

## Titanic Dataset – Story

In this visualization, the survival rate of the passengers was examined for the following categories:

- Sex
- Passenger Class
- Point of Embarkation

As we all know, there were a limited number of lifeboats that could only accommodate some of the passengers. These passengers that were boarded onto the lifeboats were selected by the crewmembers and there was a clear bias towards who got to board and who got left behind. The most obvious difference is the survival rate amongst males and females. Clearly, females were given priority in the lifeboat boarding process with a 74.20% survival rate amongst females, compared to a mere 18.89% survival rate amongst males. Another clear trend that we see in the survival rate is with the passenger class. The lower your class, the less chance you had at getting on a lifeboat and surviving the disaster. First class passengers had a survival rate of 62.96%, second class passengers had a survival rate of 47.28% and third class passengers had a survival rate of only 24.24%. This again makes sense since the first class passengers were more likely to be wealthy and treated better, thus the crewmembers giving the a higher priority at getting on the lifeboats. In terms of the Port of Embarkation, Ports S (Southampton), C (Cherbourg) and Q (Queenstown) had survival rates of 33.70%, 55.36% and 38.96%, respectively. Although Port C had a much higher survival rate and Ports S and Q had very similar

survival rates, there is no clear indication as to why this may have happened. Some possibilities are that a larger number of first class passengers may have boarded from Port C, or could have boarded more females, or more families, or any other number of factors. This relationship can be explored with further analysis.