

first was riding at the starboard boom.

The captain said that the night was quiet and warm and that he remembered hearing distinctly the echoes of the bugle at tattoo, which was very pleasant. Stars were out, the sky, however, being overcast. The Maine at the time of the explosion was heading approximately northeast, pointing toward the Shears. He was writing at his port cabin table at the time of the explosion and was dressed.

He then went into a description of the explosion when he felt the crash. He characterized it as bursting, rending and crashing sound, or roar of immense volume, largely metallic in its character. It was succeeded by a metallic sound, probably of falling debris, a trembling and lurching motion of the vessel, then an impression of subsidence, attended by an eclipse of electric lights and intense darkness within his cabin. He thought immediately that the Maine had blown up and she was sinking. He hurried to the starboard cabin but changed his course to the passage leading to the superstructure. Then he detailed the manner of meeting Private Anthony, which is much the same as has been published. Lieut. Commander Wainwright was on deck when Capt. Sigsbee emerged from the passageway and turning to the orderly he asked for the time, which was given as 9:40 p. m. Sentries were ordered placed about the ship and the forward magazine flooded. He called for perfect silence. The surviving officers were about him at the time on the poop. He was informed that both forward and after magazines were under water. Then came faint cries and white floating bodies in the water. Boats were at once ordered lowered but only two were found available, the gig and whale boat. They were lowered and manned by officers and men and by the captain's directions they left the ship and helped to save the wounded jointly with other boats that had arrived on the scene. Fire amidships by this time was burning fiercely and the spare ammunition in the pilot house was exploding. At this time Lieut. Commander Wainwright said he thought the 10-inch magazine forward had been thrown up into the burning mass and might explode in time. Everybody was then directed to get into the boats over the stern, which was done, the captain getting into the gig and then proceeding to the City of Washington, where he found the wounded in the dining saloon being carefully attended by the officers and crew of the vessel. He then went on deck and observed the wreck for a few minutes and gave directions to have a muster taken on board the City of Washington and other vessels and sat down in the captain's cabin and dictated a telegram to the navy department. Various Spanish officials came on board and expressed sympathy and sorrow for the accident. The representatives of Gen. Blanco and of the admiral of the station were among the Spanish officials who tendered their sympathies. About four or five men were found that night who survived.

By the time Captain Sigsbee reached the quarter deck it was his impression that an overwhelming explosion had occurred. When he came from the cabin he was practically blinded for a few seconds. His only thought was for the vessel and he took no note of the phenomena of the explosion.

In reply to the direct question of whether any of the magazines or shell-rooms were blown up the captain said it was extremely difficult to come to any conclusion. The center of the explosion was beneath and a little forward of the conning tower on the port side. In the region of the center or axis of the explosion was the 6-inch reserve magazine, which contained very little powder, about 300 pounds.

The 10-inch magazine was in the same general region, but on the starboard side. Over the 10-inch magazine in the loading room of the turret and in the adjoining passage a number of 10-inch shells were permanently kept. According to Capt. Sigsbee it would be difficult to conceive the explosion involved the 10-inch magazine because of the location of the explosion, and that no reports show that any 10-inch shells were hurled into the air because of the explosion.

The captain went into details as to the location of the small ammunition. He said that he did not believe that the forward 6-inch magazine blew up. The location of the gun cotton was aft, under the cabin. The gun-cotton primers and the detonators were always kept in the cabin. He stated that he had examined the wreck himself, conversed with other officers and men, but as the Spanish authorities were very much adverse to an investigation except officially on the grounds as stated by the Spanish admiralty that the honor of Spain was involved, he forebore to examine the submarine portion of the wreck for the cause of the explosion until the day the court convened.

He said the discipline of the ship was excellent. The marine guard was in excellent condition. The report of the medical department shows that about one man and a quarter per day were on the sick list the past year. In the engineer's department the vessel was always ready and always responsive. He paid a tribute to the crew and said that a quieter, better-natured lot of men he had never known on board any vessel in which he had served. He had no fault to find with the behavior of any man at the time of the disaster and considered their conduct admirable.

On his examination by the court, Capt. Sigsbee said that the highest temperature he could discover was 112, but that was in the after magazine, the temperature in the forward magazines being considerably lower. There was no loose powder kept in the magazine. All the coal bunkers were ventilated through air tubes examined weekly by the chief engineer and were connected electrically to the annunciator near his cabin door. The forward coal bunker on the port side was full. The forward coal bunker on the starboard side was half full and it was being used at the time of the explosion.

Capt. Sigsbee, being recalled, stated that he had detailed Lieut. Commander Wainwright, Lieut. Holman and Chief Engineer Holman, all of the Maine, to obtain information in regard to any outsiders who might have seen the explosion.

Capt. Sigsbee also gave as his opinion that if coal bunkers A-16 had been so hot as to be dangerous to the six-inch reserve magazine, that this condition would have been shown on three sides where the bunker was exposed, and that men constantly passing to and fro, by it, would have necessarily noticed any undue heat.

Capt. Sigsbee was recalled and examined as to the ammunition on board the Maine. He stated that there were no high explosives, gun-cotton, detonators, or other material in magazines or shell rooms which the regulations prohibited. He testified that no war heads had been placed on torpedoes since he had had command of the ship.

"Ensign W. V. N. Powellson was called the third day of the court. He testified that he had been present on the Maine every day, from the arrival of the boat Fern, and during a great deal of the diving.

In reply to a question to tell the court all about the condition of the wreck, he said the forward part of the

ship forward of the after smokestack had been to all appearances completely destroyed. The conning tower lay in a position opposite the door leading to the superstructure aft and to starboard. Inclined at about 110 degrees to the vertical with the top of the conning tower inboard. Continuing, he described with close detail the condition under the Maine deck on the port side. The fixtures were completely wrecked, while fixtures in the same position on the starboard side were in some cases almost intact. The port bulkhead, between the main and berth deck at the conning tower support had been blown aft on both sides, but a great deal more on the port than on the starboard side. The fire room hatch immediately abaft of the conning tower had been blown in three directions, aft, to starboard, and to port. The protective decks and the conning tower supports were bent in two direction, the plates on the port side being bent up and on the starboard side bent down.

In reply to an inquiry whether he meant with reference to their original positions, Ensign Powellson replied affirmatively. The beam supporting the protective deck a few inches abaft of the armored tube, to port of the midship line, was bent up to starboard of the midship line. Just forward of the conning tower, underneath the main deck two beams met at right angles; one beam was broken and pushed from port to starboard. A grating was found on the poop awning just forward of the after searchlight.

The piece of the side plating just abaft of the starboard turret was visible. This plate was bent outward and then the forward end bent upward and folded backward upon itself.

This plate was severed from the rest of the plating below the waterline. This plating below the waterline had been pushed out to starboard.

The gratings of the engine room hatch were blown off. A composition strainer was picked up from the bottom, on the starboard quarter, at a point about opposite the poop capstan and about 30 feet from it. The chief engineer thought the strainer was from the fireman's washroom. There was not a strainer in the ship's side. Near the piece of outside plating to which was referred to above, he said there were pieces of red shelled planks. On these planks was bolted a composition track two inches wide and an inch thick.

Ensign Powellson asked if the court meant for him to say anything about what the divers reported, or just what he saw.

The judge-advocate replied that he would like to have him state any important discoveries which might lead the court to draw some conclusion as to the cause and if a diver gave such information, to state the diver's name. Before doing so, the judge-advocate asked witness to state if the forward and afterpart of the ship were in line. Ensign Powellson replied that, as far as he could judge, they were not. The end where the explosion occurred seemed to be pushed from port to starboard from five to ten degrees, he should judge, with the apex to the starboard.

The divers reported to witness that at a point where the ten-inch shell room should be, they discovered ten-inch shells regularly arranged, but the ship sunk down so much that some of the shells were in the mud.

Gunner Morgan reported that in walking on the bottom, he fell into a hole on the port side and went down in the mud. He also reported, as far as he could judge, everything seemed to be bent upward in the vicinity of this hole. He also reported that the plates seemed to have been pushed over to the starboard and then bent down.

Ensign Powellson then said that a powder cask that he saw appeared to