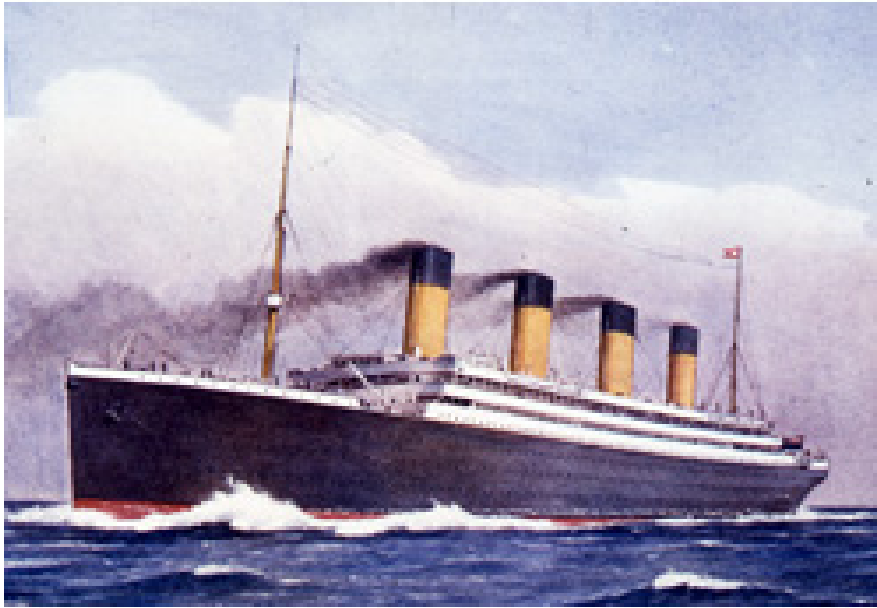




The National Archives

Education Service



# **The sinking of the Titanic, 1912**

## **Who was on board?**

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## Introduction

The Titanic was built at a cost of around £1.5 million, in Belfast, for the White Star shipping line. She was the largest passenger steamer of her day, at over 46,000 tons, and supposedly the most up to date. Special watertight compartments made her "practically unsinkable", claimed the owners. They also advertised the luxurious First Class accommodation, with large state-rooms, a Parisian café, a swimming pool and restaurant. She set sail from Southampton on her maiden voyage on Wednesday, April 10th, 1912, calling at Cherbourg in France and Queenstown in southern Ireland before heading out across the Atlantic, on course for New York. Late on the night of Sunday April 14th she struck an iceberg and was holed below the waterline. Less than three hours later she sank. Only 705 people were rescued from over 2,200 on board.

## Tasks

Look at Source 1

1. This is a list of passengers who were killed in the sinking.
  - a) What clues are there from this list that this is the First Class passenger list, not the Third?
  - b) Most of the people on this list do not have an occupation listed, why do you think this is?
  - c) This list shows HJ Allison, his wife and his daughter. We know that JJ Astor travelled with his wife Madeline, but she is not listed beside him. Why do you think this is?

Look at Source 2

2. This is also a list of passengers killed in the sinking
  - a) What countries have these people come from?
  - b) How many different occupations are there listed?
  - c) What other differences can you see between the 1st and 3rd class lists? Why do you think this is?

Look at Source 3 a & b

3. These are images of the Titanics cabins in 1st and 3rd class:
  - a) Compare the two types of accommodation shown here. Write three sentences to describe the differences.
  - b) What does this tell you about differences between rich and poor at that time?
  - c) Which of these cabins would you have preferred to stay in? Give your reasons why.

Look at Source 4

4. This is a page from a document headed "Survey of an Emigrant Ship: Certificate of Clearance". Use the simplified transcript to answer the questions below.
- Where did most people embark?
  - Which class of passenger made up the majority of those embarking at Cherbourg?
  - Which class of passenger made up the majority of those embarking at Queenstown?
  - Which class of passenger were in a majority of all those on board when the TITANIC set off for New York?
  - Look at the title of the document on which the table is based. What does this tell you about who all these steerage passengers were?

Look at Source 5

5. This is a telegram received by the Russian liner Birma
- When was it received?
  - If you were the wireless operator on the BIRMA, how would you report this message to the Captain?
  - If you were the Captain of the BIRMA, what would you do?
6. The Titanic has the reputation of being a luxury ship. Is this reputation justified?
7. 705 of those on board the Titanic when she struck the iceberg survived. Of the survivors:
- 381 were cabin class passengers, including all the children in this class,
  - 270 were steerage passengers, including 26 of the children in this class,
  - 52 were crew.
8. What does this tell you about the safety arrangements for different types of passengers?

## Background

The first ship to cross the Atlantic by steam power alone was the Sirius, in 1838, taking 18 days to make the journey. However, early iron steamships were inefficient and the next fifty years saw the last flowering of ocean-going sailing vessels. Only the invention of the steam turbine in 1884 and production of cheap steel enabled steam to overtake sail at last. In the opening years of the 20th century a new design of vessel, the "liner" appeared. They were much bigger and faster, with more carrying capacity: the Mauretania crossed the Atlantic in less than five days in 1907. More space meant more room for passengers to travel in luxury and, until air travel superceded them in the 1950s, the Atlantic liner was the last word in comfortable, speedy travel. The publicity given to the quality of First Class accommodation on the Titanic was therefore typical.

Throughout the 19th century millions of Europeans left the continent for new lands in Australia, South America, Africa and, especially, North America. The peak was reached in the first decade of the 20th century, when 11 million Europeans crossed the Atlantic to settle in the USA, 3.2 million of them from the UK and Ireland.

Not surprisingly, emigrants were usually poor: one of their main reasons for emigrating was to build a better life in America, which was seen as a "land of opportunity". Back in the 19th century, shipowners had crammed emigrants below decks with inadequate facilities in order to keep fares low. The White Star Line, ironically, was one of the first to offer decent, although still cheap, accommodation to emigrant passengers.

The sinking of the Titanic with the loss of 1500 lives caused an uproar on both sides of the Atlantic. Newspapers blamed the owners for inadequate safety arrangements. Others blamed the captain for going too fast and too carelessly in waters known to be iceberg-infested.

An enquiry in the US Senate fixed on the fact that there were not enough lifeboats for the number of passengers, although the owners certainly provided more than they were required to by law at the time. It was also pointed out that not all the lifeboats that were on board could be launched in the time it took to sink. Many passengers anyway refused to get into the lifeboats, some of which left the ship half full.

Safety regulations had not caught up with these new massive liners and were rapidly changed. A new regulation of 1913 required all vessels to carry enough lifeboats for every passenger. An iceberg patrol was set up by the US Coastguard.

## Teachers Notes

This lesson uses the story of Titanic to open a window on to pre-First World War society.

It certainly was, for some, a glamorous time. Great wealth, which some passengers in the First Class accommodation on the liner did indeed possess, could buy leisure and luxury in new and different ways, of which trans-Atlantic travel was just one. But as the Titanic set sail, their world was heading for an even greater disaster than the sinking of the liner. In only just over two years time the First World War would sweep away millions of lives and shake the politics of their world to its foundations.

As this enquiry reveals, not all the people of Europe, nor all the passengers on the Titanic, shared in this luxury. The fact that 11 million people were prepared to uproot themselves for an uncertain new life in America between 1901 and 1910 suggests that all was not well for many. They went to escape poverty, lack of political rights, religious persecution, nationalist bigotry, class prejudice. The years up to the First World War were years of unrest and political ferment, as well as great wealth for a few. The immense contrast of life-styles on the Titanic reveals this.

Using the source documents in this lesson, the pupils can find out about the passengers on the Titanic. Source 4 requires a little statistical skill. Both the table, and the figures for who was drowned and who survived could be displayed for analysis using ICT.

## Sources

Illustration : COPY 1/362

Sources 1 and 2 BT 100/260

Source 3 Ulster Folk and Transport Museum

Source 4 MT 9/920F

Source 5 MT 9/920C

## Schemes of Work

**Snapshot 1900 what was British middle-class life like?**

Key Stage 3 Unit 12



## Source 1 : Extract from the list of passengers drowned: First Class passengers. (BT 100/260)

U.S.C. = United States Citizen

Thomas Andrews was the designer of the TITANIC; Colonel JJ Astor was one of the richest men in the world, worth over £20 million; Major Butt was an adviser to the US President Taft.

To be filled in when an Official Log is not delivered.

### MARRIAGES, BIRTHS, DEATHS AND INJURIES

that have occurred on board during the voyage.

MARRIAGES.	Date when married.	Christian and Surnames of both parties.	Age.	State whether Single, Widow or Widower.	Profession or Occupation.	Father's Christian and Surname.	Profession or Occupation of Father.

BIRTHS.	Date of Birth.	Christian Name (if any) of Child.	Sex.	Christian Name and Surname of Father.	Rank, Profession or Occupation of Father.	Christian Name and Surname of Mother.	Maiden Surname of Mother.	Nationality and last place of abode.		Signature of Father or Mother.	Signature of Master.
								Father.	Mother.		

### FIRST CLASS PASSENGER DEPT

	Date.	Place.	Christian Name and Surname of deceased.	Sex and Age.	Rank, Profession or Occupation.	Nationality (Stating Birthplace).	Last place of Abode.	Cause of Death. See footnotes.
	1912							
1	April 15 <sup>th</sup>	About 41-16 Lat.	H. J. Allison	m		<del>Members of Queen</del>	152 Abbey Rd. West Hampstead London NW.	<del>Drowned</del>
2	do.	50-14 Long	Miss Allison	f.				"
3	do.	do.	Thomas Andrews	m	Ship Builder	Irish	Harland & Wolff Belfast	"
4	do.	do.	Ramon Artagaveytia	m			26 Rue Pasquier Paris	"
5	do.	do.	J. J. Astor	m		U.S.C.	Hotel Ritz Paris	"
6	do.	do.	J. J. Baumann	m		U.S.C.	Grand Hotel	"
7	do.	do.	Quigg Baxter	m		U.S.C.	Elysee Palace Hotel Paris	"
8	do.	do.	Y. Beattie	m		U.S.C.	Hotel Majestic Nice	"
9	do.	do.	Stephen West	m				"
10	do.	do.	Blackwell	m	Passenger	Eng.		"
11	do.	do.	J. J. Bonbank	m			Elysee Palace Hotel Paris	"
12	do.	do.	John B. Brady	m				"
13	do.	do.	B. Brandeis	m				"
14	do.	do.	Arthur Jackson	m		U.S.C.		"
15	do.	do.	Archibald W. Butt	m		U.S.C.		"
16	do.	do.	Frank Carlson	m		U.S.C.		"
17	do.	do.	M. J. Carran	m		U.S.C.		"
18	do.	do.	J. P. Carran	m		U.S.C.		"

## **Source 1 : Transcript of Extract from the list of passengers drowned: First Class passengers. (BT 100/260)**

To be filled in when an Official Log is not delivered  
**MARRIAGES, BIRTHS, DEATHS AND INJURIES**  
that have occurred on board during the voyage

MARRIAGES.	Date when married.	Christian and Surnames of both parties	Age	State whether Single, Widow or Widower	Profession or Occupation	Fathers Christian and Surname	Profession or Occupation of Father

BIRTHS.	Date of Birth	Christian Name (if any) of Child	Sex	Christian Name and surname of Father	Rank, Profession or Occupation of Father	Christian Name and Surname of Mother	Maiden Surname of Mother	Nationality and last place of abode		Signature of Father or Mother	Signature of Master
								Father	Mother		

**FIRST CLASS PASSENGER DEPT**

DEATHS.	Date	Place	Christian Name and Surname of deceased	Sex and age		Rank, profession or occupation	Nationality (Stating Birthplace)	Last Place of Abode	Cause of Death
	April 15th	about	Mr H.J. Allison	M		Members of Crew		152 Abbey Rd	Suspected Drowning
	do	14-16 Lat	Mrs H.J. Allison	F				West Hampstead	"
	do	50-14 Lon	Miss Allison	F				London NW	"
	do	do	Mr Thomas Andrews	M		Shipbuilder	Irish		"
	do	do	Mr Ramon Antagavetia	M				Harland & Wolff Belfast	"
	do	do	Mr JJ Astor (Col in American Army)	M			U.S.C.	26 Rue Pasquier	"
	do	do	Mr J Baumann	M			U.S.C.	Paris	"
	do	do	Mr Quigg Baxter	M			U.S.C.	Hotel Ritz Paris	"
	do	do	Mr J Beattie	M			+	Grand Hotel ---	"
	do	do	Mr Stephen Weast Blackwell	M			U.S.C.	Elysee Palace	"
	do	do	Mr JJ Borebank	M				Hotel Parts	"
	do	do	Mr John B Brady	M			Eng	Hotel Majestic Nice	"
	do	do	Mr E Brandeis	M			U.S.C.	--- --- ---	"
	do	do	Mr Arthur Jackson	M			U.S.C.		"
	do	do	Brewe					Elysee Palace	"
	do	do	Mr Archibald W Buth (Major in American Army)	M			U.S.C.	Hotel Paris	"
	do	do	Mr Frank Carlson	M					"
	do	do	Mr F.M. Carran	M			U.S.C.		"
	do	do	Mr J.P. Carran	M			U.S.C.		"



**Source 2 : Extract from the list of passengers drowned: Third class passengers. (BT 100/260)**

*To be filled in when an Official Log is not delivered.*

MARRIAGES, BIRTHS, DEATHS AND INJURIES

that have occurred on board during the voyage.

MARRIAGES.	Date when married.	Christian and Surnames of both parties.	Age.	State whether Single, Widow or Widower.	Profession or Occupation.	Father's Christian and Surname.	Profession or Occupation of Father.

[illegible]

THIRD CLASS.

Date.	Place.	Christian Name and Surname of deceased.	Sex and Age.	Rank, Profession or Occupation.	Nationality (Stating Birthplace).	Last place of Abode.	Address	Cause of Death.	Death
1912									
291	April 15	About Mr. Anthony Abbott	m. 142	Blacksmith	U.S. A.	Southampton			Supposed drowning
292	do.	Mr. Eugene Abbott	m. 13	Scholar		London	Salvation Army		
293	do.	Mr. Rosemary Abbott	m. 16	Jeweller			London		
294	do.	do. Mr. Adahl	m. 30	Labourer	Sweden	Copenhagen			
295	do.	do. Mr. Adams	m.	Farm Lab.	English	Yeovil	Heath Cottage Rd. Bournemouth		
296	do.	do. Mr. Ahlman	F. 40.	Wife	Sweden	Gothenburg			
297	do.	do. Mr. Ali Ahmed	m. 24	Labr.	Syria	Buenos Ayres			
298	do.	do. Mr. William Alexander	m. 23	Labr.	England	St. Yarmouth	10. Belvidere Place, St. Yarmouth		
299	do.	do. Mr. Elmore	m. 20	Labr.	Finland	Finland			
300	do.	do. Mr. William	m. 25	Labr.	Syria	Buenos Ayres			
301	do.	do. Mr. Allen	m. 35	Tool-maker	England	Birmingham	90. 7. Hunt St. Queens Rd. Extington		
302	do.	do. Mr. Owen George Allum	m. 18	Gardener		London	22. Oswald Rd. Southall		
303	do.	do. Mr. Amos	m. 30	Farm Labr.	Syria	Syria			
304	do.	do. Mr. Albert	m. 33	Engineer	Norway	Bergen			
305	do.	do. Mr. Thor. Andersen	m. 20	Labr.	Norway	Christiana			

## **Source 2 : Transcript of Extract from the list of passengers drowned: Third class passengers. (BT 100/260)**

To be filled in when an Official Log is not delivered

**MARRIAGES, BIRTHS, DEATHS AND INJURIES**

that have occurred on board during the voyage

MARRIAGES.	Date when married.	Christian and Surnames of both parties	Age	State whether Single, Widow or Widower	Signature or occupation	Fathers Christian and Surname	Profession or Occupation of Father

BIRTHS.	Date of Birth	Christian Name (if any) of Child	Sex	Christian Name and surname of Father	Rank, Profession or Occupation of Father	Christian Name and Surname of Mother	Maiden Surname of Mother	Nationality and last place of abode		Signature of Father or Mother	Signature of Master
								Father	Mother		

**THIRD CLASS**

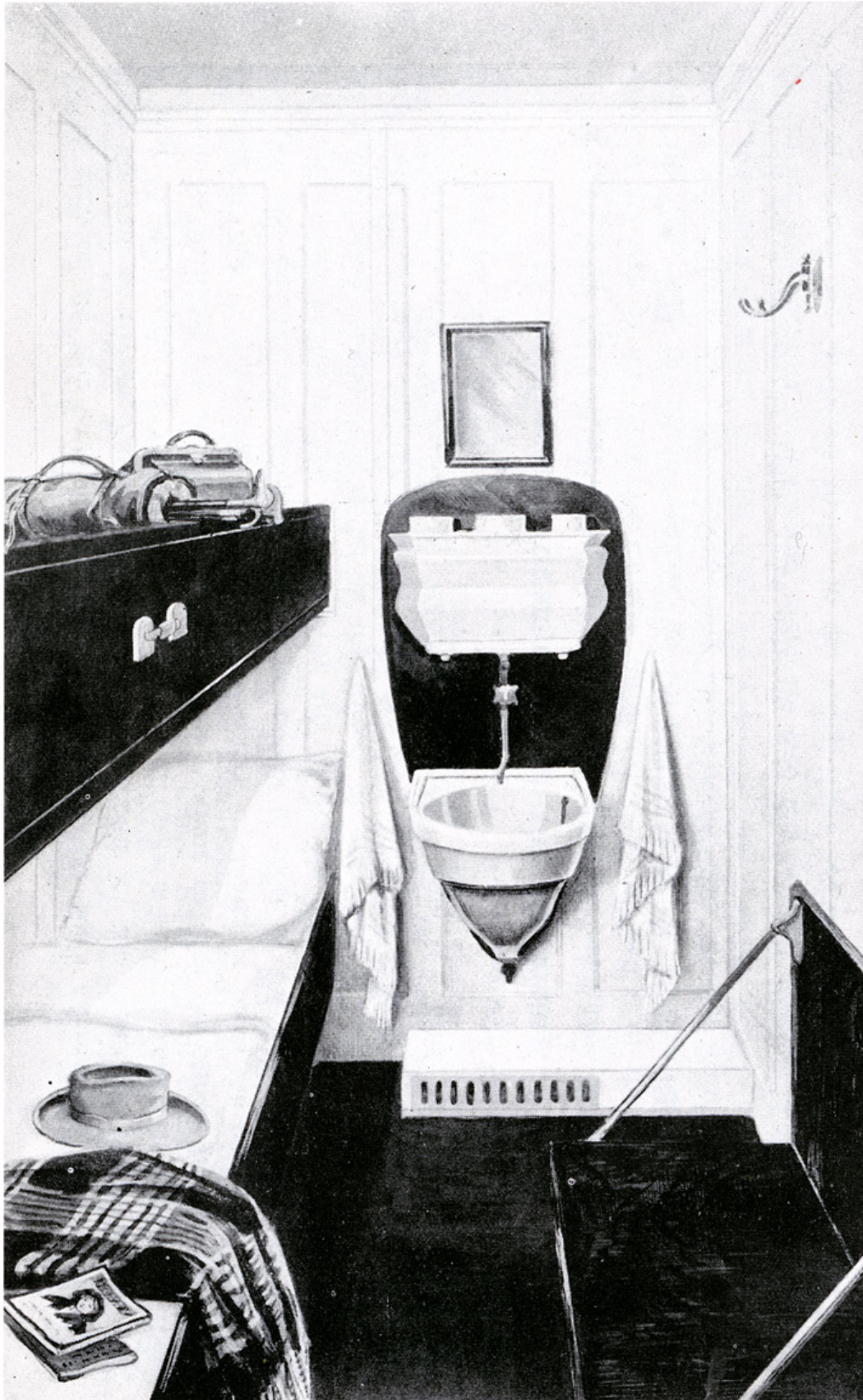
DEATHS.	Date	Place	Christian Name and Surname of deceased	Sex and age		Rank, profession or occupation	Nationality (Stating Birthplace)	Last Place of Abode	Address	Cause of Death
	April 15th	about	Mr Eugene Abbott	M	42	Scholar	U.S.A	Southampton	Army, London	Supposed
	do	14-16 Lat	Mr Rossmare Abbott	M	13	Jeweller	"	London	Heath	Drowned
	do	50-14 Lon	Mr Maurits Adahl	M	16	Labourer	"	"	Cottage Alum	"
	do	do	Mr John Adams	M	30	Farm Lab	Sweden	Copenhagen	Chanel Rd	"
	do	do	Mrs Johanna Ahlem	M		Wife	English	Yeovil	Bournemouth	"
	do	do	Mr Ali Ahmed	F	40	Lab[ou]r	Sweden	Gothenberg	10 Belverdere	"
	do	do	Mr William	M	24	Lab[ou]r	Syria	Buenos Aires	Place	"
	do	do	Alexander	M	23	Lab[ou]r	England	Gt Yarmouth	Kitchener	"
	do	do	Mr Ali Imari Alhamaki	M	20	Lab[ou]r	Finland	Finland	Road Gt	"
	do	do	Mr William Ali	M	25	Tool-	Syria	Buenos Aires	Yarmouth	"
	do	do	Mr William Allen	M	35	Maker	England	Birmingham	c/o F Hunt 78	"
	do	do	Mr Owen George Allum	M	18	Gardener		London	Queens Road	"
									Erdington	
	do	do	Mr Amiro Saad	M	30	Farm Lab	Syria	Syria	B'ham	"
	do	do	Mr Albert Anderson	M	33	Engineer	Norway	Bergen	22 Oswald Rd	"
	do	do	Mr Thomas	M	20	Lab[ou]r	Norway	Christiana [Oslo]	Southall	"



## Source 3a : First Class Suite Bedroom 'B58' (Ulster Folk and Transport Museum)



## Source 3b : Third Class berth (Ulster Folk and Transport Museum)





# Source 4 : Survey of an Emigrant Ship: Certificate of Clearance (MT 9/920f)

404  
926  
1102  
6662  
1735 1/2  
1735 1/2

1199  
600  
468

**Surveys 32.**

**SURVEY OF AN EMIGRANT SHIP.**

**Certificate for Clearance.**

ISSUED BY THE  
BOARD OF TRADE.

Ship's Name and Official Number. (1.)				Port of Registry, and Tonnage. (2.)				Name of Master. (3.)			
<i>Titanic 13/479</i>				Gross. <i>46328</i> Register. <i>21831</i>				<i>C. J. Smith</i>			
Port of Departure. (4.)				Ports of Call. (5.)				Destination. (6.)			
<i>Southampton</i>				<i>Queenstown</i>				<i>New York</i>			

CABIN PASSENGERS.								Total Cabin Passengers. (15.)	Equal to Adults computed by Part III. M. S. Act, 1894. (16.)
Adults (12 years and upwards).				Children.					
Married.		Single.		Between 1 and 12.		Under 1 Year.			
Male. (7.)	Female. (8.)	Male. (9.)	Female. (10.)	Male. (11.)	Female. (12.)	Male. (13.)	Female. (14.)		
52	52	196	101	10	12	4	.	427	412

**STEERAGE PASSENGERS.\***

Adults (12 years and upwards).				Children.				Total Steerage Passengers. (17.)	Equal to Adults computed by Part III. M. S. Act, 1894. (18.)
Married.		Single.		Between 1 and 12.		Under 1 Year.			
Male. (19.)	Female. (20.)	Male. (21.)	Female. (22.)	Male. (23.)	Female. (24.)				
25	25	315	74	22	28	3	3		
2	2	50	54	5	.	.	.	113	110 1/2

Deck Department. (25.)		Engine Department. (26.)		Stewards' Department. (27.)		Total Crew. (28.)		Equal to Adults computed by Part III. M. S. Act, 1894. (29.)	
73	.	325	.	494	.	892	.	892	

Total Number actually on board, including Crew . . . . . ~~1814~~ *1768*

* Total Number of Statute Adults (as Steerage Passengers), exclusive of the Master, Crew, and Cabin Passengers, which the Ship can legally carry according to space allotted . . . . .	1735	Clear Space in Sq. Ft. 26992	Number of Beds fitted. 1134
--	------	---------------------------------	--------------------------------

I hereby certify that the particulars inserted in the above form are correct. I also certify that all the requirements of the Merchant Shipping Acts relating to emigrant ships, so far as they can be complied with before the departure of the ship, have been complied with, and that the ship is, in my opinion, seaworthy in all respects, and in all respects fit for her intended voyage; that she does not carry a greater number of passengers than in the proportion of one statute adult to every five superficial feet of space clear for exercise on deck; and that her passengers are not so packed in a fit state to proceed.

*2207*  
 Signed at *Southampton*  
 this 10 day of APR 1912  
*M. H. Clarke*  
 Emigration Officer, or Assistant Emigration Officer.

(2383) (62545) W.L. 30276/150 3000 12-10 W.B. & L.



## Source 4 : Transcript of Survey of an Emigrant Ship: Certificate of Clearance (MT 9/920f)

This is a very simplified transcript of the document MT 9/960f. "Cabin passengers" were First or Second Class passengers.

"Steerage" passengers were in Third Class berths or slept in open rooms.

Port of embarkation	Number of cabin passengers embarked	Number of steerage passengers embarked	Crew
Southampton	427 (26 children)	495 (56 children)	892
Cherbourg	172 (5 children)	102 (17 children)	892
Queenstown	7 (0 children)	113 (5 children)	(7 deserted)
Total	606 (31 children)	710 (78 children)	885

## Source 5 : Telegram received by the Russian liner Birma (MT 9/920c)

M16307

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

S.S. "Birma".

No	Words.	Origin.Station.	Time handed in.	Via.	Remarks.
0	bg to S.	Titanic	11 H.45M. April 14/15 1912.		distress call. Ligs Loud.

Ggd - 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.

## Source 5 : Transcript of Telegram received by the Russian liner Birma (MT 9/920c)

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

S.S. "Birma"

No Words Via.	Origin Station. Remarks	Time handed in.		
bg to 6.	Titanic	11 H.45M.April 14/15 1912.		Distress Call Ligs Loud

Cgd - 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.

(MGY was the codename for the TITANIC)