**Titanic Fact Sheet**

by John P. Eaton
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<table>
<thead>
<tr>
<th>Tonnage</th>
<th>Gross 46,329</th>
<th>Net 21,831</th>
</tr>
</thead>
<tbody>
<tr>
<td>Horsepower</td>
<td>46,000</td>
<td></td>
</tr>
<tr>
<td>2 reciprocating engines</td>
<td></td>
<td></td>
</tr>
<tr>
<td>30,000 indicated horsepower</td>
<td></td>
<td></td>
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<tr>
<td>Displacement</td>
<td>52,310 tons</td>
<td></td>
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<tr>
<td>Length (overall)</td>
<td>882 ft., 9 in.</td>
<td></td>
</tr>
<tr>
<td>Beam</td>
<td>92 ft., 6 in.</td>
<td></td>
</tr>
<tr>
<td>Moulded depth</td>
<td>59 ft., 6 in.</td>
<td></td>
</tr>
<tr>
<td>Height</td>
<td>60 ft., 6 in. (waterline to boat deck)</td>
<td>175 ft. (keel to top of funnel)</td>
</tr>
<tr>
<td>Crusing speed</td>
<td>21 knots</td>
<td></td>
</tr>
<tr>
<td>Top speed (estimated)</td>
<td>24-25 knots</td>
<td></td>
</tr>
<tr>
<td>Planned capacities</td>
<td></td>
<td></td>
</tr>
<tr>
<td>First Class</td>
<td>735</td>
<td></td>
</tr>
<tr>
<td>Second Class</td>
<td>674</td>
<td></td>
</tr>
<tr>
<td>Third Class</td>
<td>1,026</td>
<td></td>
</tr>
<tr>
<td>Crew</td>
<td>860 (Total 3,295)</td>
<td></td>
</tr>
</tbody>
</table>

**March 31, 1909**  Keel laid
**May 31, 1911**  Launched (Official number 131428)
**March 25, 1912**  Registered with the Registrar General of Shipping and Seamen
**March 31, 1912**  Outfitting completed
**April 2, 1912**  Sea trials (6 a.m. to 6 p.m.) in Belfast Lough. Departed Belfast 6 p.m.
**April 4, 1912**  Arrived at Southampton, 1 a.m.
**April 10, 1912**  Board of Trade inspection (9 to 10 a.m.)
Departed Southampton’s Ocean Dock on maiden voyage, 12:10 p.m.; narrowly escapes collision with American Line’s New York; fire in coal bunker number 6
6:30 p.m.  Stops in Cherbourg, France for passengers and mail. First 151; Second 28; Third 102
8:00 p.m.  Departs Cherbourg for Queenstown, Ireland
**April 11, 1912**  11:30 a.m. Arrives Queenstown (now Cobh) for mail and passengers; one crewman deserts
1:30 p.m.  Departs Queenstown for New York. Aboard 1,319 passengers, 889 crew, for a total of 2,208.* Fire still burns in coal bunker number 6.
386 miles logged, noon Thursday (April 11) to noon Friday (April 12)
**April 12, 1912**  519 miles logged, noon Friday (April 12) to noon Saturday (April 13)
**April 13, 1912**  546 miles logged, noon Saturday (April 13) to noon Sunday (April 14)
**April 14, 1912**  9:00 a.m.  Caronia reports ice at lat. 42°N, extending from long. 49°W to 50°W.
1:00 p.m.  Chief engineer reports fire in coal bunker number 6 has been extinguished.
1:42 p.m.  Ship’s position: 42°35’N, 45°50’W. Baltic reports ice 41°50’N, 49°52’W.
1:45 p.m.  Amerika reports ice 41°27’N, 50°08’W.
5:50 p.m.  Reaches “the corner.” Course changed from S62°W to S86°W.
7:00 p.m.  Air temperature 43°F.
7:30 p.m.  Air temperature 39°F. Baltic’s message of 1:45 p.m. posted on bridge. Californian reports ice 42°03’N, 49°09’W. (Message not sent to bridge.)
9:00 p.m.  Air temperature 33°F.

*Numbers of those aboard, saved and lost vary widely between sources. The figures given here are based upon decades-long research of Robert L. Bracken, trustee and treasurer, and Michael A. Findlay, president emeritus, Titanic International Society. The U.S. Senate report indicated the total on board to be 2,223; the British Board of Trade report found 2,201.*
9:30 p.m. Watch officer Lightoller warns carpenter and engineer to watch fresh water supply, for it may freeze; warns crow’s nest to watch for icebergs.

9:40 p.m. *Mesaba* warns of ice, 42°N to 41°25’N, 49°W to 50°30’W.

10:00 p.m. First Officer Murdoch relieves Lightoller on bridge; Lee and Fleet relieve Jewell and Symons in crow’s nest. Air temperature 31°F.

10:30 p.m. Sea temperature 31°F.

11:00 p.m. *California* warns of ice, but is cut off before she can give position.

11:40 p.m. Collision with iceberg, near position 41°43’N, 49°56’W. 260 miles traveled (4/14)

**April 15, 1912**

midnight Hogg and Evans relieve Lee and Fleet in the crow’s nest.

12:05 a.m. Orders given to uncover the lifeboats and muster passengers and crew.

12:15 a.m. First wireless call for assistance (CQD)

12:45 a.m. First distress rockets fired; first boat (number 7) lowered; CQD changed to SOS.

1:40 a.m. Last rocket fired.

2:05 a.m. Last boat (Collapsible D) lowered.

2:10 a.m. Last wireless signal transmitted.

2:18 a.m. Lights fail.

2:20 a.m. Ship founders, breaking into multiple pieces as she sinks, 1,496 lost†.

3:30 a.m. *Carpathia*’s rockets sighted by drifting lifeboats.

4:10 a.m. First boat (number 2) picked up by *Carpathia*.

8:10 a.m. Last boat (number 12) picked up by *Carpathia*.

**April 18, 1912**

9:25 p.m. *Carpathia* docks at New York’s Pier 54 with survivors.

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**More Titanic Facts**

- *Titanic* was owned by the White Star Line. Company flag was a red swallowtail pennant with a five-pointed white star.

- *Titanic* was built by Harland & Wolff, Ltd, Belfast as yard number 401.

- *Titanic*’s two triple-expansion engines were 8 cylinder: (2) 54", (2) 84", (4) 97" × 75" stroke. In addition, there was a turbine engine driving the center propeller.

- *Titanic*’s port of registry was Liverpool.

- *Titanic*’s flag of registry was British.

- *Titanic*’s four funnels were buff color with black tops.

- *Titanic*’s signal letters were HVMP.

- *Titanic*’s wireless call letters were MGY.

- *Titanic* had 8 decks; orlop deck outside machinery space; 15 watertight bulkheads

- *Titanic* cost £1,500,000 (about $7,500,000 in 1912 US dollars)

- *Titanic* was found by a joint U.S. and French expedition on September 1, 1985 at the median position of 41°43’N, 49°56’W, about 13 miles southeast of the position given in its wireless distress messages. Robert Ballard was the U.S. expedition leader. Jean-Louis Michel was the French (IFREMER) expedition leader and was on watch when *Titanic* was found.

- The collision with the iceberg caused a series of short, intermittent gashes, extending over 300 feet on *Titanic*’s starboard side. The total area of the gashes themselves was about 12 square feet.

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†Figure provided by Robert L. Bracken and Michael A. Findlay, Titanic International Society; U.S. Senate report: 1,517; British Board of Trade report: 1,490.

‡Bracken figures. U.S. Senate report: 706 (492 passengers, 214 crew); British Board of Trade report: 711 (499 passengers, 212 crew)