



Titanic Passenger's Survival

[Overview](#)[Survival Report](#)[Findings](#)[Insights](#)

Class

☐ Lower Class

☐ Middle Class

☐ Upper Class

Age Group

☐ Adults

☐ Children

☐ Elderly

☐ Teens

Port Name

All

Sex

All

[Logout](#)

3,000

Total Passengers

1,483

Total Survived

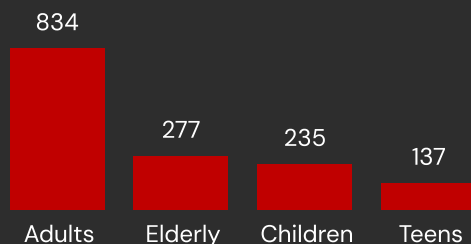
40

Average Age

49.43

Survival Rate %

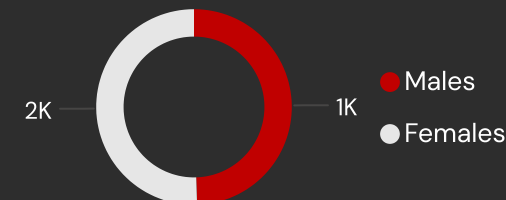
Total Survived By Age Group



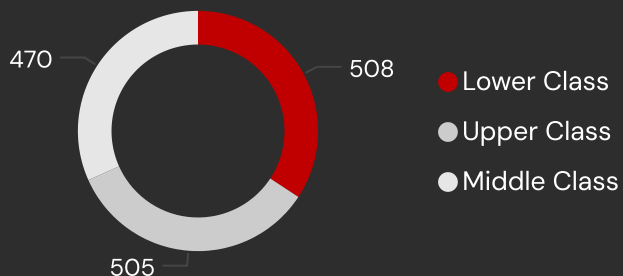
Total Passengers By Embarked Port



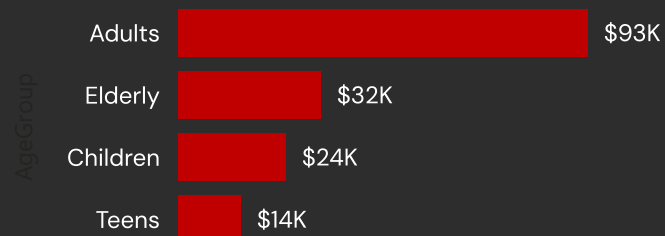
Passenger Distribution By Gender



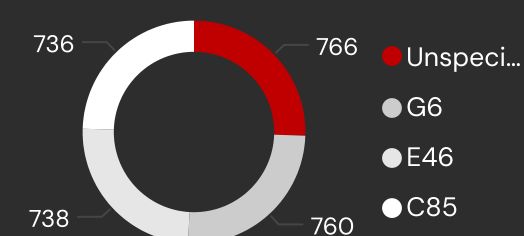
Number of Survivors By Passenger Class



Sum of Fare by Age Group



Number of Passengers By Cabin





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Age Group

☐ Adults

☐ Children

☐ Elderly

☐ Teens

Port Name

All

Sex

All

[Logout](#)

3,000

Total Passengers

1,517

Total Deaths

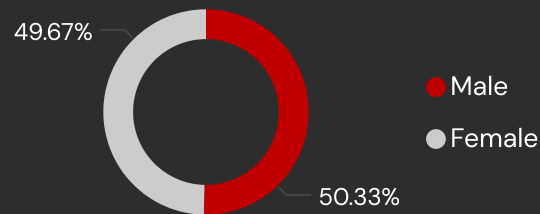
40

Average Age

49.43

Survival Rate %

Survival Rate Based on Gender

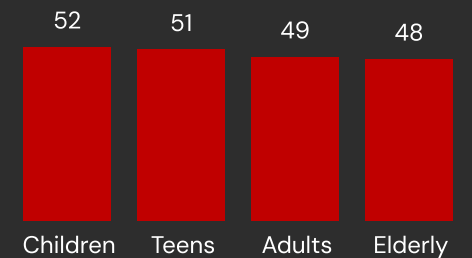


Survival Count Based on Gender

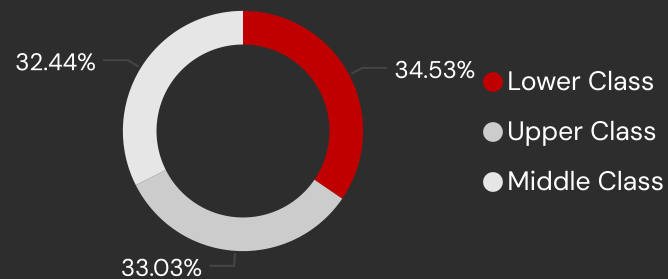
Survived ● No ● Yes



Survival Rate By Age Group

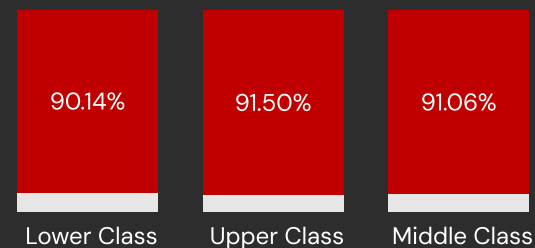


Survival Rate By Passenger Class

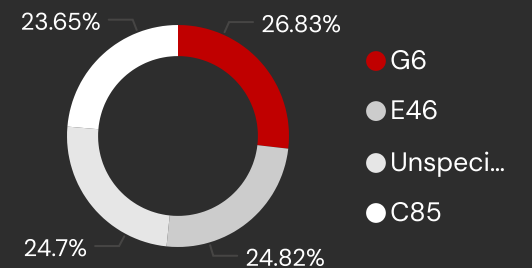


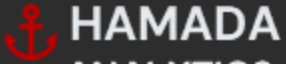
Survival of Males Based on Passenger Class

● Survival Rate % ● Male Count



Survival Rate Based on Cabin





Class 

☐ Lower Class

☐ Middle Class

☐ Upper Class

Age Group 

☐ Adults

☐ Children

☐ Elderly

☐ Teens

Port Name 

All 

Sex 

All 

 Logout



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Key Findings

Lower Class

In the lower class, survival rates were nearly equal between females (50.13%) and males (49.87%), with teens exhibiting the highest survival at 62.5%, followed by children (~55%), elderly (~51%), and adults (~49%).

A significant number of passengers were assigned to unspecified cabins, which showed slightly higher survival rates but likely reflect disorganized cabin allocation.

Overcrowding was common in cabins G6, C85, and E46, hindering efficient evacuation. Additionally, fare paid did not strongly influence survival outcomes, indicating underlying systemic issues in cabin assignment and emergency preparedness.

Middle Class

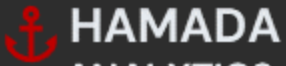
The middle class had a nearly equal gender distribution, with males showing a higher survival rate (52.19%) than females (47.81%). Among age groups, children had the best survival at 51%, followed by adults (49%), elderly (47%), and teens with the lowest at 38%.

Overcrowding remained an issue in cabins E46, G6, C85, and unspecified cabins, with survival rates varying by cabin—G6 had the highest, while C85 had the lowest. Although the total fare paid amounted to \$30,000, economic factors did not directly translate into a survival advantage.

Upper Class

In the upper class, survival rates were similar for females (50.82%) and males (49.18%), with teens having the highest survival at 53%, followed by children (50%), adults (49%), and the elderly (47%).

Cabin occupancy was highest in unspecified cabins and G6, while C85 had the lowest survival rate. Despite higher total fares reflecting premium status, survival outcomes were uneven, indicating gaps in emergency procedures even among upper-class passengers. Notably, the numbers of male and female survivors and fatalities were nearly equal, suggesting gender-neutral survival outcomes in this class.




HAMADA
ANALYTICS

Class 

☐ Lower Class

☐ Middle Class

☐ Upper Class

Age Group 

☐ Adults

☐ Children

☐ Elderly

☐ Teens

Port Name 

All 

Sex 

All 

 Logout



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Recommendations

1. Implement Smart Cabin Allocation Systems

To enhance safety and evacuation efficiency, I recommend eliminating unspecified cabins and ensuring passengers are evenly distributed to avoid overcrowding. We should implement a dynamic cabin assignment system that takes into account factors like age, mobility, group size, and proximity to emergency exits. Additionally, I suggest adjusting fare structures to incentivize and provide fair access to safer cabins for passengers across all economic groups.

2. Create Specialized Safety Zones & Programs

I recommend creating child-focused safety areas staffed with trained attendants close to lifeboats, establishing elderly care zones with improved accessibility and dedicated mobility support, and developing youth cabins supervised by crew that include peer-leader safety programs to help teens respond effectively during emergencies.

3. Leverage Technology for Safety

I suggest deploying wearable safety devices like digital ID bands or smart wristbands that offer real-time evacuation guidance and tracking, alongside implementing crowd monitoring systems in cabins to detect overcrowding and improve evacuation efficiency.

4. Tailor Safety Training & Drills

I recommend conducting age-appropriate safety simulations—interactive drills for teens, family-based exercises for children, and personalized briefings for the elderly—while also implementing gender-sensitive communication strategies to ensure clear and effective guidance for all passengers.

5. Enhance Upper-Class Safety Protocols

I suggest introducing exclusive, clearly marked emergency exits and dedicated evacuation staff for upper-class cabins, while regularly monitoring survival trends by cabin and passenger demographics to proactively refine and improve safety measures.