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Learning is part of the journey at Hearst Networks EMEA and you'll be offered personal and professional development opportunities throughout your career with us. Well do everything we can to see you thrive and grow. The RMS Titanic was a White Star Line ocean liner, which sank after hitting an iceberg on its maiden voyage from Southampton to New York on 15 April 1912. Over 1,500 men, women, and children lost their lives. There were 705 survivors. In 1985, the Titanic wreck was found several miles deep on the Atlantic seafloor by Robert D. Ballard. The largest ship built at the time, Titanic was considered of such a prodigious size and so well-built that it was unsinkable. Nevertheless, the ship hit an iceberg in the mid-Atlantic, which ripped a gash in the hull below the watertline that allowed tons of seawater to sink it in a matter of hours. Although carrying more lifeboats than the regulations stipulated, these were not enough to remove all passengers and crew from the stricken vessel. The Titanic disaster, still the worst peacetime sinking ever, shocked the world and led to a major overhaul of ship-building regulations and innovations for safety at sea. Design The Royal Mail Ship Titanic was an Olympic-Class passenger liner, its sister ships being the RMS Olympic and RMS Britannic. Titanic was launched from the Harland and Wolff shipyards in Belfast, Northern Ireland on 31 May 1911. The ship was built using 300 frames covered with 2,000 plates of steel attached using 3 million rivets. To make it practically unsinkable if damaged in any part of the hull, the interior was divided into 16 watertight compartments, which could be sealed off using electric doors. These doors could be closed independently of each other and were operated either from the bridge or manually. Even if two compartments were hit and flooded, the ship would remain afloat. It certainly seemed that it would take an extraordinary event to ever put Titanics passengers in danger at sea. Just in case the worst did happen, the ship was appointed lifeboats. With 20 lifeboats (capacity 1,178 persons), these were more numerous than the regulations stipulated (minimum 16). Although not enough for a full complement of passengers and crew, it was thought at the time that if ever needed, they would function only as a means to ferry people from the ship to a nearby rescue vessel. Titanic was the largest moving object made in history up to that time. Titanic was 269.1 metres (882 ft 9 in) in length and lived up to its name with a displacement of 66,000 tons. The main anchor alone weighed 15.5 tons. Equivalent to an 11-story building, the ship was the largest moving object made in history up to that time and so big a new dock had to be built at its homeport of Southampton. The tremendous power needed to propel such a giant came from two reciprocating steam engines and a low-pressure turbine. Combined, these gave the three screw propellers a massive 55,000 horsepower and a speed of 24.5 knots. Interior Appointments The size of Titanic gave the ships designers plenty of space to work with as they appointed the vessel in luxurious style. The facilities for passengers were unheard of and breathtaking in their scope and workmanship. Titanic boasted Turkish baths, a gymnasium, squash courts, two covered promenade decks, and even a swimming pool. The opulence of the first-class dining rooms, lounges, and reading room outdid any of the grandest hotels on land. A typical first-class menu included oysters, filet mignons, sirloin steak, pate de foie gras, and freshly made cream cakes. The double-stairway and glass cupola of the main dining room gave the illusion passengers were entering a palace. This staircase was a marvel of engineering in itself and descends seven decks into the bowels of the ship. Grand Staircase, RMS Titanic Cabins for first- and second-class passengers were unprecedented in their appointments and decoration. The better cabins had such wonders as electric heaters, extra-wide beds, marble washstands, and adjoining rooms for servants. Third-class passengers never saw any of these facilities down in steerage, but they did at least benefit from cabins and more comfort than their peers on other liners who had to make do with dormitories. Passengers & Crew Titanic's captain was Edward J. Smith, the most experienced captain of the White Star Line and a very popular figure with everyone on his ships. Smith, the companys number one choice for maiden voyages, was to retire after this trip. Keeping a careful eye on their ship were the chairman of the White Star Line himself, J. Bruce Ismay, and the managing director of Harland and Wolff, Thomas Andrews, who knew the ship inside out. All three must have been totally unprepared for the disaster to come. Smith had once stated: "I cannot imagine any condition which would cause a ship to founderModern shipbuilding has gone beyond that" (Lord, 55). Many steerage passengers had left their homeland, hopeful for a new start & a better life in the Americas. Famous passengers included billionaire businessman John Jacob Astor, one of the richest men in the world, the mining magnate Benjamin Guggenheim, and Congressman Isidor Straus, owner of Macys in New York, the worlds largest department store. There was the publisher Henry Sleeper Harper, cinema star Dorothy Gibson, tennis player Karl H. Behr, and Margaret Brown, the wealthy philanthropist known forever after the disaster as the Unsinkable Molly Brown. There were some near misses, too. Financier J.P. Morgan had cancelled his ticket due to illness, as had two members of the immensely rich Vanderbilt family, but they were too late to reclaim their luggage and a servant from the ship. Amongst the ordinary folk, there were 13 honeymooning couples and many people who had left their homeland, hopeful for a new start and a better life in the Americas. Edward J. Smith, Captain of the Titanic The Greenland Iceberg Titanic set off from Southampton on 10 April 1912, stopping at Cherbourg in France and then Queenstown (now Cobh) in Ireland on the 11th to pick up more passengers and the latest mail. The ship now had over 2,200 people on board, all eager to see the Americas, many for the first time in their lives. All went splendidly well for the first four days. Then the ships radio officers received the first of six warnings that ice was in the Atlantic on 14 April. In response to these sightings by other ships, Captain Smith ordered Titanic to take a more southerly route. As an extra precaution, six lookouts were posted to scan the forward horizon. Crucially, though, the ships speed was not reduced, but this was usual for a liner when no actual ice had been spotted. The great liners promised their passengers luxury and speed. Titanic was steaming at around 22.5 knots across an unusually calm Atlantic. This tranquillity of the sea made it, along with a moonless night, very difficult for the lookouts to spot ice when there would be no telltale breaking waters against the bergs to give away their position. It was also a bitterly cold night. Then, at 11.40 pm, lookout Fred Fleet, perched high up in the crows nest, saw an iceberg. Fleet telephoned the bridge with his fateful message: "Iceberg right ahead." The bridge, then commanded by First Officer William M. Murdoch, responded by signalling to the engine room to reverse the ships engines, turning hard to port and closing all watertight doors. One can imagine the horrified fascination on the bridge in the final seconds before impact. Even after contact, the ships officers and those passengers who had seen the iceberg, likely remained hopeful that disaster had been averted. Unfortunately, this was not to be. Murdoch signalled for the engines to come to a full stop. Titanic hit the iceberg a glancing blow, which many passengers never felt at all. In retrospect, it may well have been better if the ship had maintained its course and hit the berg head-on, damaging only the front part of the hull. As it was, when the berg slid down the length of the steel ship, it ripped a 250-foot (76-metre) gash below the waterline. Some of the more experienced crew down below felt the shudder and surmised it might have been a break in a propeller blade. The silverware rattled in the upper dining rooms, head in the kitchens a tray of bread rolls was shaken to the floor. The first to be aware of the scale of the problem were those even deeper in the ship, the men working in boiler room six. There, torrents of seawater were quickly flooding the compartment. The men escaped to what they thought would be the safety of boiler room 5, but that, too, was letting in torrents of water. A First-Class Stateroom, RMS Titanic The ships passengers were mostly blissfully unaware of the gravity of the situation. Those few first-class passengers still up in the lounge areas continued their card games. Others who had been woken by the shudder and the stopped engines, went back to sleep, perhaps after checking with their steward that all was well. A group of steerage passengers were throwing about chunks of ice fallen from the berg onto the starboard well deck. Other than that, for passengers who braved the cold night air, there was nothing untoward to be seen. Disaster Deep within the ship, though, there were sure signs of the scale of the problem. The lower stairwells were filling with water, which had now reached the post office and mailroom. Even the lowest and cheapest cabins began to relentlessly fill with icy seawater. Orders were given to put out the fires of the ships boilers. Boiler room number five had received a 2-foot long gash, but pumps kept the water at bay and eventually cleared the compartment. It was a temporary respite. Having together surveyed the damage and assessed the flooded compartments, Thomas Andrews explained to the captain that too much water had entered the ship, weighing it down at the bow. The inclination would eventually allow water to flood over the top of each watertight compartment in turn. However secure the ship looked at that moment, it was a mathematical certainty it would ultimately sink. Titanic could afford to have three of the first five watertight compartments flooded, even the front four together but very soon, all five compartments would be flooded. Titanics terrible fate was sealed, the question now was only how long would it take. At 12.05 am, less than half an hour after the collision, Captain Smith gave the order to abandon ship. The ship's officers prepared the lifeboats for lowering, passengers and crew were roused if they still slept, and the order for lifejackets to be put on was given. Some put on sensible warm clothing, some grabbed their valuables and mementoes, others left behind fabulous jewels. Finally, the enormity of the situation was clear to everyone, even if some passengers were too stunned to comprehend. Everyone, whether escorted by their servants or smashing locked doors to get there, made their way to the open decks of the ship. Titanic was two-thirds through the voyage and so surrounded by the icy waters of the Atlantic. Further, the drop from the boat decks to sea level was around 70 feet (21 metres), and there had never been a boat drill. This was not an enticing prospect for many passengers - spending the night in a small lifeboat seemed infinitely worse than staying onboard the unsinkable vessel until help arrived. Consequently, not all lifeboats were lowered full. Women and children were encouraged to step into the lifeboats first, then couples and then single men if there was still space. Some women refused to leave their husbands, others were persuaded to go for the sake of their children, still others were physically pushed into the boats by the crew. Many families were split forever this night. Then, as the ship did indeed begin to sink at the bow and the deck noticeably started to slope both forward and to starboard, passengers gathered in greater numbers at the lifeboats. To reduce panic to a minimum, a number of the ships musicians played ragtime music on deck. Fortunately, perhaps, neither the passengers nor most of the crew were aware that the sixteen rigid lifeboats and four collapsibles, even if all filled and lowered successfully, would still leave over a thousand people on board. At 12.15 am the ships wireless operator was ordered to send out distress signals. Several vessels acknowledged the messages. The closest ship, some 21 miles away (33 km), was the 6,000-ton liner Californian, but its wireless was, as usual, shut down for the night. The ship was also at a standstill, blocked by an ice field. Titanics crew could see it and sent a Morse code message using a lamp. The Californian did reply with a Morse lamp, but the ships were too far apart to discern the message. The Californians crew did see the rockets fired off by Titanic every five minutes but they were not recognised for what they were, a distress signal, then still a new idea in maritime procedure. The Carpathia was 58 miles (93 kilometres) from the scene and did respond at 12.25. The ship made for Titanics position, exceeding its top speed by three knots. Titanic's wireless room kept sending out signals, and at 12.45, with nothing to lose, operator John George Phillips tried the new SOS signal, the first time it was ever used by a liner. Sign up for our free weekly email newsletter! The rockets at least now convinced everyone on Titanic that the ship was indeed about to sink. As the number of lifeboats left diminished, some of the crew were issued with firearms. The inclination of the ship encouraged people to move towards the stern. Still, there were people below decks as steerage passengers had to find their way around locked gates meant to keep them out of first- and second-class areas under normal circumstances. Some preferred the calm of their cabins and to await their fate there. Down in the engine room, men worked to keep the lights of the ship running, and Phillips tirelessly kept sending out signals on his wireless. It was now 1.20 am, and almost all the boats were away, holding station a safe distance from the ship, their passengers looking on in horror at Titanics chaotic final moments, all to the bizarrely jolly soundtrack of ragtime music as still the band played on. None of the musicians would see daylight again. Sinking of the Titanic by Stover At 1.40 the passengers were all told to move to the starboard side to help redress the ships sloping. By now the rockets had stopped. As passengers scrambled and leapt into the last few boats being lowered, shots were fired into the air to keep the crowd back. At 2.05, the last boat away was a collapsible, in it one Bruce Ismay. The ships deck lights were losing their power and glowing red as silence descended on the ship, no more struggling with ropes and boats. At 2.10 the last wireless signal was sent. Captain Smith wandered amongst the remaining crew spreading the word that they were released from their duties and it was now 'every man for himself.' Some jumped into the sea but still the band played on. Some of the crew worked on freeing the last two collapsible boats that were impractically tied to the roof of the officers quarters. Ominously, the band switched from ragtime to hymns. At 2.18 the ships lights went out. Around 2.20 am, the ships stern rose ever higher, the forward funnel broke off with a crack, and Titanic began its slide into the deep. Those who could tried to swim clear of the suction. Some boats returned to pick up a total of 13 swimmers, but these were soon dangerously filled, and the cries for help that rang out in the night air had to be ignored. In the freezing water, hypothermia eventually brought down a curtain of silence on the disaster. When the Carpathia arrived on the scene just after dawn at 4.00, Titanic was nowhere in sight, just a mass of debris like deckchairs and lifejackets. 705 survivors were picked up from the lifeboats. Also collected were several hundred floating bodies. 1502 people had died. The survivors and corpses were taken to New York where one third remained unidentified. Aftermath Captain Smith went down with his ship, as he had always promised he would. Frederick Fleet, the lookout, survived. Such was chance. Those who survived were haunted by nightmares, guilt, and sometimes, especially men, accusations of having taken the place of a woman or child in the boats. There was also the uncomfortable truth that proportionally, far more men, women, and children from third class had died than from first or second. Official inquiries into the disaster were organised in America and England. The results of their findings led to the creation of the International Convention for the Safety of Life at Sea. Prominent features were regulations for 24-hour radio monitoring, the use of rockets as a distress signal, lifeboat drills for passengers, and the number of lifeboats ships should carry. Another lasting benefit was the creation of the International Ice Patrol to continuously survey the movements of icebergs across the Atlantic. At the time, the Titanic disaster was more than a terrible loss of life at sea. It was a blow against humanitys confidence in itself, in the faith that design and intelligence could master the elements. In this sense, the disaster was an end of a long run of engineering successes the world had witnessed. The loss of the ship, and one so well built and appointed, was but the beginning of greater disasters yet to come in the 20th century. Finding the Titanic The fate of Titanic has captured public imagination ever since that terrible April night. Commemorated in poems, songs and films, there was still one unanswered question: Where was the ship now? The Titanic story was not finished. Robert D. Ballard began his search for Titanic on the seabed using the latest in robotic submersibles. He was not the first to try, but nobody had yet been successful. Ballards budget and U.S. Navy backers gave him just 12 days to find the legendary ship over a massive search area which was 3.8 km (12,460 ft) below the surface. It was on 1 September 1985, day 10 of the search, that Titanic was found. The liner had snapped in two pieces just below the surface and then sank to the seafloor. The wreckage and debris were spread over a wide area with items ranging from porcelain cups to an empty pair of shoes. Subsequent expeditions by others began the controversial process of collecting over 5,000 items before they finally succumbed to the ravages of time and to extensively photograph the wreck before it disappears forever. Page 2 "" -RMS Titanic, 15 1912 -, 1500 -, 705, 1985, "", "RMS Olympic", "RMS Britannic", "", 31 1911 ,, 2000 ,, 16 ,, 20 1178 ,, "" (16) ,, , "" : 269,1 (882 9 ) 66000 ,, 15,5 ( 11 ), , "" ,, 55000 24.5 ,, 7 ,, , "" ,, White Star Line ,, ( 55) ,, IV ,, , "" ,, "Macy", ,, ( 11 ,, 2200 ,, ( 14 ) ,, , "" ,, 22,5 ,, 23 1000 ,, "" ,, 76 ,, , "" ,, ( ), ,, 70 00:05 ,, , "" ,, 21 ,, , "" ,, 00:15, 600 ,, 33 ,, , "" ,, 93 -, 00:25 ,, , "" ,, SOS ( ), ,, , "" ,, 01:20 ,, -, 01:40 ,, , "" ,, 02:10 ,, , "" ,, 02:18, 02:20 ,, , "" ,, 04:00 ,, , "" ,, 705, 1502 ,, ( ), , "" ,, 24 ,, , "" ,, XX ,, "" 1922 ,, "" ?? ,, , "" ,, 12, 3.8, 1985 ,, , 5000 ,, , "" World History Accidents & Disasters In full: Royal Mail Ship (RMS) Titanic Titanic, British luxury passenger liner that sank on April 1415, 1912, during its maiden voyage, en route to New York City from Southampton, England, killing about 1,500 (see Researchers Note: Titanic) passengers and ship personnel. One of the most famous tragedies in modern history, it inspired numerous stories, several films, and a musical and has been the subject of much scholarship and scientific speculation. In the early 1900s the transatlantic passenger trade was highly profitable and competitive, with ship lines vying to transport wealthy travelers and immigrants. Two of the chief lines were White Star and Cunard. By the summer of 1907, Cunard seemed poised to increase its share of the market with the debut of two new ships, the Lusitania and the Mauretania, which were scheduled to enter service later that year. The two passenger liners were garnering much attention for their expected speed; both would later set speed records crossing the Atlantic Ocean. Looking to answer his rival, White Star chairman J. Bruce Ismay reportedly met with William Pirrie, who controlled the Belfast shipbuilding firm Harland and Wolff, which constructed most of White Stars vessels. The two men devised a plan to build a class of large liners that would be known for their comfort instead of their speed. It was eventually decided that three vessels would be constructed: the Olympic, the Titanic, and the Britannic. On March 31, 1909, some three months after work began on the Olympic, the keel was laid for the Titanic. The two ships were built side by side in a specially constructed gantry that could accommodate their unprecedented size. The sister ships were largely designed by Thomas Andrews of Harland and Wolff. In addition to ornate decorations, the Titanic featured an immense first-class dining saloon, four elevators, and a swimming pool. Its second-class accommodations were comparable to first-class features on other ships, and its third-class offerings, although modest, were still noted for their relative comfort. As to safety elements, the Titanic had 16 compartments that included doors which could be closed from the bridge, so that water could be contained in the event the hull was breached. Although they were presumed to be watertight, the bulkheads were not capped at the top. The ships builders claimed that four of the compartments could be flooded without endangering the liners buoyancy. The system led many to claim that the Titanic was unsinkable. Following completion of the hull and main superstructure, the Titanic was launched on May 31, 1911. It then began the fitting-out phase, as machinery was loaded into the ship and interior work began. After the Olympics maiden voyage in June 1911, slight changes were made to the Titanics design. In early April 1912 the Titanic underwent its sea trials, after which the ship was declared seaworthy. Understanding the Titanic Disaster As it prepared to embark on its maiden voyage, the Titanic was one of the largest and most opulent ships in the world. It had a gross registered tonnage (i.e., carrying capacity) of 46,328 tons, and when fully laden the ship displaced (weighed) more than 52,000 tons. The Titanic was approximately 882.5 feet (269 meters) long and about 92.5 feet (28.2 meters) wide at its widest point. On April 10, 1912, the Titanic set sail on its maiden voyage, traveling from Southampton, England, to New York City. Nicknamed the Millionaires Special, the ship was fittingly captained by Edward J. Smith, who was known as the Millionaires Captain because of his popularity with wealthy passengers. Indeed, onboard were a number of prominent people, including American businessman Benjamin Guggenheim, British journalist William Thomas Stead, and Macys department store co-owner Isidor Straus and his wife, Ida. In addition, Ismay and Andrews were also traveling on the Titanic. The voyage nearly began with a collision, however, when suction from the Titanic caused the docked New York to swing into the giant liners path. After an hour of maneuverings to prevent the accident, the Titanic was under way. On the evening of April 10 the ship stopped at Cherbourg, France. The citys dock was too small to accommodate the Titanic, so passengers had to be ferried to and from the ship in tenders. Among those boarding were John Jacob Astor and his pregnant second wife, Madeleine, and Molly Brown. After some two hours the Titanic resumed its journey. On the morning of April 11 the liner made its last scheduled stop in Europe, at Queenstown (Cobb), Ireland. At approximately 1:30 pm the ship set sail for New York City. Onboard were some 2,200 people, approximately 1,300 of whom were passengers. The Titanis wireless roomA reproduction of the Titanic's wireless roomA reproduction of the Titanic's wireless room At the Mystic Aquarium & Institute for Exploration, Mystic, Connecticut.Throughout much of the voyage, the wireless radio operators on the Titanic, Jack Phillips and Harold Bride, had been receiving iceberg warnings, most of which were passed along to the bridge. The two men worked for the Marconi Company, and much of their job was relaying passengers messages. On the evening of April 14 the Titanic began to approach an area known to have icebergs. Smith slightly altered the ships course to head farther south. However, he maintained the ships speed of some 22 knots. At approximately 9:40 pm the Mesaba sent a warning of an ice field. The message was never relayed to the Titanics bridge. At 10:55 pm the nearby Leyland liner Californian sent word that it had stopped after becoming surrounded by ice. Phillips, who was handling passenger messages, scolded the Californian for interrupting him. Two lookouts, Frederick Fleet and Reginald Lee, were stationed in the crows nest of the Titanic. Their task was made difficult by the fact that the ocean was unusually calm that night; because there would be little water breaking at its base, an iceberg would be more difficult to spot. In addition, the crows nests binoculars were missing. At approximately 11:40 pm, about 400 nautical miles (740 km) south of Newfoundland, Canada, an iceberg was sighted, and the bridge was notified. First Officer William Murdoch ordered both the ship hard-a-starboarda maneuver that under the order system then in place would turn the ship to port (left)and the engines reversed. The Titanic began to turn, but it was too close to avoid a collision. The ships starboard side scraped along the iceberg. At least five of its supposedly watertight compartments toward the bow were ruptured. After assessing the damage, Andrews determined that, as the ships forward compartments filled with water, its bow would drop deeper into the ocean, causing water from the ruptured compartments to spill over into each succeeding compartment, thereby sealing the ships fate. The Titanic would founder. (By reversing the engines, Murdoch actually caused the Titanic to turn slower than if it had been moving at its original speed. Most experts believe the ship would have survived if it had hit the iceberg head-on.) Smith ordered Phillips to begin sending distress signals, one of which reached the Carpathia at approximately 12:20 am on April 15, and the Cunard ship immediately headed toward the stricken liner. However, the Carpathia was some 58 nautical miles (107 km) away when it received the signal, and it would take more than three hours to reach the Titanic. Other ships also responded, including the Olympic, but all were too far away. A vessel was spotted nearby, but the Titanic was unable to contact it. The Californian was also in the vicinity, but its wireless had been turned off for the night. As attempts were made to contact nearby vessels, the lifeboats began to be launched, with orders of women and children first. Although the Titanics number of lifeboats exceeded that required by the British Board of Trade, its 20 boats could carry only 1,178 people, far short of the total number of passengers. This problem was exacerbated by lifeboats being launched well below capacity, because crewmen worried that the davits would not be able to support the weight of a fully loaded boat. (The Titanic had canceled its scheduled lifeboat drill earlier in the day, and the crew was unaware that the davits had been tested in Belfast.) Lifeboat number 7, which was the first to leave the Titanic, held only about 27 people, though it had space for 65. In the end, only 705 people would be rescued in lifeboats. As passengers waited to enter lifeboats, they were entertained by the Titanics musicians, who initially played in the first-class lounge before eventually moving to the ships deck. Sources differ on how long they performed, some reporting that it was until shortly before the ship sank. Speculation also surrounded the last song they performed: either Autumn or Nearer My God to Thee. None of the musicians survived the sinking. By 1:00 am water was seen at the base (E deck) of the Grand Staircase. Amid the growing panic, several male passengers tried to board lifeboat number 14, causing Fifth Officer Harold Lowe to fire his gun three times. Around this time, Phillips distress calls reflected a growing desperation as one noted that the ship cannot last much longer. As the Titanics bow continued to sink, the stern began to rise out of the water, placing incredible strain on the midsection. At about 2:00 am the sterns propellers were clearly visible above the water, and the only lifeboats that remained on the ship were three collapsible boats. Smith released the crew, saying that its every man for himself. (He was reportedly last seen in the bridge, and his body was never found.) At approximately 2:18 am the lights on the Titanic went out. It then broke in two, with the bow going underwater. Reports later speculated that it took some six minutes for that section, likely traveling at approximately 30 miles (48 km) per hour, to reach the ocean bottom. The stern momentarily settled back in the water before rising again, eventually becoming vertical. It briefly remained in that position before beginning its final plunge. At 2:20 am the ship foundered as the stern also disappeared beneath the Atlantic. Water pressure allegedly caused that section, which still had air inside, to implode as it sank. Hundreds of passengers and crew went into the icy water. Fearful of being swamped, those in the lifeboats delayed returning to pick up survivors. By the time they rowed back, almost all the survivors and the water had died from exposure. In the end, more than 1,500 perished. Aside from the crew, which had about 700 fatalities, third class suffered the greatest loss: of approximately 710, only some 174 survived. (Subsequent claims that passengers in steerage were prevented from boarding boats, however, were largely dispelled. Given Smiths failure to sound a general alarm, some third-class passengers did not realize the direness of the situation until it was too late. Many women also refused to leave their husbands and sons, while the difficulty of simply navigating the complex Titanic from the lower levels caused some to reach the top deck after most of the lifeboats had been launched.) Read our timeline of the Titanics final hours. The Carpathia arrived in the area at approximately 9:30 am, more than an hour after the Titanic sank. Lifeboat number 2 was the first to reach the liner. Over the next several hours the Carpathia picked up all survivors. White Star chairman Ismay wrote a message to be sent to the White Star Lines offices: Deeply regret advise you Titanic sank this morning fifteenth after collision iceberg, resulting serious loss life, further particulars later. At approximately 8:30 am the Californian arrived, having heard the news some three hours earlier. Shortly before 9:00 am the Carpathia headed for New York City, where it arrived to massive crowds on April 18.

## Titanic newspaper report ks2. Titanic newspaper report example.

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