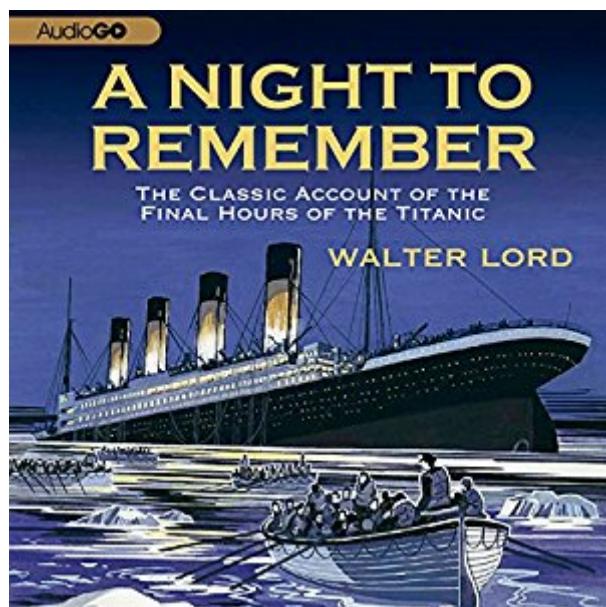


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# A Night To Remember: The Classic Account Of The Final Hours Of The Titanic



## Synopsis

One hundred years ago, the mightiest "unsinkable" ship began her maiden voyage to cross the Atlantic. An engineering feat 11 stories high, the Titanic contained a list of passengers collectively worth \$250 million when she left port on April 10, 1912, but she would never reach her destination. The Titanic collided with an iceberg on the night of April 14, and 1,500 people died in the freezing waters as the ship met her watery grave. Spectacular in many ways, it's a story that has spurred legends and still sends shivers down the spine a century later. This minute-by-minute account of the sinking is based on over 20 years of research and offers amazing detail of that fateful night. Read by Martin Jarvis, it's a riveting account of one of the world's biggest maritime disasters and the behavior of the passengers and crew. Some sacrificed their lives, while others fought like animals for their own survival. Wives beseeched husbands to join them in lifeboats; gentlemen went taut-lipped to their deaths in full evening dress; and hundreds of steerage passengers, trapped below decks, sought help in vain. From the initial distress flares to the struggles of those left adrift for hours in freezing waters, this audiobook brings that moonlit night in 1912 to life for a new generation of listeners.

## Book Information

Audible Audio Edition

Listening Length: 5 hoursÂ andÂ 3 minutes

Program Type: Audiobook

Version: Unabridged

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## Customer Reviews

I've enjoyed this book since I was a child....the first time I read it was in fifth grade, and I have been infatuated with the Titanic ever since. I am now 63 and the love for ships has not waned!

Excellent

brilliantly written page-turner!

**A Night to Remember** Walter Lord wrote this 1955 book about the sinking of the **Ã¢ÂTitanicÃ¢Â**, the worldÃ¢Âs biggest-ever ship. She was 882.5 feet long, 92.5 feet wide, and 60.5 feet from waterline to Boat Deck. It had a double bottom and 16 watertight compartments (which didnÃ¢Ât extend very far up). On its first trip to New York it grazed an iceberg and sank on April 15, 1912. Over 1,500 souls were lost. The lifeboats could have carried 200 more. Lord located 63 survivors and talked to most (Ã¢ÂAcknowledgmentsÃ¢Â). Lord relied on documents from the official investigations and the early books and magazine articles. There is a list of passengers divided into First Class, Second Class, and Third Class. There are ten chapters for its 209 pages. In 1898 a novel told of a fabulous liner that was wrecked when it hit an iceberg on an April night (Ã¢ÂForewordÃ¢Â). The lookouts saw an iceberg and phoned the bridge. It was a close miss, a slight shudder told of the hit (Chapter 1). Sea water spouted into the lower decks. The ship stopped (Chapter 2). The remarks of the surviving passengers are quoted. The ship was seriously damaged and would soon sink! The Captain ordered the lifeboats uncovered and the passengers mustered. The stewards told the ladies to get to the top deck (Chapter 3). There were more people (2207) than lifeboat capacity (1178). Women and children first. The band played ragtime. Other ships were contacted by wireless. They sent the first SOS call. Rockets were fired as a distress call. Couples were separated; women and children first into the lifeboats (Chapter 4). Lifeboat #1 only had 12 people instead of forty. The men in the engine room remained at work until rising waters forced them out. President Bruce Ismay ordered the speed without consulting Captain Smith (Chapter 5). Two men jumped off the railing to get into Boat D. At 2:05AM Captain Smith said Ã¢Âevery man for himselfÃ¢Â (Chapter 6). Some jumped overboard into the freezing water but survived. [Wool keeps you warm even when wet.] As the bow sank below the sea everything movable broke loose with a roar before the ship disappeared. Chapter 7 discusses the resultant changes. There would be lifeboats for everyone. The International Ice Patrol would track icebergs. Did this end the **Ã¢Âgeneral feeling of confidenceÃ¢Â**? [Maybe it was the Great War?] Fifth Officer Lowe tried to rescue others in the water (Chapter 8). Other boats with unfilled capacity did not. After the **Ã¢ÂCarpathiaÃ¢Â** received the distress signal they steered towards the ship (Chapter 9). They dodged icebergs then rescued people from the lifeboats (Chapter 10). The dead were left in the lifeboats. The survivors were silent, as if stunned by the event. Was the news of the sinking delayed for commercial advantages? Newspapers reported

sensations and misinformation. [Is it any different today?] **Facts About the Titanic** has information about this huge passenger liner. She had a double bottom and watertight construction but the bulkheads didn't extend very far up. [Reducing costs.] The phrase **unsinkable** sounds like advertising. Note the percentage of passengers saved decreases as you go from First Class to Third Class. Was this due to order of notification? New laws required ships to have enough lifeboats for all their passengers. [Would they have the time to lower them all?] The book would be better if it had something on modern ship design. The collision and sinking of the **Andrea Doria** in 1957 led to the end of ocean liners for transporting people. The ship that hit it was designed for northern seas and had a reinforced bow.

THE classic and first authoritative book about the sinking of the R.M.S. Titanic. Lord came out with a second book that is more authoritative and clears up some of the mystery and inaccuracies that the first book had. Would highly recommend for the first book to be read about the ship and its tragic end.

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