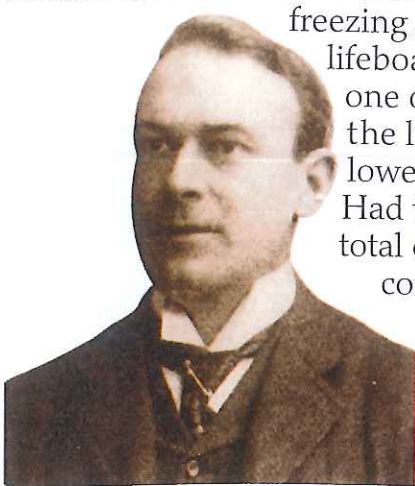


To the lifeboats

AT 12:05AM, 25 MINUTES AFTER the collision, Captain Smith realized the extent of the damage to the *Titanic* and gave the order to uncover the lifeboats and prepare to abandon ship. For the next two hours, total confusion reigned; there had been no lifeboat drill since leaving Southampton, and neither passengers nor crew knew where to go or what to do in the circumstances. Many felt it was safer to remain on deck than to be lowered into the



THOMAS ANDREWS
Within minutes of the *Titanic* striking the iceberg, Thomas Andrews – managing director of Harland Wolff and builder of the ship – toured below the decks with Captain Smith. Andrews calculated that the ship had two hours, at most, before it sank. Later, however, he failed to point out that the new davits (lowering devices) were strong enough to launch the lifeboats fully laden.

freezing Atlantic aboard a lifeboat. Tragically, not one officer realized that the lifeboats could be lowered fully laden. Had they done so, a total of 1,178 people could have been saved, rather than 706.



WOMEN AND CHILDREN FIRST?
The rule on board the *Titanic* – and on all other ships at that time – was to save women and children first. But some men did escape, many more from the starboard- (right-) side lifeboats than from the port- (left-) side ones. In many lifeboats, “first come, first saved” was the rule.

“As I was put into the boat, he (Mr Daniel Marvin) cried to me, ‘It’s all right, little girl. You go. I will stay.’ As our boat shoved off he threw me a kiss, and that was the last I saw of him.”

TITANIC HONEYMOONER MRS DANIEL MARVIN

BUOYANCY AID
Life jackets were stowed in every cabin aboard the *Titanic*, and there was one for each passenger and crew member. Some people, however, chose not to wear one or did not manage to find one in time. The life jackets were buoyant enough to keep a fully clothed person afloat, but they were very bulky to wear and offered little protection against the extreme cold.



Cork floats covered with thick canvas

IN DISTRESS
As the lifeboats filled up, the two radio operators – Jack Phillips and Harold Bride – tirelessly sent out distress messages stating that the *Titanic* was sinking and asking for help. Among those ships that picked up the *Titanic*'s pleas for assistance were the *Olympic*, the *Baltic*, and the *Carpathia*.

