

“TITANIC”

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Melina Jean.

R.M.S. TITANIC
Departure from Queenstown

Colin Verity R.S.M.A.

Tuesday 16th April 1912

At a meeting of the Committee held this
day at 10 Water Street Liverpool at ¹¹⁻⁵⁵_{a.m.}

Present:-

Mr. Joseph Hault (in the chair)

Mr. J. H. Jackson & J. Rorne.

Before the business of the meeting was proceeded with the Vice Chairman referred to the disaster which had overtaken the "Titanic" & moved the following resolution which was adopted unanimously:-

"The Committee of the Liverpool & London Steamship Protection Association desired to express to the Oceanic S. N. Co. & Messrs. G. & J. G. & Co. their very sincere sympathy in the loss of the "Titanic" and to place on record the feeling of deep relief with which they have heard of the safety of the Chairman."

Entry - Passed the following application

1 Apr 1912 Oceanic S. N. Co. Ltd "Titanic" 46329

Withdrawal - Passed the following ^{already entered} _{application} 46000

2 Apr 1912 John Glynne Son "Vito" (old) 1308

Tuesday 16th April 1912

At a meeting of the Committee held this day at 10 Water Street Liverpool at 11.55 a.m.

Present:

Mr Joseph Hoult (in the Chair)

Mr T H Jackson & T Rome

Before the business of the meeting was proceeded with the vice Chairman referred to the disaster which had over taken the "Titanic" and moved the following resolution which was adopted unanimously:-

"The Committee of the Liverpool & London Steamship Protection Association desired to express to the Oceanic S.N. Co. and to Messrs Ismay Imrie & Co. their very sincere sympathy in the loss of the "Titanic" and to place on record the feeling of deep relief with which they have heard the safety of the Chairman."

Entry - Passed the following application

1 Apl 1912 Oceanic S.N. Co. Ltd "Titanic" 46329

Withdrawal Passed the following application already entered 46000

2 Apl 1912 John Glynn & Son "Vito" sold 130 8

“TITANIC” Numbers

- Built Harland & Wolff 1911-1912
- Cost USD7.5 million equal to USD400 million today
- Accidents in the shipyard during building 254
- Deaths during building 8
- Length overall 882 feet
- Rivets 3 million
- Capacity (passengers & crew) 3,547
- Lifeboats 20 (capacity 1,178). Original design was for 32, reduced to free up boat decks. Exceeded Board of Trade requirements in number
- Tonnage as per Liverpool & London entry 46,329
- Engines 2, 3 screws, horsepower 46,000
- Service speed 21-24 knots
- Fuel 600 tonnes of coal per day
- Maiden voyage 10 April 1912. Southampton, Cherbourg to (Queenstown Cobh) and New York.
- Persons on board 2,229
- Passengers 1,316
- Passengers boarding at Southampton 922
- Passengers boarding at Cherbourg and Queenstown 395
- Categories: 1st Class 325, 2nd Class 285, 3rd Class 706. Crew 913 (9 officers, 28 engineers and 289 firemen and stokers), dogs on board 9
- Cost of tickets £65,000 in today's money
- 1st Class Suite USD4,350 = USD83,200 today
- 1st Class Berth USD150 = USD2,975 today
- 2nd Class Berth USD60 = USD1,200 today
- 3rd Class Berth USD40 = USD792 today = £550

“TITANIC” Numbers

- Master - Captain Edward Smith, salary USD 2,015 per annum = £125,000 today
- Bonus for bringing ship safely to port USD1,000

Stores

- 8,000 cigars
- 35,000 eggs
- 6,000 lbs butter
- 6,000 lbs bacon & ham
- 300 nut crackers
- 1,000 oyster forks
- 400 asparagus tongs
- 100 grape scissors

- Vessel sank at 2.20 am on 15 April 1912
- Sea temperature 28 degrees fahrenheit. Sea state flat/calm
- Survivors 713 (498 passengers / 215 crew)
- Number who died 1,516 equivalent to 15 full Concorde loads, dogs rescued 2, bodies recovered 306 over a period of 6 weeks involving 4 ships,.
- Wreck – lies at 12,500 feet
- Position of wreck 375 miles south of Newfoundland
- Value of artifacts already recovered USD189 million.

Other losses

- “LUSITANIA” - 1,198 died
- “GENERAL SLOCUM” 1904 sank in the east river, New York having caught fire, 1,000 women and children died

*“I never saw a wreck, I have never been wrecked nor
have I been in any predicament that threatened to end
in disaster.”*

Captain Edward Smith – Master

*“I think she will do the old firm credit
when she sails tomorrow.”*

Thomas Andrews – Designer of Titanic

*“She sits too low in the water and the premium
is too cheap.”*

Edward Mountain – Lloyd’s Underwriter

Most recognised word in the World
after God and Coca Cola

“This ship is the epitome of extravagance and luxury. It is unthinkable that this magnificent ship, the largest in the world, with its wealthy passengers and precious valuables could be lost. She is too big to fail.”

A commentator at the time

“I still don’t like this ship – I have a queer feeling about it.”

Chief Officer in a letter to his wife

“All human life was onboard “TITANIC” – the upper class family with the suffragette daughter, the wealthy elite of American society, the Irish lawyer in 2nd class with his embittered wife, a catholic fleeing Belfast with his wife and family to escape sectarian violence.”

Richard Davenport-Hines – Author of “Titanic Lives”





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SAY BULMERS *for* Cider



Smashing with Ice

Bulmers encourages responsible consumption of alcohol

Enjoy
Responsibly

IUA
OF LONDON

INTERNATIONAL
UNDERWRITING ASSOCIATION

International Maritime Claims Conference

Dublin, September 2012

WOMEN AND CHILDREN FIRST OR LAST?

MYTH, REALITY AND THE LAW

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"Your insistence that women go first is sexist, patronising and offensive."

Women and Children First. Fact or Myth?

- Origin: *HMS Birkenhead* (1852) —————> custom of women and children first. “Stand and be still to the Birkenhead drill” (Kipling)
- *The Titanic*

	Survivors (%)	Deceased (%)	Total
Passengers			
Men	132 (16.9)	650 (83.1)	782
Women	300 (74.6)	102 (25.4)	402
Children	68 (51.1)	65 (48.9)	133
Crew	212 (23.8)	679 (76.2)	891
Captain	9 (0)	1 (100)	1

- Sample of 18 Shipwrecks 1852 - 2011

	Survivors (%)	Deceased (%)	Total
Passengers			
Men	1,802 (37.4)	3,010 (63.6)	4,812
Women	849 (26.7)	2,335 (73.3)	3,184
Children	95 (15.3)	526 (84.7))	621
Crew	1,441 (61.1)	918 (38.9)	2,359
Captain	7 (43.6)	9 (76.2)	16

Source: Elinder & Erixson, “*Gender, Social Norms and Survival in Maritime Disasters*” in Proceedings of the National Academy of Sciences, 2012.

Note: Limited records: mainly European and North American, incomplete

Women and Children First or Last: Facts and Myth

Variable factors in shipwreck survival:

- Objective:
 - Age
 - Passenger class
 - Nationality
 - Companionship / Family
 - Quick sinking
 - Duration of voyage at time of sinking
 - Small ship
 - Post SOLAS 1974
 - British ship?
- Subjective:
 - Chivalry, honour, self-sacrifice
 - Peer pressure?
 - Able to swim / row?
 - Health and strength





Women and Children First or Last: The Law

- Master's ultimate responsibility to arrange evacuation
- SOLAS 1974 (Chapter III: Life Saving Appliances)
- Passenger and cargo ships
 - Passengers and crew are mutually exclusive. A child under one is not a passenger (**Regulation 2 of Chapter 1**)
 - "Readily available" lifeboats, life rafts, buoyant apparatus in case of emergency (**Regulation 4**)
 - Carrying capacity of lifeboats applies to "persons" (no gender differentiation)
 - "suitable arrangements" for embarkation into lifeboats and life rafts (**Regulation 19**) and to warn passengers and crew of imminent abandonment
 - Special duties of crew for emergency procedure including mustering of passengers (**Regulation 25**)
 - Practice muster and drills (**Regulation 26**)

Women and Children First or Last: The Law

- SOLAS 1974 Passenger Ship regulations:
 - detailed regulations for lifeboats, life rafts, including minimum number, handling and stowage arrangements (**Regulation 27 to 31**)
 - Regulations 31 to 32 are gender specific
 - “**manning**”
 - “**lifeboatman**”
 - “**man** capable of working the motor...the radio...practiced in the handling and operation of life rafts” etc.
 - Certified “**lifeboatmen**” for each life boat to be allocated at master’s discretion
 - “Certificated **lifeboatman** means any member of the crew” (**Regulation 2**)



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"Women and children first. I mean, come on."

Women and Children: First or Last

What nobody thought about or thinks about in a shipwreck:

- The Equality Act 2010 (UK)
 - prevention of discrimination on grounds of gender, race, religion, sexual orientation, disability, pregnancy and maternity being “protected characteristics”
 - waivers of antidiscrimination rights prior to boarding lifeboats
 - Human Rights legislation and charters (UN, EU, various nations)
- Is “women and children first” compatible with antidiscrimination / human rights legislation?
 - reverse / positive discrimination?
 - public benefit / national security
 - other legislation
- Is “women and children first” fair?

Women and Children First or Last?

The Master's discretion:

“Women and children first: follow me!” (Costa Concordia?)

- “The first shall be last and the last shall be first”
- Chivalry?
- Survival of the species?
- Individual choice or hierarchical order
 - who decides?
- Is the custom now illegal?



This was a presentation by Derek Luxford of Hicksons.

If you require any further information, please contact:

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