# Titan disaster widow condemns 'ego and arrogance' behind submarine tragedy



Christine Dawood, who tragically lost both her husband, Shahzada Dawood, and their son, Suleman, in the catastrophic Titan submarine disaster, has voiced a profound sense of anger and disbelief, attributing their deaths to “ego and arrogance.” The pair perished alongside three others during a June 2023 expedition to explore the Titanic wreck, which ended in the implosion of the vessel 3,800 metres beneath the ocean's surface. This disaster has reignited intense scrutiny over the safety protocols surrounding extreme tourism, particularly in deep-sea exploration.

Recollections of the incident indicate that the Titan submersible lost communication with its support vessel, the Polar Prince, approximately 1 hour and 45 minutes into its descent. The distress signals triggered an international search effort but by then it was too late; all five individuals aboard, including OceanGate's CEO Stockton Rush, experienced instant death as the submersible imploded. This disaster not only claimed lives but also stirred fear and uncertainty in an industry increasingly operational yet remarkably under-regulated.

Ms Dawood, now an advocate for stricter oversight of such expeditions, expressed her dismay at how her husband and son could be lured into this perilous adventure for a hefty fee of $250,000 each. Speaking to the BBC, she described the “American way” of presenting such ventures as excessively confident, stating that there was a pervasive culture of boasting about capabilities. “I mean, there is a lot of, 'we are awesome,' and the American dream, and, 'we can do it,’” she said, encapsulating her disillusionment with the operators' attitude.

The aftermath of the incident saw an outcry over OceanGate's operational integrity. Reports revealed that despite receiving warnings from industry experts about potential risks associated with their unorthodox approach, including using a video game controller to pilot the vessel, these concerns were consistently downplayed by Rush. This behaviour led to a chilling reflection on the very nature of deep-sea tourism, a sector that has attracted wealth and adventure seekers but lacks robust regulatory frameworks.

Shahzada and Suleman were among five who died in this tragedy, joining other notable figures like adventurer Hamish Harding and renowned Titanic expert Paul-Henri Nargeolet. Their deaths underscore a trend in high-stakes tourism, where companies often prioritise spectacle over safety. In light of this, experts pulse towards a pressing need for stricter regulations—most notably that of comprehensive safety protocols. The fear and anxiety surrounding this sector became even more pronounced as the Coast Guard’s intensive investigation continued to reveal the profound risks involved in such deep-water explorations.

Adding to the investigation’s complexity, David Lochridge, OceanGate’s former director of marine operations, had previously raised red flags. He insisted on more exhaustive evaluations of the Titan prior to the ill-fated voyage, highlighting the need for rigorous testing and structural integrity scans. Such warnings remained unheeded. Significantly, Lochridge was removed from his position after voicing his safety concerns, an action that many speculate was a tacit reflection of Rush’s dismissive approach towards conventional safety practices, which he believed stymied innovation.

In the wake of this disaster, Ms Dawood has been walking 800 kilometres from Surrey to Glasgow to honour her son and raise awareness of the safety issues around such expeditions. She is one of many voices advocating for reforms that seek to ensure that the thrill of exploration does not come at the cost of human life.

As discussions around the Titan incident unfold, Netflix has announced it will release a documentary, "Titan: The OceanGate Disaster," set to premiere in June 2025. The film aims to delve deeper into the decisions that led to the disaster, presenting previously unseen footage and testimonies from those who had grave reservations about the project. This step serves to keep public attention on the urgent need for changes in the regulations governing deep-sea tourism, aiming to ensure that safety takes precedence over ambition.

The Titan disaster may remain a poignant reminder of the fragility of life and the dire consequences of overestimating human capability in the face of nature's overwhelming force. In an era where the desire for exploration often collides with commercial interests, questions linger about how we strike the balance between adventure and safety, particularly as more companies seek to navigate the uncharted depths of the ocean.

## Reference Map:

* Paragraph 1 – [[1]](https://www.dailymail.co.uk/news/article-14745771/Titan-submarine-wife-blames-ego-arrogance-husband-son-killed.html?ns_mchannel=rss&ns_campaign=1490&ito=1490), [[4]](https://www.axios.com/2023/06/22/titanic-tourist-submarine-missing-north-atlantic-air-supply)
* Paragraph 2 – [[1]](https://www.dailymail.co.uk/news/article-14745771/Titan-submarine-wife-blames-ego-arrogance-husband-son-killed.html?ns_mchannel=rss&ns_campaign=1490&ito=1490), [[3]](https://time.com/6289279/titanic-tourism-sub-deep-sea-regulation/), [[5]](https://time.com/6288253/titanic-tourist-missing/)
* Paragraph 3 – [[1]](https://www.dailymail.co.uk/news/article-14745771/Titan-submarine-wife-blames-ego-arrogance-husband-son-killed.html?ns_mchannel=rss&ns_campaign=1490&ito=1490), [[3]](https://time.com/6289279/titanic-tourism-sub-deep-sea-regulation/), [[6]](https://apnews.com/article/05903e98b0155b9d69249b86d3df6c89)
* Paragraph 4 – [[2]](https://www.cadenaser.com/nacional/2025/05/24/netflix-anuncia-el-estreno-de-un-documental-sobre-la-tragedia-del-submarino-titan-cadena-ser/), [[5]](https://time.com/6288253/titanic-tourist-missing/), [[6]](https://apnews.com/article/05903e98b0155b9d69249b86d3df6c89)
* Paragraph 5 – [[3]](https://time.com/6289279/titanic-tourism-sub-deep-sea-regulation/), [[6]](https://apnews.com/article/05903e98b0155b9d69249b86d3df6c89)
* Paragraph 6 – [[2]](https://www.cadenaser.com/nacional/2025/05/24/netflix-anuncia-el-estreno-de-un-documental-sobre-la-tragedia-del-submarino-titan-cadena-ser/), [[5]](https://time.com/6288253/titanic-tourist-missing/)

Source: [Noah Wire Services](https://www.noahwire.com)

## Bibliography

1. <https://www.dailymail.co.uk/news/article-14745771/Titan-submarine-wife-blames-ego-arrogance-husband-son-killed.html?ns_mchannel=rss&ns_campaign=1490&ito=1490> - Please view link - unable to able to access data
2. <https://www.cadenaser.com/nacional/2025/05/24/netflix-anuncia-el-estreno-de-un-documental-sobre-la-tragedia-del-submarino-titan-cadena-ser/> - Netflix has announced the release of the documentary 'Titan: The OceanGate Disaster,' set to premiere on June 11, 2025. The film examines the tragedy that occurred on June 18, 2023, when OceanGate's Titan submersible imploded in the Atlantic during an expedition to the Titanic wreck, resulting in the deaths of five individuals, including CEO Stockton Rush and Pakistani-British businessman Shahzada Dawood with his son. The documentary features previously unseen footage and revealing testimonies that analyze controversial decisions leading up to the accident and Rush's responsibility. Some interviewees describe him as an individual obsessed with fame, while others highlight his conviction in the project. The Coast Guard confirmed the catastrophic implosion four days after the incident. The series aims to shed new light on the events preceding this globally impactful tragedy.
3. <https://time.com/6289279/titanic-tourism-sub-deep-sea-regulation/> - The Titan submersible, carrying five people on a dive to explore the Titanic wreckage site, went missing on June 18 and is now believed to have imploded, killing all aboard. The crew included OceanGate Expeditions' CEO Stockton Rush, multi-millionaire Shahzada Dawood and his son Suleman Dawood, British explorer Hamish Harding, and Titanic expert Paul-Henri Nargeolet. The tragedy puts a spotlight on the rising yet largely unregulated deep-sea tourism industry, often only accessible to the wealthy, with ventures like OceanGate's $250,000 tours. Despite the significant risks involved, regulation remains minimal as governments usually do not interfere unless there are high-profile incidents necessitating regulation. This lack of oversight raises concerns about safety and responsibility in such extreme tourism activities, as evidenced by previous reports of safety issues on the Titan from former passengers.
4. <https://www.axios.com/2023/06/22/titanic-tourist-submarine-missing-north-atlantic-air-supply> - OceanGate Expeditions has announced that the pilot and four passengers aboard the Titan submersible, which disappeared while on a tourist expedition to the Titanic site, are believed to have died. The U.S. Navy detected possible signs of the Titan imploding soon after its disappearance. Debris from the vessel, discovered by a remotely operated vehicle (ROV) near the Titanic, indicated a 'catastrophic loss' of the pressure chamber, according to U.S. Coast Guard officials. Among the deceased was Stockton Rush, CEO of OceanGate Expeditions. The families of the victims were promptly informed following the discovery. The White House expressed condolences to the families and gratitude to the search teams.
5. <https://time.com/6288253/titanic-tourist-missing/> - The search for the missing Titan sub has concluded with officials announcing a 'catastrophic implosion,' resulting in the presumed death of all five passengers. The U.S. Coast Guard discovered debris consistent with the sub's implosion near the Titanic wreck, which matched the location of the Titan's last communication. The exact time of the incident remains undetermined. OceanGate Expeditions, the company operating the Titan, released a statement acknowledging the loss and highlighting the passengers' adventurous spirit. The multi-national search effort spanned an extensive area, with underwater robots continuing to gather more information. OceanGate had previously been warned about safety concerns regarding the submersible in 2018 and opted out of traditional safety assessments. The victims included British adventurer Hamish Harding, French submersible pilot Paul-Henri Nargeolet, British-Pakistani businessman Shahzada Dawood and his son Suleman, and OceanGate's CEO Stockton Rush. The tourists were on an expedition to see the Titanic wreck, a site visited by fewer than 250 people since its discovery in 1985.
6. <https://apnews.com/article/05903e98b0155b9d69249b86d3df6c89> - Despite the tragic implosion of the Titan submersible on its way to the Titanic wreck site last June, deep-sea explorers remain committed to uncovering the ocean's mysteries. The incident, which claimed five lives, raised concerns about the submersible's unconventional design and lack of independent checks. A year later, the U.S. Coast Guard's investigation is still ongoing, with a public hearing scheduled in two months. Nevertheless, companies like OceanGate and other explorers continue their deep-sea missions. Explorers emphasize the importance of stringent safety standards and preparedness for search and rescue operations. The tragedy has not deterred exploration, with future missions planned to study the Titanic and other oceanic phenomena.
7. <https://en.wikipedia.org/wiki/Titan_submersible_implosion> - On 18 June 2023, Titan, a submersible operated by the American tourism and expeditions company OceanGate, imploded during an expedition to view the wreck of the Titanic in the North Atlantic Ocean off the coast of Newfoundland, Canada. Aboard the submersible were Stockton Rush, the American chief executive officer of OceanGate; Paul-Henri Nargeolet, a French deep-sea explorer and Titanic expert; Hamish Harding, a British businessman; Shahzada Dawood, a Pakistani-British businessman; and Dawood's son, Suleman. Communication between Titan and its mother ship, Polar Prince, was lost 1 hour and 33 minutes into the dive. Authorities were alerted when it failed to resurface at the scheduled time later that day. After the submersible had been missing for four days, a remotely operated underwater vehicle (ROV) discovered a debris field containing parts of Titan, about 1600ft from the bow of the Titanic. The search area was informed by the United States Navy's (USN) sonar detection of an acoustic signature consistent with an implosion around the time communications with the submersible ceased, suggesting the pressure hull had imploded while Titan was descending, resulting in the instantaneous deaths of all five occupants. The search and rescue operation was performed by an international team organized by the United States Coast Guard (USCG), USN, and Canadian Coast Guard. Support was provided by aircraft from the Royal Canadian Air Force and United States Air National Guard, a Royal Canadian Navy ship, as well as several commercial and research vessels and ROVs. Numerous industry experts had stated concerns about the safety of the vessel. OceanGate executives, including Rush, had not sought certification for Titan, arguing that excessive safety protocols and regulations hindered innovation.