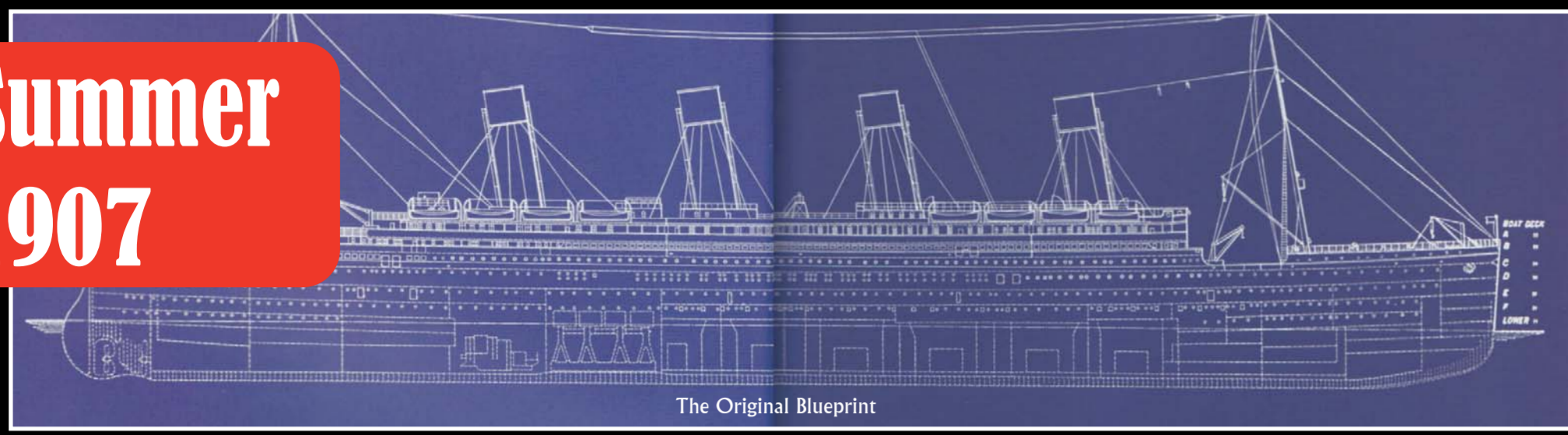


TITANIC TIMELINE

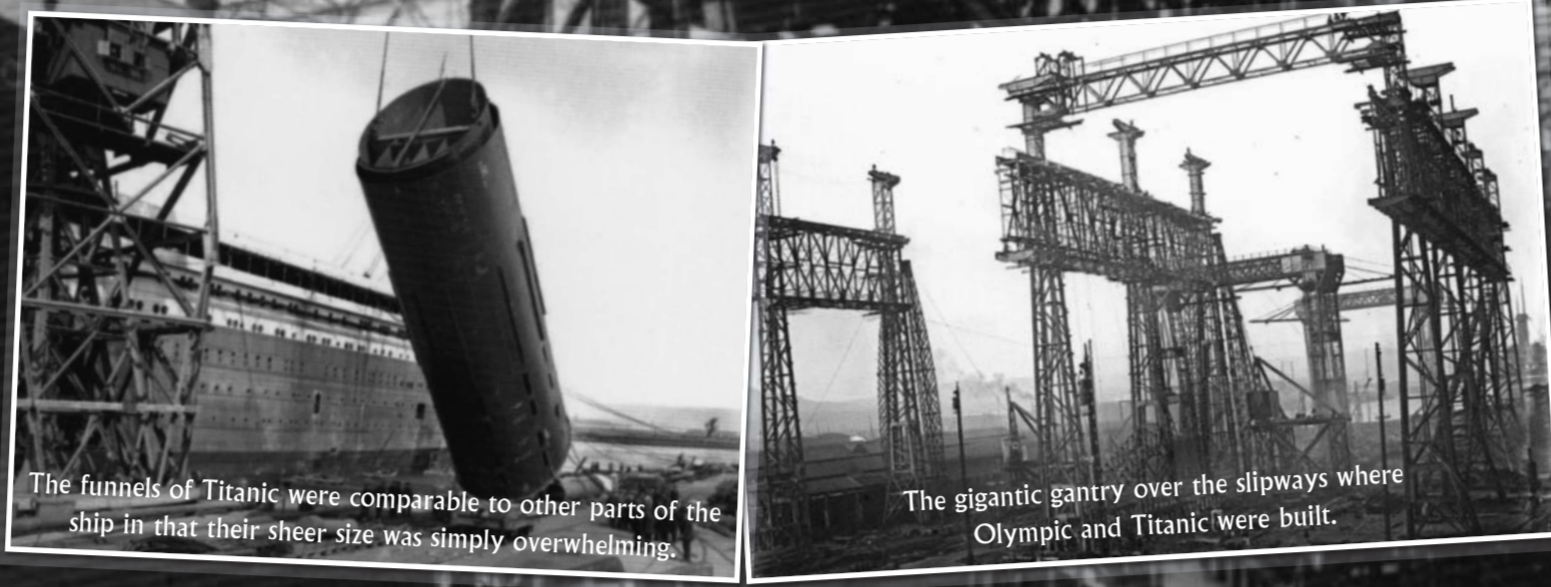
Summer 1907



The White Star Line, with Harland and Wolff in Belfast, decided to build "Olympic class" liners for the Atlantic route to compete with the Cunard ships, the Lusitania and Mauretania.

31st Mar 1909

Construction began on Titanic on Slipway 3, yard no. 401, under the Arroll gantry.



The funnels of Titanic were comparable to other parts of the ship in that their sheer was simply overwhelming.

The gigantic gantry over the slipways where Olympic and Titanic were built.

31st May 1911

Titanic was launched in Belfast. The ship was complete by the 31st March 1912.



Most people viewed the launch of the Titanic from the banks and quays of the Lagan River, Belfast, but the lucky few with tickets observed the proceedings from within the dock.

2nd Apr 1912

Titanic began her sea trials on Belfast Lough. She arrived in Southampton the next day.

2nd - 10th Apr 1912

At 12pm Titanic began her maiden voyage. Titanic arrived at Cherbourg at 6.35pm where smaller White Star boats ferried passengers and post to her.



Titanic on her maiden voyage

11th Apr 1912

At 11.35am Titanic arrived at the mouth of the harbour at Cobh (Queenstown). She set sail for New York at 1.30pm.



Passengers boarding the Titanic

11th - 12th Apr 1912

The first warnings of icebergs in the sea lanes were received.



Iceberg

Map

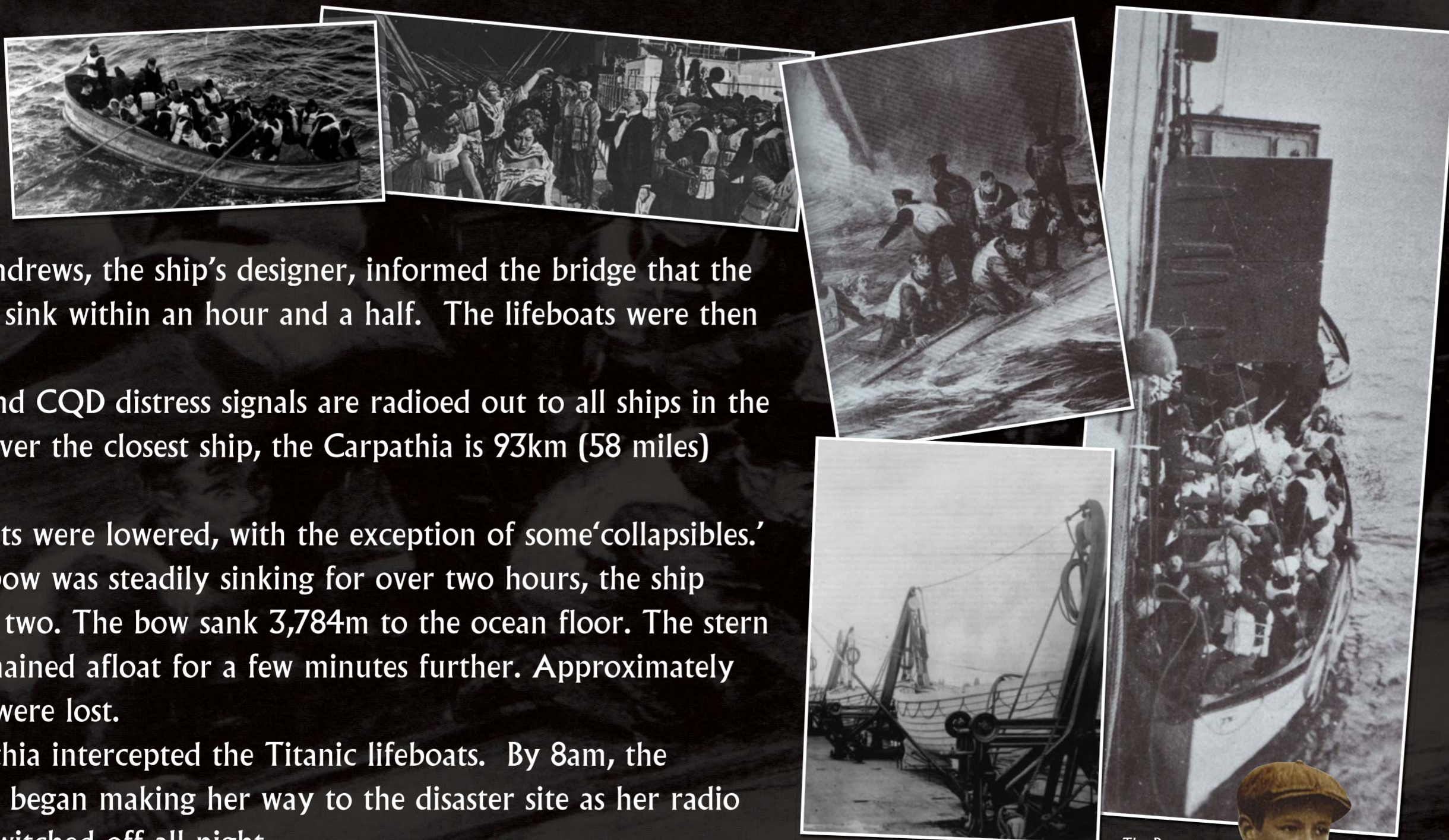
14 Apr 1912

Timeline of the sinking

- 9am - 1.45pm** Titanic received an ice warning from the Cunard ship, the SS Caronia at 9am. Further warnings were received throughout the day from other ships; not all were reported to the bridge.
- 7.30pm** A warning of ice, approximately 50miles/80km ahead of the Titanic, transmitted by the Californian was reported by radio operator Harold Bride. The warning was later repeated, but was cut off by an exhausted Jack Phillips at 10.55pm.
- 9.30pm** 2nd Officer Lightoller instructed the lookouts to 'keep a sharp lookout for ice'. Around that time, the steamer Mesaba warned of pack ice and icebergs, which was not forwarded to the bridge as the radio operator was busy.
- 11.39pm** Lookout Frederick Fleet spots the twin-peaked iceberg. As Captain Smith was not on the bridge, 1st Officer Murdoch was in charge. He ordered the engines to be stopped, put into reverse and a sharp starboard (left) turn to be made. The doors between the watertight compartments were shut.
- 11.40pm** Titanic strikes the iceberg on the starboard side, piercing the hull in six points and flooding five compartments.

15 Apr 1912

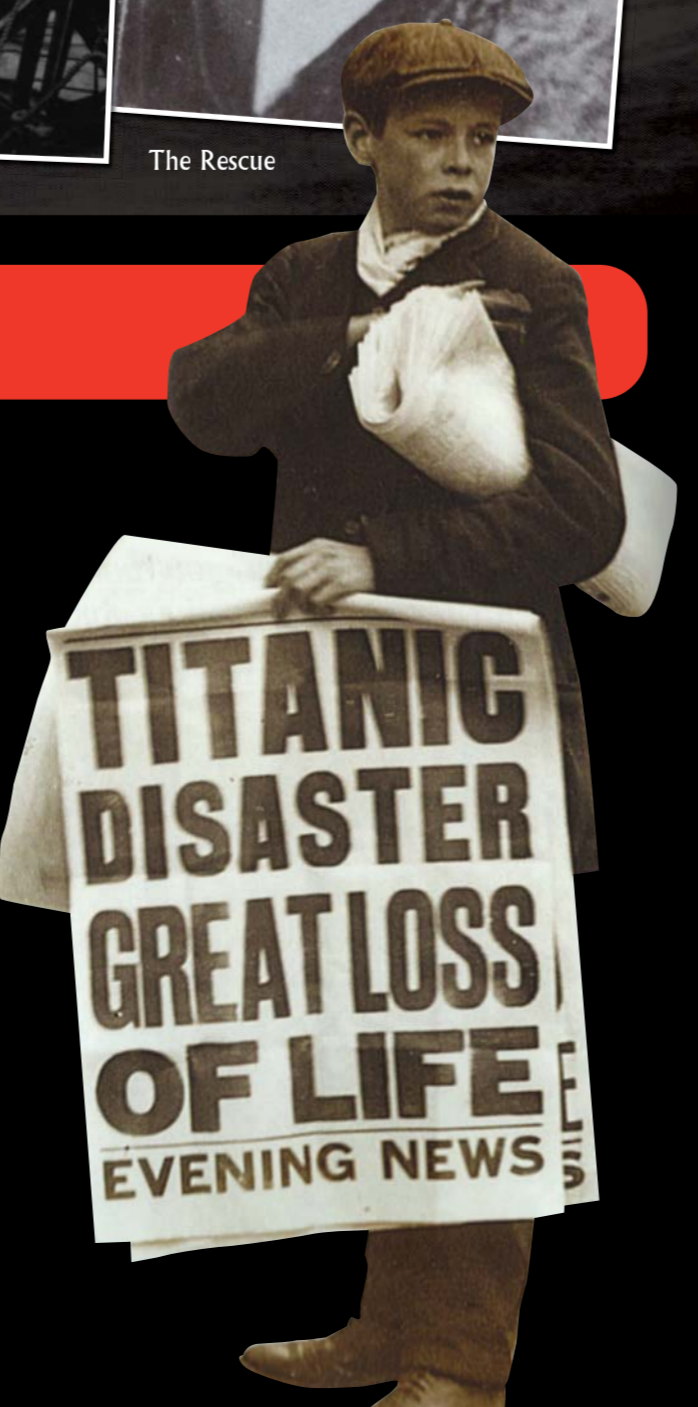
- 12.00am** Thomas Andrews, the ship's designer, informed the bridge that the ship would sink within an hour and a half. The lifeboats were then uncovered.
- 12.10am** The SOS and CQD distress signals are radioed out to all ships in the area. However the closest ship, the Carpathia is 93km (58 miles) away.
- 12.45 - 2.05am** The lifeboats were lowered, with the exception of some collapsibles. After the bow was steadily sinking for over two hours, the ship snapped in two. The bow sank 3,784m to the ocean floor. The stern section remained afloat for a few minutes further. Approximately 1,512 souls were lost.
- 4.10 - 8.10am** The Carpathia intercepted the Titanic lifeboats. By 8am, the Californian began making her way to the disaster site as her radio had been switched off all night.



The Rescue

The Aftermath

- 16th - 18th April 1912** - The Carpathia sends a list of survivors to the New York Times office. She docked at Pier 54, North River, in New York with about 713 survivors on board on the 18th April.
- 17th April 1912** - The White Star Line chartered the Mackay-Bennett to search the disaster site and the crew find 306 bodies. A further 22 bodies were found by later ships.
- 19th April - 25th May 1912** - The US Senate held the first inquiry into the disaster.
- 2nd May - 3rd July 1912** - The British Board of Trade held their inquiry into the sinking.
- 1st September 1985** - A US and French expedition, led by Robert Ballard discover the final resting place of Titanic. Ballard returns to photograph the wreck a year later. Later expeditions raise more than 5000 items from the wreck.



Did you know?

The people on Titanic:

- Of the approximately 1,324 passengers on board Titanic, roughly 710 were in 3rd Class or 'steerage' and 113 of these boarded in Cobh (Queenstown).
- Titanic famously employed a "women and children first" policy to filling the lifeboats. However the reality is not that simple. Crew filled starboard lifeboats with women and children first, with men taking any spare spaces. The port side lifeboats actually employed a "women and children only" policy, with only a few crew men on board.
- The vast majority of women in 1st Class survived, in comparison to 86% of women in 2nd Class. Less than 50% of women in 3rd Class survived. Overall, however, 75% of all women on board Titanic survived, whereas only 20% of men were so fortunate.
- There were 13 known honeymooning couples on board. 10 of the grooms died.
- 7 children were travelling in 1st Class, only one of which died, whereas all 25 children who were travelling in 2nd Class were saved. Unfortunately, 49 of the 80 3rd Class children perished.

The Titanic had a truly international mix of passengers. The disaster touched countries as diverse as Australia, Sweden, Mexico, Japan and Syria as well as Ireland, Britain and the USA. Below is a table of the estimated passengers on board:

Nationality	Total	Survived
American	1st - 212 2nd - 51 3rd - 43	1st - 141 2nd - 24 3rd - 12
Australian	2nd - 1 3rd - 1	2nd - 0 3rd - 1
Austro-Hungarian	1st - 1 2nd - 4 3rd - 44	1st - 0 2nd - 1 3rd - 7
Belgian	1st - 1 2nd - 1 3rd - 22	1st - 1 2nd - 0 3rd - 5
British	1st - 45 2nd - 164 3rd - 118	1st - 20 2nd - 68 3rd - 18
Bulgarian	3rd - 33	3rd - 0
Canadian	1st - 37 2nd - 2 3rd - 5	1st 13 2nd - 1 3rd - 0
Chinese	3rd - 8	3rd - 6
Danish	2nd - 3 3rd - 7	2nd - 0 3rd - 1
Dutch	1st - 1	1st - 0
Finnish	2nd - 4 3rd - 55	2nd - 2 3rd - 17
French	1st - 12 2nd - 14 3rd - 5	1st - 11 2nd - 7 3rd - 0
German	1st - 3 2nd - 3 3rd - 4	1st - 3 2nd - 0 3rd - 1
Greek	3rd - 4	3rd - 0
Italian	1st - 2 2nd - 4 3rd - 4	1st - 1 2nd - 2 3rd - 1
Irish	1st - 3 2nd - 4 3rd - 113	1st - 0 2nd - 1 3rd - 41
Japanese	2nd - 1	2nd - 1
Mexican	1st - 1	1st - 0
Norwegian	2nd - 1 3rd - 25	2nd - 0 3rd - 8
Portuguese	2nd - 1 3rd - 3	2nd - 0 3rd - 0
Russian	2nd - 9 3rd - 18	2nd - 3 3rd - 6
South African	2nd - 4 3rd - 1	2nd - 2 3rd - 0
Spanish	1st - 3 2nd - 4	1st - 2 2nd - 4
Swedish	1st - 3 2nd - 6 3rd - 104	1st - 2 2nd - 2 3rd - 23
Swiss	1st - 6 2nd - 1 3rd - 4	1st - 6 2nd - 1 3rd - 0
Syrian	2nd - 2 3rd - 79	2nd - 1 3rd - 31
Turkish	1st - 1 3rd - 8	1st - 1 3rd - 2
Uruguayan	1st - 3	1st - 0

(please note that all numbers are approximate).

Crew:

- There were approximately 898 crew members on board, which included the officers, deck-hands, stewards and stewardesses, pursers, waiters, engineers, firemen, stokers and the staff in the kitchens, including chefs, porters, bakers, butchers and waiters.
- Only 23 of the crew were women. These included 18 stewardesses, a Turkish bath attendant, a masseuse, a 3rd Class matron and two restaurant cashiers. 20 of these women survived.
- The senior crew were: Captain Edward Smith, Chief Officer Henry Wilde, First Officer William Murdoch, Second Officer Charles Lightoller, Third Officer Herbert Pitman, Fourth Officer Joseph Boxhall, Fifth Officer Harold Lowe and Chief Purser Herbert McElroy
- Although most crew members were from Southampton, a number were Irish. These included the Chief Purser McElroy, a member of the deck crew, a member of the postal staff, 11 engineering crew and a member of the victualling staff. The nine members of the 'guaranteeing group' that accompanied the ship, including Thomas Andrews the shipbuilder, all lived in Belfast.

