Women were more likely to survive the Titanic Tragedy, but depending on which side of the deck they were, the chance was considerably higher.

(talvez uma into)

Honour and shame ruled society in 1912. Gentlemen were expected to be honourable and feared being shamed. Men aboard the Titanic, especially those among the upper class, had to weigh their own survival with doing what society would deem the right thing. To survive but live in shame was a risk some men would not take. Different men, despite which class they belonged to, made different decisions.

Men in First Class had no better than a one in three chance of surviving, so compared to women, even women from steerage, they fared poorly. Compared to men from other classes, they did remarkably well. At the time when most of the lifeboats from the First Class decks were launching, it was not certain among the passengers that the Titanic was doomed, and many of the men from First Class who could have gone aboard a lifeboat elected to remain behind.

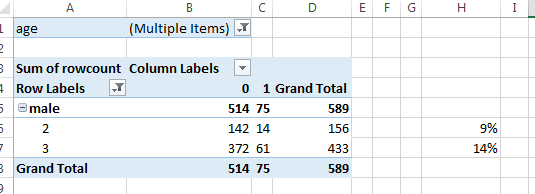
G1

*Even though some men had no trouble boarding lifeboats, there was a report that the wealthiest man on the Titanic, John Jacob Astor, attempted to board the lifeboat with his wife, but was rebuffed by Second Officer Lightoller, who told him, "Women and children, only, sir." Other accounts are differ, however, including one that he was seated in a lifeboat, but gave up his seat at the last minute.*

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An adult male in Second Class had only an 8% chance of surviving. Even adult male steerage passengers had a better chance of surviving than that. Without supporting evidence, it is hard to say that the men from Second Class gave up their seats to women from steerage, but if it was true, they were more gallant by far than the men from First Class.

G2



(falar algo sobre Terceira classe estar bloqueada)

Men in Second Class had no physical barriers to pass, so honour and resignation may have reigned high. However, more compelling than a sense of good manners and gentlemanliness was probably the stigma of shame and cowardice that would be attached to many adult males who had the audacity to survive the sinking. As a result, adult male survivors had compelling reasons for their defensiveness and inventions of excuses for boarding a lifeboat.

*Panic and confusion may have been an even greater consideration for the loss of life by many men. As Lawrence Beesley, a Second Class passenger, reported in his 1912 book, The*[*Loss of the SS Titanic*](http://books.google.com/books?id=cRV0ocna7OIC&dq=Loss+of+the+SS+Titanic)*, a false rumor that men were allowed to board lifeboats on the port side caused many men to cross over to the side of the ship where they had a much smaller chance of being allowed on board a lifeboat.*

*A high percentage of the men in steerage who got to lifeboats reached them only by leaping onto them after they were launched or by scrambling aboard the two emergency lifeboats as they floated off moments before the Titanic finally went down.*

In the event, the Titanic left Southampton for New York with the legal minimum 20 lifeboats that had a capacity for 1,178 people.

Lifeboats were the luxury of the First Class. The White Star Line staff was deferential to the First Class in all things, so it was natural that the launching of the lifeboats began on the First Class decks.

From 12:45 to 02:05, 18 life boats were successfully launched (two of them capsized) from both sides of the titanic, Port and Starboard (Port and **starboard** are nautical terms for left and right, respectively. Port is the left-hand side of or direction from a vessel, facing forward. **Starboard** is the right-hand side, facing forward.)

Half the lifeboats, and all of the first six launched, contained only passengers from First Class, plus crew members to do the work. All of these early launched "First Class" lifeboats were notorious for being launched at less than half capacity.

All of the lifeboats launched from the starboard First Class Deck had more men than women aboard.

The crew loading passengers on the port side were quite extreme in enforcing a "Women and Children only" policy. They not only refused to allow men to board, but in at least one case, physically removed men who had seated themselves.

Evidence of numbers and testimony have proven that only on one side of the Titanic did the rule "Women and children first," apply. What becomes even clearer when looking at the numbers is that a more important concept of the day was "First Class first."

In simple terms, almost all of the women and children in First and Second Class survived, while most of the women and children in steerage died. In contrast, most of the men in First, Second, and Third Class died.

Men comprised the majority of passengers aboard the First Class starboard deck lifeboats, but there was testimony that the men did wait until all the women present and willing had already boarded.

First Class women and children were about 6% of those aboard the Titanic, but constituted 20% of the survivors.

In contrast, steerage passengers were 46% of all aboard, but only one fourth of those saved.

Over half of the women in steerage perished.

Less than a third of the children from steerage survived.

1. It may be statistically insignificant because of low numbers, but children from Second Class were the only members of a group to have a 100% survival rate.

Lawrence Beesley, a surviving Second Class passenger, reported that several women in Second Class were turned away when they tried to enter the part of the deck reserved for First Class where half the lifeboats were located. Later, however, First Class passengers easily found their way to the lifeboats not located on the First Class deck.

Sources:

<http://www.dailymail.co.uk/news/article-2225664/Titanic-safety-officer-Maurice-Clarkes-warning-needed-50-lifeboats-ignored-astonishing-cover-revealed-100-years.html>

The lifeboats were launched from the First Class decks first and the Second Class decks second. There were no decks or lifeboats dedicated to the Third Class.