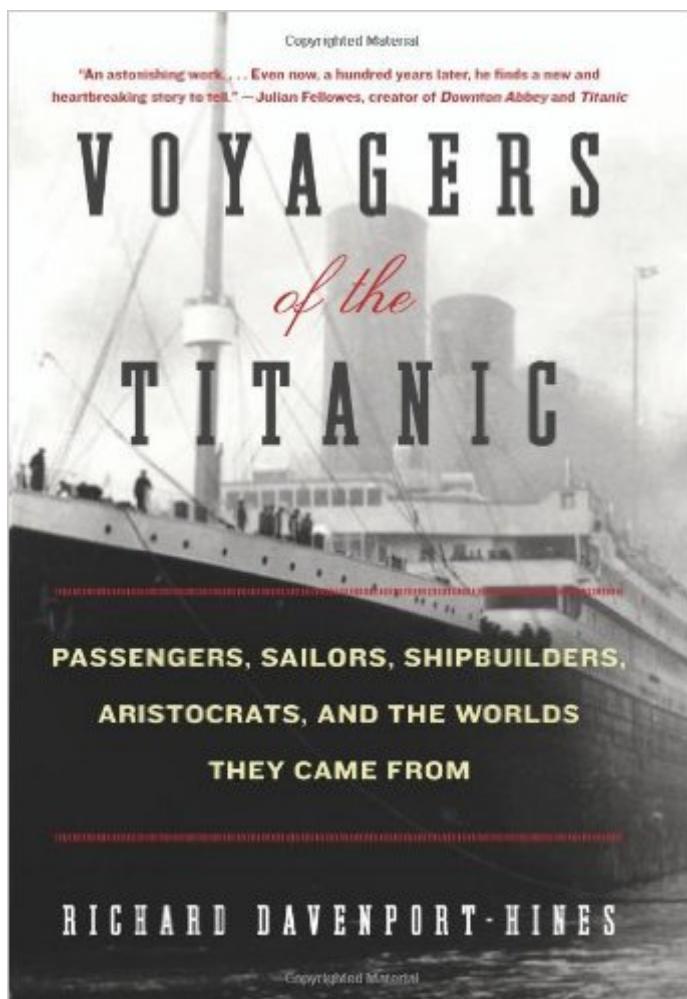


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# Voyagers Of The Titanic



## Synopsis

âœAn astonishing work.â•â "Julian Fellowes, Creator and Executive Producer of âœDownton AbbeyâœA book well worthy of marking the centenary of the crystal-clear night when the immense ship slid to her terrible doom.â•â "Simon Winchester, New York Times bestselling author of *The Professor and the Madman*It has been one hundred years since the sinking of the passenger liner *Titanic* in the North Atlantic, yet worldwide fascination with the epic tragedy remains as strong as ever. With *Voyagers of the Titanic*, Richard Davenport-Hines gives us a magnificent history of the people intimately connected with the infamous shipâœfrom deal-makers and industry giants, like J.P. Morgan, who built and operated it; to Molly Brown, John Jacob Astor IV, and other glittering aristocrats who occupied its first class cabins; to the men and women traveling below decks hoping to find a better life in America. Commemorating the centennial anniversary of the great disaster, *Voyagers of the Titanic* offers a fascinating, uniquely original view of one of the most momentous catastrophes of the 20th century.

## Book Information

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## Customer Reviews

"*Voyagers of the Titanic*" marks the one hundredth anniversary of the *Titanic* by re-telling the stories of the passengers aboard this ship and the events before, during, and after the sinking. Part One gives a general overview of the *Titanic* on land, and the shipowners as well as the shipbuilders that were behind it. Separate sections also follow the sailors, and discuss the boarding and the speed. Part Two follows the *Titanic* at sea and describes the people on the voyage--the first class, second

class, third class, and the officers and crew. Part Three follows the collision and the events to happen afterwards. I found it interesting how much detail the author was able to gather about the ship and its accommodations, as well as the huge difference between the social classes. As the author notes, "With the exception of the officers' quarters on the boat deck, the second-class smoking room at the end of the B deck, and the second-class library and third-class lounge and smoking room on the C deck, most of this superstructure was dedicated to the needs of the first-class passengers. And the first class, as described in this book, with all of its elevators, Turkish baths, gymnasiums, libraries, barber shops, and dark room for photographers, among other accommodations, was certainly striking. However where this book really shines is when it shares the stories of the passengers. Several well-known personalities of the times who had tickets cancelled shortly before Titanic was set to sail--among them Clay Frick, Pierpont Morgan, George Vanderbilt Milton Hershey and Robert Bacon, the outgoing U.S. ambassador to France. Others weren't so lucky. There were at least seven sets of honeymooners in first class, among them Jack Astor who owned much of New York.

Several books have been written on the Titanic, with more to follow now with the 100th anniversary coming up next month. At least to me the first part of this book got off to a slow start with a lot of detailed information regarding the shipbuilders, shipowners, sailors, and even the passengers on the ship. I expected some detail, but not as much as the book included. I did find it interesting that several dozen miners from Cornwall, England, were on the ship headed to the Quincy Mine in Copper Country in the Upper Peninsula of Michigan where I live. They all perished in the ship's sinking. My interest in the book picked up considerably from the time the ship hit the iceberg, the chaos that followed in getting passengers to leave the ship into a lifeboat, the subsequent arrival in New York, and what became of some of the survivors. I found it interesting that the ship may very well have survived had it not swerved to hit the iceberg. Chances of its survival would have been much better had it hit the iceberg head on. In addition the ship's speed was too fast in these dangerous waters. Perhaps those involved want to impress how quickly they could cross the Atlantic. Chaos reigned in getting passengers to disembark from the ship with passengers being told there was no great danger to avoid panic. Initially lifeboats were cast into the water only half full. The ship's captain, Bruce Ismay, has often been criticized for going into a lifeboat at the end saying he should have "gone down with the ship." He wasn't taking anyone's place in a boat. It would only have been an additional needless waste of life. A great deal of consternation took place in New York regarding the many rumors of the ship's fate or who was among the survivors.

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