

Name: _____ Date: _____



Research information about your chosen passenger to create a fact file about them.
Use the internet and books to find more information about them.

Name:

Age (approximately):

Class:

Reason for being on the Titanic:

Did the passenger survive? If so, describe how.

What was this passenger's job?

Other information about this passenger:

Name: _____ Date: _____



Research information about your chosen passenger and create a social media profile for them. Think about the kind of information they might write about themselves and the posts they might have put on their profile. Add a # to any key words. An example has been done to start you off.

Name:

From:

About me!

Profile picture

Just boarded the [#Titanic](#) ! So excited to travel on the biggest ship in the world [#recordbreaking](#)

Where were they born?

Did they survive?
If yes, how?

What job did they have?

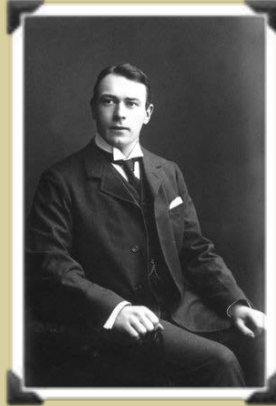
Why were they aboard the Titanic?

What class ticket did they have?

What kind of person were they in your opinion?

How do we know about this person?

Thomas Andrews



Thomas Andrews was the ship's lead architect. The massive, luxury passenger liner was built from his designs and he was incredibly proud of his work. His designs for watertight compartments and a strong, double-bottomed hull led to the ship being described as practically unsinkable. He also included 46 lifeboats in the designs but this was reduced to the still legal amount of 20 boats to preserve space on the promenade decks for the passengers.

Thomas Andrews grew up in Ireland with his successful family. He joined Harland and Wolff shipbuilders, in Belfast, which was part-owned by his uncle.

Andrews travelled on the Titanic as a first-class passenger, inspecting the ship as she sailed her maiden voyage, making notes of any improvements that could be made when they returned to England. He was heard to remark that the Titanic was "as nearly perfect as human brains can make her."

On 14th April, when the ship struck the iceberg, Andrews was summoned to help inspect the damage. Upon inspection and seeing that six of the watertight compartments had flooded, Andrews advised the captain that the ship would sink within the hour and that passengers would need to be evacuated on what he knew was already limited lifeboat space.

Andrews did all he could to help the other passengers aboard the Titanic escape the sinking ship, but lost his life in the disaster.

Margaret Brown



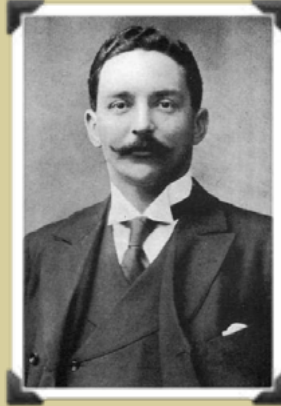
Margaret Brown grew up in America in a simple household with her parents. She married her husband, J.J. Brown, and lived comfortably until her husband's mining efforts came across a substantial vein of ore, making them very wealthy. She became a socialite and philanthropist, attending many popular events in her hometown of Denver, Colorado.

Mrs Brown, who had separated from her husband, was travelling back to America from Egypt after hearing her grandson was ill. She immediately booked herself a first-class ticket aboard the Titanic.

On the night the ship sank, Mrs Brown assisted others into lifeboats before being persuaded into lifeboat six herself. As the lifeboats fled the ship, Mrs Brown did everything in her power to help the evacuation: rowing the lifeboat herself and encouraging others to do the same to keep warm in the icy conditions. She urged the officers in charge of her boat to return to the wreck to rescue more passengers who were not lucky enough to have gained a space on a lifeboat. When this was met with resistance she threatened to throw the officers overboard herself so that they could return and save more lives. These efforts earned her the nickname 'The Unsinkable Molly Brown' from authors after the event.

Mrs Brown used her fame to promote the rights of workers and women and commemorate the bravery and chivalry displayed by the men aboard the Titanic. She died on October 26th 1932 aged 65.

J. Bruce Ismay

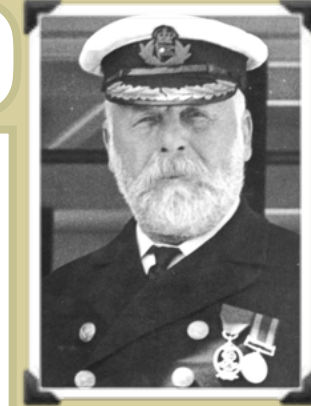


In 1912, Bruce Ismay was the chairman of White Star Lines and ship owner of the Titanic and her sister ships. He wanted to build ships that would surpass the rival ship companies' vessels in size and luxury. He was more than happy for the Titanic to gain fame by referring to her as unsinkable. He was also the one to authorise the reduction in the number of lifeboats on the ship from 46 to 20 (still keeping within legal limits for a ship of Titanic's size).

Bruce Ismay travelled on the Titanic as a first-class passenger to see his creation in action. He worked closely with the captain and the chief engineers and was heard to have spoken to them about testing the Titanic's speed if time permitted. When the Titanic struck the iceberg, he helped women and children into the lifeboats until, after seeing there were no more women or children around him, he climbed into a lifeboat himself. When rescued and aboard the HMS Carpathia, Ismay suffered from post-traumatic stress disorder, refusing to eat and staying shut in the cabin provided for him. He did send a message to his company's office in New York saying: "Deeply regret advise you Titanic sank this morning fifteenth after collision iceberg, resulting serious loss life further particulars later. Bruce Ismay".

After the disaster, Ismay was met with great criticism from the public, who blamed him and his actions for the number of victims lost in the sinking of the Titanic. He died aged 74 on 17th October 1937.

Captain Edward J. Smith



Captain Edward Smith had a vast experience of life on a ship. Beginning his marine career as a teenager, he worked his way up through the ranks and began working for the White Star Lines commanding passenger ships in 1880 at 30 years old. He also served in the Royal Navy during the Boer War in South Africa.

On April 2nd 1912, Smith joined the Titanic as her commander for her sea trials, before travelling with her to Southampton to depart on her maiden voyage. During the journey the captain was a familiar face among the first-class passengers, hosting private dinner parties and meeting with various people including the ship's owner Bruce Ismay and the ship's architect Thomas Andrews. During the first four days of the voyage the captain received iceberg warnings from other ships along their route. In response, he adjusted the Titanic's route to take a more southern journey but kept the ship's speed consistent.

When the Titanic hit the iceberg the captain immediately called for Andrews to inspect the damage. When Andrews advised that the ship would sink, the captain ordered for distress signals to be sent via wireless messaging and the passengers to be evacuated, using his role to keep people calm and orderly.

Captain Smith went down with the ship. Many survivors have described his final actions aboard the Titanic as heroic as he helped save many passengers who would have not survived otherwise.

Lady Duff-Gordon



Lady Lucy Duff-Gordon was an incredibly popular fashion designer from London. So popular in fact, that she had branches of her fashion brand in London, Paris and New York, boasting royalty as part of her clientele.

Lady Duff-Gordon was on the Titanic with her husband, travelling to New York for business. She was travelling as a first-class passenger and had enjoyed many dinner parties with the ship's owner Bruce Ismay and marvelled at the ship's beauty during the journey. She said "My pretty little cabin, with its electric heater and pink curtains, delighted me, so that it was a pleasure to go to bed. Everything about this lovely ship reassured me."

Lady Duff-Gordon, her secretary and her husband escaped the sinking Titanic on lifeboat 1, which left the ship with only 12 people on board, despite having room for 40. In interviews following the disaster she stated that people were having to be persuaded onto the lifeboats as the damage to the ship was still relatively unknown to passengers and they felt safer on the ship than in a small boat.

After the disaster, the Duff-Gordons were criticised for being aboard the practically empty lifeboat and were accused of bribing the crew on board £5 each (about £450 today) for their boat *not* to go back and pick up more passengers. The Duff-Gordons claimed the money was an act of compassionate compensation to the crew members to aid them after they had lost their livelihood.

Lawrence Beesley



Lawrence Beesley was born in England and was a science teacher, journalist and author. Just nine weeks after the disaster, he published a book about his experiences aboard the Titanic: *The Loss of the SS Titanic*.

Beesley was aboard the Titanic as a second-class passenger. He was travelling to visit his brother in America after resigning his position as a science master at Dulwich College.

In his book, Beesley describes the impact of the iceberg as a slight heave of the engines.

Beesley escaped in lifeboat 13 as panic began to build on the ship at around 01:40am. It had 64 people on board, mostly second and third-class women and children. As their boat was lowered, it was almost engulfed by a heavy stream of water from the ship. They managed to avoid it by pushing their boat out of the way using the oars, however this put them directly underneath another of the lifeboats being lowered. The shouts from passengers managed to stop the other boat from being lowered on top of them and they managed to sail away from the sinking Titanic.

During the production of the film '*A Night to Remember*' about the sinking of the Titanic, Beesley attended the filming of the scene showing the sinking ship. He famously attempted to remain on the ship as the scene was being filmed, saying that he wanted to go down with the ship. Beesley died on 14th February 1967.

Violet Jessop

Violet Jessop is well known for sailing on each of the Olympic class ships, and surviving the disasters which befell them.

Following in her mother's footsteps, she applied to be a stewardess aboard passenger ships. In 1910 she began working for the White Star vessel RMS Olympic (one of Titanic's sister ships). She was on board the Olympic when it collided with a British warship. Although damaged, the ship was able to make it back to port.

Jessop was 24 when she began working on the Titanic as a stewardess. As a member of staff, Jessop was ordered to act as an example of how to behave during the disaster for the benefit of those who could not understand the instructions given in English. She escaped the ship on lifeboat 16 and was given a baby to look after. The baby's identity is unknown as, when they were rescued by the Carpathia, the baby was snatched by a woman (who Jessop presumed to be the baby's mother) who then ran off without saying a word.

During the first world war Jessop worked as a nurse aboard the HMHS Britannic (Titanic's other sister ship) which had been turned into a hospital ship. The ship sank in the Aegean Sea due to an unexplained explosion. Jessop sustained a serious head injury during her escape but survived, earning her the nickname 'Miss Unsinkable'.

Despite being on board two ships which had sunk, Jessop continued to work for White Star Line and many other shipping companies.



Eva Hart

Eva Hart was born in England. In 1912 her father decided to emigrate to America and planned a trip aboard the Titanic as second-class passengers.

Eva was seven years old when she boarded the Titanic. Her father was excited to be aboard the magnificent Titanic, often remarking about its achievements. Her mother on the other hand feared that some catastrophe would happen to the Titanic. She was uneasy that the ship was declared unsinkable and said that this statement was flying in the face of God. This fear prevented her from sleeping whilst aboard the Titanic.

In her interviews after the Titanic disaster, Eva says she remembers speaking to the captain as they stepped aboard the Titanic and that when she first saw the ship, she thought it was beautiful.

After the ship struck the iceberg, Eva's father went to investigate. He returned and, wrapping her in a blanket, carried Eva to the boat deck. He helped his wife and daughter into lifeboat 14 and told Eva to 'be a good girl and hold Mummy's hand'. This was the last time Eva saw her father, who didn't survive the sinking.

As one of the youngest survivors to have clear memories of the ship sinking, Eva has given many interviews where she has recounted her experiences. She expressed how she suffered from horrendous nightmares of the disaster until the age of 23 when she faced her fears by travelling to Singapore on a passenger ship.

