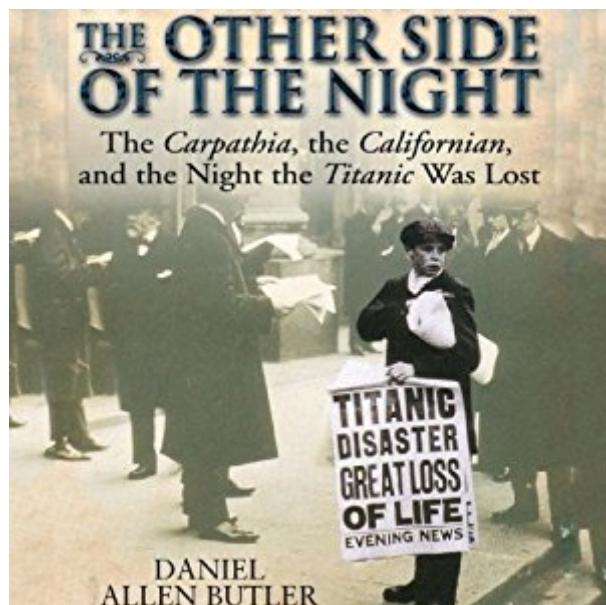


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Other Side Of The Night: The Carpathia, The Californian And The Night The Titanic Was Lost



Synopsis

After every disaster, someone has something to hide.... A few minutes before midnight on April 14, 1912, the "unsinkable" RMS Titanic, on her maiden voyage to New York, struck an iceberg. Less than three hours later she lay at the bottom of the Atlantic Ocean. While the world has remained fascinated by the tragedy, the most amazing drama of those fateful hours was not played out aboard the doomed liner. It took place on the decks of two other ships, one 58 miles distant from the sinking Titanic, the other barely 10 miles away. The masters of the steamships Carpathia and Californian, Captain Arthur Rostron and Captain Stanley Lord, were informed within minutes of each other that their vessels had picked up the distress signals of a sinking ship. Their actions in the hours and days that followed would become the stuff of legend, as one would choose to take his ship into dangerous waters to answer the call for help, while the other would decide that the hazard to himself and his command was too great to risk responding. After years of research, Daniel Allen Butler now tells this incredible story, moving from ship to ship on the icy waters of the North Atlantic - in real time - to recount how hundreds of people could have been rescued, but in the end only a few outside of the meager lifeboats were saved. He then looks alike at the U.S. Senate investigation in Washington, and ultimately the British Board of Trade inquiry in London, where the actions of each captain are probed, questioned, and judged, until the truth of what actually happened aboard the Titanic, the Carpathia and the Californian is revealed. Daniel Allen Butler, a maritime and military historian, is the best-selling author of "Unsinkable": The Full Story of RMS Titanic, Distant Victory: The Battle of Jutland and the Allied Triumph in the First World War, and The First Jihad: The Battle for Khartoum and the Dawn of Militant Islam. He is an internationally recognized authority on maritime subjects and a popular guest-speaker for several cruise lines. Butler lives and works in Los Angeles, California.

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Customer Reviews

From the first few pages I was entranced. The book reads like a well-written novel; I could hardly put it down. From a story I thought I already knew, no less! But the author sheds new light on the fabled CARPATHIA and the infamous CALIFORNIA. My eyes teared up while reading about Capt. Rostron and his heroic efforts to speed to the doomed liner. Particularly engaging was the equal effort of his crew - an aspect of the night I never thought about previously. To think about the black gang (the men in the inferno of the boiler rooms) shoveling coal like never before and all for speed, speed, speed! Breathtaking! Equally absorbing was when the crew was assembled and told the situation - an hour after the CARPATHIA has already turned around. Until then most of them were simply following orders, no matter how inexplicable they might have seemed. Imagine the collective shock that went through the crew upon hearing that the mighty TITANIC was sinking. By way of a chilling, bizarre, and wholly unsettling contrast was the total lack of effort by Cap. Lord of the CALIFORNIA. I had always thought that the jury was out regarding Lord and the actual whereabouts of the CALIFORNIA, and thought that the jury could never, at this late date, even come to a verdict. But the author makes a definite case for guilty. No question. The author also details a psychological profile of Lord. This was utterly fascinating and makes sense out of behavior that before the book simply made no sense. One night. One tragedy. And two captains with polar opposite reactions. Yep, wow. I have always felt that the definitive TITANIC move has yet to be made. While reading the book I kept thinking: what a movie! Imagine a TITANIC movie with TITANIC as a bit player! Hollywood, are you reading this?

On the night of the sinking of Titanic, there were two ships whose actions, or inactions, were scrutinised by a relentless press and public after the magnitude of the disaster became apparent. The first was the Carpathia and the second the Californian. This interesting and well written book looks at the dangers ships faced and the way that the invention of Marconi's wireless telegraphy ended the isolation of ships at sea. In theory, this meant that someone would always be near and answer a distress call... Both Harold Cottam, wireless operator on Carpathia and Cyril Evans, wireless operator on the Californian, received ice warnings and had contact with Titanic shortly

before the tragedy. The ice was so bad that the Californian had come to a stop, preferring to wait for daylight to negotiate the waters. On the last time Evans contacted Titanic he was told he was "blocking the signal", as Titanic had had problems with their wireless during the day and had a backlog of messages to send. Evans left his set and went to bed. Thus, when Titanic began to send out a distress signal, Evans was not there to receive it. This book looks at the differing reactions to Titanic's fate. The Californian was closer to Titanic (possibly within sight of it), but by a series of errors - either wilful or accidental - did not come to the aid of the stricken ship. Meanwhile, the Carpathia received the distress signal and came immediately to help, even though she was further away. The author looks at the ways the actions and behaviour of the ships Captains had repercussions on their careers. The reactions of Arthur Henry Rostron, Captain of Carpathia and Captain Stanley Lord on the Californian could not have been more different. Was the Californian actually within sight of Titanic?

"After every disaster, someone has something to hide..." The Other Side of the Night starts with a review of the history of transit across the world's oceans, most notably the North Atlantic after Europe started exploring, then plundering, then trading with the Americas. From there we get a good overview of the Carpathia and Captain Arthur Rostron, followed by the Californian and Captain Stanley Lord. This brings us to The Night to Remember, April 14-15, 1912, in the North Atlantic, off the Grand Banks. This well-crafted book takes us on a real-time journey through the night of the Titanic's sinking, from the bridge of the doomed liner, to that of the Carpathia, and of the Californian, and between all three ships, to follow all of the night's events in chronological order. Mr. Butler was acquainted with and enjoyed a good friendship with Walter Lord, who interviewed several of the Titanic's survivors and pieced together what happened the night she sank into his opus "A Night To Remember". Walter saw Daniel's earlier Titanic work "Unsinkable" and proclaimed him as his successor as a researcher of the Titanic. We follow the events throughout the sinking of the Titanic, and the Carpathia's bold dash at maximum possible speed through the dangerous ice field to rescue her survivors, while at the same time the watch officers on the Californian fail to rouse Captain Lord to action for fear of his wrath. The reader's attention is drawn to Captain Stanley Lord's comments to reporters after he docks in Boston. Watch his accounts of the night of April 14-15 change from there to his testimony in Washington, and change yet again for his later testimony before the British Board of Trade in London.

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