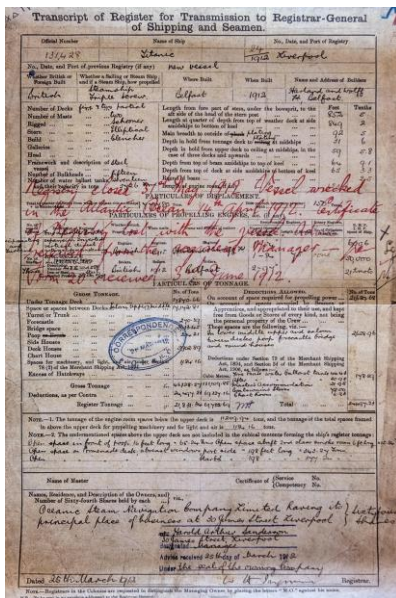


## Good Old Days – Titanic Talk

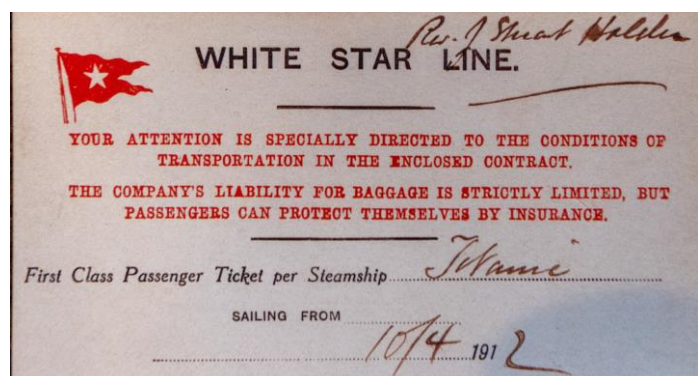
Nearly 70 people turned up to hear Paul Harding from Discover History talk about the RMS Titanic. Titanic was a Royal Mail Ship and would be transferring mail between UK and New York. The Titanic sank on the night of 14/15 April 1912 and very shortly afterwards books were published on the ship. The ship was 45,000 tons when it set sail. The register for the ship also shows that it had been lost, so it was both its birth certificate and death certificate.



Tickets were sold for the launch of the ship; it was built up to be a massive event for its first sailing as it would be the largest thing afloat on the seas. It was expected that it would break the crossing time from UK to New York. There were 3 classes of passengers on the ship, first class, second class and third class or steerage. Steerage cabins were below the water line. It was marketed as being unsinkable and had bulkheads to cut-off any flooding. However, they only went as high as second class and when they hit the iceberg the water flooded up through steerage and second class into first class and then flooded through first class and down into the lower levels.

The Titanic only 20 wooden lifeboats and other collapsible lifeboats, which was more than the legal requirement at that time. Most of the lifeboats were on the upper deck where the first-class passengers were, and they did not want to cover that area with lifeboats.

A first-class ticket was £750, which included a suite with bedroom and lounge and access to a gym and saltwater swimming pool. There was only one first-class ticket that survived, which belonged to the Rev Stuart Holden who did not make the sailing. Steerage tickets were about £7 for a shared room. There was still a massive class divide at that time and the different classes of passengers would be kept very separate. There were 350 first class, 305 second class, 800 third class and 903 crew on board at the time of the sinking.

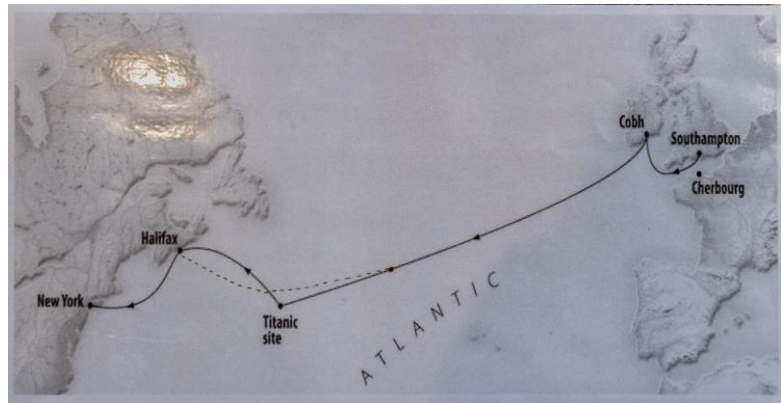


Captain Smith was on his last voyage before retiring and was a very experienced sea captain. He was last seen in the wheelhouse and went down with the ship. Thomas Andrews from Harland & Wolff who was making notes during the journey to improve the

experience for future passengers. He was last seen throwing items overboard for people to be able to use to help them float and also went down with the ship.

There were two passengers on board the ship and one member of crew who were from Worcester. One gentleman who was a passenger was travelling with a lady who was not his wife under an alias. Many passengers travelled under aliases on the Titanic.

On the day of the sinking the temperature was dropping, first class passengers were starting to wear their fur coats. The Captain was getting regular updates on the weather and potential icebergs and he altered course to travel away from the known area of icebergs. He also ordered 2 crew members up



to the Crow's Nest on the evening of the 14<sup>th</sup>, both of whom survived and were blamed for not noticing the iceberg soon enough. It was a calm night and therefore there were no waves breaking on the iceberg. They were not given binoculars to watch with as they were locked up and the person with the key got off in Southampton.

M16307

The Russian East Asiatic S.S. Co. Radio-Telegram 526

S.S. "Birma".

Words.	Origin Station.	Time handed in.	Via.	Remarks.
de to S.	Titanic	11 H.45M. April 14/15 1912.		distress call Ligs Loud.

Sgd - Sos. from M. G. Y.

We have struck iceberg sinking fast come to our assistance.

Position Lat. 41.46 N. Lon. 50.14 W.

M.G.Y.

However, when they saw the icebergs, they shouted down 'Iceberg right ahead'. The First Mate slowed the ship and turned away from the iceberg, which was the right procedure at the time. So instead of hitting it head-on, which might just have damaged the front, it side-swiped the iceberg and it tore a hole 300ft long in the side. The Captain reckoned the they had 2 hours before it would sink so both CQD and SOS signals were sent by Jack Philips in the wireless room, the old and new emergency

warnings. Most ships that heard the SOS were 4 to 5 hours away. The closest ship, the Californian, had closed its communications channels, at that time they were often switched off overnight.

Some of the reasons that it sank were that the bulkheads were not correctly built and secondly, they had used poor quality rivets during the build which ruptured under pressure.

To help keep the passengers calm, the orchestra played on the deck, while the life jackets were being given out. About 1,500 lost their lives in the sinking, it is still the worst



peacetime maritime accident. The first ship to arrive saw a sea of white, which they thought was the iceberg but in reality, it was thousands of life jackets. The cold of the sea killed many people who escaped the actual sinking.

There were public inquiries in both the UK and USA after the event and the British inquiry concluded that Smith had followed long-standing practice which had not previously been shown to be unsafe. The disaster also led to major changes in maritime regulations to implement new safety measures including ensuring there were sufficient lifeboats for everyone on board and that all ships must always monitor their radio equipment. An international ice patrol system was also set up to monitor icebergs in the North Atlantic.

