

A QUIET SEA  
RMS TITANIC



TITANIC'S FIRST CAPTAIN

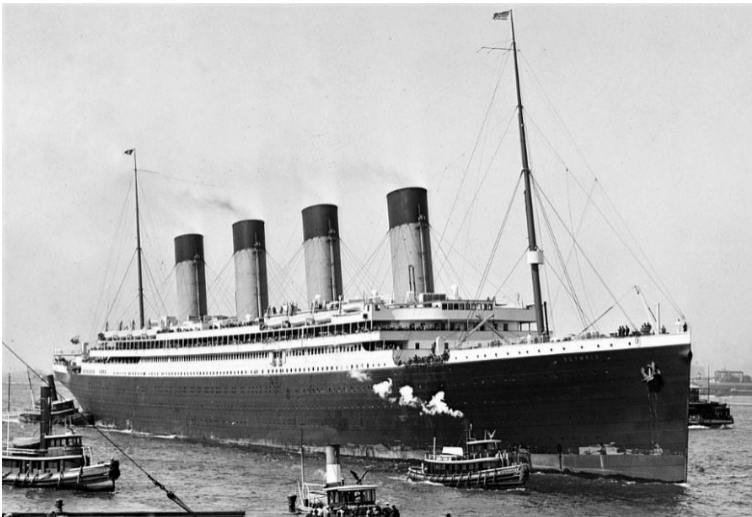
# TITANIC'S FIRST CAPTAIN

## INTRODUCTION

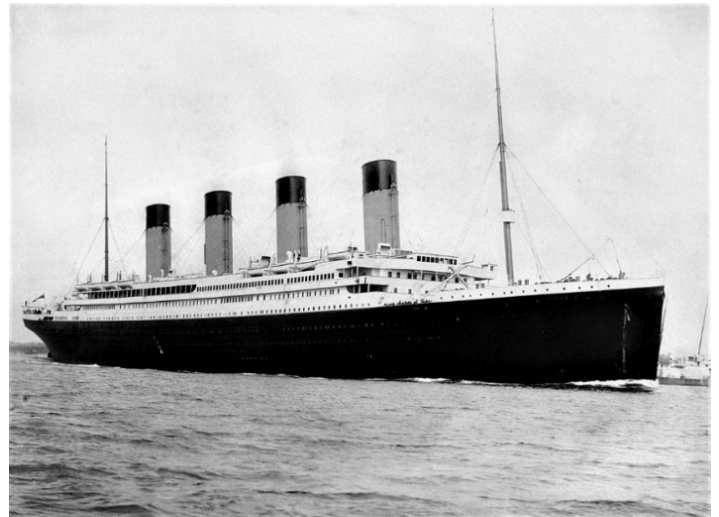
In the early hours of Monday, April 15, 1912, Captain Herbert Haddock, commanding the White Star liner Olympic, was exchanging messages with Captain Arthur Rostron of Cunard's Carpathia regarding the fate of Titanic and her survivors. Haddock had commanded both Olympic and Titanic and was 500 miles west by south of Titanic when she called for help. Olympic altered course and increased speed in an attempt to reach her. Olympic had departed New York on April 13 and was eastbound for England. With Titanic westbound on her maiden passage, it was planned that the two largest liners in the world would pass in sight of each other as a showpiece of White Star's domination in the North Atlantic.



Captain Herbert J. Haddock (1861-1946)  
Credit: Wiki Fandom



Olympic 1911  
Credit: Wikipedia

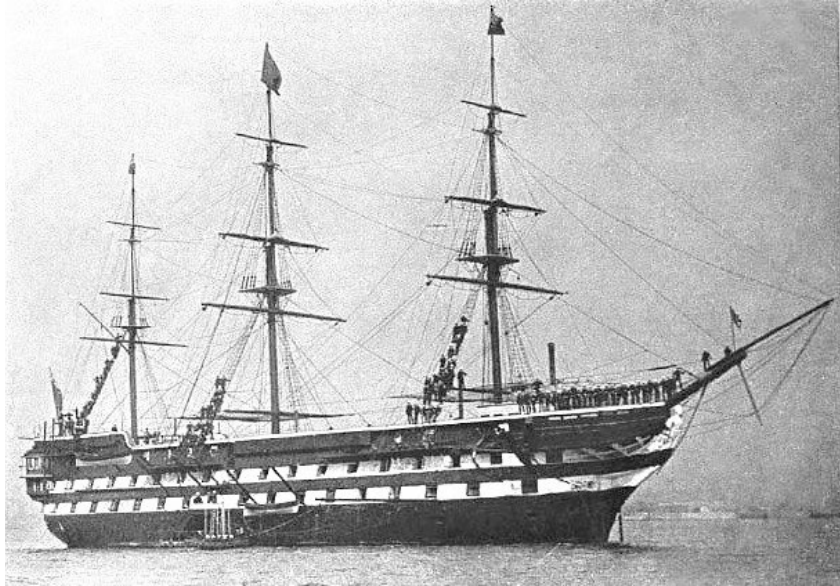


Titanic 1912  
Credit: Wikipedia

Haddock's two commands

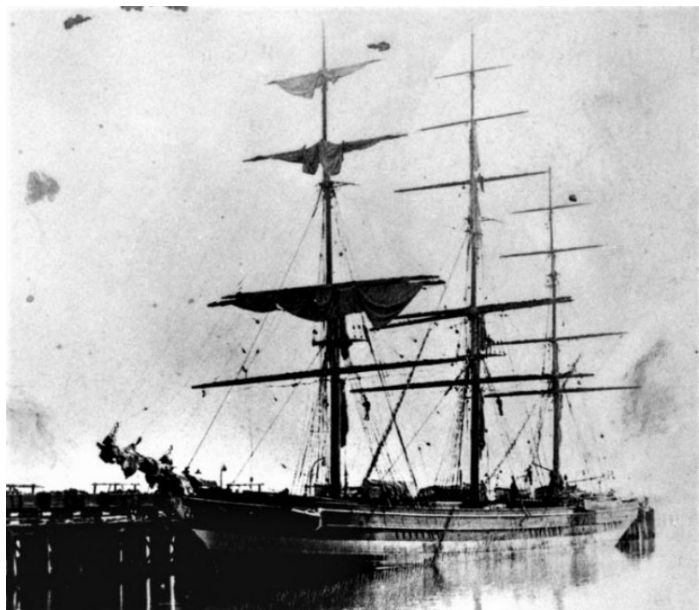
## EARLY LIFE

Herbert James Haddock was born in 1861 in Rugby, Warwickshire, England. At the age of 14, he began an apprenticeship in the Rathbone Brothers timber trading company, founded in 1742 and a major importer of cotton from the American south. By the mid 19<sup>th</sup> century, the company became an agent for the East India Company, which traded to India and Southeast Asia. Rathbone Brothers had a maritime branch, so although Haddock's 4-year apprenticeship was with the timber company, he spent the last 2 years on board the stationary training ship Conway, formerly the Nile, a two-deck ship of the line carrying 90 guns. Established in 1859, the training school fulfilled a need for ship owners to establish a pool of well-trained apprentices for the merchant navy. (Titanic's Sixth Officer James Moody and Carpathia's Master, Arthur Rostron, began as Conway boys.)



Training ship Conway  
Credit: Wikipedia

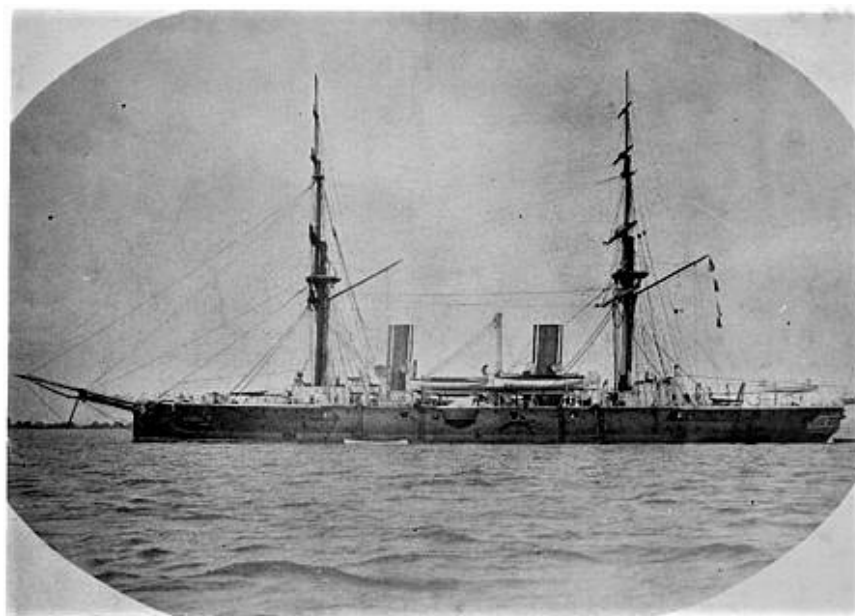
By 1877, Haddock became a midshipman in the Royal Navy. That same year, he signed on as an apprentice aboard the full-rigger Horsa, which was wrecked on the Scillies Islands southwest of the British coast in 1892.



Iron full-rigged ship Horsa, built 1860  
Credit: Wikimedia Commons

Horsa was owned by Rathbone Brothers through their subsidiary company, the Star Navigation Co. Ltd. Winding up his time aboard Horsa in early 1880, Haddock made Acting Sub-Lieutenant in the Royal Naval Reserve. In August of that year, he passed his Second Mate's exam and was off to the screw steamer Orion, where he spent a year voyaging as Third Mate. He then served in the screw steamer Mira in 1882 and sat for his First Mate license the following year. Returning to Mira as Second Mate, he stayed with her until 1885. Eager to advance in his profession, Haddock sat for his Extra Master license in 1885 and, unlike numerous applicants, passed the difficult examination on his first try. In March the following year,

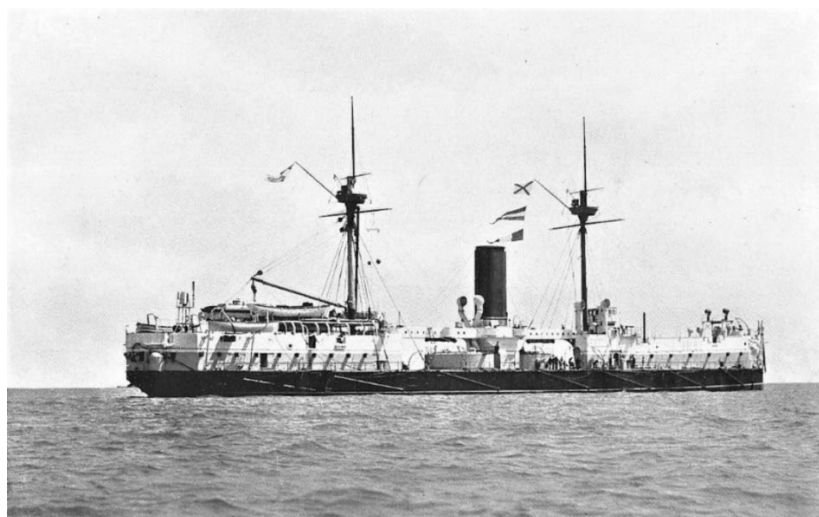
With a raise in grade to Acting Lieutenant, Haddock was assigned to the 1883-built armored cruiser HMS Imperieuse. The ship was the first of two vessels designed to serve on the China station. Twin-screw and initially rigged as a two-masted brig, she displaced about 8,500 tons. Imperieuse sailed poorly with her "peacetime" under-sparred rig, but it was effective with fuel economy, resulting in a good operating radius. Like every steel or iron vessel in the world, Imperieuse suffered from marine fouling, collecting barnacles and sea grass on her hull that would slow the ship down, wasting fuel. To discourage marine crustaceans from growing on her bottom, the steel hull was encased in teak and further sheathed with copper to stave off biofouling. Haddock's service in the cruiser was brief, from July 20 to August 19, 1887. Imperieuse served in the Pacific until 1899. She underwent various modifications and was finally scrapped in 1913.



HMS Imperieuse in her original rig  
Credit: Wikipedia

On August 20, Haddock was transferred to the 9,500-ton ironclad battleship HMS Edinburgh. He reported to Commander (later admiral) Percy Scott, who wrote "Fifty Years in the Royal Navy" in 1919. Scott became famous in Britain when he developed range-finding equipment, a breathing helmet to enter smoke-filled spaces, and other inventions that became commonplace (such as the motor-driven lawn mower). With only the First Boer War and the bombardment of Alexandria in Egypt as active engagements, the Royal Navy lost seagoing battle experience and complacency set in. Haddock found himself in a mind-numbing and boring environment, where he spent his time keeping the ship looking sharp. Paint was in short supply, and "... it was customary for a Commander to spend half his pay, or more, in buying paint to adorn H.M. ships...it was the only road to promotion; prettiness was necessary to promotion, and as the Admiralty did

not supply sufficient paint or cleaning material...the officers had to find the money for buying the necessary housemaiding material." \*



HMS Edinburgh  
Credit: Wikipedia

Edinburgh spent most of her career stationed in the Mediterranean Sea and taking part in fleet maneuvers. Obsolete by the start of the 20<sup>th</sup> century, she was fitted with modern armor plate and in 1908 was converted to a target ship to test the effectiveness of British shells. She was sold for scrap 2 years later.

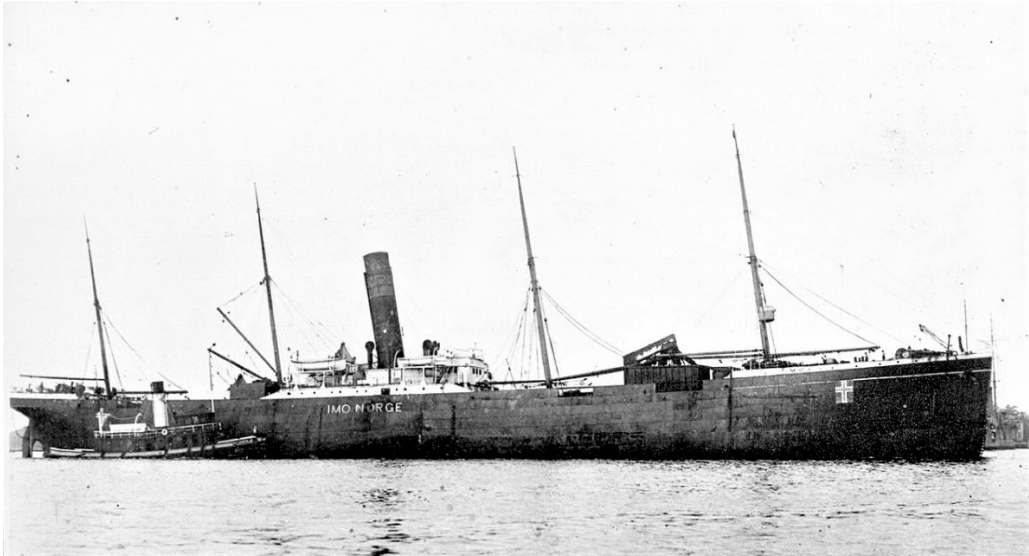
## WHITE STAR LINE

With his Extra Master license, naval experience and academic prowess, Haddock was 27 when he joined White Star in 1888. His first position was as Fourth Officer, but there is no record of what vessels he served in before his first command. With his sterling record and level-headed nature, he rose rapidly through the ranks: from Fourth Officer in 1888 to Commander in 1893. His first vessel was the 1874-built, 5,000-ton SS Britannic. (Before arriving at Britannic, Haddock married Eliza Bouchette [b.1872] in May 1893. They eventually had four children: Geoffrey, Ruth, Herbert and Joan.)



SS Britannic  
Credit: Wikipedia

In July of the following year, Haddock took command of SS Runic, an 1889 livestock carrier capable of transporting 1,000 head of cattle and 48 passengers. On the evening of July 19, 1894, the bark Emma T. Crowell dropped her pilot off on the Sandy Hook lightship and shaped a course for Shanghai carrying nearly 40,000 cases of petroleum. She was 12 miles south of New York's Fire Island when she caught fire. Rapidly consumed by the blaze, the only recourse was to flee the doomed vessel. Captain Pendleton, his wife and 16 crew managed to abandon the bark in one lifeboat.



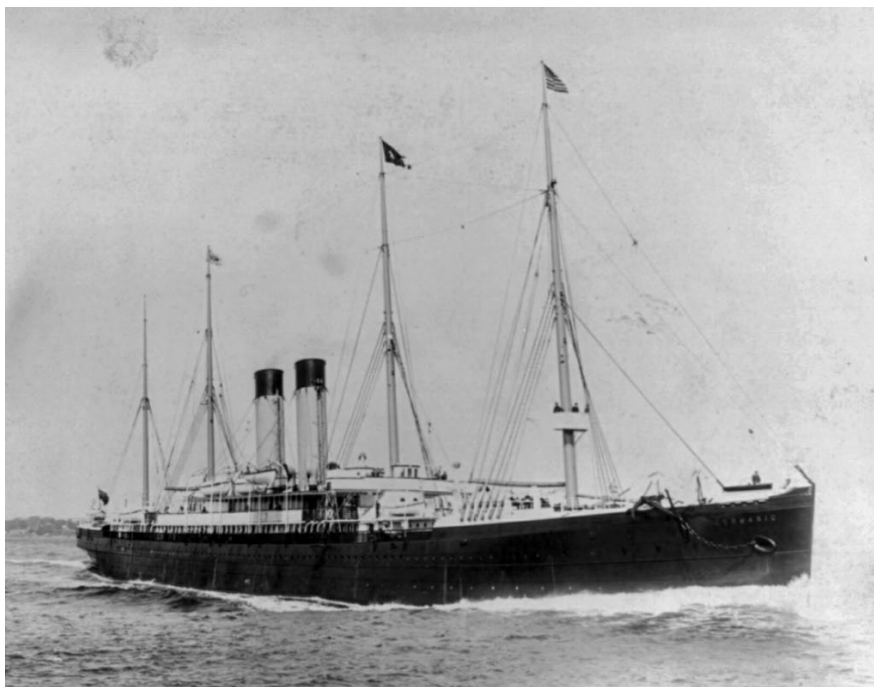
SS Runic as the Norwegian Imo in 1915  
Credit: Wikimedia Commons

The event was well before wireless radio was fitted to ships, so it was with some luck that Captain Haddock, also outbound from New York, saw the burning vessel. Altering course, he came upon the lifeboat. Runic was enroute to Europe, and Haddock wanted to keep to his schedule, so he offered the survivors passage. As they preferred to stay in New York waters, he turned his ship and transferred them to the Sandy Hook lightship. Subsequently, other vessels took them back to New York. Captain Pendleton praised Haddock's quick action. The Crowell burned down to the waterline, briefly became a navigational hazard and finally sank.

Resuming command of Britannic, Haddock's time on board was not without excitement. Heading to New York in 1896 in stormy weather, Britannic dove into a huge wave that flooded the bridge, destroyed a lifeboat and almost swept the Chief Officer overboard. No one was killed, although several passengers were injured. Two years later, members of Haddock's crew were arrested when planning to steal mail containing \$20,000 in bonds. Britannic had more slugging bouts with heavy weather, but otherwise suffered little damage.

In April 1899, Haddock transferred to Germanic, Britannic's identical sister, which only 2 months earlier had sunk at her New York pier. Top-heavy with ice and snow from a blizzard, Germanic was taking on coal when heavy winds heeled her over. She flooded through her open coaling ports and sank alongside the dock. She was raised a week later, towed to Belfast and refurbished. Haddock's luck with poor weather continued. In March 1901, Germanic found herself battling horrible seas in zero visibility. Haddock cautiously approached the New Jersey coast. Haddock prudently did not want to make the hard turn around Sandy Hook before entering the lower bay and decided to anchor his ship. (This was before Ambrose channel was dredged.) The weather finally abated, and Germanic hove up her anchor and headed to her berth, 2 days late.





SS Germanic

Credit: Wikimedia Commons

In 1902, Haddock was awarded the Companion of the Order of the Bath. Established in the early 18<sup>th</sup> century, the Order is reserved for senior military or civil officers, bestowed by order of the government and recommended to the monarch. A fixed number were awarded and vacancies filled as required.

With his stellar record, Haddock was given command of the brand-new RMS Cedric, largest vessel afloat, in February 1903. The 700-foot, 21,000-ton liner was the second of a quartet of large ships White Star built to provide weekly service across the Atlantic. White Star's business model eschewed the fast expensive express liners and focused instead on moderate speed, steadiness at sea and quality passenger amenities and accommodations. Cedric completed a successful maiden passage to New York in 8 days, 8 hours. Both passengers and crew were impressed with the ease in which she rode the seas; not one passenger became seasick, and Cedric was considered a wonder. She was tested 2 years later when she took 11 days to cross the Atlantic. On March 15, she encountered huge waves that knocked her to starboard, broke several portlights, stove in a hatch and buckled some plates. While the storm raged for 6 more days, a baby boy was born to steerage passenger Sarah Whitney; she named him Cedric.



RMS Cedric

Credit: Wikipedia

Heavy seas and newborns weren't all Haddock had to deal with on Cedric. In June 1905, he ran afoul of US immigration laws and was arrested on two counts. First, for not reporting the landing of indigent Irish immigrants; laws at the time prohibited landing people who were penniless. Haddock was unaware of his passengers' financial status, but as captain, he was responsible for every person who entered the United States. His second offense concerned an Italian immigrant with a contagious disease who was being deported but ran off before the ship departed. For this offense, Haddock was arrested and wound up in court. No bail was set, but he was subject to trial according to the strict immigration laws of the day. He was released to the custody of his attorney.

In May 1907, Haddock was assigned to the celebrated RMS Oceanic. Entering service in 1899, Oceanic was the largest British passenger liner in the 19<sup>th</sup> century. Built with high-powered machinery, she suffered from vibration when reaching her designed speed of 21 knots. Yet, she got the better of her Cunard rivals Campania and Lucania on westbound crossings. Barely a month after Haddock came aboard, Oceanic experienced a fire in her steerage accommodations in the middle of the night. With the aid of the New York fireboat McClellan, the fire was quickly extinguished but caused thousands of dollars of damage. For the next 2 years, Oceanic maintained a consistent schedule across the Atlantic. On the evening of January 2, 1909, on a passage to New York, she lost a propeller blade that caused the ship to tremble violently. Haddock immediately slowed and stopped that engine. The ship proceeded, but fog slowed further progress, and she didn't arrive for another 5 days.



RMS Oceanic  
Credit: Wikipedia

Notable for receiving the Order of the Bath from the monarch, and well known as a skilled mariner by the public, Haddock remained naturally shy. A man of many talents, he was an author, painter, linguist (he could translate German) and an expert at fencing. Haddock was also a skilled telegraphist, and fellow captains good-naturedly said he had two brains. In spite of the competitive nature of their business, Haddock maintained warm relationships with other liner captains. He was close friends with Cunard's Commodore, Captain Pritchard, and they would get together for dinner when their ships were in port.

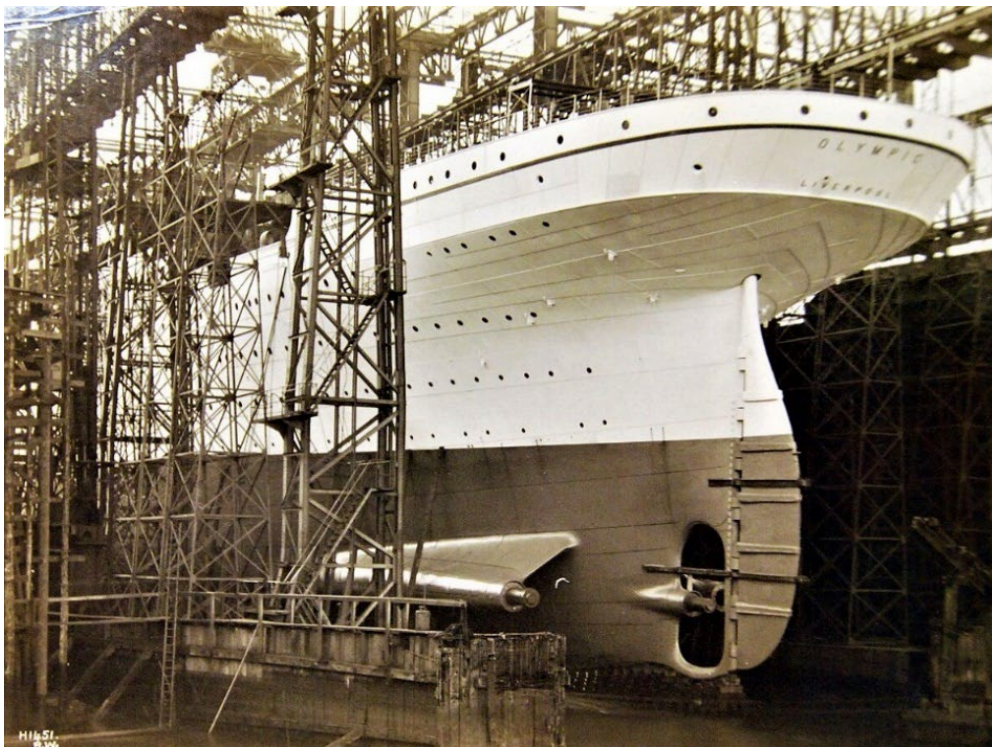


To accommodate the ever-growing size of Atlantic liners, New York City began constructing new docks at Chelsea piers in the early 1900s. Landfill added as early as the 1830s had extended the Manhattan shoreline into the North (Hudson) River. However, because the longer piers required for larger ships would project into the river and impede navigation, the landfill had to go. Called the Chelsea Section Improvement, the ambitious project promoted economic development and bonded New York with the North Atlantic ferry service. To open the new facilities in February 1910, the city strung bunting of British and American colors between the first new piers, Nos. 58 and 59. Haddock was to enter the new berth and pierce the bunting with Oceanic's sharp prow. Ice choked the slip as Oceanic slowly crunched her way through and severed the bunting. Haddock was dubbed, "...the chief ice and ribbon breaker of the new Chelsea piers." (*New York Tribune*, February 17, 1910).

Later that year, a tug and tow collided with the inbound Oceanic, but the liner managed to save the tug's captain and his wife. In March 1911, Oceanic was in a ferocious early morning thunderstorm that shattered her foremast, bringing the spar, rigging and wireless aerial crashing to the deck and scattering debris across the bridge. Luckily, no one was injured. A crew incident occurred when firemen, the ship's boiler stokers, refused to attend lifeboat muster while at sea. While Haddock logged the men for refusing the order, he understood the heavy labor required to fire the boilers that kept the ship moving. He accommodated their reasonable request to have boat drills held in port to ease their burden, and this became accepted practice for White Star.

## OLYMPIC & TITANIC

On December 16, 1908, White Star initiated an ambitious three-ship service with the laying of Olympic's keel. Fifty percent larger than Cunard's record-breaking *Mauretania*, Olympic ushered in the age of the superliner. With a clean and unmatched grace, Olympic was described as Harland & Wolff's masterpiece. To further focus the public on the new class of ship, White Star launched Titanic on the same day Olympic departed Belfast for her maiden trip.



RMS Olympic prior to launch  
Credit: Wikipedia

White Star had a number of captains well-suited to command the new giant, and Haddock was at the top of the list. He got the news in an unusual way. Still in command of *Oceanic*, the ship was eastbound in December 1910 when a congratulatory message from *Majestic*, another White Star liner, was transmitted by the "New York Tribune" and received on board. (Newspapers had their own wireless operators who monitored liner traffic.) The paper also reported that captain Edward J. Smith was to command the second ship, *Titanic*. But as Smith was nearing mandatory retirement age, White Star gave him command of *Olympic* and promoted Haddock to head the White Star Line officer pool at increased pay. Speculation was rife, but ultimately Haddock took command of *Titanic* in Belfast, while Smith completed his last trip on *Olympic*. Smith's time commanding *Olympic* was not without incident. In September 1911, she was rammed by the British cruiser *Hawke* while outbound in Southampton waters. The subsequent inquiry by the Royal Navy found the liner at fault, but this didn't affect Smith's reputation, as she was leaving port under control of the pilot. With two holed compartments and one damaged propeller shaft, *Olympic* limped back to Belfast for repairs. The shaft was replaced by one from *Titanic*, delaying the latter's maiden departure from March to April, during increased iceberg activity in the North Atlantic.



E. J. Smith, master of *Olympic* and *Titanic*  
Credit: Wikipedia

Haddock signed on as Master of *Titanic* on March 25, 1912. His task was to assemble officers and crew and prepare the ship for her sea trials, scheduled for April 1, when Smith would take command. Haddock had 6 days to organize the ship and test the anchor gear, lifeboats and safety equipment to the satisfaction of the Board of Trade. He also had to confer with Harland & Wolff personnel who were working on board to get the ship finished. He knew most of the officers from his time in other White Star liners. Young Sixth Officer Moody liked Haddock and commented on Smith's management style, "Though I believe he's an awful stickler for discipline, he's popular with everybody. Daddy Haddock is going to the *Olympic* until old E. J. retires on his old age pension from the *Titanic*."

The arriving officers were impressed with their new ship; it took some time to become familiar with the various spaces. Haddock flushed out the arriving engine room crew, including nearly 80 firemen, to prepare the boilers for sea trials and the maiden voyage. On March 31, his last day on board, he met with a group of newspapermen on a walk-through of the ship. The publicity shy Haddock wasted no time leaving after the tour was over. He was in command of *Titanic* for 6 days, and when he left, the ship was, in all respects, ready for sea. With Haddock gone and Smith not yet on board, it fell to Chief Officer William McMaster Murdoch to take care of *Titanic* and her crew. (The officers were re-shuffled with the arrival of Henry Wilde, Smith's choice for Chief Officer. Murdoch became First Officer, and the others officers were knocked down a notch. Second

Officer David Blair left the ship, as his position became superfluous. After Haddock's brief stint as Titanic's master, he assumed command of Olympic, leaving Southampton on April 3 and arriving in New York on the 10<sup>th</sup>, when Titanic left Southampton. White Star was on the eve of its North Atlantic triumph. With two giant ships operational, and the third being built at Harland & Wolff, White Star was poised to present unmatched transatlantic liner service.

## CALAMITY

While Titanic was undergoing her sea trials and being readied for her maiden passage, Olympic was enroute to New York, fresh out of Belfast after propeller repairs. Olympic departed New York at 3pm on April 13, eastbound. All on board were anticipating a mid-ocean meeting with her brand-new sister. Alec Bagot, Olympic's junior wireless operator, was to relieve senior operator Ernest Moore at midnight on April 15. However, Moore was monitoring a series of confusing messages about Titanic hitting an iceberg, so he shook Bagot awake early. At least six vessels were hearing and transmitting Titanic's distress call, but the vagaries of the wireless equipment resulted in one-way communication, some vessels receiving but their replies not being heard. Through all the chatter on the airwaves, Olympic finally contacted Titanic directly over an hour after the collision, finally learning what happened.

Olympic had a powerful wireless set and was more efficient at relaying messages. Moore requested silence from ships and shoreside wireless stations so he and Jack Phillips, operator on Titanic, could talk and Moore could learn the extent of Titanic's damage. Although Phillips was transmitting that Titanic was sinking by the bow and that an evacuation was underway, Moore seemed befuddled. He asked if Titanic was steering south to meet Olympic, and Phillips impatiently responded that women were being put off in boats and to come to their assistance at once. Moore, finally understanding Titanic's plight, dispatched Bagot to the bridge to tell Haddock. After some unneeded formality with the officer of the watch, Bagot handed the envelop (all messages to the bridge were sealed) to the captain. Haddock and Bagot went to the chart room, where Haddock sent his message to Titanic: "Commander Titanic, am lighting up all possible boilers as fast as I can – Haddock." He told Bagot not to tell anyone when returning to the wireless shack. Olympic turned toward Titanic and increased power. With the two ships 500 miles apart, it would take Olympic the better part of 24 hours to reach Titanic, which had a half hour to live.



RMS Olympic wireless (operator and year unknown)

Credit: Wikimedia Commons

It fell to Cunard's Carpathia, commanded by Arthur Rostron, to race to the scene, only to discover an empty sea with drifting lifeboats. The captain of Olympic and Carpathia considered transferring survivors from Carpathia to Olympic. However, they thought it ill-advised to expose Titanic's survivors to the trauma of being put on the near-identical Olympic, so Carpathia proceeded to New York. Haddock sent a wireless to Phillip Franklin, President of the International Mercantile Marine, owners of White Star and Titanic, who were anxious to learn what had happened. Late on the afternoon of April 15, Haddock informed Franklin about what he had learned from Carpathia: *"Fear absolutely no hope searching Titanic's position. Left Leyland S. S. Californian searching around. All boats accounted for. About 675 souls saved, crew and passengers, latter nearly all women and children. Titanic foundered about 2.20 a. m., 5.47. GMT in 41.16 north. 50.14 west; not certain of having got through. Please forward to White Star - also to Cunard. Liverpool and New York - that I am returning to New York. Consider this most advisable for many considerations."* – Rostron, master Carpathia



SS Carpathia in New York  
Credit: Wikimedia Commons

Olympic continued her somber passage. All musical performances were cancelled, and the ship arrived at Southampton on April 21 with her flags at half-mast. She continued her voyages, but the traveling public were leery; the ship sailed at less than 20% of her capacity.

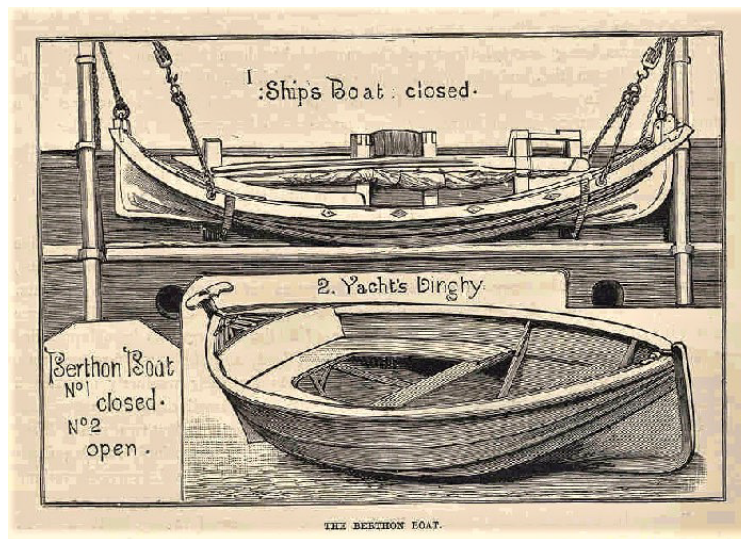
To try and grasp Titanic's evasive tactics when she encountered the iceberg, Olympic was subjected to turning tests to determine the time and distance that were available for Titanic to avoid collision. Information was collected from the surviving officers, lookouts and the quartermaster, who was steering the ship. It was estimated that the iceberg was sighted at a distance of about 1,400 feet, and that at the speed Titanic was traveling, she had 37 seconds to clear the iceberg. In those 37 seconds, she turned 22 degrees to port, then put her rudder to starboard to clear her stern, but it wasn't enough.

On May 25, with Olympic in New York, Senator William Smith, a member of the US Senate inquiry, interviewed Haddock and wireless operator Moore. Moore's wireless records showed all of his exchanges, what was communicated to whom and when—not only with other ships but also land-based stations in Newfoundland. Smith asked about the Olympic's attempt to reach Titanic: distance and course traveled, rescue preparations, any information about ice and messages received the Saturday before the disaster. Moore was asked about offers made by three New



York newspapers to pay him for his story. (He had refused the offers.) Haddock was asked about his initial reticence to discuss the disaster. He said that he wanted to be sure the information he was giving was accurate. Yet, controversy dogged him. When he was accused of sending false information indicating that Titanic and her passengers were safe, he denied it and produced the wireless evidence to prove it. When finally in Southampton, he summoned the wireless operators to his cabin, thanked them for their good work and recommended them for promotions.

With Titanic's disastrous end fresh in everyone's mind, Olympic's crew mutinied until additional lifeboats were shipped on board. Berthon boats, which could be folded to take up less deck space, were shipped on board Olympic. To keep the ship running on some kind of schedule, launching equipment wasn't provided; the existing davits would have to be used. Still, the presence of more boats on deck was reassuring.



Berthon boat, folded and opened  
Credit: Wikipedia

A few months later, Haddock had a close call when Olympic, steaming at night, nearly ran aground on Land's End, the southwestern tip of the British Isles. The men aloft on watch spied the breaking seas, and the ship was turned in time to avoid disaster. The cause was blamed on faulty navigation, and Haddock was kept under observation until Olympic was taken out of service for a complete refit, including additional davits and compartmentation to increase survivability in the event of a collision. Haddock was transferred to two White Star ships, Majestic and his former command Oceanic.

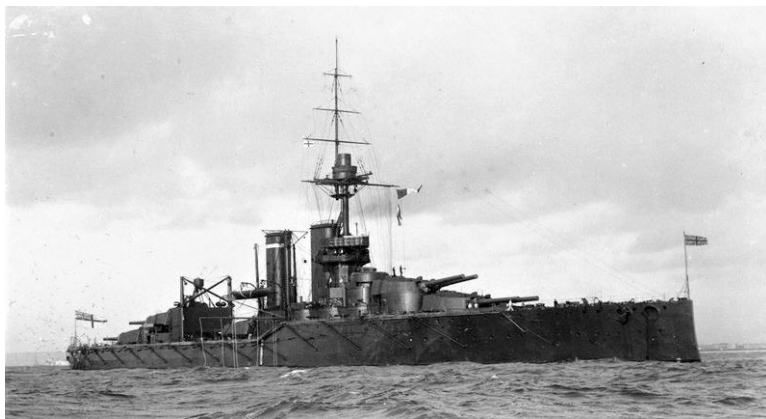


Land's End  
Credit: Mr. Kevin Law

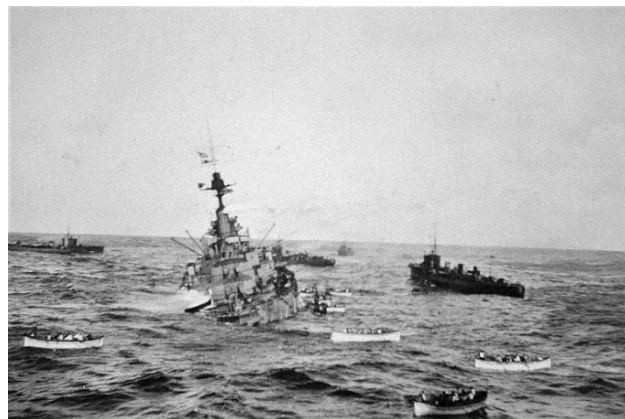
Returning to Olympic in February 1913, Haddock had an uneventful year and remained in command through the outbreak of World War I. Olympic received a coat of grey paint, and lights were extinguished at night. Americans in Europe filled the liner to return home, but with increased U-boat activity, passenger numbers dwindled. By October 1914, White Star decided to withdraw Olympic from commercial service, and she left New York for home with about 150 passengers.

## HMS AUDACIOUS

HMS Audacious was practically a new battleship, having been completed in October 1913. Stationed at the British naval base of Scapa Flow, the 25,000-ton warship departed with her squadron to conduct gunnery drills. Not long after getting underway, she detonated a mine, which exploded under the ship's bottom. Her engine rooms began to flood, and a 15-degree list rapidly developed. There was a heavy swell, and Audacious became unmanageable. With submarines about, sister battleships could not be put at risk to tow the Audacious. But, when Haddock's wireless operators heard the battleship's distress call, he altered course and made a beeline for the battleship.

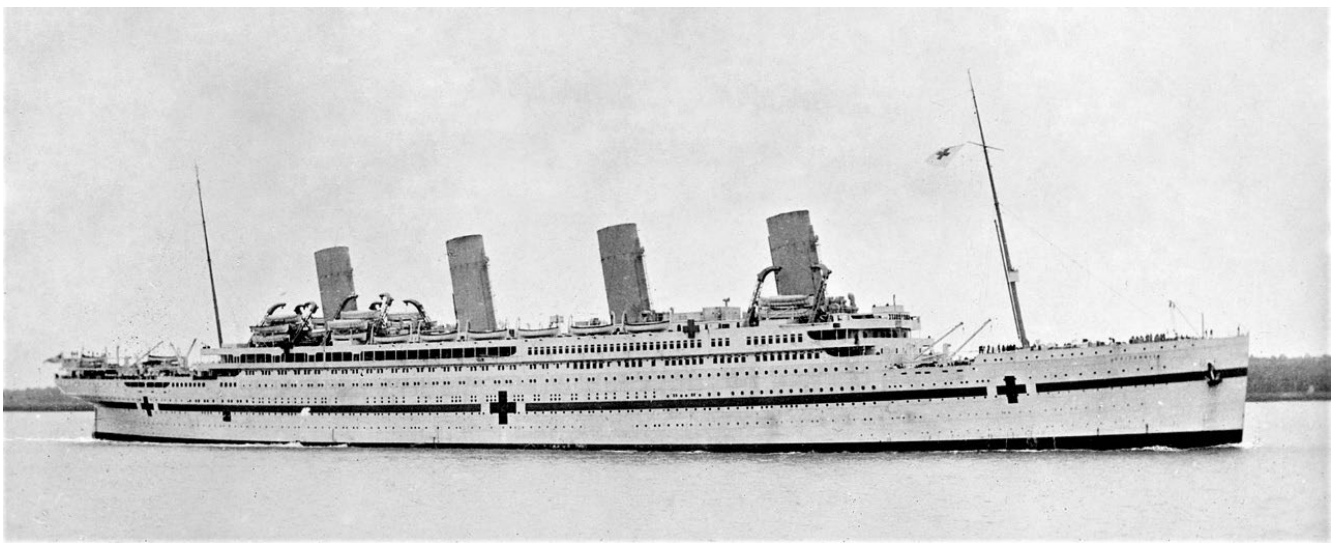


HMS Audacious  
Credit: Wikipedia



The damaged HMS Audacious with Olympic lifeboats  
Credit: Wikipedia

Haddock stopped his ship, assessed the situation, and lowered lifeboats to evacuate the battleship's crew. The risk was considerable; escort destroyers kept a sharp lookout for submarine periscopes and torpedo wakes. Not far from the Irish coast and the shelter of Lough Swilly to the south, Haddock prepared his ship for towing. His maneuvering skills, augmented by the help of a destroyer, enabled him to set a towline between the giant liner and battleship. Audacious was still capable of steering and had some power for her propellers. However, the battleship's steering gear finally failed, and the towline parted. Two more attempts were made to connect, but by late afternoon, with her quarterdeck awash, it was decided to give up the effort and get the rest of the battleship's crew to safety. By 8pm, Audacious exploded, the shrapnel killing an officer on a nearby escort ship. Admiral Sir John Jellicoe ordered Olympic and her passengers to be held in custody in Lough Swilly. He did not want the public to know of the loss of the battleship. Jellicoe released Olympic and her passengers on November 2, and Olympic was taken out of service. (She resurfaced as a troopship in 1915.) At the end of October, Haddock received what may be one of the most unusual orders from the First Sea Lord, John Fisher: build a fleet of dummy battleships. The International Mercantile Marine, Haddock's employer, protested; they wanted him to command Britannic when she was ready to deploy as a hospital ship. But the Admiralty would have none of it, and Haddock was off to Harland & Wolff to build the "masquerade fleet."



Britannic as hospital ship  
Credit: Wikipedia

Winston Churchill loved the dummy fleet. The idea was to take merchant vessels and make them look like first-line battleships. The thinking was that, at sea, especially in the foggy North Sea, simple silhouettes would be sufficient to fool the enemy (smaller destroyers were mistaken for larger cruisers), and more so from airplane scouts and U-boat periscopes. The mystery ships would be economically modified with wood and canvas, so important war materials like steel wouldn't be diverted. Churchill justified the effort even if the Germans were aware of the ploy. Churchill gambled that the presence of fake warships would sow uncertainty: were the ships real or fake? Ultimately, 14 were built. Of these, two were sunk, one torpedoed and, according to the "London Times" of 1918, tricked the Germans into thinking they sank a dreadnaught, even though the fake wooden gun turrets were found floating around for days after. By December 1915, the fleet was disbanded and Haddock relieved of commanding "*...the finest fleet of dummy wooden 'Dreadnoughts' and Battle Cruisers the world had ever looked on.*" (Lord Fisher).

After his time building the dummy fleet, Haddock resigned from White Star in early 1916. For his service with the fake dreadnaught fleet, he became aide-de-camp to King George V for 3 years, through the end of the war. He made several trips during the war to Newport News, presumably on naval missions, but these have not been confirmed. It has been assumed that he was on a secret mission. Reaching the mandatory retirement age of 60, Haddock returned to White Star after the Armistice in 1918. During his various trips to the United States, Haddock was identified as Mariner or Naval Officer. In 1919, he was placed on the Royal Navy's retired list.

## LATER YEARS

Haddock and his wife Mabel lost their oldest son, 21-year-old Geoffrey, at the battle of the Somme in 1916, when he was serving with the Canadian army. His body was never recovered, but he was assigned a grave in Canada. Four years later, they lost their 17-year-old daughter Joan, who died suddenly in a nursing home. Mabel passed away in 1935 at the age of 64. During World War II, advanced in years, Haddock took up the Distress Fund in Southampton for those left destitute by the bombing. American service personnel stationed in Britain were urged to contribute to the fund. Haddock died at age 85 in 1946. His daughter Ruth died in 1958, his youngest son, Herbert, in 1988.





Herbert Haddock  
Credit: Wikipedia

White Star stewardess and nurse Violet Jessop, a veteran of all three Olympic class liners and survivor of Titanic and Britannic, when the latter was sunk by a mine during WWI, described Haddock as, "...a Royal Navy man, a lovable character and a true English gentleman of the old school."

Sources: Wikipedia, Wikipedia Commons, Navypedia; Fifty Years in the Royal Navy, Percy Scott, author Fifty Years in the Royal Navy; National Library of New Zealand; Bridge Duty, Officers of the RMS Titanic, Inger Sheil & Kerri Sundberg 1999; New York Tribune, British and American Commission Inquires, Encyclopedia Titanica, Wiki Fandom, Titanic Museum, Great Ships, Titanic & Co., Deviant Art, NY Times (1894), Trove, author John Maxtone-Graham, The Only Way to Cross and Titanic Survivor – Violet Jessup

- Sir Percy Scott – Fifty Years in the Royal Navy