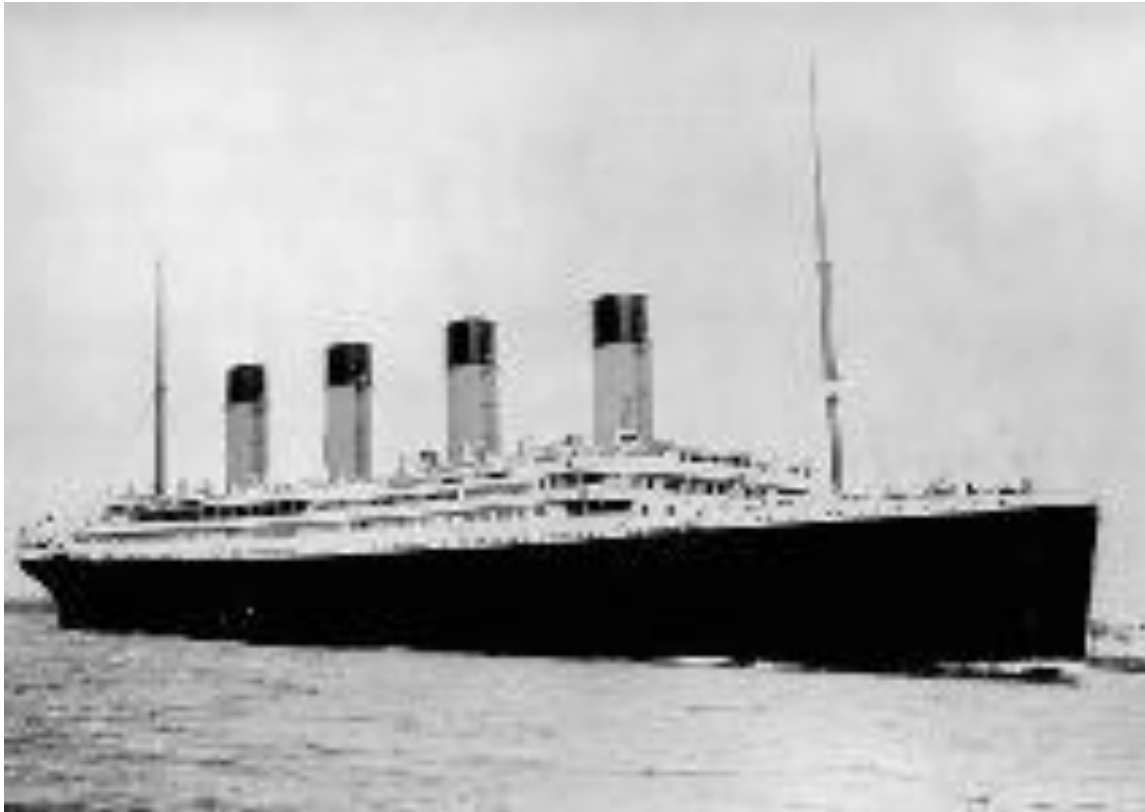


# Thirty Minutes aboard the Titanic



# Premonition

Merchant seaman Morgan Robertson also wrote books. In 1898 he wrote a book that he called *Futility or The Wreck of the Titan* about an unsinkable passenger liner that sank with many wealthy and powerful people aboard. Seaman Robertson wrote his story fourteen years before the *Titanic* hit an iceberg and sank, but the stories of the *Titan* and the *Titanic* are eerily similar.

- Both ships were built and billed as unsinkable
- Both ships sank after they hit an iceberg.
- Both ships were on their maiden voyage.
- Both ships carried wealthy, famous, and powerful people.
- Only one third of the passengers on each ship survived.

- Both ships did not carry enough lifeboats.
- Both ships were attempting to break speed records during their voyage.

Morgan Robertson's book, *The Wreck of the Titan*, did not get published. Each time he submitted it to editors, they told him that the story did not ring true. They said that a ship that everyone knew was unsinkable could not possibly sink.



# Portent

- J.P. Morgan and his Mercantile Marine Company were part of a trade and shipping transatlantic network that had begun with sailing ships before the 19<sup>th</sup> century and evolved into steamships and passengers liners in the 19<sup>th</sup> and 20<sup>th</sup> centuries.
- Countries soon competed with each other to build the largest, fastest, and most luxurious ocean liners for transatlantic crossings.
- From the 17<sup>th</sup> century on, New York City was the debarkation port for most transatlantic liners and most transatlantic immigrants from Europe landed in New York City. New York attracted cargo and passenger traffic a cosmopolitan population.
- Transatlantic ocean liners also featured the latest technology, and could be readily converted for war time use.

# Titanic Tech

- The Titanic featured much state of the art technology. The ship had state of the art rudders, propellers, turbines, and water tight compartments.
- The Titanic sported electric lights, telephone systems, a gymnasium, elevators, and a Marconi room. The Marconi room was equipped with a new fangled radio system and two experienced operators, Harold Bride and Jack Philips. The Marconi radio system played an important part in summoning rescue ships like the Carpathia.



Titanic Barbershop



Titanic Boat Deck



Titanic Grand  
Staircase



Titanic  
Marconi  
Room

# Titanic Family Tree

- The workers at the Harland and Wolff shipyards built the *Titanic* for the White Star Line and launched her on May 31, 1911.
- The White Star Line experienced several different owners in its 89 years.
- During the lifetime of the *Titanic*, John Pierpont Morgan, the American financier and founding owner of the Mercantile Marine Company owned the White Star Line and several others.
- Morgan registered his trust ships under British registry and hired British crews to avoid the consequences of violating the American Sherman Anti-Trust Act of 1890.



- Joseph Bruce Ismay was president of the White Star Line and sailed on the *Titanic's* maiden voyage. He survived the disaster, but the press and public ridiculed him for the rest of his life for not going down with the ship.
- Thomas Andrews Jr. was the head of the drafting department for Harland and Wolff in Belfast, Ireland, the company that built the *Titanic*.

Thirty-nine-year-old

Andrews was in charge of the plans for the *Titanic* and sailed on her to make sure that everything worked as it should. He did not survive the disaster.



- Captain Edward John (EJ) Smith was Commodore of the White Star Line Fleet. His crews and passengers thought of him as gentle but firm. He had planned to retire after 38 years at sea with the Titanic's return to England from New York. Sixty-two-year old E.J. Smith went down with his ship.





“What I remember about that night-what I remember as long as I live- is the people crying out to each other as the stern began to plunge down. I heard people crying, “I love you.”

Second Officer Charles  
H. Lightoller, RMS  
Titanic

- Second Officer Charles Lightoller survived the sinking of the *Titanic*. He testified at hearings about the disaster in New York and in front of the United States Senate in Washington D.C.

In 1940, Officer Lightoller commanded a fleet of small ships that helped evacuate stranded British soldiers off of the beaches at Dunkirk.

- Henry Tingle Wild, Executive Officer of the *Titanic*, had transferred from the *Olympic* to the *Titanic*. In a letter to his sister dated April 11, 1912, Wild said "...I don't like this ship. I just have a queer feeling about it..."

Wild is one of the officers believed to have shot himself before the *Titanic* sank.

# Unsinkable and Sinkable Statistics

- The Titanic was 882 feet 9 inches long.
- The Titanic was 175 feet high and 92.5 feet wide.
- The displacement weight of the Titanic was 46,000 tons.
- Propellers....3
- Smokestacks....4
- Watertight compartments...16
- Rivets....3,000,000
- The Titanic carried only 16 wooden lifeboats and four folding lifeboats called collapsibles which could accommodate only 52 percent of the people aboard.



Titanic Water  
Tight Doors

- Total on board the Titanic...2,229
- Total Survivors....713
- Total Passengers.....1,316
- Total Survived.....498
- Total Crew....913
- Total Survivors....215
- Lifeboat Capacity....1,178
- Lifeboats...16 Plus 4 collapsibles

## Crew

- Deck Crew
- Engineering Department
- Victualling Department
- Stewards and Galley
- Restaurants
- Musicians
- Post Staff

# Titanic Passengers

## First Class Passengers

- Millionaire John Jacob Astor IV and his wife Madeleine.
- Industrialist Benjamin Guggenheim
- Macy's owner Isidor Straus and his wife Ida
- Denver millionairess Margaret "Molly Brown"
- Journalist William Thomas Stead
- United States presidential aide Archibald Butt
- Author and socialites Helen Churchill Candee
- Broadway producers Henry and Rene Harris
- Silent film actress Dorothy Gibson



- There were 325 first class passengers- 175 men, 144 women, 6 children. Out of these passengers 202 survived- 57 men, 140 women, and 5 children.

- John Jacob Astor's wife, Madeleine who was pregnant, survived.
- Isador Strauss urged his wife to take her place in a lifeboat, but she insisted on remaining with him.



Titanic  
first class  
stateroom

## Second Class Passengers

- There were 285 second class passengers.....168 men, 93 women, and 24 children,
- Of the second class passengers, 118 survived....14 men, 80 women, and 24 children.
- Lawrence Beesley was a public school teacher traveling to America for a holiday. He survived the disaster in lifeboat 17 and was one of the first people to publish an account of the sinking and rescue.
- Eva Hart was seven and traveling to America with her parents. Eva's mother had a premonition and refused to sleep at night during the voyage. She and her mother were saved in lifeboat 14, but she never saw her father again.

# Third Class Passengers

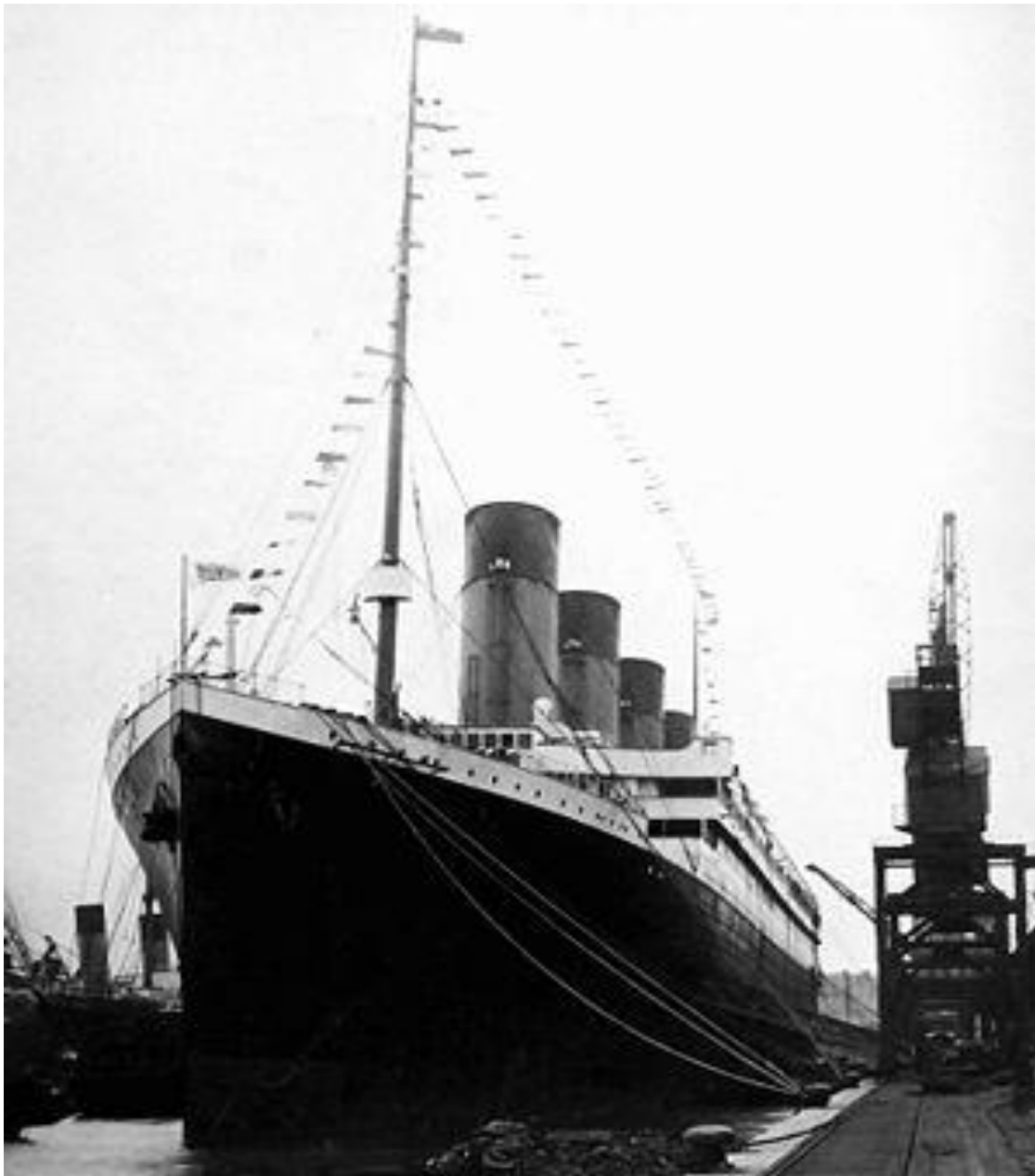
- There were 706 third class passengers aboard the Titanic...462 men, 165 women, and 79 children.
- Of these passengers 178 survived....75 men, 76 women, and 27 children.

Many third class passenger were immigrants from Ireland and Scandinavia and 33 different nationalities were aboard the Titanic.

Ann Kelly had gone up on deck to investigate and she found herself in life boat #16. Later, she became a nun.



Titanic third class dining room.

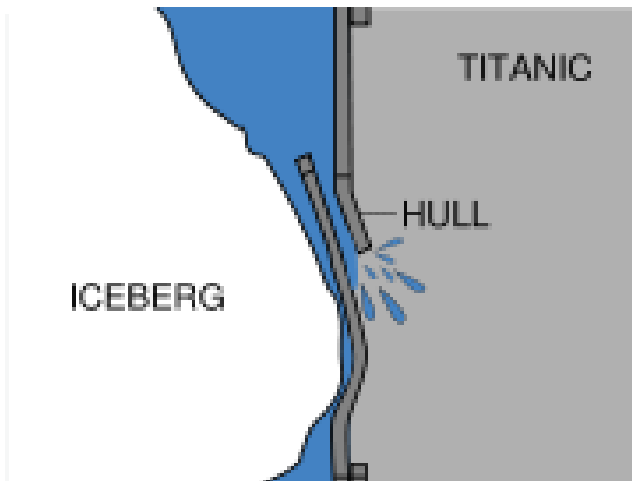


Titanic,  
South  
Hampton

# “Iceberg Right Ahead!”

- The Titanic left Southampton, England bound for New York City, on Wednesday, April 10, 1912.
- On the night of Sunday, April 14, 1912, the ocean was calm and the temperature had dropped to near freezing. Captain Smith had received several iceberg warnings over the last few days, so he altered the Titanic’s course slightly to the south.
- At about 11:40 that Sunday evening, the Titanic was cruising about 400 miles south of the Grand Banks of Newfoundland, when lookouts Frederick Fleet and Reginald Lee spotted a large iceberg directly ahead of the ship. Fleet rang the ship’s bell three times and telephoned Captain Smith on the bridge, exclaiming, “Iceberg, right ahead!”

- First officer Murdoch ordered “hard-a-starboard,” but the iceberg brushed the Titanic’s starboard side, buckling the hull in several places and popping out rivets below the waterline over a length of 299 feet.
- The ship could stay afloat with four flooded water-tight compartments, but five filled with water.



- After the ship’s officers and Thomas Andrews inspected the ship, Captain Smith ordered the lifeboats to be readied and a distress signal sent out.
- Wireless operators Jack Phillips and Harold Bride were busy sending out CQD, the international distress signal.
- Several ships responded, including the Titanic’s sister ship the Olympic, but none were close enough to make it to the Titanic in time to rescue the passengers.





Titanic Life Boat



- The Cunard Liner Carpathia was 58 miles away, a four hour trip, which would be too late to rescue all of the Titanic's passengers.
- The lights of a nearby ship could be seen from the bridge off the port side, but the ship did not answer wireless or Morse lamp signals or distress rockets.
- By 2:20, Monday morning, April 15, 1912, the Titanic had sunk to the floor of the Atlantic.
- Just under four hours later, the RMS Carpathia arrived at 4:10 and began rescuing survivors. By 8:30 she picked up the last lifeboat with survivors and left the area at 8:50 bound for New York.

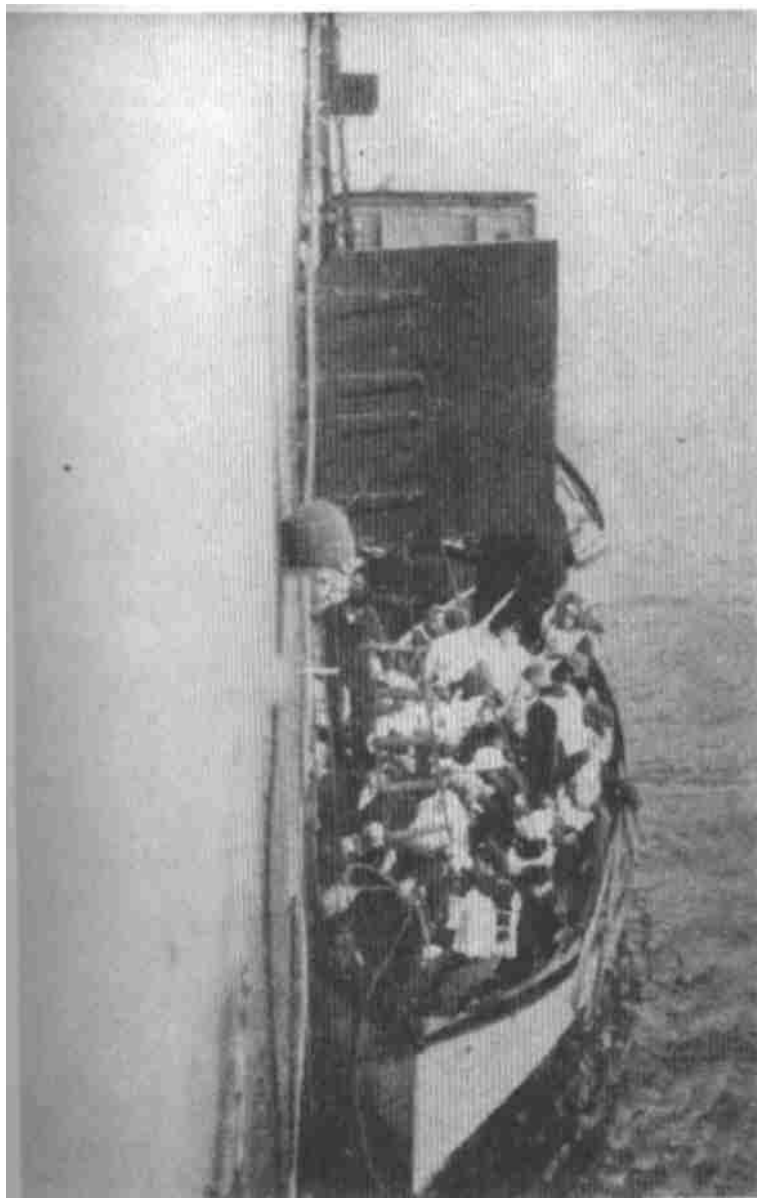


Photo Underwood & Underwood, N. Y.

HOISTING TITANIC LIFEBOAT FILLED WITH RESCUED  
ABOARD THE CARPATHIA

The  
news  
reaches  
New  
York



# Surviving the Unsinkable

- Carrying the Titanic survivors and passengers of its own, The Carpathia arrived in New York on April 18, 1912, and docked at Pier 54 at Little West 12<sup>th</sup> Street.

The Titanic had been headed for 20<sup>th</sup> Street.

- The Carpathia dropped off the empty Titanic lifeboats at Pier 59, as property of the White Star Line, before unloading the survivors at Pier 54.

- Even though it was night time, thousands of people waited for the Titanic survivors on the Carpathia.
- Stories about the Titanic and her passengers filled the newspapers.
- Many charities were set up to help the victims and their families. Many had lost their breadwinner and many had lost everything they owned.

- According to the Hampshire Chronicle of April 20, 1912, almost every street in the Chapel district of the town lost more than one resident and over 500 households lost a member.



These little girls survived the sinking of the Titanic.

*I wish I had put on my corset before I left  
the Titanic- my back is killing me.*

Survivor Nora Keane

To

Edwina Troutt on board the Carpathia



Copyright by Underwood & Underwood, N. Y.

#### ORPHANED BY THE WRECK

When the Carpathia reached New York these two little French children were found in the care of Miss Hayes, a survivor. Their father went down with the Titanic

# The iceberg was made of ice!

- The United States Senate initiated an inquiry into the Titanic disaster on April 19, 1912, a day after the Carpathia arrived in New York.
- Michigan Senator William Alden Smith chaired the inquiry. He hurried to interview passengers and crew while their experience was still fresh in their minds.
- He also needed to move quickly to subpoena the British citizens who could not return to England until the Senate had finished its investigation which lasted until May 25, 1912.
- The British Board of Trade appointed Lord Mersey to head its inquiry into the disaster.



- The British inquiry took place between May 2 and July 3.
- Each inquiry took testimony from passengers and crew of the Titanic, crew members of the Californian, Captain Arthur Rostron of the Carpathia and other experts.
- The investigations recommended new safety laws to take the place of outdated laws.
- The new laws implemented improved hull and bulkhead design, lifeboat requirements, better passenger notification, and better radio communications.
- The investigators discovered that the Titanic had sufficient lifeboat space for all first class passengers, but not for the lower classes.

- Both inquiries into the sinking of the Titanic found that the SS Californian and its captain, Stanley Lord, failed to give proper assistance to the Titanic.
- The Californian Third Officer C.V. Groves had warned the nearby Titanic of the pack ice, but the Titanic senior wireless operator Jack Phillips had told him to free up the wireless.
- Captain Lord had not followed up on reports of distress rockets or Morse signals from the ship which he later discovered was the Titanic.
- Eventually the Californian responded and notified other ships that the Titanic needed assistance.
- The inquiries found that the Californian was closer to the Titanic than the 19.5 miles than Captain Lord had estimated and that Captain Lord should have awakened the wireless operator after the rockets had first been reported to him.

# Senator Smith Tackles the Titanic



Michigan Senator  
William Alden Smith  
May 12, 1859-October  
11, 1932

Born in Dowagiac, Michigan, William Alden Smith moved to Grand Rapids with his parents in 1872. He went to school in Grand Rapids, sold popcorn, and worked as a newsboy and messenger boy.

After a stint as a page in the Michigan House of Representatives in 1875, Smith studied law and was admitted to the bar in 1882.

For a time Smith practiced law and became an expert on railroad law and finance.

From March 4, 1895 until February 9, 1907 Smith served as a Republican from Michigan's 5<sup>th</sup> Congressional District to the 54<sup>th</sup> United States Congress.

Smith was elected as a Republican to the United States Senate on beginning on March 4, 1907.

Altogether Smith served as a House member from Michigan's 5<sup>th</sup> Congressional District from 1895-1907 and as a United States Senator from Michigan 1907-1919.

After the Titanic sank, William Alden Smith chaired Senate hearings that began at the Waldorf Astoria Hotel in New York City the day after the survivors docked. Senator Smith, his fellow senators, and spectators listened to dramatic testimony from the surviving passengers and crew.

Senator Smith's subcommittee issued a report on May 28<sup>th</sup> that led to significant reforms in international maritime safety.

Film director James Cameron used the Senate transcripts extensively in researching his 1997 Academy Award-winning film, Titanic.

The British press called Senator Smith "Watertight Smith" because he asked whether watertight compartments actually meant to keep the ship afloat were meant to shelter passengers. He also asked a crew member what the iceberg was made of. "Ice," the crew member said.

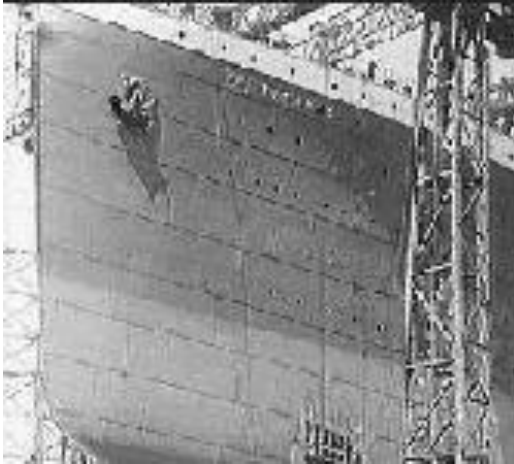
He also became chairman of the board of directors of a transit company that operated a line of steamboats from Chicago to various Lake Michigan ports.

The community of Alden, Michigan, is named for William Alden Smith.

In 1885, he married Nana Osterhout of Grand Rapids, and they had one son, William Alden Smith, Jr.

William Alden Smith died in Grand Rapids and he is buried in Woodlawn Cemetery there.

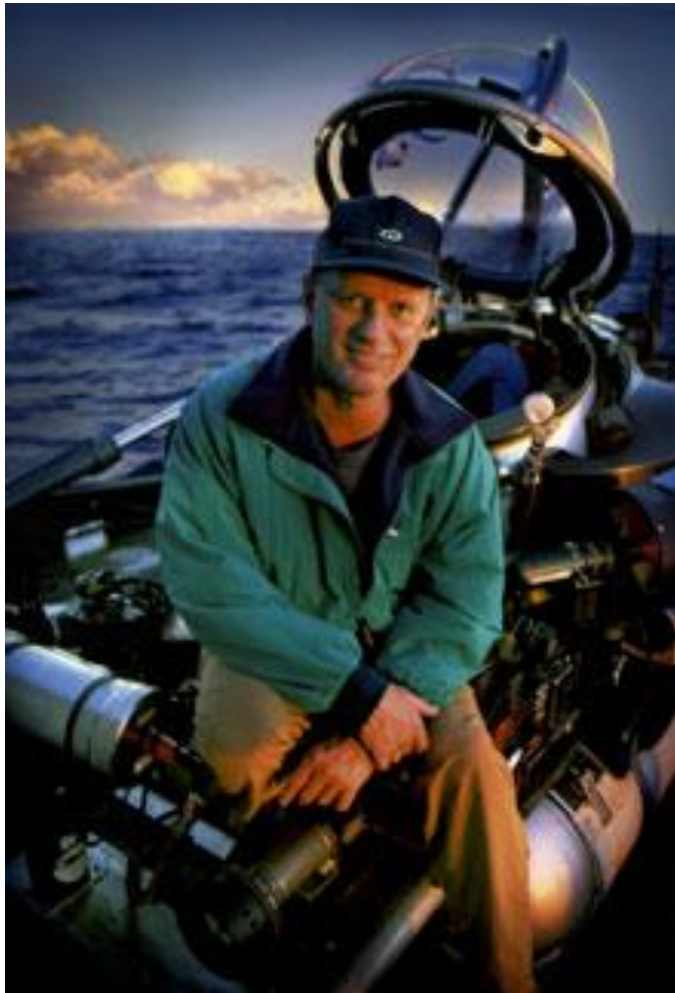
# Found Souls



The bow of the Titanic  
1911-1912



The bow of the Titanic  
1985



Dr. Robert Ballard

“The Titanic lies in 13,000 feet of water on a gently sloping alpine-like countryside overlooking a small canyon below. Its bow faces north and the ship sits upright on the bottom. There is no light at this great depth and little life can be found. It is a quiet and peaceful and fitting place for the remains of the greatest of sea tragedies to rest. May it forever remain that way and may God bless these found souls.”

Dr. Robert Ballard  
September 8, 1985



- On September 1, 1985, a joint American-French expedition led by Jean-Louis Michel and Dr. Robert Ballard located the wreck of the Titanic using the side-scan sonar from the research vessel Knorr.
- It was found at a depth of 2.5 miles, slightly more than 370 miles southeast of Mistaken Point, Newfoundland .
- The team discovered that the Titanic had split apart. The stern section lay about 1,970 feet from the bow section and the two sections faced opposite directions.
- Until the wreck was discovered, most experts believed that the Titanic had not broken apart.

- The rediscovery of the Titanic in 1985 provoked a debate over who owned the wreck of the Titanic and the valuable items inside. On June 7, 1994, the United States District Court for the Eastern District of Virginia awarded ownership and salvaging rights to RMS Titanic, Inc., a subsidiary of Premier Exhibitions, Inc.
- Since 1987, RMS Titanic Inc. and its predecessor have conducted seven expeditions and salvaged over 5,500 historic objects. The biggest single recovered object was a 17-ton section of the hull, recovered in 1998.
- Many of these items are part of travelling museum exhibitions.

The  
Unsinkable  
Molly  
Brown





