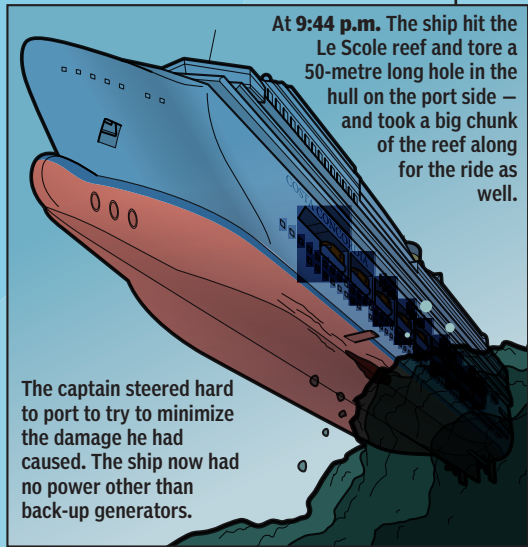


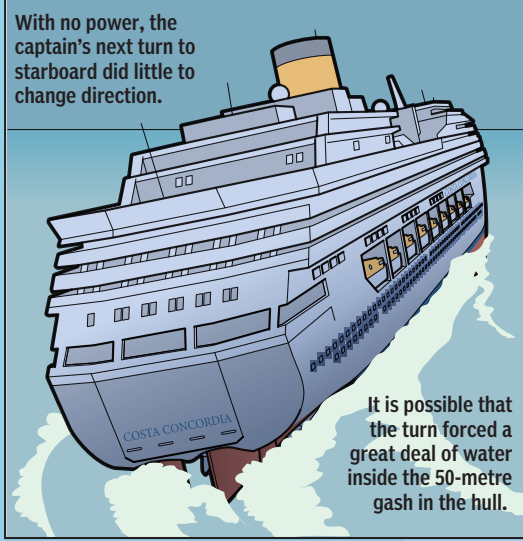
# WHAT REALLY HAPPENED

Costa Concordia Captain Francesco Schettino gave the order to abandon his cruise liner one hour and 14 minutes after first hitting rocks. During that time, the captain fought a losing battle to bring the stricken \$590-million vessel safely into port.



At 9:44 p.m. The ship hit the Le Scola reef and tore a 50-metre long hole in the hull on the port side – and took a big chunk of the reef along for the ride as well.

The captain steered hard to port to try to minimize the damage he had caused. The ship now had no power other than back-up generators.



With no power, the captain's next turn to starboard did little to change direction.

It is possible that the turn forced a great deal of water inside the 50-metre gash in the hull.

"I was navigating by sight because I knew the depths well and I had done this manoeuvre three or four times . . . but this time I ordered the turn too late and I ended up in water that was too shallow. I don't know why it happened . . . I was a victim of my instincts."

CAPTAIN OF THE COSTA CONCORDIA  
FRANCESCO SCHETTINO

"The huge question in my mind is why this half-wit of a captain permitted a deviation of the course so close to a reef . . . You can scour the world and you won't be able to find another captain that says, 'Hey, you know, it's a great idea to go a little closer to that reef . . .'"

MARITIME ACADEMY GRADUATE HENRY S. WOODS III, OWNER OF TRIDENT MARINE SAFETY

Time: 9:55, Speed: 2 kts

As the ship slowed down it became harder to steer, so although the turn had prevented it from crashing into Isola de Giglio, it was heading out to sea.

Tyrrhenian Sea

At 10:26 p.m. Responding to a Coast Guard official, Capt. Francesco Schettino admitted that the ship had been damaged but said all they needed was a tugboat.

Time: 10:25, Speed: 0.7 kt

The Concordia, probably pushed by the current and the docking thrusters, moved toward land. The ship was moving almost sideways at this point.

Speed 0.8kts

Speed 2kts

"The problem now is that he has no power, he's losing propulsion, the propellers aren't turning and the ship isn't being propelled forward by anything but its own momentum."

"Whenever you turn a ship hard over it's moving sideways, and when you're moving a large ship like that sideways through the water it's going to slow it down considerably."

CAPTAIN JOHN KONRAD, GCAPTAIN.COM

At 10:06 p.m. Authorities on the island received their first alarm about the disaster after a passenger called relatives on shore who notified police.

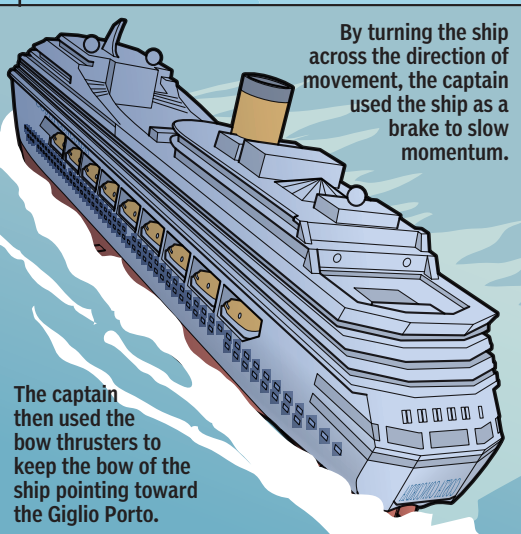
Speed 0.5kts

Speed 1.0kt

Time: 10:05  
Speed: 1 kt

The ship fired its port-docking thrusters – usually used for manoeuvring sideways while docking – but the hard right rudder had caused the Concordia to list to one side.

Speed 0.8kts



The captain then used the bow thrusters to keep the bow of the ship pointing toward the Giglio Porto.

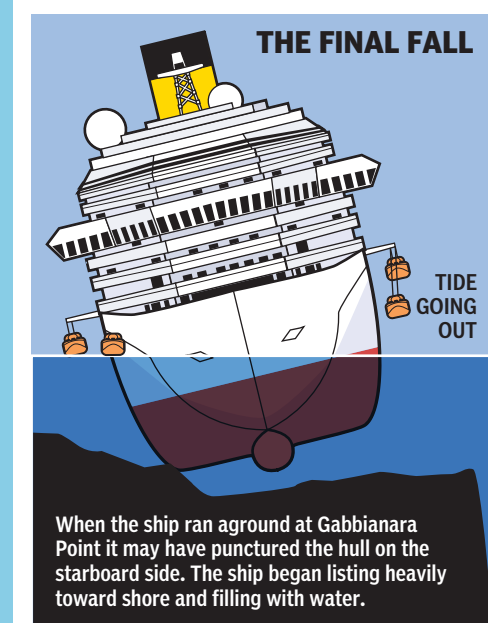
By turning the ship across the direction of movement, the captain used the ship as a brake to slow momentum.

"I suspect that it was uncontrolled free flooding that just got too much weight on the starboard side. You have fuel and water tanks deep in the ship, and if those were damaged enough to allow too much weight and too much fluid to move to the starboard side that would be sufficient to cause it to heel like that."

MARITIME ACADEMY GRADUATE HENRY S. WOODS III, OWNER OF TRIDENT MARINE SAFETY

SOURCES: FORBES.COM, MARINETRAFFIC.COM, BOATDESIGN.NET & NEWS REPORTS

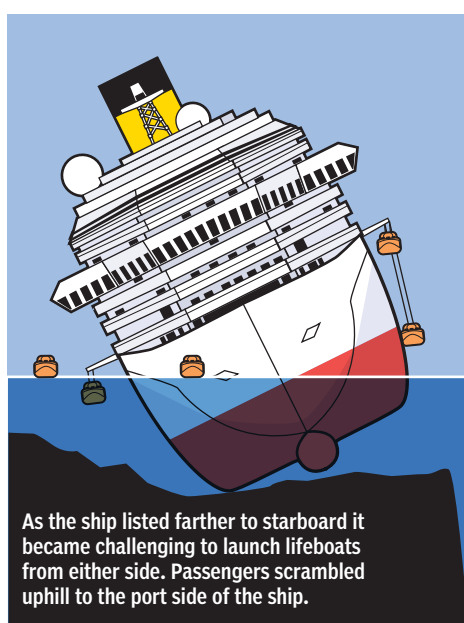
JAN VYKYDAL, ANDREW BARR, MIKE FAILLE, JONATHON RIVAIT AND RICHARD JOHNSON / NATIONAL POST



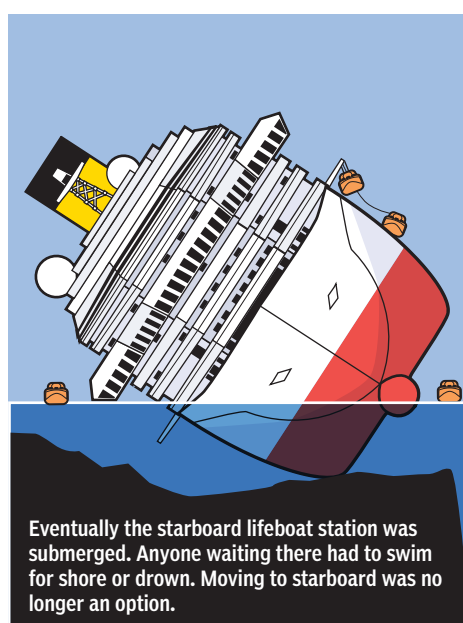
## THE FINAL FALL

TIDE GOING OUT

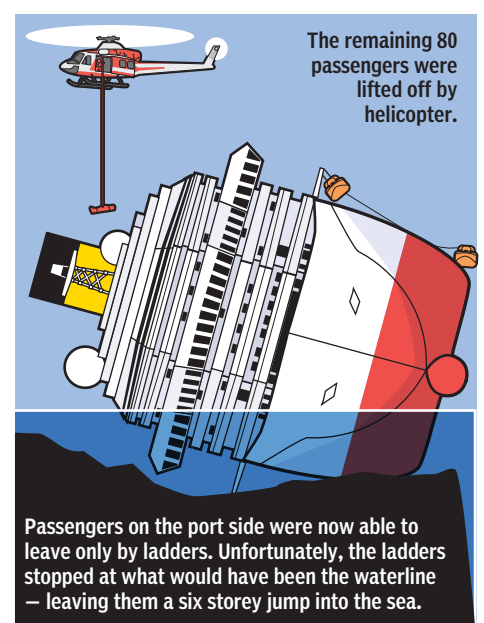
When the ship ran aground at Gabbianara Point it may have punctured the hull on the starboard side. The ship began listing heavily toward shore and filling with water.



As the ship listed farther to starboard it became challenging to launch lifeboats from either side. Passengers scrambled uphill to the port side of the ship.

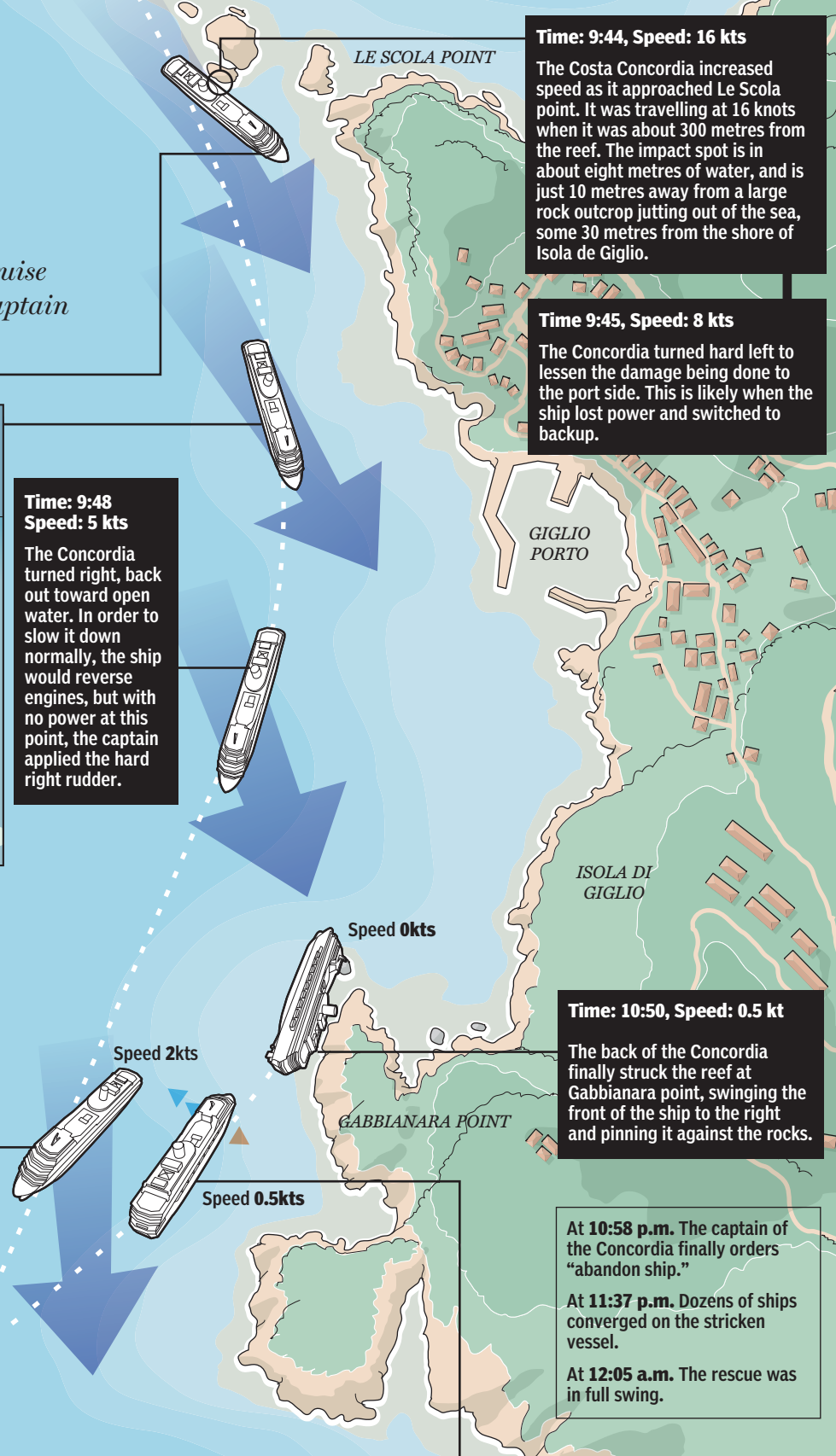


Eventually the starboard lifeboat station was submerged. Anyone waiting there had to swim for shore or drown. Moving to starboard was no longer an option.



The remaining 80 passengers were lifted off by helicopter.

Passengers on the port side were now able to leave only by ladders. Unfortunately, the ladders stopped at what would have been the waterline – leaving them a six storey jump into the sea.



The Costa Concordia, listing and drifting very slowly forward, ran aground on rocks off Giglio Porto.

