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C級 歷史事

# Titanic

## 泰坦尼克號

Richard Musman



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## 简 介

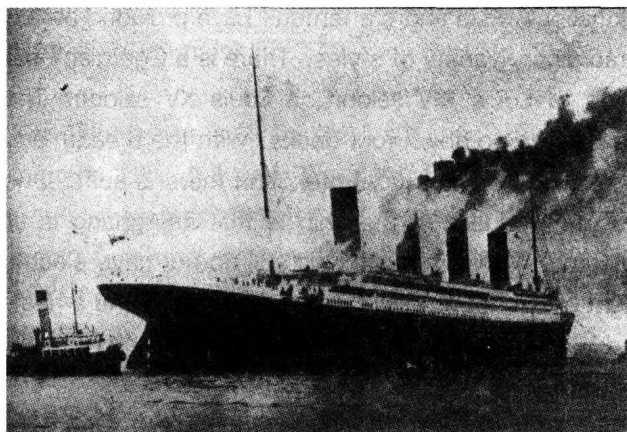
《外教社—克莱特学生英语分级读物》由上海外语教育出版社从德国最大的教育出版机构克莱特出版社精选引进出版。本系列读物由英美专家用浅显的英语撰写,供以英语为外国语的学生阅读,以培养学生用英语直接获取文化信息的能力。故事多以青少年为主角,精彩生动,扣人心弦。全套读物按文字难度分A、B、C三级,A级供初中学生阅读,B级供高一、高二学生阅读,C级供高三和更高水平的学生阅读。

本书为C级的历史事件专集,由 *Titanic*, *The Mail Train Job*, *Greenpeace — Making Waves* 3个分册组成。

1912年4月,“永不沉没的”泰坦尼克号在其处女航中撞上冰山,沉入海底,1502人丧命,由此造成了二十世纪最大的海难。被誉为世界上最安全的巨轮为何毁于一旦? *Titanic* 记述翔实,图文并茂,为你揭开泰坦尼克号事件的神秘面纱。

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## The Proud Departure

'The Titans<sup>①</sup>, of Greek mythology<sup>②</sup>, were a family of giants. White Star's great new liner<sup>③</sup>, Titanic, is a giant, the mightiest<sup>④</sup> ever built, a ship that Britain can be proud of. She is 300 metres long, 30 metres broad, and weighs 46,000 tons. She has been built to carry 3,500 passengers and crew<sup>⑤</sup> and has a top speed of over 22 knots<sup>⑥</sup> (41 kilometres an hour). The luxury for first-class passengers is quite excep-

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① Titan (希腊神话)众巨神之一      ② mythology 神话

③ liner 定期船,班轮      ④ mighty 巨大的,强大的      ⑤ crew 全体船员

⑥ knot 节(航速和流速单位;1节=1海里/小时)

tional<sup>①</sup>. Artists and craftsmen<sup>②</sup> have provided an extraordinary variety of styles. There is a Georgian<sup>③</sup> saloon, a Louis XIV saloon, a Louis XV saloon. The staircases go down four decks, with the breadth and splendour<sup>④</sup> of a luxury hotel, and there is a lift. One of the wonders of the ship is that its lighting is all electric. Many of our hotels still do not have electric light. The Titanic also has a gymnasium<sup>⑤</sup> and a heated swimming-pool. ’

**This is a résumé<sup>⑥</sup> of the many articles that were written about the world’s greatest ship on the eve of<sup>⑦</sup> her maiden voyage<sup>⑧</sup> in April, 1912.**

One of the most exciting pieces of information that the journalists had to report was the ship’s very special construction :

‘The Titanic is the safest ship in the world. She has a double bottom and 16 watertight compartments<sup>⑨</sup>. If there is a collision and the bows<sup>⑩</sup> of the ship are holed, her bulkheads<sup>⑪</sup> can be shut immediately by the officer on the bridge<sup>⑫</sup>. All he

- 
- ① exceptional 非同寻常的      ② craftsman 工匠, 巧匠  
③ Georgian (英国) 乔治王朝时期风格的      ④ splendour 壮观, 壮丽  
⑤ gymnasium 健身房      ⑥ résumé 摘要, 梗概  
⑦ on the eve of 在……前夕      ⑧ maiden voyage 处女航, 首航  
⑨ watertight compartment 防水船舱      ⑩ bow 船头, 舰首  
⑪ bulkhead 舱壁      ⑫ bridge (舰船的) 桥楼

has to do is pull an electric switch. This magnificent ship is unsinkable!’

The *Titanic* was built by one of Britain’s finest ship-builders, Harland and Wolff of Belfast<sup>①</sup>, and the firm’s managing director, Thomas Andrews, and eight of his workers were invited to sail with her. Not one of them ever saw Ireland again.

On Wednesday, April 10th, 1912, thousands of sightseers, friends and relations came to Southampton to see the great ship off. Few ships have ever carried so many distinguished passengers. There was the American artist, Frank Millet, a well-known British journalist, William Stead, an American novelist, American senators, and some of the richest men and women in British and American society. On board, too, was the managing director of the White Star Line, Bruce Ismay, for whom it was a very great occasion.

In fact Bruce Ismay did not quite know whether he was a passenger or a member of the crew. After the ship sailed he would suddenly jump up and rush up to the bridge, or down to the engine-room where he gave orders to the engineers without the Captain’s knowledge. Yet Bruce Ismay was not nearly as sure of himself as he must have seemed to his fellow passengers.

There were also on board 500 third-class passen-

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① Belfast 贝尔法斯特(英国北爱尔兰东部港市)



gers, most of whom were British, Dutch and Scandinavian emigrants<sup>①</sup> who were leaving Europe to start a new life in America.

As the tugs<sup>②</sup> pulled the great liner out into Southampton Water, no one could possibly have believed that four days later the *Titanic* would be lying 2<sup>1</sup>/<sub>2</sub> miles down on the floor of the Atlantic. After all, the *Titanic* was unsinkable, and in those days the public had complete faith in the inventive, forward-looking British industrialists. Mr Andrews, however, who wandered about the ship, checking everything with expert eyes and making notes of small things that needed changing, was a little more cautious about his ship. “Unsinkable, no!” he said. “But it’ll take an awful lot to send her to the bottom.”

First the *Titanic* crossed the Channel to Cherbourg, where she picked up more emigrants from the Continent. Then she went on to her last stop at Queenstown, Southern Ireland, where a boat carrying more than a hundred Irish emigrants came out to meet her. Suddenly the people in the boat gave a cry of horror. A black face was grinning down at them from one of the funnels<sup>③</sup>. The superstitious<sup>④</sup> Irish were certain it was the devil, and a sure sign of catastrophe<sup>⑤</sup>. Actu-

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① Scandinavian emigrant 斯堪的纳维亚移民    ② tug 拖拉用的绳索(或链条)    ③ funnel 烟囱    ④ superstitious 迷信的  
⑤ catastrophe 灾难,灾祸

ally it was only a stoker<sup>①</sup>, who had climbed up inside the false funnel to give them a fright.

The *Titanic* nosed her way<sup>②</sup> into the Atlantic, gathering speed all the time. Soon she was doing 22 knots. There were now 2,207 people on board, of whom 898 were members of the crew. The sea was calm, so the passengers were able to enjoy all the luxuries that the floating palace had to offer. The stewards and stewardesses were kept busy carrying coffee and drinks to the distinguished passengers in the different saloons. Some of these passengers had suites of rooms which included cabins<sup>③</sup> for their personal servants. A suite of this kind cost £ 888, which in those days could have fed ten British families for a year.

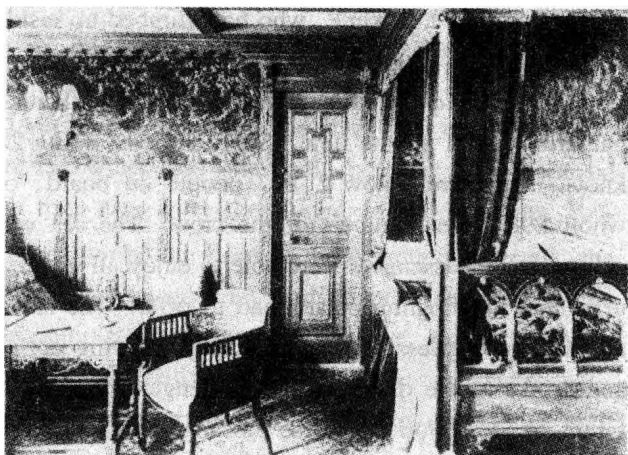
Among the first-class passengers there were many American millionaires, Ben Guggenheim, John Jacob Astor, Martin Rothschild, Arthur Ryerson, George Widener. Then there was the English Countess of Rothes and Sir Cosmo Duff Gordon and Lady Duff Gordon.

Among the second-class passengers, mostly people of moderate incomes<sup>④</sup>, there was a young schoolmaster, Lawrence Beesley, who was soon to become famous as the author of a little book called 'The Loss of

---

① stoker 司炉, 锅炉工      ② nose one's way 缓慢行进

③ cabin 房舱      ④ of moderate income 中等收入的



*A first-class stateroom<sup>①</sup> on board the Titanic*

S. S. Titanic'.

The third-class passengers were well looked after. They had cabins with comfortable bunks<sup>②</sup>, and spacious saloons. However, the White Star put third-class passengers on the lowest deck, right forward and right aft<sup>③</sup>, very near the waterline<sup>④</sup>. The two parts were connected by a long passage<sup>⑤</sup>, and 'to avoid trouble', they separated the unmarried women from the unmarried men, putting the men forward and the women aft.

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① stateroom 特等客舱    ② bunk 床铺, 铺位    ③ aft 在船尾部  
④ waterline (船的)水(平)线, (船的)吃水线  
⑤ passage 走廊, 过道

On the evening of Saturday, April 13th, the ship's commander, Captain Smith, an experienced and much admired officer felt well pleased with his ship, as he sat in the dining-room with his distinguished guests, smoking his after-dinner cigar.

## Iceberg Straight Ahead!

At 9 o'clock on Sunday morning, April 14th, the wireless operator<sup>①</sup>, Phillips, received the following message from the Cunard liner, *Caronia*:

*Captain, Titanic. West-bound<sup>②</sup> steamers report icebergs in 42° N from 49° to 51° W. Compliments<sup>③</sup>, Barr.*

Phillips handed the message to Captain Smith while he was at breakfast in the dining-saloon. He read it through quickly and then passed it on to one of the passengers sitting at his table. He did not consider the warning important, even though the icebergs reported by the *Caronia* lay right across his course.

Three hours later came a second warning, this time from the White Star liner *Baltic*:

*Greek steamer reports passing icebergs 41° 51' N. Longitude 49° 52' W. Wishing you and Titanic all success — Commander.*

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① wireless operator 无线电报报务员      ② west-bound 向西航行的  
③ compliment 问候,祝贺

This time Captain Smith showed the telegram to Bruce Ismay. Ismay was no more worried by it than the Captain. All he said was:

“So we’ll reach the ice by tonight, then?”

“Yes, sir,” the Captain replied.

There was no suggestion from managing director to Captain that he should reduce speed or alter course<sup>①</sup> to the south. Yet, although they did not know it, the French liner, *Niagara*, with 1,000 passengers on board, had crashed head-on<sup>②</sup> into an iceberg only three days before, and on the course the *Titanic* was taking. No lives were lost and the *Niagara* reached port under her own steam. But the ship that went to her help reported seeing icebergs 200 metres high.

However, few commanders in those days would have accused<sup>③</sup> Captain Smith of taking a great risk. At this time of year icebergs were not considered a danger even on the shorter northern route. Lookouts were able to spot<sup>④</sup> icebergs at considerable<sup>⑤</sup> distances. Should Captain Smith have been disturbed by the large numbers of icebergs reported and by their size? He was a commander of great experience. Everyone on board had complete trust in him and in the

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① alter course 改变航向      ② head-on 头朝前地, 正面地  
③ to accuse 指责, 谴责      ④ to spot 发现, 看出      ⑤ considerable 相当的

## *Titanic.*

There was a reason for the exceptionally large number of icebergs on the shipping routes. The Arctic winter had been unusually mild. So all along the mountainous Greenland coast the tips<sup>①</sup> of glaciers<sup>②</sup> had cracked in the warm temperature and dropped into the sea, forming thousands of large icebergs. Currents<sup>③</sup> and winds carried them south into the North Atlantic, and across the shipping lanes<sup>④</sup>.

By the evening of Sunday, April 14th, the *Titanic* was steaming at 22 knots and had reached a point about 400 miles south-east of Cape Race in Newfoundland<sup>⑤</sup>. She was only two days' steaming from New York. There was great excitement on board. The first-class ladies were wearing their most beautiful dresses, the men were all in dinner jackets<sup>⑥</sup>. Diamonds flashed on fingers and necks. The most expensive wines flowed. Even the second-class dinner menu was so rich that at least one young lady had to go to bed afterwards. In the third-class saloon the emigrants were talking excitedly about the new life they were going to begin. They had no complaints about the *Titanic*. They had not expected to be so comfortable. The Irish were having a party and danc-

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① tip 末端,末梢    ② glacier 冰川    ③ current 水流

④ shipping lane 大洋航线    ⑤ Newfoundland 纽芬兰(岛)

⑥ dinner jacket 男子餐服,小礼服

ing to the bagpipes<sup>①</sup>. Pretty, unmarried girls soon found boy-friends. Only a few suffered the misery<sup>②</sup> of sea-sickness, because the sea was so calm. But there was one disturbing development. The temperature was dropping. At 7:00 p. m. it was 43° F (10°C). By 10:00 p. m. it was 32°F(0°C), and by 10:30 it was 31°, which meant that the sea was below freezing-point and that almost certainly there was ice not far away. Only the Captain and his officers knew this, but it did not alarm them.

At 10 o'clock the Captain came on to the bridge and told First Officer<sup>③</sup> Murdoch that he was going to get some sleep.

“Call me if you're worried about anything,” he said.

Then he pointed to the top of the mast.

“Tell the lookouts<sup>④</sup> in the crow's-nest<sup>⑤</sup> to keep a careful watch for icebergs.”

As the Captain retired to his cabin, the ship steamed on through the night at a steady 22 knots, while up in the crow's-nest the lookouts, Frederick Fleet and his mate, kept their eyes fixed on the darkness ahead. The night was clear and the stars shone brightly. The new moon cast no light on the inky

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① bagpipe (苏格兰等地的)风笛      ② misery 痛苦  
③ First Officer (船上的)大副      ④ lookout 观察员  
⑤ crow's-nest 桅杆瞭望台



black sea, but Fleet and his mate were not worried. They felt confident they could recognize an iceberg by the light of the stars. Suddenly Fleet cried, “My God! Look! There! It isn’t white, but it’s an iceberg all right!”

He sprang<sup>①</sup> to the alarm bell and rang it three times. Then he shouted down the phone to the bridge, “Iceberg straight ahead, sir!”

“What’s he going to do?” Fleet thought desperately<sup>②</sup>, as the iceberg rushed towards them. A head-on collision<sup>③</sup> seemed certain. The lookouts were getting ready for it, when very slowly the bows began to move to port<sup>④</sup>. They could feel the vibration<sup>⑤</sup> as the engines went full speed astern<sup>⑥</sup>, but the ship did not lose very much speed. It raced beside the iceberg, and the lookouts thought they had had a lucky escape. They neither heard nor felt the crash.

Down on the bridge, First Officer Murdoch heard a noise he had never heard at sea before — a tearing, grinding<sup>⑦</sup> noise coming up from below the waterline. He knew that the ship had struck the iceberg and immediately moved the switch which closed the bulkheads of the watertight compartments. A moment later the Captain rushed on to the bridge.

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① to spring 迅速行动 ② desperately 拼命地 ③ collision 碰撞 ④ port 舷窗口 ⑤ vibration 震动 ⑥ full speed astern 在船尾全速(推进) ⑦ grinding 刺耳的