

1

00:00:00,000 --> 00:00:02,000

Titanic.

2

00:00:02,000 --> 00:00:05,000

Its very name evokes a chill.

3

00:00:08,000 --> 00:00:13,000

And the tale of its sinking is legendary.

4

00:00:13,000 --> 00:00:18,000

Captain Smith was the man of the hour, a hero of the era.

5

00:00:18,000 --> 00:00:23,000

You have crew who were the best that White Star could offer.

6

00:00:23,000 --> 00:00:28,000

There are stories of heroism, the way the band played.

7

00:00:28,000 --> 00:00:32,000

The way the band played until the end.

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00:00:39,000 --> 00:00:44,000

But are these stirring tales of a heroic captain and crew actually true?

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00:00:44,000 --> 00:00:51,000

Since the tragedy, Titanic historians have sought to acquire the personal papers of Lord Mersey.

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00:00:51,000 --> 00:00:56,000

The man charged in Britain with investigating the disaster.

11

00:00:56,000 --> 00:01:00,000

His private journals may hold the answers.

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00:01:00,000 --> 00:01:08,000

Now for the first time since 1912, these critical documents will be revealed.

13

00:01:11,000 --> 00:01:14,000

108 years later, here we go.

14

00:01:14,000 --> 00:01:21,000

Will this information alter the accepted story of how and why Titanic sank?

15

00:01:21,000 --> 00:01:24,000

They didn't think that they would need to have lifeboat drills.

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00:01:24,000 --> 00:01:27,000

Titanic told them to shut up and go away.

17

00:01:27,000 --> 00:01:31,000

Nearly the entire response was completely improvised.

18

00:01:31,000 --> 00:01:35,000

California could have galloped to the rescue like the Fifth Cavalry.

19

00:01:35,000 --> 00:01:37,000

Bull\*\*\*\*.

20

00:01:39,000 --> 00:01:47,000

What new light can the contents of this box shed on one of history's most enduring disasters?

21

00:01:54,000 --> 00:01:58,000

It's not a new light.

22

00:02:12,000 --> 00:02:16,000

April 17, 1912.

23

00:02:17,000 --> 00:02:21,000

Two days since Titanic's demise.

24

00:02:21,000 --> 00:02:28,000

The Mackie Bennett, a 269-foot cable repair ship in service since the 1880s,

25

00:02:28,000 --> 00:02:32,000

is dispatched from Halifax, Nova Scotia on a grim task.

26

00:02:32,000 --> 00:02:39,000

Sail into an icy hell and retrieve Titanic's dead.

27

00:02:40,000 --> 00:02:49,000

Richard McMichael is a historian at the Maritime Museum of the Atlantic in Halifax.

28

00:02:49,000 --> 00:02:53,000

As you can imagine, this is a nightmarish situation.

29

00:02:53,000 --> 00:02:58,000

The crew's main role is to repair sections of damaged transatlantic cable.

30

00:02:58,000 --> 00:03:02,000

There's nothing in the job description about fishing women and children

31

00:03:02,000 --> 00:03:05,000

out of the icy waters of the North Atlantic.

32

00:03:05,000 --> 00:03:10,000

Mackie Bennett's journey takes 36 hours.

33

00:03:10,000 --> 00:03:16,000

And when they enter the death zone, they find several hundred corpses.

34

00:03:16,000 --> 00:03:21,000

Men, women, children.

35

00:03:28,000 --> 00:03:32,000

51 we have taken on board today. This is the first day out.

36

00:03:33,000 --> 00:03:38,000

The sea still seems strewn, but the exception of ourselves and the boas and bird

37

00:03:38,000 --> 00:03:41,000

is the only living creature here.

38

00:03:43,000 --> 00:03:46,000

Put yourself in the position of these men.

39

00:03:46,000 --> 00:03:51,000

One day alone, Mackie Bennett recovers 128 bodies.

40

00:03:51,000 --> 00:03:54,000

127 men, one woman.

41

00:03:57,000 --> 00:04:01,000

There are photographs that exist of those people being buried at sea.

42

00:04:01,000 --> 00:04:03,000

Very solemn just to look at.

43

00:04:03,000 --> 00:04:07,000

And then they would keep a log in real time.

44

00:04:07,000 --> 00:04:12,000

8 p.m. The tolling of the bells summoned all hands to the folks.

45

00:04:12,000 --> 00:04:17,000

As the weighted body plunges into the sea, they're to sink to a depth of about two miles.

46

00:04:17,000 --> 00:04:21,000

Splash, splash, splash.

47

00:04:25,000 --> 00:04:29,000

As the gruesome details of Titanic's fate filters back to both continents,

48

00:04:29,000 --> 00:04:32,000

a horrified public demands answers.

49

00:04:35,000 --> 00:04:42,000

Mark Chernside is a maritime historian and author of ten books on British royal mail ships.

50

00:04:42,000 --> 00:04:45,000

It was such a huge disaster.

51

00:04:45,000 --> 00:04:51,000

The questions were rightly being asked about how the largest and most luxurious ship in the world

52

00:04:51,000 --> 00:04:58,000

could possibly sink during its maiden voyage and with such a catastrophic loss of life.

53

00:05:00,000 --> 00:05:06,000

There was such public interest in what had happened that the British government determined

54

00:05:06,000 --> 00:05:11,000

that they needed to appoint a wreck commissioner.

55

00:05:11,000 --> 00:05:20,000

Lord John Charles Bigum, first by Count Mersey, is a well-connected barrister, judge and politician.

56

00:05:20,000 --> 00:05:23,000

And he's chosen for a monumental task.

57

00:05:24,000 --> 00:05:28,000

Find out exactly what went wrong on Titanic.

58

00:05:31,000 --> 00:05:38,000

Charles Haas is an historian, author and president of the Titanic International Society.

59

00:05:39,000 --> 00:05:48,000

Lord Mersey was bringing to the table considerable legal knowledge, hopefully a sense of fairness, a sense of balance.

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00:05:49,000 --> 00:05:54,000

All of the things that a judge, if you will, needs to have.

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00:05:54,000 --> 00:06:04,000

The thing that we have to keep in mind, however, is that the investigation in England was a board of trade investigation,

62

00:06:04,000 --> 00:06:12,000

which means that essentially the very organization that had allowed Titanic to go to sea

63

00:06:12,000 --> 00:06:16,000

is now investigating itself to some degree.

64

00:06:19,000 --> 00:06:29,000

Across 36 days of testimony, from nearly 100 witnesses answering 25,000 questions,

65

00:06:29,000 --> 00:06:33,000

an exhaustive inquiry comes to a close.

66

00:06:33,000 --> 00:06:40,000

While the report's final conclusions do levy criticism, some observers wonder if the hundreds of pages of notes

67

00:06:40,000 --> 00:06:46,000

Lord Mersey took in his private journal during the trial and stored in a leather-bound box

68

00:06:46,000 --> 00:06:50,000

go much further than his public pronouncements.

69

00:07:00,000 --> 00:07:10,000

After a century tucked away in their private family archives, Lord Mersey's estate has agreed to share the contents of the box publicly.

70

00:07:11,000 --> 00:07:15,000

Some judges think out loud. Lord Mersey did not think out loud.

71

00:07:15,000 --> 00:07:23,000

Lord Mersey thought on paper, and it's only now that we get to see what some of his private

thoughts were.

72

00:07:27,000 --> 00:07:31,000

My name is Ned Bigum, and I'm the fifth FI-Count Mersey.

73

00:07:31,000 --> 00:07:37,000

My great-great-grandfather was John Charles Bigum, Lord Mersey.

74

00:07:38,000 --> 00:07:44,000

I don't think anyone has actually sat down and gone through the box or the materials

75

00:07:44,000 --> 00:07:49,000

and said, what exactly have we got here? What is its significance?

76

00:07:49,000 --> 00:07:52,000

It's just sat there for all these years.

77

00:07:55,000 --> 00:07:59,000

So 108 years later, here we go.

78

00:08:08,000 --> 00:08:13,000

For the first time in recorded history, we're going to open the box.

79

00:08:24,000 --> 00:08:30,000

Mersey's drawings, observations and ruminations will be examined by several renowned Titanic experts

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00:08:30,000 --> 00:08:35,000

who will explain the significance of this lost evidence.

81

00:08:36,000 --> 00:08:42,000

And through the lens of this new information, Titanic's journey will be reconstructed,

82

00:08:42,000 --> 00:08:47,000

beginning with problems that arose before she set sail.

83

00:08:54,000 --> 00:09:00,000

The early part of the 20th century, the United Kingdom was clearly a world power.

84

00:09:00,000 --> 00:09:05,000

Its influence stretched literally around the world.

85

00:09:05,000 --> 00:09:10,000

The shipping industry is front and center in terms of the importance to the country

86

00:09:10,000 --> 00:09:13,000

and for that matter, to the world.

87

00:09:14,000 --> 00:09:20,000

One of the most dominant shipping companies of the day is Britain's White Star Line.

88

00:09:20,000 --> 00:09:27,000

Founded in 1845, White Star made its fortune delivering the Royal Mail,

89

00:09:27,000 --> 00:09:31,000

while also providing top-flight passenger service.

90

00:09:31,000 --> 00:09:37,000

The extra size of these ships enabled White Star to increase the number of first-class passengers

91

00:09:37,000 --> 00:09:42,000

that were carried and have even more luxurious first-class accommodations

92

00:09:42,000 --> 00:09:45,000

than the world had previously seen.

93

00:09:45,000 --> 00:09:51,000

And White Star's newest steamer is the most luxurious Titanic.

94

00:09:57,000 --> 00:10:13,000

The massive ship, at more than 882 feet long, weighing more than 46,000 tons

95

00:10:13,000 --> 00:10:21,000

and costing more than 180 million in today's dollars, has a major problem few people remember today.

96

00:10:22,000 --> 00:10:28,000

With the departure date in April fast approaching, half the cabins are empty.

97

00:10:28,000 --> 00:10:31,000

So White Star makes a fateful decision.

98

00:10:31,000 --> 00:10:38,000

It brings famed Captain Edward Smith out of retirement to shore up ticket sales.

99

00:10:39,000 --> 00:10:47,000

If you want to hire somebody for central casting to be captain of an ocean liner in the early part of the 20th century,

100

00:10:47,000 --> 00:10:50,000

it's E.J. Smith whether or not he knew how to run a boat or not.

101

00:10:50,000 --> 00:10:54,000

It doesn't matter. He just looks the part.

102

00:10:55,000 --> 00:10:59,000

Edward Smith was one of the captains who played up that sort of ship's captain thing.

103

00:10:59,000 --> 00:11:05,000

Invited the rich and the famous to the captain's table, hence his nickname, the Millionaires Captain.

104

00:11:05,000 --> 00:11:11,000

When April arrives, Titanic with Smith at the helm is ready to sail.

105

00:11:11,000 --> 00:11:18,000

But the Millionaires Captain also brings plenty of baggage with him onto the spit shine deck of the Titanic.

106

00:11:24,000 --> 00:11:30,000

Inside Lord Mursey's box is a red leather journal that he kept by his side throughout the inquiry.

107

00:11:31,000 --> 00:11:35,000

He used it to write down his notes and discoveries.

108

00:11:36,000 --> 00:11:44,000

On page 114, there's a notation referencing that most of Titanic's crew had been on the Olympic.

109

00:11:46,000 --> 00:11:49,000

Why did Mursey think this detail was important?

110

00:11:50,000 --> 00:11:57,000

In 1911, Captain Smith and his fellow officers who later served on the Titanic's doomed voyage,

111

00:11:57,000 --> 00:12:03,000

crewed Titanic's sister ship, the Olympic, on her maiden voyage.

112

00:12:03,000 --> 00:12:08,000

While docking in New York, the Olympic collided with a tugboat.

113

00:12:08,000 --> 00:12:14,000

Then, three months later, Smith's Olympic did something far worse.

114

00:12:16,000 --> 00:12:25,000

In 1911, the Olympic was leaving Southampton, and the British naval cruiser Hawk was in the vicinity.

115

00:12:26,000 --> 00:12:33,000

Somehow, the Hawk managed to collide with the Olympic in the stern.

116

00:12:37,000 --> 00:12:42,000

Olympic was severely damaged, and she experienced flooding.

117

00:12:43,000 --> 00:12:47,000

Smith is on the bridge, and therefore in charge of the vessel.

118

00:12:55,000 --> 00:12:59,000

Titanic left Southampton on the 10th of April 1912.

119

00:12:59,000 --> 00:13:03,000

It was a bit of a gusty, cold day by all accounts.

120

00:13:06,000 --> 00:13:08,000

It was a proud moment for White Star.

121

00:13:08,000 --> 00:13:13,000

She came out of the dock, went round to the left,

122

00:13:13,000 --> 00:13:16,000

and then proceeded down the river.

123

00:13:16,000 --> 00:13:21,000

She was on the ship, and she was on the ship, and she was on the ship.

124

00:13:21,000 --> 00:13:26,000

She went round to the left, and then proceeded down the river.

125

00:13:26,000 --> 00:13:32,000

And all the indications were that Titanic was set for a successful maiden voyage.

126

00:13:38,000 --> 00:13:42,000

As hundreds of well-wishers arrive dockside to cheer Titanic off,

127

00:13:42,000 --> 00:13:45,000

the ship's reputation precedes it.

128

00:13:52,000 --> 00:13:59,000

Both the press and White Star espouse a perception of invincibility.

129

00:13:59,000 --> 00:14:01,000

But who could blame them?

130

00:14:01,000 --> 00:14:05,000

Titanic is spectacular.

131

00:14:11,000 --> 00:14:17,000

6,600 tons of coal powers massive 17-foot propellers.

132

00:14:18,000 --> 00:14:22,000

The ship is the length of two and a half football fields,

133

00:14:22,000 --> 00:14:27,000

and can ferry 3,547 passengers and crew.

134

00:14:29,000 --> 00:14:35,000

She is the largest man-made moving object on Earth.

135

00:14:47,000 --> 00:14:49,000

Pour the passengers on board.

136

00:14:49,000 --> 00:14:52,000

The first four days of the journey are euphoric.

137

00:14:56,000 --> 00:14:59,000

That's especially true for the wealthy,

138

00:14:59,000 --> 00:15:03,000

soaking in their world-class accommodations.

139

00:15:03,000 --> 00:15:08,000

When Titanic comes out, it was actually referred to as the Millionaire Special,

140

00:15:08,000 --> 00:15:14,000

because it could not be imagined that someone would be able to spend that much money

141

00:15:14,000 --> 00:15:16,000

on a transatlantic crossing.

142

00:15:16,000 --> 00:15:20,000

If you look at the best accommodations in the ship,

143

00:15:20,000 --> 00:15:24,000

\$4,350 for a crossing,

144

00:15:24,000 --> 00:15:30,000

that's the equivalent of 10-year salary to an average American in 1912.

145

00:15:30,000 --> 00:15:36,000

The first-class price tag is steep, but it comes with perks.

146

00:15:37,000 --> 00:15:43,000

Among them is access to Titanic's state-of-the-art Marconi wireless system.

147

00:15:43,000 --> 00:15:47,000

The Marconi, this was modern technology for a modern ship.

148

00:15:47,000 --> 00:15:50,000

So part of the whole idea was this sort of showman's thing.

149

00:15:50,000 --> 00:15:52,000

You were there, you were rich, you were powerful,

150

00:15:52,000 --> 00:15:54,000

you were right at the edge of modern technology.

151

00:15:54,000 --> 00:15:58,000

And you could send messages to tell your friends in New York or London or Paris

152

00:15:58,000 --> 00:15:59,000

what you were doing.

153

00:15:59,000 --> 00:16:03,000

These were young men on ships, tapping away on a more spoked player.

154

00:16:03,000 --> 00:16:09,000

They were using a lot of slang and lots of rather sort of relaxware talking to each other.

155

00:16:09,000 --> 00:16:12,000

The fellows that worked in the wireless rooms on board ship

156

00:16:12,000 --> 00:16:13,000

were not part of the crew.

157

00:16:13,000 --> 00:16:16,000

In most cases, they were employees of the Marconi company.

158

00:16:17,000 --> 00:16:21,000

The Marconi operator's independence has a glaring risk.

159

00:16:23,000 --> 00:16:28,000

If people were being employed by Marconi to send messages on behalf of private passengers,

160

00:16:28,000 --> 00:16:33,000

did they then perhaps omit to look at the safety messages?

161

00:16:33,000 --> 00:16:35,000

It should have been their priority.

162

00:16:36,000 --> 00:16:44,000

Titanic will end up receiving 21 ice warnings via Marconi Gram on its four days at sea.

163

00:16:44,000 --> 00:16:51,000

But Captain Smith, like many transatlantic veterans, is skeptical of the new technology.

164

00:16:51,000 --> 00:16:55,000

Someone who had sailed back and forth across the Atlantic for so long

165

00:16:55,000 --> 00:16:58,000

without the aid of any sort of technology,

166

00:16:58,000 --> 00:17:01,000

didn't really take something like wireless very seriously.

167

00:17:02,000 --> 00:17:09,000

Another thing Captain Smith might not have been prepared for, the lifeboat situation.

168

00:17:11,000 --> 00:17:17,000

While White Star fitted Titanic with 20 lifeboats, four more than were required by regulation.

169

00:17:17,000 --> 00:17:21,000

It still isn't enough for a ship this large.

170

00:17:21,000 --> 00:17:29,000

At full capacity, Titanic's lifeboats could hold just half of the ship's 2,240 passengers.

171

00:17:31,000 --> 00:17:37,000

While that fact is well known, less known is that, according to the Mersey box,

172

00:17:37,000 --> 00:17:43,000

Smith and crew may not have trained sufficiently with the lifeboats they did have.

173

00:17:44,000 --> 00:17:51,000

Titanic's lifeboats were raised and lowered with a new crane system called Welland Davids.

174

00:17:52,000 --> 00:17:56,000

Dave Brown is a Titanic historian and retired commercial ship captain.

175

00:17:56,000 --> 00:18:03,000

The crew, they were all certified seamen, but the only thing that they didn't have

176

00:18:03,000 --> 00:18:08,000

a lot of experience with is Welland Davids, which were fairly new and coming online.

177

00:18:12,000 --> 00:18:17,000

As Sunday, April 14th, dawns, four days into Titanic's maiden voyage.

178

00:18:17,000 --> 00:18:21,000

The crew is scheduled for a routine lifeboat drill.

179

00:18:22,000 --> 00:18:29,000

Though his men are new to Titanic and her lifeboat apparatus, Captain Smith cancels the drill.

180

00:18:31,000 --> 00:18:36,000

I cannot say why Captain Smith failed to do that.

181

00:18:36,000 --> 00:18:42,000

At a bare minimum, he could have detailed one of the lower ranking officers to walk from boat to boat

182

00:18:42,000 --> 00:18:46,000

and check the lines and check any pulleys that had been greased or whatever was necessary,

183

00:18:46,000 --> 00:18:48,000

but he didn't even do that.

184

00:18:51,000 --> 00:18:58,000

During the inquiry, a Titanic lookout named Archie Joule testified that although they tested lifeboats

185

00:18:58,000 --> 00:19:03,000

before leaving Southampton, there were only two boats lowered away out of 20

186

00:19:03,000 --> 00:19:06,000

and they were not even put into the water.

187

00:19:09,000 --> 00:19:14,000

In his private journal, Mersey notes this unusual.

188

00:19:15,000 --> 00:19:19,000

When Lord Mersey wrote in his journal and found that to be unusual,

189

00:19:19,000 --> 00:19:23,000

deed it was, you really need to have a lifeboat drill.

190

00:19:23,000 --> 00:19:28,000

They didn't think that they would need to have lifeboat drills, and this goes back to hubris.

191

00:19:28,000 --> 00:19:32,000

Why bother having lifeboat drills when the ship simply can't sink?

192

00:19:32,000 --> 00:19:37,000

April 14, 1912, early evening.

193

00:19:37,000 --> 00:19:41,000

It's moonless and the seas are eerily calm.

194

00:19:41,000 --> 00:19:46,000

Titanic is steaming towards the Grand Banks in the North Atlantic

195

00:19:46,000 --> 00:19:51,000

at a brisk 22 knots or 25.5 miles per hour.

196

00:20:03,000 --> 00:20:09,000

At 7.30 p.m., Second Officer Charles Lightholer raises his sextant.

197

00:20:09,000 --> 00:20:15,000

In the era before GPS, this device is used to plot a ship's position.

198

00:20:15,000 --> 00:20:20,000

According to information in the Mersey box and other sources,

199

00:20:20,000 --> 00:20:26,000

this moment initiates a series of fatal errors by Titanic's officers.

200

00:20:32,000 --> 00:20:47,000

The sextant was the critical instrument of navigation.

201

00:20:47,000 --> 00:20:53,000

When you look through the telescope, one side sees the horizon,

202

00:20:53,000 --> 00:20:57,000

the other side here sees the sky.

203

00:20:57,000 --> 00:21:00,000

So if I put it up like this and I adjust it,

204

00:21:00,000 --> 00:21:06,000

what I'm going to do is I'm going to bring the celestial body down till it sits on the horizon.

205

00:21:06,000 --> 00:21:12,000

I call out Mark, and then the guy who's got the hack watch

206

00:21:12,000 --> 00:21:16,000

writes down the exact moment of the hack.

207

00:21:16,000 --> 00:21:23,000

When Lightholer took this reading at 7.30, he either was wrong

208

00:21:23,000 --> 00:21:28,000

or the hack watch was off by a few seconds.

209

00:21:28,000 --> 00:21:33,000

A sextant in conjunction with a hack watch and a nautical chronometer

210

00:21:33,000 --> 00:21:37,000

can accurately determine a ship's position.

211

00:21:37,000 --> 00:21:44,000

But if the officers taking the readings make a mistake, the ship can veer off course.

212

00:21:44,000 --> 00:21:51,000

If you're off by a minute of time, is a mile of latitude.

213

00:21:51,000 --> 00:21:58,000

You can grow very big.

214

00:21:58,000 --> 00:22:03,000

While historians have long suspected that Titanic was lost en route,

215

00:22:03,000 --> 00:22:07,000

proof of the navigational errors has been elusive.

216

00:22:07,000 --> 00:22:12,000

That's because Titanic's logbook, the equivalent of a black box,

217

00:22:12,000 --> 00:22:20,000

containing notes on every important decision of a ship's journey, has never been found.

218

00:22:20,000 --> 00:22:24,000

Typically, it was put in a waterproof bag, sealed,

219

00:22:24,000 --> 00:22:28,000

and the highest ranking officer would take it onto the lifeboat.

220

00:22:28,000 --> 00:22:32,000

Theoretically, you carry all the records off the ship.

221

00:22:32,000 --> 00:22:38,000

But the captain who knows that it's got some information that he would rather not disclose

222

00:22:38,000 --> 00:22:48,000

will probably throw five pounds of rocks in the bag and throw it overboard, you know?

223

00:22:48,000 --> 00:22:53,000

Despite 25,000 questions across a month of testimony,

224

00:22:53,000 --> 00:23:02,000

Lord Mirzi's private box doesn't contain a single reference to the missing logbook.

225

00:23:02,000 --> 00:23:08,000

There may be something in there that Captain Smith didn't want the world to know about.

226

00:23:08,000 --> 00:23:15,000

It could have been something damning to the White Star Line and the Board of Trade.

227

00:23:15,000 --> 00:23:17,000

We don't know.

228

00:23:17,000 --> 00:23:22,000

Months before the inquiry, steaming through the North Atlantic,

229

00:23:22,000 --> 00:23:27,000

Titanic is not only lost, she's heading into danger.

230

00:23:27,000 --> 00:23:32,000

Throughout the day on April 14th, Titanic's Marconi operators

231

00:23:32,000 --> 00:23:36,000

received disturbing news from other ships in the area.

232

00:23:36,000 --> 00:23:43,000

Titanic did receive a series of ice warnings from ships that lay ahead of its path.

233

00:23:43,000 --> 00:23:49,000

These ice warnings were fairly specific in terms of latitude and longitude.

234

00:23:49,000 --> 00:23:55,000

They were taken to the bridge and the position was noted on a transatlantic chart

235

00:23:55,000 --> 00:24:06,000

and there it could be examined by each shift of officers as they came on duty.

236

00:24:06,000 --> 00:24:10,000

Almost like some sort of music creeping up in the background,

237

00:24:10,000 --> 00:24:20,000

messages from other ships saying, be careful, there's danger ahead.

238

00:24:20,000 --> 00:24:26,000

19 and a half miles due north from Titanic, the SS Californian,

239

00:24:26,000 --> 00:24:32,000

a freighter bound for Boston, sees an ice field around 7.30 at night.

240

00:24:32,000 --> 00:24:37,000

Her skipper, Captain Stanley Lord, isn't about to take any chances.

241

00:24:45,000 --> 00:24:48,000

So the Californian stops in ice, it realizes it's dangerous.

242

00:24:48,000 --> 00:24:53,000

The wireless operator sent a message to tell people that ice was around.

243

00:24:53,000 --> 00:24:58,000

Titanic didn't say thank you very much, I'm very glad you told us about this.

244

00:24:58,000 --> 00:25:00,000

They told them to shut up and go away effectively.

245

00:25:00,000 --> 00:25:05,000

They were busy sending private messages, they didn't want to know about it.

246

00:25:05,000 --> 00:25:10,000

While Captain Lord hunkers down in the ice field,

247

00:25:10,000 --> 00:25:23,000

to his south, Captain Smith powers Titanic ahead with his engines steaming at near capacity.

248

00:25:23,000 --> 00:25:29,000

In his final report, Lord Mersey does note Titanic's excessive speed

249

00:25:29,000 --> 00:25:33,000

and in private, he expresses grave concern.

250

00:25:33,000 --> 00:25:41,000

Within Mersey's box, tucked inside his journal, he writes that there was no reduction of speed

251

00:25:41,000 --> 00:25:45,000

and then Mersey points it out again.

252

00:25:45,000 --> 00:25:47,000

Okay, so now this is interesting.

253

00:25:47,000 --> 00:25:54,000

Speed, 21 knots and never reduced up to time of collision.

254

00:25:54,000 --> 00:26:03,000

Notwithstanding, wary that icebergs in vicinity and that she would be likely to meet them.

255

00:26:07,000 --> 00:26:13,000

They were traveling at 21 knots, which is practically full speed for the Titanic.

256

00:26:13,000 --> 00:26:18,000

This was at night, this was in an environment where they knew that there was ice.

257

00:26:18,000 --> 00:26:21,000

We don't need to reduce speed.

258

00:26:21,000 --> 00:26:26,000

We're not going to have any issues with any icebergs that we come across because we're Titanic.

259

00:26:26,000 --> 00:26:29,000

After all, it is unsinkable, isn't it?

260

00:26:33,000 --> 00:26:39,000

Sunday evening, April 14, 1912.

261

00:26:39,000 --> 00:26:47,000

Under the command of Captain Edward J. Smith, Titanic is just past the midpoint of her journey to New York.

262

00:26:47,000 --> 00:26:59,000

Steaming at nearly full speed, she's scheduled to arrive on time Wednesday morning at White Star's Pier 59 along Manhattan's West Side.

263

00:27:01,000 --> 00:27:09,000

Nine other ships are also traversing the North Atlantic, heading west and east along the same shipping lanes.

264

00:27:10,000 --> 00:27:21,000

But just south of the Grand Banks, the ice field looms, four miles wide and extending north and south as far as the eye can see.

265

00:27:22,000 --> 00:27:26,000

As each ship hits the danger zone, they sound the alarm.

266

00:27:27,000 --> 00:27:35,000

The wireless messages were sent by ships who were traveling in the same waters and they were alerting each other to potential risks.

267

00:27:35,000 --> 00:27:41,000

They thought it was dangerous and they let the other ships know around them.

268

00:27:41,000 --> 00:27:48,000

We know that Titanic received these messages. We know they acknowledged some of these messages too.

269

00:27:48,000 --> 00:27:52,000

It should have been taken seriously.

270

00:27:56,000 --> 00:28:07,000

The Marconi messages not only reveal where the ice is, they also contain important details on how

big and dangerous the icebergs are.

271

00:28:08,000 --> 00:28:17,000

Kristen Serumgard is the commander of the International Ice Patrol. She's familiar with the types of icebergs the ships might have reported.

272

00:28:18,000 --> 00:28:26,000

There's flows formed from frozen seawater. There's a growler which is about the size of a piano.

273

00:28:26,000 --> 00:28:33,000

And then all the way up to what we call a very large iceberg is over 200 meters.

274

00:28:35,000 --> 00:28:42,000

In Titanic's day, just like now, hitting an iceberg could rip a ship apart and endanger the passengers.

275

00:28:43,000 --> 00:28:47,000

A fact that wasn't lost on Lord Mersey in his black box.

276

00:28:53,000 --> 00:28:59,000

Inside his journal, Mersey hones in on two specific ice warnings that reached Titanic.

277

00:28:59,000 --> 00:29:06,000

Two vessels informed her. Icebergs, growlers, glows.

278

00:29:06,000 --> 00:29:16,000

Lord Mersey drew some images, things that the Titanic clearly would have passed on its way to the big monster iceberg.

279

00:29:16,000 --> 00:29:23,000

That also should have given the Titanic some pause. It would have warned them that things were getting bad.

280

00:29:23,000 --> 00:29:30,000

Lord Mersey also scribbles down that the temperatures were falling and that this to indicate ice.

281

00:29:31,000 --> 00:29:39,000

And then finally, and perhaps most crucially, he notes and underlines, no reduction of speed.

282

00:29:41,000 --> 00:29:49,000

This was obviously very significant for him. Quite understandably, he was asking the question, why didn't they slow down?

283

00:29:50,000 --> 00:30:03,000

If we didn't have this journal, we wouldn't have known that Lord Mersey was taking in all this information and clearly recognized the problems.

284

00:30:03,000 --> 00:30:08,000

He was getting more and more towards criminal negligence in this case.

285

00:30:09,000 --> 00:30:17,000

Historians have spent countless hours deliberating this question. Why didn't Captain Smith slow down?

286

00:30:18,000 --> 00:30:27,000

One theory centers around the behavior of one of Titanic's most influential passengers, J. Bruce Ismay.

287

00:30:28,000 --> 00:30:36,000

Ismay was the chair of the White Star Line. It was his role to run it and grow it into the 20th century.

288

00:30:37,000 --> 00:30:47,000

On White Star's pride and joy, Ismay reigned supreme, hobnobbing with wealthy passengers and

keeping tabs on Captain Smith and his crew.

289

00:30:49,000 --> 00:30:55,000

Ismay is on deck around 2 p.m. when Titanic receives an ice warning from the Baltic.

290

00:30:56,000 --> 00:31:01,000

Another White Star-owned ship about 230 miles to the east.

291

00:31:02,000 --> 00:31:07,000

What happens next would give Bauder to a century of conspiracy theorist.

292

00:31:07,000 --> 00:31:11,000

And it's a moment Lord Mersey also focuses on.

293

00:31:14,000 --> 00:31:22,000

There was a paper-ridden marconi gram delivered to Captain Smith that he showed to Bruce Ismay that Bruce Ismay took, stuck into his pocket.

294

00:31:22,000 --> 00:31:26,000

Why did Captain Smith give Bruce Ismay the telegram?

295

00:31:27,000 --> 00:31:33,000

Mersey references Ismay's own testimony from the British inquiry.

296

00:31:35,000 --> 00:31:46,000

On page 222, Ismay underlined, Captain handed me the Baltic message which Ismay held on to for a while.

297

00:31:46,000 --> 00:31:49,000

So this is obviously quite significant for Lord Mersey.

298

00:31:50,000 --> 00:31:59,000

Why would Ismay have stuck it in his pocket? Was there something he didn't want the bridge crew to see?

299

00:31:59,000 --> 00:32:02,000

Did he not want them to slow down?

300

00:32:05,000 --> 00:32:10,000

You didn't want the Titanic to be late. The press would be waiting on the docks. People would be there waiting.

301

00:32:10,000 --> 00:32:15,000

There have been theories that Ismay was keener to get there on time than to get there safely.

302

00:32:16,000 --> 00:32:24,000

Captain Smith asked Ismay for the ice warning back that Sunday evening so that he could put it in the chart room.

303

00:32:27,000 --> 00:32:34,000

The Baltic message is posted alongside the six other ice warnings received throughout the day.

304

00:32:34,000 --> 00:32:45,000

Then at 9.20 p.m. Captain Smith heads to his cabin to go to sleep, handing command to his senior officers.

305

00:32:49,000 --> 00:32:55,000

The North Atlantic was extremely calm as they went into Sun Town and into the night.

306

00:32:55,000 --> 00:33:01,000

That made it more difficult to find the iceberg. You can't see it.

307

00:33:02,000 --> 00:33:10,000

If it's very calm out, there's no waves breaking on the edges of the iceberg. You're not going to even see that it's there.

308

00:33:12,000 --> 00:33:22,000

The lookouts are above the canvas dodger of the lookouts nest. Their face is being whipped by a 25 mile an hour cold wind,

309

00:33:22,000 --> 00:33:29,000

which inevitably could cause tearing to take place, which in turn could hurt their vision.

310

00:33:32,000 --> 00:33:43,000

At precisely 11.39 p.m. Crow's Nest Lookout Frederick Fleet spots the gigantic dark mass.

311

00:33:43,000 --> 00:33:47,000

He strikes the lookout bell three times.

312

00:33:51,000 --> 00:33:56,000

Fleet lunges for the telephone, reaching sixth officer James Moody on the bridge.

313

00:34:02,000 --> 00:34:10,000

When you're traveling at 21 or 22 knots and you see iceberg dead ahead, there wasn't enough time to turn.

314

00:34:10,000 --> 00:34:15,000

It was already too late. The ship was doomed.

315

00:34:22,000 --> 00:34:29,000

April 14, 1912. RMS Titanic has been at sea for four and a half days.

316

00:34:31,000 --> 00:34:42,000

At 11.39 p.m. 375 miles off the coast of Newfoundland, Titanic's seven ice warnings received throughout the day are no longer a warning.

317

00:34:42,000 --> 00:34:45,000

They're a frightening reality.

318

00:34:51,000 --> 00:35:00,000

With the iceberg spotted 1500 feet ahead and with Titanic bearing down on it at 26 miles per hour,

319

00:35:01,000 --> 00:35:09,000

first officer William McMaster Murdoch has less than 45 seconds to determine the fate of thousands.

320

00:35:13,000 --> 00:35:21,000

He says, fold the port. Murdoch signals the engine room. Ring, ring, ring.

321

00:35:21,000 --> 00:35:27,000

But by the time Murdoch makes his desperate maneuver, the iceberg is already on.

322

00:35:28,000 --> 00:35:35,000

At reportedly 60 feet high, it's even with Titanic's crow's nest.

323

00:35:35,000 --> 00:35:41,000

And its estimated 400 foot length is greater than a football field.

324

00:35:41,000 --> 00:35:50,000

Scientists say it could have weighed up to one and a half million tons, the equivalent of 15 fully loaded aircraft carriers.

325

00:35:50,000 --> 00:35:55,000

The iceberg packs the punch of a granite mountain.

326

00:35:58,000 --> 00:36:05,000

When you compress carbon under pressure, you get this very strong diamond.

327

00:36:05,000 --> 00:36:13,000

And that's kind of the similar concept of compressing the freshwater into a glacier that forms an iceberg.

328

00:36:13,000 --> 00:36:20,000

Dense glacial ice has a much higher probability of causing significant damage to a ship.

329

00:36:21,000 --> 00:36:27,000

At 11.40 p.m., Titanic makes contact.

330

00:36:31,000 --> 00:36:41,000

The iceberg scrapes along for starboard side for eight seconds, gouging the double-plated steel hull.

331

00:36:41,000 --> 00:36:46,000

The collision takes place, opening it's side to the iceberg so it can cut into it like a tennis sardines.

332

00:36:46,000 --> 00:36:53,000

The forward compartment, three cargo holds, and two engine rooms are blown open.

333

00:36:53,000 --> 00:36:58,000

And the frigid sea pours in.

334

00:37:00,000 --> 00:37:09,000

Meanwhile, some 90 feet above, those first-class passengers still awake catch an ominous glimpse into their fate.

335

00:37:09,000 --> 00:37:16,000

When the iceberg struck, they felt something, but they weren't sure what it was, and they went to the portholes of the ship

336

00:37:16,000 --> 00:37:23,000

and actually saw pieces of ice coming off the iceberg onto the deck through the portholes.

337

00:37:25,000 --> 00:37:31,000

Moments after impact. First officer Murdoch orders full stop.

338

00:37:31,000 --> 00:37:36,000

And he engages Titanic's high-tech watertight doors.

339

00:37:36,000 --> 00:37:42,000

Down in the tank top level, bells started going off and doors started closing.

340

00:37:42,000 --> 00:37:48,000

It must have sounded pretty much like the Hammers of Hell down there.

341

00:37:48,000 --> 00:37:52,000

Murdoch did not know whether there was damage or not.

342

00:37:52,000 --> 00:37:58,000

He's just got to close the watertight doors and then find out. That's all he can do.

343

00:37:59,000 --> 00:38:04,000

Murdoch's decision to seal the doors is rooted in ship science.

344

00:38:04,000 --> 00:38:13,000

When activated, the watertight doors keep Titanic from foundering by walling off the flooded areas from the rest of the ship.

345

00:38:13,000 --> 00:38:19,000

We want to close them so the water doesn't escape and make the ship bow or aft heavy.

346

00:38:19,000 --> 00:38:22,000

We want to stop the water from coming in and spreading.

347

00:38:22,000 --> 00:38:30,000

The head of the British inquiry trains his investigative eyes on those crucial first minutes after the doors are activated.

348

00:38:31,000 --> 00:38:40,000

Lord Mursey learns that some of the watertight doors were then manually raised by crew to move around hoses and pumps.

349

00:38:40,000 --> 00:38:47,000

But he notes and underlines that the doors were then all left open.

350

00:38:48,000 --> 00:38:54,000

Lord Mursey obviously thought that was important that no one ever requested the doors to be reclosed.

351

00:38:55,000 --> 00:39:00,000

He certainly recognized the fact that there were some problems here.

352

00:39:01,000 --> 00:39:07,000

Captain Smith, who had gone to sleep for the evening at 9.20pm, suddenly snaps to attention.

353

00:39:09,000 --> 00:39:14,000

He felt a cathode and heard the ship's engine bells ring.

354

00:39:16,000 --> 00:39:19,000

I can't imagine what that must have done to his heart rate.

355

00:39:20,000 --> 00:39:28,000

Smith rushes to the bridge. He asks First Officer Murdoch what they struck.

356

00:39:28,000 --> 00:39:32,000

And icebergs, sir, Murdoch replies.

357

00:39:32,000 --> 00:39:44,000

Smith's first priority upon arrival at the bridge is to immediately send down people to determine just what's going on down below, how bad is it?

358

00:39:45,000 --> 00:39:51,000

In testimony, Fourth Officer Joseph Boxhall recounts that he did not find any damage.

359

00:39:53,000 --> 00:40:02,000

With Boxhall's assessment in hand, Captain Smith issues an order to the engine room that causes Lord Mursey to sit up and take notice.

360

00:40:02,000 --> 00:40:08,000

An order that flies in the face of what we think we know about Titanic's story.

361

00:40:09,000 --> 00:40:13,000

According to history, Titanic hit the iceberg.

362

00:40:14,000 --> 00:40:20,000

The crew shut the watertight doors and the ship came to a dead stop.

363

00:40:21,000 --> 00:40:24,000

But is that what really happened?

364

00:40:25,000 --> 00:40:31,000

Lord Mursey wrote down during Frederick Scott's testimony that the ship was ordered half speed ahead and then stop and ahead.

365

00:40:32,000 --> 00:40:33,000

What was all this?

366

00:40:34,000 --> 00:40:39,000

Captain Smith may have been trying to speed up in hopes that things really weren't so bad.

367

00:40:39,000 --> 00:40:47,000

There may have been some talk about moving ahead to try and calm the passengers, letting them think that the ship is moving normally.

368

00:40:48,000 --> 00:40:57,000

For 20 minutes, Smith decides to keep the ship pressing forward at half speed instead of coming to a full stop.

369

00:40:58,000 --> 00:41:06,000

Moving the boat forward was something that increased the influx of water and was a very dangerous, if not disastrous thing to do.

370

00:41:07,000 --> 00:41:14,000

If there were openings in the hull, you'd push them open more, any weaknesses you would exploit them.

371

00:41:15,000 --> 00:41:32,000

If we start moving through the water and there is damage of some sort on the starboard side of the ship, any forward motion is going to increase the water flow through that crevice and might have an effect on how quickly the ship sinks.

372

00:41:36,000 --> 00:41:48,000

With precious minutes ticking by, Captain Smith summons Titanic's carpenter to sound the ship, a nautical term for assessing a ship's seaworthiness.

373

00:41:49,000 --> 00:41:57,000

When the report came back to Captain Smith, it wasn't a very good one at all. Lord Mursey made a note of that fact in his journal.

374

00:41:58,000 --> 00:42:02,000

Carpenter is said to have reported seven feet of water in a few minutes.

375

00:42:02,000 --> 00:42:11,000

At that point, the damage was already done, the ship was doomed. But Lord Mursey may have been taking more note of that fact than Captain Smith was.

376

00:42:12,000 --> 00:42:21,000

It should have led the captain to other choices. For instance, immediately lowering those lifeboats, putting everybody on those lifeboats that he possibly could.

377

00:42:22,000 --> 00:42:39,000

Then, shortly after midnight, 22 minutes after hitting the iceberg, Thomas Andrews, Titanic's chief designer, arrives grim-faced on the bridge after surveying the decks below.

378

00:42:40,000 --> 00:42:45,000

Titanic, Andrew says, has only two hours left.

379

00:42:46,000 --> 00:42:55,000

Captain Smith seems really overwhelmed by it all, almost to the point of a paralysis taking place.

380

00:42:56,000 --> 00:43:07,000

Here's a guy at the end of his career, retirement is in sight, and everything that he had achieved in 30-some odd years with the White Star Line is now at risk.

381

00:43:08,000 --> 00:43:13,000

And not only that, he is at risk, along with 2200 other people.

382

00:43:15,000 --> 00:43:43,000

After the collision, the amount of water flooding into Titanic was fatal.

383

00:43:46,000 --> 00:44:00,000

The flooding was far beyond the capacity of the pumps to keep up with. They struggled to even slow it down, and Titanic was simply doomed.

384

00:44:01,000 --> 00:44:18,000

25 minutes after the collision, Captain Smith orders his senior officers, Murdoch and Lightholer to prepare the lifeboats, which can only hold half of the more than 2200 lives on board.

385

00:44:19,000 --> 00:44:33,000

Worse still, as Lord Mersey noted during the inquiry, the crew is unfamiliar with the lifeboat state-of-the-art crane system. They cancelled the drill earlier in the trip.

386

00:44:34,000 --> 00:44:41,000

Regardless, they're now faced with a thankless task, having to spread the word.

387

00:44:41,000 --> 00:44:57,000

We can be given a warning. Somebody can walk up to us and say, this ship is sinking. But if we look around and see it looks like we're floating just fine, then we question that warning that we've been given.

388

00:44:58,000 --> 00:45:02,000

We actually need to see that the ship is sinking to see that something is wrong.

389

00:45:03,000 --> 00:45:13,000

Though his passengers may not have believed the warning, Captain Smith is fully aware of the slow-motion catastrophe unfolding around him.

390

00:45:14,000 --> 00:45:24,000

He makes a beeline for the Marconi wireless room and its operators, 25-year-old Jack Phillips and 22-year-old Harold Bride.

391

00:45:25,000 --> 00:45:34,000

Who else can he turn to other than these two wireless operators who suddenly are his only source of help?

392

00:45:38,000 --> 00:45:48,000

This was now their only lifeline for contacting the outside world, and Captain Smith must have wondered, perhaps this was the miracle that would rescue him.

393

00:45:49,000 --> 00:46:02,000

Of course Smith has no idea that Light-Toller's erroneous sextant reading from earlier in the evening places his ship at a different position than the coordinates he's sending out for help.

394

00:46:03,000 --> 00:46:08,000

Still, the SOS fans out, and some ships respond instantly.

395

00:46:09,000 --> 00:46:18,000

Putting about and heading for you replies veteran Captain Arthur Rostron of the SS Carpathia, 58 miles away.

396

00:46:19,000 --> 00:46:28,000

Despite having 740 passengers of his own, he lights up his coal burners and sets a course for Titanic's position.

397

00:46:29,000 --> 00:46:48,000

Meanwhile on board the Californian, about 20 miles north of Titanic and the closest ship to her, Captain Lord has stopped down in the ice field, and the Marconi is switched off.

398

00:46:50,000 --> 00:46:56,000

In those days, the fellows that worked in the wireless rooms on board ship clocked off at a certain time.

399

00:46:56,000 --> 00:47:01,000

At that point the Californian was deaf to the world, they didn't know.

400

00:47:02,000 --> 00:47:11,000

With the Californian hunkered down for the night, across the same ice field, a chaotic scene is unfolding on Titanic.

401

00:47:12,000 --> 00:47:18,000

More than an hour after the collision, the first of Titanic's lifeboats begins lowering into the sea.

402

00:47:19,000 --> 00:47:28,000

Around 12.45 am Captain Smith gave an order, and that order was to load the lifeboats with women and children.

403

00:47:29,000 --> 00:47:33,000

This leads to the next revelation from inside Lord Mersey's box.

404

00:47:34,000 --> 00:47:44,000

During the British inquiry, Mersey makes a note in his journal referencing the testimony of Second Officer Lighthola, who says that he didn't load the lifeboats to capacity,

405

00:47:44,000 --> 00:47:48,000

because he worried the new davits wouldn't hold the weight.

406

00:47:51,000 --> 00:47:57,000

Obviously, Second Officer Lighthola had to have some excuse for not loading the lifeboats to full capacity.

407

00:47:58,000 --> 00:48:02,000

That was his excuse, I can't believe that Lord Mersey would have bought it.

408

00:48:03,000 --> 00:48:05,000

Ultimately, Mersey did not.

409

00:48:06,000 --> 00:48:11,000

In his final report, he discovers there are a number of explanations why the lifeboats weren't full.

410

00:48:11,000 --> 00:48:19,000

Specifically, he writes that Lighthola's worry about the weight proved to be an unfounded apprehension.

411

00:48:20,000 --> 00:48:25,000

The fact is that lifeboats went into the water with less than a full capacity.

412

00:48:26,000 --> 00:48:32,000

Those crewmen should have been pulling people by their collars to put them into the lifeboat.

413

00:48:33,000 --> 00:48:42,000

As Officer Murdock fires the first of eight distress rockets into the night sky, the makeshift evacuation continues.

414

00:48:43,000 --> 00:48:46,000

On deck, confusion reigns.

415

00:48:47,000 --> 00:48:52,000

Dr. Samantha Montano studies human response to disasters.

416

00:48:53,000 --> 00:48:59,000

In 1912, there was no formal emergency management in the way that we have it today.

417

00:48:59,000 --> 00:49:06,000

Because there was that lack of training, that lack of planning about what to do in a situation like this,

418

00:49:07,000 --> 00:49:10,000

nearly the entire response was completely improvised.

419

00:49:15,000 --> 00:49:23,000

With Titanic's bow sinking lower and the stern slowly rising against the blackness of the sea, the panic begins.

420

00:49:24,000 --> 00:49:30,000

The remaining passengers of all stations surge toward the few remaining lifeboats.

421

00:49:31,000 --> 00:49:33,000

It's life or death.

422

00:49:34,000 --> 00:49:39,000

We do see more of that panic. It tends to be when people feel the threat is imminent.

423

00:49:40,000 --> 00:49:44,000

There is still a chance of escape, but that chance is dwindling.

424

00:49:45,000 --> 00:49:59,000

With the window of escape closing fast, White Star Line's chairman, Bruce Ismay, makes his way across the deck towards one of Titanic's few remaining lifeboats.

425

00:50:00,000 --> 00:50:06,000

One of the crew says, Mr. Ismay, there's a space in this boat, and Ismay's got split second to make a decision.

426

00:50:07,000 --> 00:50:11,000

When the opportunity presents itself, he gets into the boat.

427

00:50:15,000 --> 00:50:23,000

Ismay is one of many men who displaces women and children during those last desperate minutes.

428

00:50:24,000 --> 00:50:33,000

Lifeboat 15 was one of the last lifeboats to be lowered on the starboard side, and the vast majority of its occupants were men.

429

00:50:35,000 --> 00:50:40,000

It opens the question as to why there weren't more women and children in the lifeboat.

430

00:50:44,000 --> 00:50:48,000

Inside the box, Mersey notes his concern.

431

00:50:49,000 --> 00:51:03,000

Here's another interesting section. This is May the 10th, and it's a testimony by Samuel Rule, who was a steward, talking about the lifeboats, and in particular talking about Lifeboat 15.

432

00:51:04,000 --> 00:51:12,000

68, who were saved, who went in the lifeboat, were made up of 61 men, and seven women and children.

433

00:51:14,000 --> 00:51:18,000

This was an age in England where honor and chivalry prevailed.

434

00:51:19,000 --> 00:51:28,000

Now at the end, 61 men are in a sense rushing to get into this lifeboat with only seven or so women and children who may have been left.

435

00:51:29,000 --> 00:51:33,000

How could that possibly be? What happened to the women and children first of all?

436

00:51:34,000 --> 00:51:36,000

Was it a case that men had rushed the boats?

437

00:51:45,000 --> 00:51:51,000

At 2 a.m., with the ship minutes from sinking,

438

00:51:52,000 --> 00:51:59,000

Titanic's eight-member band under the direction of Wallace Hartley segues into a rendition of,

439

00:52:00,000 --> 00:52:06,000

Nearer My God to Thee, all while the last of the remaining lifeboats are launching.

440

00:52:07,000 --> 00:52:17,000

One of the last orders, attributed to Captain Smith, was poking his head into the wireless shack and basically telling Phillips and Bride, it's every man from Self Boys.

441

00:52:20,000 --> 00:52:25,000

He knew of the magnitude of the tragedy that was going to unfold when the ship sank.

442

00:52:26,000 --> 00:52:30,000

Some of the first-hand accounts say that he goes to the bridge, locks himself in, waits for the tide to come in.

443

00:52:31,000 --> 00:52:38,000

Titanic's bow submerges and the stern rises nearly perpendicular to the water.

444

00:52:39,000 --> 00:52:41,000

Its propellers completely aloft.

445

00:52:42,000 --> 00:52:55,000

Just then, the once mighty unsinkable Titanic splits in two and slides into the icy depths.

446

00:53:01,000 --> 00:53:11,000

For many of the thousand-plus free-falling victims, the end, while horrific and violent, is also swift.

447

00:53:14,000 --> 00:53:21,000

Some of these people may have been injured, hit by falling objects, hit by lifeboats, battered by the sinking of the ship.

448

00:53:22,000 --> 00:53:30,000

If the person gets submerged, they're going to get a lung full of very cold saltwater and they're going to drown almost immediately and they're going to die.

449

00:53:34,000 --> 00:53:40,000

Those who survived the smack into the sub-freezing ocean experience excruciating pain.

450

00:53:41,000 --> 00:53:47,000

Second Officer Charles Lightholer would equate it to a thousand knives driving into the body.

451

00:53:48,000 --> 00:53:55,000

Shaya Robowski is a medical legal investigator and forensics consultant.

452

00:53:56,000 --> 00:54:02,000

That makes sense because extreme cold is going to feel like extreme heat.

453

00:54:03,000 --> 00:54:09,000

At 28 degrees, there's a physiologic response that happens, also known as a cold shock reflex.

454

00:54:10,000 --> 00:54:14,000

And that's followed by repeated, very rapid gasping.

455

00:54:17,000 --> 00:54:26,000

You know, your brain is saying, hey, get me out of this water and your arms are just laying there at your side because they're no longer under your voluntary control.

456

00:54:32,000 --> 00:54:41,000

I remember talking to a survivor, Eva Hart, and her saying, Charles, it was not the screams that unhinged me.

457

00:54:41,000 --> 00:54:50,000

It was the silence that came afterwards when the cold had done its work.

458

00:54:54,000 --> 00:55:02,000

It gives you an idea of just how deadly this exposure was because of the 1,500 or so people that perished.

459

00:55:02,000 --> 00:55:07,000

We can assume that hundreds, perhaps, could have been rescued.

460

00:55:07,000 --> 00:55:12,000

Only around 40 or so people were pulled out of the water and survived.

461

00:55:17,000 --> 00:55:22,000

Those 40 are picked up by two lifeboats that turn back for them.

462

00:55:22,000 --> 00:55:27,000

They are the only ones out of 20 lifeboats to do so.

463

00:55:28,000 --> 00:55:36,000

Another boat, Lifeboat Number One, turns away from the victims in the water despite having enough room for them.

464

00:55:38,000 --> 00:55:42,000

Here's an instance where a lifeboat left with only 12 people.

465

00:55:42,000 --> 00:55:47,000

Instead of 42, the boat could have easily gone back and picked up others.

466

00:55:47,000 --> 00:55:58,000

When a crewman on Lifeboat Number One urges everyone to turn back, two first-class passengers, Sir Cosmo Duff Gordon and his wife, Lady Duff Gordon, refuse.

467

00:56:00,000 --> 00:56:08,000

Sir Cosmo decides to give the crew five-pound notes. It certainly didn't smell too good.

468

00:56:09,000 --> 00:56:19,000

The Duff Gordon's were called to the British Inquiry to testify and, of course, they simply denied they were driving the crew not to go back and rescue others.

469

00:56:23,000 --> 00:56:28,000

The Duff Gordon's are the British Inquiry's only testifying passengers.

470

00:56:29,000 --> 00:56:45,000

As Titanic sinks to the bottom, RMS Carpathia is less than 30 miles away and heading to the rescue.

471

00:56:45,000 --> 00:56:54,000

Captain Rostrin, you went charging off in the middle of the night into an ice situation that had already sunk the world's largest ship.

472

00:56:59,000 --> 00:57:07,000

Rostrin became the hero of the day, you know? What'd he do? He risked all those people's lives.

473

00:57:15,000 --> 00:57:21,000

The sun was about to come up over the horizon when he found the lifeboats.

474

00:57:22,000 --> 00:57:31,000

And so they brought on as many of the survivors they could find, responding in a human way to the suffering of people around them.

475

00:57:35,000 --> 00:57:47,000

One boat to come alongside was the boat that carried Lightholer and he was immediately escorted to the bridge and Rostrin said to him,

476

00:57:47,000 --> 00:57:54,000

where is the Titanic? And with his voice cracking Lightholer said she's gone down, sir.

477

00:58:00,000 --> 00:58:07,000

As the morning sun arcs over the horizon, the last of Titanic's lifeboats paddles up alongside Carpathia.

478

00:58:09,000 --> 00:58:15,000

Escorted on board is white star president J. Bruce Ismay quaking from the cold.

479

00:58:17,000 --> 00:58:21,000

For the owner of the ship to come home in a lifeboat was seen as shameful.

480

00:58:21,000 --> 00:58:31,000

He was immediately accused of cowardice and seen as being someone who had failed to stand by his captain, stand by his ship, stand by his passengers.

481

00:58:31,000 --> 00:58:35,000

The ship that made his name was now threatened to ruin his name.

482

00:58:36,000 --> 00:58:46,000

Ismay was in such a delicate frame of mind that the surgeon of the Carpathia put him on opiates to ease the pain.

483

00:58:53,000 --> 00:58:59,000

Rostrin set sail for New York, where Carpathia is expected on the evening of April 18th.

484

00:59:00,000 --> 00:59:09,000

Meanwhile, Titanic's Marconi operator Harold Bride is plucked from a lifeboat and dispatched to the wireless room.

485

00:59:09,000 --> 00:59:13,000

An anxious world awaits.

486

00:59:13,000 --> 00:59:18,000

A ship containing something that's richest, most powerful, best known people in the world, it sunk.

487

00:59:18,000 --> 00:59:21,000

Everyone wanted to know what had happened.

488

00:59:21,000 --> 00:59:26,000

President of the United States wanted to know about his friends who were on board ship.

489

00:59:27,000 --> 00:59:31,000

What happened to Colonel Aster, what happens to Benjamin Guggenheim?

490

00:59:33,000 --> 00:59:39,000

The rest of the world was screaming at the Carpathia to let it know what had happened to the Titanic.

491

00:59:39,000 --> 00:59:44,000

And they chose to rebuff information and they chose not to answer.

492

00:59:45,000 --> 00:59:54,000

But that doesn't stop a now lucid Bruce Ismay from sending a cryptic message of his own to white star offices in London.

493

00:59:56,000 --> 01:00:04,000

Titanic crew aboard Carpathia, should be returned home earliest moment possible, suggests you hold Cedric sailing.

494

01:00:05,000 --> 01:00:07,000

Yamsi.

495

01:00:08,000 --> 01:00:17,000

I think the use of the reversal of the name to say Yamsi rather than Ismay, it might now look rather suspicious and you wonder what's going on.

496

01:00:18,000 --> 01:00:27,000

Ismay sent this message, have all the crew taken back to the UK so that there could be a debriefing and to come up with a unified story.

497

01:00:27,000 --> 01:00:33,000

So if there was an inquiry, everyone would be singing from the same page of the hymnal.

498

01:00:38,000 --> 01:00:45,000

You've probably got 20 to 25 crew members who are really have stories to tell.

499

01:00:46,000 --> 01:00:53,000

You want to get them back to Blighty, you want to find out what those stories are before the Americans can get to them.

500

01:00:54,000 --> 01:01:15,000

After rescuing the last of Titanic's 705 traumatized grief stricken survivors, Captain Rostren's Carpathia sets a course back from where she started, New York City.

501

01:01:16,000 --> 01:01:25,000

But on board, white star president J Bruce Ismay is becoming increasingly panicked.

502

01:01:26,000 --> 01:01:41,000

It doesn't take an Einstein to figure out that if you just sunk the biggest ship in the world with a lot of people dying, that there's going to be a reporter or two around when you get to the dock.

503

01:01:45,000 --> 01:01:52,000

There's that editorial cartoon of Ismay looking like a maniac in a lifeboat filled with nothing but grieving women.

504

01:01:53,000 --> 01:01:57,000

And of course the byline is J Brute Ismay instead of Bruce.

505

01:02:00,000 --> 01:02:09,000

In Washington, William Alden Smith, a hard charging senator from Michigan, is gearing up to lead an American inquiry into the sinking.

506

01:02:10,000 --> 01:02:14,000

It's set to begin the day after Carpathia's arrival in New York.

507

01:02:16,000 --> 01:02:19,000

So Ismay is desperate to dash back to London.

508

01:02:22,000 --> 01:02:28,000

He thought let's just get out of here, let's get everyone back home. We don't want to get caught up in this because this isn't going to look good.

509

01:02:29,000 --> 01:02:34,000

The unfortunate for him, Senator Smith's plans put a stop to that.

510

01:02:35,000 --> 01:02:42,000

Turns out Senator Smith was tipped off by the U.S. Navy, which intercepted Ismay's telegram.

511

01:02:43,000 --> 01:02:52,000

So Smith prepares subpoenas to give to Ismay and Titanic's officers upon arrival in New York on the evening of April 18th.

512

01:02:53,000 --> 01:03:05,000

Lining the banks of the Hudson River were 100,000 people from the battery all the way up to the White Star Line pier at West 14th Street.

513

01:03:07,000 --> 01:03:12,000

All of New York's policemen had been summoned to patrol the crowds because people knew this was going to be Mayhem.

514

01:03:13,000 --> 01:03:21,000

As Carpathia snakes its way up the Hudson, a tugboat filled with photographers follows the ship to Pier 54.

515

01:03:22,000 --> 01:03:33,000

The flash of cameras lights up the sky, revealing Carpathia's decks crammed with terrified passengers.

516

01:03:34,000 --> 01:03:50,000

For those without knowledge of what had become of their loved ones, the hurt, the pain of Titanic's loss was continuing and maybe even deepening.

517

01:03:51,000 --> 01:03:55,000

What became of my father? What became of my husband?

518

01:04:03,000 --> 01:04:10,000

Halfway across the Atlantic Ocean, the terrible fate of all those men, women and children is all too evident.

519

01:04:11,000 --> 01:04:26,000

The crew of the cable repair ship Mackie Bennett, joined by the SS Minia, have completed the grim task of recovering over 300 bodies, 116 of which were buried at sea.

520

01:04:27,000 --> 01:04:32,000

On April 26th, the Mackie Bennett steams back toward Halifax.

521

01:04:34,000 --> 01:04:37,000

For the living, the voyage is surreal.

522

01:04:39,000 --> 01:04:47,000

The wind and motion of the ship causes the tarpolines to rise and fall, producing the illusion that the bodies have come to life.

523

01:04:47,000 --> 01:05:03,000

It must have been absolutely horrific for the crew because you're walking around doing your daily duties and of course you turn your back and the next thing you turn around the canvas is blown out over slightly and you can see an arm exposed and then you sort of tuck that arm back in.

524

01:05:05,000 --> 01:05:07,000

How more nightmarish can this get?

525

01:05:08,000 --> 01:05:22,000

The arrival of Mackie Bennett in Halifax on April 30th was a huge deal.

526

01:05:23,000 --> 01:05:29,000

All the church bells in Halifax ring a death knell for the Titanic victims.

527

01:05:30,000 --> 01:05:43,000

There's a fleet of horse drawn herces waiting at the dock to take the bodies off to the Mayflower curling club to be processed to be identified.

528

01:05:44,000 --> 01:05:48,000

And that's just one more surreal touch to add to the whole thing.

529

01:05:50,000 --> 01:05:56,000

With nearly 200 distended corpses laid out on the curling rink ice.

530

01:05:57,000 --> 01:06:00,000

Each body is tagged.

531

01:06:01,000 --> 01:06:02,000

Numbered.

532

01:06:03,000 --> 01:06:04,000

Noted.

533

01:06:12,000 --> 01:06:21,000

This is Fairview Lawn Cemetery here in Halifax and for 121 of Titanic's passengers, this is where the maiden voyage ends.

534

01:06:22,000 --> 01:06:27,000

This whole series here of headstones have one thing in common.

535

01:06:27,000 --> 01:06:31,000

No names. Just died April 15th, 1912.

536

01:06:33,000 --> 01:06:39,000

For every identified body in Fairview Lawn Cemetery, there's two that are not.

537

01:06:40,000 --> 01:06:48,000

This is all classes, mocks of lice represented from Titanic and that speaks volumes as to the tragedy of Titanic.

538

01:06:52,000 --> 01:07:03,000

While the dead are being brought to Halifax, 600 miles away in New York City, the next phase of the spectacle is beginning.

539

01:07:04,000 --> 01:07:14,000

In a packed ballroom in the Waldorf Astoria, a day after the Carpathia arrived, Senator Smith gavels in the United States inquiry.

540

01:07:15,000 --> 01:07:18,000

A moment not lost on his counterpart in Britain.

541

01:07:19,000 --> 01:07:29,000

Inside Lord Mersey's personal papers are two copies of the official United States Senate inquiry into the sinking of RMS Titanic.

542

01:07:30,000 --> 01:07:36,000

The hearings start on April 19th, 1912, two weeks before the British inquiry.

543

01:07:37,000 --> 01:07:47,000

The American inquiry is like a three-ring circus and you have Senator Smith from Michigan who is doing his utmost to make bruises may look like the worst villain since, you know, Pops.

544

01:07:48,000 --> 01:07:50,000

The Pontius pilot turned Jesus over to the Romans.

545

01:07:51,000 --> 01:07:56,000

His may is the first witness called and his testimony is damning.

546

01:07:57,000 --> 01:08:06,000

He claims that he was just a voluntary passenger and that no one else was on deck when he decided to save himself.

547

01:08:07,000 --> 01:08:15,000

Senator Smith roasted his may left and right and condemned him in the speech that he gave before Congress.

548

01:08:15,000 --> 01:08:23,000

The vitriolic American attack on Ismay, a leader in the shipping industry, crosses the line.

549

01:08:24,000 --> 01:08:31,000

The United States inquiry is seen as an affront to honor and a threat to Britain's national interests.

550

01:08:32,000 --> 01:08:38,000

This wasn't just a ship. The Titanic was the pride of Britain.

551

01:08:38,000 --> 01:08:50,000

It was very important for the British government that Britain's maritime interests weren't threatened as a result of the Titanic disaster.

552

01:08:50,000 --> 01:09:14,000

When Lord Mersey is selected to lead the British inquiry into the Titanic disaster on April 22nd, 1912, he's celebrated as a man of integrity.

553

01:09:21,000 --> 01:09:36,000

We have a copy of Daily Mail, which is Wednesday, April 24th, 1912, and it's got a little piece on him, a man who fears nobody, Lord Mersey.

554

01:09:37,000 --> 01:09:51,000

As a barrister, he earned the nickname the little terrier of Toxteth for his sort of dogged determination to extract the truth from those he was cross-questioning.

555

01:09:52,000 --> 01:09:59,000

I think for him the Titanic must have been an opportunity to really get to the bottom of this appalling tragedy.

556

01:10:00,000 --> 01:10:15,000

As the fallout from the hard-hitting US inquiry continues to rain down on Great Britain, the eyes of the world are on Mersey. He awaits his turn on the dais.

557

01:10:16,000 --> 01:10:26,000

He knew what his position was. He knew what he had to do. He knew what his charge from the crown was in terms of getting to the bottom of the disaster.

558

01:10:27,000 --> 01:10:42,000

The British inquiry begins on May 2nd, 1912, during its first week many of Titanic's surviving crew members testified. Soon though, the focus turns to another ship entirely.

559

01:10:44,000 --> 01:10:53,000

The Californian, the ship that didn't hear Titanic's distress calls because they'd turned off their wireless and gone to bed.

560

01:10:57,000 --> 01:11:07,000

Inside his personal box, Mersey's copy of the American inquiry contains the bruising examination of its captain, Stanley Lord.

561

01:11:08,000 --> 01:11:12,000

Stanley Lord has really posed these difficult, difficult questions.

562

01:11:13,000 --> 01:11:24,000

Captain Lord's testimony in the American inquiry would probably serve as a kind of a pointing tool as to where Mersey might go further.

563

01:11:25,000 --> 01:11:31,000

Lord Mersey wanted to investigate how far Californian was from Titanic.

564

01:11:34,000 --> 01:11:45,000

And what action could Californian have taken in order to try and rescue Titanic's passengers and crew and come to Titanic's assistance?

565

01:11:46,000 --> 01:11:55,000

Earlier, the Californian was 19 and a half miles north of Titanic's position when it saw the ice field and telegraphed the warnings.

566

01:11:58,000 --> 01:12:06,000

The wireless operation onboard the Californian sent a message. We're here, we're stopping, it's dangerous. And it was received by the Titanic.

567

01:12:07,000 --> 01:12:11,000

As almost like an aside, they were told to shut up.

568

01:12:12,000 --> 01:12:17,000

The wireless operation onboard the Californian then went to bed at the end of his day.

569

01:12:17,000 --> 01:12:21,000

At that point, the Californian then was cut off from the outside world.

570

01:12:21,000 --> 01:12:41,000

Captain Lord was now finding himself amongst all these powdered wigs in central London, far from the sea as you can get, and he's being grilled mercilessly.

571

01:12:42,000 --> 01:12:50,000

Captain Lord asserts that his ship was 30 miles from Titanic when she sank.

572

01:12:50,000 --> 01:13:01,000

But separately, Californians crewmen testify that they were close enough to spot ship lights and flares that could have been Titanic's.

573

01:13:02,000 --> 01:13:14,000

These witnesses made the inquiry think that they were inside the Titanic and failed to act. It was a very serious accusation.

574

01:13:16,000 --> 01:13:28,000

Among the stash of saved letters in Lord Mersey's box is one from Rear Admiral Arthur Goth Calford, a naval assessor and senior legal advisor to Mersey during the inquiry.

575

01:13:32,000 --> 01:13:38,000

Rear Admiral Calford is really throwing doubts on the whereabouts of the California.

576

01:13:38,000 --> 01:13:46,000

Obviously, this was a very hot topic for the inquiry and the guilt or innocence of Captain Lord depended very much on it.

577

01:13:46,000 --> 01:13:56,000

Goth Calford writes Mersey a passionate letter, refuting Captain Lord's sworn testimony that he was too far away to mount a rescue.

578

01:13:57,000 --> 01:14:03,000

There is a strong presumption that Californian was not where she says she was.

579

01:14:03,000 --> 01:14:13,000

So he's casting doubt on the assertion made by Captain Lord, who clearly stated that the California was well out of range of the Titanic.

580

01:14:15,000 --> 01:14:25,000

What does this do? This now tells Lord Mersey that what he heard may not be accurate, even if he found Stanley Lord to be credible.

581

01:14:27,000 --> 01:14:40,000

When Lord Mersey issues his final judgment on July 30th, 1912, he blames the collision on excessive speed, with the disaster compounded by a lack of lifeboats.

582

01:14:43,000 --> 01:14:51,000

Despite concluding that Titanic's Captain Edward Smith made a very grievous mistake, Lord Mersey states that,

583

01:14:51,000 --> 01:14:55,000

it is in my opinion impossible to fix Captain Smith with blame.

584

01:15:01,000 --> 01:15:13,000

However, Mersey's final report did take aim at the Californian, concluding that Captain Lord could have come to the assistance of the Titanic.

585

01:15:13,000 --> 01:15:20,000

Had she done so, she might have saved many, if not all, of the lives that were lost.

586

01:15:22,000 --> 01:15:28,000

Captain Lord, he was blamed for not doing enough.

587

01:15:28,000 --> 01:15:37,000

The personal impact on him was probably stronger than the financial impact of it.

588

01:15:37,000 --> 01:15:42,000

He tried to clear himself, but time ran out on him.

589

01:15:42,000 --> 01:15:47,000

Californian could have galloped to the rescue like the Fifth Cavalry.

590

01:15:48,000 --> 01:15:51,000

Oh, f\*\*k!

591

01:15:57,000 --> 01:16:12,000

Since Titanic's demise in 1912, a century worth of historians have sought access to Lord Mersey's innermost thoughts, wondering whether they differ from his public pronouncements.

592

01:16:13,000 --> 01:16:20,000

The notes in his journal were kept private throughout the years until now.

593

01:16:20,000 --> 01:16:31,000

If we didn't have these notes, we wouldn't have known that Lord Mersey was taking in all this information and clearly recognized the problems.

594

01:16:32,000 --> 01:16:42,000

After a careful review, it's clear. His final public judgment largely matches what is in his private box.

595

01:16:42,000 --> 01:16:50,000

There exists no evidence to prove Lord Mersey was compromised in any way.

596

01:16:50,000 --> 01:16:59,000

In the view of many historians, Lord Mersey's inquest was fair, his judicial responsibility uncompromised.

597

01:17:02,000 --> 01:17:06,000

The British inquiry was not a criminal trial.

598

01:17:06,000 --> 01:17:14,000

No one ever went to jail, and there were very few lawsuits filed against White Star or the Board of Trade.

599

01:17:14,000 --> 01:17:27,000

And so, with Captain Smith going down with his ship and his crew largely absolved, popular perception of the disaster has been opened to interpretation.

600

01:17:27,000 --> 01:17:34,000

Many who have retold Titanic's story have latched on to the narrative of a tragic act of God.

601

01:17:34,000 --> 01:17:37,000

But Mersey knew better.

602

01:17:37,000 --> 01:17:44,000

Mistakes were made, and more than 1500 men, women and children lost their lives.

603

01:17:45,000 --> 01:17:59,000

While the story of Titanic never faded, the ship itself disappeared from view.

604

01:17:59,000 --> 01:18:09,000

And then, seven decades later, a final piece of lost evidence emerges.

605

01:18:14,000 --> 01:18:22,000

In 1985, oceanographic explorer Robert Ballard made the discovery of a lifetime.

606

01:18:28,000 --> 01:18:39,000

Ballard spots Titanic's boilers, its tell-tale bow, and confirms something equally significant.

607

01:18:39,000 --> 01:18:47,000

When Titanic was finally found, its position was about 13 miles from where it was reported to be.

608

01:18:55,000 --> 01:19:02,000

The discovery of Titanic's position on the ocean floor may speak to one last mystery.

609

01:19:02,000 --> 01:19:11,000

Could its passengers have been saved if only SS Californian had heard her distress call and come to the rescue?

610

01:19:11,000 --> 01:19:13,000

Maybe not.

611

01:19:14,000 --> 01:19:19,000

When Titanic hit the iceberg, her Marconi operators sent out an SOS.

612

01:19:19,000 --> 01:19:27,000

But they gave the wrong location because Titanic officers had taken a bad sextant reading earlier that evening.

613

01:19:28,000 --> 01:19:37,000

Carpathia was only able to find survivors because her crew had seen a flare fired from one of the lifeboats.

614

01:19:37,000 --> 01:19:46,000

The absolute miracle that night was that, in going towards the distress position, which we now know is not accurate at all,

615

01:19:46,000 --> 01:19:51,000

that the Carpathia stumbled into the place where the lifeboats were.

616

01:19:52,000 --> 01:20:06,000

Does this exonerate Captain Lord of the Californian? Had he steamed immediately to the location of the SOS, he would have found nothing.

617

01:20:06,000 --> 01:20:14,000

Years later, the British government reassessed the role of Californian in the disaster.

618

01:20:15,000 --> 01:20:22,000

In 1992, there was a subsequent inquiry that exonerated the captain.

619

01:20:25,000 --> 01:20:36,000

Even if the Californian had left immediately on receipt of the first distress message, it could not have arrived in time to make any difference.

620

01:20:45,000 --> 01:20:53,000

Today, the Titanic lies in an eerie state of decomposition,

621

01:20:53,000 --> 01:20:58,000

rusting on the bottom of the Atlantic.

622

01:20:58,000 --> 01:21:07,000

But it's still as mesmerizing and captivating to the public as it was 108 years ago.

623

01:21:14,000 --> 01:21:19,000

The Titanic is a place where the Titanic is a mystery.

624

01:21:28,000 --> 01:21:35,000

We're fascinated by the Titanic because it is like a myth. It's like something from a biblical story.

625

01:21:36,000 --> 01:21:50,000

It contains greed, human ambition, vanity, this vast modern and beautiful ship full of hope and ambition collided with fate in a spectacular way.

626

01:21:50,000 --> 01:21:55,000

Although this was an accident, it was clearly an avoidable one.

627

01:21:57,000 --> 01:22:02,000

The crew didn't steer away from the iceberg. They didn't reduce the speed.

628

01:22:02,000 --> 01:22:08,000

They didn't load the lifeboats like they should have. Many more lives could have been saved.

629

01:22:12,000 --> 01:22:17,000

The Titanic is the one event that the last century will always be remembered for.

630

01:22:19,000 --> 01:22:25,000

It's the combination of pride, hubris, playing fast and loose with the regulations of the time.

631

01:22:26,000 --> 01:22:31,000

And it's an incredibly tragic event. The world will never forget.

632

01:22:32,000 --> 01:22:37,000

The Titanic is a place where the Titanic is a mystery.

633

01:22:38,000 --> 01:22:44,000

Lord Mersey's British inquiry led to crucial shipping industry changes across the globe.

634

01:22:44,000 --> 01:22:51,000

Adding more lifeboats to passenger ships, 24-hour radio communications,

635

01:22:51,000 --> 01:22:56,000

and the formation of the International Ice Patrol to name a few.

636

01:22:57,000 --> 01:23:05,000

106 years after it was created, no ship heeding the warnings of the ice patrol has struck an iceberg.

637

01:23:06,000 --> 01:23:11,000

Titanic's legacy lives on.