

Facts and Statistics

Who were the 2,208 people who left Queenstown, Ireland on April 11, 1912 on *Titanic's* maiden voyage? There were 1,317 passengers who were traveling to America, some on business and a few on vacation, but most of them were returning home or were emigrating, starting a new life. There were also 891 crewmembers doing their jobs who felt fortunate that, during the long British coal strike, they had a job for another two weeks.

There are probably as many "counts" of the actual numbers of people on *Titanic* the night it struck the iceberg as there are people counting. Counting names would seem to be relatively easy, but this hasn't been an exact science. Passengers boarded *Titanic* in three different ports (Southampton, Cherbourg and Queenstown) and some only made a cross-channel voyage (Southampton to Cherbourg or Southampton or Cherbourg to Queenstown.) There also may have been some young children who weren't counted.

Several crewmembers signed on in the days before the voyage but failed to appear, and substitutes were hired on as the ship was leaving Southampton. At least one crewman is unknown because he was working with another person's identification, and at least one went AWOL (absent without leave) in Queenstown.

The best number that I have come up with, which mirrors most of the other credible estimates, is the number of 2,208. Of that number 705 survived (some lists show 712), which means 1,503 people died that night.

Passengers

There were 324 First Class, 283 Second Class and 710 Third Class passengers on *Titanic* when it sank. Thirty-two percent of the passengers (and 75 percent of First Class passengers) were residents or citizens of the United States or Canada, most of whom were returning home from vacation in Europe or visiting family in their former homelands. Fifteen percent (108 of 710) Third Class passengers were also residents of the United States.

Of the 324 First Class passengers, 244 made up the 75% of United States or Canadian citizens returning home. The remaining 80 First Class

passengers were mostly traveling from Great Britain or France on business. Virtually all of the 602 Third Class passengers who weren't U.S. citizens were emigrating to start a new life in a new country.

The passengers represented forty-four countries from six continents. Some of those countries constituted more than one language, and there were probably 60 plus languages spoken among the passengers.

Four First Class women and one First Class child were lost. Down in Third Class there were 94 children 15 years or younger. Of these, 63 were lost (67%). The Sage family of eleven (father, mother and nine children) from Peterborough, England was emigrating to St. Petersburg, FL. None survived, making the Sage family the largest family lost. The Andersson family from Sweden lost all seven members and the Goodwin family from England lost all eight. All four members of the Boulos family from Lebanon and the five members of the Ford family from England were lost. Other losses of entire families include the Lefebre family (five members) from France, the Paulson family from Sweden (five members) the Panula family from Pennsylvania (six members), the Rice family from Ireland (six members) and the six members of the Skoog family from Michigan.

There were 140 Third Class passengers from Scandinavian countries (Finland, Sweden and Norway), and of those, 104 or 74.2% did not survive. Worse odds yet were for the 63 Third Class passengers from southeastern Europe (Bulgaria, Bosnia and Croatia). There were only 2 survivors, or a 96.8% loss rate.

But it even gets worse. Of the 11 First and Second Class Irish male passengers, there were no survivors, or 100% loss.

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There were 127 Male First Class adult passengers that were U.S. or Canadian residents, of which 87 (68.5%) were lost. This is an interesting number because one would think that the ratio would be lower since these passengers had easier access to the boat deck. Only four of 110 adult female First Class U.S. or Canadian passengers were lost, which means 96.4% survived.

Countries Represented by Passengers on *Titanic*

Argentina	Bosnia	Cuba	France	Ireland	Mexico	Portugal	Spain	Turkey
Armenia	Bulgaria	Denmark	Germany	Italy	Netherlands	Russia	Sweden	Uruguay
Australia	Canada	Egypt	Greece	Japan	Norway	Scotland	Switzerland	USA
Austria	China	England	Hong Kong	Lebanon	Peru	Slovenia	Syria	Wales
Belgium	Croatia	Finland	India	Lithuania	Poland	So. Africa	Thailand	

I have a theory that the high loss of First Class male passengers is due more to selfish reasons than trying to be heroic. During the Victorian Era, a person's social status and maintaining that status was at least as important as life itself. There is the distinct possibility that some of the First Class male passengers chose to remain behind because they were afraid of being ostracized for surviving when so many others didn't. They didn't want to be seen getting into a lifeboat by their peers. Several of the survivors were, in fact, ostracized. Bruce Ismay, Arthur Peuchen and Cosmo Duff-Gordon all suffered the loss of social standing, income and business; and all were vilified in the press which called them cowards and worse. It could be that passengers chose to go down with *Titanic* because they didn't want to face a vengeful public. They were all rich, their families were well provided for, and so what better way to go to your end but as a hero?

There were at least 13 newly wed couples aboard *Titanic*, either starting out on their honeymoon or returning home from their honeymoon. Four of the husbands survived, but nine were lost. At least three couples were engaged to be married, and in every case the men were lost. There were also at least five

Passenger Statistics

FIRST CLASS	Male		Female		6-15 Years		<5 Years		Total	Percent
	Saved	Lost	Saved	Lost	Saved	Lost	Saved	Lost		
From USA	37	71	96	2	4		1		211	65.12%
Scandinavia		1	1						2	0.62%
England	7	17	12						36	11.11%
Lebanon/Syria									0	0.00%
Other	12	10	17	1					40	12.35%
Canada	3	16	11	1			1	1	33	10.19%
Ireland		2							2	0.62%
Bulgaria/Bosnia/Croatia									0	0.00%
Belgium									0	0.00%
Total	59	118	136	4	4	0	2	1	324	
Percent	18.21%	36.11%	42.28%	1.23%	1.23%	0.00%	0.62%	0.31%		

First Class Saved 201 62.35%
 First Class Lost 123 37.65%

male passengers (and three more male crewmen) who had been married less than two weeks who made the trip without their wives. All eight of them were lost. Married couples as a whole did not fair well on this voyage. There were 107 married couples (and a few unmarried couples) on *Titanic*. Only 22 of the married couples survived intact with both members making it into a lifeboat. Another 65 couples had the husband fail to survive, and a further 20 couples had both members lost.

Children were considered children until the age of five, at which time they became "boys" and "girls" until the age of 15 at which time they were considered adults. When the order came to load "women and children first" it was assumed to include all females of any age and male children under five. Boys between five and fifteen, on the other hand, weren't expected to be included in the

SECOND CLASS	Male		Female		6-15 Years		<5 Years		Total	Percent
	Saved	Lost	Saved	Lost	Saved	Lost	Saved	Lost		
From USA	2	27	16	3	2		1		51	18.02%
Scandinavia		6	4	1			1		12	4.24%
England	8	82	41	6	6	1	6		150	53.00%
Lebanon/Syria					1				1	0.35%
Other	4	16	12	3	1		8		44	15.55%
Canada		10	5				1		16	5.65%
Ireland		9							9	3.18%
Bulgaria/Bosnia/Croatia									0	0.00%
Belgium									0	0.00%
Total	14	150	78	13	10	1	17	0	283	
Percent	4.95%	53.00%	27.56%	4.59%	3.53%	0.35%	6.01%	0.00%		

Second Class Saved 119 42.05%
 Second Class Lost 164 57.95%

THIRD CLASS	Male		Female		6-15 Years		<5 Years		Total	Percent
	Save	Lost	Save	Lost	Save	Lost	Save	Lost		
From USA	14	41	14	17		8	6	8	108	15.21%
Scandinavia	15	73	18	18	2	6	1	7	140	19.72%
England	6	83	12	10	5	11	2	5	134	18.87%
Lebanon/Syria	4	29	7	6	7	4	6		63	8.87%
Other	10	50	2	7	1	5	1	2	78	10.99%
Canada		2	1						3	0.42%
Ireland	6	43	29	20		3		2	103	14.51%
Bulgaria/Bosnia/Croatia	1	56	1	5					63	8.87%
Belgium	3	10		3		2			18	2.54%
Total	59	387	83	87	15	39	16	24	710	
Percent	8.31%	54.51%	11.83%	12.11%	2.11%	5.49%	2.25%	3.38%		

Third Class Saved 173 24.51%
 Third Class Lost 537 75.49%

“women and children first” group. This was apparent when Second Officer Lightoller exclaimed “no more boys” after First Class passenger Alfred Ryerson insisted that his 13-year old son be allowed access to a lifeboat with his mother.

Only one child in First Class was lost. Two-year old Helen Loraine Allison was with her parents as they tried to locate baby Hudson Allison who had been carried into a lifeboat without the parents’ knowledge. Searching too long, the Allison’s missed getting into a lifeboat, and Helen and her parents were lost. Only one “boy” in Second Class was lost, 14-year old George Sweet who was traveling with his adoptive parents.

Third Class children fared badly because so many of the large Third Class families were lost. Sixteen of 40 children five years or younger were lost, as were 39 of 54 boys and girls aged six through 15.

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The story about Third Class passengers being prevented from leaving the lower decks by armed crewmen as perpetrated by the James Cameron movie is totally fiction. There were doors and gates located on *Titanic* to prevent Third Class passengers from accessing the First and Second Class areas because of an American Immigration Law that stated all passengers had to be disease free and all ships had to have barriers to prevent the classes from mixing (it was assumed that Third Class passengers would transmit diseases that First and Second Class passengers would not).

CREW	Male		Female		Total	Percent
	Saved	Lost	Saved	Lost		
Crew	191	608	18	1	818	91.81%
a la Carte	2	64	1	1	68	7.63%
Postal	0	5	0	0	5	0.56%
Total	193	677	19	2	891	
Percent	21.66%	75.98%	2.13%	0.22%		
Crew Saved	212	23.79%				
Crew Lost	679	76.21%				

Regardless of how politically incorrect this might be today, it was the law in 1912.

Only one surviving passenger ever reported finding a locked gate. Once the order to launch the lifeboats was given, orders were passed to the crew to awaken the Third Class passengers and to open the doors and gates, which was done. Three crewmembers were credited with saving 58 Third Class passengers by leading them up to the Boat Deck.

The problem the Third Class passengers had was two-fold: one was the language barrier caused by the large number of languages spoken among the passengers and the lack of interpreters; and the other was the difficulty they had in navigating their way from the Third Class spaces up to the Boat Deck. It certainly didn't help that a majority of the survivors stated that they didn't even realize the ship was sinking until after most of the lifeboats had been launched. Once the Third Class passengers realized that they needed to find their way to the Boat Deck, getting lost in the corridors and stairwells prevented them from getting out. However, many of those who made it to the open Shelter Deck (Third Class open deck at the bow and stern of the ship), they were able to get up to the Boat Deck by climbing the stairs and over the low gate on B Deck. Although members of the crew had been sent into the Third Class areas to awaken the passengers and have them report to the Boat Deck with their lifebelts on, most of the survivors couldn't tell the ship was sinking until almost two hours after striking the iceberg.

Crew

The crew of Titanic consisted of 891 men and women. This number includes the staff of the a la Carte restaurant (68) and the postal clerks (5). Of this, 212 were saved and 679 (over 76.2%) were lost. The loss rate among the crew was almost 15% higher than the loss rate among passengers (62.4%).

The question arises about why even this number of crew survived if their responsibility was to the passengers first. Taking out the 18 women crew who were part of the "women and children first" concept leaves 194 male crewmembers who survived.

As the lifeboats were being manned, there was supposed to be a nine-man crew for each one, eight to row and one to man the rudder. Considering none of the crew knew rescue was only a couple hours away, it makes sense that there be enough trained crew on each lifeboat to man the oars. That isn't what happened, but it was attempted on the earlier lifeboats that were launched.

About half of the crew that survived were ordered into the lifeboats by the ship's officers. The remaining for the most part boarded on the starboard side where First Officer Murdoch allowed men to enter the lifeboats if there weren't any women or children around. With few exceptions, the survivors were married and had families who were totally dependent upon the meager salaries of the head of household. It's understandable then that they tried to find places on the lifeboats.

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If the numbers prove anything it's that 71% of the survivors were passengers and 29% were crew, and that in raw numbers, almost as many Third Class (174) passengers survived as did First Class (202) and crew (212). As a percentage there was a higher survival rate of First Class passengers, which would be expected since their cabins were for the most part located near the Boat Deck. Other than "women and children first", there wasn't any attempt to save one class of passengers over another, or crew over passengers. It was just luck, and a little fate, that those 705 people who survived happened to be at the right place at the right time.