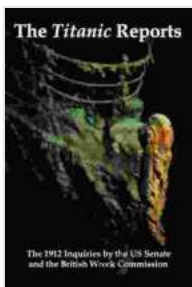


Unveiling the Truth: The Official Conclusions of the 1912 Inquiries into the Titanic Disaster

In the aftermath of the tragic sinking of the RMS Titanic in 1912, two separate inquiries were convened: one by the United States Senate and the other by the British Board of Trade. These thorough investigations sought to unravel the circumstances surrounding the disaster and establish the root causes.

The official reports of both inquiries provide a comprehensive account of the events leading up to and during the sinking, shedding light on the contributing factors and apportioning responsibility.



The "Titanic" Reports: The Official Conclusions of the 1912 Inquiries by the US Senate and the British Wreck Commissioner by Alan Ross

★★★★☆ 4.7 out of 5

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File size : 2490 KB
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Screen Reader : Supported
Enhanced typesetting : Enabled
Word Wise : Enabled
Print length : 159 pages
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The United States Senate Inquiry

The United States Senate Inquiry was chaired by Senator William Alden Smith of Michigan. The hearings commenced on April 19, 1912, just days after the disaster, and concluded on May 25, 1912. Over the course of 37 days, the committee heard testimony from 82 witnesses, including survivors, crew members, and experts.

The Senate Inquiry's primary focus was on the actions of the Titanic's crew and the White Star Line, the company that owned and operated the ship. The committee found that the crew had failed to properly man the lifeboats, resulting in the deaths of hundreds of passengers. Additionally, the committee determined that the White Star Line had been negligent in failing to provide sufficient lifeboats and in not adhering to proper safety regulations.

The British Board of Trade Inquiry

The British Board of Trade Inquiry, led by Lord Mersey, began on May 2, 1912, and concluded on July 30, 1912. The inquiry heard testimony from over 150 witnesses, including the ship's designer, Thomas Andrews, and the captain, Edward Smith.

The Board of Trade Inquiry largely corroborated the findings of the United States Senate Inquiry. It concluded that the Titanic's sinking was due to a combination of factors, including the failure to maintain a proper lookout, the lack of sufficient lifeboats, and the design of the ship's watertight compartments.

Key s

The official s of both inquiries highlighted several key findings:

- The Titanic did not have enough lifeboats to accommodate all of its passengers and crew.
- The crew was inadequately trained in emergency procedures.
- The ship's design was flawed, with insufficient watertight compartments.
- The White Star Line was negligent in its safety practices.
- The disaster could have been prevented if proper safety precautions had been taken.

Impact of the Inquiries

The results of the 1912 inquiries had a profound impact on maritime safety regulations worldwide. In the United States, Congress passed the Titanic Act of 1912, which required passenger ships to carry sufficient lifeboats for all passengers and crew. The act also established the International Ice Patrol, which monitors icebergs in the North Atlantic.

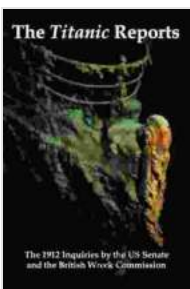
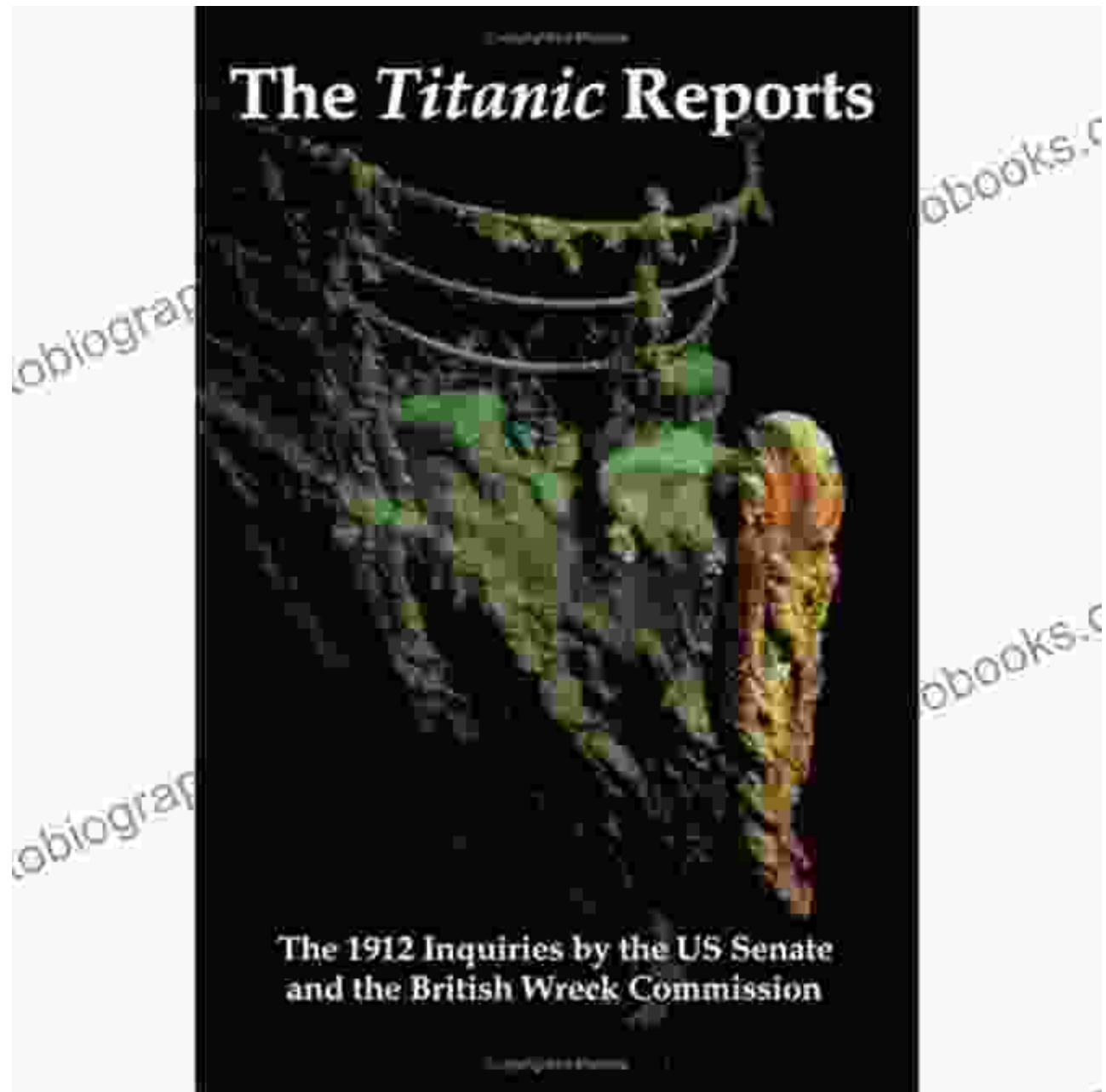
In Britain, the Board of Trade introduced new regulations for passenger ships, including requirements for more lifeboats, improved watertight compartment design, and stricter training for crew.

Legacy

The official results of the 1912 inquiries into the Titanic disaster have served as a lasting reminder of the importance of maritime safety. The findings of the inquiries have helped to prevent similar tragedies from occurring in the future.

The book, "The Official s Of The 1912 Inquiries By The Us Senate And The British," provides an in-depth look at these pivotal investigations. This comprehensive volume includes the complete transcripts of the hearings, expert analysis, and original photographs. It is an essential resource for anyone interested in maritime history, safety, and the legacy of the Titanic disaster.

Free Download your copy today and gain a deeper understanding of one of the most iconic maritime disasters in history.

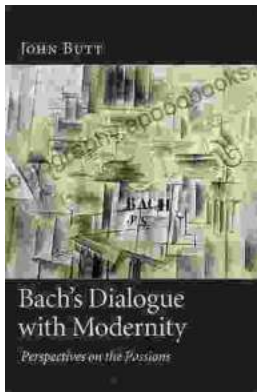


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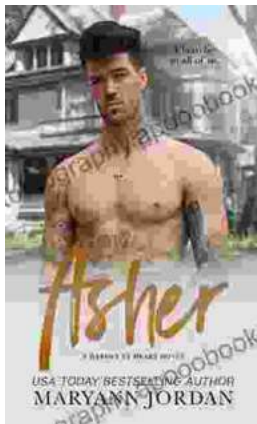
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