

## Errata in First Printing (04 March 2012)

### Ch 2:

#### p. 24,

Both inquiries also agreed that *Titanic* followed the normal track for westward-bound steamers for the time of year. Accepting evidence from Third Officer Herbert Pitman, Senator Smith gave her first three days' runs as ~~464~~ **484**, 519 and 546 miles.

### Ch 3:

#### p. 30,

The following describes the various decks and accommodation on *Titanic* (a complete set of deck plans are included ~~at the end of~~ **within** this section for reference).

#### p. 32,

**C Deck** (the Shelter Deck) was the highest deck that extended continuously from bow to stern. The forward area under the forecastle deck held the steam engines and gear for working the ship's anchor-handling and forward mooring and warping equipment, as well as the carpenter's shop, lamp store, and other rooms associated with the workings of the ship. In this area were also the crew hospital and galley and the messes for the seamen, firemen and ~~freasers~~ **greasers**.

#### p. 40,

The ship was divided in sixteen major watertight compartments by fifteen transverse bulkheads (**see Fig. 3-1**).

#### p. 41,

**Watertight Bulkhead F (WTB F)** – The sixth watertight bulkhead aft of the bow, located at frame 41F and extending up to the underside of E deck. The compartment space measured 57ft to WTB ~~D~~ **E**.

#### p. 42,

**Watertight Bulkhead M (WTB M)** – The twelfth watertight bulkhead aft of the bow, located at frame 71A. It extended up to the underside of D deck and measured 54ft to WTB ~~K~~ **L**, excluding the recess let into the bulkhead for the after rotor bearing seats and centre shaft bulkhead gland of the turbine engine.

### Ch 4:

#### p. 70,

In all cases, ~~I~~ **we** have tried to be as accurate as possible.

### Ch 5:

#### p. 79,

The navigational evidence shows *Titanic* ran about ~~260~~ **258** nautical miles from her noontime location to the location where she came to a stop following the collision averaging about 22.11 knots in 11 hours and 40 minutes; a performance consistent with what she did the previous day.

### Ch 6:

#### p. 114,

The centre of the underwater volume is shifted in the direction of the heel which causes the centre of buoyancy to relocate off of the vessel's centreline (originally at B) and move to the geometric centre of the new underwater body (~~at B~~) (**at B'**).

**p. 115,**

A ship's metacentre (M) is the intersection of two successive lines of action of the force of buoyancy as the ship heels through a small angle. When the ship is on an even keel and not carrying a list, the buoyant force is directed upward along the line from B through G. When the ship is heeling, the buoyant force is directed upward from ~~B~~ **B'** passing through Z to a point where it intersects the original buoyant force line.

**p. 126,**

*Titanic* disappeared from sight at 2.20a.m. Apparent Time Ship (ATS) on 15 April 1912. She was not seen again by human eyes until 1 September 1985 when a team led by Dr Robert Ballard found the wreckage sitting on a gently sloping plain on the Newfoundland Ridge at a depth of 12,460ft, ~~about 2½~~ **more than 2** miles down.

**p. 127, two corrections at end of 1<sup>st</sup> paragraph,**

The initial CQD position, 41° 44' N, 50° 24' W, was ~~20.8 miles W by N of~~ **20.4 nautical miles bearing 271° from** the wreckage, while the so-called 'corrected' CQD position, 41° 46' N, 50° 14' W, was ~~13.2 miles W by N of~~ **13.1 nautical miles bearing 281° from** the wreckage.

**Ch 7:**

**p. 134,**

However, third class stewards were seen conversing with the men who had gathered at that location, and it seems likely that they relayed to them that only women and children were allowed to go to the boats at that time, and that they had to stay ~~were~~ **where** they were for the time being.

**p. 134,**

Third class passengers in the aft end of the ship, including both men and women, congregated on the ~~stern~~ **aft** well deck, up on the poop deck, and also in the third class general room, under the poop deck.

**p. 136,**

The exact number of ~~people rescued by~~ **occupants taken on board *Carpathia*** ~~as we show in this report was 712~~ **was 716, including four who did not survive the ordeal and were buried at sea later that day.** ~~the same number as listed in the final British inquiry report, a figure that is nearly universally accepted in the field of *Titanic* research at the current time.~~

**p. 140, (Boat 10),**

However, once afloat, Buley **and Seaman Frank Evans** ~~was~~ **were** transferred to No.14 by Fifth Officer Lowe, to go back into the wreckage to look for survivors.

**p. 142,**

The following table provides our best estimate for the number of ~~survivors~~ **occupants** in each lifeboat when it arrived at *Carpathia*, **including the four that were later buried at sea.** In the analysis ~~presented in the table,~~ the ~~total of the~~ estimated **numbers total** comes out to 726, ~~or fourteen~~ **just ten** more than the ~~712~~ **716** ~~actual survivors~~ that were **actually** picked up.

**p. 143,**  
**second line in table:**

Boat	Estimated
Number	<del>Survivors</del> Occupants

**last line in table:**

Actual Total	<del>712</del> 716
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**p. 151, (Boat 1),**

Once the boat touched down in the water, the crewmembers were told to ‘stand off a little way and come back when called’, which indicates that the crew had intentions of loading more ~~men~~ **passengers** into it later once it was afloat.<sup>87</sup>

**p. 151, (Boat 2),**

Emergency lifeboat No.2 was the second of *Titanic*’s two emergency boats that were kept at the ready in case ~~it was~~ **they were** needed to be manned and lowered quickly.

**p. 155, (Boat 12),**

After pulling about 100 yards from *Titanic*, it tied up with ~~nos~~ **boats** 10, ~~12~~, 14, 4 and collapsible D.

**p. 155, (Boat 13),**

Before departing for the port side to assist there, Murdoch ~~ordered the men manning the falls to lower away, and told Leading Fireman Frederick Barrett, who had taken charge of the boat, to row around~~ **shouted to lower away, and when afloat, row around to the gangway and await orders.**<sup>115</sup>

**p. 156, (Boat 14),**

As it was now turning daylight, ~~and~~ a breeze and chop on the surface were beginning to pick up.

**p. 157, (Collapsible A),**

Three dead bodies were left inside the flooded collapsible, and were eventually discovered by the White Star ~~Liner~~ **liner** *Oceanic* a month later adrift on the Atlantic.

**Ch 9:**

**p. 176,**

The key to the puzzle arrived in September 1985, when the remains of *Titanic* were discovered scattered in about 41° 44’N, 49° ~~47’W~~ **57’W**, about 13 miles from the CQD position.

**p. 176,**

Rostron turned ~~±~~ **one-half** point to port, bringing him to 302° True.

**p. 180,**

<sup>59</sup> Captain Rostron, AI p.21. Half a point is ~~1½°~~ **about 5½°**.

## Ch 10:

### **p. 183,**

It is entirely possible that the 'departure' distance of 25 miles was ~~accidentally~~ **accidentally** entered for the minutes-of-arc in the noontime position when the logbook was written up. The longitude given to *Antillian* for 6.30p.m., 49° 09' W, is consistent with *Californian* making just about 11 knots heading west from the corner longitude at 9.40a.m., and ~~consistent~~ **inconsistent** with *Californian* making that reported speed if she was at 47° 25' W longitude at noon.<sup>14</sup> To reach 49° 09' W longitude by 6.30p.m. starting from a noontime longitude of 47° 25' W, would require a speed of almost 12 knots.

### **p. 193,**

The measured data is shown graphically in ~~the chart below~~ **Fig. 10-6**.<sup>53</sup>

### **p. 200,**

Prior to passing west of 48° 30' W longitude, *Californian* was heading close to ~~289°~~ **269°** True toward 42° N, 51° W.

### **p. 204,**

He came to ~~about~~ **within** 200ft of the ship a little abaft the starboard beam and decided it was not wise to go back to the ship.

### **p. 213,**

*Carpathia* herself was very fortunate in not suffering the same fate as *Titanic* when they had to port around a previously unseen low-lying iceberg that was directly ahead of them just before reaching ~~–~~ **Boxhall's** boat.<sup>130</sup>

## Photo insert set after Ch 11

### **p. 232, in 2<sup>nd</sup> photo caption,**

To Rostron's right is Second Officer James Bisset who later went on to ~~commanded~~ **command** both the *Queen Mary* and *Queen Elizabeth* during the Second World War.

## Ch 13:

### **p. 249, four places in references column,**

#### **(10 Apr 1.30p.m.),**

Eaton & ~~Hass~~ **Haas**, *Titanic Triumph & Tragedy*, p.93; Ismay, AI p.3; <http://www.titanicology.com/Titanica/SpeedAndRevolutions.htm>.

#### **(10 Apr 3.10p.m.),**

Eaton & ~~Hass~~ **Haas**, *Titanic Triumph & Tragedy*, p.94; Ismay, AI p.3; <http://www.titanicology.com/Titanica/SpeedAndRevolutions.htm>.

#### **(11 Apr 6.55a.m.),**

Behe, *On Board RMS Titanic*, letter by Margaretha Frolicher-Stehli (10a.m. 11 Apr), p.99, and letter by Edwina Troutt (11 Apr), p.109; Eaton & ~~Hass~~ **Haas**, *Titanic Triumph & Tragedy*, p.102; Ismay, AI p.3.

#### **(11 Apr 8.55a.m.),**

Beesley, *The Loss of the SS Titanic*, Ch.2; Eaton & ~~Hass~~ **Haas**, *Titanic Triumph & Tragedy*, p.101; British Islands Pilot Vol 3, 1917.

**p. 258, (14 Apr 9.40p.m.),**

AB Scarrott sees iceberg off starboard quarter as ship's stern is pulling away as ship is seen turning to ~~port~~ **starboard**. Trimmer Dillon down in the engine room notices that the ship's engines had stopped and then soon started to reverse. Lamp Trimmer Hemming hears hissing sound as air escapes from forepeak tank. On *Californian*, 3/O Groves drops down to talk to Capt. Lord about an approaching 'passenger steamer coming up on us' from abaft their starboard beam.

**p. 258, (14 Apr 9.43p.m.),**

Lightoller meets Pitman ~~after~~ **while** returning to his cabin.

**p. 264, (14 Apr 11.18p.m.),**

Trimmer Dillon is told to get a lifebelt and go up on ~~deekas~~ **deck as** he comes into the engine room minutes after seeing water coming up over the stokehold plates in BR 4.

**p. 265, (14 Apr 11.48p.m.),**

Stone ~~thinks~~ **thinks** it is about 1.40a.m. Californian ATS (which would correspond to 1.52a.m. on *Titanic*).

**p. 274,**

<sup>61.</sup> Both ~~have~~ **recorded the** 'putting passengers off' message at ~~same time 11.40 NY~~ **11.40p.m. NYT**. PV *Birma* logged this at 1.30 ship's time which would correspond to 11.43p.m. NYT, but they rounded their times to the nearest 5 minutes.

**p. 275,**

<sup>69.</sup> Gibson said steamer had 'disappeared' and Stone said 'gone out of sight' in their respective reports to Capt. Lord on 18 April while *Californian* was still at sea. *Californian* ATS was 12 minutes behind *Titanic* ATS. Symons ~~estimates~~ **estimated that the** lights went out 2–3 minutes before the stern disappeared.

<sup>70.</sup> Wreck site location taken at the centre of the boiler field. Numerous references to 2.20. Both the ~~America~~ **American** and British inquiry reports listed the sinking at 2.20a.m. ATS. Several of the lifeboats had oil lamps that were lit enabling people to read their watches.

<sup>82.</sup> The longitude of *Carpathia* in the message, 51° 45'W, corresponds to a local mean time that is precisely 3 hours 27 minutes behind GMT. It was this time difference that later shows up in the message transmitted to *Olympic* at ~~4.00p.m.~~ **4.10p.m. NYT** which led to the erroneous foundering time of 5.47a.m. GMT.

**Ch 14:**

**p. 282,**

The wreck lies at the bottom of the North Atlantic at a depth of 12,460ft (~~about 2½~~ **more than 2** miles down).

**p. 284,**

Three of *Carpathia*'s rockets were later seen from *Californian*'s bridge while *Carpathia* was coming up from the south-east and still a good 10 miles away from reaching the first lifeboat to be picked up. **Analysis shows that *Californian* was about 12 to 14 nautical miles from *Titanic* at the time *Titanic* foundered on a line of bearing 315° True. [Ref: Chapter 10.]**

### App B:

p. 292, rearrange order of names and retain bold where indicated,

~~Bryhl, Mr Kurt Arnold Gottfrid~~

Bryhl, Miss Dagmar Jenny Ingeborg

**Bryhl, Mr Kurt Arnold Gottfrid**

p. 294, (fix abbreviation for Reverend and retain bold)

Harper, Revd ~~John~~

p. 295, (fix abbreviation for Reverend and retain bold)

Kirkland, Revd ~~Charles Leonard~~

p. 295, (fix abbreviation for Reverend and retain bold)

Lahtinen, Revd ~~William~~

p. 297, rearrange order of names and retain bold where indicated,

Ware, Mr John James

~~Ware, Mr William Jeffery~~

Ware, Mrs Florence Louise

**Ware, Mr William Jeffery**

### App C:

pp. 299-300, rearrange order of names and retain bold,

Bulus, Mrs Sultanah

~~Bulus, Master Akar [child]~~

Bulus, Miss Nur al-Ayn [child]

**Bulus, Master Akar [child]**

p. 301,

~~Dorking~~ **Dorkings**, Mr Edward Arthur

p. 303,

Jalševac, Mr Ivan [WS List as Ivan ~~Yalševae~~ **Yalsevae**]

### App E:

p. 315, near bottom, unbold name,

~~Prangnell, Mr George Alexander~~ **Prangnell, Mr George Alexander** | Greaser

p. 316, top, put name in bold,

~~Self, Mr Alfred Henry~~ **Self, Mr Alfred Henry** | Greaser

### App J:

p. 374,

<sup>17</sup> Elias ~~Nicola-Yarrad~~ **Nicola-Yarred**, *Awake*, 22 October 1981.

### Index:

p. 383,

~~Nicola-Yarrad~~ **Nicola-Yarred**, Elias: 374.

## Errata in Second Printing (15 June 2012)

### Ch 6:

#### **p. 127, two corrections at end of 1<sup>st</sup> paragraph,**

The initial CQD position, 41° 44' N, 50° 24' W, was ~~20.8 miles W by N of~~ **20.4 nautical miles bearing 271° from** the wreckage, while the so-called 'corrected' CQD position, 41° 46' N, 50° 14' W, was ~~13.2 miles W by N of~~ **13.1 nautical miles bearing 281° from** the wreckage.

### Ch 10:

#### **p. 183, three corrections in paragraph in middle of page,**

*Californian* was making close to 11 knots all that afternoon.<sup>13</sup> At noon, *Californian* should have been about 25 miles west of the corner longitude assuming she 'turned the corner' at 9.40a.m. as recorded in her logbook. For the parallel of latitude that she was on, the change in longitude should have been 34 minutes-of-arc placing her noontime longitude at 47° 34'W. However, the noontime coordinates that were put down in her logbook reported that she was at 42° 05'N, 47° 25'W. It is entirely possible that the 'departure' distance of 25 miles was ~~accidentally~~ **accidentally** entered for the minutes-of-arc in the noontime position when the logbook was written up. The longitude given to *Antillian* for 6.30p.m., 49° 09' W, is ~~inconsistent~~ **consistent** with *Californian* making just about 11 knots heading west from the corner longitude at 9.40a.m., and ~~consistent~~ **inconsistent** with *Californian* making that reported speed if she was at 47° 25' W longitude at noon.<sup>14</sup> To reach 49° 09' W longitude by 6.30p.m. starting from a noontime longitude of 47° 25' W, would require a speed of almost 12 knots.