helicopters and lifeboats. The crew followed procedures and also contacted ships in the vicinity for help; several ships responded and provided assistance, leading all seven crew to safety (Lakshmi). Even today ships are mandated to report to authorities and ships in vicinity during times of danger and help the ships in need like that of EMS Majestic (SOLAS 2012).

Furthermore, another important change made during the SOLAS of 1914 was the unification of distress flares. Ships use these flares during immediate danger. Before the sinking of the Titanic, each country, and sometimes each ship, used flares of their own choice; the distress color for one ship may be different from that of another ship. This dissociation caused great confusion and often times caused troubled ships to be misread or ignored (Johnson). This soon proved to be devastating when the Titanic was in danger. While the Titanic was sinking, white flares were shot several times. Crews on the SS Californian, the closest ship from the spot of accident, misinterpreted them as identification signals and went back to sleep. Because of the different colored distress flares, this became a major contributor that cost more than one thousand five hundred people. In response to this catastrophe, red colored flares were unified throughout the world to be fired to signal danger or dereliction. The SOLAS Article 12 also “prohibits use of flares anytime but only danger” (International Conference on Safety of Life at Sea). Today the uses of red distress flares remain prevalent and are currently used by ships all around the world thanks to the Titanic (Howeth).

Other suggestions were also added during the SOLAS convention such as including sufficient supplies of life vests and life boats onboard. During the Titanic’s navigation, there were two thousand twenty-three people onboard. Unfortunately, the maximum capacity for the lifeboats onboard was only for one thousand seventy-eight people. Despite the limited number, it wasn’t against the laws of the time. As a result lots of people had no route to
escape other than hopelessly wait for rescue ships far from them. After the incident, five worried men looked into the situation and proposed several changes made such as the addition of lifeboats for everyone (Calthorpe, et al. 5). The American Inquiry Committee looked into the proposal and incorporated it during the SOLAS convention. This new change stated in Article 51 mandates that the number of life vests and life boats must be same as the number of passenger onboard (Kpho). Any commercial vessels or ships must have a 15.5 pound buoyant life jacket for every crew member and passengers onboard; crew members must be skilled at handling life saving appliances (Brooks). Lots of the deaths could have been prevented if drills were practiced just several times. Passengers then would be able to orderly descend the ships into assigned lifeboats and waited for their rescue to arrive; perhaps casualties would have been minimized then. According to the statistics presented by the Coast Guard in 2010, more than 72% of the boating incidents were killed by people drowning and 88% of the people who died had no life vest on. On the other hand, people who wore life vests have more than twice the chance to survive (Unintentional Drowning…). This shows that life vests have saved lots of passengers all because of the SOLAS Convention in 1914. Through the unfortunate accident of the Titanic, today sufficient number of lifeboats and life vests are equipped in every single commercial and passenger ship in the world to prevent such tragedies from happening again (SOLAS 2012).

Moreover, a policy added due to the 1914 convention was the implementation of emergency drills. According to one of the Titanic crew, the emergency drills were not practiced. “Many of the crew members did not join the ship until few hours before sailing and the only drill while the vessel lay at Southampton or on the voyage consisted in lowering two life boats on the starboard side into the water, which boats were again hoisted to the boat deck within half an hour. No boat lists designating the stations of members of the crew were posted until several days after sailing from Southampton; boatmen were left in ignorance of