

Making Difficult Words Easy

Code Reader Books provide codes with “sound keys” to help read difficult words. For example, a word that may be difficult to read is “unicorn,” so it might be followed by a code like this: unicorn (*YOO-nih-korn*). By providing codes with phonetic sound keys, Code Reader Books make reading easier and more enjoyable.

Examples of Code Reader™ Keys

Long a sound (as in make):

a (with a silent e) or **ay**

Examples: able (*AY-bul*); break (*brake*)

Short i sound (as in sit): **i** or **ih**

Examples: myth (*mith*); mission (*MIH-shun*)

Long i sound (as in by):

i (with a silent e) or **y**

Examples: might (*mite*); bicycle (*BY-sih-kul*)

Keys for the long o sound (as in hope):

o (with a silent e) or **oh**

Examples: molten (*MOLE-ten*); ocean (*OH-shen*)

**Codes use dashes between syllables (*SIH-luh-buls*),
and stressed syllables have capital letters.**

To see more Code Reader sound keys, see page 44.

SINKING OF THE TITANIC

TREASURE **BAY**

Sinking of the Titanic

**A Code Reader™ Book
Blue Series**

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Patent Pending.

Code Reader books are designed using an innovative system of methods to create and include phonetic codes to enhance the readability of text.

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4.14.

The night of April 14, 1912, was clear and cold. Stars reflected off the waters of the North Atlantic. But the moon was not visible. The *RMS Titanic* (*ty-TAN-ik*) steamed through the ocean (*OH-shun*) on day five of her first, or maiden, voyage (*VOY-ey*). The new ship was the largest in the world. By 11:40 p.m., some passengers (*PAS-en-jurs*) slept in their cabins. Others played cards or visited in the ship's lounges (*LOWN-jez*). Some listened to the orchestra (*OR-kes-trah*). Few ventured (*VEN-churd*) on deck. The temperature had dropped to 32 degrees.

1912

High up the mast, a lookout sat in the **crow's nest**. He kept careful watch for icebergs (*ISE-burgz*). But it was hard to see in the dark. Suddenly, something loomed in front of *Titanic*. The lookout called down to the bridge, "Iceberg, right ahead!" First Officer William Murdoch (*MUR-dok*) tried to turn the ship. But it was too late. The iceberg scraped along the ship's hull. Within three hours, the ship would sink to the bottom of the ocean.



ACROSS THE SEA

Only 100 years before *Titanic*, the trip from Europe (*YUR-up*) to North America had been difficult and dangerous (*DANE-jur-us*). It required (*ree-KWY-urd*) sailing the storm-tossed North Atlantic. The sea often rose into huge swells. Harsh winds threatened to push ships off course. Thick fog made navigation (*nav-ih-GAY-shun*) almost impossible at times. Icebergs floated into shipping lanes. These dangers led to many shipwrecks (*SHIP-reks*). In the early 1800s, as many as 4 out of every 25 ships never made it to their destinations (*des-tih-NAY-shunz*). Those that did often took a month or more to make the crossing.

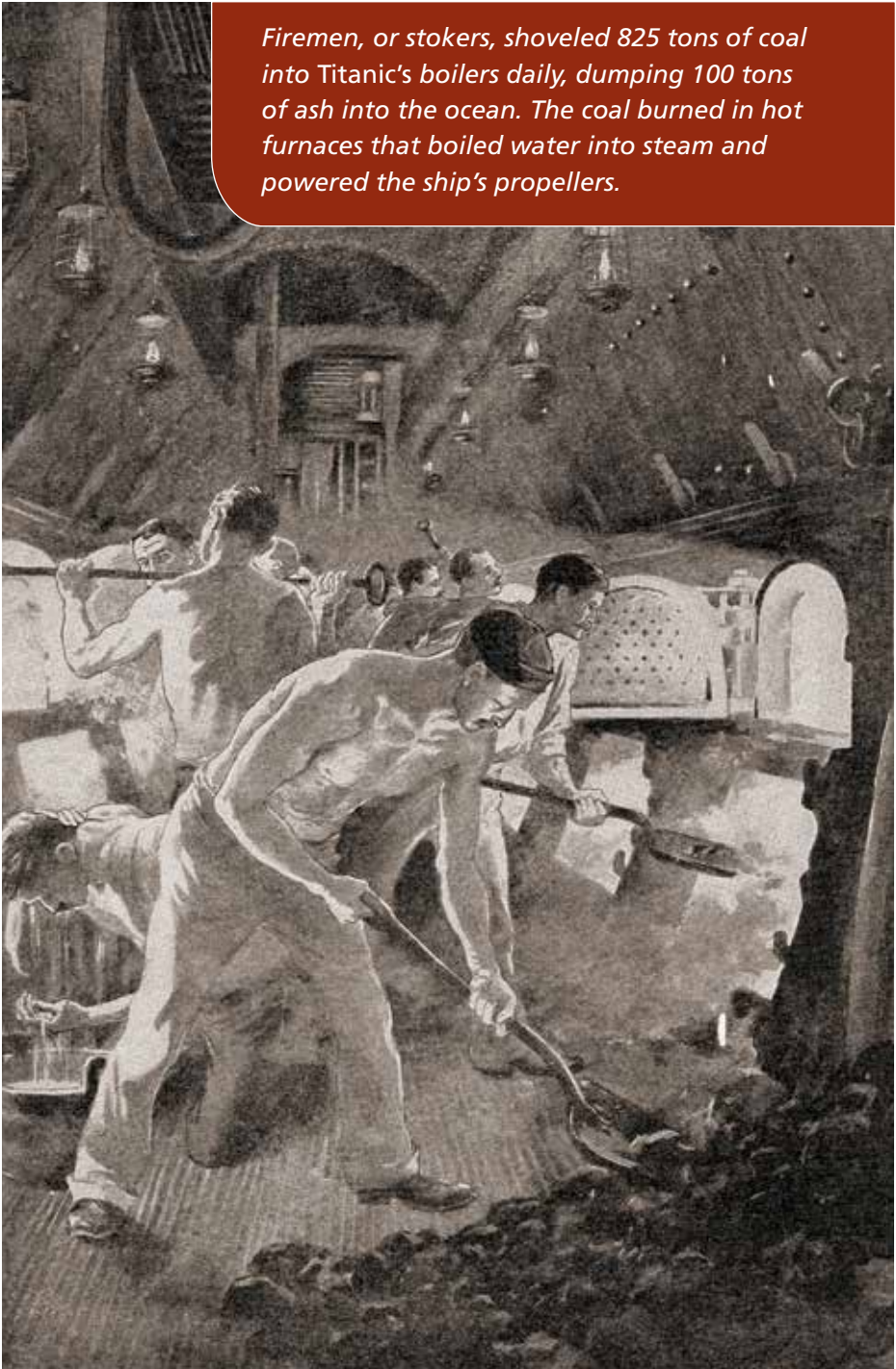
Life on a ship was often uncomfortable (*un-KUM-fur-tuh-bul*). Passengers faced crowded and stuffy conditions (*kun-DIH-shunz*). Third-class passengers were crammed into the lowest levels of ships. Many of these people were emigrants (*EM-ih-grents*)—people leaving their homeland to make a new life in America.



Crossing the Atlantic during the 1800s took between 6 and 14 weeks, depending on wind and weather conditions.



Firemen, or stokers, shoveled 825 tons of coal into Titanic's boilers daily, dumping 100 tons of ash into the ocean. The coal burned in hot furnaces that boiled water into steam and powered the ship's propellers.





MAURETANIA
(maw-ruh-TAY-nee-uh)

However, many emigrants died of disease (*dih-ZEEZ*) or starvation (*star-VAY-shun*) before the sailing ship made it to America.

In the mid-1800s, steamships began crossing the Atlantic. Instead of sails, these ships were powered by steam engines (*EN-jinz*). Coal was burned in boilers to generate (*JEN-uh-rate*) steam. The steam powered an engine that turned a propeller in the water.

By the late 1800s, more people were crossing the Atlantic than ever before. Shipping companies began to compete for their business (*BIZ-ness*). Among the biggest

shipping lines were White Star, Cunard (*KYOO-nard*), and Hamburg-Amerika. These companies raced to build (*bild*) bigger, faster, more luxurious (*lux-ZHUR-ee-us*) ships. Their ships became known for their impressive safety records. In 1911, the *New York Times* stated that modern ships would stay afloat after the “most violent (*VY-oh-lent*) shock.”

In 1907, Cunard (*KYOO-nard*) introduced the *Lusitania* (*loo-suh-TAY-nee-uh*) and *Mauretania* (*maw-ruh-TAY-nee-uh*). These ships were the biggest and fastest ever built (*bilt*).

3.31.1909

Keel laid for *Titanic*

Each stretched 790 feet. They could travel at 26 to 28 knots. That is about 30 to 32 miles per hour. At this speed, the ships could cross the Atlantic in less than five days.

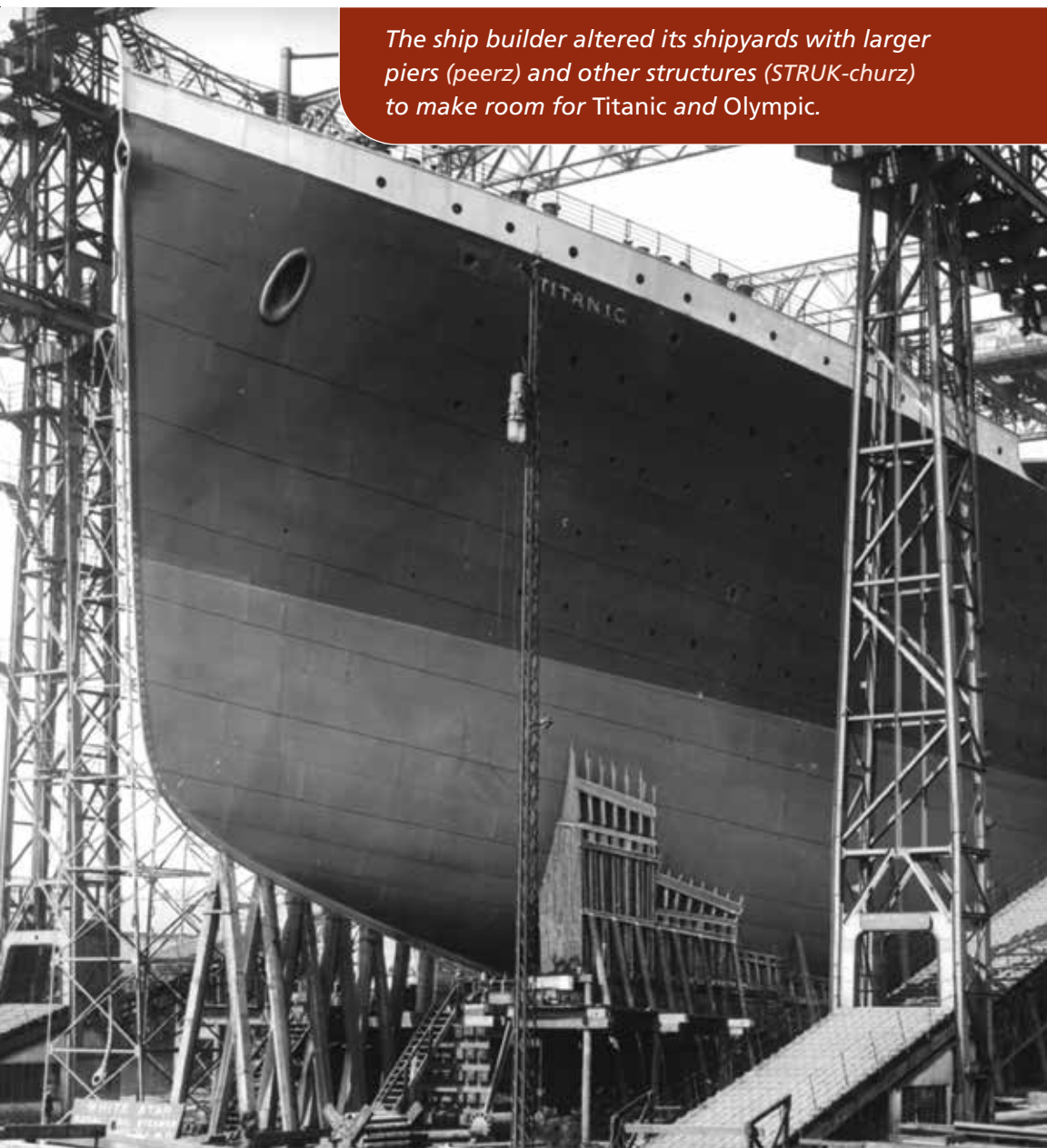
White Star chairman, J. Bruce Ismay (*IZ-mee*), wanted to keep up with his competitors (*kum-PEH-tih-turz*). He decided not to try to set a speed record. Instead, White Star would build the largest, most luxurious (*lux-ZHUR-ee-us*) ships on the ocean. The ships would be the *Olympic* (*oh-LIM-pik*), *Titanic* (*ty-TAN-ik*), and *Gigantic* (*jy-GAN-tik*).

White Star's ships were built by the shipbuilder with the largest operation (*op-er-AY-shun*) in the

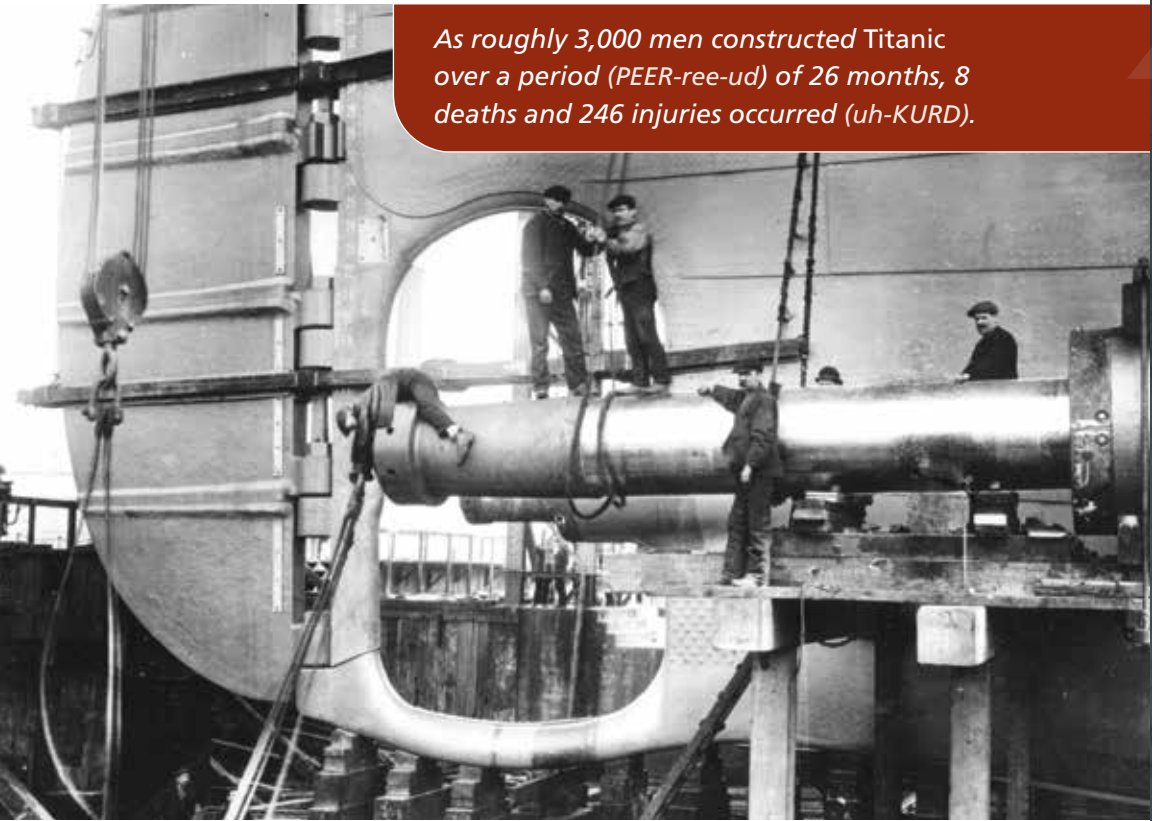
world. It was located in Belfast, Northern Ireland.

The keel for *Titanic* was laid on March 31, 1909. This formed the ship's spine. Next, the ship's bottom, or hull, was built. Steel beams attached to the keel formed a frame for the ship. The frame was covered with more than 2,000 steel plates. The plates were held together by heated steel pins called rivets. Some of the rivets were pounded into place by hand. A giant hydraulic (*hy-DRAW-lik*), or water-powered, riveter secured (*seh-KYURD*) others.

The ship builder altered its shipyards with larger piers (peerz) and other structures (STRUK-churz) to make room for Titanic and Olympic.



As roughly 3,000 men constructed *Titanic* over a period (PEER-ree-ud) of 26 months, 8 deaths and 246 injuries occurred (uh-KURD).



By May 31, 1911, *Titanic's* frame was complete. Nearly 100,000 people watched as the ship was launched (LAWN-cht). But the inside of the ship wasn't done yet. The *Titanic* was moved to a deep-water wharf (worf). It spent the next 10 months there as builders completed it. Three engines were added. They would be powered by 29 boilers. Four funnels rose above the deck. Three served as smokestacks. The fourth

was added to make the ship look balanced. It also provided ventilation (vent-til-LAY-shun). Cabins, dining rooms, and decks were painted and furnished.

By the time it was completed, *Titanic* stretched 882.75 feet and was 92.5 feet wide. It was as long as three football fields! From the bottom of the keel to the top of the funnels, the ship towered 175 feet. It weighed (wade) 46,329 tons.

Titanic was ready to sail.

NOW THAT'S BIG

Everything about *Titanic* was huge (*hyooj*). Its engines were the largest of their kind ever built. Each was nearly 40 feet tall, or about as high as a four-story building. The two outer propellers were each more than 23 feet in diameter (*dy-AM-uh-tur*). The center propeller measured 16 feet across. Each of *Titanic's* 29 boilers could fit a double-decker bus inside. The ship's 3 anchors (*ANG-kurz*) weighed more than 15 tons apiece.

