

You  
**Wouldn't**  
Want to...

SAIL ON THE

**TITANIC**

A ship  
steering  
straight  
to disaster!



Written by David Stewart • Illustrated by David Antram





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**Wouldn't**  
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# SAIL ON THE **TITANIC!**



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## Introduction

The year is 1907. Your name is J Bruce Ismay, and you are the managing director of the White Star Line shipping company. Your main rival, Cunard, has just launched the passenger liner *Lusitania*. The ship is huge, measuring 240m long, and very fast. At a London dinner party with William Pirrie, you discuss the highly lucrative sea route between Europe and the United States. Lord Pirrie is a director of Harland and Wolff, the Belfast-based shipbuilders who have built all of White Star's vessels. You decide to think big and plan to build three ships that are heavier than the *Lusitania*'s 30,000 tonnes, and 30m longer.

With luxurious and speedy transatlantic crossings, you will attract the wealthy passenger trade and the growing number of emigrants traveling to North America.

On 10 April 1912, at 12 p.m., the *Titanic* will leave Southampton, England, on her maiden voyage. The ship will set out to cross the Atlantic Ocean and plans to arrive in New York seven days later. She is the largest ship in the world and, for her wealthy first-class passengers, certainly the most luxurious. At this point, you definitely want to sail on the *Titanic*. Little do you know that the ship is sailing toward disaster...





# Designing the *Titanic*



J Bruce Ismay

You were born in 1862 in Liverpool, England. Your father founded the White Star Shipping Line in 1869. In 1902, White Star was sold to American financier, JP Morgan, but you stayed on as managing director.

Although *Olympic* and *Titanic* were almost identical in size, *Titanic* was 1,004 tonnes heavier than her sister ship.

The third ship, *Gigantic*, was later renamed *Britannic*.

The architects and draftsmen at the Harland and Wolff shipyard work hard to make the planned superliners a reality. Meanwhile, three dry docks are converted into two – no existing dry dock is large enough to build the huge new liners! On 29 July 1908, the plans are finalised. The keel plate for *Olympic*, the first of the three giant liners, is laid on 16 December

I have a dream, to build three ships more luxurious than the world has ever seen.

1908. The keel plate for the second liner is laid just three months later, on 31 March 1909. Her name is *Titanic*.

## Titanic's Specifications

Ship weight: 46,329 gross registered tonnes (each tonne is equal to 100 cubic ft).

Hull weight: 29,120 tonnes

Length: 269m

Width: 28m

Anchors: Three, with a total weight of 35 tonnes. Each chain link weighs about 80kg.

Rudder weight: 9185kg

Boilers: 29, each weighing over 100 tonnes.

Propellers: Three – one measuring 5m across and two others, each measuring 7m across.

Funnels: Four, but only the front three were in use. Stern funnel used for ventilation.

Cost: Completed ship cost £1,300,000 in 1912. Today, it would cost £200 million.

## Handy Hint

You have designed one ship, so you might as well use the same design for two more.



How many passengers and crew on board?

Regulations state that the ship must carry lifeboats for 962 people. We have an extra four collapsible boats – room for 1,178 people.

We have room for 3,511 people.



# Building the 'Unsinkable' Ship

You have the plans, you have the dry dock, but now you need the workers. The shipyard employs approximately 11,300 men to build *Titanic*. The central girders are first riveted to the keel to make the spine of the hull. Then 350 steel frames, with 10 levels of deck supports, form the skeleton of the ship. Bulkheads divide *Titanic*'s hull into 16 compartments, which are said to be watertight because each extends well above the waterline. The ship could still float even if four of the compartments were filled with water! The shipyard is a dangerous place to work. Eight workers have been killed during construction, and over 240 accidents have been recorded by Harland and Wolff.

Aaah!

## RIVETERS

They rivet steel plates, up to 2m high and 11m wide, weighing 5 tonnes, to the frames.

## ANCHORS

*Titanic* needs three anchors.

The heaviest weighs over 17 tonnes and will need a team of 20 horses to pull it from the foundry to the shipyard.

## Handy Hint

Watch out! Red-hot flying rivets have caused a lot of accidents.

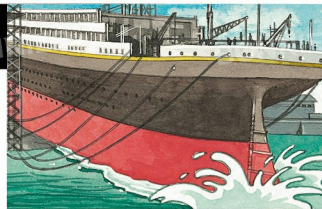


That central propeller is 5m in diameter!



# Launched but Not Completed

On 31 May 1911, *Titanic's* empty hull slides down the slipway. Sixty-two seconds later she enters the water for the first time. According to the custom of the shipyard and the White Star Line, the ship is launched unchristened.



## DOWN THE SLIPWAY

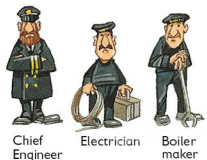
To get the massive ship down to the water, over 23 tonnes of soap, grease and train oil are used. *Titanic* slides almost 500m before being brought to a halt by six anchor chains and two other piles of chains weighing 80 tonnes each.

## Handy Hint



If you want a job as a stoker, wait at the dock just before the ship sets sail. Casual labour is hired at the last minute as replacements for any crew members who fail to turn up.

## Who's Who?



Chief Engineer Electrician Boiler maker



Fireman Stoker Trimmer



Greaser Apprentice



There are 29 boilers on this ship!

Yes, each 5m high!

Bloomin' backbreaking work for £6 a month.

All the machinery, including the engines, boilers, and funnels, is installed on board once the ship is afloat by using floating cranes. Once this is completed, the vessel can be towed away to a fitting-out berth. *Titanic's* interior will take 10 months and several million man-hours to complete. On 2 April 1912, the completed *Titanic* sets sail to begin its sea trials.

## BOILER ROOMS

Seventy-three trimmers (workers who break up coal into small lumps) and 177 firemen work in the boiler rooms.



# Captain and Crew

Captain Edward John Smith has been commodore of the White Star fleet since 1904. As he usually commands the White Star's newest ship, he will take charge of *Titanic* on her maiden voyage. Though a stickler for discipline, Captain Smith is popular with his passengers and crew. Some wealthy passengers refuse to sail across the Atlantic unless he is captain. His salary is twice as much as Cunard captains', at £1,250 a year, plus a no-collision bonus! It will be Smith's last voyage, as he is retiring.



If only we could get to New York in time to make the morning papers!

We don't want to force the engines when we are breaking them in, Mr Ismay.

Handy Hint  
(for crew only)



Be very nice to the passengers – tips can really boost your pay.

## The Power of Steam

### TRIPLE-SCREW STEAMER

*Titanic* is a triple-screw (three-propeller) steamer with five engines. Steam is produced in the six boiler rooms and piped to the engine rooms. Once the steam has passed through the engines, it is piped to the condensers, where it is cooled back into water and reused.

## Members of the Crew:

### CAPTAIN SMITH

He is in charge of 892 crew members, divided into three departments. The deck department is made up of 73 officers and seamen. The engine department has 325 crew, and the stewards department has 494.



Captain

### OFFICERS

The officers are paid between £9 and £25 per month depending on length of service and experience.



Officer

### SEAMEN

The able seamen are paid about £5 per month, depending on their duties. The deck crew works shifts of four hours on and eight hours off.



Seaman

### STEWARDS AND STEWARDESSES

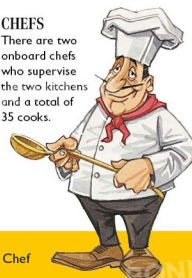
Their duties and pay depend on which part of the ship they work in. Some wait tables, others tend cabins. One stewardess's monthly pay is about £3 for working 17 hours a day.



Stewardess and steward

### CHEFS

There are two onboard chefs who supervise the two kitchens and a total of 35 cooks.



Chef

### STOREKEEPERS

There are two storekeepers with two assistants on board.

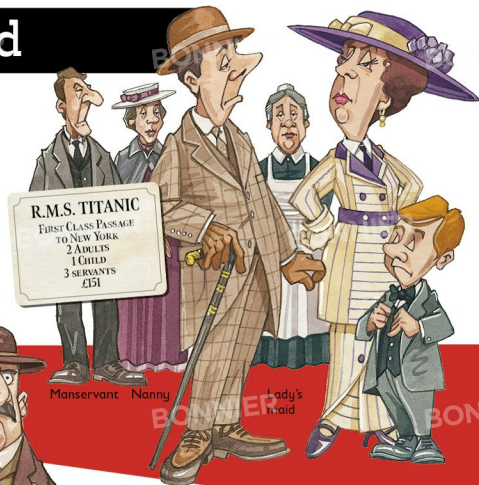


Storekeeper



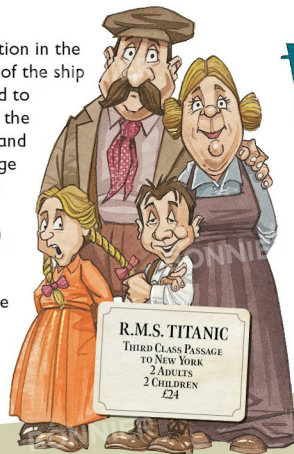
# All Aboard

Now the crew can welcome passengers aboard. There are three categories of passengers: first class, second class, and steerage (third class). You will travel in first class, naturally.



First-class passengers can travel in the most comfortable areas of the ship – the *Titanic*'s luxurious accommodation attracted the rich and wealthy. Steerage passengers stay in the less desirable areas of the lower decks. Many of these poorer passengers are emigrating to North America, looking for a new life.

The accommodation in the steerage section of the ship is basic compared to other sections of the liner. Single men and women in steerage are separated by the entire length of the ship – men in the bow, and women in the stern. Families are housed together in cabins.



### Handy Hint

(for millionaires only)

Try to reserve a parlour suite with a 15m long private promenade deck. Book early to avoid disappointment – there are only two, and they cost £880 each (this would be about £128,000 today!).

## Other Travellers

There will be plenty of dogs on *Titanic*, so an informal dog show is being planned for Monday, April 15.



# Stocking the Ship

## FOR A TRANSATLANTIC CROSSING:

### *Titanic's* food stores and equipment included:

4,990kg fresh fish; 1,815kg dried fish; 3,400kg bacon and ham; 11,340kg poultry and game; 1,130kg sausages; 1,500 gallons of fresh milk; 44,000 pieces of cutlery; 29,000 items of glassware; 34,000kg fresh meat; 40,000 fresh eggs; 40 tonnes of potatoes; 800 bundles of asparagus; 1,000 bottles of wine; 15,000 bottles of ale and stout; 12,000 dinner plates; 1,000 oyster forks; 15,000 champagne glasses; 40,000 towels; 45,000 table napkins; 5 grand pianos; 14 wooden lifeboats; 2 wood cutters; 4 Englehardt collapsible boats; total lifeboat capacity 1,178; 3,560 life jackets; 49 life buoys. (Hold on, there are 2,206 passengers and crew! Never mind, the ship is 'unsinkable' after all...)

**Cargo list:** Waken & McLaughlin – 1 case wine; 25 case biscuits; 42 case wines. Spaulding & Brothers – 34 case athletic goods. Park & Tilford – 1 case toothpaste; 5 case drug sundries; 1 case brushware. Matus & Ware – 8 case orchids. Spencerian Pen Co. – 4 case pens. Sherman Sons & Co. – 7 case cotton. Claflin, H.B. & Co. – 12 case cotton lace. Muser Brothers – 3 case tissues. Isler & Give – 4 bales straw. Rydeman & Lassner – 1 case Tulle (veil and scarf netting). Petry, P.H. & Co. – 1 case Tulle. Metzger, A.S. – 2 case Tulle. Mills & Gibb – 20 case cottons; 1 case gloves. Field, Marshall & Co. – 1 case gloves. NY Motion Pic. Co. – 1 case film. Thorburn, J.M. & Co. – 3 case bulbs. Radwick Trading Co. – 28 bags sticks. Dujardin & Ladnick – 10 box melons. Tiffany & Co. – 1 cask china. Lustig Bros. – 4 case straw hats. Kugler, P.C. & Co. – 1 case elastic cords; 1 case leather. Cohen, M. Bros. – 5 package skins. Gross, Engle Co. – 61 case Tulle. Gallia Textile Co. – 1 case lace goods. Calhoun, Robbins & Co. – 1 case cotton laces; 1/2 case brushware. Victor & Achilles – 1 case brushware. Baumgarten, Wm & Co. – 3 case furniture. Spielman Co. – 3 case silk crepe. Nottingham Lace Work – 2 case cotton. Naday & Fleisher – 1 case laces. Rosenthal, Leo J. & Co. – 4 case cotton. Leeming, T. & Co. – 7 case biscuits. Crown Perfume Co. – 3 case soap perfumes. Meadows, T. & Co. – 5 case books; 3 case samples; 1 case parchment. Thomas & Pierson – 2 case hardware; 2 case books; 2 case furniture. American Express Co. – 1 case elastics; 1 case Edison gramophones; 4 case hosiery...

The ship's full name is *RMS Titanic* – the RMS stands for Royal Mail Ship, as she will be used for shipping mail between Britain and United States of America. There is a rumour that gold bars are also on board – but gold is transported and recorded as 'mail' to keep it secret. *Titanic's* huge hold is filled with all sorts of things, from walnuts to ostrich feathers. Some of the wealthy passengers are even taking cars with them.





# Watch Out! Leaving Southampton

## Rich and Famous On Board:



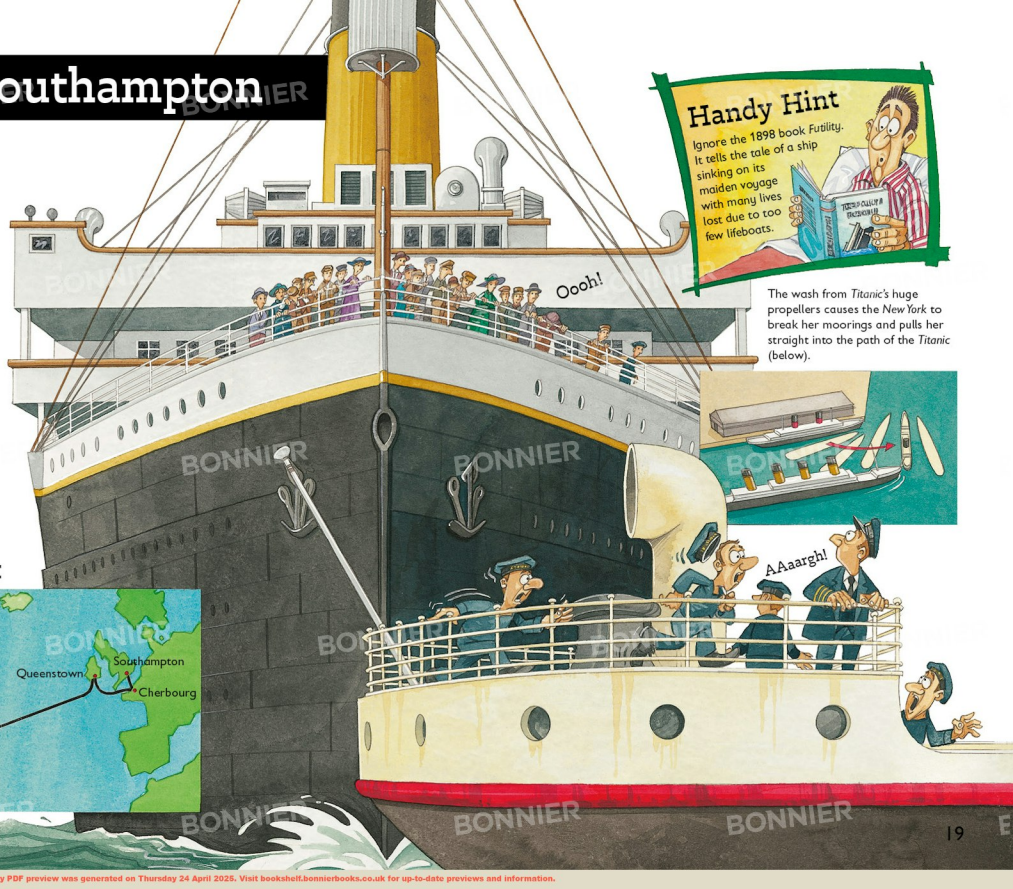
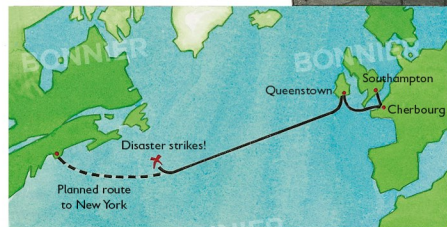
### MONEY, MONEY, MONEY

Among the first-class passengers is John Jacob Astor VI, the richest man on board. Benjamin Guggenheim's family made a fortune from mining, and Isidor Straus is the founder of Macy's department store in New York. Colonel Gracie's account of *Titanic's* maiden voyage will make him famous.

On 10 April 1912, the *Titanic* departs from Southampton at 12 noon. Swift action by Captain Smith avoids a collision with another ship docked there, the *New York*. *Titanic* reaches Cherbourg, France, at dusk, where the wealthiest of the passengers embark.

On 11 April, *Titanic* arrives in Queenstown, Ireland, before setting off across the Atlantic.

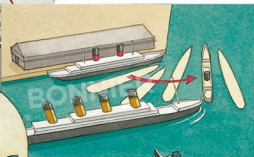
## Route to New York



## Handy Hint

Ignore the 1898 book *Futility*. It tells the tale of a ship sinking on its maiden voyage with many lives lost due to too few lifeboats.

The wash from *Titanic's* huge propellers causes the *New York* to break her moorings and pulls her straight into the path of the *Titanic* (below).



# A Tour of the Ship

## FIRST-CLASS STATEROOMS

Working fireplaces are just one of the many features in these lavishly decorated rooms. The rooms can accommodate one, two or three people.

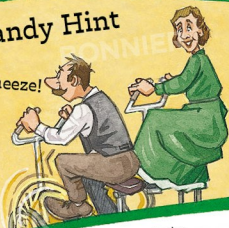


Your designers and shipbuilders have done a wonderful job, especially with the first-class sections. The dining rooms are decadent and spacious, and there are luxurious staterooms, cafés and libraries. The main forward staircase is one of the ship's most dramatic features, lit from above by natural light through a huge domed skylight.

*Titanic* has three elevators in the first-class section and is the first ship to have one for second-class passengers. She is also the first ocean liner to have a swimming pool and a gym. Although second-class cabins are bigger and more luxurious than those in steerage, they look small and bare compared to the elegant rooms on the higher decks.

## Handy Hint

Wheeze!



Try out the exercise machines in the gymnasium in first class. Passengers travelling in second class are allowed to look around first class before the ship sets sail.

## STEERAGE

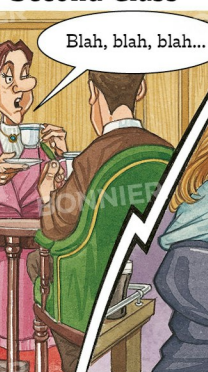
Third-class passengers stay in four-berth cabins. These are rather comfortable and would be used in second class on other ships.



## First Class



## Second Class



## Steerage (Third Class)





# Icebergs Ahead . . .



## Captain's Log: 14 April 1912

Captain Smith is a guest of Mr and Mrs Widener at dinner in the restaurant on B deck. He receives another message about icebergs – the sixth warning today.

It is a moonless evening, and the sea is calm. Captain Smith leaves the bridge and returns to bed at 9:20

Another warning, Captain.

It's very cold, Officer Lightoller.

One degree above freezing, Sir.



When the watch changes at 10:00 p.m., Officer Murdoch takes charge of the wheel. At 11:40 p.m., lookouts spot an iceberg. The ship's engines are put into reverse, but it is too late, and Titanic scrapes along the side.

The ship is now steaming toward New York at speeds of over 22.5 knots (42 kmph) – so fast that she will arrive a day early. Ice warnings are coming in from other ships in this area of the North Atlantic. The lookout crew in the crow's nest have been warned to watch out for icebergs, but their binoculars were left behind in Southampton! At 11:40 p.m., you are woken by some loud scraping noises. Putting on your coat, you head for the ship's bridge. Captain Smith warns you that the ship has just struck ice and is seriously damaged, but you do not believe him...



At 11.50 p.m., Captain Smith returns to the bridge and orders the watertight doors to be closed. He believes this will make the ship unsinkable, however upon inspection at midnight, water is already gushing into the hull...



## Handy Hint

Send emergency messages by Morse code. Use the traditional distress signal, CQD, and try the new one, SOS, which is quicker and easier to send.



Captain Smith faces the grim reality that his ship is sinking. The telegraph operator begins sending emergency messages.



## DAMAGE TO THE SHIP

Hitting the iceberg made the hull plates buckle. The water pressure on the weakened joints makes the rivets pop out, and the plates are pushed apart.

# Wake Up! Life Jackets On!

## What Do You Do?

PANIC!!



Stay calm...



...or stay in bed?!



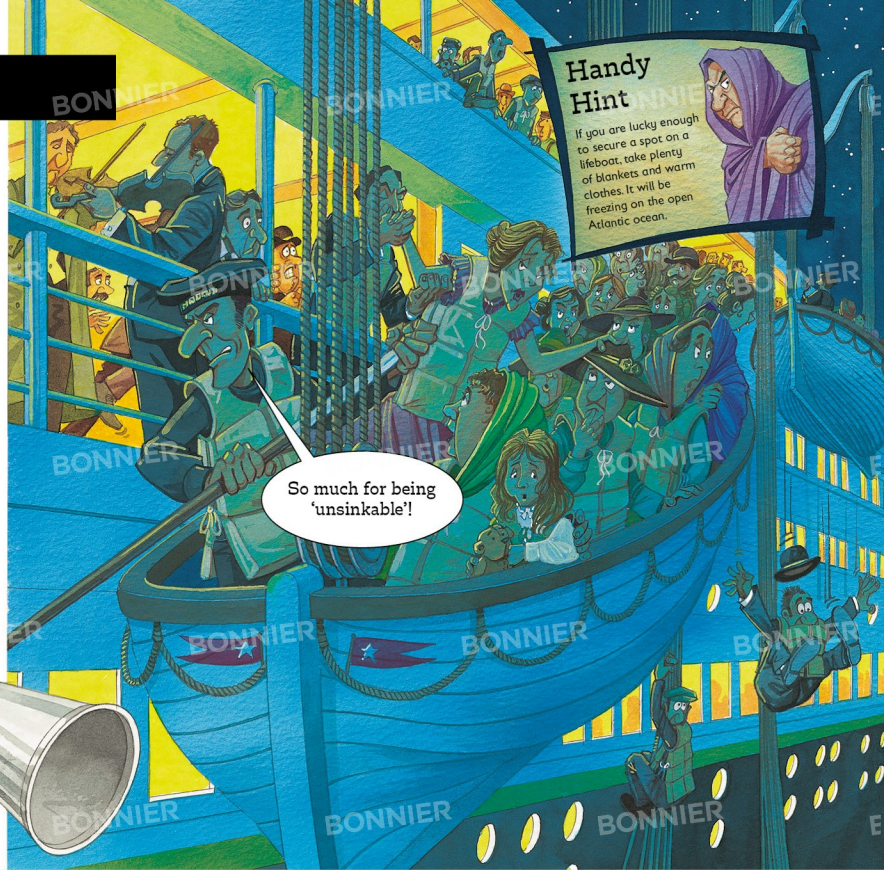
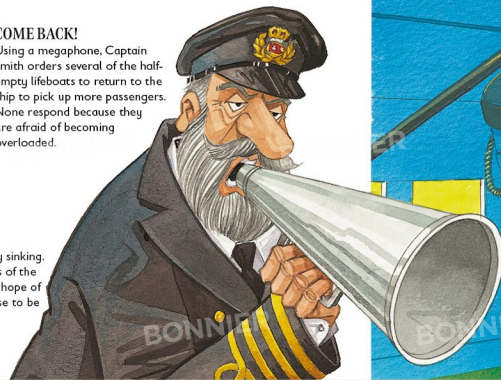
## SINKING? I DON'T BELIEVE IT

Few passengers believe that the ship is really sinking. The thought of descending into the darkness of the icy Atlantic makes some stay on deck in the hope of being rescued. Many female passengers refuse to be separated from their husbands.

Soon after midnight, Captain Smith orders the lifeboats prepared and asks women and children to evacuate before the men. The first lifeboat, number seven, splashes into the water at 12:25 a.m., 45 minutes after the collision. It contains 28 passengers, but has space for 65. By 1:20 a.m., only six lifeboats have left the *Titanic*. Deep in the boiler and engine rooms, engineers and crew risk their lives to keep the lights burning and the pumps working. You help people onto the lifeboats, then quietly slip into collapsible boat C.

## COME BACK!

Using a megaphone, Captain Smith orders several of the half-empty lifeboats to return to the ship to pick up more passengers. None respond because they are afraid of becoming overloaded.





# Sinking Fast

## How *Titanic* Sinks:

### BULKHEADS

Six compartments are split open, and even the watertight doors cannot save the ship.



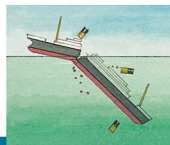
### FRONT FIRST

The weight of the water in the front compartments pulls the bow of the ship down.



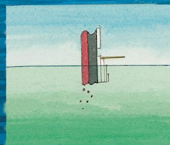
### BOW SUBMERGED

The ship tears apart, and the bow heads for the ocean floor.



### FINAL MINUTES

The stern bobs upright for five minutes before filling with water and sinking.



By 2:15 a.m. on 15 April, fourteen lifeboats, two emergency boats and four collapsibles have left the ship. Over 1,500 people remain on board. *Titanic*'s stern begins to rise up out of the ocean. Water is poured in through the open portholes. The ship's lights are still on and the band bravely continues to play. At 2:18 a.m., the lights start to flicker. Rivets begin to pop and deck planks snap as the ship begins to break in two. The noise is deafening. Once the bow is totally submerged, it finally rips apart from the rest of the ship and plunges to the ocean floor. A few minutes later, you turn your back as *Titanic*'s stern slides underwater. Captain Smith is last seen on the bridge, after giving final orders to abandon ship.

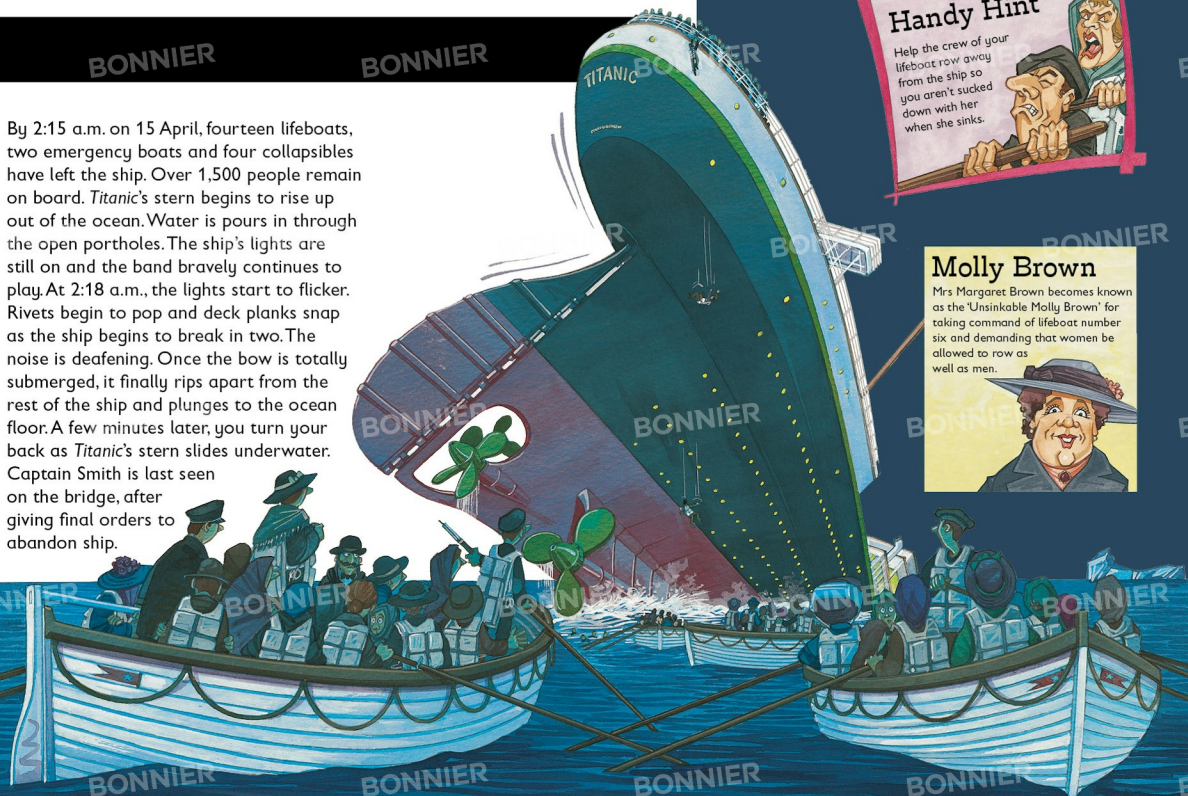
## Handy Hint

Help the crew of your lifeboat row away from the ship so you aren't sucked down with her when she sinks.



## Molly Brown

Mrs Margaret Brown becomes known as the "Unsinkable Molly Brown" for taking command of lifeboat number six and demanding that women be allowed to row as well as men.



# The Aftermath

Only one person is rescued alive from the freezing sea. Over 1,500 lives are lost, but only 306 of those bodies are picked up. The dead from first class are embalmed and taken home for burial, but those from third class and crew members are sewn up in heavy linen and buried at sea. The wages of the 214 surviving crew are calculated and paid up to the moment the ship sank.

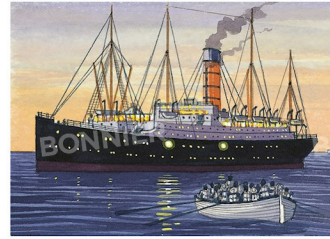
At the official inquiries that follow, many questions are asked: Should *Titanic* have been sailing more slowly? Should she have carried more lifeboats?

After the disaster, a change in the law ensures that all passenger ships carry enough lifeboats for everyone on board and that regular lifeboat drills be held. All ships also have to have 24 hour radio watch.

They are frozen to death, not drowned.

There's someone alive!

## S.S. Carpathia to the Rescue



### S.S. CARPATHIA

This Cunard ship is 93km away from *Titanic* when she receives the SOS signal. She steams to the scene of the disaster and arrives at 4:10 a.m.

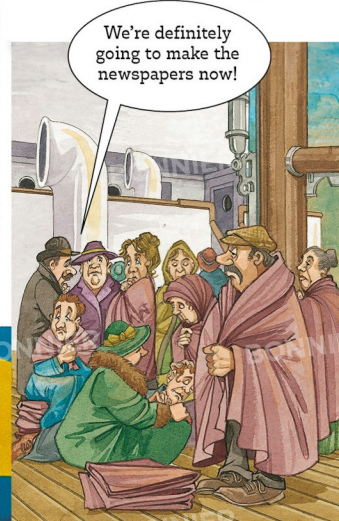
### SURVIVORS TAKEN TO NEW YORK

*Carpathia* cruises the area looking for any last survivors before setting sail for New York with 705 of *Titanic*'s stunned passengers on board.

## What Happens to You?

### J BRUCE ISMAY

What has happened to J. Bruce Ismay, the man who dreamed of building the greatest liners in the world? You survived the disaster, but your reputation has been ruined. Within a year, you resign from White Star and donate a large sum of money to the pensions fund for widows of *Titanic* crew. You die in 1937, aged 74, having never made any further public statement about *Titanic* since the inquiries into the disaster.





# Glossary

**Berth** A fixed bunk on a ship for sleeping in, or a ship's place in dock.

**Bow** The front end of a boat or ship.

**Bridge** The place on a ship where the captain and officers control every other part of the ship.

**Bulkhead** An upright partition separating the compartments of a ship.

**Collapsible boat** A type of lifeboat that is folded up and stored until needed.

**Commodore** The senior captain of a shipping line.

**CQD** The standard ship distress call, first used in 1903. 'CQ' was the signal for listening radio operators to stop and pay attention; adding the 'D' meant distress.

**Crow's nest** A shelter or platform high up the mast of a ship for a lookout person.



**Dry dock** An area for building or repairing ships, from which water can be pumped out.

**Emigrant** A person who leaves his or her own country to go and live in another.

**Hull** The body or frame of a ship.

**Keel** The "backbone" of a ship along which the rest of the hull is built up.

**Mooring** A fixed object that a ship can be tied to.

**Morse code** A set of dots, dashes and spaces used to send messages via radio to other ships or to land.

**Porthole** A window in the side of a ship.

**Rivet** A metal device for holding sheets of metal together.

**SOS** The Morse code distress signal that came into official use in 1908. The three dots, three dashes and three dots are quick and easy to recognize and send.

**Steerage** The part of a ship with accommodation for passengers with the cheapest tickets, or third class.

**Stern** The back end of a boat or ship.

**Transatlantic** Spanning across the Atlantic Ocean.

**Ventilation** The forced movement of air around a room or rooms.

**Waterline** The line along which the surface of water touches the side of a ship.



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