo was only observed a few seconds before it actually struck the side of the liner. The resulting noise is variously described as a thud or a violent explosion, according to the position of the hearer on board the great vessel.

There was at once a general rush of people from all parts of the ship; many flew down to the cabins in search of some precious belonging, while others poured upwards to the upper decks. Immediately orders were given for the launching of the boats, and this at once appears to have been accomplished from both sides of the vessel, for one passenger states how the boat in which he was seated scrambled down the side of the ship, which was heeling over away from him. Most of the boats, however, were launched from the starboard side owing to the vessel having canted over in that direction.

There were probably a large number of boats arranged on the boat deck of the *Lusitania* in tiers one above the other, but sufficient time was evidently not allowed for the successful launching of more than the first layer of these boats. A certain number of rafts, however, appear to have floated away when the vessel finally plunged to the bottom.

There does not appear to have been any undue rush

to the sides. The difficulties which presented themselves were in the actual launching of the boats within an impossibly short time. Through great rents in the hull dozens of gallons of water were pouring in, but the vessel did not immediately take a very serious list. She bent over to starboard, and there remained for some minutes. A considerable number of passengers were evidently under the belief that she would not go over any further, and that she would be able to make the shore. In fact, the captain endeavoured to head his vessel in the direction of Queenstown, but it was soon evident that she would not make harbour.

One account states that the main steam pipe had been smashed at the time of the impact of the first torpedo, and that her propellers were consequently incapable of being reversed. The vessel certainly continued to drift forward, gradually losing her original momentum. During the whole of the time in which she remained afloat boats and wreckage drifted slowly astern, and finally, about twenty minutes after the original explosion, the stern of the *Lusitania* stood for a moment almost upright in the water and then disappeared.

The work of rescue was carried on by eager hands as soon as the relief vessels could get to the vicinity of the disaster. A great number of the passengers had managed to procure lifebelts from their cabins and other parts of the ship. These were effective in supporting a large number of people, but could not guard them against shock and exposure. Pitched violently into the cold water, many of the passengers soon succumbed. Others were finally rescued by the untiring efforts of the local boatmen. Gradually the vessels had to give up their task and return to Kinsale or Queenstown. There the survivors received at once every comfort which it was possible to give them, the proverbially warm hearts of the southern Irish being deeply touched by the desperate condition in which many found themselves.



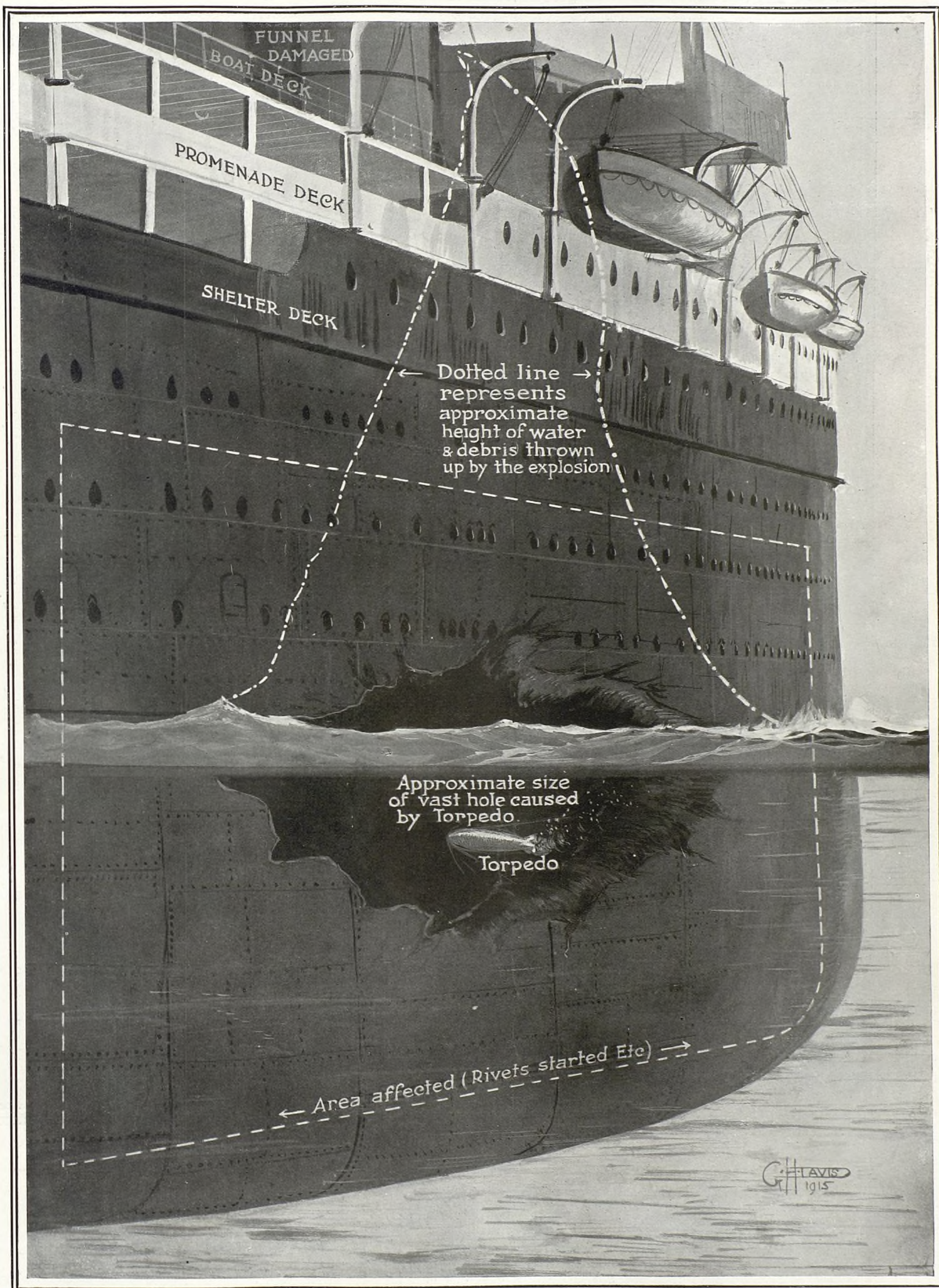
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Drawn by G. H. Davis

An Interesting Phenomenon Seen Just at the Moment of Sinking

A curious feature of the last moments of the "Lusitania" is here shown. It was personally described to "The Sphere's" naval artist by an eye-witness, who states that he was standing on the light bridge at the stern watching the various operations on board the liner. The vessel had remained fairly steady for nearly a quarter of an hour when she suddenly tilted and dived nose foremost. Just at that moment this eye-witness saw a rush of steam, smoke, cinders, and coal burst out in a cloud from the port side. A moment later he found himself in the water being drawn downwards.

No. 7.—The Damage Wrought by the First Torpedo.



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DRAWN BY G. H. DAVIS, MAY, 1915

THE AREA ACTUALLY BROKEN AND THE AREA WEAKENED BY THE EXPLOSION

It must be borne in mind that the explosion of about 350 lb. of trytol would not only blow in the side of the liner's hull and twist its plates into fantastic shapes but it would also spread its disastrous influence over a wider area, in which numbers of plates would be sprung and bolts sheared in two by the sudden pressure of the explosion. The

rush of water through this cavernous hole would help to complete the disaster, for the watertight bulkheads would give way under such a suddenly applied pressure. If one or two bulkheads gave way in this manner the mischief would be done and the giant hotel would cease to float.

No. 8.—THE DOOMED "LUSITANIA" : How the Irish Rescuers Hurried to the Scene of the Tragedy.



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THE BOATS PULLING AWAY FROM THE SINKING CUNARDER AND THE RESCUERS APPROACHING FROM KINSALE AND QUEENSTOWN

DRAWN BY D. MACPHERSON WITH THE ASSISTANCE OF SURVIVORS. MAY, 1915

The above diagrammatic view has been drawn with the assistance of survivors from the wrecked "Lusitania." The point of view shows the starboard side of the liner (the side struck by the torpedoes) with the Irish coast stretching from right to left. All the territory included in the view lies within the county of Cork. Towards the right is shown the lighthouse on the Old Head of Kinsale, a point distant about eight miles from the sinking liner. It was from this station that the assistant keeper, who had the "Lusitania" under observation, telephoned the news of the catastrophe to Kinsale, from which point the news was further despatched to Queenstown and Cork.

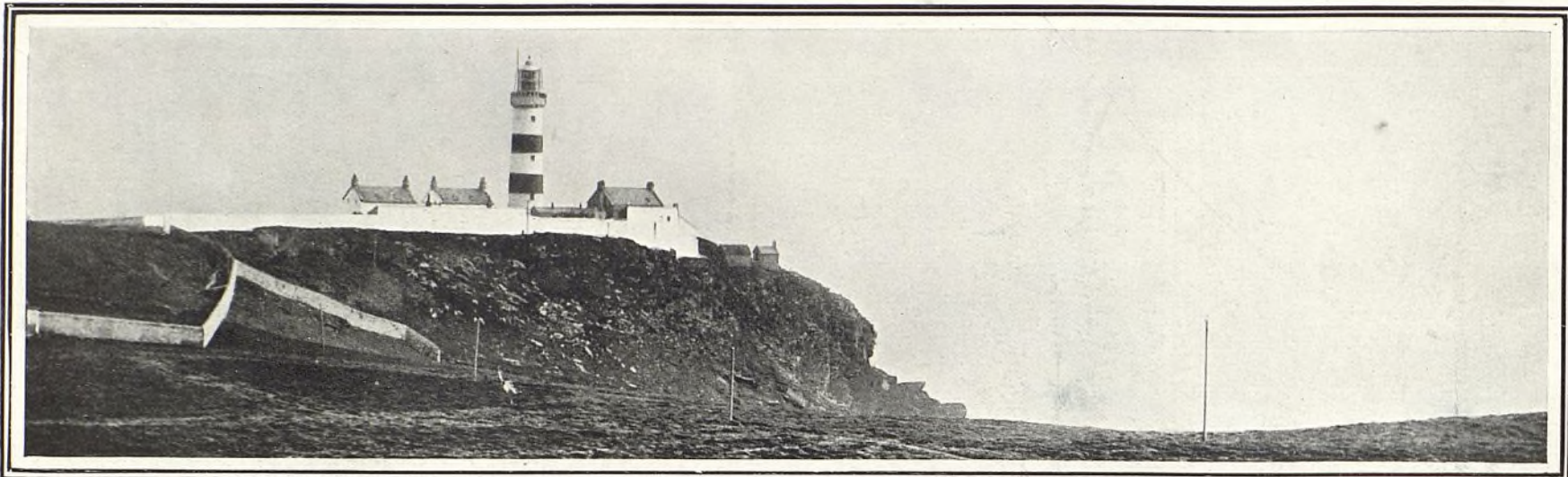
The first relief boats set out from Kinsale in the direction indicated on the above drawing, and a very short time afterwards boats left Queenstown, racing through the entrance, past Roche's Point and Daunt's Rock Lighthouse towards the scene of the disaster. Trawlers which had been in the neighbourhood also rendered prompt assistance.

The view shows the position of the captain's bridge and the stern bridge, which could be used for special navigation circumstances. The wireless cabin, from which calls for assistance were sent, is seen between the two centre funnels. The position of the first-class dining saloon, in which most of the first-class passengers were seated

at the time of the impact of the first torpedo, is shown between the two after funnels, a big skylight admitting air and sunlight into this spacious saloon (see page 160). The position of the palm lounge, a distinctive feature of the "Lusitania," is shown towards the stern. This was an attractive open-air café, free from wind owing to the forward movement of the vessel. Palms and bushes in tubs, together with white trellis woodwork, made the palm lounge a very pleasant place. The view also shows the special nature of the stern of the "Lusitania." The vessel, as is well known, had been built with the possibility of becoming a converted cruiser, if necessary, and for that purpose a deeply-submerged rudder had been built which could not

easily be hit by shell fire; but in spite of this fact and in spite of the constructional fittings which had been made for placing guns upon her, if necessary, the "Lusitania" was not a converted cruiser at the time she was struck or at any other time. She did not carry any arms and was plying across the Atlantic as a peaceful merchantman. The ship is represented at the moment when her bows were becoming heavily submerged, just before the final plunge. So sudden was this last dip that many passengers assert that they found themselves submerged in the water almost instantaneously. One of the four turbine-driven propellers of the "Lusitania" is seen showing above water in the drawing. They were not revolving when she sank.

No. 10. The Sinking of the "Lusitania," Seen from the Land.



THE LIGHTHOUSE ON THE OLD HEAD OF KINSALE FROM WHICH THE LIGHTHOUSE-MEN SAW THE "LUSITANIA" SINK

In the distance, directly across the verge of the headland, is the point where the huge liner sank

THE "LUSITANIA'S" AGONY SEEN FROM KINSALE HEAD

When the *Lusitania* went down she was only eight miles away from the Old Head of Kinsale. A resident of the district who was walking along the coast at the time actually saw the vessel go down. There was a calm sea running at the time when the steamer approached from the west.

Shortly before this a patrol boat had passed Kinsale Head going west.

The first intimation of disaster was a terrible crash, which was distinctly heard on shore. As she came off Galley Head the liner appeared to head off in a southerly direction, and going comparatively slowly. Shortly afterwards the ship seemed to have come to a standstill, and appeared to be steadily settling down by the head. Gradually her bows sank, and a few seconds later her stern went

straight up and she laid over almost on the water. For a quarter of an hour she remained in this position before taking the final plunge.

The assistant lighthouse-keeper at Kinsale Head, who also had the liner under observation, stated that the only craft in the vicinity of the doomed liner when she went down were seven small sailing vessels. Telephone messages were hurriedly sent to Kinsale, and assistance was at once sent from there and from Queenstown.

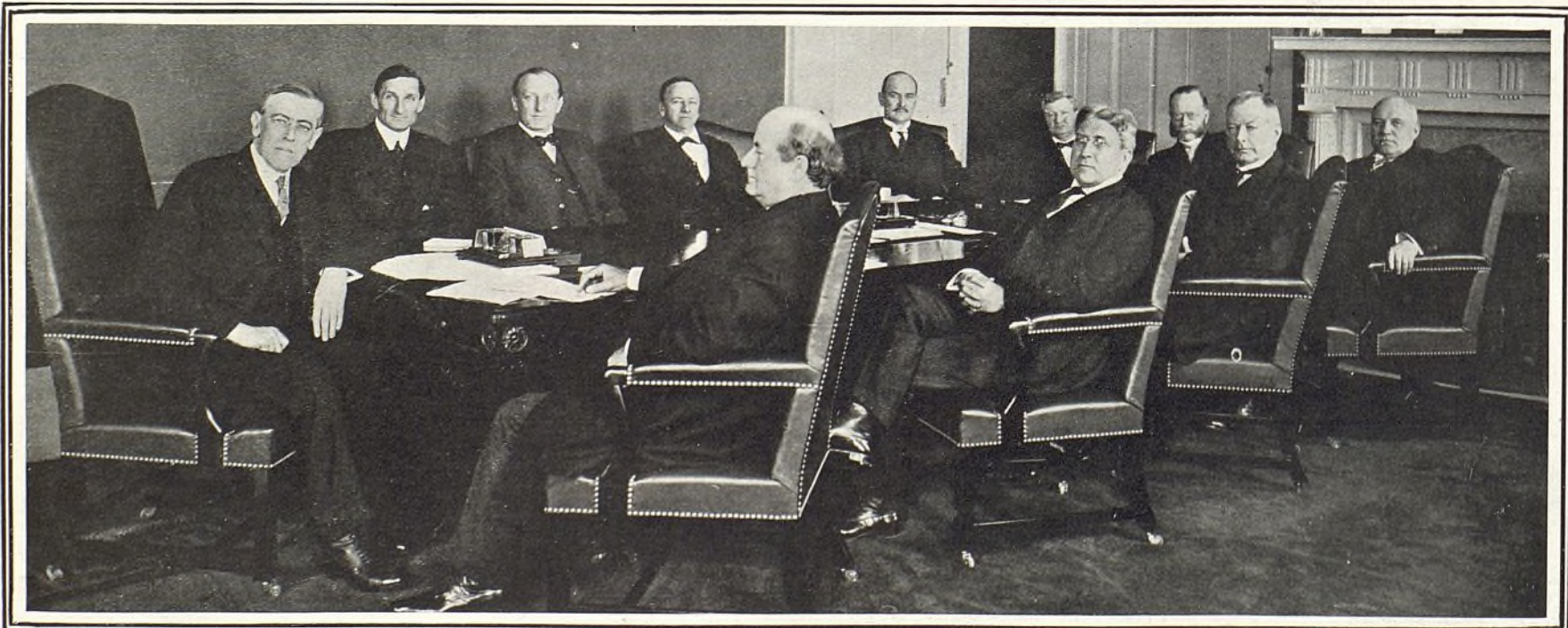


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DRAWN BY G. H. DAVIS FROM PERSONAL DESCRIPTIONS

THE GRAVE OF THE "LUSITANIA"—A DOME OF WHITE WATER

A survivor stated to our artist that when he was pitched into the sea he was drawn down several yards. Opening his eyes he saw green water above him. Keeping his breath he rose to the surface, and there witnessed what may be termed the grave of the "Lusitania." It took the shape of a large white mound, above the centre of which hung momentarily globes of immaculate white water. Around him spread out ever-widening ripples of water



AMERICA'S DECISION ON THE "LUSITANIA" IN THE BALANCE—A SITTING OF THE AMERICAN CABINET

When the tidings of the terrible disaster to the "Lusitania" arrived at the White House President Wilson was preparing to leave for a drive. Previously the members of the American Cabinet had discussed for an hour the question of the "Gulflight"; they hurriedly returned, and immediately discussed the latest display of German frightfulness. The above view shows the American Cabinet. President Woodrow Wilson is seated at the head of the table to the left. Reading along the back row the names are: Mr. W. G. McAdoo, Secretary of

the Treasury; Mr. J. C. McReynolds, Attorney-General; Mr. Josephus Daniels, Secretary of the Navy; Mr. D. F. Houston, Secretary of Agriculture; Mr. W. B. Wilson, Secretary of Labour; Mr. W. C. Redfield, Secretary of Commerce. In the second row, from left to right, are: Mr. W. J. Bryan, Secretary of State; Mr. Lindlay M. Garrison, Secretary of War; Mr. A. S. Burleson, Postmaster-General; Mr. F. K. Lane, Secretary of the Interior. With these eleven statesmen America's decision now rests.