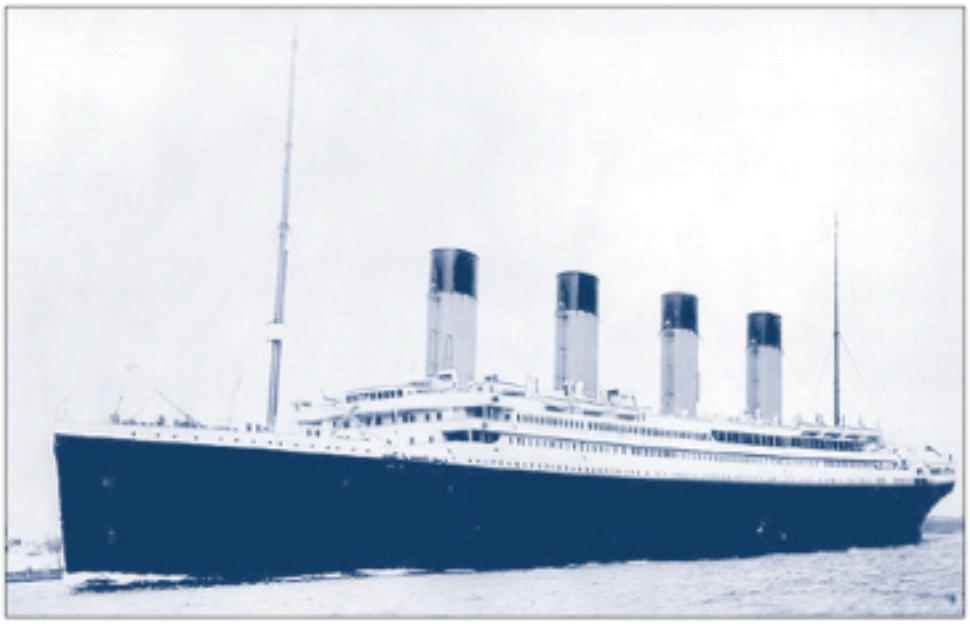
– NOT FOR SALE –

Titanic

An introduction



Titanic International Society, Inc.
P.O. Box 416
Midland Park, NJ 07432-0416 USA

www.titanicinternationalsociety.org

© 2007 Titanic International Society, Inc. All rights reserved.

A *Titanic* chronology

CONCEPTION

At the beginning of the Twentieth Century, before commercial air travel, great liners were the only means of crossing the ocean. The transatlantic route was well-traveled by all classes of society for various reasons, including business, pleasure and emigration to the United States. Competition among the various shipping lines was fierce, each hoping to claim the lion's share of transatlantic business. European shipyards hummed with activity, building faster and larger passenger ships.

• **Summer 1907** – White Star Line chairman J. Bruce Ismay meets in London with Lord William James Pirrie, chairman of shipbuilder Harland and Wolff, Ltd. Their plans for three "superliners" – larger and more elegant than any to date – begin to take form. They choose the names *Olympic* and *Titanic* for the first two vessels.

• **July 1907** – To accommodate the huge size of these "*Olympic* class" ships, Harland and Wolff combine three existing slips into two, beneath a 220-foot-high Arrol gantry crane.

• **July 31, 1907** – The White Star Line officially contracts with Harland and Wolff for the building of *Olympic* and *Titanic*, with the third sister ship, possibly to be named *Gigantic*, to follow.

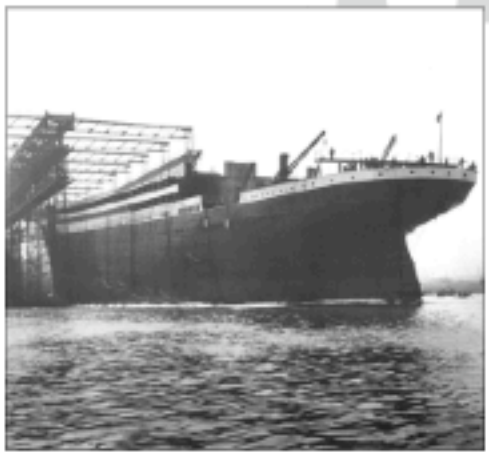
CONSTRUCTION AND LAUNCH

• **December 16, 1908** – The keel for *Olympic*, yard number 400, is laid at the Harland and Wolff shipyard in Belfast, Ireland.

• **March 31, 1909** – The keel for *Titanic*, yard number 401, is laid.

• **May 31, 1911** – At 12:13 p.m., more than 100,000 people witness the launch of the world's largest, man-made moveable object. She reaches a speed of 12 knots before six anchor chains and two piles of drag chains, each weighing 80 tons, bring her to a halt. As was White Star's practice, there is no christening.

Much work remains before *Titanic* can enter service. She is towed to a fitting-out basin, where her propelling machinery, boilers and interior fittings are installed. At this time, March 20, 1912 is set as the date for *Titanic's* maiden voyage.



Titanic *leaves the slipway during her launch on May 31, 1911. (Charles A. Haas collection)*

• **February 1912** – Nearing completion, *Titanic* is moved to the Thompson Graving Dock, where the final steps of fitting out are completed: three huge propellers are installed and a final coat of paint is applied to the hull; the Marconi wireless is installed and tested.

• **September 20, 1911** – *Titanic's* scheduled maiden voyage is not meant to be. The British naval cruiser *Hawke* collides with *Olympic* at Southampton, ripping a hole in her starboard side. She returns to the Harland and Wolff shipyard for repairs, halting *Titanic's* completion and delaying her maiden voyage until April 10, 1912.

SEA TRIALS

• **Monday, April 1, 1912** – Before she



Captain Edward J. Smith (Private collection)

can begin her maiden voyage, *Titanic* must pass the scrutiny of sea trials, scheduled for 10 a.m. A strong northwest wind creates high swells and whitecaps that cause postponement of the trials.

• **Tuesday, April 2, 1912** – After a day's delay, *Titanic's* sea trials take place. Board of Trade surveyor Francis Carruthers indicates his approval by signing a "passenger certification" and the White Star Line officially takes possession of *Titanic*. In boiler room 6, a small fire breaks out that will smolder until extinguished by the crew on April 13.

Later that day, *Titanic* leaves Belfast, sailing toward Southampton, where she will begin her transatlantic service.

SOUTHAMPTON

• **Thursday, April 4, 1912, soon after midnight** – *Titanic* arrives in the River Test Channel at Southampton, having traveled 570 miles from Belfast. Assisted by the Red Funnel Line tugs *Ajax*, *Hector*, *Vulcan*, *Neptune* and *Hercules*, she is turned and docks at Berth 44.

• **Friday, April 5, 1912** – *Titanic* is fully dressed in flags and pennants.

• **Saturday, April 6, 1912** – After a lengthy coal strike that had caused much unemployment for ships' crews based in Southampton, recruitment day for *Titanic* begins in earnest at union halls. The crew begins loading coal and general cargo starts to arrive.

Workers scramble to complete last-minute, finishing touches to *Titanic*.

• **Sunday, April 7, 1912** – It is Easter Sunday.

• **Monday, April 8, 1912** – With fewer than three days until departure, food items are loaded: 75,000 pounds of meat, 11,000 pounds of fish, 1,750 quarts of ice cream and 40 tons of potatoes are among the provisions brought into the huge refrigerated storerooms.

• **Tuesday, April 9, 1912** – Board of Trade surveyor Captain Maurice Clark completes his final inspection. Captain Edward J. Smith, accompanied by second officer Charles Lightoller and shipyard representative Thomas Andrews, performs his own inspection.

• **Wednesday, April 10, 1912, morning** – Captain Smith boards *Titanic*. Some time after breakfast, J. Bruce Ismay boards and tours the ship. *Titanic's* crew boards.

Boat trains arrive carrying many of *Titanic's* passengers, who begin to board the ship. *Titanic's* pilot, Captain George Bowyer, boards.

DEPARTURE: ON TO CHERBOURG AND QUEENSTOWN

• **Wednesday, April 10, 1912, 11:45 a.m.** – *Titanic's* huge whistles, the largest made to date, signal departure.

12:05 p.m. – As *Titanic's* mooring ropes are cleared, tug boats begin towing her from the dock. Tied up at Berth 38 are the liners *New York* and *Oceanic*. Water displaced by *Titanic's* huge bulk creates a swell, in turn causing *New York's* mooring ropes to snap and she begins swinging toward *Titanic*. The tug *Vulcan* pulls *New York* away from *Titanic*, nar rowly avoiding a collision. After a little over an hour's delay, *Titanic* steams from the harbor and begins her maiden voyage.



White Star Line chairman J. Bruce Ismay (Private collection)



The White Star Line tenders Nomadic *(left) and* Traffic *brought* Titanic's *passengers out to the ship's side, beyond the breakwater of Cherbourg Harbor. Today,* Nomadic *is the last remaining former White Star Line ship, and is undergoing massive restoration in Belfast. (Private collection)*

5:30 p.m. – With lights blazing, *Titanic* arrives at Cherbourg, France, some 89 miles southeast of Southampton. Passengers are ferried to the liner's side via the two White Star Line tenders *Nomadic* and *Traffic*.

8:30 p.m. – *Titanic's* anchors are raised and she departs for Queenstown (now Cobh), Ireland, 386 miles distant.

• **Thursday, April 11, 1912, early morning** – Thomas Andrews, accompanied by the chief officer, performs an inspection of the watertight doors.

11:30 a.m. – Unable to dock because of her size, *Titanic* anchors two miles off the coast upon her arrival at Queenstown, Ireland. Passengers and mail are delivered to *Titanic* via the tenders *America* and *Ireland*.

1:30 p.m. – *Titanic* departs for New York.

Dusk – Passing the Old Head of Kinsale, *Titanic* heads out into the open sea, the last sight of land fading in the distance.

AT SEA

• **Friday, April 12, 1912, early morning** – Captain Smith performs his daily inspection of the ship, as required by White Star Line rules.

11:00 a.m. – *Titanic* receives a report of ice from the eastbound *Empress of Britain*.

Noon – Running at an average of 21 knots, *Titanic* has covered abouat 464miles since leaving Queenstown.

8:00 p.m. – *Titanic* receives a congratulatory wireless message from *La Touraine*, which also warns of an ice field and two large icebergs directly ahead on *Titanic's* course.

Late evening – After a relatively uneventful day aboard ship, the Marconi wireless breaks down. Operators Harold Bride and John (Jack) Phillips spend several hours tracing and repairing the problem.

• **Saturday, April 13, 1912, 10:30 a.m.** – During Captain Smith's daily inspection, he is informed by chief engineer Joseph Bell that the fire in the coal bunker in boiler room 6 has been extinguished.

11:20 a.m. – *Titanic* overhears an ice warning from the *Hellig Olav* to the U.S. Hydrographic office.

Noon – *Titanic* has covered 519 miles in the last 24 hours.



Wireless operator Jack Phillips lost his life in the sinking.

10:30 p.m. – Via Morse lamp, the eastbound *Rappahannock* alerts *Titanic* that it has "just passed through heavy ice field."



At Queenstown, the tenders America *and* Ireland *ferry passengers to* Titanic. *(Courtesy of www.maritimequest.com)*

• **Sunday, April 14, 1912 – 11:20 a.m.** – *Titanic* relays a wireless message from the German liner *Amerika* to the U.S. Hydrographic Office, warning of icebergs south of *Titanic's* path.

11:40 a.m. – *Titanic* receives an ice warning relayed by the eastbound *Noordam* from the eastbound *Caronia*.

Noon – *Titanic* has traveled 546 miles in the last 24 hours.

1:42 p.m. – In a message relayed by the eastbound *Baltic*, the westbound Greek steamer *Athinai* warnds of ice ahead. Captain Smith gives the message to J. Bruce Ismay, who shows it to several friends. It is not until 7:10 p.m. that Captain Smith requests its return.

5:50 p.m. – Captain Smith alters course to a more southerly heading of S86° true in an attempt to avoid the ice ahead.

7:00 p.m. – Passengers and crew notice that the temperature is dropping rapidly and is now a chilly 43°F (6°C).

7:15 p.m. – Captain Smith finally posts *Baltic's* earlier ice warning on the bridge.

7:30 p.m. – The air temperature has dropped to 39°F (3.8°C). *Titanic* overhears an ice warning sent by the *Californian* to its fleetmate *Antillian*.

9:00 p.m. –The temperature has dropped another 6°F to 33°F (0.5°C).

9:20 p.m. – Captain Smith retires to his cabin. Second officer Lightoller tells lookouts Frederick Fleet and Reginald Lee to "keep a sharp lookout for ice," particularly small ice and growlers, until daylight, as *Titanic* continues on course at about 22 knots.

9:40 p.m. – *Titanic* receives a warning of heavy pack ice, large icebergs and field ice from the *Mesaba*. Inundated with passengers' personal messages, wireless officers Phillips and Bride set the warning aside.

10:00 p.m. – *Titanic* is continuing at about 22 knots when first officer William Murdoch relieves second officer Lightoller. Twenty-four of her 29 boilers are feeding steam to the engines.

10:55 p.m. – *Titanic's* wireless operators begin to receive a message from *Californian*, stating that she is stopped in ice about 20 miles north of *Titanic*. Frustrated by this interruption, wireless officer Phillips tells *Californian*, "Keep out! Shut up! You're jamming my signal! I'm working Cape Race."

11:30 p.m. – Just half an hour before they are to be relieved of duty, lookouts Fleet and Lee see a slight haze ahead.

DISASTER STRIKES

11:40 p.m. – *Titanic* has traveled almost 260 miles since noon.

On the horizon, Fleet sees a dark mass and knows instinctively that an iceberg is directly in *Titanic's* path. He gives the warning bell three sharp rings and telephones the

bridge, reporting, "Iceberg right ahead!" Officer Murdoch orders, "Hard-a-starboard" and telegraphs the engine room, "Stop," followed by, "Full astern."

Titanic's fate is sealed. She slowly begins to turn to port, but 37 seconds later, strikes the iceberg on her starboard side. *Titanic* bumps along a submerged spur of the iceberg and the first six compartments are compromised by several small holes and sheared-off rivet heads. Sea water rushes into the ship.



It was said that red paint was visible on this iceberg, photographed the day after and in the vicinity of Titanic's *sinking. (Private collection)*

Trying to avoid further damage by cornering around the iceberg, first officer Murdoch orders, "Hard-a-port," and closes the watertight doors.

A few moments later, Captain Smith returns to the bridge. He orders Thomas Andrews, chief officer Henry Wilde and fourth officer Joseph Boxhall to go below and inspect the damage.

11:55 p.m. – Thomas Andrews returns and gives Captain Smith the news: *Titanic* can float with four compartments filled with water, but not five; the ship will founder in "an hour and a half. Possibly two. Not much longer."

Midnight – Captain Smith takes *Titanic's* position to the wireless room and orders Phillips and Bride to send *Titanic's* first distress call: "C.Q.D."

- **Monday, April 15, 1912, 12:05 a.m. –** Captain Smith orders the lifeboats uncovered and lifejackets distributed. A few moments later, *Carpathia* responds to *Titanic's* distress calls. She is 58 miles southeast of *Titanic's* transmitted position, about four hours away.

12:15 a.m. – Hoping to calm the passengers and avoid panic, Wallace Hartley and the orchestra begin playing ragtime music in the first-class lounge on the promenade deck.

12:25 a.m. – Captain Smith orders the crew to begin filling the lifeboats, following the time-honored tradition of women and children first. The boats are filled forward first, then moving aft, with second officer Lightoller on the starboard and first officer Murdoch on the port side.

12:45 a.m. – The first lifeboat to be launched, number 7, is lowered from the starboard side. Although having a capacity of 65, it holds only 27 people. At the direction of fourth officer Boxhall, quartermaster George Rowe fires the first distress rocket. Altogether, eight rockets are fired at approximately five-minute intervals.

In the wireless room, Phillips and Bride send the "new distress signal," S.O.S.

About this time, fourth officer Boxhall sights a vessel about five or six miles distant, but attempts to reach her with Morse lamps prove useless as she turns and slowly vanishes.

Officers continue to load and lower lifeboats, some with as few as a dozen people.

1:15 a.m. – Captain Smith attempts to recall the lifeboats not filled to capacity to load more passengers, but none return. *Titanic* is sinking fast by the bow and a list to port becomes evident.

1:20 a.m. – It is later reported that, about this time, Thomas Andrews is seen in the first-class smoking room, staring at the painting above the fireplace by Norman Wilkinson, "Plymouth Harbor."Lifeboats continue to be launched.

1:35 a.m. – *Titanic's* distress calls take on an air of desperation with the message, "We are sinking fast. Women and children in boats. Cannot last much longer."

The crew continues lowering lifeboats.

2:00 a.m. – The bow railings are now under water. Captain Smith is reported being seen on the flooding bridge. The band begins its last selection, which many recall being "Nearer, My God, To Thee."

2:05 a.m. – The last lifeboat to hold passengers and crew, Collapsible D, is lowered from the port side. Collapsibles A and B are freed from their tie-downs, but the rising water sweeps them off the deck.

Captain Smith once again goes to the wireless room and releases Phillips and Bride from their duties. On his return to the bridge, he is heard to tell the crew, "It's every man for himself."

Titanic's stern has begun to rise out of the water. The last lifeboat is gone. More than 1,500 people are still aboard *Titanic*.

2:10 a.m. – Those in the safety of the lifeboats watch as *Titanic's* propellers rise completely out of the water. A loud roar can be heard as objects break loose aboard the ship and crash toward the submerged bow.

2:17 a.m. – Though released from duty, wireless operator Phillips remains in the wireless room and continues trying to send distress calls.

Titanic's forward funnel's lines break and it crashes into the water, crushing several swimmers.

2:18 a.m. – The ship's lights go out, flash on once more, then darken for good. *Titanic's* hull begins splitting from deck to keel between the second and third funnels. The stern section falls back to the water, then rises again, seeming to right itself, as the bow begins its descent.

2:20 a.m. – The stern fills with water and the last of *Titanic* sinks beneath the sea. Those remaining aboard plunge into the icy water.



In this painting by Willy Stower, those in the lifeboats watch Titanic's *stern rise skyward. (Source unknown)*

2:21 a.m. – The partially submerged Collapsible A serves as a refuge, as about 20 people in the water climb aboard. Another 30 climb atop the overturned Collapsible B.

Those remaining in the 28°F (-2°C) water quickly succumb to shock and the onset of hypothermia.

2:50 a.m. – The night becomes eerily quiet, as the sounds of

those in the water fade to silence. Survivors in the lifeboats huddle together, some rowing to keep warm.**3:00 a.m.** – Officers and crew begin to gather the boats together and redistribute the survivors. Fifth officer Lowe takes one boat back, searching for survivors in the water. Six are rescued from the water, barely alive. Fourteen are saved from Collapsible A before it is cast adrift with three dead bodies aboard. Other lifeboats rescue 28 from overturned Collapsible B.

3:30 a.m. – Survivors in the lifeboats see rockets in the night sky. *Carpathia* will soon arrive.

4:10 a.m. – The first lifeboat, number 3, pulls alongside *Carpathia*. For the next four hours and 20 minutes, one by one, the remaining lifeboats arrive at *Carpathia*.

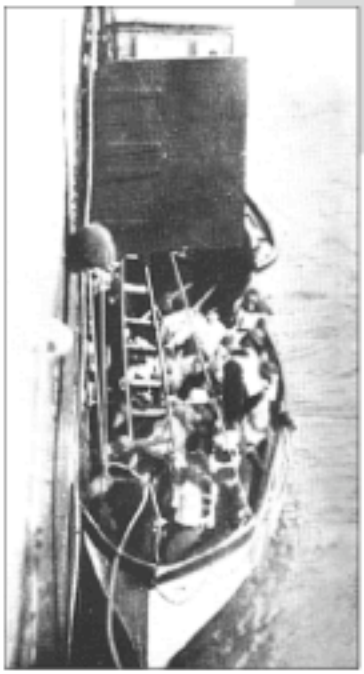


Lifeboat 14 (foreground), her sails down, tows Collapsible D towards Carpathia. *(National Archives and Records Administration)*

8:50 a.m. – With *Titanic's* survivors aboard, *Carpathia* leaves for New York. *Californian*, having arrived at 8:30 a.m., is asked to remain to search for bodies.

About 9:00 a.m. – From *Carpathia's* wireless room, White Star chairman J. Bruce Ismay sends a message to the White Star Line's New York office: "Deeply regret advise you *Titanic* sank this morning after collision with iceberg, resulting in serious loss of life. Full particulars later."

• **April 18, 1912, 9:00 p.m.** – *Carpathia* arrives in New York with 705 *Titanic* survivors. She first drops *Titanic's* lifeboats off at White Star's Pier 59, then proceeds to Pier 54, where her passengers disembark.





(Left) One of Titanic's *lifeboats draws up alongside* Carpathia. *(Titanic International Society collection)*

(Above) Docked at Pier 59 in New York, the lifeboats are all that remain of Titanic *in 1912. (Titanic International Society collection)*

Titanic facts

Port of registry: Liverpool • **Flag of registry**: British •
Funnel: buff, black top • **Company flag**: red swallowtail pennant with 5-pointed white star
Signal letters: H V M P • **Wireless call letters**: M G Y
Steel hull, four funnels, 2 masts, triple screw
8 decks (orlop deck outside machinery space), 15 bulkheads
electric lights, refrigeration, submarine signal, wireless

Tonnages: Gross – 46,329, Net – 21,831, Displacement – 60,000 tons

Dimensions: Length – 882' 9" overall; 852' 5" between perpendiculars
Beam (width) – 92' 6"
Depth – 59' 6"
Height – Waterline to boat deck, 60' 6"
– Keel to top of funnel, 175'

Engines: Triple expansion, 8 cyl.; (2) 54", (2) 84", (4) 97" (x 75" stroke)
One low pressure turbine
Horsepower – 46,000 total
– reciprocating engines, i.h.p. – 30,000
– turbine engine's shaft horsepower – 16,000

Accommodation: First class – 735 }
Second class – 674 }
Third class – 1,026 } TOTAL – 3,295
Crew – 860 }

Cost (in 1912): £1,500,000 ($7,500,000; about $216,000,000 today)

Suggested websites

www.encyclopedia-titanica.org
– Probably the most utilized website for *Titanic* researchers.

www.titanic-titanic.com
– A fine website with lots of research information.

http://fatherbrowne.com
– Photographs of *Titanic* taken by Rev. Father Frank Browne.

www.revdma2.com
Journeys in Time – A moving tribute to *Titanic*, her passengers and others, with lots of general information.

www.rmstitanic.net
RMS Titanic, Inc. – The website of *Titanic's* salvor-in-possession; includes exhibit dates and information.

http://titanicinquiry.org
The Titanic *Inquiry Project* – The complete texts of the American and British inquiries, fully searchable.

www.titanicstory.com
The Unsinkable RMS Titanic – A good, helpful general information website.

www.maritimequest.com
– A first-rate ocean liner photographic site with many rare pictures.

http://home.flash.net/~rfm/index.html
The Wreck of the RMS Titanic – A wonderful site for modelers with details of the ship as she lies on the ocean floor.

www.keyflux.com/titanic/links.htm
Jim's Titanic *Site* – Lots of links to Titanic websites, grouped by subject matter.

www.titanicinbelfast.com
Titanic, *Built in Belfast* – A very good site dedicated to *Titanic's* history and, specifically, its Belfast roots.

Suggested reading

- ***Titanic: Triumph and Tragedy***. Eaton, John P. and Haas, Charles A. – Critically acclaimed and considered by many to be the definitive *Titanic* work; extensively illustrated, in-depth coverage for the *Titanic* buff with details not available elsewhere.
- ***Titanic: Destination Disaster***. Eaton, John P. and Haas, Charles A. – Designed for the *Titanic* novice; examines many associated myths.
- ***Titanic: A Journey Through Time***. Eaton, John P. and Haas, Charles A. – A highly detailed chronology with many previously unpublished photos.
- ***The Story of Titanic as Told by its Survivors***. Winocour, Jack (editor) – An indispensable source of primary information. Its contents include reprints of the complete texts of Lawrence Beesley's *The Loss of the S.S. Titanic* and Archibald Gracie's *The Truth About the Titanic*, as well as stories by Commander C.H. Lightoller and Harold Bride. This is a ***must*** book for any researcher or reader on the subject.
- ***Down with the Old Canoe: A Cultural History of the Titanic Disaster***. Biel, Steven – A comprehensive social view of the disaster, its background and consequences.
- ***The Titanic Disaster Hearings: The Official Transcripts of the 1912 Senate Investigation***. Kuntz, Tom (editor) – An excellent compilation of major witnesses' testimonies taken at the U.S. Senate hearings conducted by Senator William Alden Smith immediately after the disaster.
- ***RMS Titanic, 75 years of Legend***. Hutchings, David F. – A clear and concise history, well-illustrated.
- ***A Night to Remember***. Lord, Walter – The book that truly "started it all." It must be read by all who love – or even like – *Titanic*. Through this book, the reader gains the initial insights, the basic philosophy of what is so fascinating about *Titanic* and the myriad details that attend its history.
- ***The Night Lives On***. Lord, Walter – The author re-examines and expands upon key points of *Titanic's* story.
- ***Women and Children First***. Geller, Judith B. – Well-illustrated, well-researched accounts of this important, though often-overlooked aspect of the disaster.
- ***The Discovery of the Titanic***. Ballard, Dr. Robert – Dr. Ballard's personal account of the discovery of *Titanic's* wreck.
- ***Titanic: An Illustrated History***. Lynch, Don and Marschall, Ken – Excellent paintings, as well as many photographs of related historical material.
- ***Titanic: Legacy of the World's Greatest Ocean Liner***. Wels, Susan – One of the few available sources for illustrations of artifacts from the wreck site.
- ***The Titanic in Pictures***. Mills, Simon – Not, as one might suspect, an illustrated history of the ship, but an excellent history of the disaster as depicted on films and tape from 1912 to 1924.
- ***The Birth of the Titanic***. McCaughan, Michael – Belfast, Harland and Wolff, *Titanic*: Archival photographs, authoritative text. Look for this one!
- ***Titanic Voices: Memories from a Fateful Voyage***. Hyslop, Donald, Forsyth, Alastair and Jemina, Sheila – Scores of first-person accounts by passengers and crew form the basis for this book.
- ***The Titanic Disaster as Reported in the British National Press April-July 1912***. Bryceson, Dave – Reproductions of photographs and stories from British newspapers. Useful for research.
- ***The Last Days of Titanic***. O'Donnell, E.E., SJ – The well-known photographs of the Rev. Father Frank Browne, SJ.

For hard-to-find and out-of-print books, try www.abebooks.com or http://www.titanicbooksite.com.

Titanic International Society gladly assists researchers with their questions. Because of the volume of inquiries we receive, may we please request that you visit your community or school library or the Internet before contacting us for research assistance.

The above list covers general Titanic *information. If you need information about a specific topic, please feel free to contact us for assistance. Please be sure to send us your e-mail address, or a stamped, self-addressed envelope with your inquiry.*

Membership Application

(PLEASE PRINT)

Full name _____

Mailing address _____

City/Town _____ State/Prov. _____

ZIP/Postcode _____ Country _____

Occupation _____

Date of birth _____

Phone number (with area code) _____

E-mail address _____

May we share your name and address with other TIS members from your area?

☐ yes ☐ no

Where did you learn about the **Titanic International Society?**

☐ TIS member ☐ Lecture ☐ Book

☐ Newspaper ☐ TV ☐ Internet

☐ Other _____

DUES ***(Payment must be made in U.S. dollars via checks drawn on a U.S. bank or international money orders)*:**

U.S. and Canadian members
$50 per year *or*
$95 for 2 years

Overseas members
$60 per year *or*
$115 for 2 years

Titanic International
Researching the liners of the world

• TWO WAYS TO JOIN •

(1) Complete this form and mail it along with your check payable to **Titanic International Society** to: **Titanic International Society**
Membership Enrollment
P. O. Box 416
Midland Park, NJ 07432-0416 USA

Please allow 4 - 5 weeks for mail processing.

-or-

(2) Visit our website at www.titanicinternationalsociety.org and join using your PayPal account.

Welcome aboard!



Titanic *waits in dry dock at the Harland and Wolff shipyard (Courtesy of www.maritimequest.com)*