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English 7A Period 6

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Title of Your Paper

The Capsize and the Controversy: The Sinking of the RMS Titanic

Grabber

The RMS Titanic, known as the “unsinkable” ship of 1912, hit an iceberg and sank on the night of April 14, 1912 on her maiden voyage. The passengers aboard the luxurious ship ranged from 3<sup>rd</sup> class passengers just looking for a new life in New York, to 1<sup>st</sup> class millionaires, sailing for the vacation of a lifetime. The overwhelming fascination with Titanic’s fateful voyage continues to resonate in the public consciousness more than a century after its sinking. The two most compelling factors which fuel this obsession are the inferior materials that were used in the construction of the ship and Captain Stanley Lord’s Californian Controversy.

Thesis

Main Points

When Dr. Robert Ballard discovered the wreck of Titanic, he focused more on recovering lost artifacts inside of the ship, but in 1993, architects and engineers who had recovered plates on the ship released a report, arguing that the collision was not what sunk the ship, it was Titanic’s steel structure! The report stated that the steel used on Titanic’s plates were inferior and if better grade materials were used in the making of the ship, the ship could have survived the collision would have sunken at a slower rate. The team of engineers also suggested that the “roar” described by surviving passengers might have been the steel plates breaking, and not the boilers, as they had thought. Evidence released shortly after 1993 also suggests that the rivets that held Titanic together were just as low in quality as the steel plates were. Evidence released in 1998

First Body Paragraph dealing with Main Point 1

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suggested that the collision with the iceberg possibly popped brittle rivets, which resulted in openings between steel plates, which would have allowed water to enter the ship more quickly.

Dr. Timothy Foecke, a Federal metallurgist at the National Institute of Standards and Technology, states that the Titanic disaster “might have turned out differently” (Broad).

Source  
Information  
in  
Parentheses

The Californian Controversy is also very well known when it comes to the history and

sinking of the Titanic. Stanley Lord, captain of the Californian cargo ship, had his reputation

destroyed after the sinking of the Titanic. Captain Stanley Lord had claimed that his ship was

farther than 20 nautical miles away from Titanic when it sank. There are many variations of

Lord’s claim as well as different reports on how far away the Californian *really* was. Some

reports claim that the ship was as close as a mere 5 miles away from Titanic as it sank and

Captain Lord simply ignored the distress signals. Others claim the vessel was twice as far as the

Captain’s claim and that the Californian was nowhere near Titanic, definitely not close enough to

save the passengers. Mr. Leslie Harrison, a former secretary of the Mercantile Marine Service

Association, stated that Captain Stanley Lord “was a marvelous man, studiously courteous, and a

brilliant seaman and never did I hear a word of malice about the people who put him in this

appalling predicament” (“A reputation sinks with the Titanic”). Nevertheless, Captain Stanley

Lord’s reputation was destroyed after Titanic’s maiden voyage and he was known as the Captain

who failed to save Titanic, no matter how far his vessel was from the ship. Captain Stanley Lord,

as well as his son Mr. Stanley Lord, tried for years and years to clear the name of the Lord family

but the captain’s reputation would never be the same.

Second  
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Paragraph  
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pt. 2In-Text  
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