

Name: \_\_\_\_\_

Date: \_\_\_\_\_



Match the Change Cards to the facts about the Titanic which inspired each change.

The Titanic did not have enough lifeboats.

The crew on the Titanic did not know what to do in case of an emergency.

The ship's hull and rivets were brittle due to poor quality materials and it was only a single hull on the sides.

The SS Californian's wireless officer had gone to bed, meaning distress signals were undelivered.

The SS Californian did not interpret the distress flares launched by the Titanic as a call for help and ignored them.

Wireless distress signals were hard to recognise quickly.

The Titanic's route took her through dangerous ice fields in the Northern Atlantic.

The watertight bulkheads were not sealed at the top, letting water flood multiple compartments as the ship sank.

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Write a fact about the Titanic which inspired a change in ship safety at sea. Write the change it inspired next to it. An example has been done for you.

The watertight bulkheads were not sealed at the top, letting water flood multiple compartments as the ship sank.

SOLAS made a rule that all bulkheads must be made watertight to slow down flooding.

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Use the changes you ordered with your group to write about the three main changes made after the Titanic sank. Explain why you thought your top three changes were so significant.

I believe that the most significant change that was made after the Titanic sank was ... \_\_\_\_\_

I think this is the most significant change because... \_\_\_\_\_

Another significant change was ... \_\_\_\_\_

This is significant because ... \_\_\_\_\_

The final change I would like to mention is ... \_\_\_\_\_

This was a significant change because ... \_\_\_\_\_

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This image shows a blank sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

Bulkheads were required to be watertight so water cannot flow between compartments. Ships should stay afloat with two compartments flooded.	SOLAS ruled that all passenger ships must have enough lifeboats to have space for every person on board.
Ships were required to have a double hull.	The International Ice Patrol monitors and reports the movement of ice fields in the northern Atlantic Ocean to all ships in the area.
The distress code SOS was to be used for all future emergencies, as it is easy to recognise.	All distress flares were coloured red and were to be interpreted as a sign for help. Anyone seeing them should act accordingly.
All passenger ships were required to have wireless equipment which was to be manned 24 hours a day.	Lifeboat drills and inspections became mandatory for all ships.

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