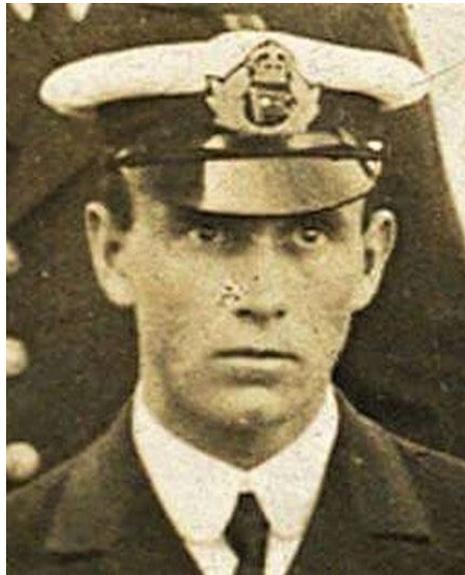
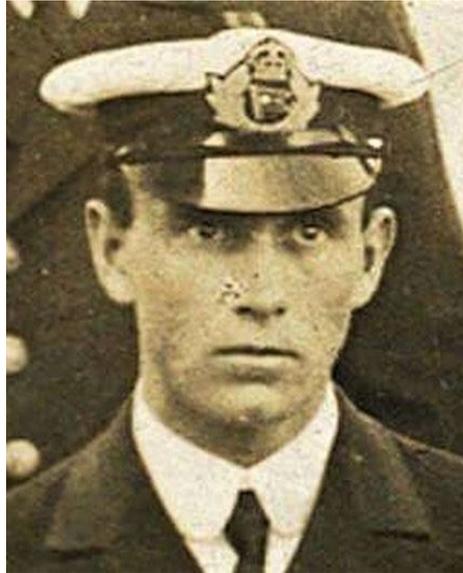


A QUIET SEA
RMS TITANIC



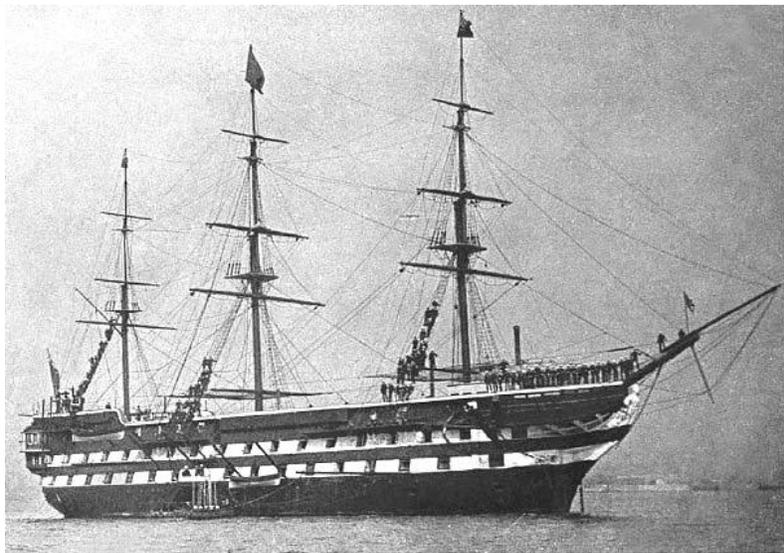
SIXTH OFFICER MOODY

TITANIC'S SIXTH OFFICER



James Paul Moody
Credit: Titanic.com

James P. Moody was born in Scarborough, England, in 1887. His family was well respected; his father was an attorney, his grandfather a prominent town clerk. His mother died when he was 11. Coming from a professional family with some political connections, it was expected that he would enter the law. However, neither this nor any other profession appealed to him. Eventually, the merchant service was chosen for him, and at the age of 14, he entered HMS Conway (ex-HMS Nile), a school ship tailored to train ships' officers.



HMS Conway
Credit: Wikipedia

Thousands of cadets were trained for the merchant and naval services aboard HMS Conway. The boys served 2 years on board (the time counted toward a Second Mate's Certificate) before heading off to sea for their apprenticeships. Conway boys were sought after by shipping companies because of their training and discipline. Moody began his 3-year apprenticeship in February 1904 by signing aboard the square-rigged ship *Boadicea*, with four other apprentices.

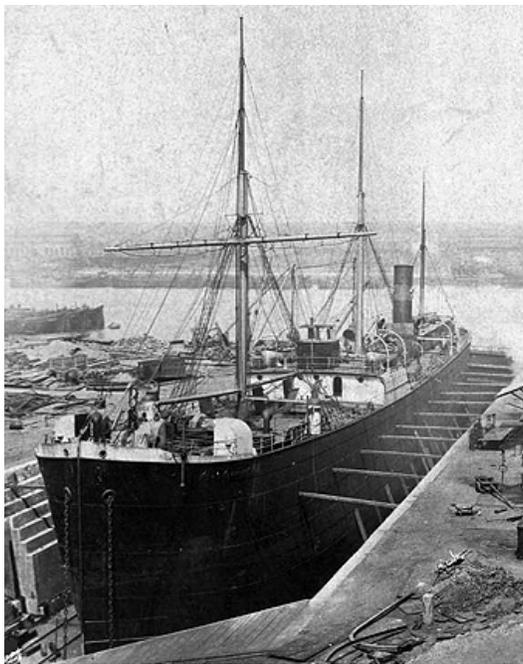


Deck view of Boadicea
Credit: Alamy

SEAFARING CAREER

Bullying was always part of apprentice life in windjammers, but Moody managed to avoid it because of his height and even temperament. He later wrote that even the notoriously poor food wasn't "...half as bad as I expected." Better trained than the other boys, he was able to work aloft from the beginning of the voyage (despite suffering from seasickness). A month into the passage, Boadicea ran into a vicious gale, and a number of sails blew out. Moody went aloft with others to take in the sodden mainsail. Boarding seas knocked the men into a pile, and heavy rolling made for a difficult climb. The sail was eventually subdued and the damage repaired. He later wrote, "I shall never forget the first time I went up with the second voyage apprentice and about ten men to take in the main sail. Oilskin and heavy boots on as well, and the mast swaying till the end (of the main yard) nearly touched the water." Boadicea's troubles continued: A seaman fell from aloft, and Moody rushed to help him, but the man's skull was fractured, and he died the next day. A fellow apprentice, tormented by the bullying, jumped overboard and was lost. Moody had previously kept the boy from slitting his wrists, but the bullying was too much for the young man. The dreadful passage finally ended with Boadicea anchoring off Sandy Hook, NJ. Moody stayed with the ship and went to Australia. He wrote, "Lots of people have put in their letters how they would love to be seeing all the beautiful places I am seeing, but I tell them to stop at home or else invent a floating palace which doesn't roll and can't possibly sink."

Completing his apprenticeship, Moody passed his Second Mate's License in 1904, returning to Boadicea for a few months in his new position. Having spent the better part of 4 years on the windjammer, he decided to make the change to steam. Leaving Boadicea with seemingly little regret, he wrote, "Don't know where the Boa is going to get and don't care if she goes where the Light Brigade charged either". He joined the small oil tankers, Azov and Circassian Prince, in 1908. He made several trips to Buenos Aires and grew very fond of the city, looking forward to spending time there when he could.



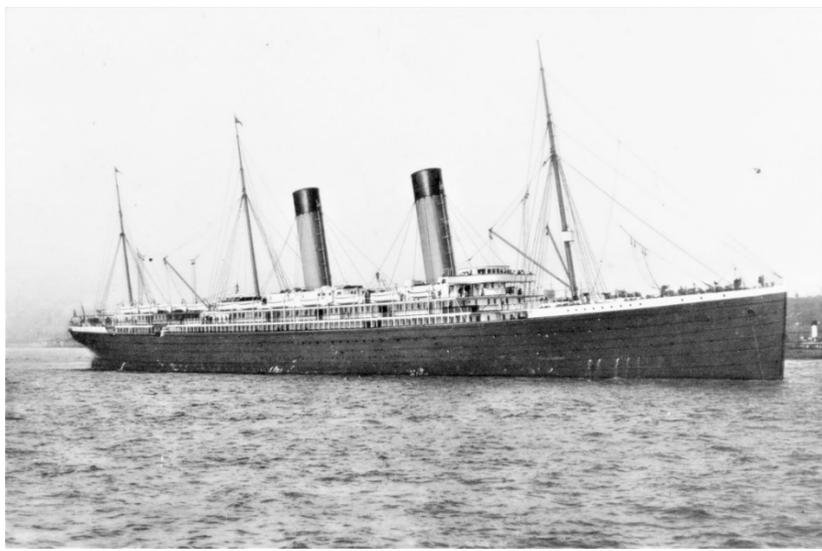
Circassian Prince
Credit: Titanic Officers

Moody began writing short stories based on his experiences in South America, including tales of crimping and Shanghaiing; the forced abduction of seamen. At 22, Moody took his First Mate's examination, passing on his second try. Signing on as Second Officer aboard the steamer Caprera, he made three foreign voyages, switching between Second and First Officer and receiving his Royal Naval commission in 1910. Moody then entered the King Edward VII Nautical School to prepare for his Master's examinations.



King Edward VII Nautical School
Credit: Titanic Officers

Despite failing two subjects, Moody persevered and passed his Master's Certificate in April 1911. Later that year, he joined White Star's Oceanic, where he met two future Titanic officers, Lightoller and Pitman. Tall and handsome, dedicated to his duties and with a genial personality, Moody was a perfect fit for White Star. Captain Haddock was impressed with the young officer and recommended him for Titanic.

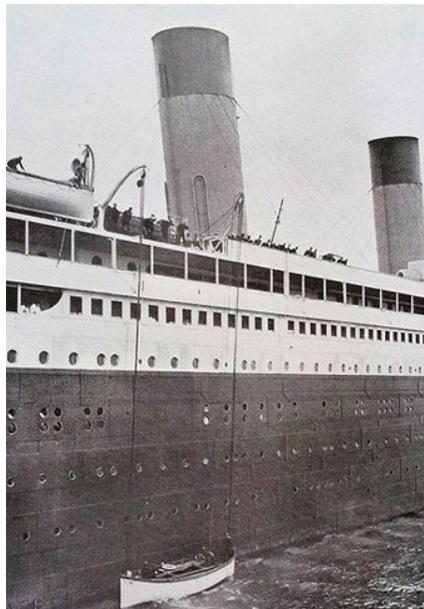


RMS Oceanic
Credit: Wikipedia

TITANIC'S MAIDEN VOYAGE

After a long, harsh winter serving in Oceanic on the North Atlantic, Moody was looking forward to spending a holiday with a friend in Paris. However, White Star denied his request for time off and ordered him to travel to Harland & Wolff's shipyard in Belfast to join Titanic as Sixth Officer. Sea trials were scheduled, and there was much to do. Moody was impressed with his new ship, writing his sister that, "I cannot describe any part of a ship which needs 85 clocks and 16 pianos to furnish it!" He thought his new captain, Edward J. Smith, a disciplinarian and looked forward to the day when Captain Haddock would assume command, and, "...old E. J. retires on his pension." Moody would share his watches with Fourth Officer Boxhall and, like the other two junior officers, Pitman and Lowe, rotate the schedule with the three senior officers.

Titanic began her sea trials on April 2. Moody and Murdoch recorded the distance in which the ship could be stopped, nearly one-half mile. With sea trials successfully completed, Titanic left for Southampton, arriving well after midnight and berthing by moonlight. To honor the citizens of Southampton, Moody wrote that the ship was dressed overall with "...a huge rainbow of flags, 220 flags, 9 feet apart." Prior to departure, Moody assisted with lowering the lifeboats under the watchful eye of the Board of Trade.



Testing lifeboats on Olympic
Credit: Titanic Officers

Stationed on the after gangway during boarding, Moody refused entry to stokers and trimmers who had been drinking and arrived late. Replacements were found, and the six tardy arrivals were spared to tell the tale. After passing her final tests, Titanic got underway for Cherbourg at noon.



Titanic dressed overall
Credit: Titanic.com

One of Moody's tasks was to record air and water temperatures, taken every 2 hours by the deckhands and quartermasters. Moody and Fourth Officer Boxhall maintained a scrap log that kept track of all routine events, such as course changes and compass checks. These were then transcribed into the official ship's log. On April 14, the Sunday of the collision, Moody recorded ice messages on the chart during his 4-6pm watch. Back on watch at 8pm, Moody was sent around the ship on a routine inspection and to obtain the engine revolutions, returning at about 9pm. Moody and Boxhall shared the watch with Second Officer Lightoller until 10pm, when First Officer Murdoch relieved him. Upon his return to the bridge, Moody worked out when Titanic would be entering the ice region, based on a wireless report received that morning. Estimating time and distance, Moody figured Titanic would be in the ice region at about 11pm. Lightoller thought it would be sooner, but given the lax handling of ice messages, they may have been considering different ice positions. Titanic kept her pace as they pondered when ice could be expected. Around 9:30pm, Moody called the lookouts on the phone and told them to watch for low-lying ice and to pass the word to their reliefs at midnight. With air and sea temperatures dropping (an indicator of entering colder currents and possible ice regions), the officers didn't slacken speed. Moody alerted the carpenter to make sure the fresh water supply didn't freeze in

the tanks. Soon to be relieved at midnight, Moody checked on the quartermaster, who was steering in the enclosed wheelhouse aft of the bridge. (To ensure that the bridge watch remained alert, the bridge was not heated.)



Wheelhouse at sea steering station
Credit: Fandom

Just before 11:40pm, three bells sounded for danger ahead. Simultaneously, the lookouts called the bridge on their phone. Moody picked up immediately and asked what they had seen. Ice, right ahead, was the answer. He thanked them and relayed the message to First Officer Murdoch, who began evasive maneuvers to avoid collision. Moody told the relief quartermaster to log the time and informed Fourth Officer Boxhall, returning from his ship inspection, that Titanic had struck an iceberg. Investigating possible damage and determining if Titanic was making water, were the immediate priorities. Twenty-five minutes after the collision, the order went out to prepare the lifeboats.

Moody was assigned the job of dispatching crew to lifeboat stations. He began loading the portside boats forward and established a line that no man was to cross. Moving aft, he organized loading boats Nos. 12 and 16, but there were not enough crew to man them. Loading women and children, he realized that no junior officers were being assigned to command the boats. Urging emigrant families to load mothers and children taxed Moody's limited language skills. He asked stewardesses to get in the boats and to encourage passengers to do the same. Stewardess Violet Jessop saw an exhausted Moody smile while passing her an abandoned baby, saying, look after this, and wishing her good luck. (Mother and child were reunited aboard Carpathia.) Moody urged Lowe to take command of boat No. 14, saying he would take charge of boat No. 16. Instead, he ordered a crew member to take charge of the boat. He pressed on, loading boats and finding crew to man them. When a 12-year-old girl, frightened, lost and separated from her family (who left in another boat) politely asked Moody if she could enter boat No. 13, he picked her up and, without a word, "dumped me in," as Ruth Becker later recalled.



Ruth Becker
Credit: Titanic Fandom

With the boats in the aft of the ship gone, Moody went forward to help launch collapsibles A and C, stowed on either side of the forward funnel on the deck house roofs. Surviving lamp trimmer Samuel Hemmings said Moody told him to clear a fouled fall (a tackle used to hoist and lower) so they could launch one of the last boats. But time was running out, so Moody decided to let the boat float off as the ship plunged downward. The rapidly submerging bridge created a wave that swept aft and overcame those struggling with the boats. It was every man for himself, and Hemmings jumped into the sea. Moody was swept away by the surging waters and vanished.

At first, White Star mistakenly said that Moody had survived the sinking, then that he hadn't, and that his body had been recovered. The company asked Moody's family for funds to return the remains to England. Otherwise, the body would be buried in Halifax, and the family would be sent a photograph of the tombstone. However, Moody's body was never recovered. His death was deeply felt by those in Scarborough and neighboring towns, where churches dedicated memorials. His name joined his mother Evelyn's on her headstone. It read: "Also In Loving Memory of James Paul Moody Her Youngest Son Born August 21st 1887 Gave Up His Life In the Wreck of the S.S. "Titanic" April 15th 1912 Greater Love Hath No Man Than This, That A Man Lay Down His Life For His Friends."

Sources: British and American Wreck Inquiries; A Night to Remember, by Walter Lord; Titanic Officers; Titanic and other ships by Charles Lightoller; James Moody correspondence