

# BLAME IMO SIGNALS FOR HALIFAX CRASH

**First Officer of the Mont Blanc  
Declares the Relief Steamer  
Was in the Wrong.**

**PILOT AGREES WITH HIM**

**Also Asserts That Outgoing Vessel  
Was Making the Limit of  
Speed Allowed in Harbor.**

HALIFAX, N. S., Dec. 15.—Jean Baptiste Glockin, first officer of the munitions ship Mont Blanc, testifying today at the resumption of the Government inquiry to determine responsibility for the collision between that vessel and the Belgian relief ship Imo, which caused the Halifax disaster, declared that the signals given by the relief ship just before the collision were contrary to the rules of navigation.

Testifying that the munitions ship had followed the rules throughout the whole happening, he said he was surprised at the signals given by the Imo, while the two vessels were heading toward each other in the narrows of Halifax Harbor. The witness said he believed the Imo changed her course between her first and her last signal, but was not positive about it.

Francis McKay, the pilot of the Mont Blanc, testified he boarded the ship the day before the disaster and brought her up the next morning to Bedford Basin. When the Imo first came into his view her bows were showing foam, he said, and she appeared to be making the limit of speed for that part of the harbor—five knots. The pilot described the signalings that passed between the two steamers, and said that his object was to get them in parallel positions.

The Imo suddenly blew two blasts when she seemed to be twisting to starboard, and five seconds later he saw the Imo throw a wake out from the starboard quarter of the propeller and she turned quickly to starboard. She was still coming at good speed, and there was nothing left for the Mont Blanc but to go full speed astern. The Mont Blanc had been traveling at half speed, then at full speed to clear the ferryboats, and then slow again.

"The Imo," said McKay, "was coming pretty fast and simply twisted into and struck the Mont Blanc," adding that he reckoned the vessel was then making seven knots. He said that the Mont Blanc could not have kept on as she was going, and that if he had ported his helm she would have gone ashore. Therefore he ordered the helm hard-a-starboard. The pilot said that after the collision he ordered full speed ahead in the hope that the rush of water through the hole made by the impact would fill her, but he noticed no response to his order.

Having twice piloted the Imo out of the harbor during the Summer, McKay testified he found her "a fairly handy ship," with plenty of power, and that she steered well. The witness said that he knew Pilot Hayes, who was killed aboard the Imo, as experienced and competent, and he did not believe Hayes responsible for the order given on the vessel.

There will be no Dominion election in Halifax on Dec. 17 for the two seats in the House of Commons. Polling in Halifax will be held on Jan. 28, the same date as polling in the Yukon.

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