

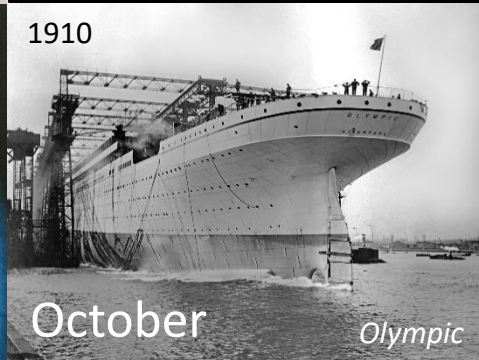
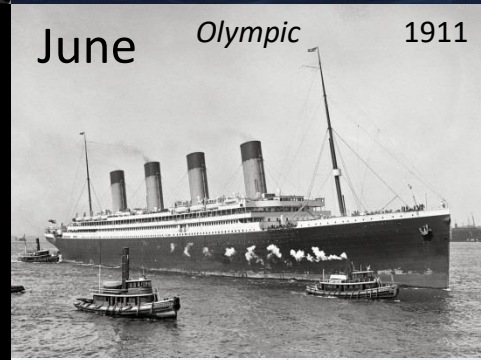
TITANIC

IN 366 DAYS

A Calendar of Events

Including *Olympic* and *Britannic*,
Harland & Wolff and the White Star Line.

Compiled by GRAEME JUPP





Introduction



The sinking of the White Star liner *Titanic* on 14-15 April 1912 is undoubtedly history's most documented maritime disaster. Hundreds of books and thousands of articles have chronicled virtually every aspect of the tragedy and the ship's all-too-brief career. *Titanic's* story before and after the events of April 1912 has also been meticulously recorded, including accounts of those who conceived and built her, the passengers and crew who sailed on the maiden voyage, and those whose lives were forever affected by the disaster and its aftermath. Decades after the sinking a new wave of interest in the ship was fostered by motion pictures and the discovery and exploration of the wreck. Tales of heroism and controversy abound, with enthusiasts, historians and authors endlessly researching and debating the dramatic story of the 'unsinkable' ship.

Dates play an important part in any historical event and the story of *Titanic* is no exception. Her launch on 31 May 1911, the maiden voyage on 10 April 1912, and the discovery of her wreck on 1 September 1985 are indelibly etched in *Titanic* lore. The date of 14 April 1912 almost always features in reference books of historical events. The disaster is also among the most recognised events of the twentieth century, alongside the first powered flight at Kitty Hawk by the Wright brothers (17 December 1903), the Normandy landings during World War II (6 June 1944), the assassination of U.S. President John F. Kennedy (22 November 1963), the Apollo 11 Moon landing (20 July 1969), and the death of Diana, Princess of Wales (31 August 1997).

Titanic in 366 Days: A Calendar of Events attempts to encompass *Titanic's* complete story from the perspective of specific events and the dates on which they occurred. It is not a chronological timeline, nor does it profess to be a definitive record of events associated with the great liner.

The format follows a calendar year from 1 January to 31 December, with at least one event for each date, including 29 February (conveniently, 1912 was a 'leap' year). The reader will learn of people and places, monuments and memorials, movies and media, shipbuilder and shipyard, investigations and inquiries, anniversaries, societies and conventions, discovery, exploration and artefacts, passengers and crew, other ships and vessels, books and periodicals, and a multitude of relatively obscure events from the 1840s to the present day.

The events presented here are intended to inform, entertain and enrich one's knowledge of *Titanic* and her wider story. They are not designed to be overly descriptive or technical, but rather a curious mix of major, minor and little-known connections with the ship. It follows the 'today in history' concept and in many instances several dates appear more than once. For example, there are nine entries for 31 May (three for 1911 and six in other years), sixteen for 10 April 1912 and thirty-two for 15 April 1912. Many dates have been repeated to cover multiple events which occurred on the same date, though not necessarily in the same year. Included are the careers of *Titanic's* sister ships *Olympic* (1911-1935) and *Britannic* (1915-1916), a social history of passengers, crew and other individuals, and the impact the disaster and its aftermath had on ocean travel and organisations. Significant dates in the histories of the Belfast shipbuilding firm Harland & Wolff, and the Liverpool-based White Star Line, are interspersed with the *Titanic*-related events. There are 933 events for the 366 days of a calendar year.

I trust that readers will derive as much pleasure and enjoyment from *Titanic in 366 Days: A Calendar of Events* as I have had in its research and compilation.

GRAEME JUPP
Wellington, New Zealand
February 2025



Design, layout, text and captions: ©Graeme Jupp, 2025.
Paintings, photographs, images and other illustrative material
as individually credited (original source where known).

Titanic in 366 Days: A Calendar of Events, Version 5.0, February 2025.

1 January 1862

HARLAND & WOLFF, LIMITED.

Builders of the "OLYMPIC" and "TITANIC," the largest steamers in the World, 45,000 tons each.



BELFAST WORKS.

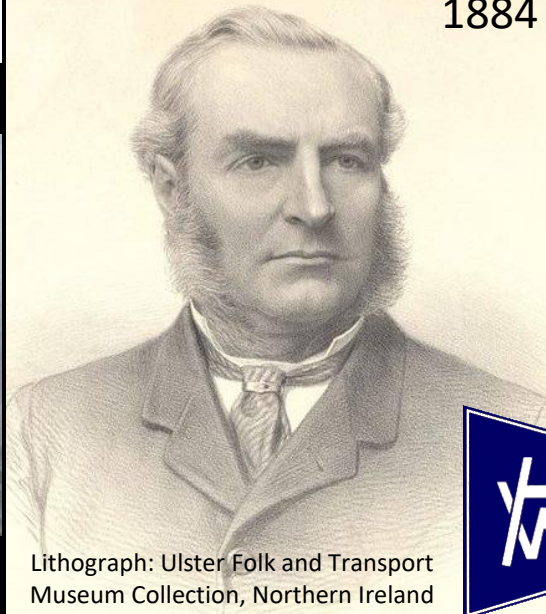
Advertisement from *The Shipbuilder*, 1911.



The iron-hulled *Venetian* (1,508 tons) was the first vessel built in Edward Harland's shipyard. Constructed for John Bibby & Sons, she was launched on 30 July 1859.

The Belfast shipbuilding firm of Edward James Harland & Company, established by Edward Harland on 1 November 1858, formally adopts the name 'Harland & Wolff, Limited.' (Gustav Wolff became a partner in the company on 11 April 1861).

1884



Lithograph: Ulster Folk and Transport Museum Collection, Northern Ireland

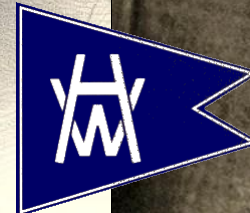
Edward James Harland,
born 15 May 1831.

1874

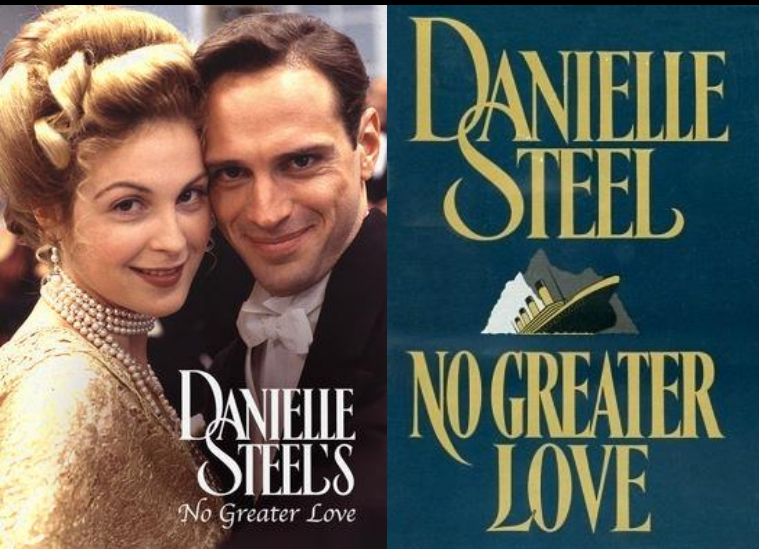


Photo: *The Shipbuilder*

Gustav Wilhelm Wolff,
born 10 November 1834.



1 January 1996



A film adaptation of the 1991 novel *No Greater Love* by Danielle Steel premieres on NBC television in the United States. The two-hour, made-for-television movie centres around members of the wealthy Winfield family and their experience during, and following, the maiden voyage of the 'unsinkable' *Titanic* in April 1912.

Directed by Richard T. Heffron and edited by Michael S. Murphy, the film stars Kelly Rutherford, Chris Sarandon and Simon MacCorkindale.

Filming took place in Montreal and Los Angeles, including aboard the retired Cunard liner *Queen Mary* at Long Beach.

Scenes not featuring the main cast, including the collision with the iceberg and *Titanic*'s sinking, were edited from the 1979 television movie *S.O.S. Titanic*.



Images: The Cramer Company/NBC Productions

2 January 1916



Born in Eglwys Rhos,
Conwy, Wales,
21 November 1882.



Photo: Inger Sheil Collection

Built by Fairfield Shipbuilding & Engineering
Company Ltd., Govan, Scotland, 1902.
In service with the Royal Navy, 1903-1918.

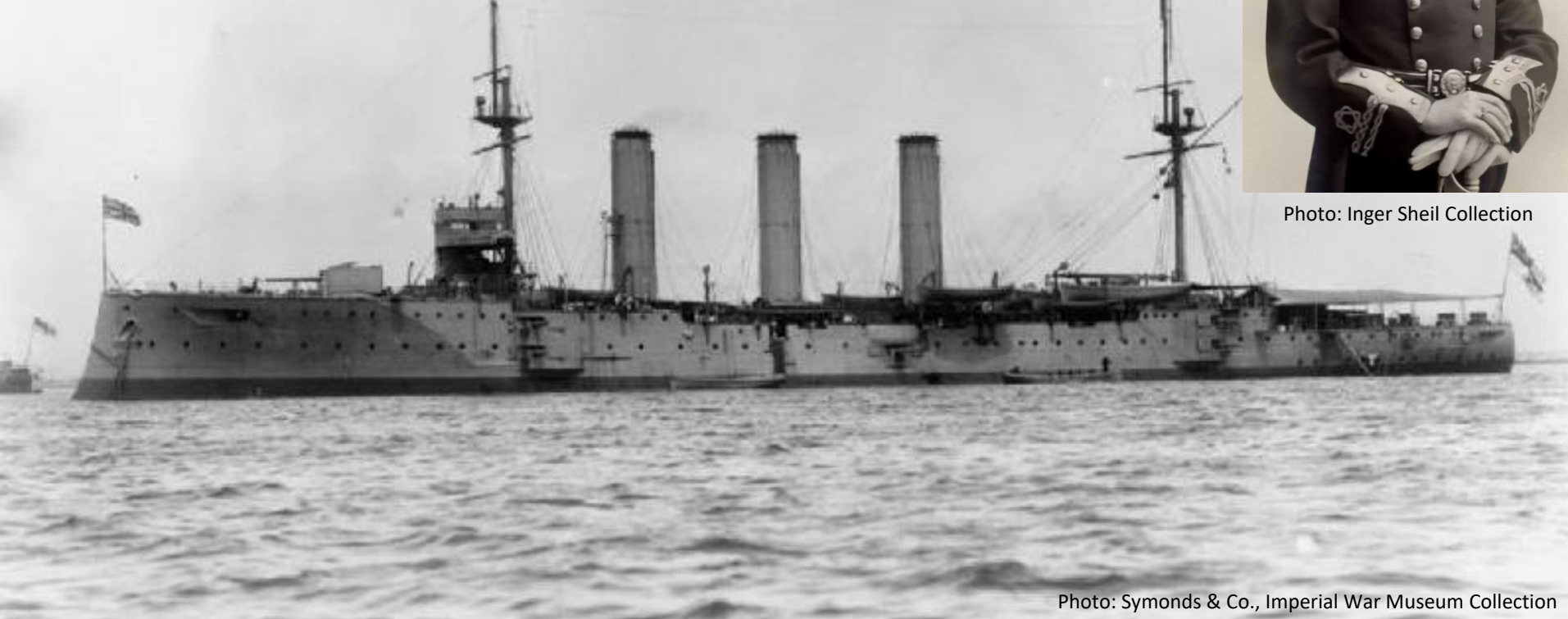


Photo: Symonds & Co., Imperial War Museum Collection

Harold Godfrey Lowe, age 33, former Fifth Officer of *Titanic*,
is assigned to active service as a Lieutenant in the Royal Naval
Reserve aboard the 'Monmouth'-class cruiser H.M.S. *Donegal*.

3 January 1880



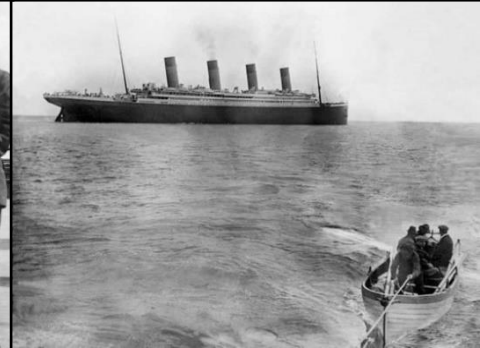
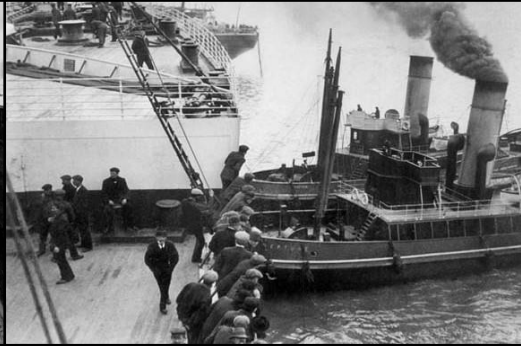
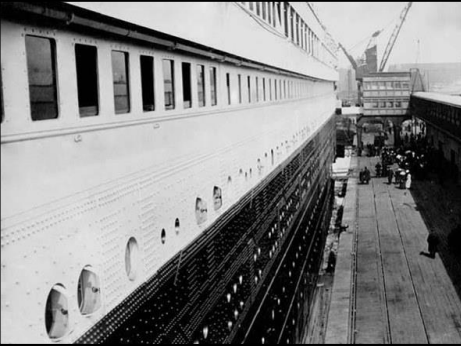
c.1903

'So slowly and gently did she move that as I leaned over the water, I could hardly realise that we were actually in motion.'

(Francis Browne, *The Belvederian*, 1912)

Photos: Fr. Francis Browne, S.J. Collection

Francis Patrick Mary Browne is born in Cork, Ireland. In April 1912, thirty-two-year-old Browne is studying for the Jesuit priesthood and travels First Class aboard *Titanic* between Southampton and Queenstown. He takes a number of photographs of *Titanic* and her passengers and crew.



4 January 1913



Born in Lisclogher, County Westmeath,
Ireland, 23 January 1883.

*'I managed to get away and succeeded
in reaching the same boat I had tried to
set free from the deck of the Titanic ...
One man was alongside and asked if he
could get upon it. We told him that if
he did, we would all go down. His reply
was "God bless you. Goodbye."'*

(Eugene Daly, April 1912)

Eugene Patrick Daly, age 29, who
travelled aboard *Titanic* as a Third
Class passenger, appears before a
panel of judges to file a claim in
the lawsuit against the White Star
Line. Daly's claim includes \$50 for
his uilleann (elbow) pipes, which
he played as *Titanic* departed
Queenstown on 11 April 1912.



Painting: ©Ken Marschall (2011)

The strains of *Erin's Lament* and *A Nation Once Again* flow from
Eugene Daly's pipes as *Titanic* departs Queenstown, Ireland.

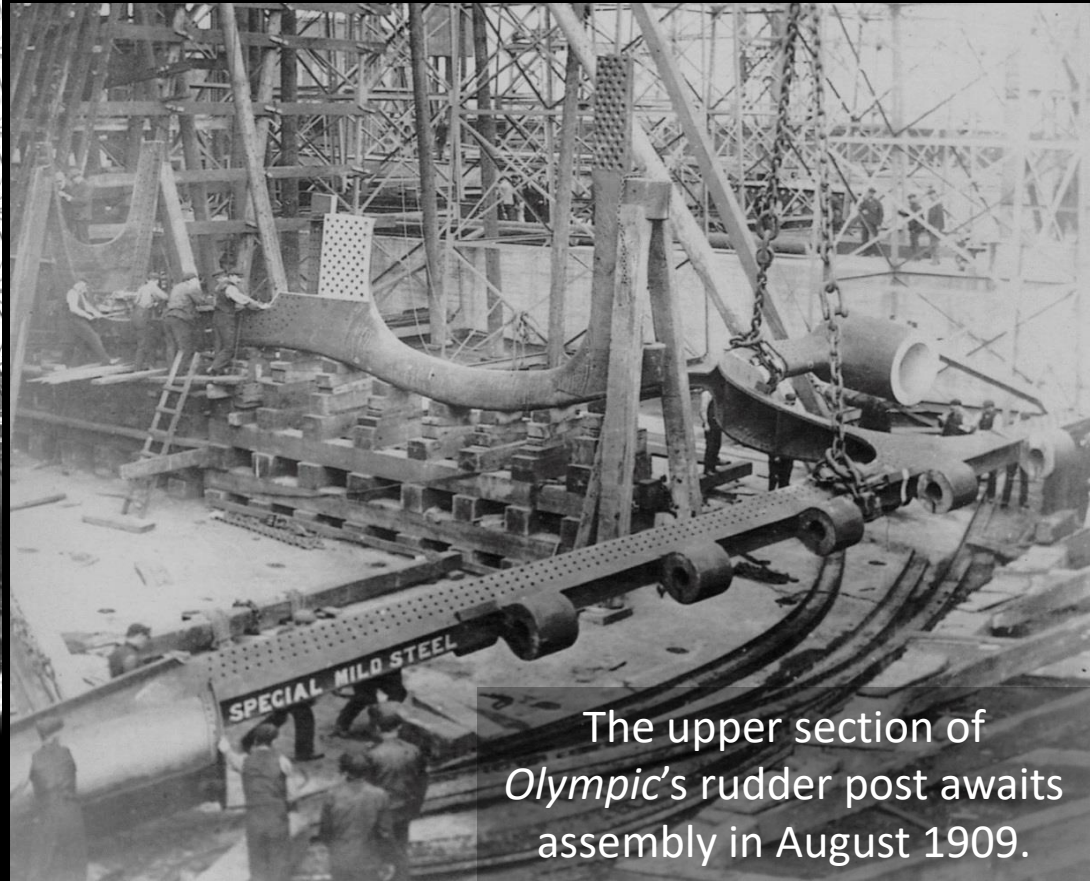
5 January 1910



Photos: Harland & Wolff Collection,
National Museums Northern Ireland

Titanic's rudder post takes shape at Harland & Wolff on 9 February 1910.

Assembly of *Titanic's* stern frame, including the 70-ton rudder post, commences on slipway No. 3 at Harland & Wolff. Components were shipped to Belfast from West Hartlepool, England, in late 1909.



The upper section of *Olympic's* rudder post awaits assembly in August 1909.

5 January 2020



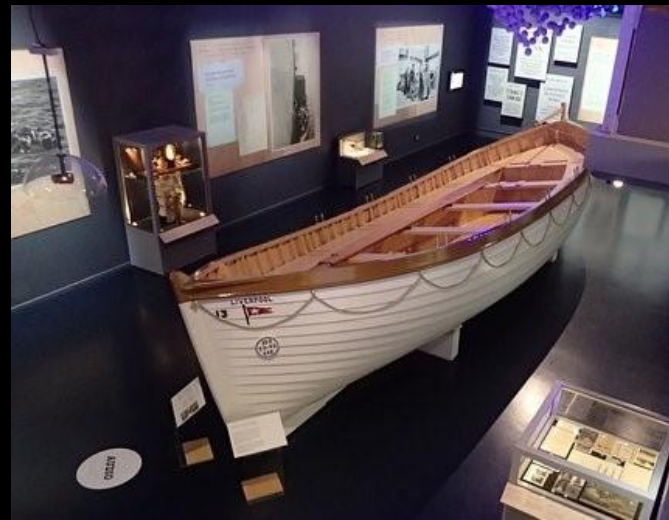
Photos: Courtesy Jason King

Above: Port bow view of the full-size replica of lifeboat No. 13.

Left: Detail of the port bow. The circular load plate identifies the boat's length, breadth and depth and that it has a capacity of 648 cubic feet (65 persons).



The exhibition *Titanic Stories* closes at the National Maritime Museum (Cornwall) in England. Some 200,000 visitors had viewed the exhibition since its opening on 8 March 2018. A highlight was a reproduction of *Titanic's* lifeboat No. 13. The 30-foot lifeboat, faithful to the original design, took two years to craft in the museum's boatbuilding workshop.



'We chose number 13 partly because there's a very good account of what happened in the boat and how it nearly came to grief – by the English schoolmaster Lawrence Beesley.'

(Guest co-curator
Dr Eric Kentley)

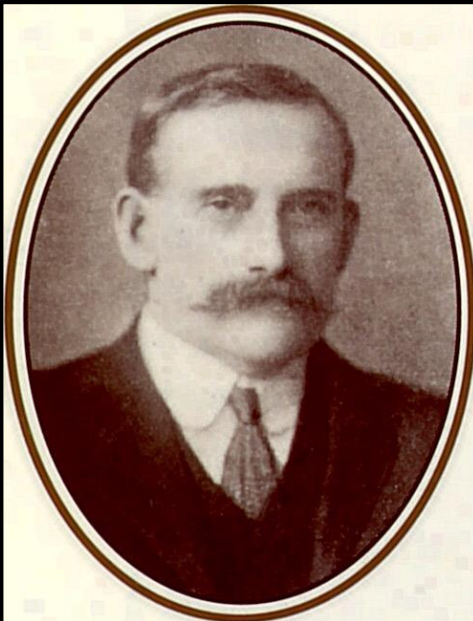
Photo: tripadvisor.com

6 January 1913



Photo: André Price

A brass tablet commemorating the life, and death, of Joseph Bell, Chief Engineer of *Titanic*, is unveiled in the south aisle of St. Faith's Church in Crosby, Liverpool, England. Born on 12 March 1861, Joseph Bell perished with his entire engineering staff in the North Atlantic on 15 April 1912.



'Faithful unto death.'



1905

Photo: St. Faith's Great Crosby

Joseph Bell married Maud Bates of Ripley, Derbyshire, in 1892. They had four children: Francis, Marjorie, Eileen and Ralph.

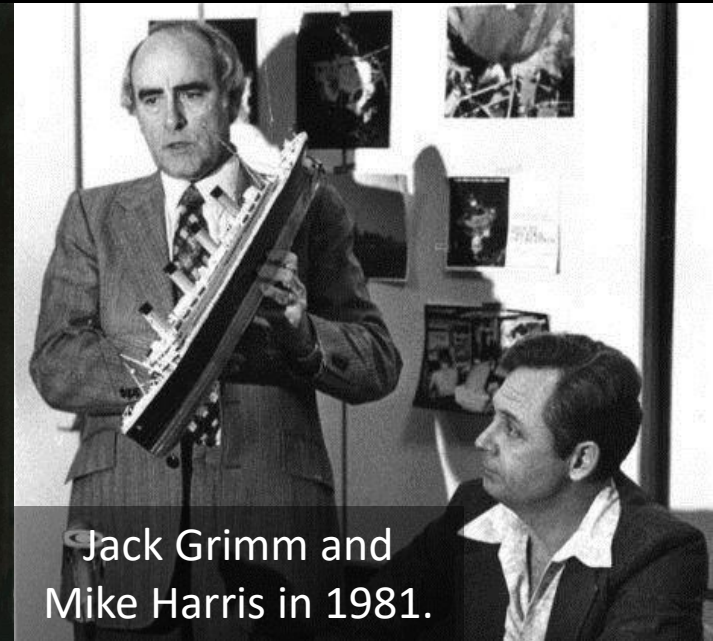
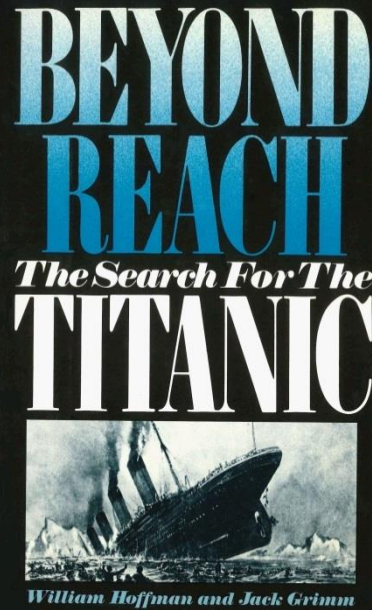
The Bishop of Liverpool unveils the brass memorial tablet. A collection taken at the service is donated to the Seamen's Orphanage of Liverpool.

6 January 1998



1982

Texan businessman Jack Grimm, who financed three unsuccessful expeditions in the early 1980s to locate the wreck of *Titanic*, dies in Abilene, Texas, at the age of 72.



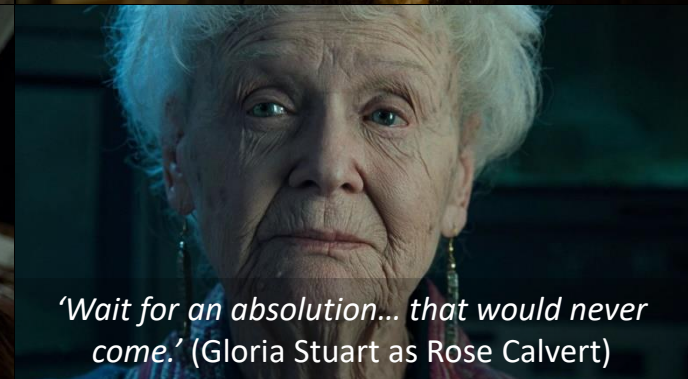
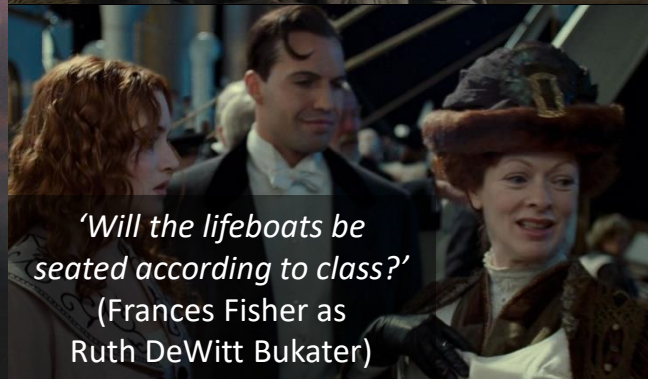
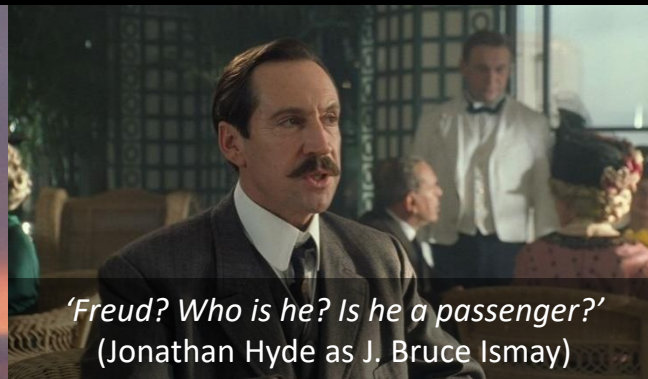
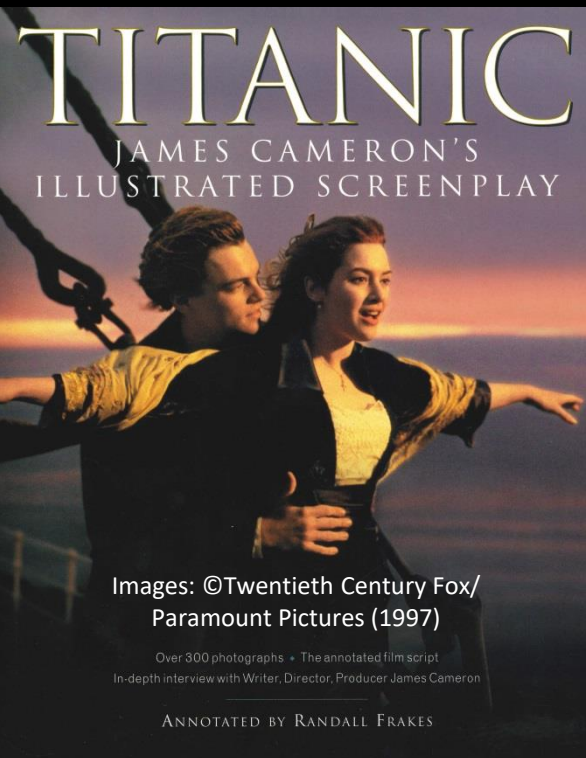
Jack Grimm and Mike Harris in 1981.

Jack Grimm at the launch of the book *Beyond Reach: The Search for the Titanic*, following his second expedition to the North Atlantic in the summer of 1981.

Born in Wagoner, Oklahoma,
18 May 1925.

6 January 1999

The book features more than 300 photographs of scenes from the epic movie and a full list of the many hundreds of crew involved in the US\$200 million film.



Titanic: James Cameron's Illustrated Screenplay is published by HarperPerennial. The book includes the 1996 screenplay detailing the evolution of the motion picture from script to screen. Featured are deleted scenes and dialogue, and an interview with writer, producer and director James Cameron.

7 January 1904



The Marconi Wireless Telegraph Company Ltd. announces a new distress signal for use at sea. The letters *CQ* denote 'All Stations', followed by *D* for 'Distress'. The call comes into effect for all Marconi installations on 1 February 1904.

The Marconi Wireless Telegraph Company Ltd. opened its new headquarters in a former hotel at 335 The Strand in Aldwych, London, on 25 March 1912.



Guglielmo Marconi, aged 27 in 1901.

Form No. 1-100-17.11.11.

Sent date *15 April*

The Marconi International Marine Communication Company, Ltd.
WATERGATE HOUSE, YORK BUILDINGS, ADELPHI, LONDON, W.C.

No. *311 Celtic* OFFICE *15 April* 19*12*

Prefix *LOS* Code Words CHARGES TO PAY.

Office of Origin *Titanic*

Service Instructions:

COPY.

Office sent to *DKF* Time sent *1130* m. By whom sent *P*

READ THE CONDITIONS PRINTED ON THE BACK OF THE FORM.

To: *Cq*

<i>Cq</i>	<i>require</i>	<i>assistance</i>	<i>position</i>	<i>41.46 N</i>
<i>50.14 W</i>	<i>struck</i>	<i>iceberg</i>		
		<i>Titanic</i>		

CONIGRAM BROS., Printers, etc., Limehouse, E.

PLEASE ASK FOR OFFICIAL RECEIPT.
Code Addresses registered only with Cable Companies are not available for messages through British Post Office Stations.

C Q D

Marconigram sent from *Titanic* to the White Star liner *Celtic* on 15 April 1912: '*CQD require assistance position 41°46'N, 50°14'W struck iceberg. Titanic.*'

8 January 1912



Mary Farquharson and Daniel Marvin, both age 17, are secretly married in New York City. A more formal ceremony is held with family in New York on 12 March, which is restaged and filmed with a Cinephote hand-cranked camera. It is reported as the 'first wedding to be cinematographed'. After honeymooning in Europe, the couple board *Titanic* as First Class passengers. Mary survives, but Daniel perishes in the disaster.

Below: Reproduction of The Daily Mirror, London, Wednesday, 15 May 1912.



'It's all right, little girl. You go and I'll stay a little while.' (Daniel Marvin to his wife as she steps aboard a lifeboat on 15 April 1912)

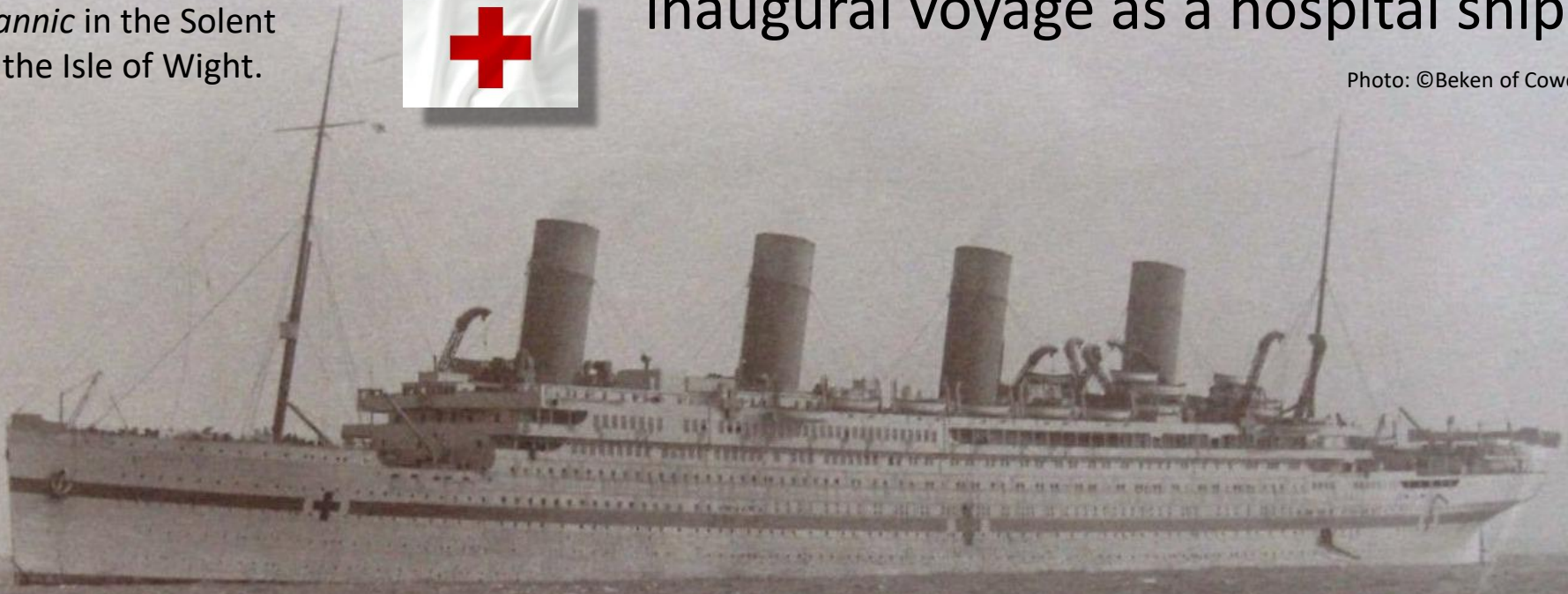
9 January 1916

Britannic in the Solent
off the Isle of Wight.



Britannic arrives at Southampton
for the first time, completing her
inaugural voyage as a hospital ship.

Photo: ©Beken of Cowes



More than 3,300 casualties from six smaller hospital
ships and shore-based hospitals were embarked at
Mudros, on the Greek island of Lemnos, between
31 December 1915 and 2 January 1916. *Britannic*
departed Mudros for Southampton the following day.
Britannic berthed in the White Star Dock at Southampton in 1916.

Graphite drawing: ©David Olivera

10 January 1897

Gustav Christian Schwabe, a respected Liverpool merchant and financier of fledgling businesses, and businessmen, dies aged 83 in Kensington, London, England.



Photo: V. Morrison Collection



c.1858

Photo: Courtesy Clifford Ismay

Edward Harland (left) and Thomas Ismay owed much of their early success to the financial assistance of Gustav Schwabe.

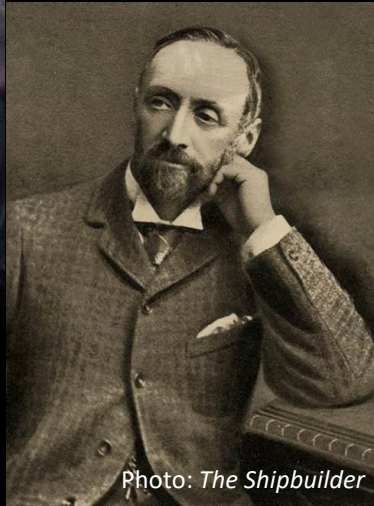


Photo: The Shipbuilder

Gustav Wolff, nephew of Gustav Schwabe, became Edward Harland's shipbuilding partner in 1861.



Photo: Alamy Images

Born in Hamburg, Bouches-de-l'Elbe, First French Empire, 10 May 1813.

DEATH OF MR. G. C. SCHWABE.
The death has been announced of Mr. G. C. Schwabe, who at one time was a prominent figure in the commercial circles of Liverpool and Manchester. It is a melancholy coincidence that Mr.

Gustav Schwabe was influential in assisting shipbuilder Edward James Harland, in 1858, and shipowner Thomas Henry Ismay, in 1869, to establish their respective companies in Belfast and Liverpool, both of which became enormously successful and profitable.

10 January 1965



Photo: Louis M. Ogden

A little under two weeks after the death of his wife Eva and facing eviction by his brother-in-law from his home in Southampton, England, former *Titanic* lookout and lifeboat No. 6 crewman Frederick Fleet takes his own life. He is 77 years old.

'I was ordered into number six life-boat by Mr. Lightoller, the second officer ... There were about 40 of us altogether ... We got into the boat at one o'clock in the morning and were told to "pull for that light." We were picked up by the Carpathia three hours later.'

(Frederick Fleet, from an article printed in Southampton's *Evening Echo*, 19 June 1961)

Left: Frederick Fleet (right) selling copies of the *Evening Echo* in Southampton, 1961.

Photo: *Southern Daily Echo*, Southampton



1912

Born in Liverpool, England,
15 October 1887.

Photo: Harris & Ewing Collection, Library of Congress. Colourised by Dana Keller

1961

11 January 1918

Tens of thousands of 'doughboys' are transported to reinforce Allied divisions against Germany on the western front.



Olympic at Southampton in late 1918.

From a postcard issued by G.A. Pratt, Southampton

Olympic departs New York on her first voyage with American troops. It is the start of regular round-trip crossings of the North Atlantic from New York to Brest (France), Southampton and Liverpool.

Olympic's bow at New York in October 1918.



Photo: Seaman 2nd Class S.F. Scott,
National Archives, Washington, D.C.

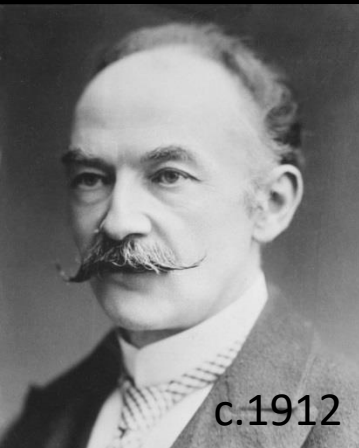
The 'dazzle' camouflage was designed to confuse the commanders of German submarines as to the size and profile of the ship, and the direction of her course. Seen here is *Olympic's* type 19AX paint scheme, as applied from August 1918 until January 1919.

11 January 1928



1909

Painting: Hubert von Herkomer
©Thomas Hardy Archive and
Collection/Dorset County Museum



c.1912

Born in Stinsford,
Dorset, England,
2 June 1840.



Image: *The Illustrated London News*

The fundraising concert is held at the Royal Opera House in Covent Garden, London, on 14 May 1912.

English novelist and poet Thomas Hardy dies in Dorchester, England, at the age of 87. Hardy's 11-stanza poem *'The Convergence of the Twain'* was written in April 1912 following a request for a poem to be read at a charity concert raising funds in aid of the *Titanic* disaster. The poem was first published in the souvenir programme for that event.

THE CONVERGENCE OF THE
TWIN

(Lines on the loss of the "Titanic")

I

In a solitude of the sea
Deep from human vanity,
And the Pride of Life that planned her, stilly
couches she.

II

Steel chambers, late the pyres
Of her salamandrine fires,
Cold currents thrid, and turn to rhythmic
tidal lyres.

III

Over the mirrors meant
To glass the opulent
The sea—worm crawls—grotesque, slimed,
dumb, indifferent.

9

ROYAL OPERA, COVENT GARDEN

KINDLY LENT BY
THE GRAND OPERA SYNDICATE, LTD.

General Manager - Mr. NEIL FORSYTH.
Musical Director - Mr. PERCY FITZ.

DRAMATIC AND OPERATIC
MATINÉE

IN AID OF THE
"TITANIC" DISASTER FUND,
TUESDAY, MAY 14TH, 1912,
AT 2 O'CLOCK.

Executive Committee:
Mr. GEORGE ALEXANDER.
Mr. ALFRED BUTT.
Mr. GEORGE EDWARDS.
Mr. NEIL FORSYTH.
Mr. H. V. HIGGINS.
Hon. HARRY LAWSON (Chairman).
Sir HARRERT TEE (Organising Secretary).
Sir CHARLES WYNDHAM.
Mr. WALTER R. CREighton (Acting Secretary).

General Committee:
Mr. A. ARCHDEACON.
Mr. GRANVILLE BAKER.
Mr. ARTHUR CHEDDIER.
Mr. ARTHUR COLLINS.
Mr. ROBERT CORTRENDON.
Mr. FRANK COZDEN.
Mr. TOM B. DAVIS.
Mr. P. M. FARADAY.
Mr. CHARLES FROMAN.
Mr. J. M. GATLY.
Mr. FREDERICK HARRISON.
Mr. CHARLES KAYSON.
Mr. ROBERT LORAIN.
Mr. CYRIL MAVER.
Mr. GERALD DU MARQUIER.
Messrs. W. & F. MELVILLE.
Mr. LOUIS MEYER.
Mr. FRED TERRY.
Mr. J. E. VEDRINE.

Sub-Committee for Programme:
LADY ALEXANDER.
Mr. W. L. COURTNEY (Chairman).
Mr. THOMAS HARDY.
LADY TEE.
Mr. CLAY HENTCHEL.
Mr. BERARD PARTRIDGE.

IV

Jewels in joy designed
To ravish the sensuous mind
Lie lightless, all their sparkles bleared and
black and blind.

V

Dim moon-eyed fishes near
Gaze at the gilded gear
And query: "What does this vaingloriousness
down here?" . . .

VI

Well : while was fashioning
This creature of cleaving wing,
The Immanent Will that stirs and urges
everything

VII

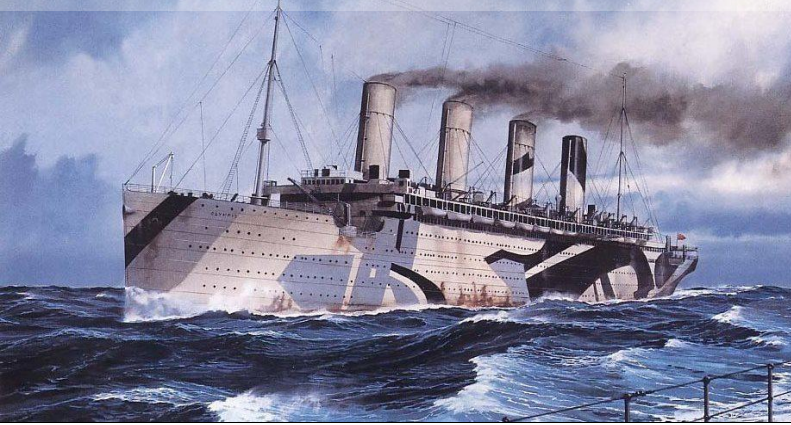
Prepared a sinister mate
For her—so gaily great—
A Shape of Ice, for the time far and dissociate.

VIII

And as the smart ship grew
In stature, grace, and hue,
In shadowy silent distance grew the Iceberg
too.

12 January 1917

A port side view of His Majesty's Transport *Olympic* in her distinctive 'dazzle' camouflage.



Olympic arrives at Belfast where she is fully overhauled and armed with six 6-inch guns. She is painted in an all-over light grey livery and re-enters service under the white ensign on 4 April 1917. Six months later, *Olympic* receives the type 19A 'dazzle' camouflage paint scheme.



Artwork: ©Michael C. Brady (2012)



The 'dazzle' scheme of geometric shapes was devised by British artist Norman Wilkinson. This is the first pattern applied to *Olympic* in October 1917. She received a different scheme in August 1918.

13 January 1914

Eliza Andrews, née Pirrie, lays a foundation stone at the site of the Thomas Andrews, Jr. Memorial Hall in Comber, County Down, Ireland. The ceremonial 'first sod' was turned on 2 October 1913 for a community hall to remember her son, the respected shipbuilder who perished in the *Titanic* disaster.



Helen and Thomas Andrews with their daughter Elizabeth at 'Ardara', the Andrews' family home in Comber on 29 November 1910.

Photos: Andrews Family Collection



Eliza Andrews
(1845-1929)

Photo: Graeme Jupp

2012

THIS STONE WAS LAID
ON THE 13TH JANUARY 1914
BY
MRS ANDREWS ARDARA COMBER
MOTHER OF
THE LATE THOMAS ANDREWS JUN
SHIPBUILDER

14 January 1899



The White Star liner *Oceanic*, the largest vessel in the world and the first to exceed 700 feet in length, is launched at the Harland & Wolff shipyard in Belfast, Ireland.

Photo: Harland & Wolff Collection,
National Museums Northern Ireland



The 17,274-ton liner, certified for 1,710 passengers and 349 crew, enters service between Liverpool and New York on 6 September 1899, the thirtieth anniversary of the registration of the Oceanic Steam Navigation Company (White Star Line) in 1869.

14 January 1926



Photo: White Star Line Archive

Robert Keith (1861-1940) at the time of his retirement in 1926.



Photo: Harland & Wolff Collection, National Museums Northern Ireland

Robert Falconer Keith retires after a 32-year career with shipbuilder Harland & Wolff. The 64-year-old Head Foreman Shipwright began his employment with the company in March 1894. He supervised the launching of over 250 vessels, including the White Star Line's *Olympic*, *Titanic* and *Britannic*.

Shipwright Robert Keith (foreground) at the launch of *Olympic* on 20 October 1910.

Left: The hydraulic launching rams under the bow of *Titanic* wait to be released on 31 May 1911.

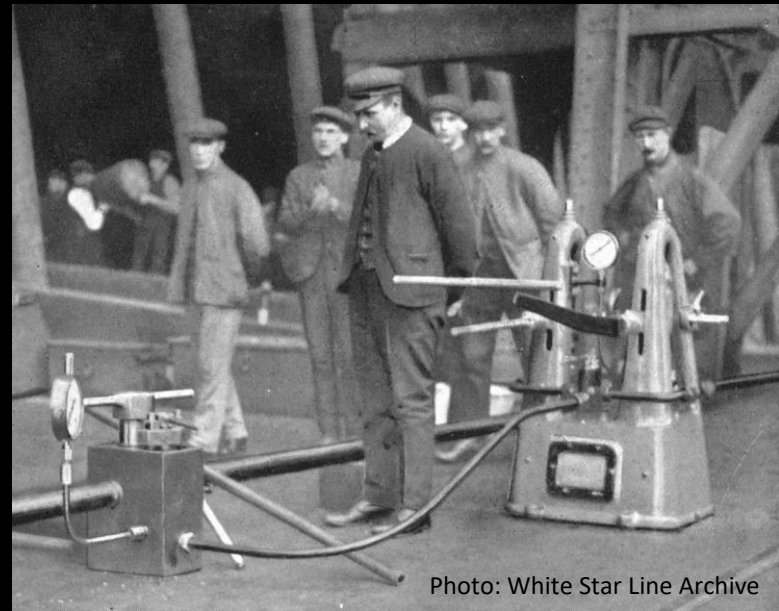
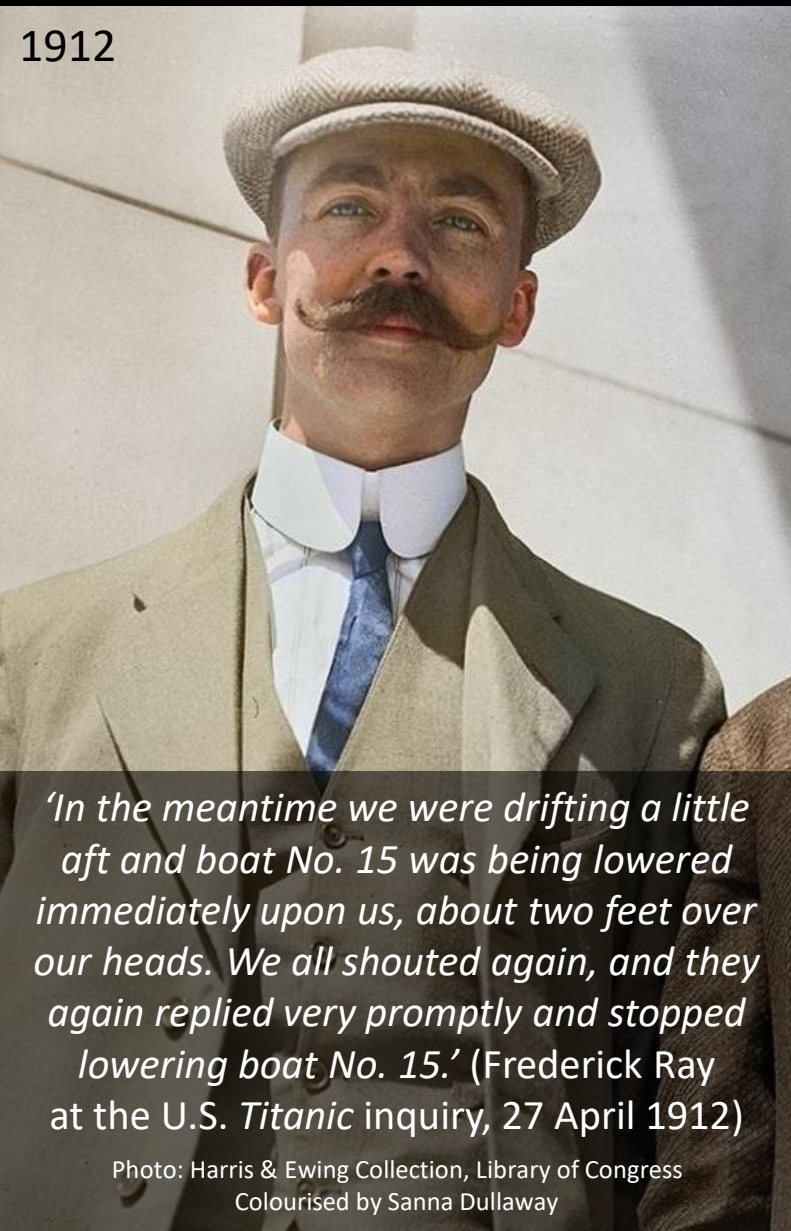


Photo: White Star Line Archive

15 January 1977

1912



'In the meantime we were drifting a little aft and boat No. 15 was being lowered immediately upon us, about two feet over our heads. We all shouted again, and they again replied very promptly and stopped lowering boat No. 15.' (Frederick Ray at the U.S. *Titanic* inquiry, 27 April 1912)

Photo: Harris & Ewing Collection, Library of Congress
Colourised by Sanna Dullaway

Frederick Dent Ray, a First Class Saloon Steward who survived the *Titanic* disaster aboard lifeboat No. 13, dies at the age of 97. Fred Ray testified at the U.S. Inquiry in 1912, and in later life corresponded with *Titanic* historians Walter Lord and Edward Kamuda. At the time of his death, he was the oldest member of *Titanic's* crew, leaving alive only Frank Prentice and Sidney Daniels.



Lucky for some... lifeboat No. 13 at New York, April 1912.

16 January 1908 (1)

Photo: Harland & Wolff Collection,
National Museums Northern Ireland



Newspaper article:
Courtesy Paul Lee

Harland & Wolff workers commence the erection of the 175-foot-tall towers of the gantry in January 1908.

Erection of a steel and iron shipbuilding gantry begins at Harland & Wolff in Belfast, Ireland. The structure will straddle two 840-foot-long slipways on which two, and later three, liners will be built for the White Star Line.

NEW GANTRY TOWER, QUEEN'S ISLAND.

If a visitor to the Queen's Island one forenoon this week had returned in the afternoon he would have been surprised to see what was not to be observed earlier in the day—the first tower (175 feet high) in upright position, of the first of the series of new gantries which Messrs. Harland & Wolff, Ltd., are having erected in preparation for the building of new immense liners. The tower, which is the first of three for "C" gantry, was lifted into position in a remarkably short space of time, considering the great weight of the structure. At two o'clock the tower was on the ground, horizontally; at 4.30 it stood bolted to its foundation, perpendicularly. The actual

time occupied in its raising was less than half an hour, the remaining time being taken up in securing and bolting the lofty structure in its upright position. The tower was hove up by the aid of two steam winches and derrick poles, being kept in position by guys, and then secured to its foundation by iron bolts. The promptness with which the work was executed is creditable to the contractors, Messrs. Sir William Arrol & Co., Glasgow. Mr. Thomas Arrol, managing director, came over specially from Glasgow to superintend the operations, and was assisted by Mr. M'Donald, manager, and Messrs. Jas. Walker and John Anderson, foremen. When the top cross-pieces are added to the tower, there will be an addition of a considerable number of feet to the height of the structure.

'At two o'clock the tower was on the ground, horizontally; at 4.30 it stood bolted to its foundation, perpendicularly.'

(Belfast Evening Telegraph, 17 January 1908)

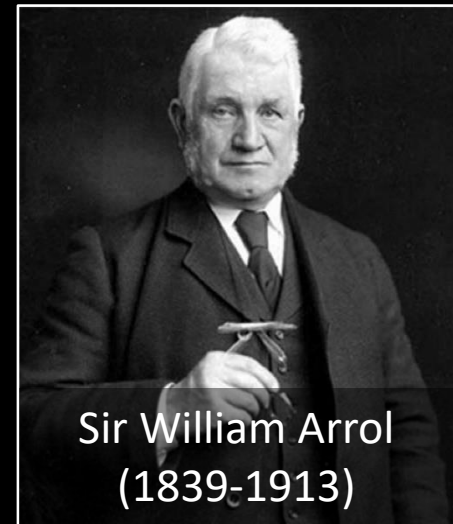
16 January 1908 (2)



Photo: Harland & Wolff Collection, National Museums Northern Ireland

Sir William Arrol and Co. Ltd. in Glasgow, Scotland, supplies some 6,000 tons of steel and ironwork for the gantry and its equipment. The structure includes electric elevators, ramps, a central cantilever revolving crane, ten 'walking' cranes and six travelling frames with twelve cranes.

'It consists of three rows of towers spaced 121 feet between the rows, centre to centre, each row containing eleven towers spaced 80 feet centre to centre ... At their extreme top the towers are connected by girders across the berths, and at a lower level by fore and aft girders ... The area covered exceeds 840 feet long by 270 feet wide ... The total height of the structure from the ground at slip level to the top of the upper crane is no less than 228 feet. The weight of the entire structure and equipment is upwards of 6,000 tons.' (The Shipbuilder, Special Number, Midsummer, 1911)



Sir William Arrol
(1839-1913)

16 January 1981



The documentary film *Search for the Titanic*, narrated by Orson Welles, premieres in Abilene, Texas. The film documents the unsuccessful attempt in July 1980 to locate *Titanic*, an expedition led and financed by Texan oil tycoon and businessman Jack Grimm. The film is not released commercially in cinemas following its premiere.

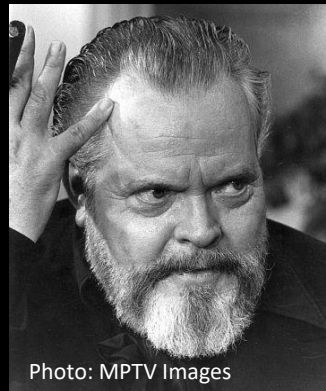
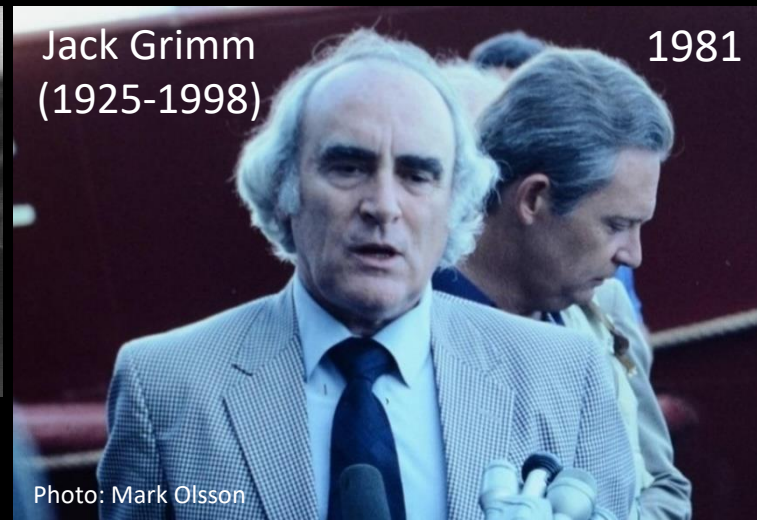


Photo: MPTV Images

Orson Welles
(1915-1985)



Jack Grimm
(1925-1998)

1981

Photo: Mark Olsson

17 January 2003

Anvil Point at Harland & Wolff in 2005 with the gantry cranes 'Samson' and 'Goliath'.



A ceremony is held at Harland & Wolff, Belfast, to officially name the roll-on, roll-off motor vessel *Anvil Point*, a member of the 'Point'-class sealift ships built for Foreland Shipping. *Anvil Point* is the very last ship to be built at Harland & Wolff, ending a proud shipbuilding dynasty dating back to April 1861.

Yard No. 1742

Gross tonnage: 23,235

Length: 600 feet (183 metres)

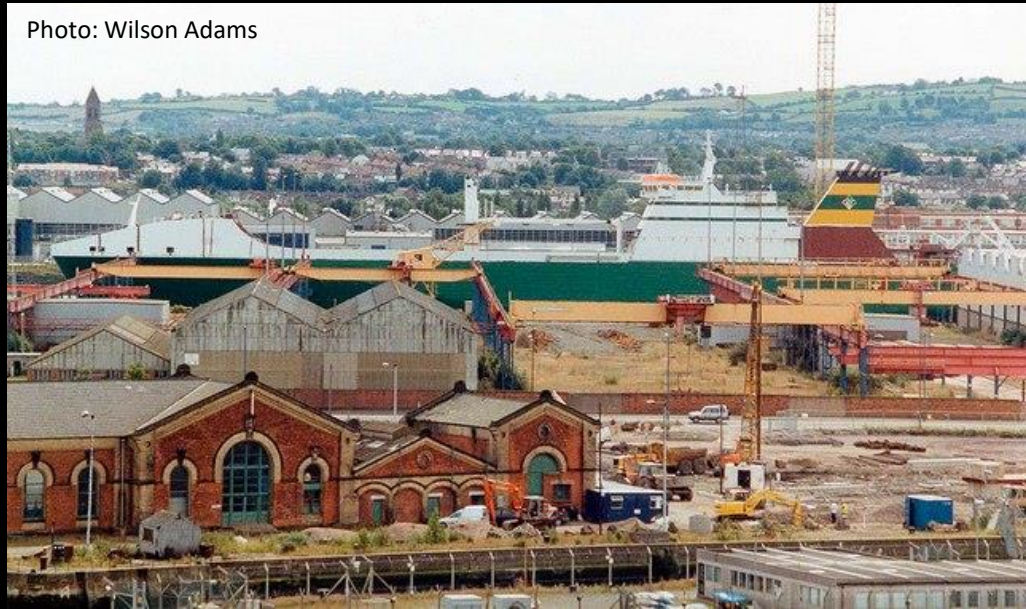
Beam: 85 feet (26 metres)

Speed: 18 knots; Crew: 18-22



Right: M.V. Anvil Point being fitted out in the building dock in Belfast's Musgrave Channel in late 2002. In the foreground is the historic façade of the pumphouse built in 1889 for the Alexandra Graving Dock. The pumphouse was extended for a new, larger graving dock in 1911.

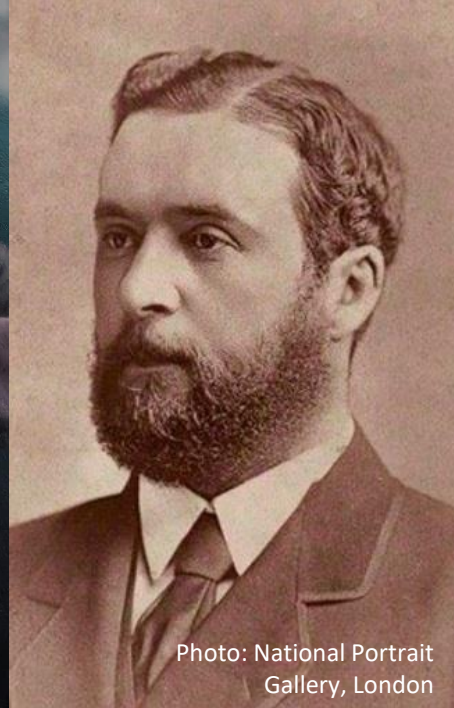
Photo: Wilson Adams



18 January 1868



Liverpool businessman and shipping entrepreneur Thomas Henry Ismay, age 31, purchases for £1,000 the trade name, house flag and goodwill of the White Star Line, a bankrupt fleet of long-haul sailing ships.

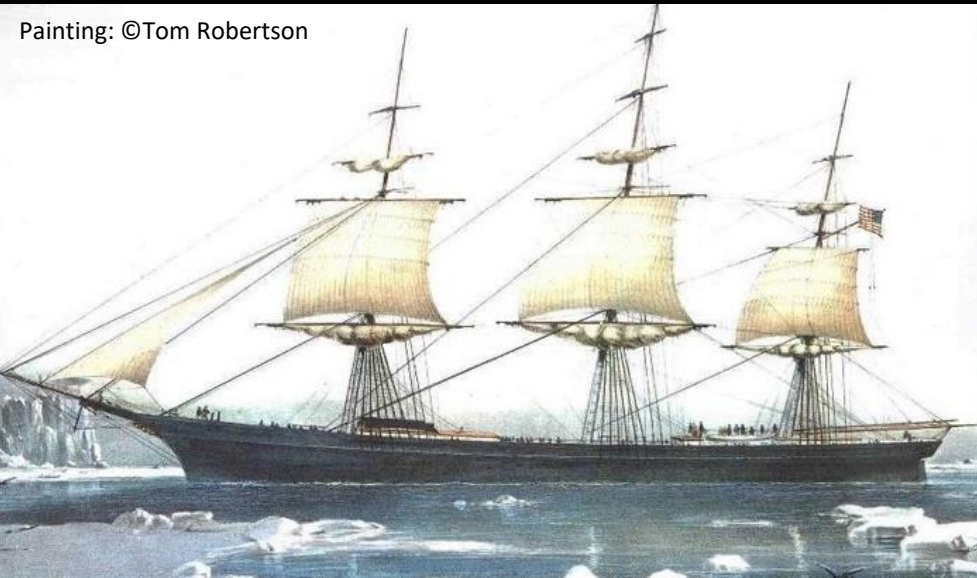


Born to Joseph and Mary Ismay on 7 January 1837 in Maryport, Cumbria, England.

Thomas Henry Ismay was apprenticed at age 16 to shipbrokers Imrie and Tomlinson of Liverpool, England. His first business venture in shipping circles was with Philip Nelson, a friend of his father's, in January 1858. Ismay married Margaret Bruce at St. Bride's Church in Liverpool on 7 April 1859.

Left: The fully-rigged clipper ship Red Jacket of the White Star Line at Melbourne, Australia, in 1856.

Painting: ©Tom Robertson



18 January 1912

Forty-two-year-old Arthur Henry Rostron assumes command of the 13,603-ton Cunard liner *Carpathia*. Rostron had earlier been master of *Brescia*, *Veria*, *Saxonia*, *Pavia* and *Pannonia* on the Mediterranean route. He is also a commander in the Royal Naval Reserve. Rostron's life will be forever changed while in command of R.M.S. *Carpathia*.

Photo: Halls Studio, New York

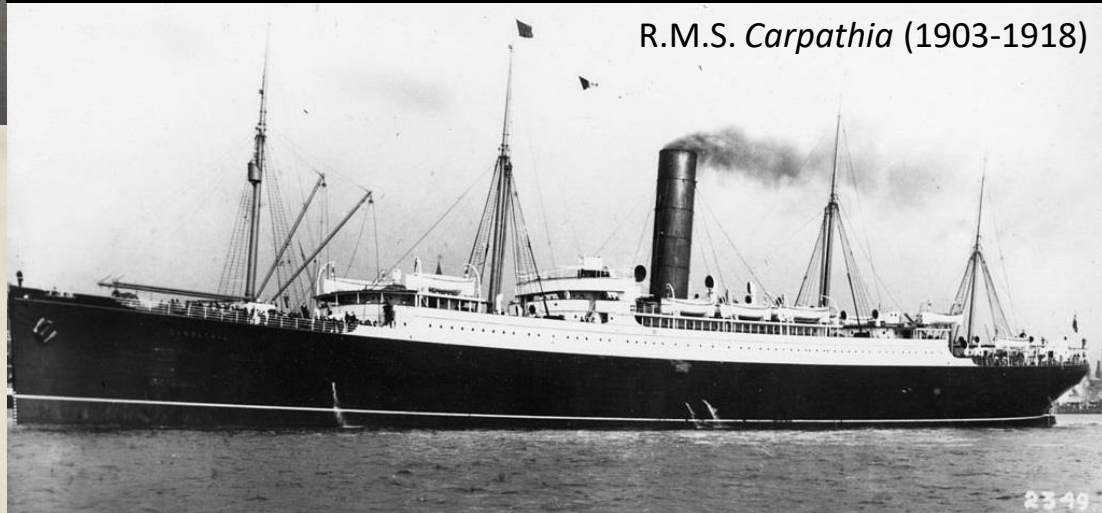
1912



A. H. Rostron.
R.M.S. "Carpathia".



R.M.S. *Carpathia* (1903-1918)



Born in Bolton, Lancashire,
England, 14 May 1869.

18 January 1998



Director James Cameron (left) and composer James Horner with their deserved awards.

The film *Titanic* (1997) wins four awards, including 'Best Motion Picture, Drama', at the 55th annual Golden Globes ceremony. James Cameron wins for 'Best Director' and composer/conductor James Horner for 'Best Original Score'. The love theme *My Heart Will Go On* wins the award for 'Best Song'.



Photos: NBC

Left to right: Jon Landau, Gloria Stuart, Kate Winslet, James Cameron, Leonardo DiCaprio, Billy Zane and Frances Fisher celebrate the success of the movie *Titanic* at the Beverly Hilton Hotel in Los Angeles, California, on 18 January 1998.

19 January 1903

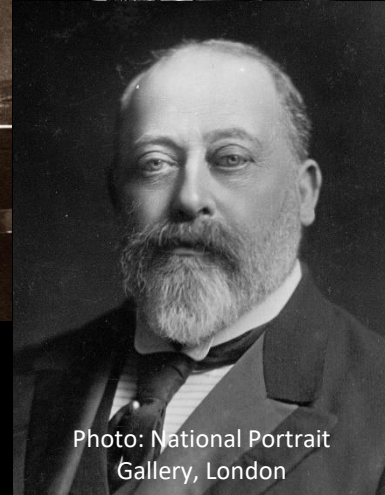
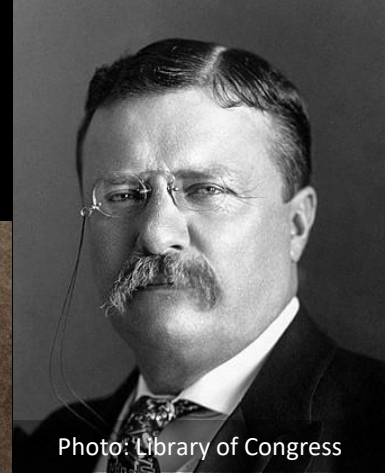
'I extend on behalf of the American people most cordial greetings and good wishes to you and to all the people of the British Empire.' (Theodore Roosevelt)



New York's *Evening World* reported the occasion in its issue of 19 January 1903, praising Guglielmo Marconi and his engineer assistants.

Inventor & engineer
Guglielmo Marconi
(1874-1937)

'I thank you most sincerely for the message I have just received from you through Marconi's transatlantic wireless telegraphy.' (Edward VII)



The first public two-way wireless communication across the North Atlantic occurs when a message from United States' President Theodore Roosevelt is translated in international Morse code and sent to King Edward VII of Britain. Guglielmo Marconi receives official recognition for his achievement.

19 January 1997



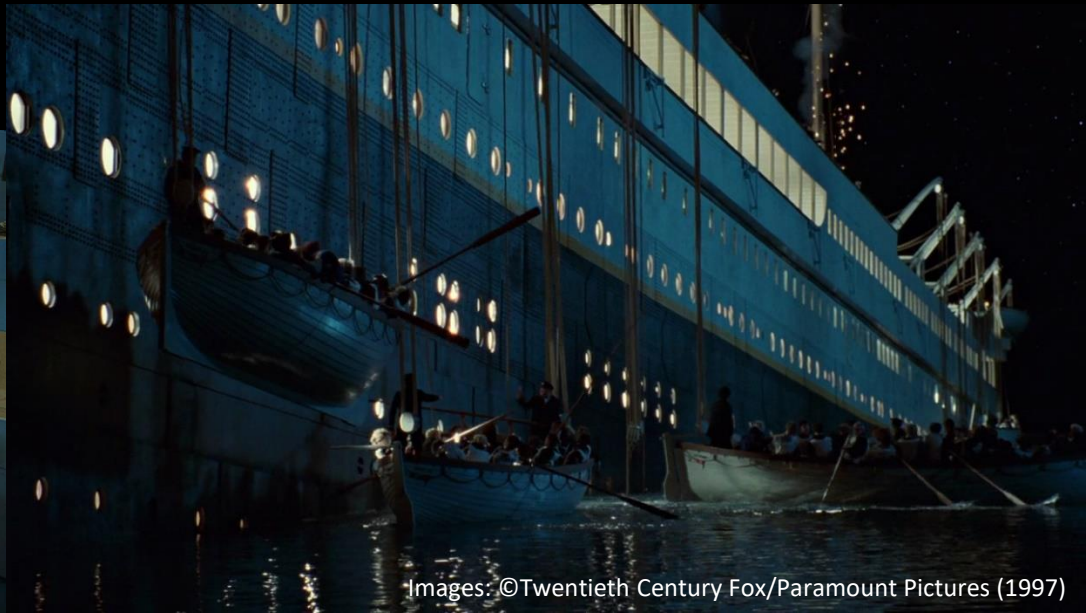
'... a hissing roar that made us all turn from watching the boats, and a rocket leapt upwards. Up it went, higher and higher, with a sea of faces upturned to watch it, and then an explosion that seemed to split the silent night in two.'

(Lawrence Beesley, Second Class passenger)



Lifeboat No. 7 begins its descent to the sea

Filming begins on 'sinking' scenes at Fox Baja Studios in Mexico for James Cameron's *Titanic*. The 775-foot-long replica of the liner is angled at six degrees, with the first scenes including launching of the lifeboats. Authentic replicas of the original 'Welin' lifeboat davits were produced for the film.



Images: ©Twentieth Century Fox/Paramount Pictures (1997)

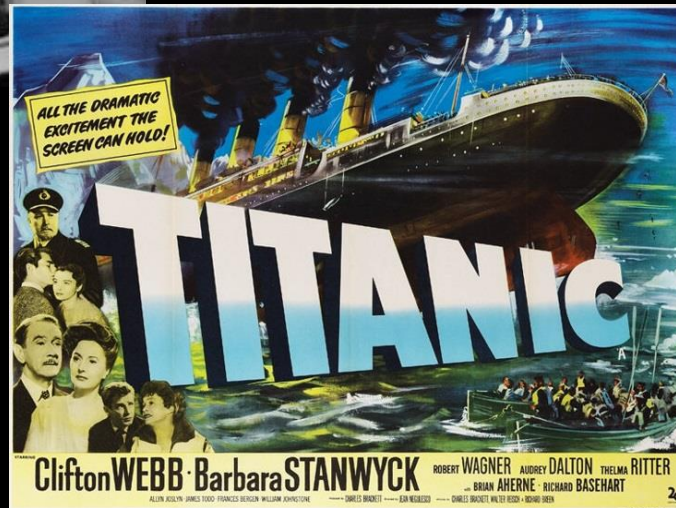
20 January 1990

Images: ©Twentieth Century-Fox (1953)



Veteran actress Barbara Stanwyck, whose career spanned more than sixty years in American stage, film and television, dies aged 82 in Santa Monica, California. Stanwyck appeared as fictional First Class passenger Julia Sturges alongside Clifton Webb, Audrey Dalton and Robert Wagner in the Twentieth Century-Fox movie *Titanic* in 1953.

Barbara Stanwyck's character Julia Sturges travels aboard *Titanic* with her children Annette (Audrey Dalton) and Norman (Harper Carter). Her estranged husband Richard (Clifton Webb) is also aboard. Julia and her daughter survive the disaster; her husband and son both perish.



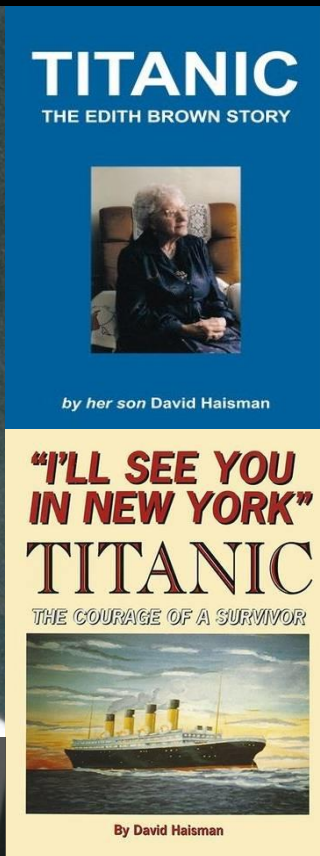
Barbara Stanwyck in a scene with Robert Wagner, who played Gifford "Giff" Rogers.

20 January 1997

Edith Eileen Haisman, the world's oldest living *Titanic* survivor, dies in Southampton, England, three months after her 100th birthday. Aged 15 in April 1912, Edith Brown travelled with her parents Thomas and Elizabeth Brown (her father perished). She was the last living survivor born in the 19th century.



Born in Cape Town, South Africa, 27 October 1896.



'Those memories of that night in the North Atlantic will never go away. How could anyone forget an experience like that?'

(Edith Haisman, née Brown)

In August 1996, at age 99, Edith travelled aboard the cruise ship *Island Breeze* to the site in the North Atlantic where, 84 years earlier, she had survived the *Titanic* disaster.



Edith Haisman in 1990.

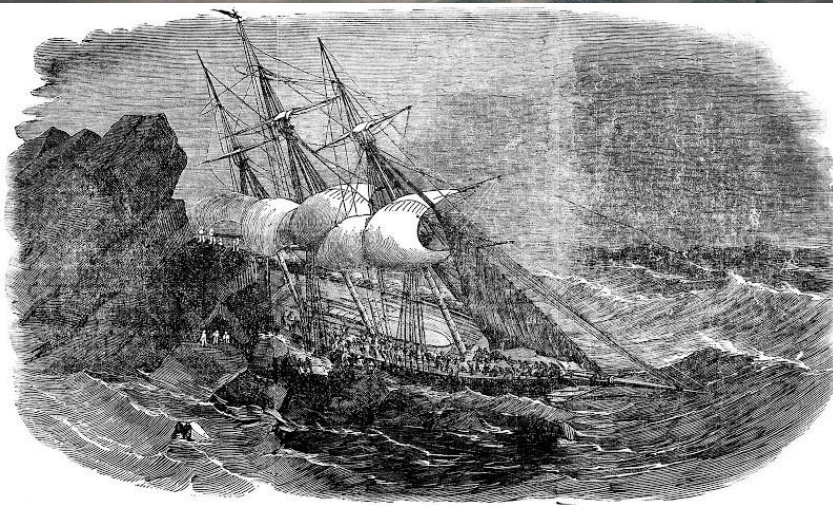
Photo: Don Lynch Collection



21 January 1854



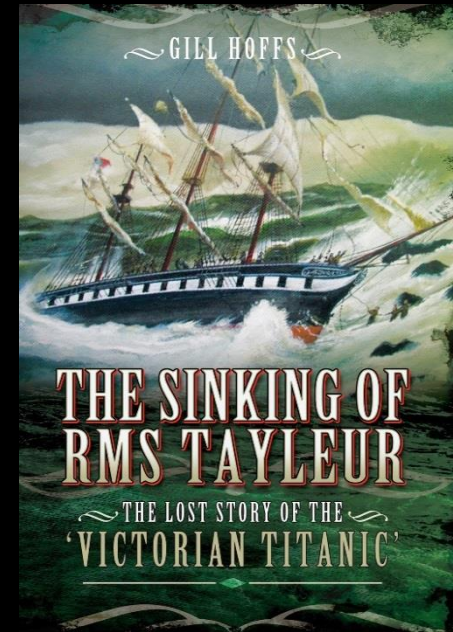
Source: www.wrecksite.eu



The fully-rigged, iron clipper ship *Tayleur*, chartered by the White Star Line (of sailing packets) for trade and emigrant voyages to Australia, runs aground and sinks on her maiden voyage at Lambay Island near Dublin in the Irish Sea.

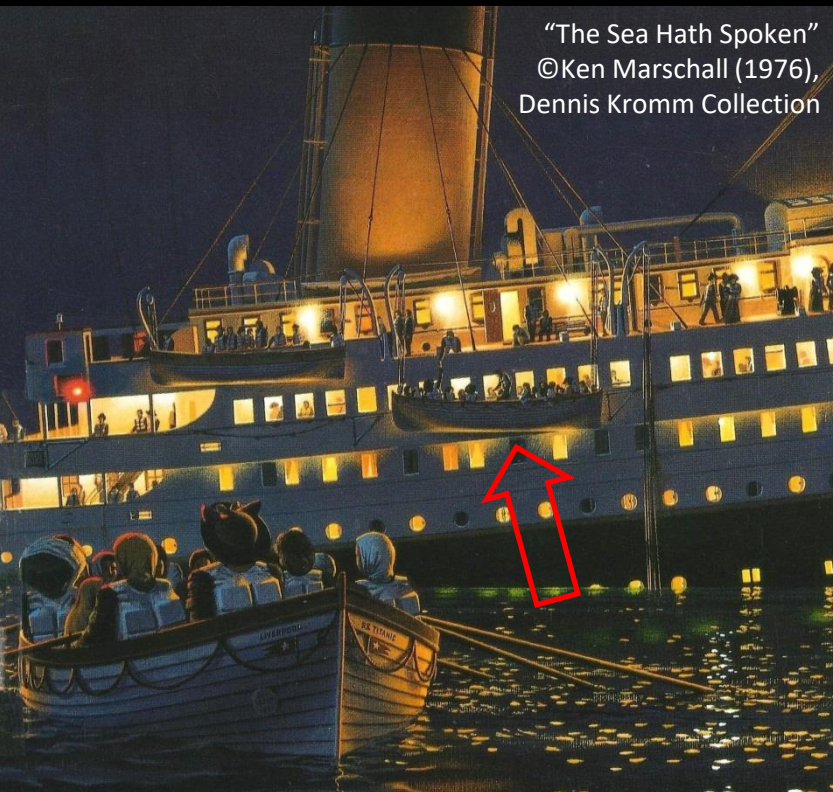
Designed by William Rennie and built by Charles Tayleur foundry, Liverpool, 1853.
Launched: 4 October 1853.
Length: 230 feet (70 metres).

Gills Hoffs' book on the tragedy, published in 2014, is subtitled *The Lost Story of the 'Victorian Titanic'*.



Of the 591 passengers and 71 crew, up to 380 perish in the disaster. Fifty-eight years later, another vessel of the White Star Line will also founder on her maiden voyage.

21 January 1986



Lifeboat No. 4 (arrowed) being loaded by Second Officer Lightoller.

Jack Ryerson is initially refused entry to the lifeboat until his father steps forward: *'Of course that boy goes with his mother. He is only thirteen.'*

Almost 74 years after he survived the *Titanic* disaster as a 13-year-old First Class passenger, John Borie "Jack" Ryerson dies at the age of 87. Jack Ryerson boarded *Titanic* at Cherbourg, France, with his parents Arthur and Emily, and sisters Emily and Suzette. His mother Emily and two siblings survived, but his father perished.



Jack Ryerson
In the 1920s.

Photo: Phillip Gowan
Collection



Jack Ryerson
in the 1980s.

Photo: Palm Beach
Daily News

22 January 1902



Photo: Philip Bell

Born in Newport on the Isle of Wight, England, 11 November 1874.

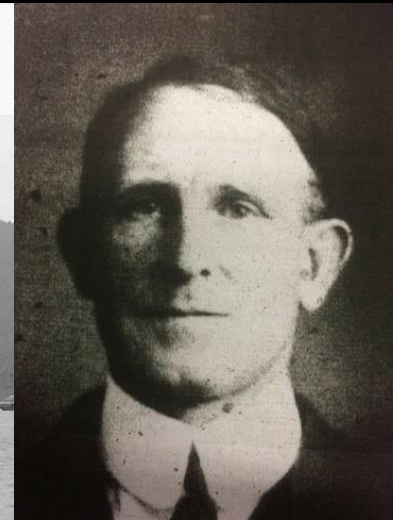
Above: Six weeks after the *Titanic* disaster, on 29 May 1912, Second Officer David Blair (right) is photographed with Chief Officer Harry Dyke aboard the White Star Line's 9,965-ton *Majestic*.

David Blair joins the White Star Line as Fourth Officer aboard R.M.S. *Doric*. Blair is appointed Second Officer of *Titanic* in March 1912, joining the ship in Belfast. Due to a reshuffle of the senior officers, to his disappointment, Blair is compelled to leave *Titanic* in Southampton just prior to the new liner's maiden voyage.

R.M.S. *Doric* (1883-1906) at Port Chalmers, Dunedin, New Zealand, in the early 1900s.



Photo: Alexander Turnbull Library, New Zealand



23 January 1909

The White Star liner *Republic* and the Lloyd Italiano liner *Florida* collide in thick fog in the North Atlantic.

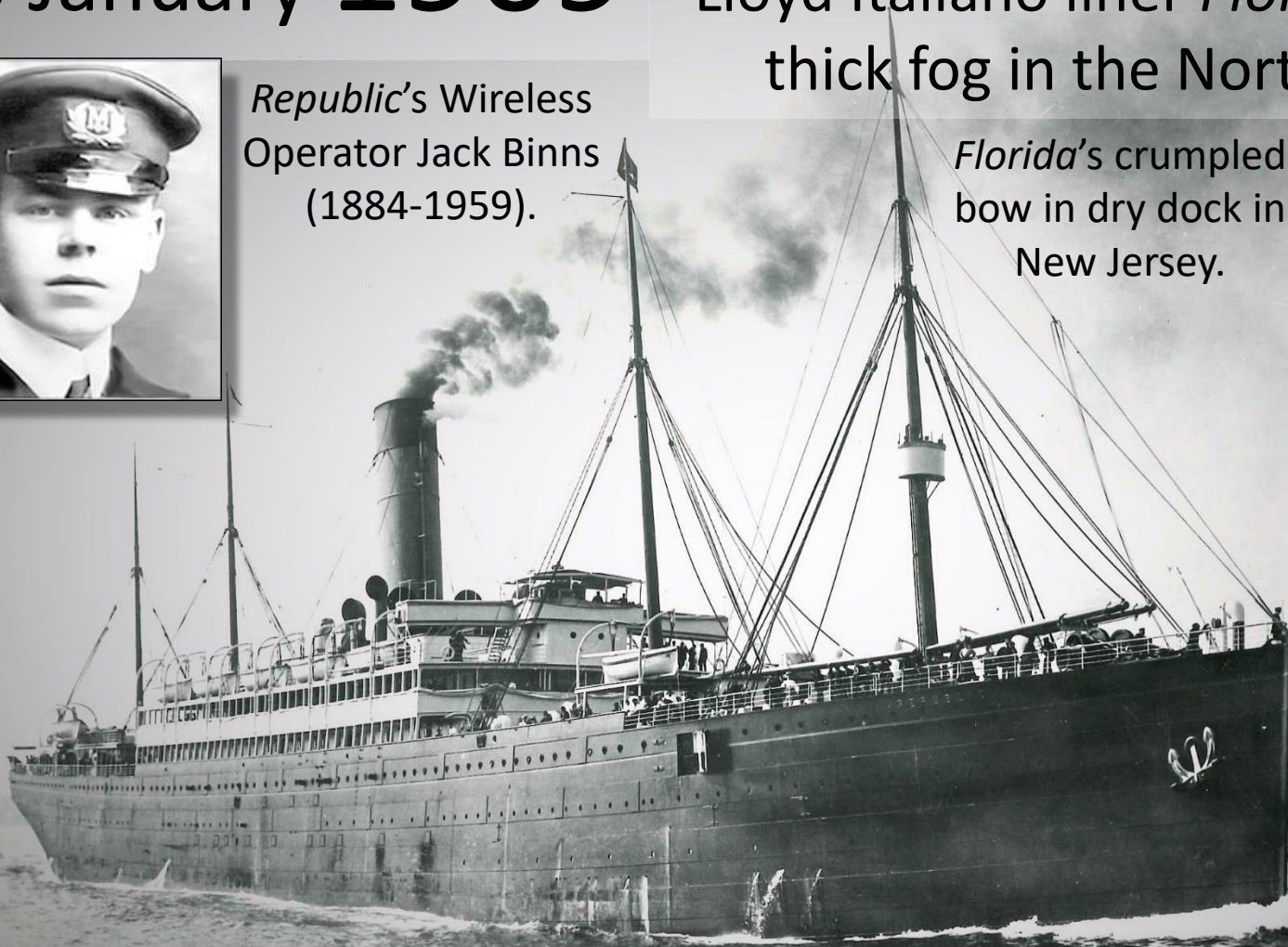


Republic's Wireless Operator Jack Binns (1884-1959).

Florida's crumpled bow in dry dock in New Jersey.



Photo: Martin & Ottaway, New Jersey



Use of the wireless call 'CQD' ('All Stations, Distress') results in the rescue of almost all of the 742 souls aboard *Republic*. Despite efforts to keep *Republic* afloat, she sinks the following day, the largest liner to founder until *Titanic* in April 1912.

23 January 1957



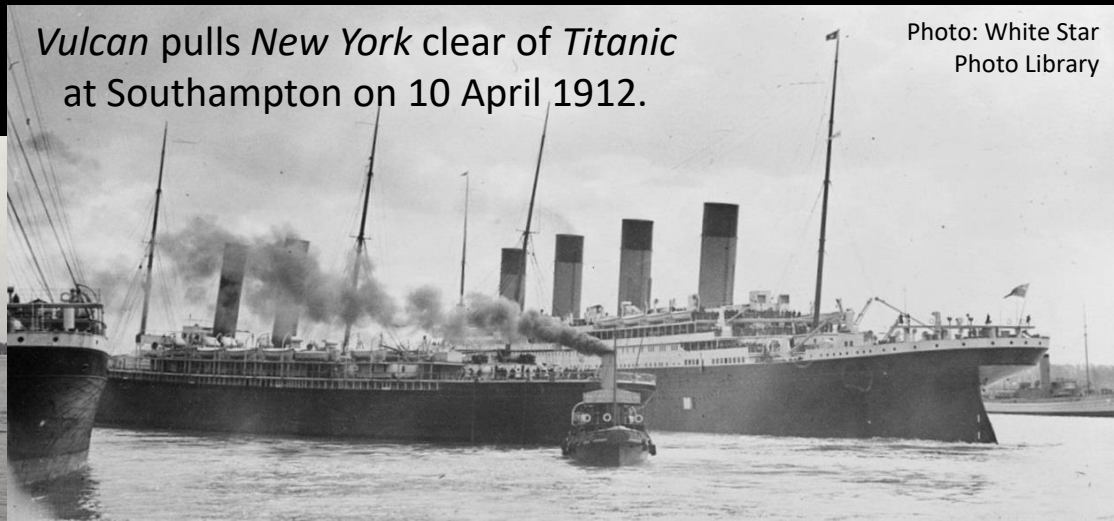
Postcard of the Northam yard of Pollock Brown & Company Ltd., c.1935.

Built in 1893 by Barclay, Curie & Company Ltd. of Glasgow, Scotland, *Vulcan* was operated by the Southampton, Isle of Wight and South of England Royal Mail Steam Packet Company Ltd.



Photo: www.clydeships.co.uk

The 288-ton tugboat *Vulcan* arrives at the yard of Pollock Brown & Co. Ltd. in Northam, Southampton, to be scrapped. On 20 September 1911, *Vulcan* assisted *Olympic* after the White Star liner's collision with the Royal Navy's H.M.S. *Hawke* in the Solent. She also helped prevent a collision between *Titanic* and the liner *New York* on 10 April 1912.

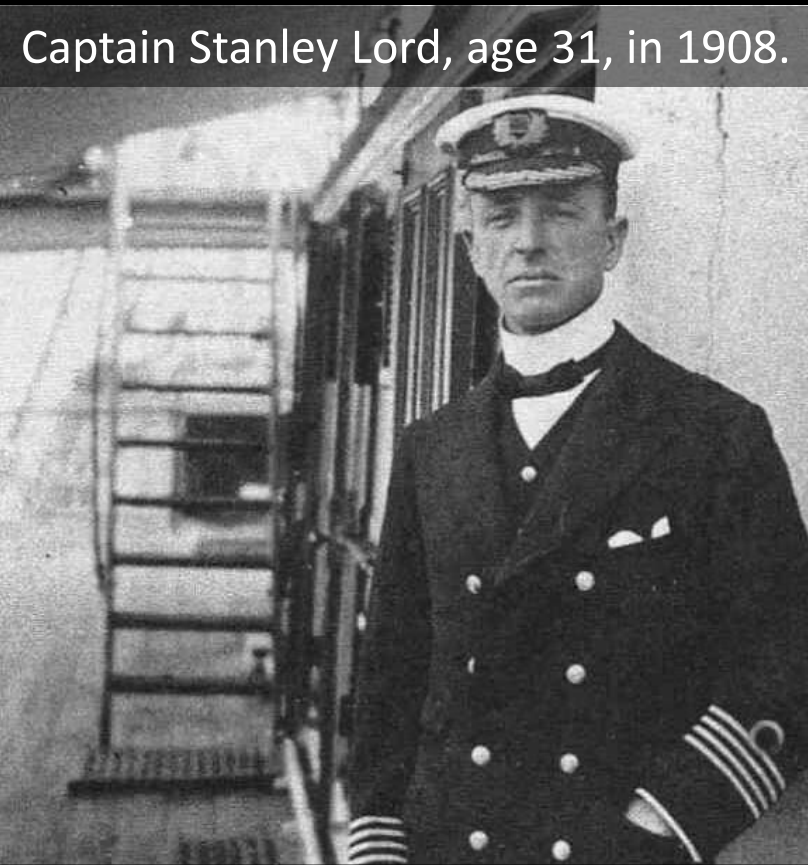


Vulcan pulls *New York* clear of *Titanic* at Southampton on 10 April 1912.

Photo: White Star
Photo Library

24 January 1962

Captain Stanley Lord, age 31, in 1908.



'I think I've had a dirty deal. They wanted a goat, that was my opinion. There's always this stigma – was Lord to blame, or was he not to blame?'

(Stanley Lord, interviewed in June 1959)

Photo: Merseyside Maritime Museum Collection, Liverpool

Captain Stanley Lord, who was censured by two official inquiries in 1912 for not going to the aid of the sinking *Titanic*, passes away in Wallasey, England, at the age of 84. Lord always maintained that his ship, the 6,223-ton *Californian*, was too far away to effect a rescue.

Captain Stanley Lord on his 80th birthday in 1957.



Photo: Stanley Tutton Lord

24 January 1998

A book compiled by Beverly McMillan and Stanley Lehrer accompanies the exhibition. Published by Simon & Schuster, *Titanic: Fortune & Fate* is produced in association with staff of The Mariners' Museum.

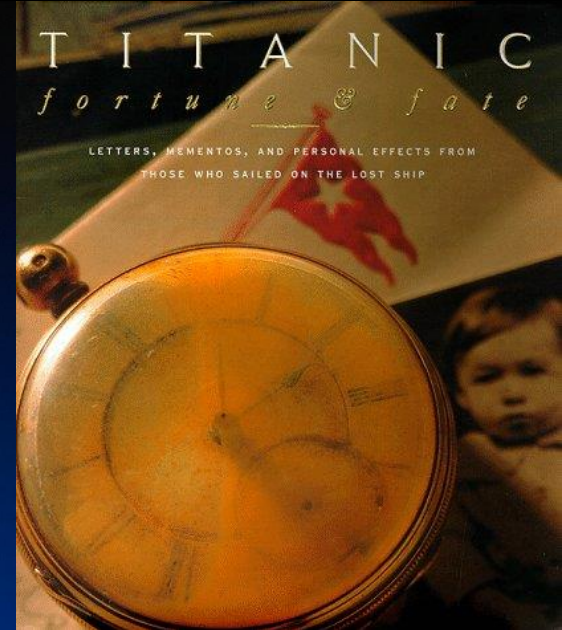


Original *Titanic* lifebelt.




TITANIC
Fortune & Fate
Unique survivor artifacts!
Begins January 24, 1998
THE MARINERS' MUSEUM
J. Clyde Morris & Warwick Bluds. ★ *Newport News*
Show your AMC ticket stub and get 2 for 1 admission!

Images: The Mariners' Museum and Park Collection



Titanic: Fortune & Fate opens at The Mariners' Museum in Newport News, Virginia. The stories of passengers and crew are told through photographs, memorabilia and personal items. Many artefacts dating from 1912, and other objects associated with *Titanic*, are provided by collectors, historians and museums. The exhibition closes on 1 November 1998.

25 January 1914

A bronze tablet is dedicated in the Bethlehem Chapel at the National Cathedral in Washington, D.C. to remember Major Archibald Butt, who perished, aged 46, in the *Titanic* disaster. Major Butt served as military aide to U.S. presidents Theodore Roosevelt (1908-09) and William Howard Taft (1909-12).



Born in Augusta, Georgia, United States of America, 26 September 1865.

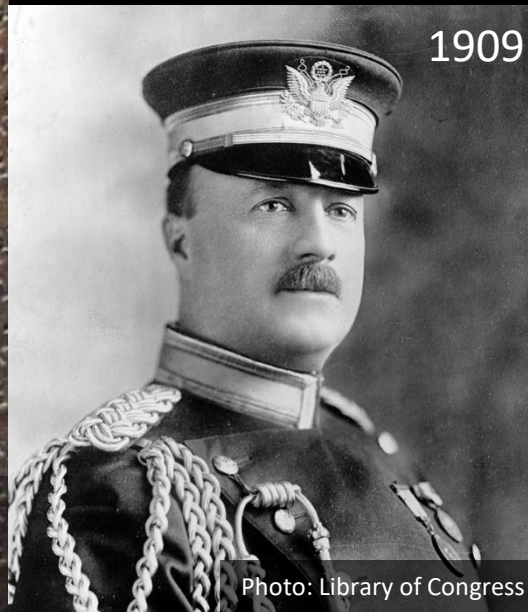


Photo: Library of Congress



26 January 2006

The former White Star Line tender *Nomadic*, built at Harland & Wolff in 1911 for service at Cherbourg, France, is purchased at auction for £171,320 by the Department for Social Development (Northern Ireland). The historic vessel faced certain scrapping after more than two decades of service as a restaurant on the Seine in Paris.

'Sojourn on the Seine'...
Nomadic in Paris in 1994.



Secure aboard the *AMT Mariner*, 95-year-old *Nomadic* is seen here shortly after arriving at Belfast from Le Havre, France, on 15 July 2006.

Proudly flying the White Star Line flag.



Returning to her place of birth.



Photo: Maritime Journal

Welcome 'home'!

27 January 1850

Edward John Smith, captain of *Olympic* from June 1911, and *Titanic* in April 1912, is born to Edward and Catherine Smith in Hanley, Stoke-on-Trent, England.

1895



1911

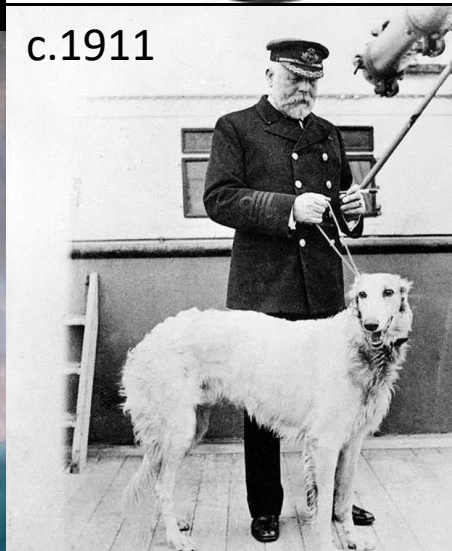


Painting: ©Francis Hustwick (1864)



“Ted” Smith’s first ship as an apprentice in 1867 was the fully-rigged *Senator Weber*.

c.1911



*Capt. Smith of
S.S. Titanic*

Edward John Smith began his apprenticeship in sail in February 1867 and achieved his first command in May 1879. He joined the White Star Line in March 1880 and loyally served the company for 32 years, commanding 14 ships.

28 January 1998

Louise Laroche sits on her father's knee in this family portrait taken in March 1912.



Joseph Laroche (25) was a qualified engineer. He perished in the sinking, having seen his wife and daughters safely into a lifeboat.

Titanic survivor Louise Laroche passes away at the age of 87 in Paris, France. Of French and Haitian descent, Louise boarded *Titanic* at Cherbourg, France, on 10 April 1912 with parents Joseph and Juliette, and elder sister Simonne. The family was bound for Haiti where Joseph Laroche hoped to find work in engineering.

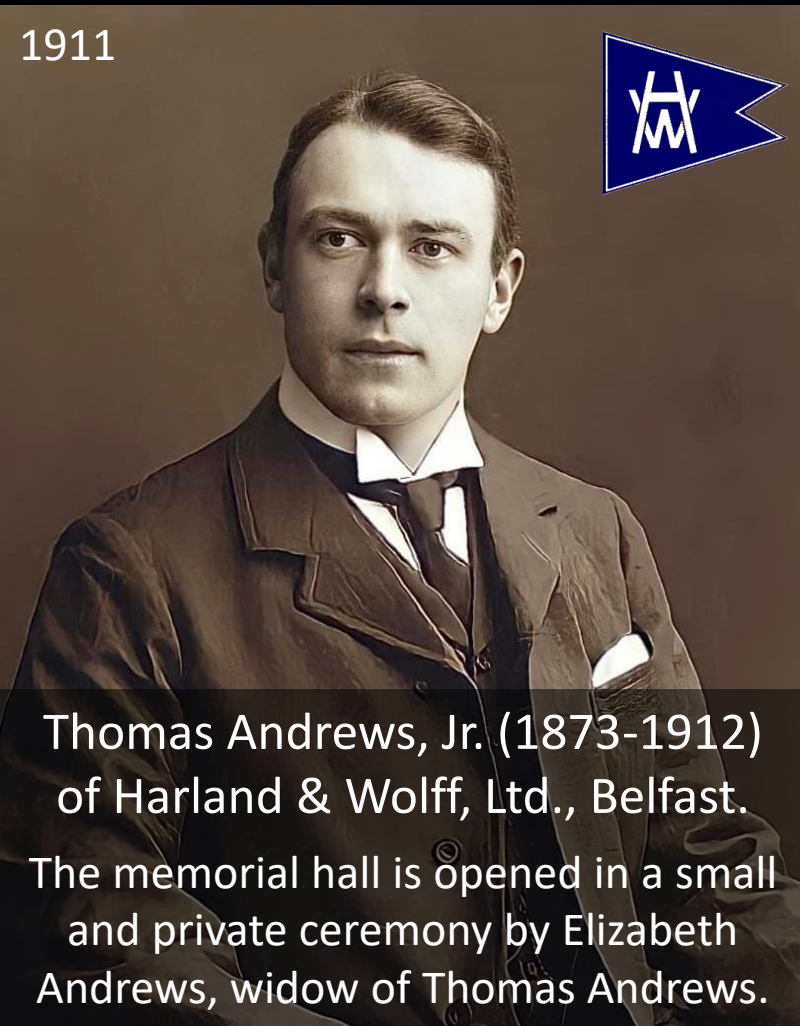
Louise Laroche was the last female French survivor, and is seen here on 16 April 1997, eighty-five years after she survived the *Titanic* disaster as a child of 21 months. She was born in Paris, France on 2 July 1910.



Photo: Laroche Family/Olivier Mendez

29 January 1915

The Thomas Andrews, Jr. Memorial Hall is opened on Ballygowan Road in Comber, County Down, Ireland. The hall remembers the respected shipbuilder and designer who perished in the *Titanic* disaster.



Postcard: Courtesy Comber Historical Society

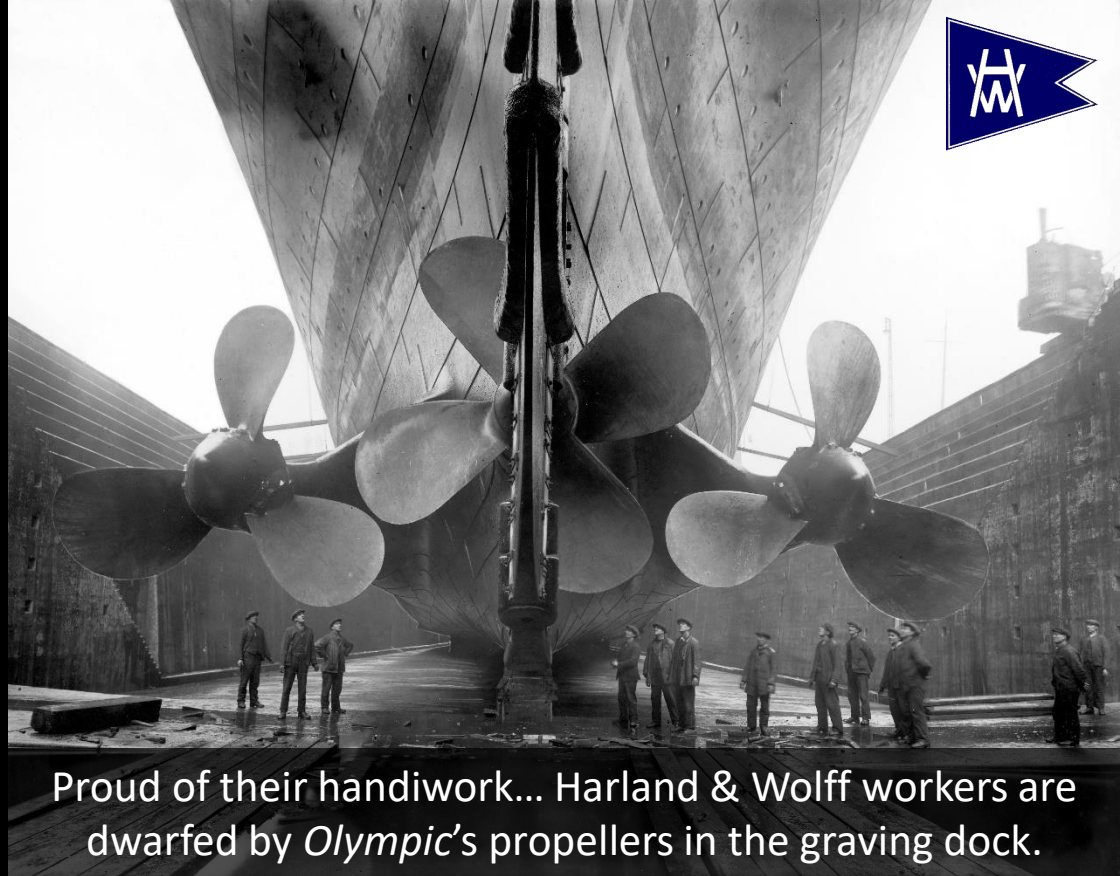


'The hall, which reflects great credit upon the builders (Messrs. Courtney Bros.) is built of handsomely-dressed stone, and is probably the finest building of its kind situated in any provincial town in Ireland.' (Newtownards Chronicle, 6 February 1915)

29 January 1924

When first installed at Harland & Wolff in April 1911, *Olympic's* port and starboard three-bladed propellers, each driven by a reciprocating engine, had a diameter of 23 feet 6 inches and weighed 38 tons. The four-bladed centre propeller, driven by an ahead-only steam turbine, was 16 feet 6 inches in diameter and weighed 22 tons. *Titanic's* propellers were very similar, with the most visible difference being that her centre propeller had only three blades.

Photo: Harland & Wolff Collection, National Museums Northern Ireland



Proud of their handiwork... Harland & Wolff workers are dwarfed by *Olympic's* propellers in the graving dock.

During a major refit of *Olympic* at Harland & Wolff in Belfast, her three manganese-bronze propellers are photographed in the Thompson Graving Dock. In later decades, the photograph is mistaken for the propellers of *Titanic*. *Olympic* departs the shipyard on 7 February 1924 – her last visit to Belfast – and re-enters service at Southampton thirteen days later.

30 January 2001

Photo: Bain News Service, Library of Congress



1912

Michel Marcel Navratil dies at the age of 92 in Montpellier, France. Navratil was the last male survivor of the *Titanic* disaster in April 1912.

Brothers Michel (left) and Edmond Navratil lost their father in the disaster and were initially believed to be orphans. They were reunited with their mother Marcelle in New York City on 16 May 1912.



1994

Michel Navratil, Jr. was interviewed for the two-part documentary *Titanic: Death of a Dream/The Legend Lives On* in 1994. He was born in Nice, France, on 12 June 1908.



30 January 2011

1960s

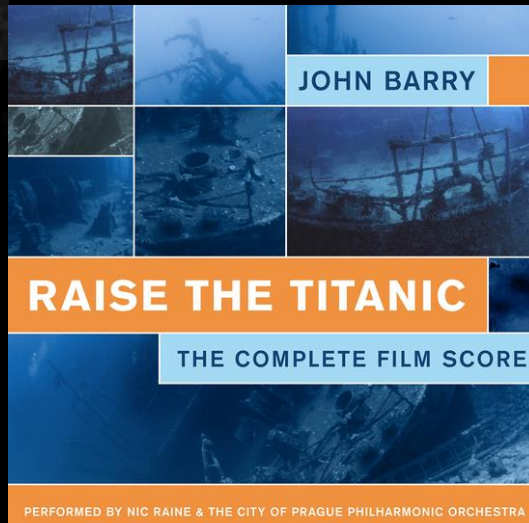


Born John Barry Prendergast in York, England, 3 November 1933.

Despite *Raise the Titanic* being a flop at the box office, John Barry's music gained worldwide praise, with many considering it one of his finest scores in a career spanning almost 50 years.

English composer and conductor John Barry dies at the age of 77. A distinguished composer of film scores, including those for eleven '*James Bond*' movies, Barry gained fame among music enthusiasts in 1979-80 for the memorable score he composed for *Raise the Titanic*.

CD release (2016) of the score performed by the City of Prague Philharmonic Orchestra.



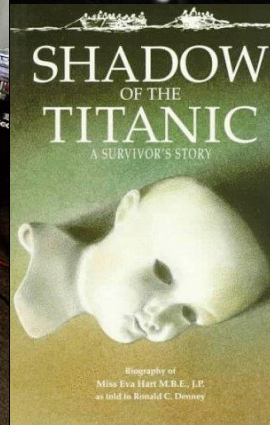
Once they said
God himself couldn't sink her.
Then they said
no man on earth could reach her.
Now—you will be there
when we...



31 January 1905



Benjamin, Eva and Esther Hart in 1912.



Eva Hart's autobiography is published in 1994. She dies aged 91 on 14 February 1996.

Eva Miriam Hart is born to Benjamin and Esther Hart in Ilford, London. The Hart family travels Second Class aboard *Titanic* in April 1912. Eva and her mother survive the disaster, though her father is among 1,496 who perish. Later in life, Eva Hart becomes one of the most outspoken survivors of the tragedy and a stern critic of the recovery of artefacts from the wreck.

1 February 1956

The last ship built for the famous White Star Line, the 27,759-ton motor vessel *Georgic*, arrives at Faslane, Scotland, to be scrapped. Launched in 1931, *Georgic* was a running mate of *Britannic* (1930) and served as a troopship during World War II and the Korean War.

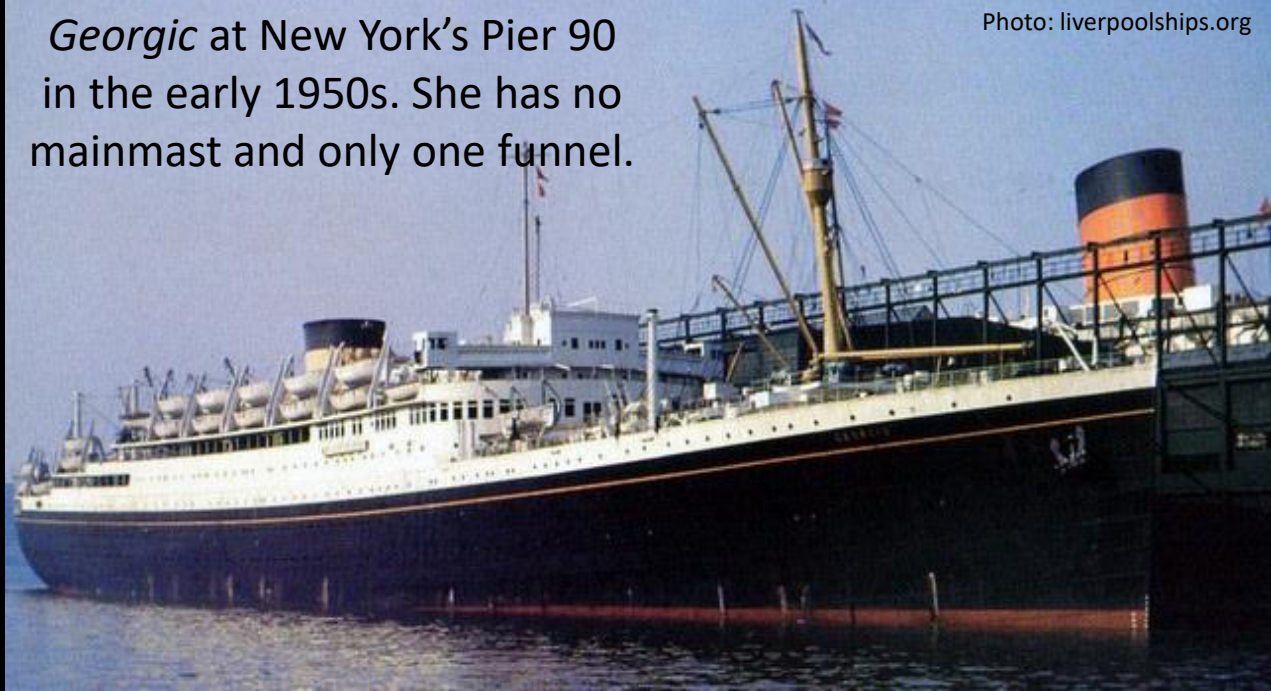


Postcard of *Georgic* as built in 1932 with two squat funnels.



Georgic at New York's Pier 90 in the early 1950s. She has no mainmast and only one funnel.

Photo: liverpoolships.org



Length: 711 feet (216 metres)
Beam: 82 feet (25 metres)
Speed: 18 knots
Passengers: 1,542 (as built)
Maiden voyage: 25 June 1932
(Cunard White Star from 1934)

1 February 2005

Detail of the aft Boat Deck, First and Second Class open promenades and electric cargo cranes.



Peter Davies-Garner
Photo: Lee Everitt and Amy Wright

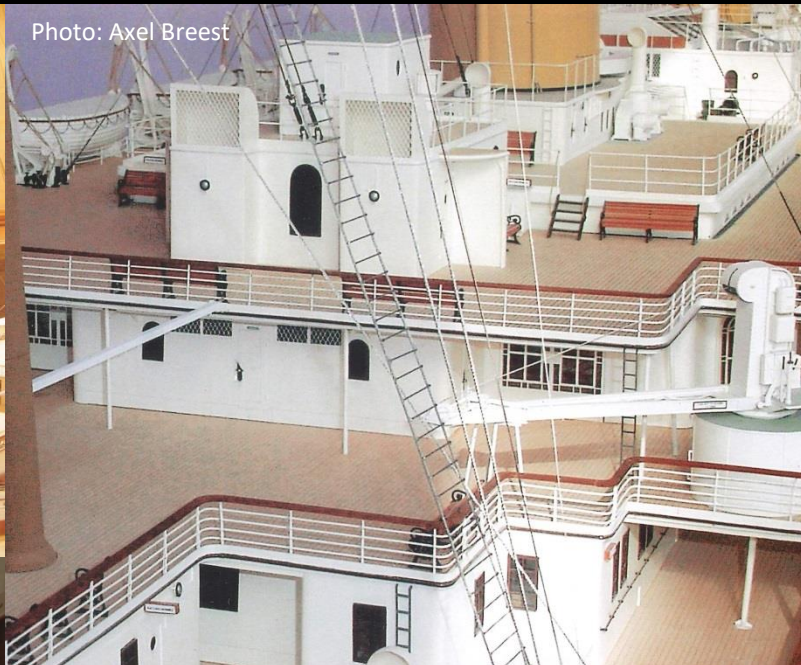
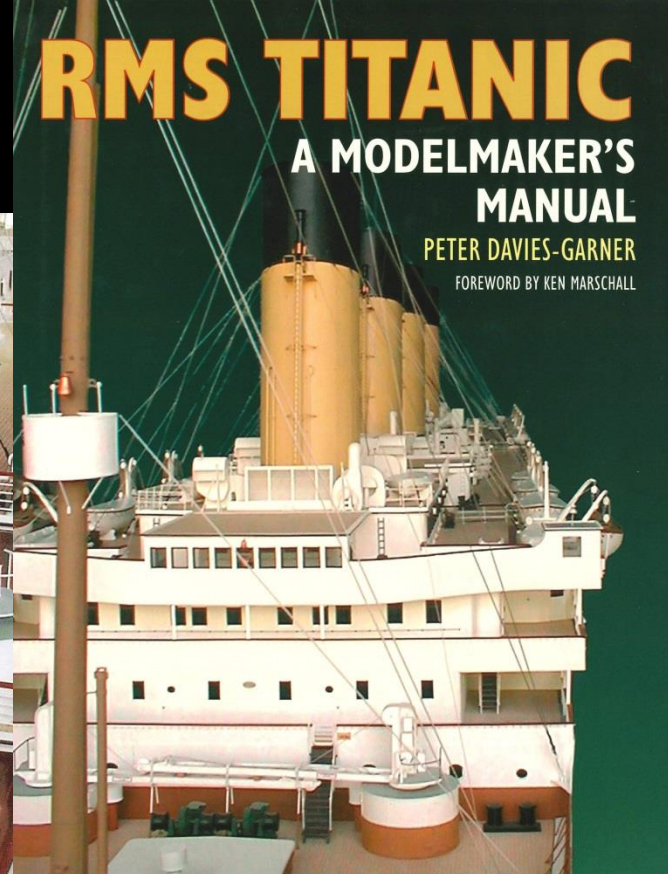


Photo: Axel Breest



RMS Titanic: A Modelmaker's Manual is released by Chatham Publishing. The book provides a step-by-step guide to creating a highly detailed 1:48 scale model eighteen feet (5.6 metres) in length. The model was made in Germany by architect and professional modeller Peter Davies-Garner and first displayed in the *Titanic at Home* exhibition at Belfast in April 2004.

1 February 2012 (1)



Titanic (left) and *Olympic* at Belfast on 6 March 1912.

TITANIC OR OLYMPIC

WHICH SHIP SANK?

THE TRUTH BEHIND THE CONSPIRACY



STEVE HALL AND BRUCE BEVERIDGE

ART BRAUNSCHWEIGER

FOREWORD BY MARK CHIRNSIDE

Seventeen years after it was first proposed in *The Riddle of the Titanic* that sister ships *Olympic* and *Titanic* were switched at Belfast in 1911-12, the so-called 'switch theory' is laid to rest with publication of *Titanic or Olympic: Which Ship Sank?* Authors Steve Hall, Bruce Beveridge and Art Braunschweiger conclusively prove that the ship which sank on 15 April 1912 was indeed *Titanic*.

TITANIC OR OLYMPIC WHICH SHIP SANK?

STEVE HALL, BRUCE BEVERIDGE,
ART BRAUNSCHWEIGER



The 288-page book is one of several *Titanic* titles released by The History Press in 2012.

1 February 2012 (2)



Mark Chirside, author and maritime historian.

Image: *Antiques Roadshow*,
BBC, 1 June 2021

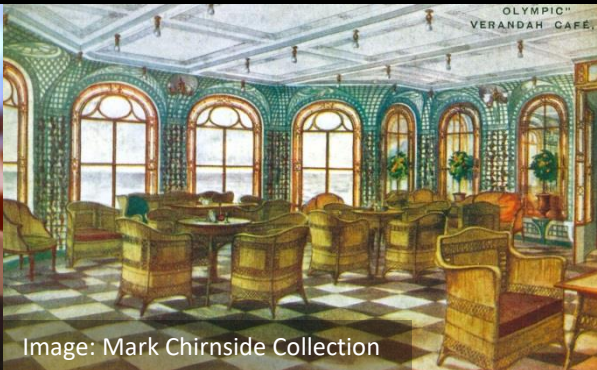
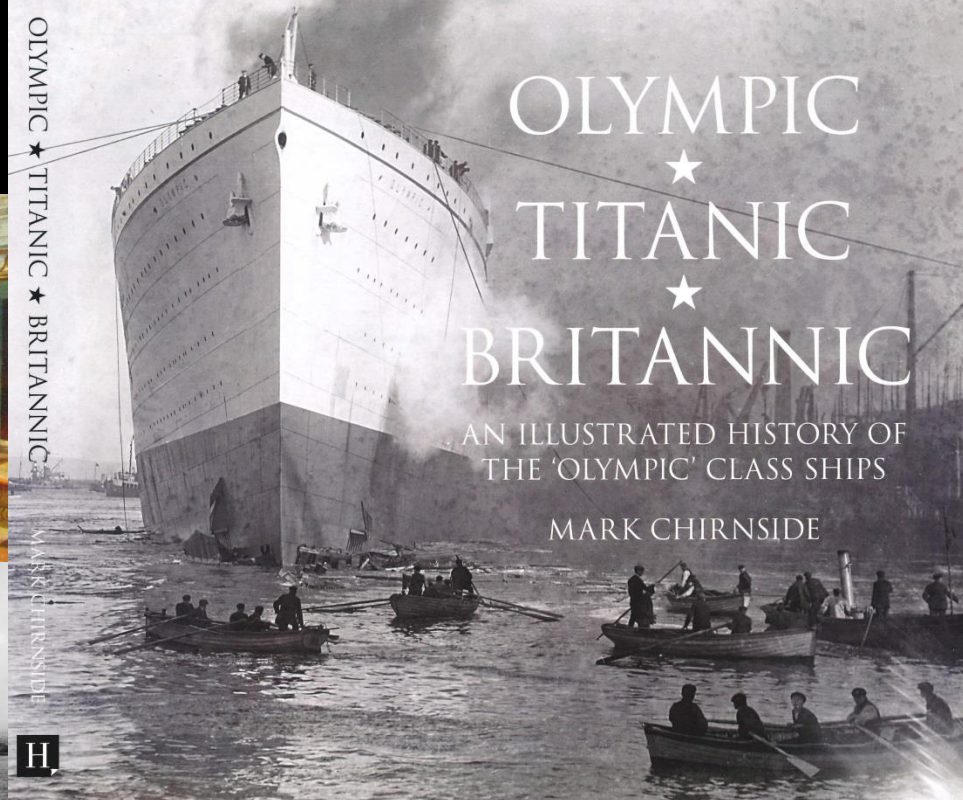


Image: Mark Chirside Collection

Above: Verandah Café aboard *Olympic*.

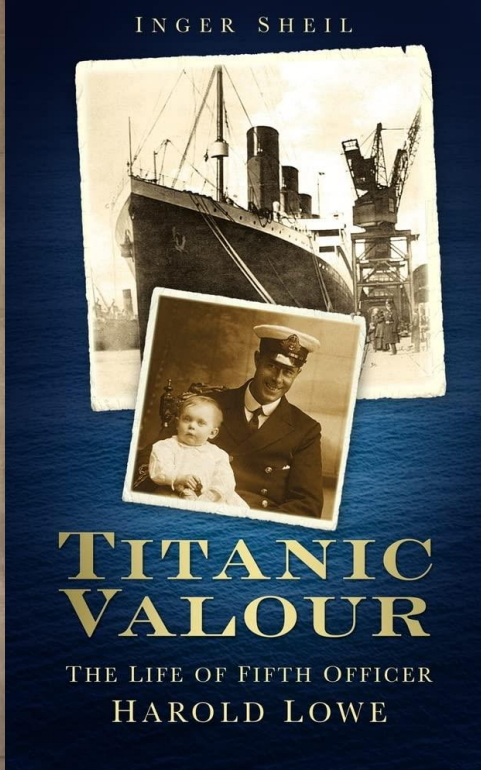


Olympic at New York on 21 June 1911.



R.M.S. *Olympic* shortly after her launch on 20 October 1910.

The History Press publishes *Olympic, Titanic, Britannic: An Illustrated History of the 'Olympic' Class Ships*. The 168-page hardback is a concise history of the three liners built at Belfast between 1908 and 1915. Included are rare images of *Olympic* and *Britannic* during World War I, colour renditions of the ships' interiors, and reminiscences of passengers and crew.



Left: Harold Lowe in 1909.

Photo: Bournemouth News Collection

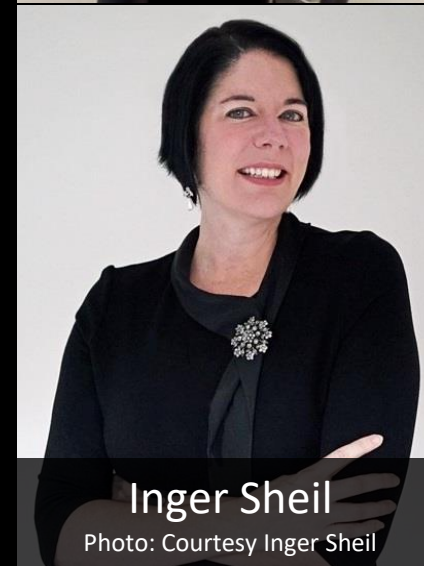
1 February 2012 (3)

Right: Harold Godfrey Lowe in his uniform as a Lieutenant in the Royal Naval Reserve, c.1916.

Photo: Inger Sheil Collection

'Inger Sheil has pulled off some outstanding research on the life of Lowe! Truly a remarkable account worth reading many times over!'

(Review by William E. Brower, Jr., 2014)

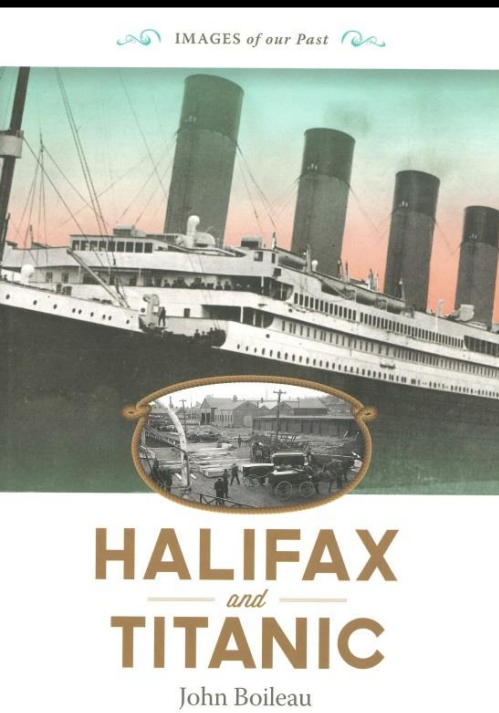


Inger Sheil

Photo: Courtesy Inger Sheil

Titanic Valour: The Life of Fifth Officer Harold Lowe is released by The History Press. Maritime historian Inger Sheil chronicles the adventurous life of *Titanic's* Fifth Officer, including his family, his early days in sail and service with the White Star Line, and time in the Royal Naval Reserve.

1 February 2012 (4)



The 184-page book draws on photographs and records held at the Nova Scotia Archives and Maritime Museum of the Atlantic.



A *Titanic* victim is retrieved from the North Atlantic.

Nimbus Publishing in Canada releases *Halifax and Titanic* in its 'Images of our Past' series. Author John Boileau examines the city's connections with the *Titanic* disaster, Canadian passengers and the grim task of recovering victims from the North Atlantic in the days and weeks following the tragedy.



Embalming a victim aboard C.S. *Minia*.

Right: Victims of the *Titanic* disaster are brought ashore from *Minia* on 6 May 1912.

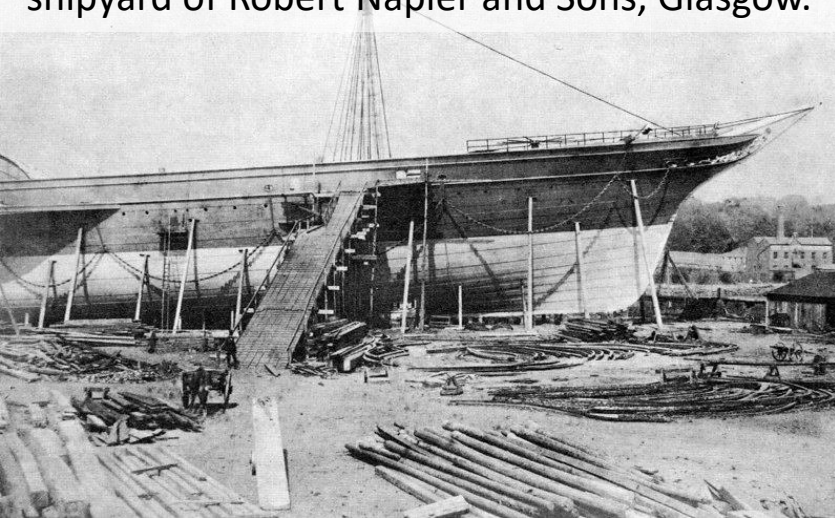
Horse-drawn hearses transport the bodies to a temporary morgue at the Mayflower Curling Rink. It is here that the families will have an opportunity to identify their loved ones.

Photos: Nova Scotia Archives



2 February 1856

Persia under construction in 1855 at the shipyard of Robert Napier and Sons, Glasgow.



Seven days out from Liverpool on her maiden voyage, the Cunard liner *Persia* runs headlong into an icefield. Sixteen feet of her hull plating is damaged and the starboard paddle wheel and its housing are crushed. The ship's clipper bow and stout iron hull prevents further serious damage.



Down by the bow and at reduced speed, *Persia* completes her voyage to New York on 9 February. Fifty-six years later, a much larger liner of the White Star Line will not be as fortunate after she encounters ice in the North Atlantic on her maiden voyage...

Gross tonnage: 3,300; Length: 398 feet (121 metres); Beam: 45 feet (14 metres); Speed: 13 knots; Passengers: 300.

Source: wetcanvas.com



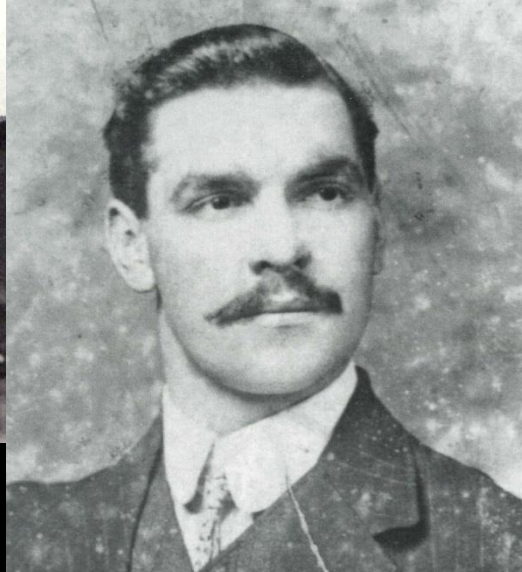
Persia was laid up in 1868 and sold for scrap in 1872.

2 February 1912



Photos: Dean Family Collection

Eliza Gladys Millvina Dean is born to Bertram and Georgetta “Ettie” Dean in Branscombe, England. On 10 April 1912, Millvina boards *Titanic* at Southampton with her parents and elder brother. At two months and eight days of age, she is the youngest passenger aboard.



Bertram Frank Dean,
30 June 1886 – 15 April 1912.



Titanic survivors... Ettie Dean
with Vere and Millvina, c.1916.

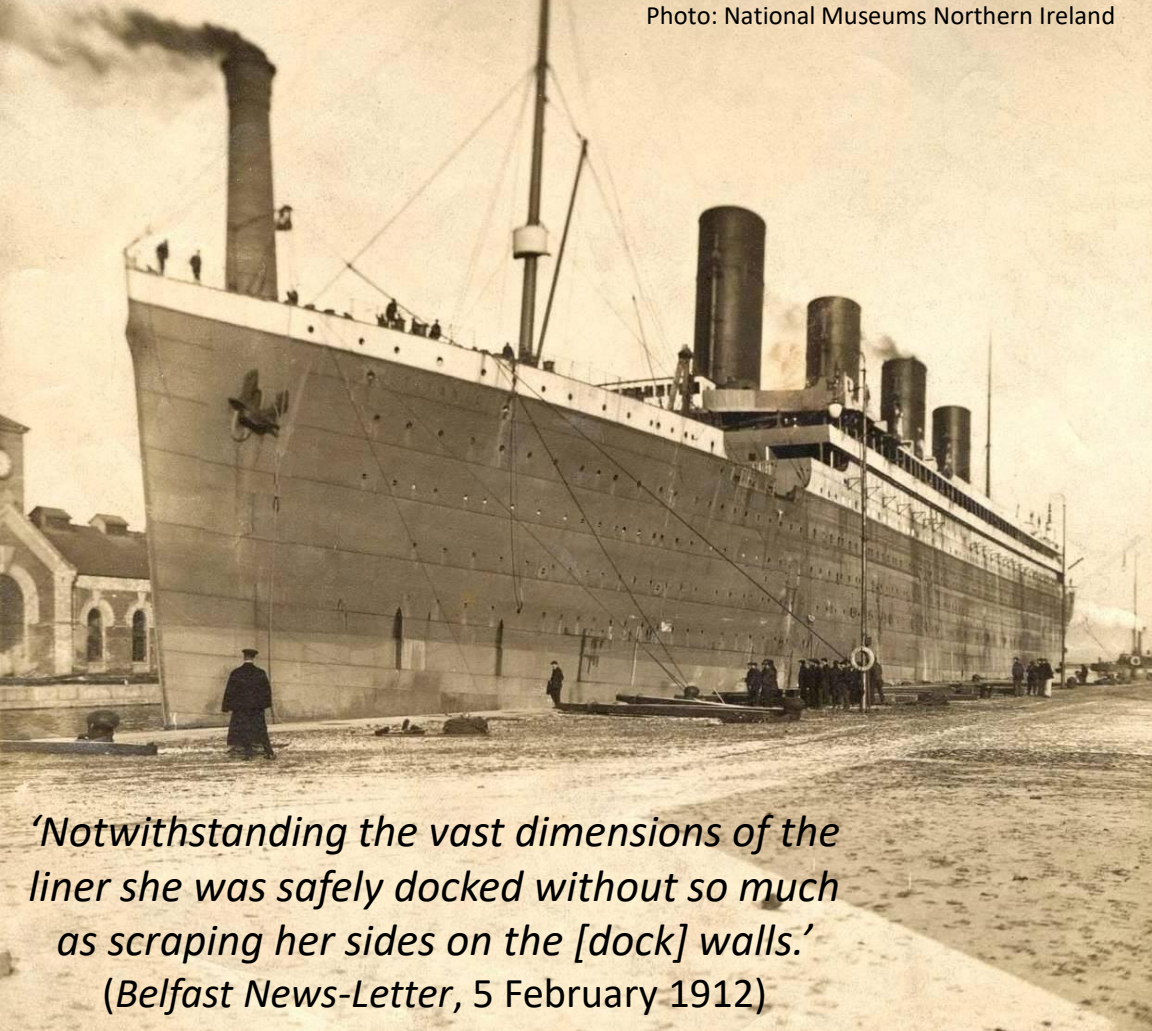
Bertram Vere Dean (born 21 May 1910) and Millvina Dean three months after the *Titanic* disaster. At that time, they were known as “Vere” and “Girlie”.

3 February 1912



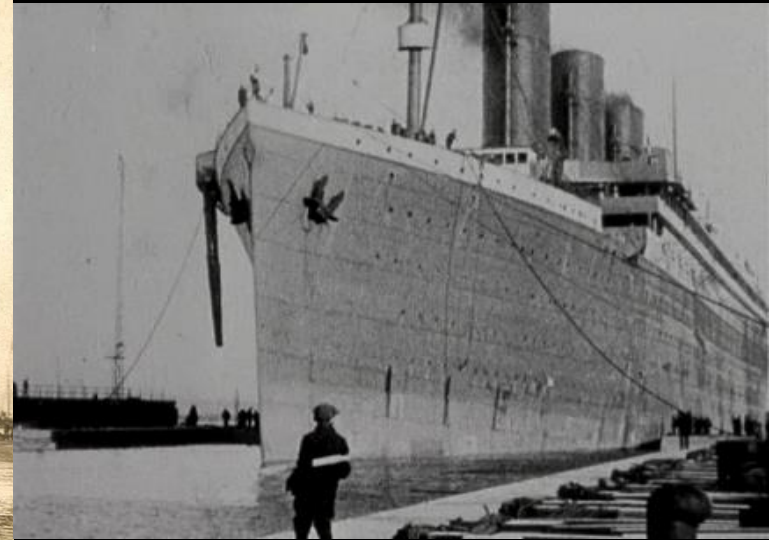
Titanic rests comfortably on 332 massive keel blocks within the graving dock.

Photo: National Museums Northern Ireland



'Notwithstanding the vast dimensions of the liner she was safely docked without so much as scraping her sides on the [dock] walls.'
(Belfast News-Letter, 5 February 1912)

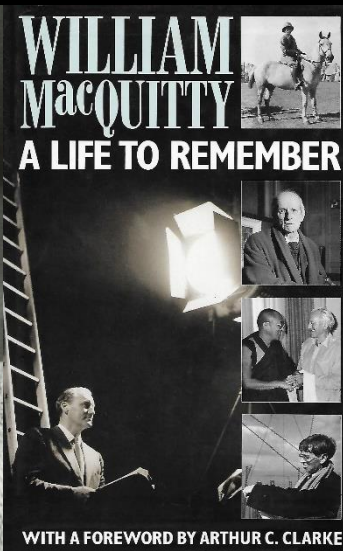
Titanic is warped into the 887½-foot-long graving dock at Belfast for the first time.
A cameraman records the only known moving pictures of the liner.



In a frame from the film footage, a Harland & Wolff worker pauses to observe *Titanic* being slowly moved into the relatively new graving dock.

4 February 2004

British author, photographer and film producer William MacQuitty, who in 1957-58 produced The Rank Organisation's movie of the *Titanic* disaster, *A Night to Remember*, dies at the age of 98 in London, England.



Born in Belfast, Ireland, on 15 May 1905, William MacQuitty witnessed the launch of *Titanic* on 31 May 1911.

His books include an autobiography, *A Life to Remember*, published in 1991, and *Titanic Memories: The Making of 'A Night to Remember'*, a very personal recollection of the film, in 2000.

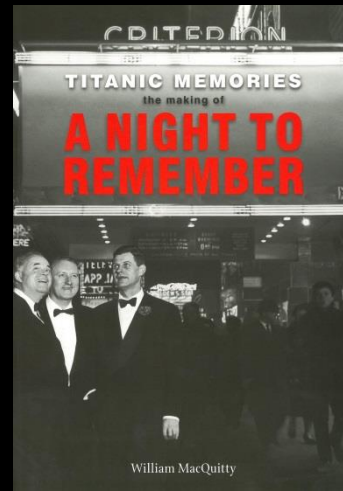
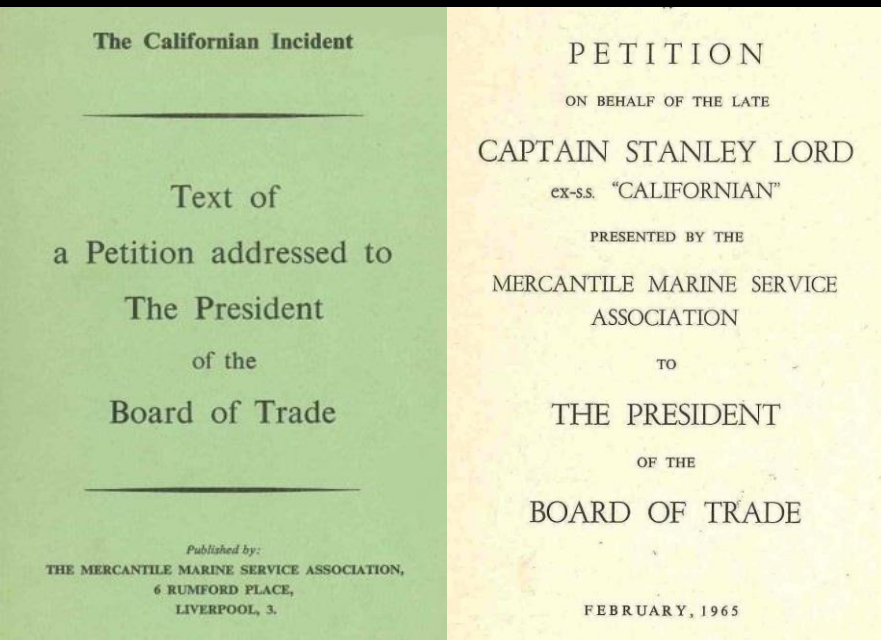


Photo: Joseph A. Carvalho Collection, Titanic International Society, Inc.

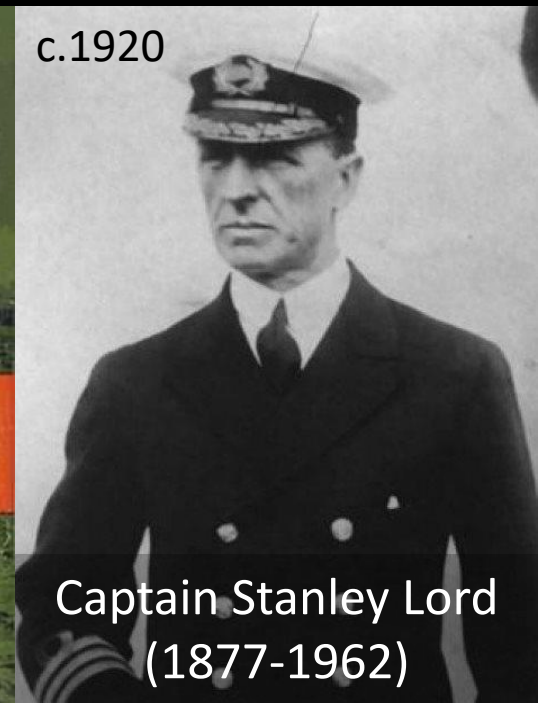
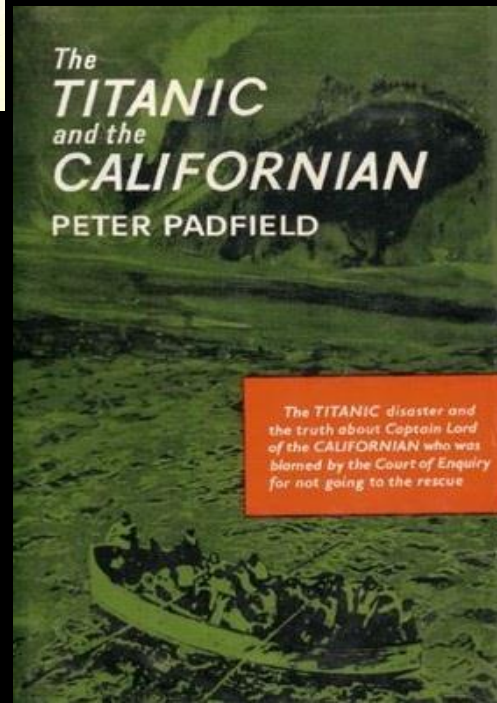
William MacQuitty (left) speaks with former *Titanic* officers Joseph Groves Boxhall (centre, age 73) and Herbert John Pitman (80) during the premiere of *A Night to Remember* at London's Odeon Cinema on 3 July 1958.

5 February 1965

The Mercantile Marine Service Association unveils its petition to the Board of Trade in defence of Captain Stanley Lord of the Leyland Line's *Californian*. Peter Padfield's book, *The Titanic and the Californian*, is published to coincide with the petition.



Left: Leslie Harrison, General Secretary of the Mercantile Marine Service Association. Although he retired from the M.M.S.A. in 1975, Harrison steadfastly continued his campaign for Stanley Lord until his own death in April 1997.



c.1920

Captain Stanley Lord
(1877-1962)

1958

Photo: Estate of Leslie Harrison

6 February 1845

Painting: ©Stephen Gjertson

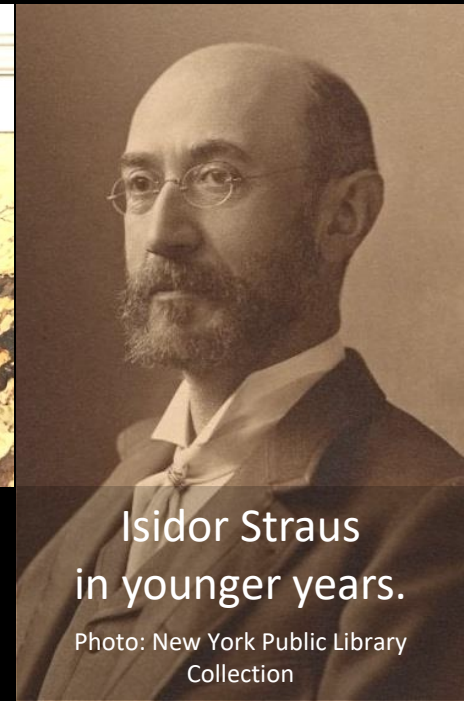


Ida Straus refuses to leave her husband for a place in lifeboat No. 8. *'We have been living together for many years, Isidor... and where you go, I go.'*

Isidor Straus is born to Lazarus and Sara Straus in Otterberg, Bavaria. In April 1912, Straus is co-owner, with his brother Nathan, of Macy's department store in New York City. Isidor Straus and his wife of forty years, Ida, are among 1,496 souls who perish in the *Titanic* disaster.



A memorial plaque to Isidor and Ida Straus at Macy's department store in New York City. It was unveiled in a ceremony held on 8 June 1913.



Isidor Straus in younger years.

Photo: New York Public Library Collection

6 February 2012



Photos: Titanic Belfast

Cranes prepare to position the sign at 'Titanic Belfast'. The attraction opens on 31 March 2012.



Photo: Harland & Wolff Collection, National Museums Northern Ireland



Photograph taken in January 1912.

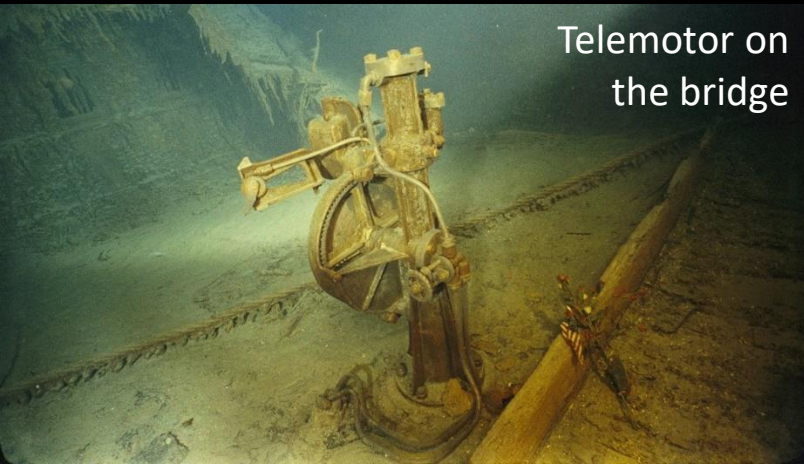
A 15-ton sign with *Titanic's* name is positioned outside the entrance plaza of the new 'Titanic Belfast' visitor attraction. The sign is cut from one-inch-thick steel plates of similar size to those fitted in sections of *Titanic's* hull. The completed sign measures 49 feet (15 m) long and stands 15 feet (4.5 m) tall.

6 February 2023



Officers' quarters
and expansion joint

Emory Kristof was widely admired and respected for his work with the National Geographic Society. His images of *Titanic's* wreck appeared in *National Geographic* magazine and many other publications.

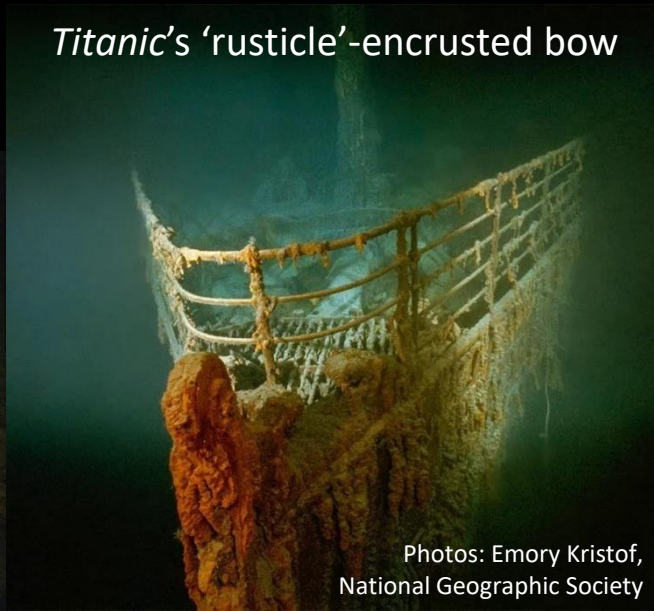


Telemotor on
the bridge

Veteran American photographer Emory Kristof dies at the age of 80.

Kristof participated in multiple undersea explorations and was a member of the expedition which discovered *Titanic's* wreck in 1985. He dived to the wreck in July 1991, during an expedition to film *Titanic* for the IMAX movie *Titanica* (1992).

Titanic's 'rusticle'-encrusted bow



Photos: Emory Kristof,
National Geographic Society

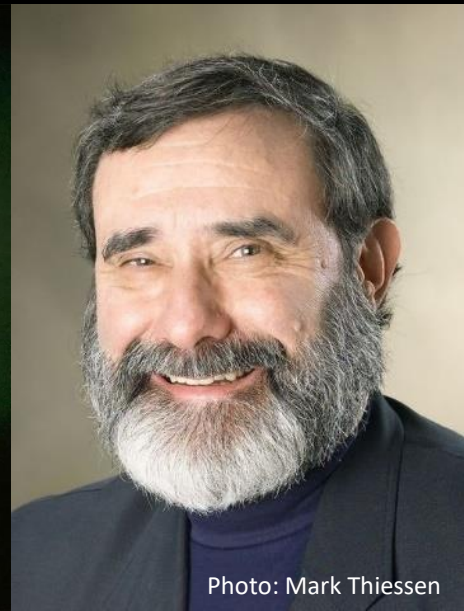


Photo: Mark Thiessen

7 February 1873

Photo: Mary Evans Picture Library



Thomas Andrews, Jr. in 1911.

Thomas Andrews, Jr. is born to The Rt. Hon. Thomas Andrews and Eliza Andrews, née Pirrie, in Comber, County Down, Ireland. In April 1912, Andrews is Managing Director of the Harland & Wolff shipyard in Belfast and perishes, at age 39, in the *Titanic* disaster.

Photo: archiseek.com

Early 1900s



Thomas Andrews' boyhood home. The two-storey house 'Ardara' on Ballygowan Road, Comber, was built for Thomas Andrews, Sr. in 1872 and enlarged between 1895 and 1900.

7 February 1910



Photo: *The Engineer*

The boss brackets to support *Titanic's* three propeller shafts arrive by ship at Belfast, Ireland. The massive steel castings were manufactured in England by the Darlington Forge Company Ltd.

Left: The aft shaft bracket for *Olympic* being moved from Darlington, England to Belfast, Ireland in 1909.

Below: The completed forward shaft bracket for *Titanic* at the Darlington Forge Company in 1909.



Photo: Harland & Wolff Collection,
National Museums Northern Ireland

Olympic's port and centre propellers in 1911.

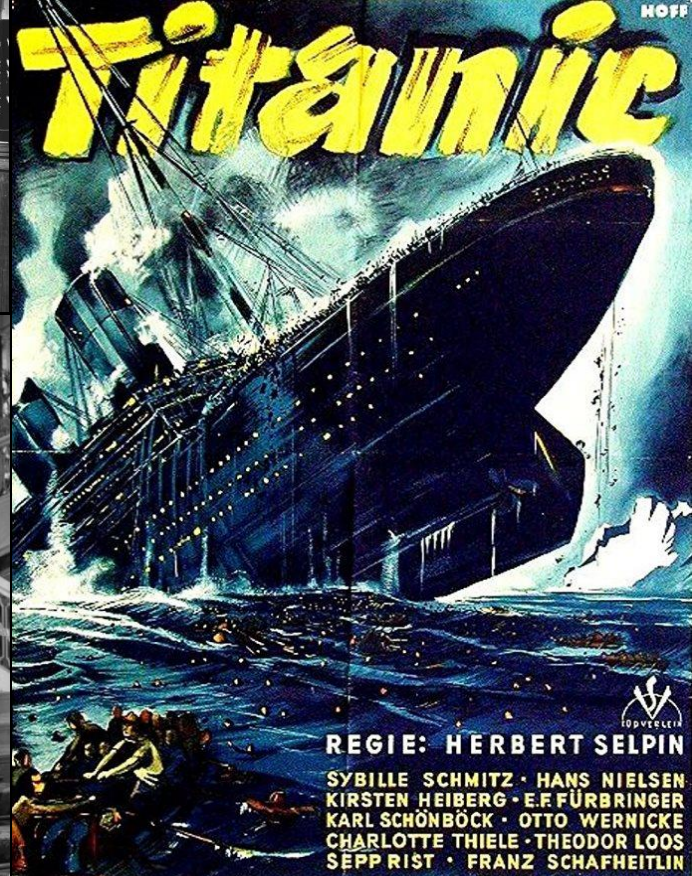


Photo: *The Engineer*

7 February 1950



A number of scenes from *Titanic* are later incorporated into a much more successful British film of the *Titanic* disaster released on 3 July 1958 – *A Night to Remember*.



REGIE: HERBERT SELPIN
SYBILLE SCHMITZ · HANS NIELSEN
KIRSTEN HEIBERG · E.F. FÜRBRINGER
KARL SCHÖNBÖCK · OTTO WERNICKE
CHARLOTTE THIELE · THEODOR LOOS
SEPP RIST · FRANZ SCHAFHEITLIN

The 85-minute propaganda film *Titanic*, originally produced in Nazi Germany in 1942-43, receives its post-war premiere in the western sector of occupied Germany. It is soon banned by British, French and American military authorities due to its anti-British sentiments. The film also screens from 7 April 1950 in the Russian-occupied zone, where it proves popular.

8 February 1912

A scheduled visit to Harland & Wolff by Britain's First Lord of the Admiralty, Winston Churchill, is cancelled amid growing tension in Belfast concerning 'Home Rule'. An Admiralty representative tours the shipyard instead and inspects *Titanic* in the graving dock.

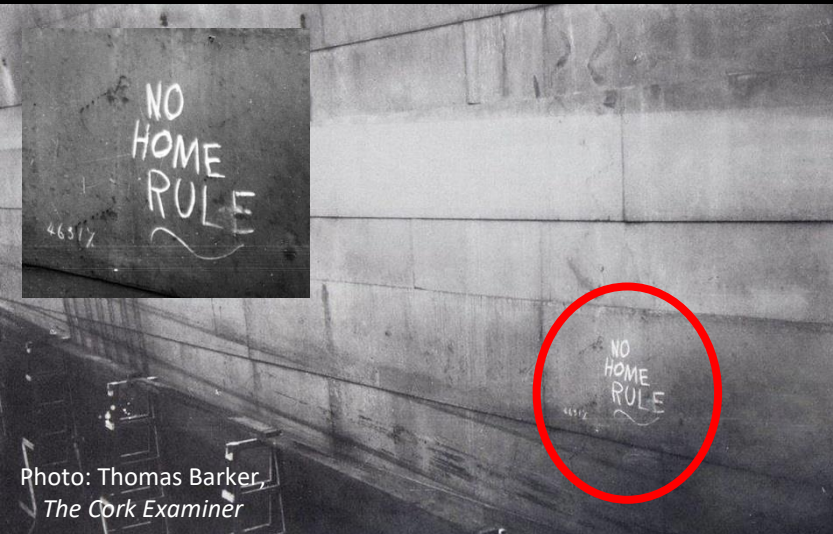


Photo: Thomas Barker,
The Cork Examiner

Harland & Wolff workers make their feelings clear by chalking 'No Home Rule' on *Titanic*'s starboard hull plating.

Titanic in the graving dock during fitting out work, 14 February 1912.

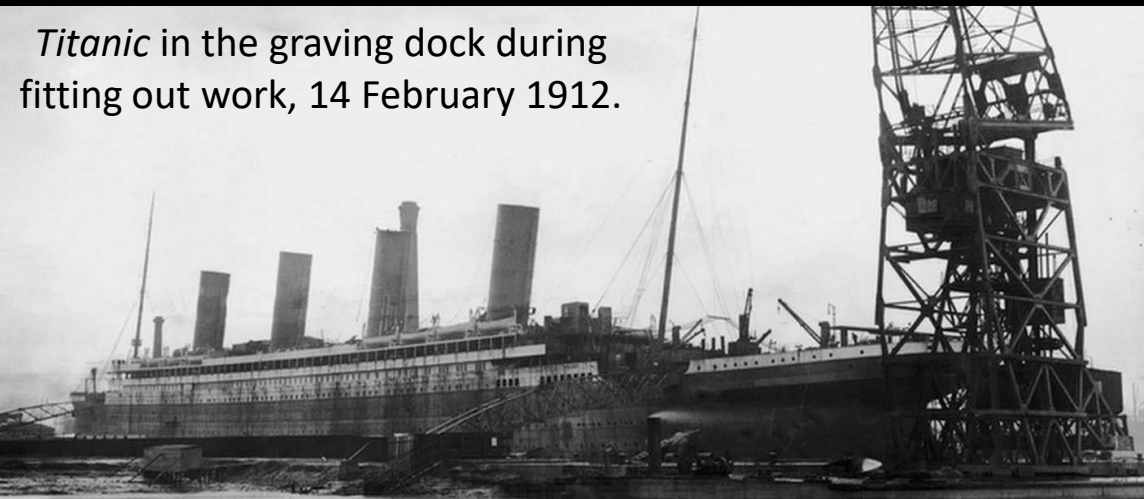


Photo: *Titanic: The Ship Magnificent* (Authors' Collection/Topical Press Agency)

Fainthearted Demonstration Against Mr. Winston Churchill in Royal Avenue.

MR. REDMOND'S

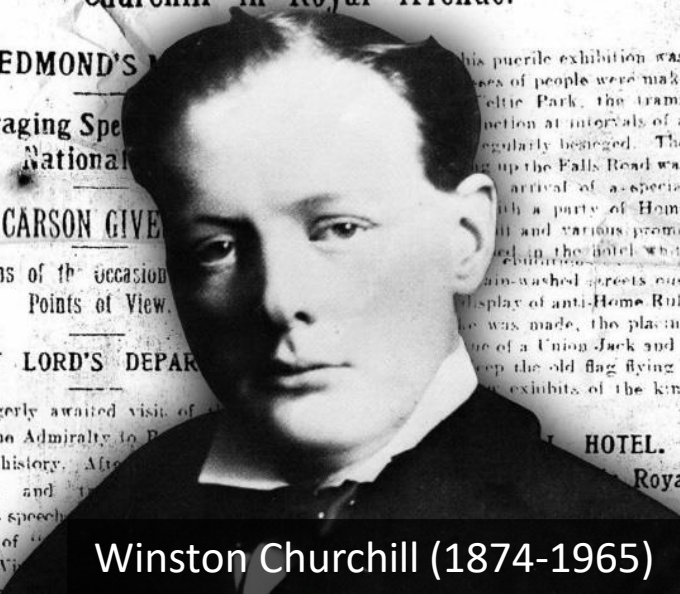
Encouraging Speech
National

SIR E. CARSON GIVE

Impressions of the Occasion
Points of View.

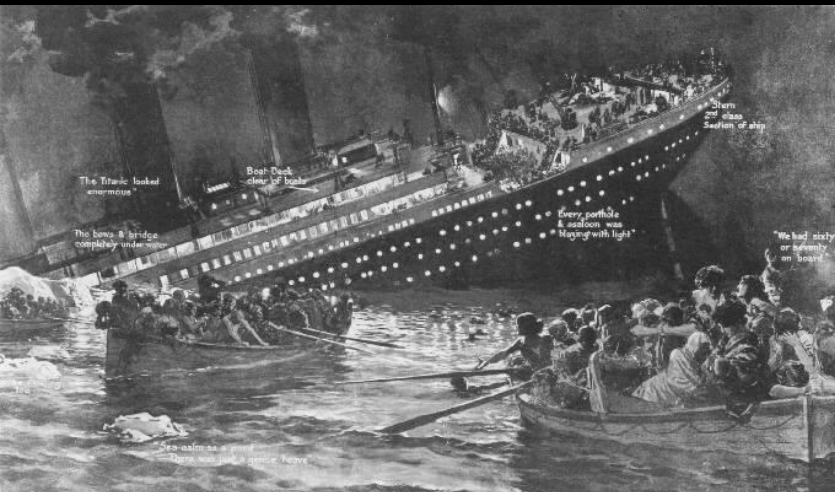
FIRST LORD'S DEPART

The eagerly awaited visit of the Lord of the Admiralty to Belfast, a matter of history. After a gasconade and a choke free speech of a sort of Mr. W. ...



Winston Churchill (1874-1965)

8 February 1963



Lithographs published in *The Sphere*...
'*Titanic Sinking*' (27 April 1912, above) and
'*Women and Children First*' (4 May 1912).



Italian artist Chevalier Fortunino Matania, noted for his realistic illustrations of trench warfare in World War I and other historical subjects, including the *Titanic* disaster in April 1912, dies in London, England, at the age of 81.

Fortunino Matania's renderings of *Titanic* sinking on 15 April 1912 and scenes at the British *Titanic* Inquiry in London were widely publicised in newspapers and later used in books, including the 1976 edition of *A Night to Remember*.



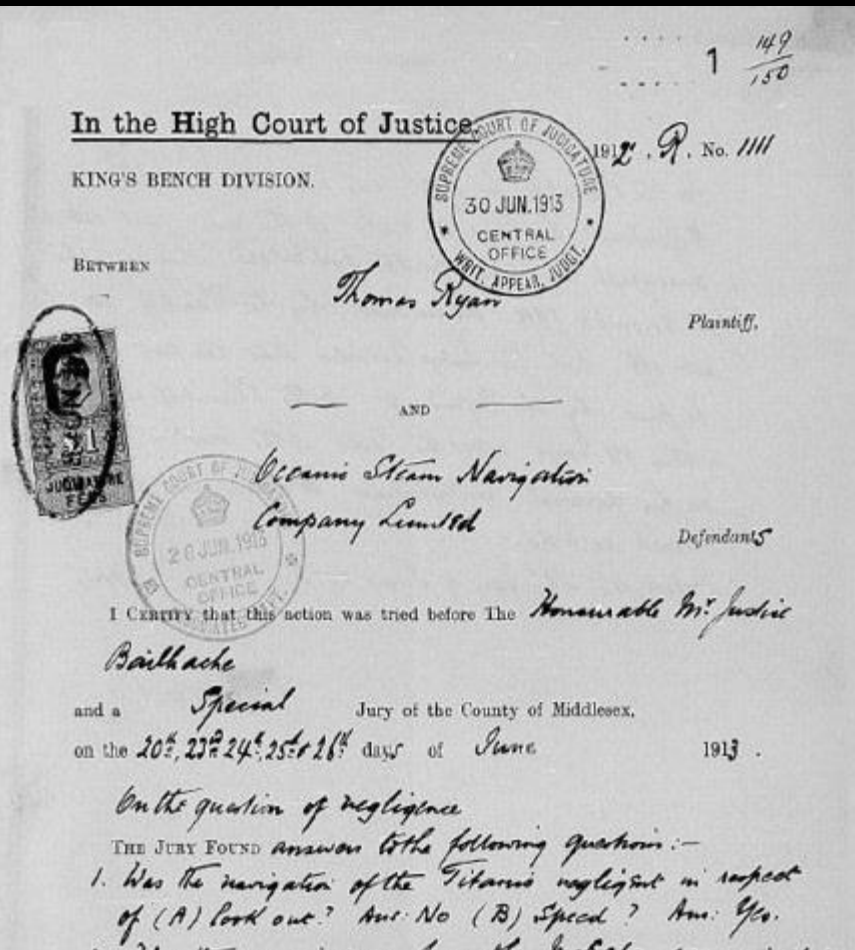
Portrait of Fortunino Matania published in *The Sphere*, London, 1 May 1915.



British Inquiry in session, May 1912.
Published in *The Sphere*, 7 June 1912.

9 February 1914

An appeal by the White Star Line in the case of 'Ryan vs Oceanic Steam Navigation Co. Ltd.' is dismissed in the High Court of Justice, London. Originally heard from 20-26 June 1913, White Star is ordered to pay £100 to the family of Patrick Ryan, who perished in the *Titanic* disaster.



Lord Justice Vaughan Williams (1838-1916) upholds the court decision of 26 June 1913 that the White Star Line was negligent in its navigation of *Titanic*.



Photo Russell and Sons

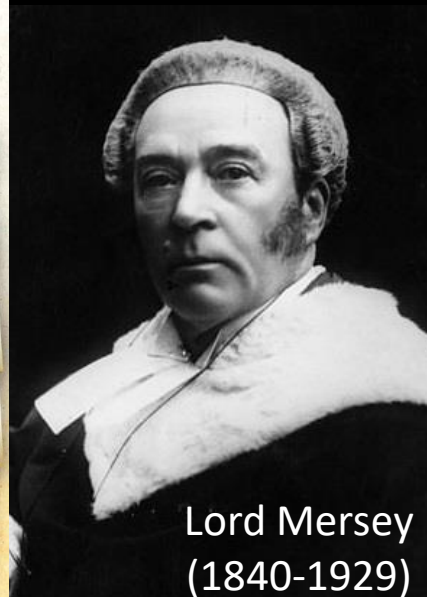
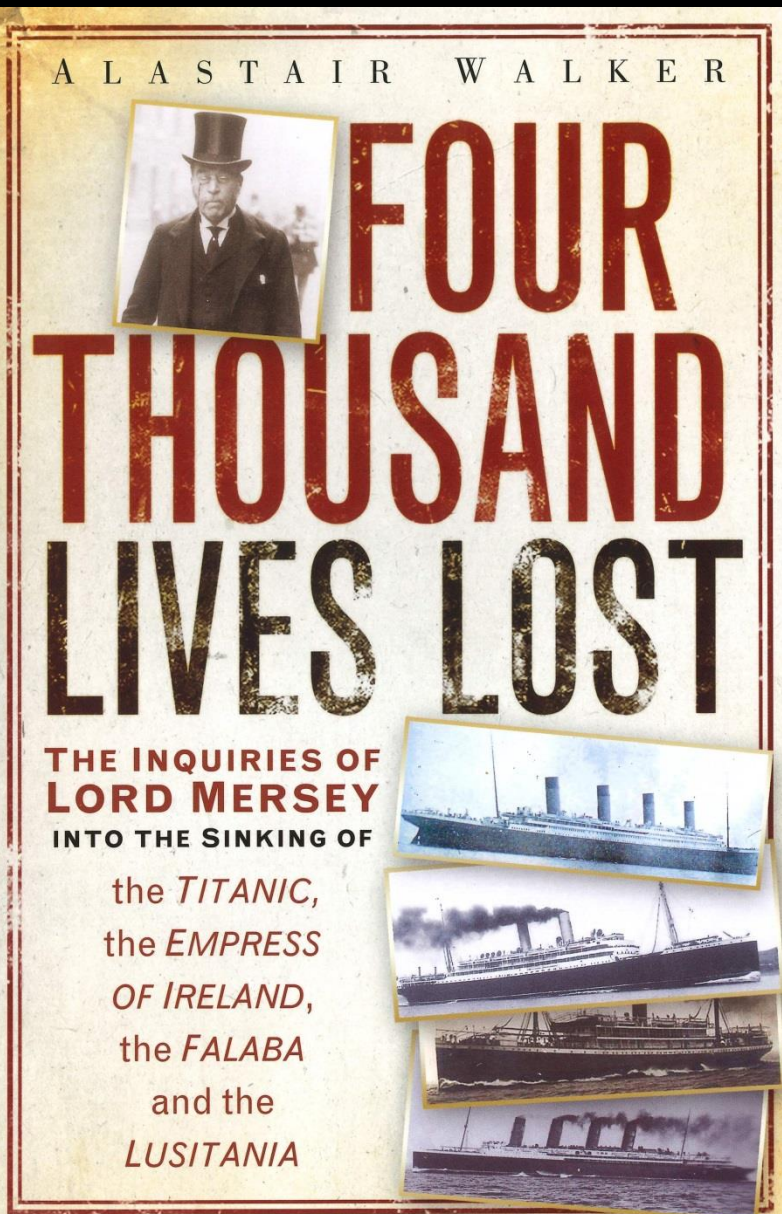


Third Class passenger Patrick Ryan, who was 32 years old in April 1912.

9 February 2012

The History Press publishes Alastair Walker's *Four Thousand Lives Lost*.

The 192-page book analyses the four inquiries held between 1912 and 1915 into the losses of *Titanic*, *Empress of Ireland*, *Falaba* and *Lusitania*, all of which were chaired by Wreck Commissioner Lord Mersey (John Charles Bigham).



Lord Mersey
(1840-1929)

Titanic sank with the loss of 1,496 lives on 15 April 1912; *Empress of Ireland* sank with the loss of 1,012 lives on 29 May 1914; *Falaba* was torpedoed and sunk by *U-28* with the loss of 104 lives on 28 March 1915; and *Lusitania* was torpedoed and sunk by *U-20* with the loss of 1,198 lives on 7 May 1915.

10 February 1998



'Oh, yes... the woman in the picture is me.'

Gloria Stuart (Best Supporting Actress) and Kate Winslet (Best Actress) are nominated for their respective performances as Rose Calvert and Rose DeWitt Bukater. It is the first time in the history of the Academy Awards that two actresses are nominated for the same character in the same film.



'To "Making it count."'

James Cameron's *Titanic*, released in theatres in December 1997, receives 14 Academy Award nominations, equalling the record held by Darryl F. Zanuck's drama *All About Eve* (1950).



Images: ©Twentieth Century Fox/
Paramount Pictures (1997)

James Cameron receives nominations for 'Best Film Editing' and 'Best Director'.

The 194-minute film is nominated for 'Best Picture'.

The title card for the movie Titanic, featuring the word "TITANIC" in a large, serif font against a dark blue background with a subtle pattern of the ship's hull.

10 February 2023

To celebrate the 25th anniversary of its original release in theatres, James Cameron's *Titanic* opens internationally in a remastered 3D version. The 194-minute movie won eleven Academy Awards on 23 March 1998 and went on to gross more than US\$2.2 billion in global box office sales, including US\$1.54 billion from overseas.

A new theatrical poster features stars Leonardo DiCaprio and Kate Winslet.

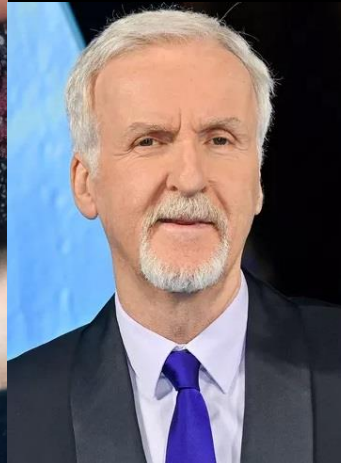


Photo: Anthony Harvey



Image: ©Twentieth Century Fox/Paramount Pictures (1997)

Director/Producer James Cameron at the Golden Globe Awards on 11 January 2023.

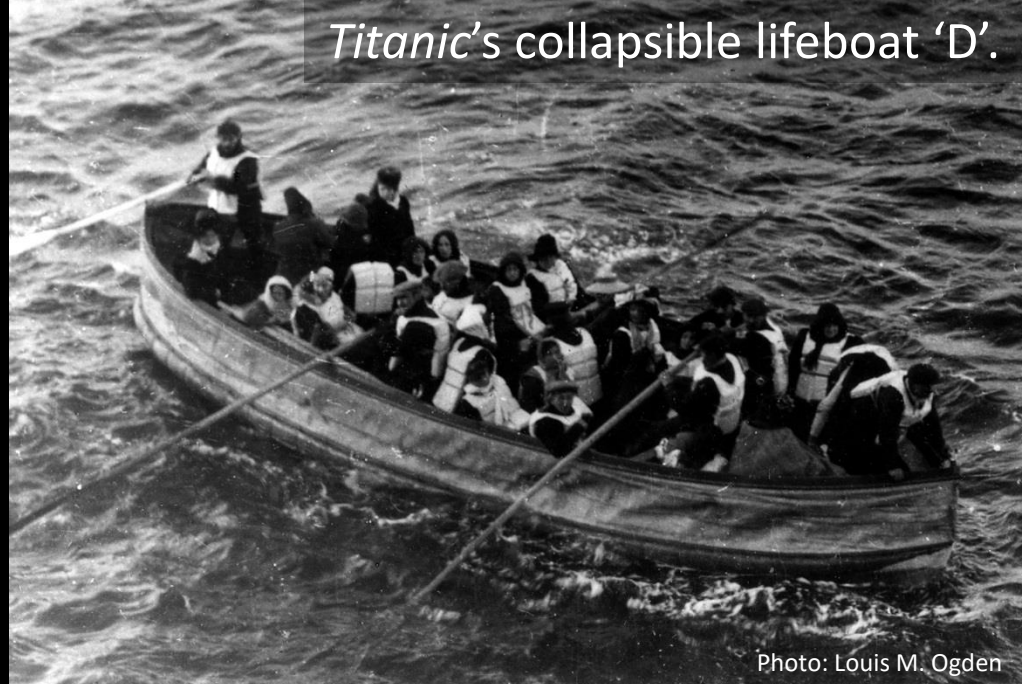
11 February 1882

Knud Valdemar Engelhardt, designer of the 'Engelhardt' collapsible lifeboat carried aboard *Titanic*, is born in Copenhagen, Denmark.



Engelhardt dies on 15 April 1931, exactly nineteen years after the *Titanic* disaster.

Photo: Royal Library, Copenhagen



Titanic's collapsible lifeboat 'D'.

Photo: Louis M. Ogden

Olympic and *Titanic* each carried four 'Engelhardt' boats.



Titanic's upturned collapsible lifeboat 'B'.

11 February 1989



Photo: *Tampa Bay Times*, 14 April 1982

Bernice Palmer Ellis (left, age 89) with *Titanic* survivor Edwina Troutt MacKenzie (97) on the 70th anniversary of the disaster in April 1982.



Above: One of Bernice Palmer's photographs shows survivors George and Dorothy Harder, and who is believed to be fellow survivor Sarah "Sallie" Beckwith.



Bernice Palmer in late 1911 or early 1912, with her Kodak No. 2A, Model B, box 'Brownie' camera.

Photos: Bernice Palmer, National Museum of American History, Smithsonian Institution

Bernice Gardner Palmer Ellis dies in Los Angeles, California, at the age of 96. In April 1912, nineteen-year-old Bernice Palmer and her mother Florence were passengers aboard the Cunard liner *Carpathia*. During and after the rescue of *Titanic*'s 712 survivors on 15 April 1912, Bernice took several photographs with her relatively new Kodak box 'Brownie' camera.

12 February 1913



Born in Philadelphia, Pennsylvania,
3 January 1885.

Harry Elkins Widener, a graduate
of Harvard University in 1907.

Original painting: Gabriel Ferrier
©Harry Elkins Widener Memorial Library

Ground is broken in Cambridge,
Massachusetts, for the Harry
Elkins Widener Memorial Library.
Well known as a book collector in
American society, Widener and
his father George perished in the
Titanic disaster. His mother
Eleanor resolved to donate his
collection to Harvard University.
She also paid for the library.

Photo: Adam Bates (2013)

THIS LIBRARY
ERECTED
IN LOVING MEMORY OF
HARRY ELKINS WIDENER
BY HIS MOTHER
ELEANOR ELKINS WIDENER
DEDICATED
• JUNE 24 • 1915 •

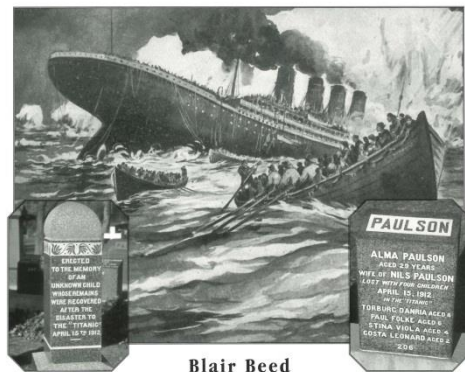
Cornerstone laid: 16 June 1913
Library dedicated: 24 June 1915



12 February 2012



Titanic Victims in Halifax Graveyards



Blair Beed

TITANIC VICTIMS IN HALIFAX GRAVEYARDS



BLAIR BEED

First edition published in 2001 by Dtours
Visitors and Convention Service.

Second edition, 2012.

Nimbus Publishing in Canada releases a revised edition of *Titanic Victims in Halifax Graveyards*. Blair Reed's book focuses on the 150 victims that were interred at three cemeteries in Halifax, Nova Scotia, between 1 May and 12 June 1912.



2012

Fairview Lawn Cemetery (121 victims).



2012

Photos: Graeme Jupp

Mt. Olivet Cemetery
(19 victims).

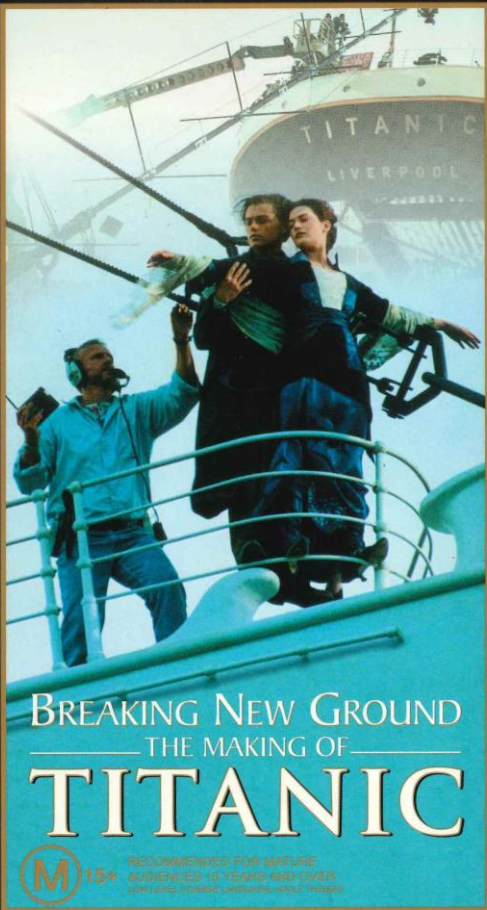


1912

Baron de Hirsch Cemetery (10 victims).

13 February 1998

Breaking New Ground: The Making of 'Titanic' is broadcast in the United States. The 44-minute programme, narrated by Peter Coyote, is a behind-the-scenes look at the epic movie. It includes interviews with director/producer James Cameron and several of the film's cast, crew and historians.



Tilting Poop Deck



Images: ©Twentieth Century Fox/Paramount Pictures (1997)



VHS release, 1998.

'For me personally, and for us in the production collectively, after that point [filming the wreck] everything else had to live up to that level of authenticity.' (James Cameron, 1998)

14 February 1912

An external alteration to the superstructure of *Titanic* provides an immediate visual distinction from her elder sister *Olympic*.

Titanic at Belfast, 8 March 1912.

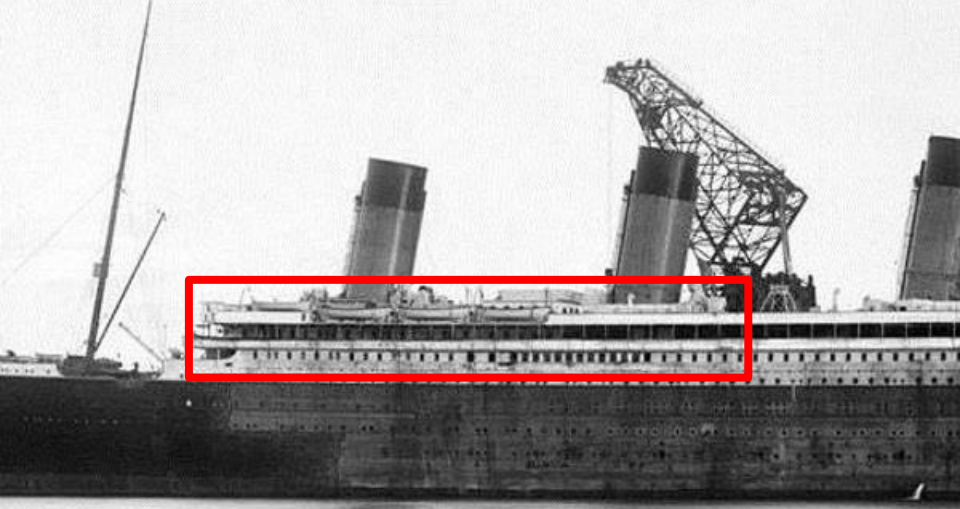


Photo: Harland & Wolff Collection, National Museums Northern Ireland

Titanic at Belfast, 1 April 1912.

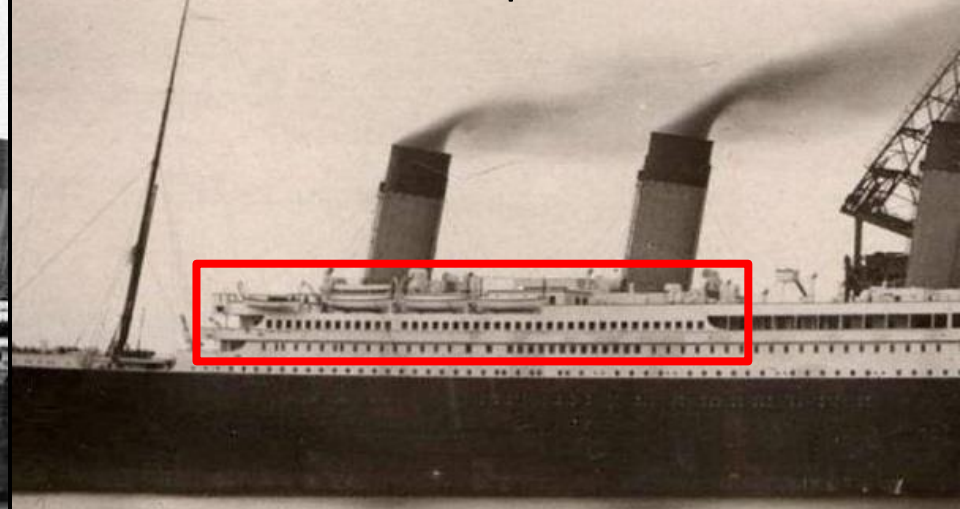


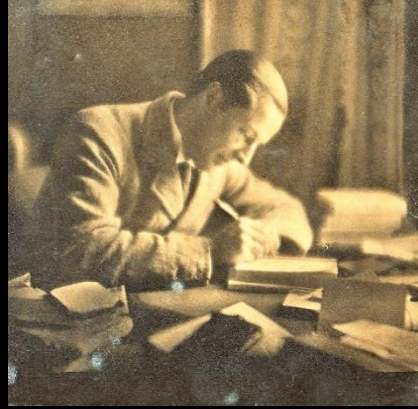
Photo: White Star Photo Library

The first indication of change to *Titanic*'s A-Deck promenade is noted on the liner's general arrangement plans. Additional staterooms fitted on B-Deck result in the loss of the enclosed promenade for First Class passengers. It is decided to fit glass screens along the forward end of A-Deck directly above. The alterations are made in the last weeks of March 1912.

c.1908

14 February 1967

Lawrence Beesley, *Titanic* survivor and author of the highly regarded book *The Loss of the S.S. Titanic: Its Story and Its Lessons*, dies aged 89 in Lincoln, England.



Beesley's account of the *Titanic* disaster was first published by the Houghton Mifflin Company in America on 29 June 1912.



Photo: *The Sphere*, London, 27 April 1912

THE LOSS OF THE SS. TITANIC

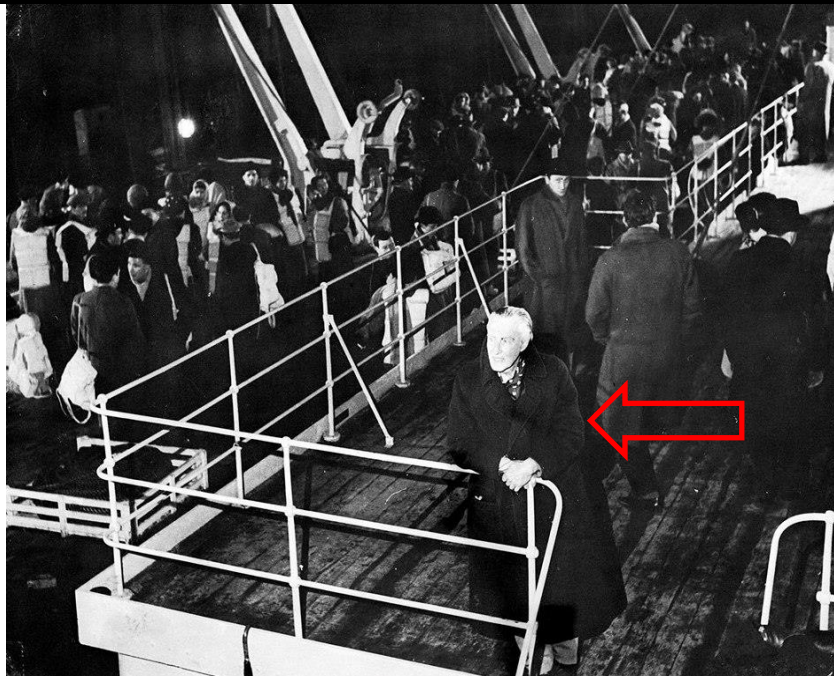
ITS STORY AND ITS LESSONS

BY
LAWRENCE BEESLEY

B. A. (Contab.)
Scholar of Gonville and Caius College
ONE OF THE SURVIVORS



BOSTON AND NEW YORK
HOUGHTON MIFFLIN COMPANY
The Riverside Press Cambridge
1912



Lawrence Beesley (arrowed) relives the *Titanic* disaster on the set of the movie *A Night to Remember* at Pinewood Studios in the winter of 1957.

Image: ©Carlton International Media Ltd.

14 February 1974



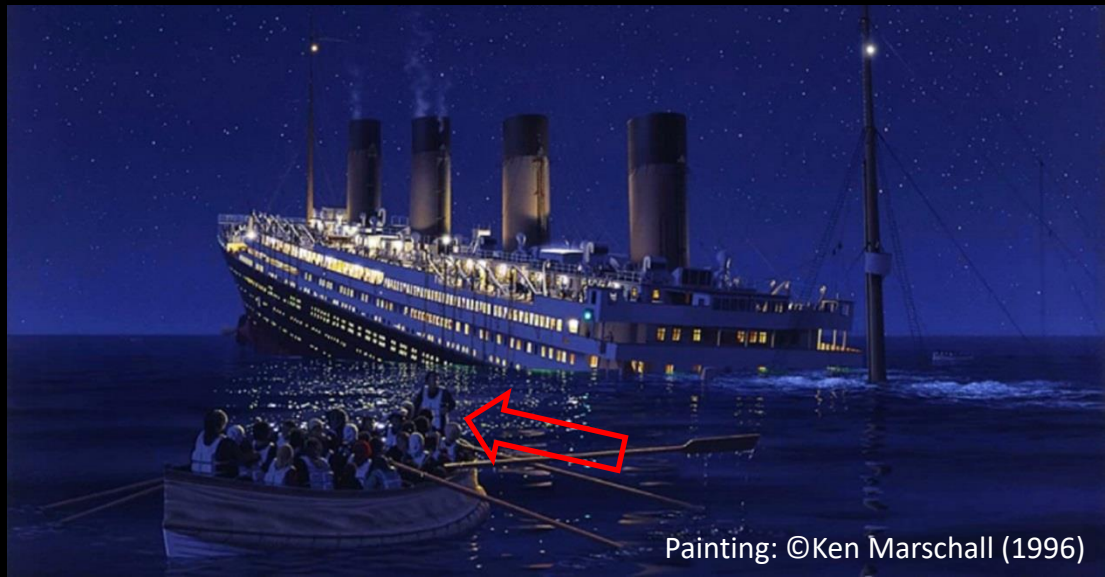
Image: ©Carlton International Media Ltd.

Cyril Chamberlain as
Quartermaster George
Rowe in *A Night to
Remember* (1958).

George Thomas Rowe was on duty on *Titanic*'s Poop Deck at the time of the collision with the iceberg on 14 April 1912. During the sinking he fired several distress rockets from the bridge and later took command of collapsible 'C', the last lifeboat lowered from the starboard side.

Titanic's last surviving deck crewman, former quartermaster George Thomas Rowe, dies in Southampton, England, at the age of 92. Rowe initially signed aboard *Titanic* in Belfast as a lookout. He re-signed in Southampton as one of the liner's six quartermasters.

With Quartermaster Rowe in command, collapsible 'C' pulls away from *Titanic* shortly after 2:00 am on 15 April 1912.



Painting: ©Ken Marschall (1996)

14 February 2012

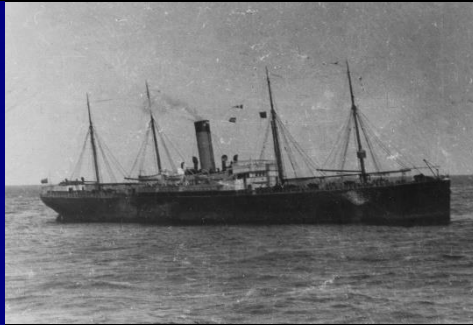
The Titanic and the Indifferent Stranger

The Complete Story of the Titanic and the Californian



2009

By Dr. Paul Lee

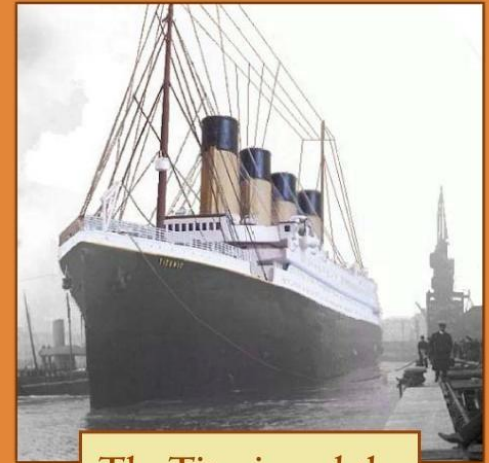
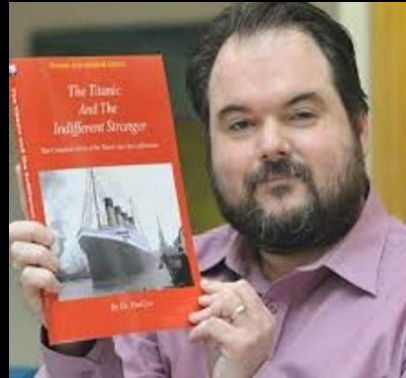


The '*Californian* Incident' is perhaps the single most controversial aspect of the *Titanic* disaster.

Photo: Louis M. Ogden, 15 April 1912

'For anyone interested in the Titanic, this book belongs on the shelf ... the evidence on which the conclusions are based has been very, very well researched.'

(Dr Charles Pellegrino)



The Titanic and the Indifferent Stranger

THE COMPLETE STORY
OF THE TITANIC AND
THE CALIFORNIAN

PAUL LEE

2012

Titanic researcher and author Dr Paul Lee, in association with CreateSpace Independent Publishing, releases a third edition of *The Titanic and the Indifferent Stranger*. Initially distributed as an electronic document on 7 April 2008, and first published in printed form on 8 July 2009, the 296-page book is a detailed analysis of the controversial involvement of the Leyland Line steamer *Californian* in the *Titanic* disaster on 14-15 April 1912.

15 February 1911



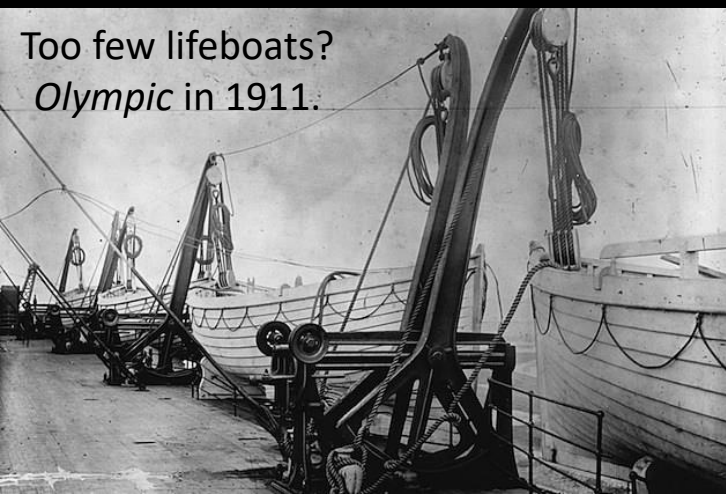
Photos: National Portrait Gallery, London



Horatio Bottomley
(1860-1933)

Sydney Buxton
(1853-1934)

In Britain's House of Commons, Horatio Bottomley, a long-time campaigner for more lifeboats aboard ships, asks Sydney Buxton, President of the Board of Trade, about the date of the last revision of lifeboat regulations. Bottomley enquires whether it is desirable for the Board of Trade to revise the regulations with regard to the increasing size of passenger ships.



Too few lifeboats?
Olympic in 1911.

Sydney Buxton replies: *'Those regulations were last revised in 1894. The question of their further revision is engaging the serious attention of the Board of Trade, and I have decided to refer the matter to the Merchant Shipping Advisory Committee for consideration and advice.'* The matter remains unresolved by 1912 and *Titanic* sails with only 20 lifeboats, four more than is required by the law.

16 February 1919

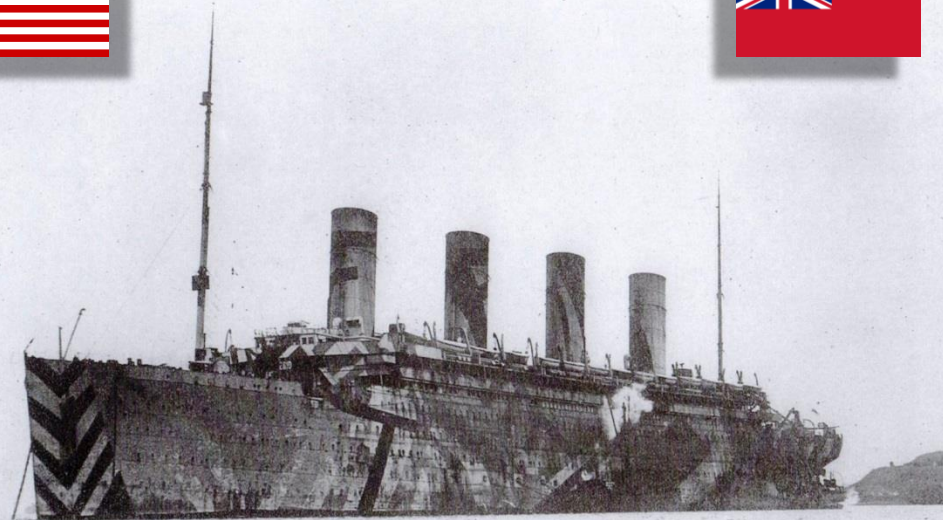
Olympic departs Liverpool on her first voyage post-war under the 'Red Duster' of the British Merchant Marine. She is still on troopship duty, however, and is returning American servicemen to New York from Brest, France.

Olympic with thousands of U.S. troops aboard in 1918.

Photo: Imperial War Museum Collection



Photo: Nova Scotia Archives



Olympic in dazzle paint in late 1918. 'Old Reliable' is nearing the end of her strenuous war service.

17 February 1912

Harland & Wolff's 200-ton floating crane towers over *Titanic* on 14 February 1912.



Photo: *Titanic: The Ship Magnificent*
(Authors' Collection/Topical Press Agency)

Titanic is returned to the fitting-out wharf at Belfast after a two-week stay in the graving dock. During that period the lower part of the hull was painted, her lifeboats positioned on the Boat Deck and the three propellers fitted.

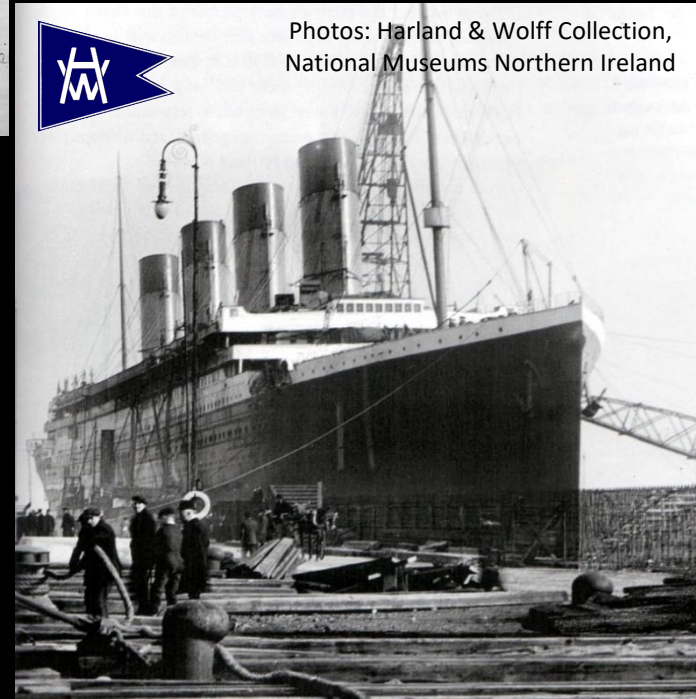


Above: Workmen are dwarfed by the port and centre propellers of *Olympic* in the graving dock at Belfast in April 1911.

Below: *Titanic* rests at the fitting-out wharf at Harland & Wolff on 2 March 1912.

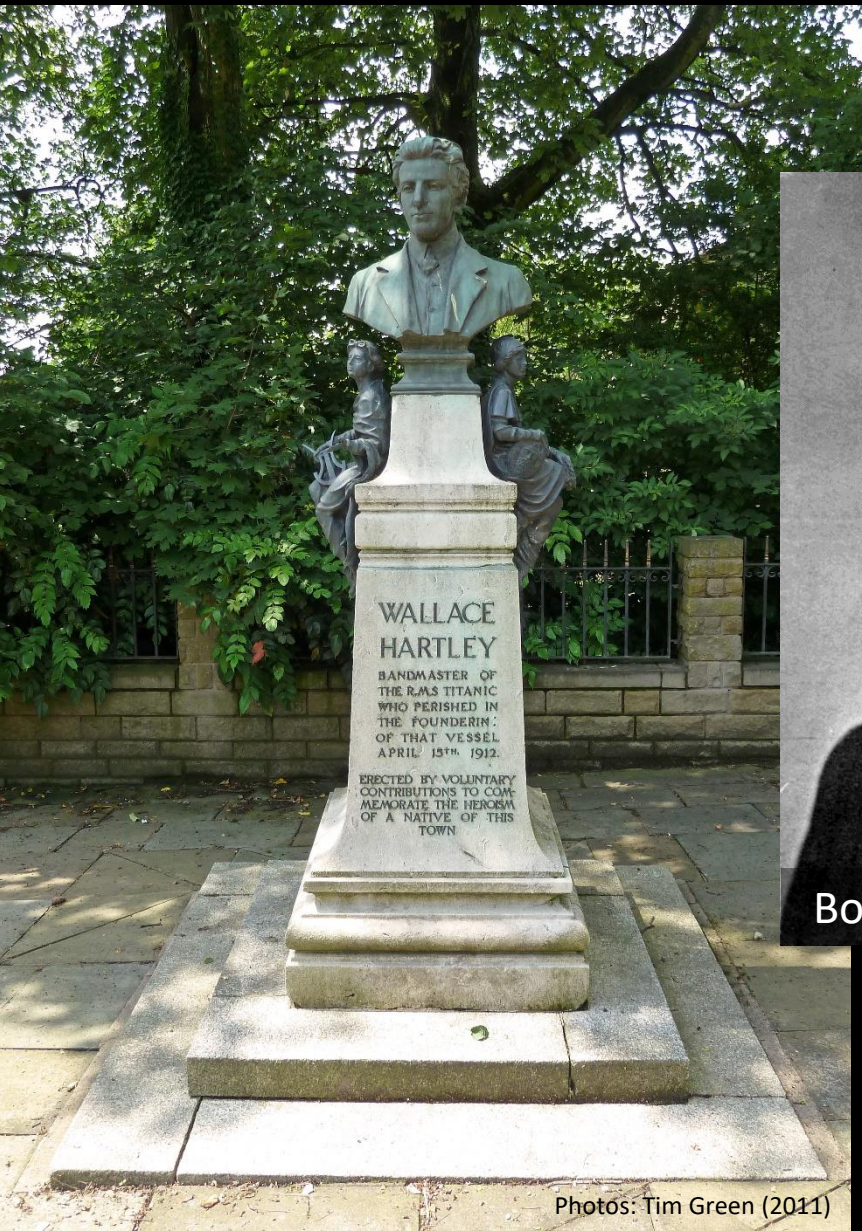


Photos: Harland & Wolff Collection, National Museums Northern Ireland

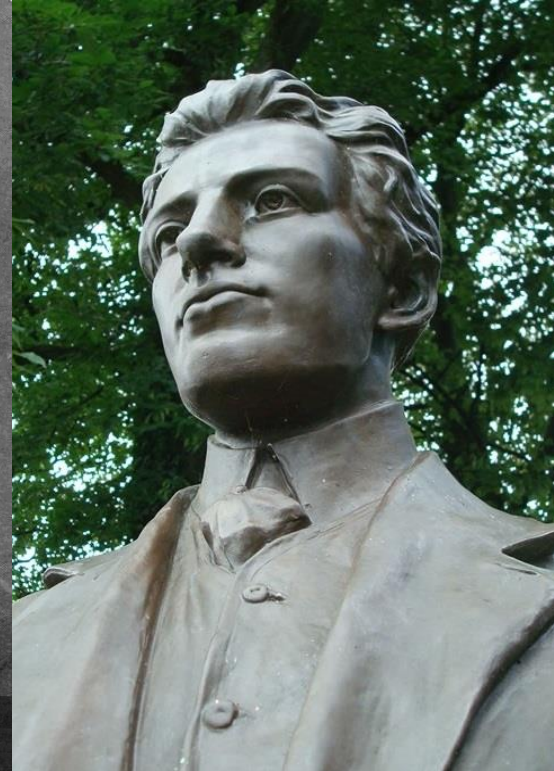


17 February 1915

A bronze bust of Wallace Henry Hartley, *Titanic's* bandmaster, is unveiled in his hometown of Colne, in Lancashire, England.



Born in Colne, 2 June 1878.



'Bandmaster of the R.M.S. Titanic who perished in the foundering of that vessel April 15th 1912.'

'Erected by voluntary contributions to commemorate the heroism of a native of this town.'

17 February 1916

Between September 1915 and March 1916, *Olympic* transports almost 25,000 troops on four voyages to Mudros, Greece.

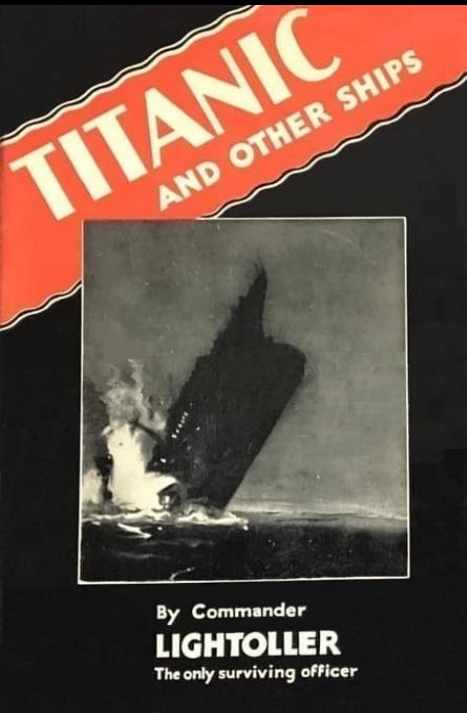
Britannic awaits departure for her third voyage on hospital ship duty to the Mediterranean island of Lemnos, Greece.



Digital artwork: ©Anton Logvynenko (2016)

Olympic (46,358 tons) departs the White Star Dock at Southampton on a troopship voyage to the Mediterranean. Berthed alongside is the hospital ship *Britannic* (48,158 tons). It is the final occasion the two sisters are in port together.

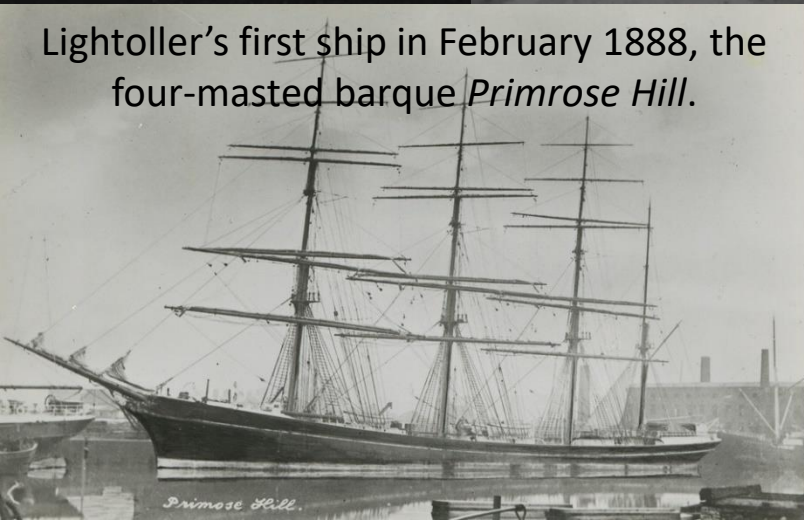
17 February 1935



Charles H. Lightoller
aboard his motor yacht
Sundowner in 1939.

Titanic and Other Ships, the maritime memoir of Charles H. Lightoller, former Second Officer of *Titanic*, is released for sale in Britain. The 344-page hardback, published by Ivor Nicholson and Watson, soon courts controversy with the Marconi Company and is withdrawn for legal reasons. The book is reissued in 1939.

Lightoller's first ship in February 1888, the four-masted barque *Primrose Hill*.



Aboard *Oceanic*, c.1910.



Royal Navy, 1918.

18 February 1946

1912



Photo: Ulster Folk and Transport Museum Collection, Northern Ireland

Born in Aylesbury, Buckinghamshire, England, 14 January 1873.

Rhoda Abbott travelled with her sons Rossmore (age 16) and Eugene (13), neither of whom survived the sinking.

Rhoda Mary Abbott, a Third Class passenger aboard *Titanic*, dies aged 73 in Surrey, England. Rhoda managed to pull herself out of the freezing ocean on 15 April 1912 into the partially-swamped collapsible lifeboat 'A'. She was the only woman to go down with the ship and survive.



Rhoda Abbott's salvation...
Titanic's collapsible lifeboat 'A'.

Photo: Bruun Rasmussen Auctions

19 February 1968

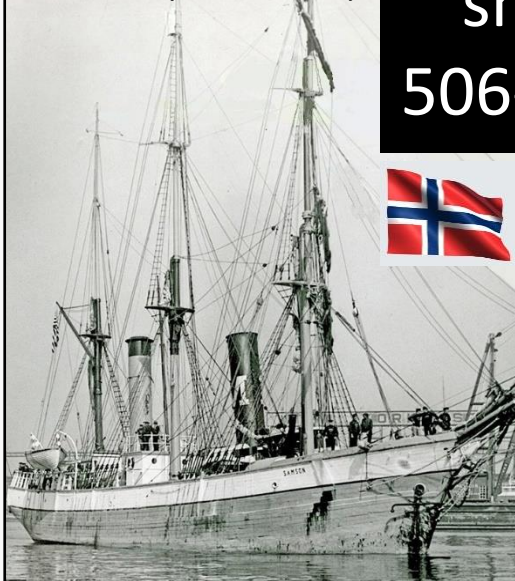


The second petition to the Board of Trade is submitted on 4 March 1968.



A
PETITION
ON BEHALF OF THE LATE
CAPTAIN
STANLEY LORD
ex-s.s. "CALIFORNIAN"
PRESENTED BY THE
MERCANTILE MARINE SERVICE
ASSOCIATION
TO
THE PRESIDENT
OF THE
BOARD OF TRADE
FEBRUARY, 1968

Samson (1885-1952)

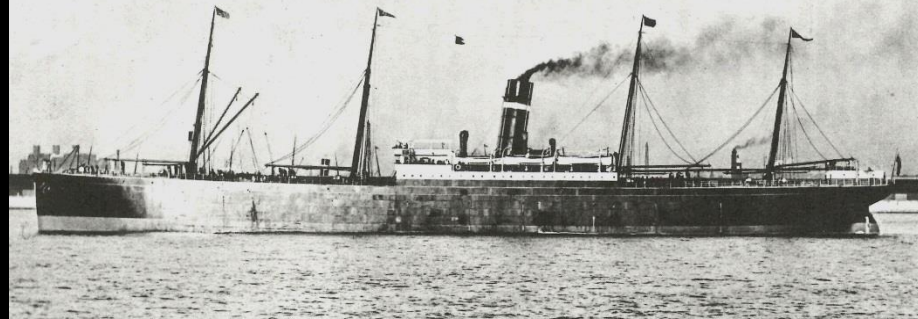


In advance of a second petition on behalf of Captain Stanley Lord, late master of the S.S. *Californian*, BBC television broadcasts '*Captain Lord and the Titanic*' as part of its *Trial by Inquiry* series. It is based on the 1963 radio programme '*The Other Ship*', which presented Leslie Harrison's theory that the ship seen from *Titanic* was the 506-ton Norwegian sealer *Samson*.

Californian in 1915.



Photo: Peabody Museum, Salem, Massachusetts



19 February 1990

FALLING STAR

Misadventures of White Star Line Ships



**John P. Eaton &
Charles A. Haas**

The dust jacket features a painting by Edward D. Walker of R.M.S. *Celtic* (1901) aground in 1928.

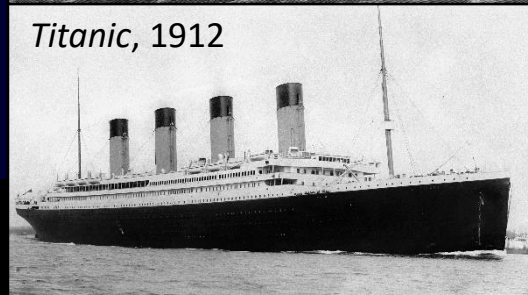
Patrick Stephens Ltd. in England publishes the 256-page hardback *Falling Star*. Historians John Eaton and Charles Haas chronicle the misadventures of White Star Line ships from *Royal Standard* in 1864 to the troopship *Georgic* in 1941. Sister ships *Olympic*, *Titanic* and *Britannic* all feature in the book.



Atlantic, 1873



Suevic, 1907



Titanic, 1912



Georgic, 1941

20 February 1913

Original photo: John Fergus, Cannes, France; Portrait from *Cassier's* (1898)



Telephone N° 2519

Telegrams "TAY" Glasgow.

WILLIAM ARROL & CO.

Born in Houston, Renfrewshire,
Scotland, 13 February 1839.

Sir William Arrol, the Scottish civil engineer for whom the 'Arrol Gantry' at Harland & Wolff was named, dies aged 74 in Ayr, Scotland. Sir William's firm was contracted in 1907 to supply steel and ironwork for the gantry under which *Olympic*, *Titanic* and *Britannic* were constructed.

Titanic under the Arrol Gantry in May 1911.

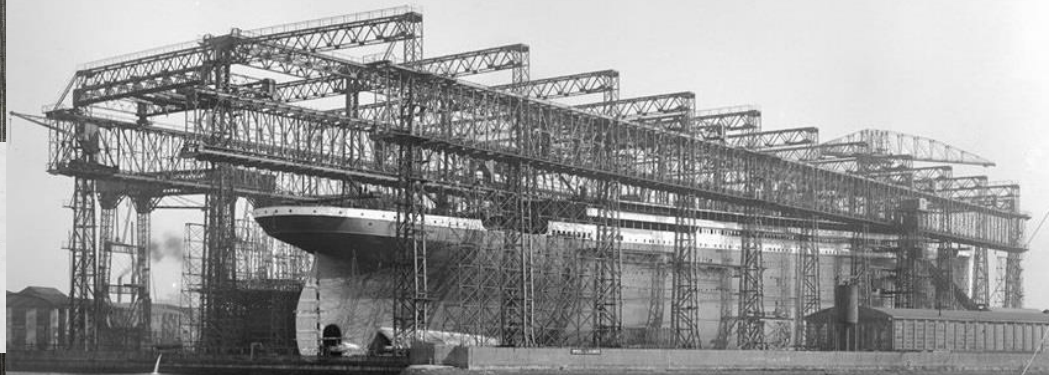


Photo: Harland & Wolff Collection, National Museums Northern Ireland

20 February 1999



Olympic's whistles before installation in 1911.

Photo: Harland & Wolff Collection, National Museums Northern Ireland

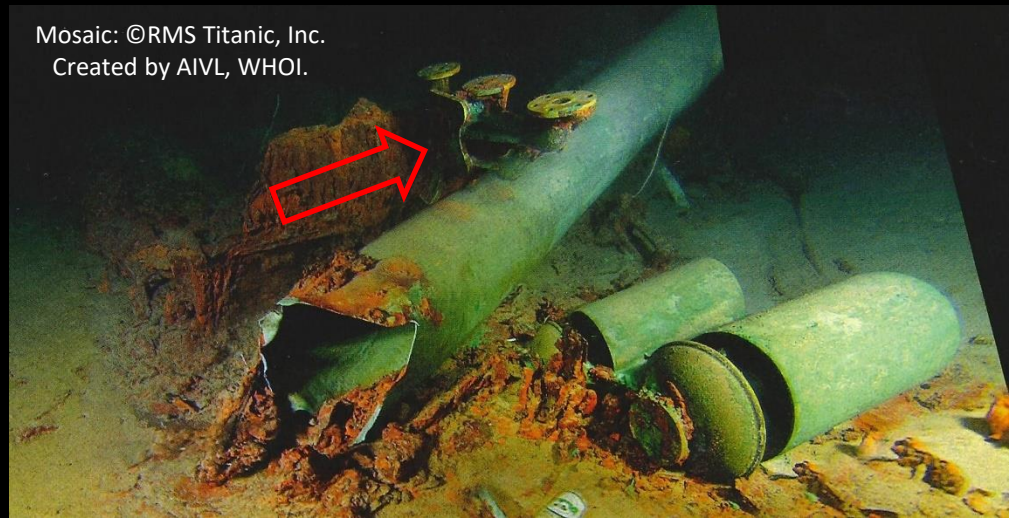
Titanic's 'voice' is twice heard again from 4:05 pm on 20 February 1999.

'To see and hear the whistles from the forward funnel added a new dimension to Titanic. This was Titanic's voice, and in those seconds hearing the blast she came alive.'
(Tarn Stephanos, *Titanic* historian, 1999)

The support bracket (arrowed) and whistles of *Titanic's* second funnel on the ocean floor.

Almost eighty-seven years after they were last heard, *Titanic's* whistles are sounded in front of an estimated crowd of 80,000 in St. Paul, Minnesota. The whistles from the liner's first funnel were recovered from the wreck site in 1993 and restored to working order by Kahlenberg Industries, Inc. of Two Rivers, Wisconsin.

Mosaic: ©RMS Titanic, Inc.
Created by AIVL, WHOI.



21 February 1910

Extract from
The Sun, New York,
22 February 1910.

Courtesy Brad Payne

CHELSEA PIERS OPENED.

**Pretty Soon the French Liners Will Join
the Other Big Ones.**

The new Chelsea piers were formally opened yesterday. There was a lot of bunting spread about, flags across the bow of the Oceanic and flags in display on the pier, but there wasn't time for all the speechmaking that usually goes with formal openings.

Oceanic (arrowed) at Pier 59, c.1912.

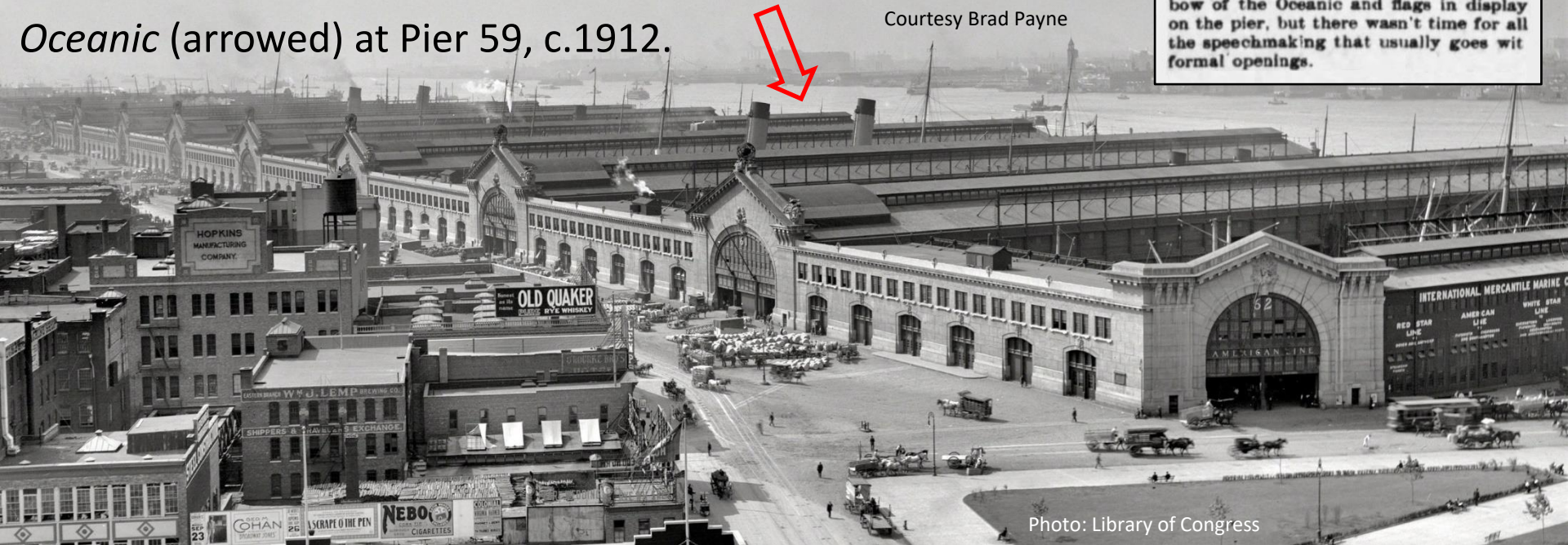
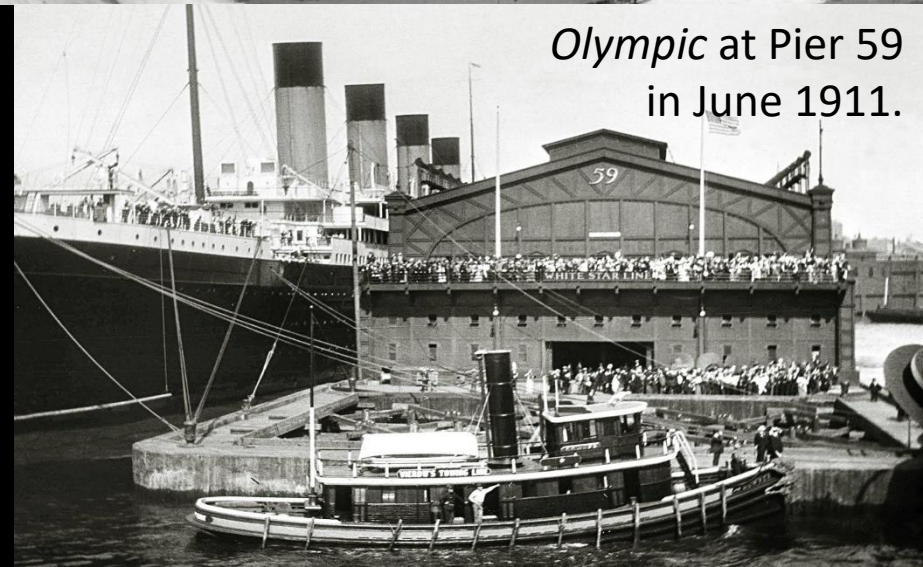


Photo: Library of Congress

The Chelsea piers (Nos. 54-62) along New York's Hudson River are officially opened. The White Star Line's express liners begin berthing at Pier 59 on services to and from Southampton.



Olympic at Pier 59
in June 1911.

21 February 1963

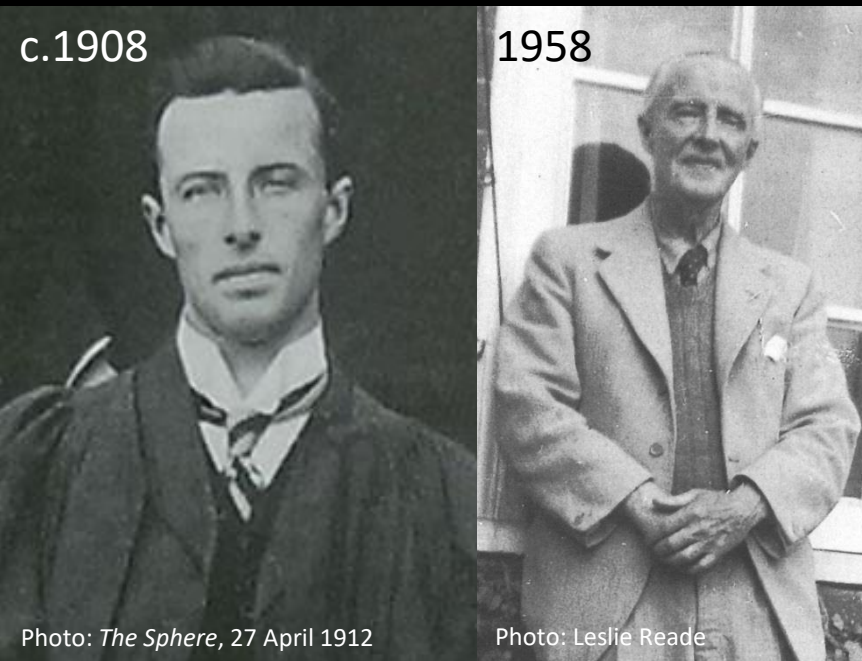


Photo: *The Sphere*, 27 April 1912

Photo: Leslie Reade

"Her Last Hour" ©Ken Marshall (1998)



Eighty-five-year-old Lawrence Beesley makes a statutory declaration concerning the distress rockets he witnessed aboard *Titanic* on 15 April 1912. Beesley's statement, claimed as 'new and important' evidence in the case for Captain Stanley Lord of the S.S. *Californian*, is included in a second petition to Britain's Board of Trade in March 1968.

'While still on board the Titanic, I saw about eight distress rockets fired from her. I left the ship in Number Thirteen lifeboat and I am quite confident that the last of these rockets had been fired before this lifeboat cleared the Titanic's side after being lowered to the water.'

22 February 1913



Photo: Brown Brothers

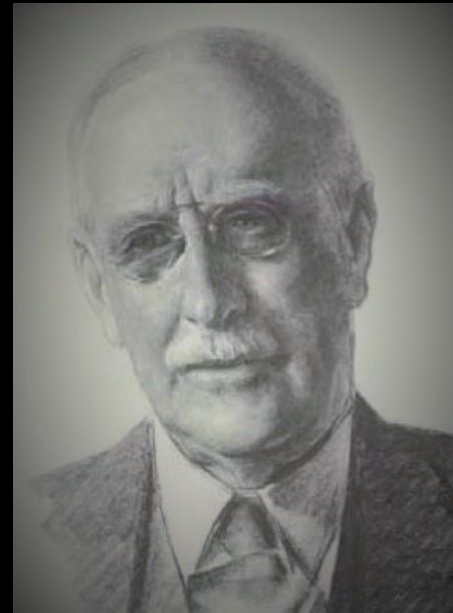
Despite opposition from lawyers representing the interests of the White Star Line, the United States District Court of New York hands down a decision whereby claimants against White Star in the wake of *Titanic's* loss can file suit in that court. The presiding judge is Charles Merrill Hough.



Titanic's fourteen recovered lifeboats, the only salvage from the ship, were assessed at New York in October 1912 to determine their value.

Judge Charles Merrill Hough (1858-1927). Illness forces him to withdraw midway through the hearings.

Attorney Charles Culp Burlingham (1858-1959) represents the White Star Line in matters concerning the company's liability.



22 February 1942



Photo: National Library of France



Photo: *Le Petit Parisien* (1912)

Image: ©Twentieth Century Fox/Paramount Pictures (1997)



Lifeboat No. 7, with aviator Pierre Maréchal aboard, begins its 60-foot descent to the sea from *Titanic's* Boat Deck.

'The spectacle before our eyes was in its way magnificent. In a very calm sea, beneath a sky moonless but sown with millions of stars, the enormous Titanic lay on the water, illuminated from the water line to the Boat Deck.'

(Pierre Maréchal, *The Sun*, 21 April 1912)

French aviator, entrepreneur and film producer Pierre Marie Georges Maréchal dies at the age of 59 in Paris, France. Aged 29 in April 1912, Maréchal boarded *Titanic* in Southampton as a First Class passenger on ticket No. 11774. He survived the tragedy aboard the underfilled lifeboat No. 7, the first boat to be lowered from the liner's starboard side on 15 April 1912.

23 February 1916



1917

Photo: Berlin State Library

Kapitänleutnant

Lothar von Arnauld de
la Perière (1886-1941).

U-boat ace...

Lothar von Arnauld
de la Perière made
fourteen voyages
with *U-35* between
November 1915
and May 1918.
He sank 189 ships,
totalling 446,708
tons. The shots
from *Olympic's*
guns missed *U-35*.

His Majesty's Transport *Olympic*,
on troopship service in the
Mediterranean Sea, fires several
shots at the German submarine
U-35. The commander of the
submarine, Lothar von Arnauld
de la Perière, records in his log
of sighting a four-funnelled
steamer, but conditions at the
time make an attack impossible.

A silent and invisible enemy...
except when on the surface.



U-35 on patrol in the
Mediterranean in 1915.

H.M.T. *Olympic* at
Mudros, Greece, in
late 1915. She wears
her early war livery
of black hull and
funnels, with grey
superstructure. This
was later changed to
a 'dazzle' scheme.



Photo: Imperial War Museum Collection

24 February 1912

Photo: Harland & Wolff Collection, National Museums Northern Ireland



Newspaper article: David Lean Collection

Three days after departing New York on a crossing to Plymouth, Cherbourg and Southampton, *Olympic* loses one of her three port side propeller blades when striking a submerged object. After completing her voyage at Southampton on 28 February, the liner proceeds to Harland & Wolff at Belfast for repairs in the graving dock. She arrives for a week-long stay on 1 March.

**BIG OLYMPIC SMASHES
A PROPELLER BLADE**

Hit Submerged Wreck or Spar in
Voyage From New York to
Southampton.

ALL SAFE; SHIP STEAMS ON

Will Make All Regular Ports, Then Go
to Belfast for Repairs—Will
Only Lose a Day.

Harland & Wolff
workers are
dwarfed by the
38-ton port
propeller with
its missing
bronze blade.

Left: Headline
from *The Sun*, 28
February 1912.



Olympic (left) and *Titanic* at Belfast on 6 March 1912.

24 February 1958

The former London residence of Viscount William James Pirrie, known as 'Downshire House' at the time *Titanic* was constructed, is listed as a 'Grade I' heritage building, recognising its 'special architecture and historic interest'.

Photo: Stephen Richards (2009)



The former Downshire House at 24 Belgrave Square, Belgravia, London. It is now the Spanish Embassy.

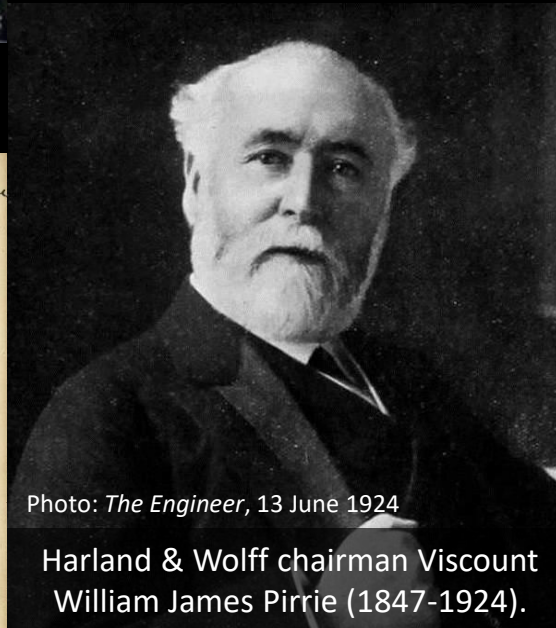
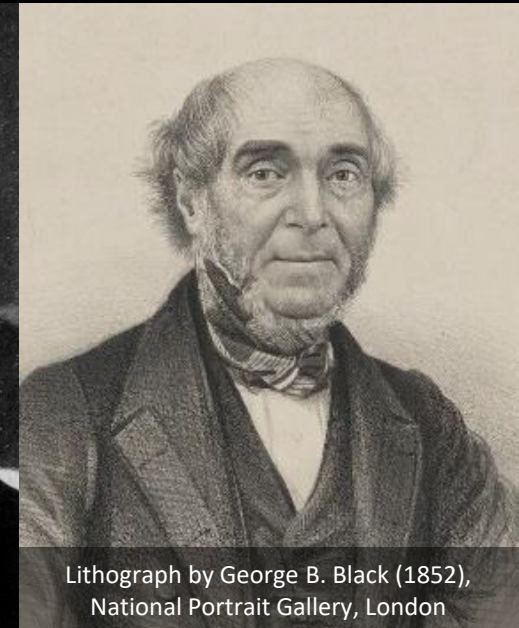


Photo: *The Engineer*, 13 June 1924

Harland & Wolff chairman Viscount William James Pirrie (1847-1924).

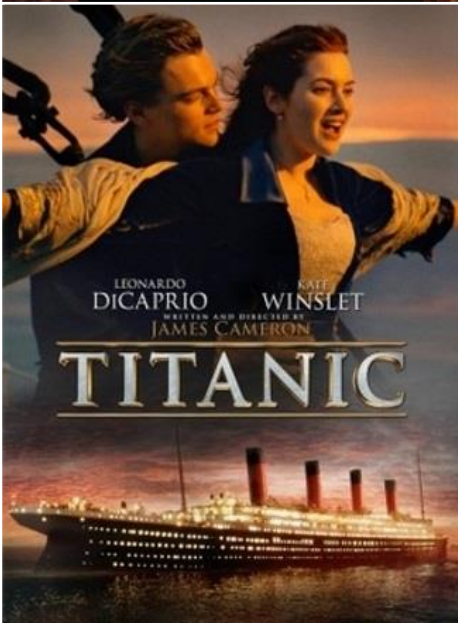
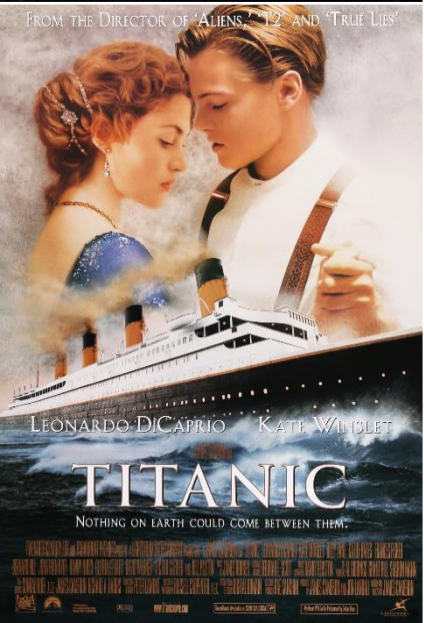
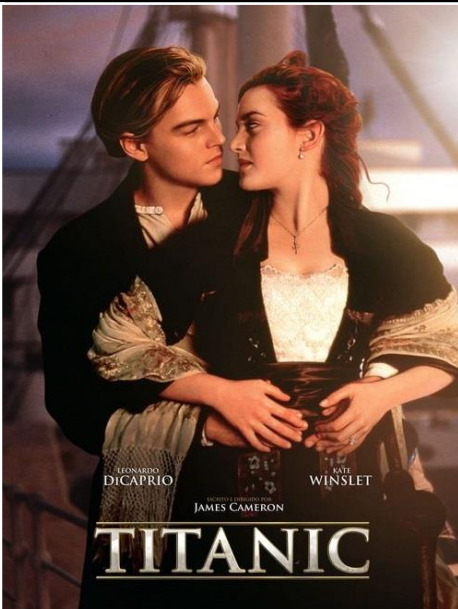
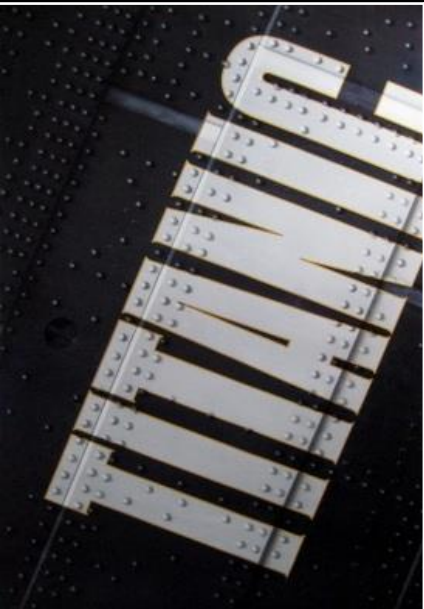
Left: Watercolour of Downshire House, signed by members of the Pirrie and Carlisle families.



Lithograph by George B. Black (1852),
National Portrait Gallery, London

Henry E. Kendall (1776-1875),
designer of Downshire House,
which was built in the 1840s.

24 February 1998



Only nine weeks after its release in the United States, James Cameron's *Titanic* becomes the highest-grossing film in cinema history. With estimated global ticket sales of US\$919.8 million, the film surpasses the record of US\$913.1 million held by Steven Spielberg's *Jurassic Park* (1993).

'It's a sign of the cultural zeitgeist that people go back and see it three, four, five, six and seven times. That's 21 hours of your life spent watching this film.' (Jorge Carreon, spokesman for Fox International; interviewed for *CNN Money*, 1998)

Titanic achieves another movie milestone on 1 March 1998 when domestic and international ticket sales reach US\$1 billion, the first film in history to attain that figure.

25 February 2017

Images: ©Twentieth Century Fox/Paramount Pictures (1997)

American actor Bill Paxton, who played treasure hunter Brock Lovett in James Cameron's *Titanic* (1997), and who narrated the 3D IMAX film *Ghosts of the Abyss* (2003), passes away suddenly at the age of 61.



'Seeing her coming out of the darkness like a ghost ship still gets me every time ... To see the sad ruin of the great ship sitting here, where she landed at 2:30 in the morning of April 15, 1912, after her long fall from the world above.'



'Are you ready to go back to Titanic?'

Great friends...
Actor/narrator Bill Paxton and director James Cameron at the premiere of *Ghosts of the Abyss* in New York City on 9 April 2003.



Photo: Jim Spellman/
WireImage Collection

26 February 1870

James Lancaster portrays Fr. Thomas Byles in James Cameron's *Titanic* (1997).



'God shall wipe away all the tears from their eyes, and there shall be no more death. Neither shall there be sorrow or dying, neither shall there be any more pain, for the former world has passed away...'

Roussel Davids Byles is born in Leeds, England. Originally of the Protestant faith, Byles later converts to Catholicism and adopts the name 'Thomas'. He studies for the priesthood in Rome and is ordained in 1902. Fr. Thomas Byles travels Second Class aboard *Titanic* and, during the latter part of the sinking, is seen giving absolution to a group of passengers. Forty-two-year-old Fr. Byles perishes in the *Titanic* disaster.

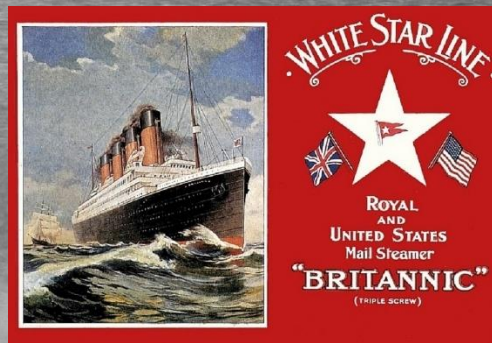
26 February 1914

'After some seconds she quickened her pace, but never reached an exceptionally high speed. Eighty-one seconds later – having reached a maximum speed of 9½ knots – her bow dipped from the end of the ways.'

(Mark Chirnside, *The 'Olympic' Class Ships: Olympic, Titanic, Britannic*, 2004)

After a construction period of two years and three months, the third member of the White Star Line's 'Olympic'-class ships, the 48,158-ton *Britannic*, is launched at Harland & Wolff in Belfast.

Photos: Harland & Wolff Collection, National Museums Northern Ireland



26 February 1965



Titanic survivor Marjorie Charlotte Dutton, née Collyer, dies aged 61 in Alverstoke, England. Her father, Harvey Collyer, perished in the disaster on 15 April 1912. In later life, Marjorie corresponded with author Walter Lord and on 3 July 1958 attended the premiere of the movie *A Night to Remember*.



Right: Marjorie Collyer Dutton with fellow survivors Lawrence Beesley (left) and Gus Cohen at a dinner on the 46th anniversary of the *Titanic* disaster, 14 April 1958.

27 February 1911

Titanic's rudder, transported in six sections from its manufacturer in Darlington, England, arrives at Belfast aboard the S.S. *Glenravel*. The rudder weighs 101 tons.

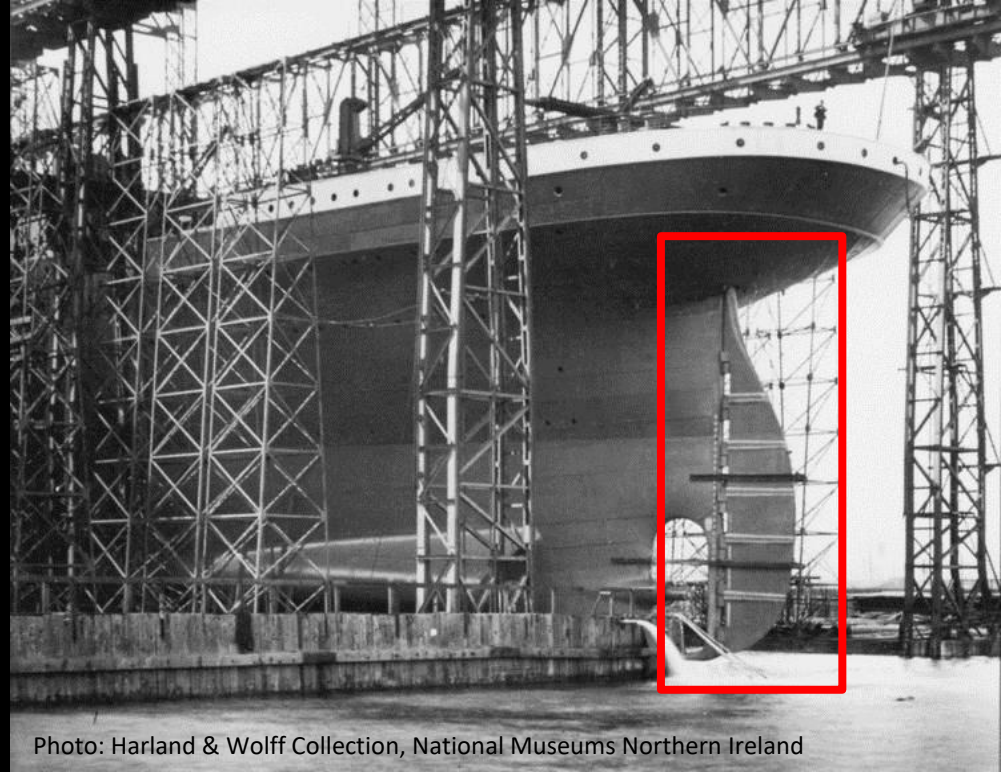


Photo: Harland & Wolff Collection, National Museums Northern Ireland

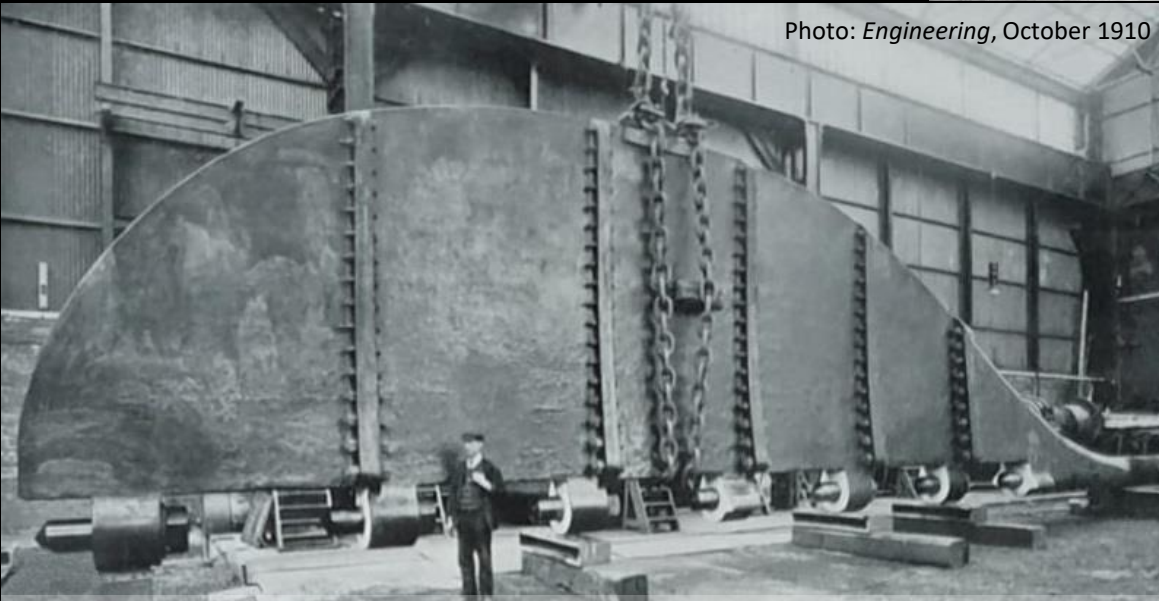


Photo: *Engineering*, October 1910

Titanic's rudder on 31 May 1911.

DARLINGTON FORGE Co., LTD.
DARLINGTON.

**STEEL
CASTINGS.
Steel & Iron
FORGINGS.**

London Office:
70, FENCHURCH STREET.

Telegrams: "FORGE, DARLINGTON."
Telephone: No. 2000.



HOLLOW FORGED STEEL DRUM.
10 feet diam. 9 feet 6 inches long.
Weight, 27 tons.

The rudder has an overall length of 78 ft 8 in (24 m).

27 February 1913



Photos: Harland & Wolff Collection,
National Museums Northern Ireland

Left: Britannic's hull on slipway No. 2, as viewed from the roof of the main office block at the shipyard on 2 April 1913.

Workers at Harland & Wolff in Belfast position the last frame of the hull of *Britannic*. In the wake of the *Titanic* disaster, the liner will receive significant structural modifications, including an inner skin and several bulkheads extended in height.

28 February 1873 

William McMaster Murdoch, First Officer of *Titanic* and Officer of the Watch from 10:00 pm on 14 April 1912, is born to Samuel and Jane Murdoch in Dalbeattie, Scotland.



William Murdoch (seated, far right) with his fellow officers aboard the 45,324-ton *Olympic*, flagship of the White Star Line, at Belfast on 28 May 1911.



A proud Scotsman and officer with the White Star Line. First Officer William Murdoch on the bridge of R.M.S. *Olympic* in 1911.

Dignitaries celebrate the official opening of the restored former head office of the Oceanic Steam Navigation Company (White Star Line) at 30 James Street, Liverpool. The White Star burgee is raised for the first time since May 1934.

28 February 2014

Photo: Mercury Press & Media Ltd.



Photo: Mercury Press & Media Ltd.



Gary Millar, the Lord Mayor of Liverpool, speaks at the opening.

30 James Street on 3 July 2015.



Photo: Graeme Jupp

White Star Line historical consultant Paul Loudon-Brown (left) and Gary Millar, Lord Mayor of Liverpool, raise the White Star Line burgee.

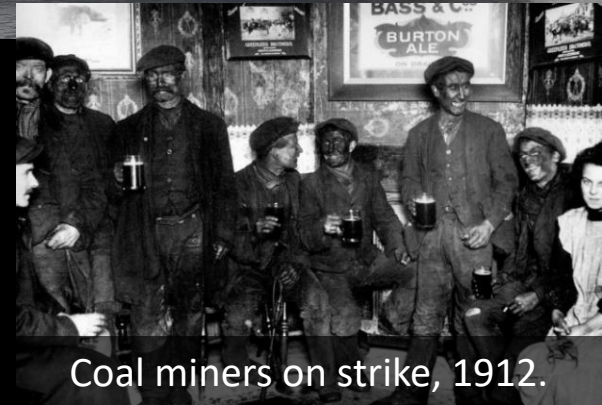
29 February 1912

Laid up through lack of coal... At Southampton with *Titanic* in early April 1912 are, from left, the liners *Majestic*, *Philadelphia* and *St. Louis*.



Painting: ©David Olivera (2017)

British coal miners begin a 37-day strike concerning a minimum wage and liners are soon affected by shortages of coal. The strike ends on 6 April, by which time coal has been pillaged from idle ships to fuel *Titanic*. When *Titanic* sails on 10 April, she carries passengers whose bookings have been transferred from other liners.



Coal miners on strike, 1912.



Photo: Fr. Francis Browne, S.J. Collection

1 March 1913 (1)



Photo: Behr Family Collection

In recognition of his efforts during the rescue of *Titanic*'s survivors on 15 April 1912, Captain Arthur Henry Rostron of the Cunard Line receives a Congressional Gold Medal from United States President William Howard Taft.



'For the heroic rescue of the survivors of the Titanic lost in mid-Atlantic.'

The medal was designed by American sculptor and medallist John Flanagan.

1908

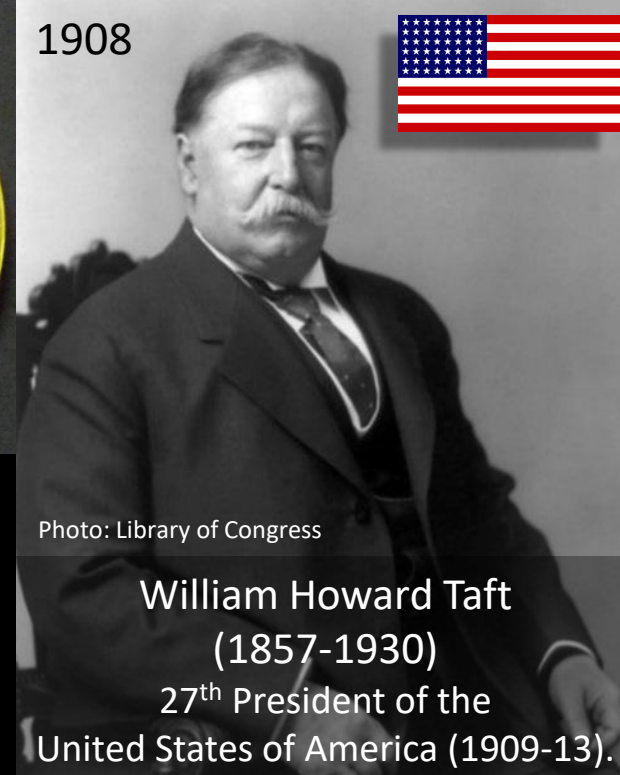


Photo: Library of Congress

William Howard Taft
(1857-1930)

27th President of the
United States of America (1909-13).

The ceremony takes place in the East Room of the White House in Washington, D.C.

1 March 1913 (2)



Photo: Bain Collection, Library of Congress

Ethel and Arthur Rostron in New York on 25 February 1913. They travelled to Washington, D.C. three days later for the medal ceremonies at the White House and the British Embassy.

Following the ceremony at the White House, Arthur and Ethel Rostron are hosted at the British Embassy in Washington, D.C. British Ambassador James Bryce decorates Arthur Rostron with the American Cross of Honor.



Photo: Library of Congress

James Bryce (second from right) commends Arthur Rostron for his bravery and gallantry on 15 April 1912.

1 March 1913 (3)



Titanic survivors Karl Behr and Helen Newsom are married at the Church of the Transfiguration in New York City. A tennis player of some renown, Behr travelled aboard *Titanic* in part to pursue his courtship of Newsom. Karl and Helen, along with her mother and stepfather, Sarah and Richard Beckwith, boarded lifeboat No. 5.

SURVIVE TITANIC, TO WED

**Columbus Girl Will Marry Man
Saved in Same Boat.**

BY PLAIN DEALER'S LEASED WIRE.
COLUMBUS, O., Oct. 28.—Mrs. William Monypeny today announced the engagement of her granddaughter, Miss Helen Monypeny Newsom, to Karl H. Behr, lawyer and noted tennis player, of New York.

Newspaper report from October 1912.

Photos: Helen Behr Sanford Collection



Helen Newsom and
Karl Behr in March 1912.

1 March 1933



Ocean liners were hit hard during the Great Depression. On this voyage, *Olympic* carries only 121 passengers in First Class, 75 in Tourist Class and 75 in Third Class.



Photo: Joseph Marshall Collection

In command of *Olympic* is Captain John William Binks who became master of the veteran liner on 22 December 1931.



Photo: White Star Magazine

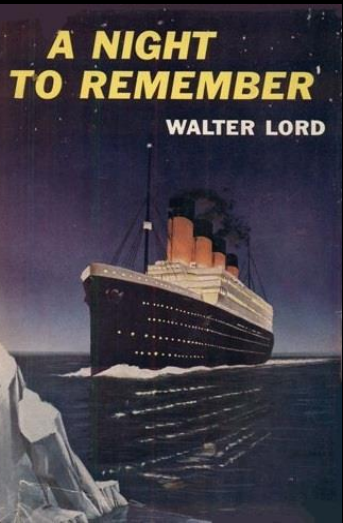
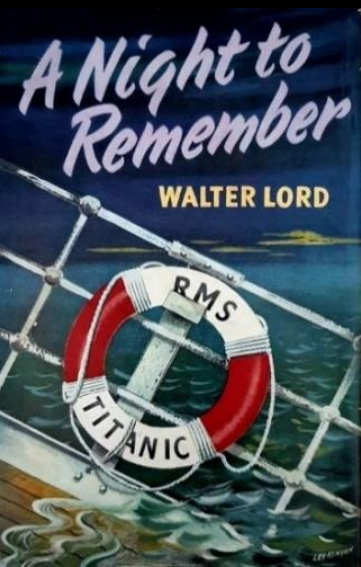
Following an extensive overhaul between October 1932 and February 1933, *Olympic* departs Southampton on her 225th round trip to New York via Cherbourg, France. The 46,439-ton, 22-year-old liner steams 3,094 nautical miles in six days, 13 hours and 30 minutes at an average speed of 19.64 knots.

1 March 1972



Photo: Douglas P. Cooper

Walter Lord
(1917-2002)



The first American
edition (above, 1955)
and British edition
(below left, 1956).

'Finding them [the survivors] was perhaps the most interesting of all the research problems ... I began writing letters to the editors of different newspapers where I thought Titanic survivors might read them. I used papers with broad geographical distribution. This turned up a few survivors ... and gradually – it didn't exactly snowball – a collection of survivors emerged, and I think ultimately I was in touch with sixty-seven or some figure like that, but it was nowhere near them all.' (Walter Lord)

Interview: www.wnyc.org/story/walter-lord-cooper/

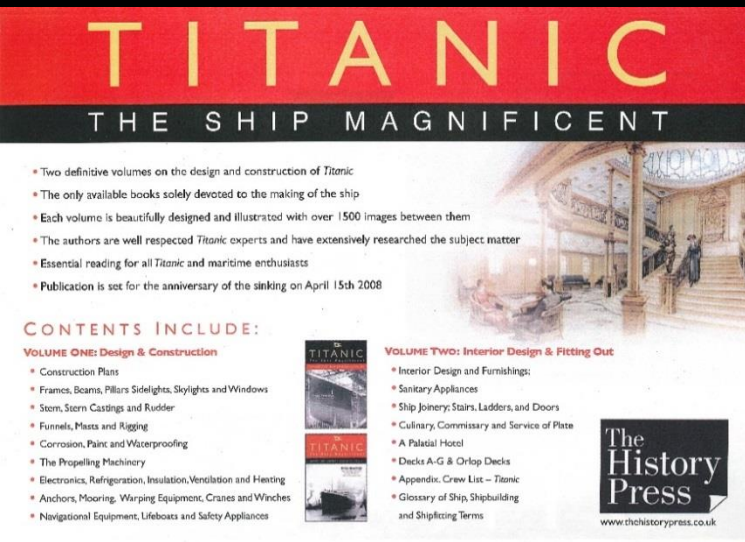
Douglas P. Cooper, a 21-year-old talk radio enthusiast, interviews renowned *Titanic* historian and author Walter Lord. Almost seventeen years after publication of his classic book *A Night to Remember*, Lord recalls his interest in the liner from an early age and his research techniques, and that it was his editor at work who suggested he write a book about the 1912 disaster.



Douglas Cooper
(1950-2017)

Photo: The Douglas P. Cooper
Distinguished Contemporaries Collection

1 March 2008



Above: A four-page promotional flyer issued by The History Press in late 2007.

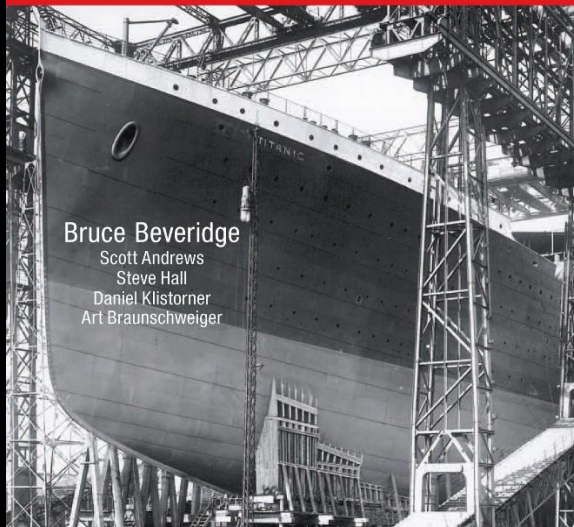
'Everyone who has been involved in this large project has every right to be proud of these books that no doubt will be used as reference tools for years to come.'

(Review by Michael Poirier, 2008)

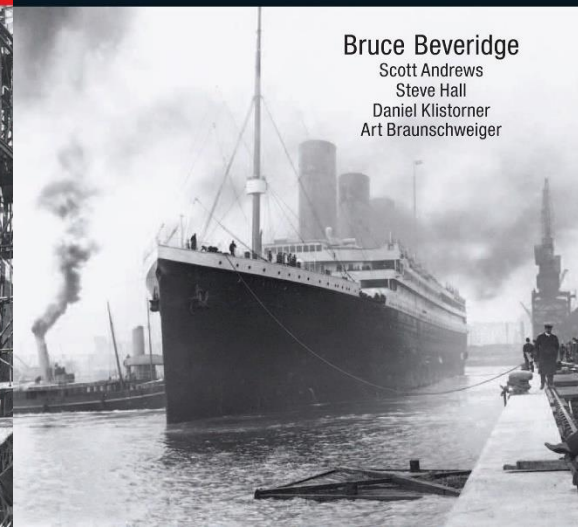
'A brilliantly presented, well researched book, providing all you could ever want to know about the interior of the Titanic, with many fantastic pictures and illustrations. A must have for anyone with an interest in this subject.' (Review by Michael Findlay, 2010)

The History Press in England releases *Titanic: The Ship Magnificent*.

The two-volume set of 1,200 pages represents the most detailed and exhaustive research concerning the technical and physical aspects of the White Star Line's most famous ship.



Bruce Beveridge
Scott Andrews
Steve Hall
Daniel Klistorner
Art Braunschweiger



Bruce Beveridge
Scott Andrews
Steve Hall
Daniel Klistorner
Art Braunschweiger

1 March 2012

The
History
Press

www.thehistorypress.co.uk

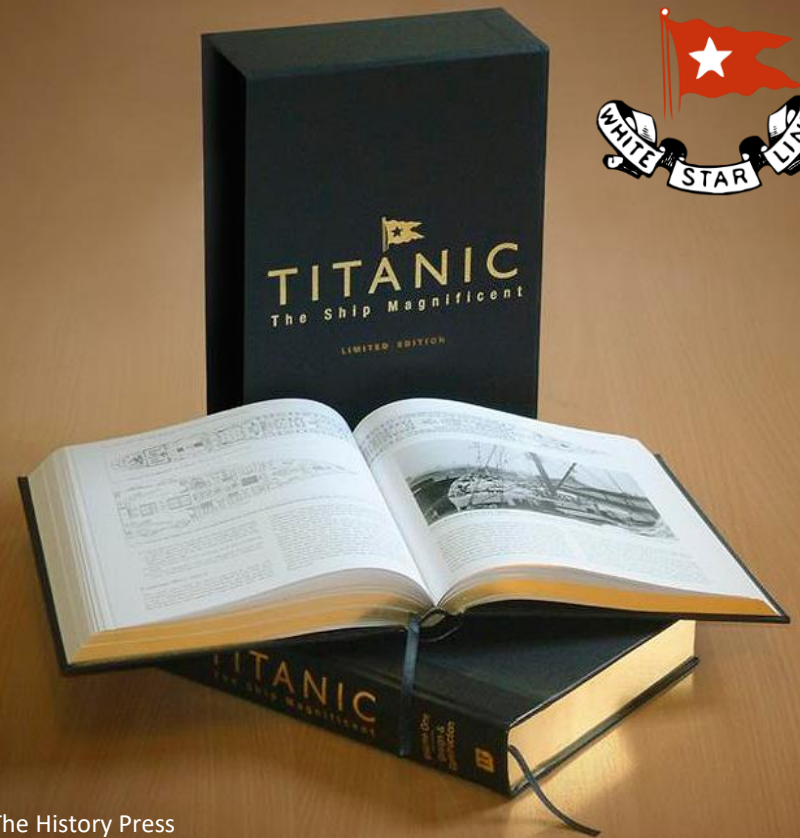
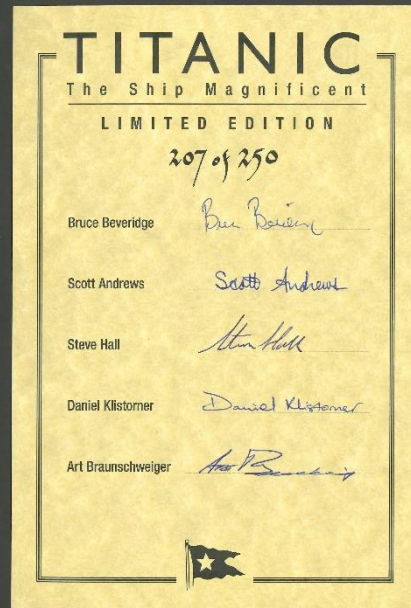
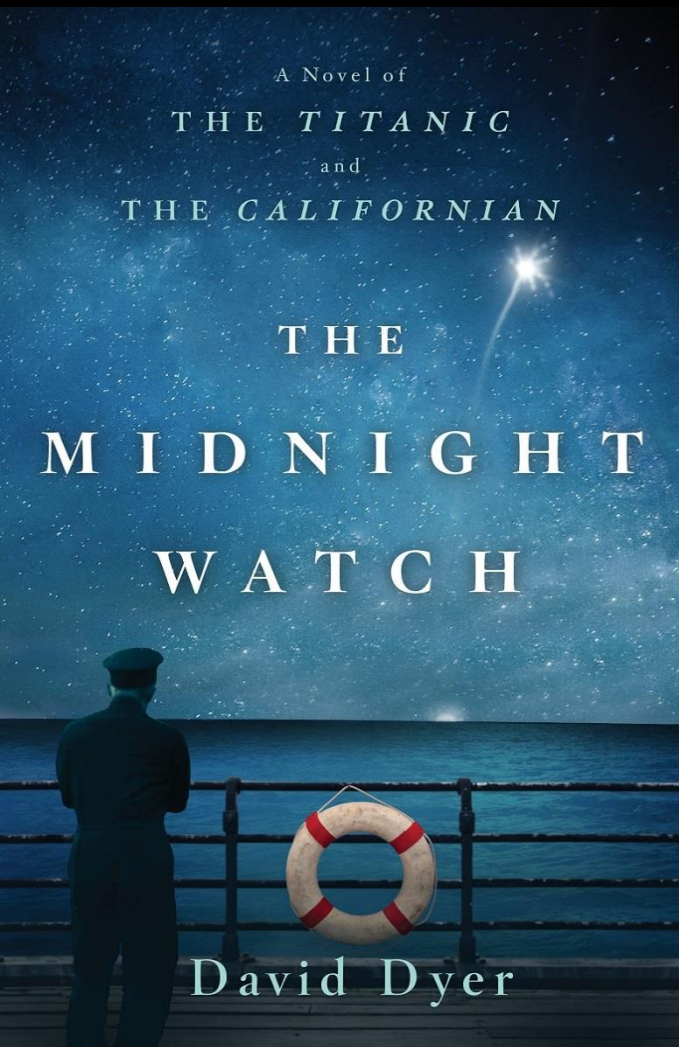


Image: The History Press

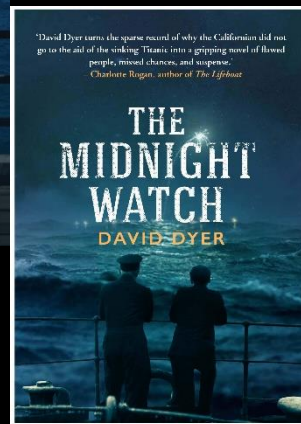
Six weeks before the centenary of the *Titanic* disaster, The History Press publishes a special limited edition of *Titanic: The Ship Magnificent*. Each leather-bound volume has gilt-edged pages and a ribbon bookmark. Volume One is personally signed by the five authors and only 250 numbered copies of the 1,200-page tome are produced in a presentation slipcase.

1 March 2016



Cover artwork of the Australian and American first editions (above) and British first edition (right).

Penguin Random House in Australia publishes *The Midnight Watch*, a work of historical fiction centred around the controversial 'Californian Incident' in April 1912. The story is seen through the eyes of the officers of the Leyland Line steamer *Californian*, a Third Class family aboard *Titanic* and the efforts of Boston journalist John Steadman, who is determined to unravel the events on that frigid night of 14-15 April 1912.

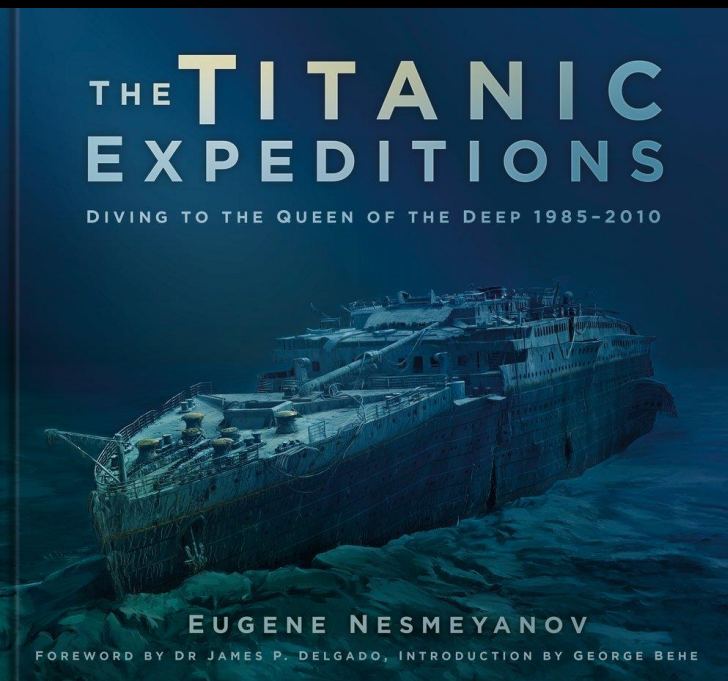


'This gripping novel sheds new light on a known event and probes with great subtlety the places in which historical fact has no business - the mysteries of the human heart ... The Midnight Watch is historical fiction at its best.' (Antonia Senior, review in *The Times*, London)



David Dyer
Photo: Courtesy David Dyer

1 March 2018



The cover features a digital painting of *Titanic*'s intact bow section by Isaac Botkin, titled '*Titanic in 1962*'.

The History Press releases *The Titanic Expeditions: Diving to the Queen of the Deep 1985-2010*. The 300-page hardback presents a detailed analysis of the technical equipment used in each expedition along with historical, biological and scientific findings.

Scientists, historians, oceanographers, explorers and cinematographers share their collective experiences visiting the wreck using deep-sea submersibles, robotic cameras and remotely operated vehicles.

'Eugene Nesmeyanov covers this history in an entertaining and hugely informative manner, with information and viewpoints that will be new to even every Titanic explorer.' (Review by Charles Pellegrino, 2018)



A selection of patches from some of the *Titanic* expeditions.



2 March 1912

'Olympic reached the entrance to the dock shortly after nine o'clock ... Several photographers attended and took views of the vessel as she settled into position prior to the erection of the stays.' (Belfast News-Letter, 4 March 1912)

Olympic is warped into the graving dock.

Titanic berthed at the fitting-out wharf.



Photo: Courtesy Steve Hall

Photo: Harland & Wolff Collection, National Museums Northern Ireland



Robert John Welch (1859-1936) photographs sister ships *Olympic* and *Titanic* at the Harland & Wolff yard in Belfast. *Olympic* had arrived the previous day for the replacement of a port propeller blade.

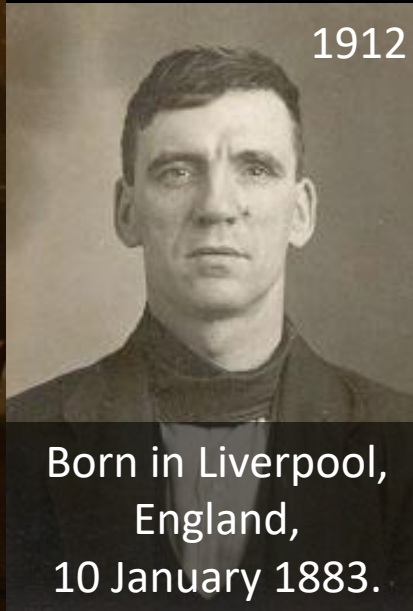
3 March 1931

Former *Titanic* leading fireman Frederick William “Fred” Barrett dies from tuberculosis at the age of 48. Barrett survived the disaster aboard lifeboat No. 13 and testified at the U.S. Senate and British inquiries.



Derek Lea portrays Frederick Barrett in James Cameron's *Titanic* (1997).

Images: ©Twentieth Century Fox/Paramount Pictures (1997)



Born in Liverpool, England,
10 January 1883.



Image: ©Twentieth Century Fox/Paramount Pictures (1997)

Frederick Barrett (left), speaking with Second Engineer James Hesketh in boiler room No. 6, is startled by the warning light above the watertight door signalling its imminent closure. It is 11:40 pm on 14 April 1912...

Fred Barrett desperately cuts through the falls of lifeboat No. 13 as boat No. 15 descends from above. His efforts to help release the boat were successful.

3 March 1997



Among the facsimile documents are telegrams sent from *Titanic* to the Russian liner *Birma* on 15 April 1912; correspondence concerning the disaster from the White Star Line to Britain's Board of Trade; the account of survivor Alfred Fernand Omont; a letter from Captain Stanley Lord of the Leyland liner *Californian* to the Board of Trade; and a photograph of a survivor climbing aboard *Carpathia* during the rescue of the survivors.

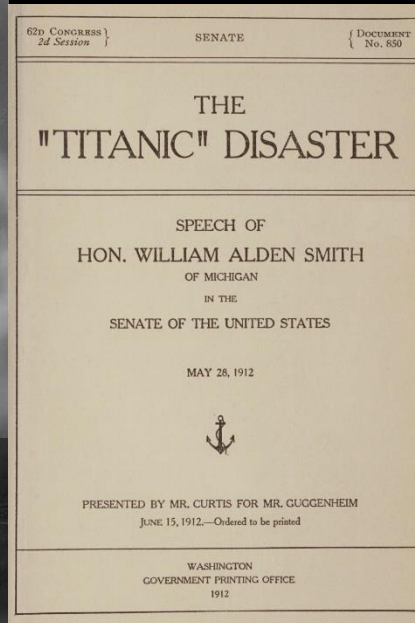
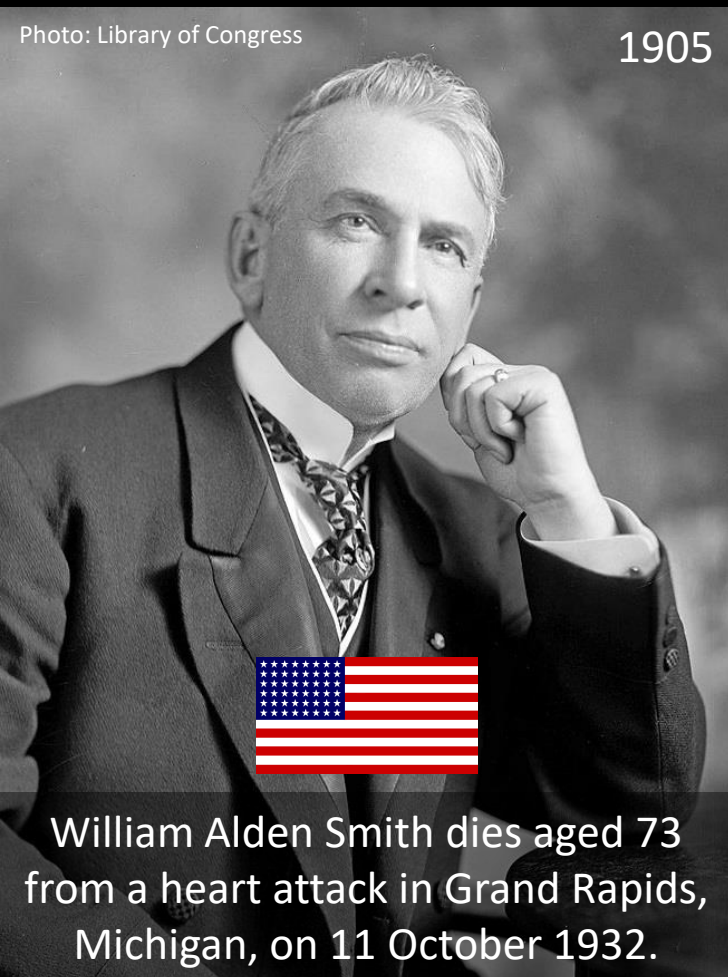
The Public Record Office in London releases *Titanic: 14th-15th April 1912, The Official Story*. The folder contains eighteen black-and-white and colour reproductions of documents held by the Public Record Office and the shipbuilding yard of Harland & Wolff.

TITANIC: 14th-15th April 1912 The Official Story



4 March 1919

Almost seven years after he chaired a sub-committee of the Committee of Commerce to investigate the loss of R.M.S. *Titanic*, Michigan Senator William Alden Smith, age 59, retires from the United States Senate.



'What this nation needs is a severe lesson that will strengthen the pillars of its faith ... It takes a terrible warning to bring us back to our moorings, and to our senses.'

(Senator William Alden Smith, during the U.S. Senate investigation into the *Titanic* disaster, held in New York and Washington, D.C., April-May 1912)

'Mr. President, my associates and myself return the commission handed to us on the 18th day of April last, directing an immediate inquiry into "the causes leading up to the destruction of the steamship Titanic, with its attendant and unparalleled loss of life, so shocking to the people of the world."' (William Alden Smith in his address to the United States Congress, 28 May 1912)

4 March 1929

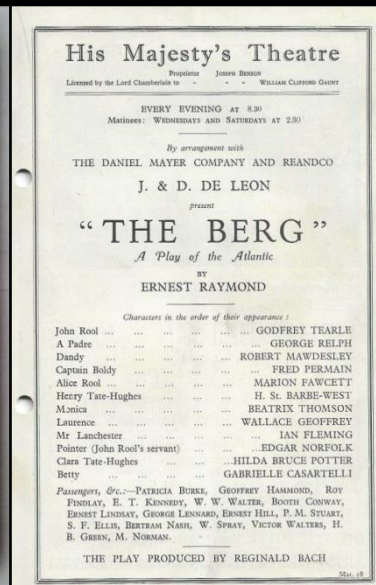
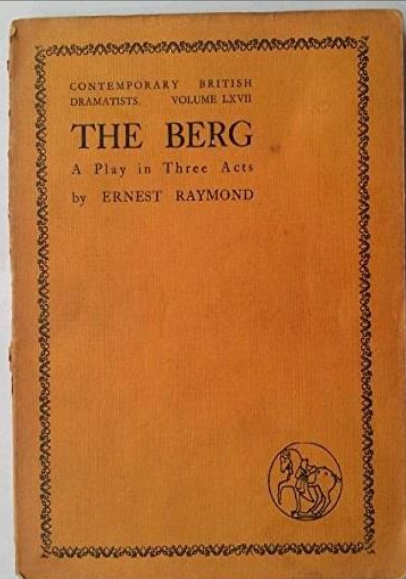
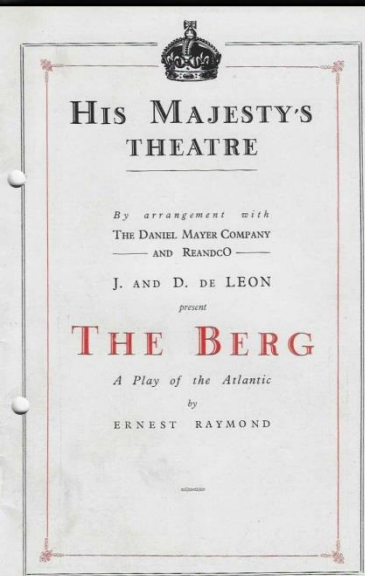


1931

Born in France on 31 December 1888, Ernest Raymond wrote forty-six novels, two plays and ten works of non-fiction. He died aged 85 on 14 May 1974.

Photo: National Portrait Gallery, London

The Berg, a play about a large liner which sinks in the North Atlantic after striking an iceberg, opens at the Q Theatre in the London suburb of Chiswick. It is the first play by Ernest Raymond, a prolific writer of the day. The play is moved on 12 March to the West End where it begins a four-week run at His Majesty's Theatre.



Despite very clear similarities with the 1912 disaster, *Titanic* is not actually named in the 1929 play.

Q Theatre in its last months in early 1958.



4 March 1958



Harriette Johns and Patrick Waddington portray the wealthy First Class couple.

Sir Richard and his wife are based on British passengers Sir Cosmo and Lady Duff Gordon, who survived the disaster in a lifeboat containing only twelve people.

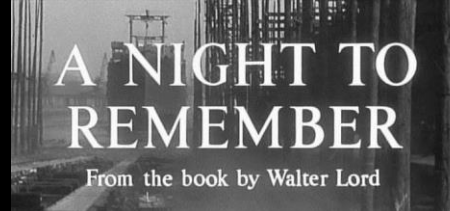


Filming wraps on the J. Arthur Rank production of *A Night to Remember*. The final scenes occur at the Great Fosters Hotel at Egham in Surrey, England. First Class passengers 'Sir Richard' and 'Her Ladyship' depart their mansion bound for *Titanic* at Southampton's White Star Dock. The film premieres in London in July 1958.



Images: ©Carlton International Media Ltd.

5 March 1959



The Rank Organisation's film *A Night to Remember*, released in England on 3 July 1958, wins the award for 'Best English Language Foreign Film' at the 16th annual Golden Globes ceremony held in Los Angeles, California.



'... [Roy] Baker and [Eric] Ambler have skilfully paced and developed the onrush of disaster, and have also managed to involve the spectator's feelings with those of the doomed men and women.'
(*Time* magazine, 5 January 1959)

Image: © Carlton International Media Ltd.

The Golden Globes, established in 1943 by the Hollywood Foreign Press Association, were first presented in January 1944. The category won by *A Night to Remember* existed from 1957 to 1973.

TITANIC...

THE GREATEST SEA DRAMA IN LIVING MEMORY



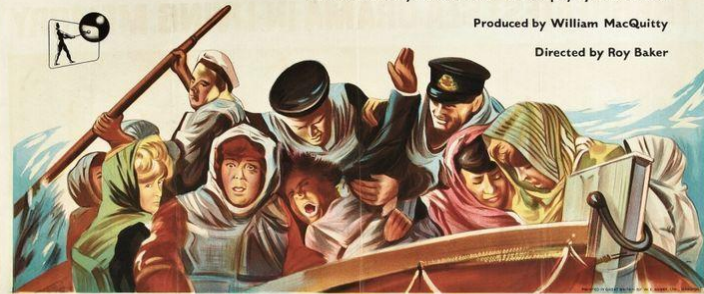
THE RANK ORGANISATION PRESENTS WITH PRIDE

KENNETH MORE IN
A NIGHT TO REMEMBER

From the book by Walter Lord Screenplay by Eric Ambler

Produced by William MacQuitty

Directed by Roy Baker



5 March 1993



Ellen Shine Callaghan (second from right) with family members in 1970.

Photo: United Kingdom National Archives

Titanic survivor Ellen Callaghan, née Shine, passes away in New York City at the age of 101. Ellen Shine, from Newmarket, County Cork, Ireland, boarded *Titanic* at Queenstown as a Third Class passenger on 11 April 1912. She was the last living survivor from Ireland and one of only five survivors to reach the age of 100.



Photo: Courtesy Don Lynch

Edwina MacKenzie
(Edwina Troutt)
1884-1984

Photo: *The Post-Standard*,
Syracuse, New York



Mary Wilburn
(Mary Davis)
1883-1987



Marjorie Robb
(Marjorie Newell)
1889-1992



Ellen Callaghan
(Ellen Shine)
1891-1993



Photo: Courtesy Don Lynch

Edith Haisman
(Edith Brown)
1896-1997



6 March 1912 (1)

'Unique Photograph of Two Leviathans.'

(Caption in the *Belfast Evening Telegraph*,
7 March 1912)



Titanic (left) waits in the turning basin as tugs manoeuvre *Olympic* from the entrance of the graving dock to the nearby fitting-out wharf.

Photo: John Kempster,
Steve Raffield Collection

Upon completion of the work to replace a port side propeller blade, poor weather at Belfast prevents the scheduled departure of *Olympic*. In preparation for being turned to face the open sea, *Olympic* is removed from the graving dock and *Titanic* takes her place. Harland & Wolff workers achieve the complex manoeuvring of the two giant liners on one tide.

6 March 1912 (2)

Sisters together for the final time...
Titanic (left) in the graving dock, while
Olympic rests at the fitting-out wharf.

'Today an interesting piece of work, which has no precedent in the record of shipbuilding, was performed in the harbour, when the Olympic was taken out of the graving dock, and the Titanic moved into the dock from the fitting-out wharf on the one tide.'

(The Irish Times, 6 March 1912)



'The operation of changing the positions of the two leviathans was a big and delicate task; but it was most successfully carried out...'

(The Irish News, 7 March 1912)

With *Olympic* secured at the fitting-out wharf, *Titanic* is slowly eased into the graving dock. This movement is necessary to provide sufficient room in which to turn *Olympic* in the adjacent deep-water basin. *Olympic* departs the shipyard on 7 March and re-enters service at Southampton six days later.

6 March 1912 (3)



Forty-four feet deep and 100 feet wide, the graving dock holds up to 21 million gallons of water. Pumping water in or out takes around one hour and forty minutes. The distinctive chimney of the pumphouse looms in the background.

Photo: Harland & Wolff Collection, National Museums Northern Ireland



Photo: Courtesy Steve Hall



Robert Welch photographs *Titanic* in the Belfast graving dock from the bow of *Olympic*. Two days later, *Titanic* leaves the dock – and dry ground – for the last time.

7 March 1990



An exact replica of the *Titanic* Musicians' Memorial is unveiled in Southampton. The original was dedicated on 19 April 1913 and destroyed in a bombing raid in 1940.



Photo: Southern Daily Echo



The replica memorial perpetuated the spelling error of 'Hulme' for violinist John Law Hume's surname. It is seen here on 23 October 2008.

Four *Titanic* survivors attended the unveiling of the memorial on 7 March 1990. *Left to right*: Edith Brown Haisman (age 93), Millvina Dean (78), her brother Bertram "Vere" Dean (79) and Eva Hart (85).

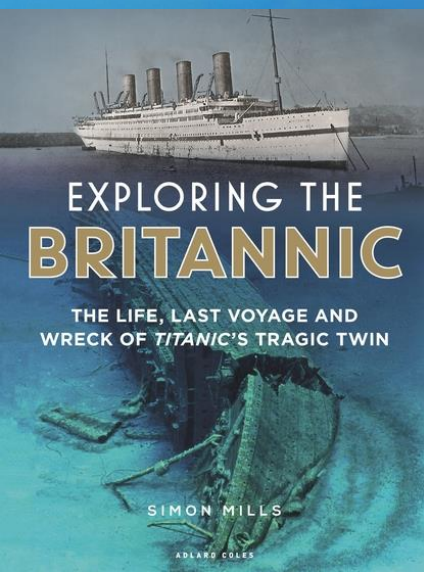
7 March 2019

Divers exploring the wreck of *Britannic*
in the Aegean Sea, near Greece.

'Lavishly illustrated ... harrowingly honest, Exploring the Britannic is a beautiful and often moving reflection on history, warfare, undersea exploration, friendship, courage and tragedy.' (The Daily Telegraph, 2019)



Digital artwork: ©William Barney

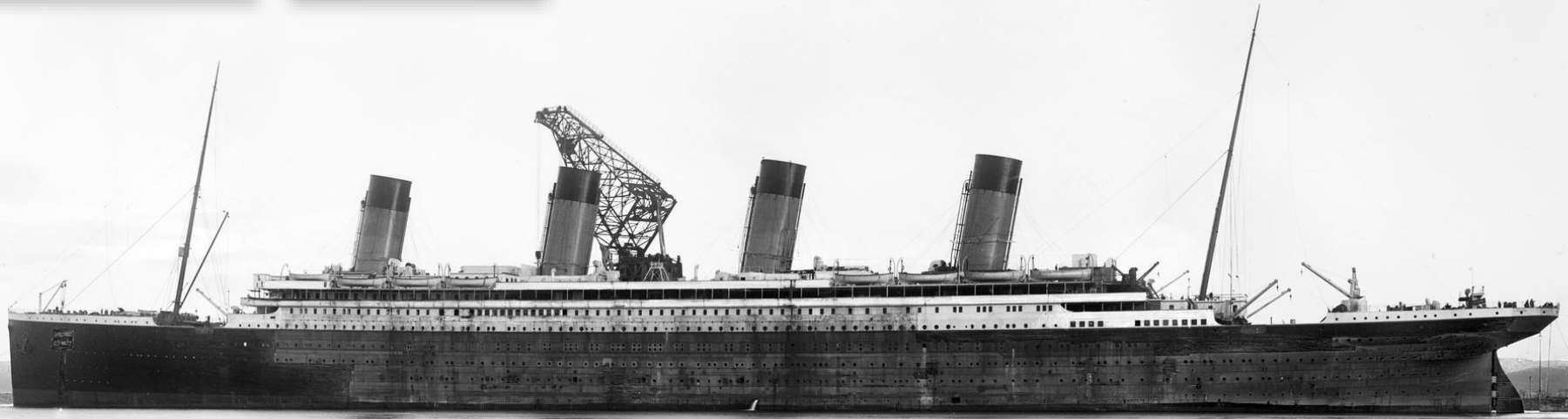


Adlard Coles in England publishes *Exploring the Britannic: The Life, Last Voyage and Wreck of Titanic's Tragic Twin*. The 272-page hardback by author and historian Simon Mills chronicles the career, sinking, discovery and exploration of the younger sister ship of *Olympic* and *Titanic*.

8 March 1912



The task of fitting out *Titanic* transforms her hull, superstructure and interiors into the world's most luxurious passenger liner. Several changes are made to the original design, including additional First Class staterooms on B-Deck, and a partial enclosure of the First Class promenade on A-Deck.



Titanic at Belfast on 8 March 1912. The alterations to B-Deck are complete, though workers have yet to enclose the forward end of A-Deck. Her hull is being painted.

Photo: Harland & Wolff Collection, National Museums Northern Ireland

Following the departure of *Olympic* from Belfast, *Titanic* is removed from the graving dock and moored at the fitting-out wharf. Her bow now faces Victoria Channel and the open sea.

8 March 1998



Gloria Frances Stuart, age 87, wins a Screen Actors Guild award for 'Best Supporting Actress, Motion Picture, Drama' for her role as Rose Calvert in James Cameron's *Titanic* (1997). She shares the award with American actress Kim Basinger, who wins for the crime drama *L.A. Confidential*.



'This was mine...
How extraordinary.'
'The reflection's
changed a bit.'



Images and logo: ©Screen Actors Guild

Images: ©Twentieth Century Fox/Paramount Pictures (1997)

8 March 2018



Photo: Albert Bridge

‘Titanic Belfast’ floodlit at night.

‘The Titanic Walkway now provides a seamless connection between our maritime heritage assets from the heart of the city centre to HMS Caroline and the Thompson Dock.’ (James Eyre, Commercial Director of ‘Titanic Quarter’)



Photo: Olivier Bernard

‘The Great Light’.

Belfast celebrates the official opening of the 500-metre ‘Titanic Walkway’, linking the ‘Titanic Belfast’ attraction with the historic Thompson Graving Dock (1911) and restored Royal Navy light cruiser H.M.S. *Caroline* (1914). The walkway also includes ‘The Great Light’, a lighthouse optic built in 1887.

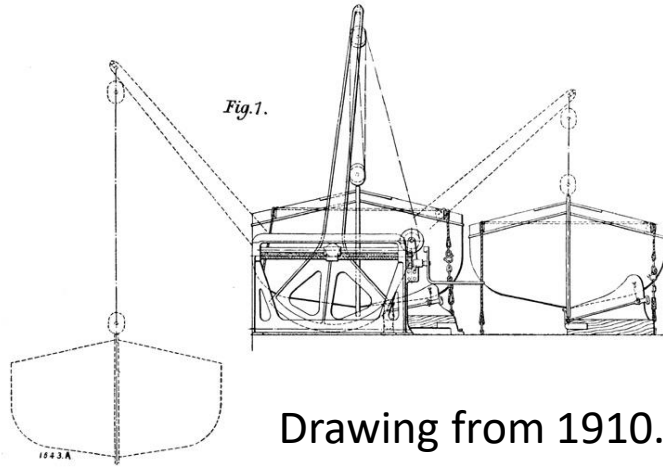


Map of the Titanic Walkway in ‘Titanic Quarter’.

Map: Maritime Belfast Trust

9 March 1910

QUADRANT DAVIT FOR DOUBLE-BANKED BOATS.
CONSTRUCTED BY THE WELIN QUADRANT DAVIT, LONDON.



Drawing from 1910.

Lifeboats and 'Welin' davits
aboard *Olympic* in 1911.

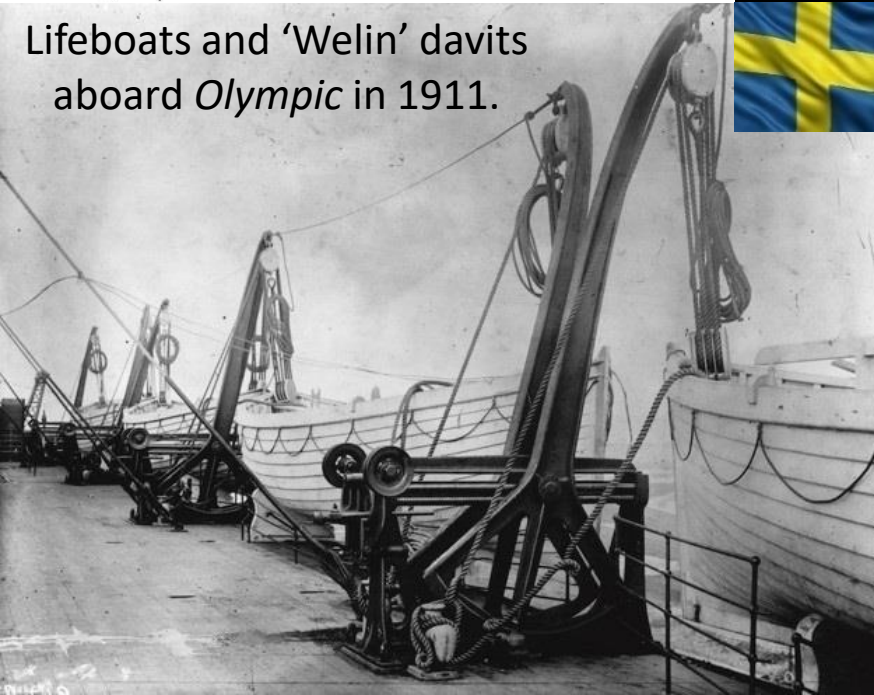


Photo: *The Shipping World*,
3 April 1912. Courtesy Paul Lee

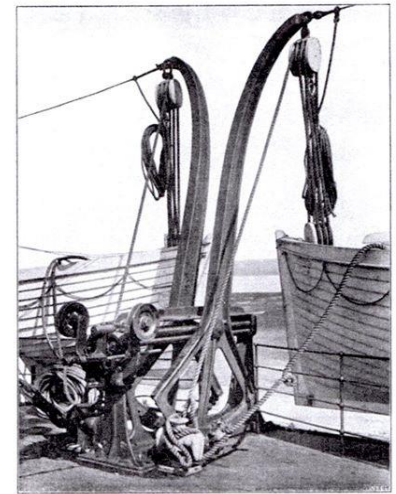
Ernst Martin Axel
Welin (1862-1951)

The Welin Davit Company, headed by Swedish designer Axel Welin, submits to the White Star Line a design for a new 'double-acting quadrant davit' for use aboard *Olympic* and *Titanic* (16 sets of boat davits for each ship).

The 'Welin' quadrant davit
is designed to lower two,
three or even four lifeboats.

THE
"WELIN QUADRANT" DAVIT
OVER
4000

FITTED or FITTING on vessels of all Nationalities.



TYPE DAVIT
As fitted on S.S.'s "OLYMPIC" & "TITANIC" (White Star Line),
and many others.

Manufactured in **30** Distinct Sizes.

THE WELIN DAVIT AND ENGINEERING CO. Ltd.,
5 LLOYD'S AVENUE, E.C.

Telegrams: "QUADAVIT, LONDON." Telephone 2422 Central.

9 March 1913

The 375-ton *Scotia*, formerly used as a Norwegian whaler and sealer, and as a Scottish research vessel in the Antarctic, departs Dundee, Scotland, under charter to Britain's Board of Trade. The ship will patrol the waters off the Grand Banks of Newfoundland in the North Atlantic, making weather observations and reporting the presence of ice flows and icebergs.

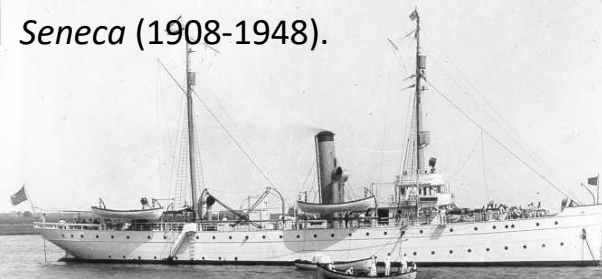
The United States Coast Guard cutters *Seneca*, from 29 March 1913, and *Miami*, from 13 May 1913, assist *Scotia* on alternate ice patrols from New York City and Halifax, Nova Scotia.

The research vessel *Scotia* at Laurie Island in the South Orkney Islands in 1903, during the Scottish National Antarctic Expedition.

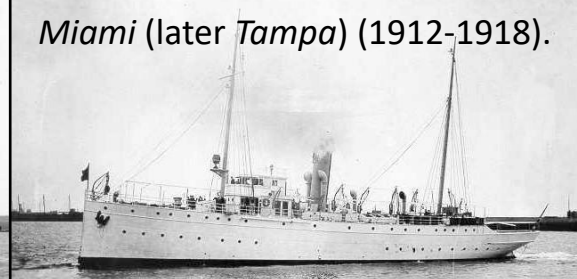


Scotia's two-month voyage in the North Atlantic is part of a concerted effort among maritime nations to improve the safety of life at sea after the *Titanic* disaster on 15 April 1912.

Seneca (1908-1948).



Miami (later *Tampa*) (1912-1918).



10 March 1909

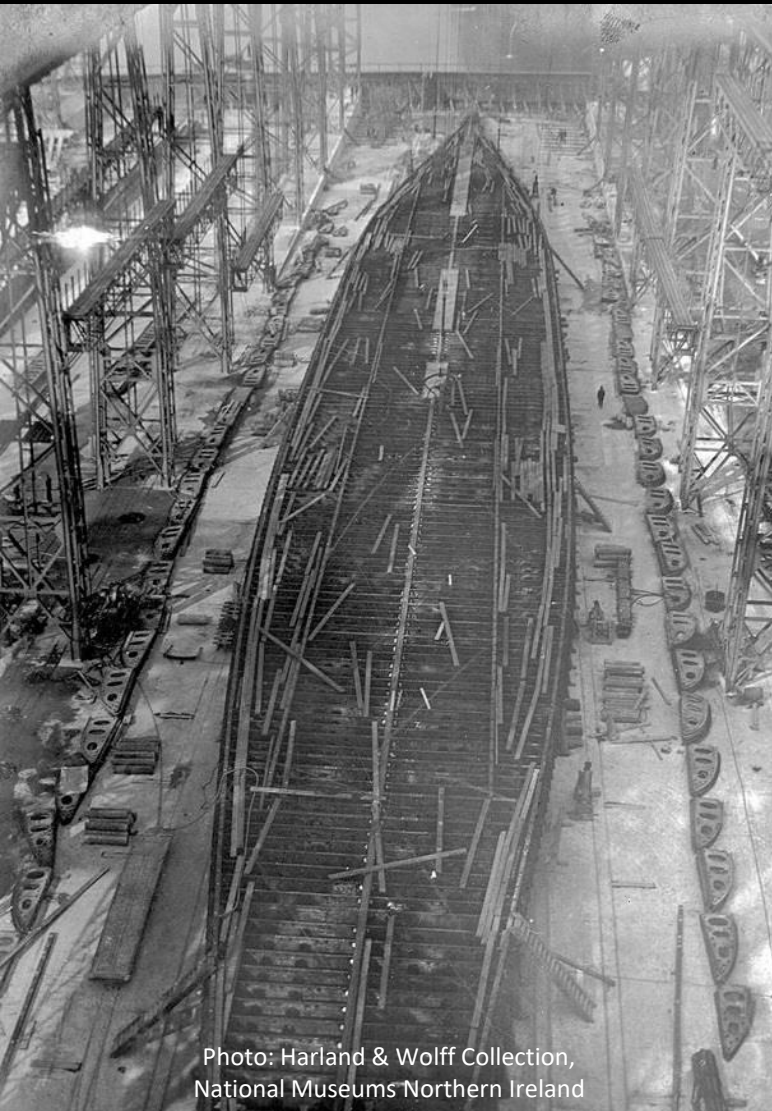


Photo: Harland & Wolff Collection,
National Museums Northern Ireland

Olympic's double bottom as seen from the
top of the Arrol Gantry in April 1909.

Three months after workers began construction of the White Star liner *Olympic* on slipway No. 2 at Harland & Wolff, Belfast, the massive hull of the 45,000-ton liner is fully framed to the height of her double bottom.

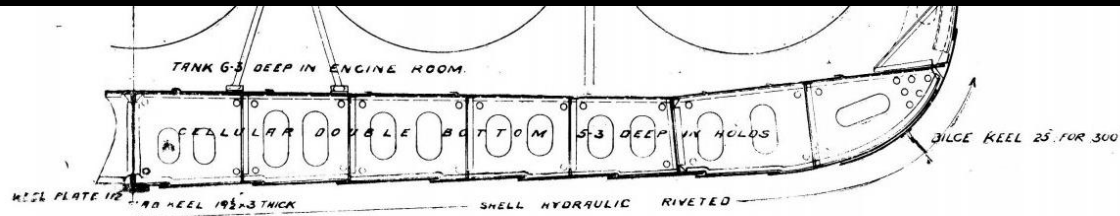


Fig. 14.—Midship Section of “*Olympic*” and “*Titanic*.”

Cross-section of the double bottom from *The Shipbuilder* (1911).



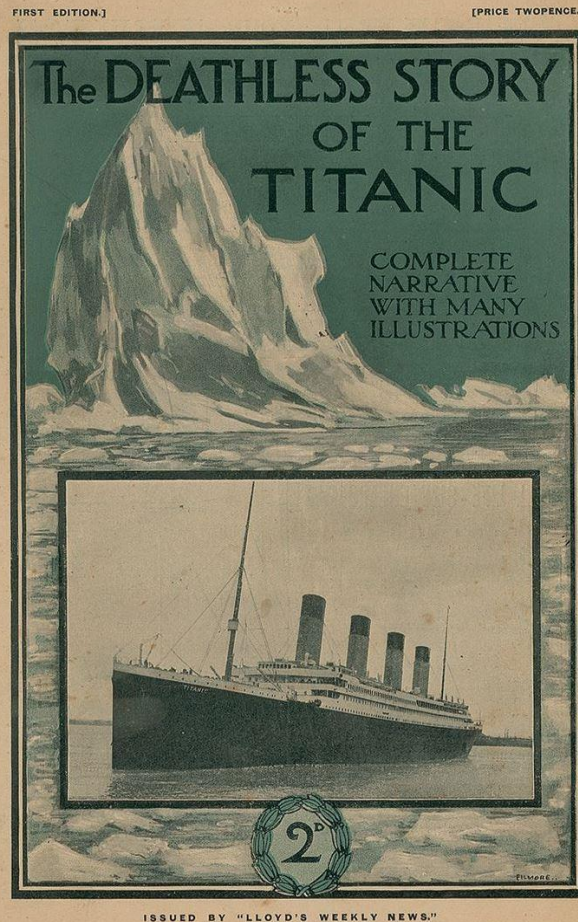
Photo: RMS Titanic, Inc./Woods Hole Oceanographic Institution

A section of *Titanic's* double bottom and keel, lying upside down
on the sea floor, during an expedition to the wreck in August 2005.

10 March 1962



1921



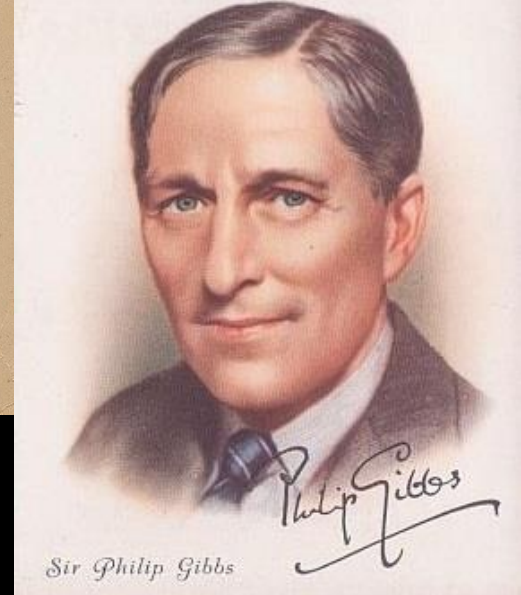
Born in Kensington, London,
England, 1 May 1877.

Photo: Bain Collection, Library of Congress



c.1917

1937 Wills's Cigarettes



Sir Philip Armand Hamilton Gibbs, a prolific English journalist and novelist, and author of the 1912 *Lloyd's Weekly News* publication *The Deathless Story of the Titanic*, dies aged 84.

11 March 1911



Born in Bolton, Lancashire, England,
13 September 1877.

Painting: ©Tatiana Yamshanova (2020)

Thirty-three-year-old Stanley Lord is appointed master of the 6,223-ton *Californian*, operated by the British-flagged Leyland Line. It is during his time in command of this ship that Captain Lord will be controversially involved with the *Titanic* disaster.

Stanley Lord's first voyage as master of *Californian* begins at Liverpool, England, on 27 March 1911.



Photo: James and Mabel Fenwick

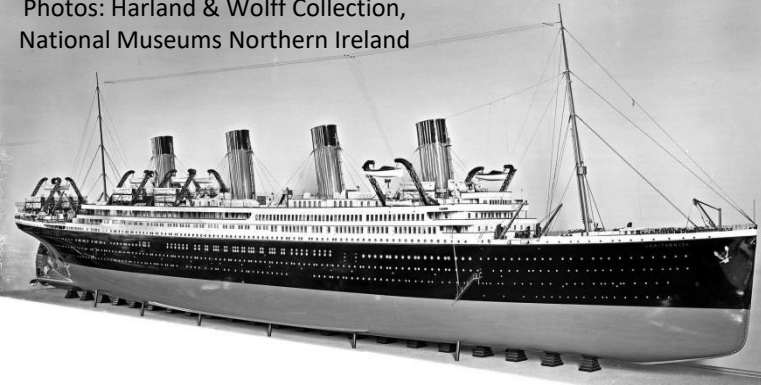
LEYLAND LINE



S.S. Californian, with Stanley Lord in command, seen from the deck of *Carpathia* on 15 April 1912.

12 March 1912

Photos: Harland & Wolff Collection,
National Museums Northern Ireland



Harland & Wolff's model of the
completed White Star liner *Britannic*.
Workers operate a riveting machine
on the hull of *Britannic*, May 1913.



The hull of *Britannic*, third member
of the 'Olympic'-class ships, is fully
framed to the height of her double
bottom on slipway No. 2 at the
Harland & Wolff shipyard in Belfast.

Above: This representative image shows the
double bottom of *Olympic* on 30 July 1909.

13 March 1912



Workers inspect *Olympic*'s missing propeller blade in March 1912.



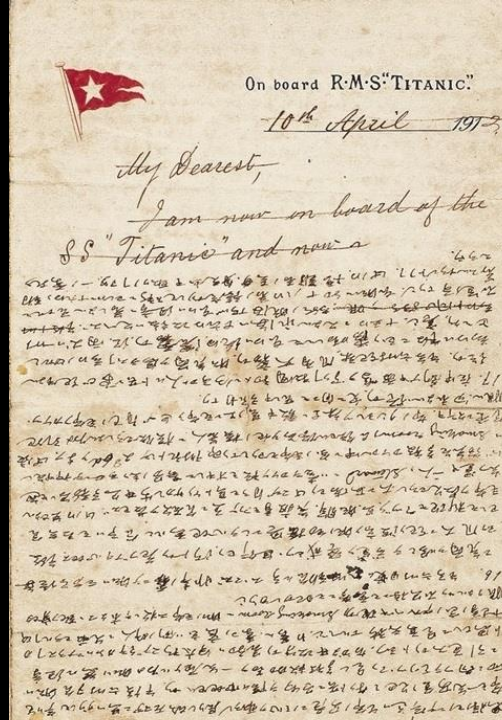
Olympic returns to service following repairs to a propeller at Harland & Wolff in Belfast. The 45,324-ton liner lost one of the three blades on her port side propeller during an Atlantic crossing on 24 February 1912.

14 March 1939

'After the ship sank there came back again frightful shrills and cries of those drowning in the water. Our lifeboat too was filled with sobbing, weeping children and women worried about their husbands and fathers. And I, too, was as much depressed and miserable as they were, not knowing what would become of myself in the long run.'

While aboard *Titanic*, Masabumi Hosono (age 41) began writing a letter in English to his wife on *Titanic* notepaper. After his rescue he crossed out the few lines in English and completed the letter in his native Japanese.

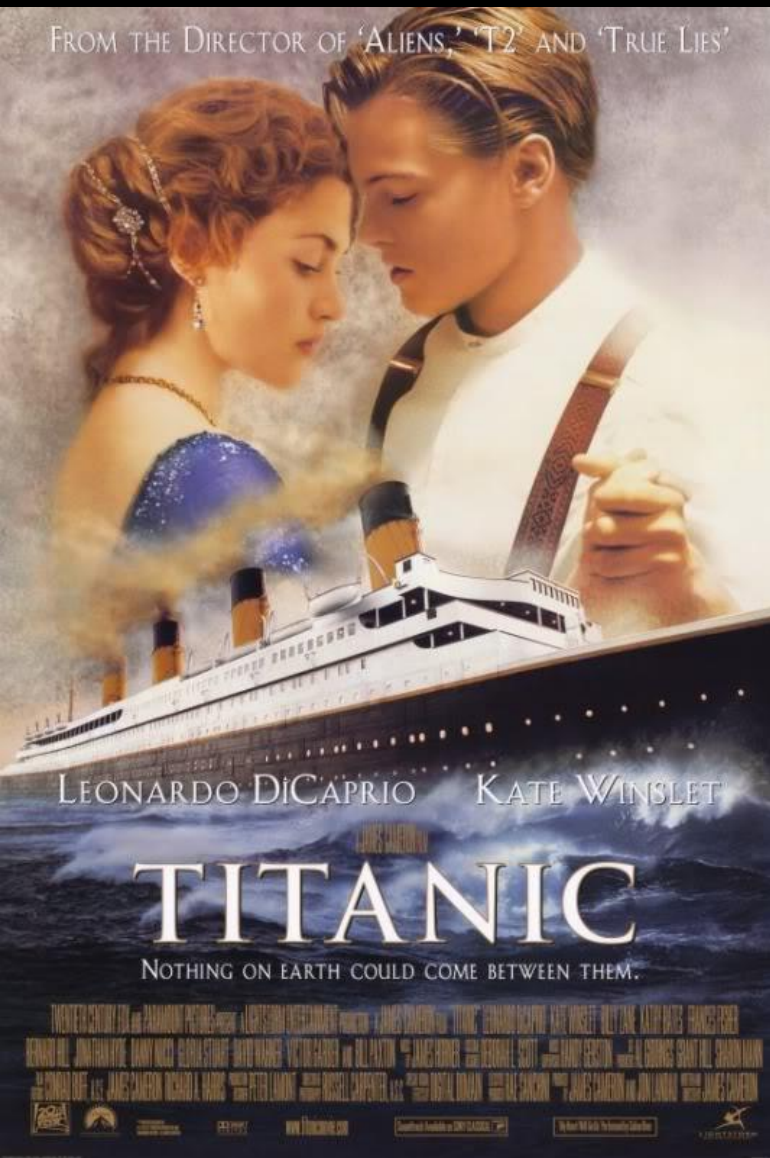
Masabumi Hosono, the only Japanese passenger aboard *Titanic's* maiden voyage in April 1912, dies in Tokyo, Japan, at the age of 68. Hosono travelled Second Class and survived in lifeboat No. 10. Upon his return to Japan, he gave a number of interviews but soon found himself vilified by the Japanese Government, public and press for saving his own life.



1912

Born in Hokura, Niigata, Empire of Japan, 15 October 1870.

14 March 1998



One-sheet movie poster from December 1997.

James Cameron's *Titanic* surpasses *Star Wars*' long-standing box-office record of US\$461 million to become the highest-grossing movie in U.S. history. The 194-minute film earns an unprecedented US\$471.4 million in thirteen weeks since its release.



George Lucas's *Star Wars* premiered on 25 May 1977.



Photo: BT Television

Records are made to be broken... George Lucas (left) and James Cameron in 2018.

15 March 2012



ON A SEA OF GLASS

THE LIFE & LOSS OF THE RMS TITANIC

Dust jacket painting: ©Robert G. Lloyd (2012)



TAD FITCH

J. KENT LAYTON &
BILL WORMSTEDT

INTRODUCTION BY GEORGE BEHE

Amberley Publishing in the United Kingdom releases *On a Sea of Glass: The Life & Loss of the RMS Titanic*. The highly detailed 440-page hardback is an immediate success, with reviewers considering it to be one of the finest books ever researched and written on the White Star liner *Titanic*.

'It is well presented, well researched, well written and deserves a prominent place in the collection of anyone interested in the subject.' (Review by Mark Chirnside, 2012)

'This is one book that everyone interested in the ship must have.' (Michael Poirier, 2012)

16 March 1900



Jessie Allis Mary Goodwin is born to Frederick and Augusta Goodwin in Edmonton, Middlesex, England. Jessie, age 12, is one of six siblings who travel with their parents as Third Class passengers on *Titanic's* maiden voyage in April 1912.

The Goodwin family in 1910. *Left to right:* William Frederick (born 1898), Frederick Joseph (1870), Charles Edward (1897), Harold Victor (1901), Lillian Augusta (1896), Augusta, née Tyler (1868) and Jessie Allis Mary. The youngest member, Sidney Leslie, was born on 9 September 1910.

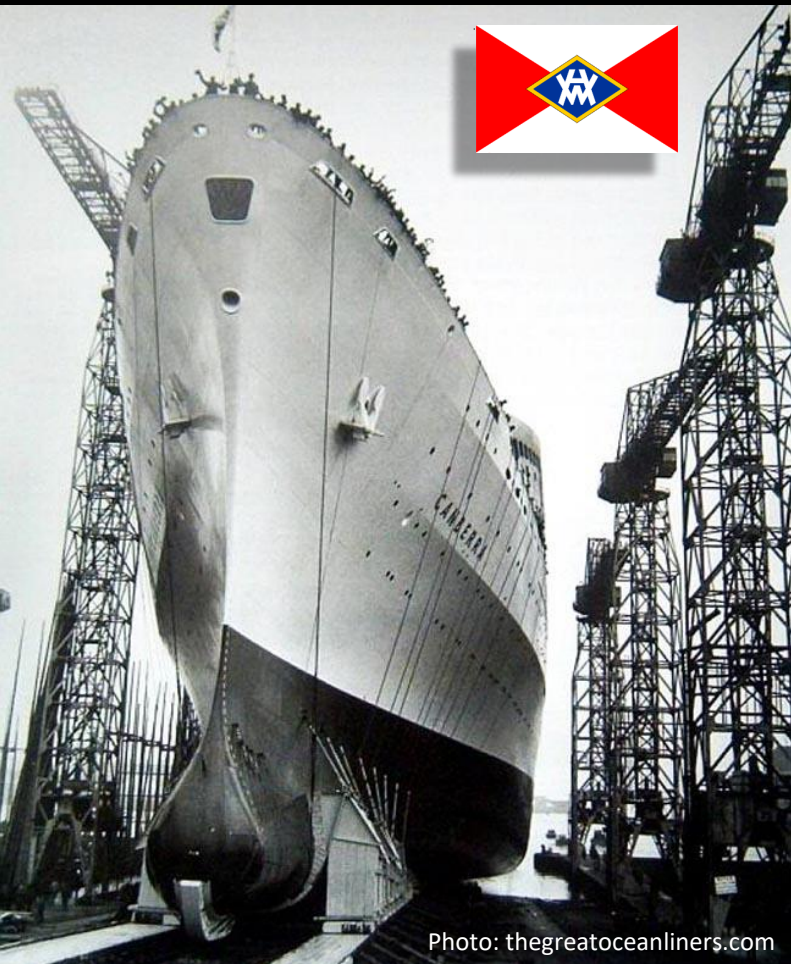
The Goodwin family boarded *Titanic* at Southampton on ticket No. 2144, paying £46 18s, and were emigrating to Niagara Falls, New York. Jessie and her family all perished in the disaster.



Sidney Goodwin

Photograph colourised by VelkokneznaMaria

16 March 1960



Named for the capital of Australia, *Canberra* glides down the slipway at Harland & Wolff, Belfast. She entered service on 2 June 1961.

The P&O liner *Canberra* is launched at Harland & Wolff in Belfast, the largest passenger ship constructed at the shipyard since the White Star liner *Britannic* in 1915. Designed for around-the-world voyages, the 45,270-ton *Canberra* is Harland & Wolff's very last passenger liner.



A testament to the shipbuilders of Harland & Wolff... *Canberra* remains in service for 36 years until 1997.

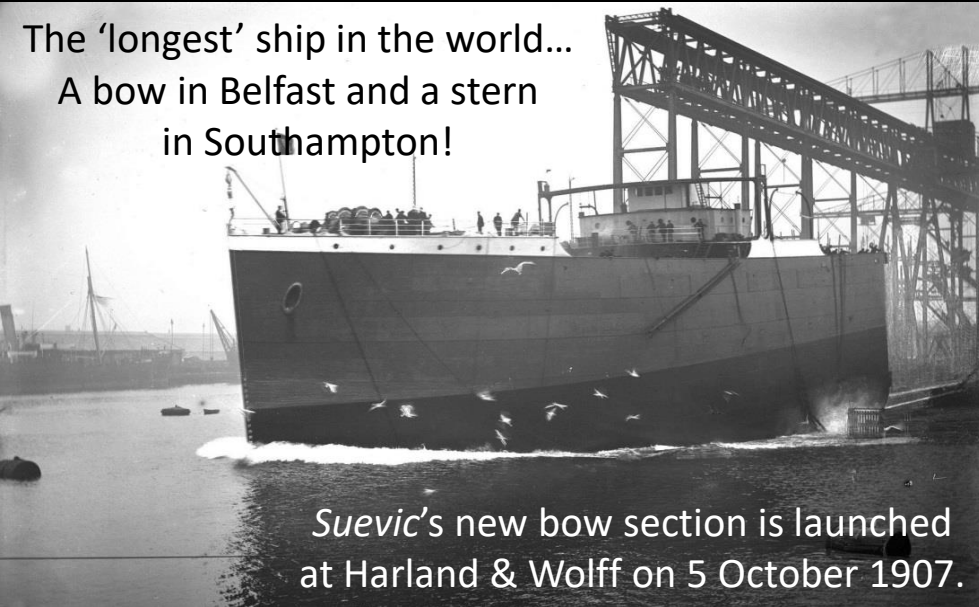
17 March 1907



Suevic (12,531 tons) stuck fast on rocks at The Lizard, 17 March 1907.

The White Star liner *Suevic* runs hard aground at The Lizard on the coast of Cornwall, England. Explosives are used to separate the undamaged stern section from the bow, which is abandoned. Harland & Wolff builds a new bow section and the ship is successfully repaired and returned to service on 14 January 1908.

The 'longest' ship in the world...
A bow in Belfast and a stern
in Southampton!



Suevic's new bow section is launched at Harland & Wolff on 5 October 1907.

4 April 1907

Photos: Harland & Wolff Collection,
National Museums Northern Ireland

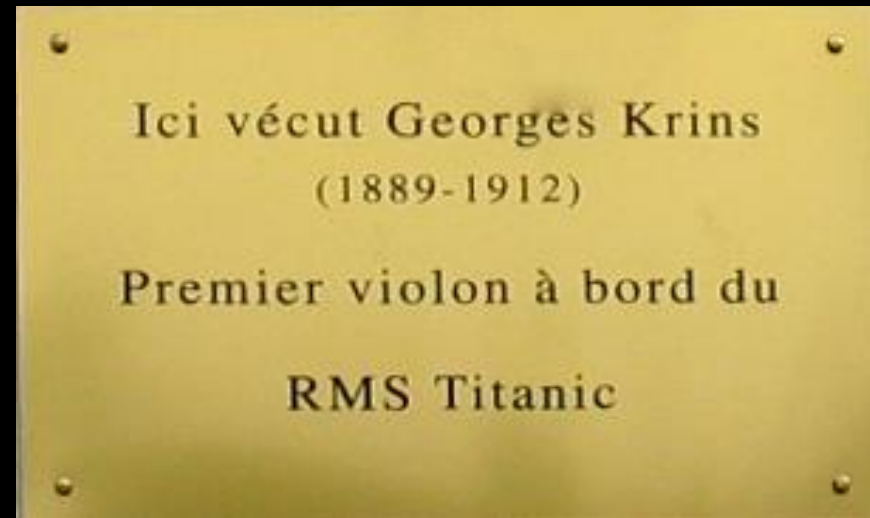


Suevic's salvaged stern arrives in Southampton.

18 March 1889



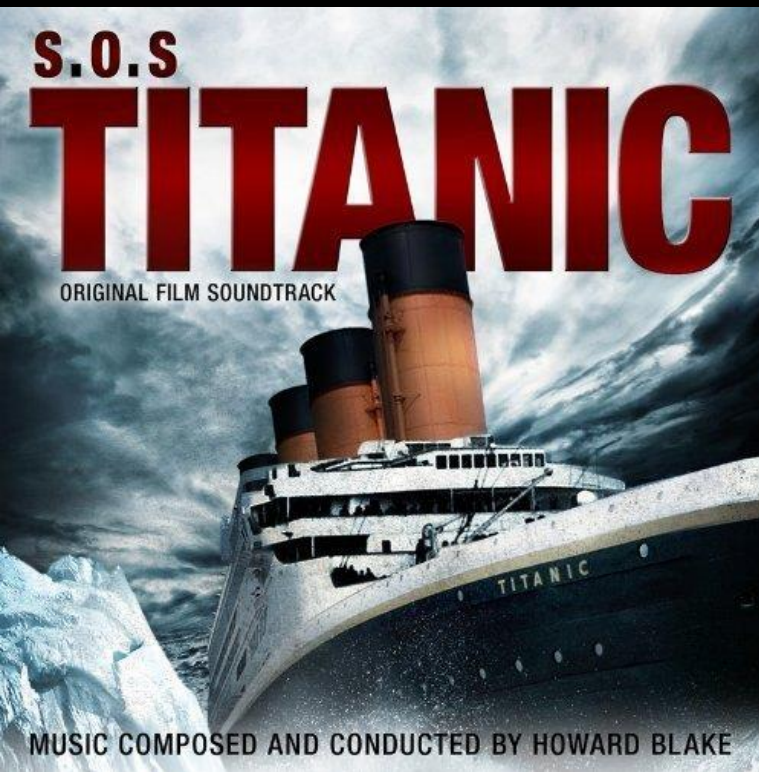
George Krins: Died at sea, 15 April 1912.



Memorial plaque remembering George Krins. Unveiled at Hotel Cardinal, Spa, Belgium, on 15 September 2002.

George Alexandre Krins is born in Paris, France. Krins, a Belgian violinist, studies music at the *Conservatoire Royal de Musique* in Liège, Belgium, from 1902 to 1908. After working at The Ritz Hotel in London for two years, Krins is hired by the Liverpool firm of C.W. & F.N. Black with seven other musicians to play aboard *Titanic*, which he joins as a Second Class passenger at Southampton on 10 April 1912.

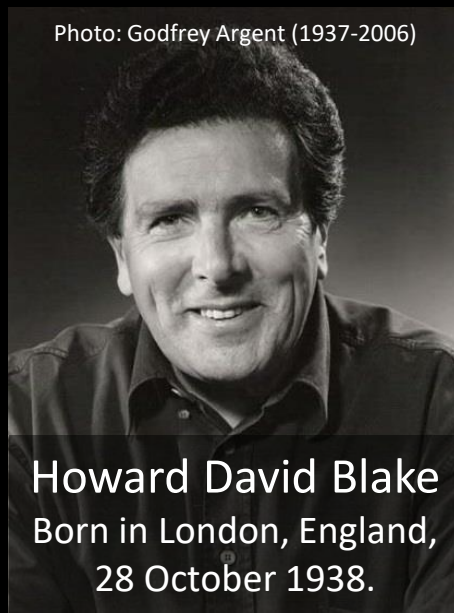
18 March 2013



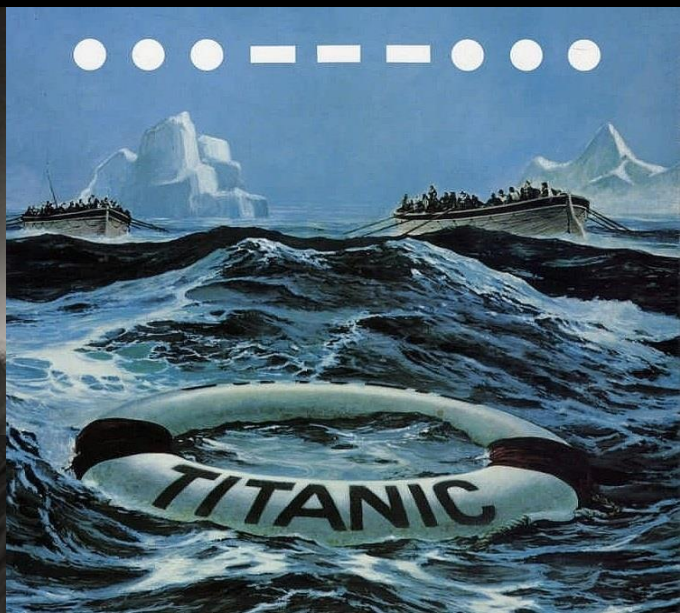
'An innovation in the story-telling portrayed the differences between First, Second and Third class passengers and this was also to be reflected in the music with, for instance, Irish music from the Third, songs with piano from the Second and a sophisticated orchestra in the First.' (Silva Screen Records, 2013)

Silva Screen Records releases on compact disc and in digital formats the soundtrack from the 1979 made-for-television movie *S.O.S. Titanic*. Thirty tracks from the 144-minute film are included with a total running time of almost fifty-seven minutes. The music was composed and conducted by Howard Blake.

Photo: Godfrey Argent (1937-2006)



Howard David Blake
Born in London, England,
28 October 1938.



19 March 1913



Photo: Corbis,
The Mirror, May 1912

Boy scouts collecting subscriptions in Southampton for the *Titanic* Relief Fund.

No. 7371

The Loss of the "Titanic."

MANSION HOUSE RELIEF FUND.

Received with thanks this 27 APR 1912,

Collected by 16 Children of Cleveland

the sum of £16 : 4 : 5

THOMAS BOOR CROSBY,
Lord Mayor,
Treasurer.

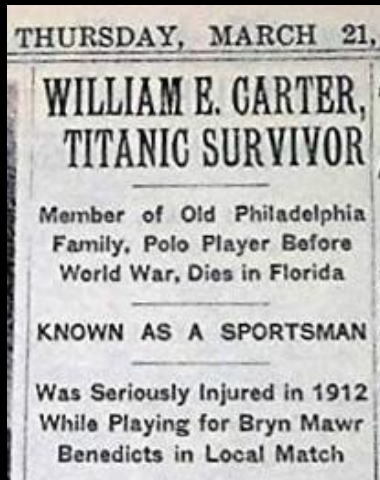
The "Titanic" Relief Fund.

The 'Titanic Relief Fund' is submitted to the Mansion House Committee. The fund was initiated by the Mayor of London on 17 April 1912 to raise money by public subscription to assist dependents of passengers and crew who perished in the disaster. In total, the fund raised £418,775.

The Salvation Army raising subscriptions for the *Titanic* Relief Fund in Gillingham, Kent, 1912.



20 March 1940



A passport photograph of William Ernest Carter in 1921. His death was reported in *The New York Times* on 21 March 1940.

Collapsible lifeboat 'C', with William E. Carter aboard, rows away from *Titanic* on 15 April 1912.



Painting: ©Ken Marschall (1996)

William Ernest Carter, a First Class passenger aboard *Titanic* in April 1912, dies at the age of 64. Carter saw his wife Lucile, her maid and his two children safely into lifeboat No. 4, before boarding collapsible 'C', the last boat lowered from the starboard side. His 25hp 'Renault' automobile sank with the ship.

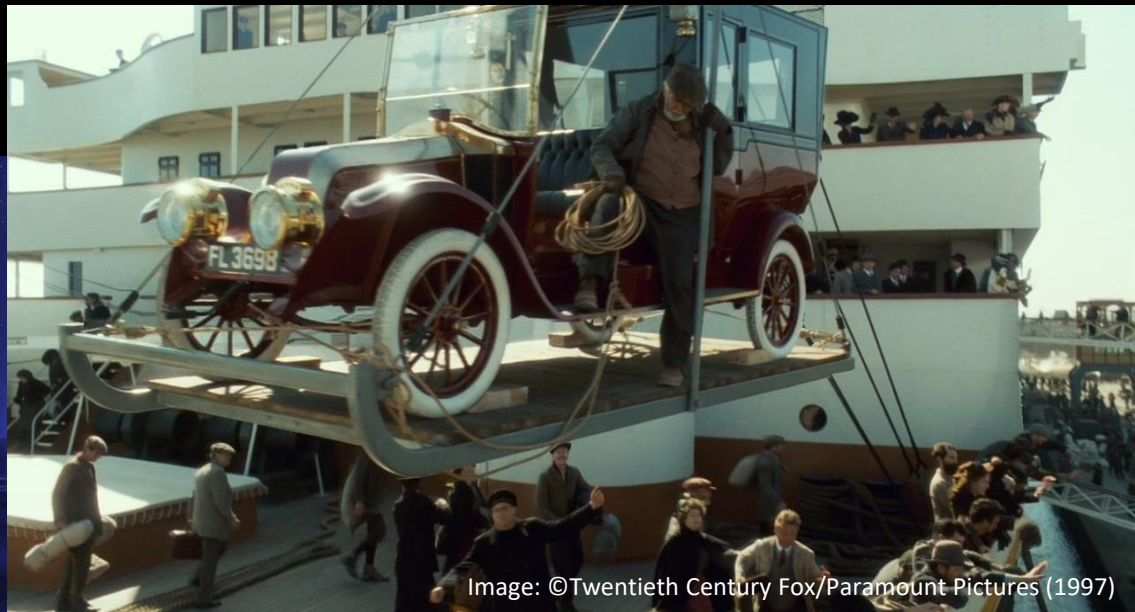


Image: ©Twentieth Century Fox/Paramount Pictures (1997)

20 March 1976



British actor Michael Goodliffe, known for his portrayal of Harland & Wolff Managing Director Thomas Andrews in the 1958 movie *A Night to Remember*, dies at the age of 61. Goodliffe was prominent in films throughout the 1950s and 1960s.

'Here's the position... Water in the fore peak, Nos. 1 and 2 holds, the mail room, and boiler rooms 6 and 5. That means a gash 300-foot long from there... to there, below the waterline.'

Born Lawrence Michael Andrew Goodliffe in Bebington, Cheshire, England, 1 October 1914.



'She's going to sink, Captain.'

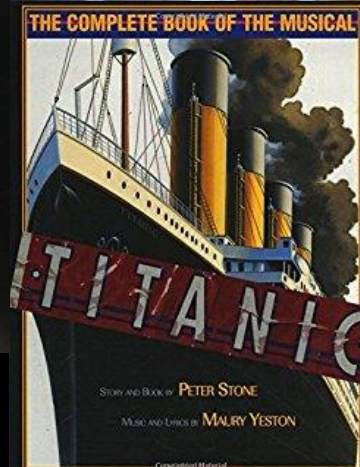
'She should live... another hour and a half. Yes, about that I think.'

21 March 1999

The Broadway musical *Titanic*, written by Peter Stone with music and lyrics by Maury Yeston, has its 804th and final performance at the Lunt-Fontanne Theatre in New York. It had premiered on 23 April 1997.



Directed by Richard Jones with choreography by Lynne Taylor-Corbett.



Companion book published in 1999.



22 March 1886

Editor of *The
Pall Mall Gazette*,
1883-1889.

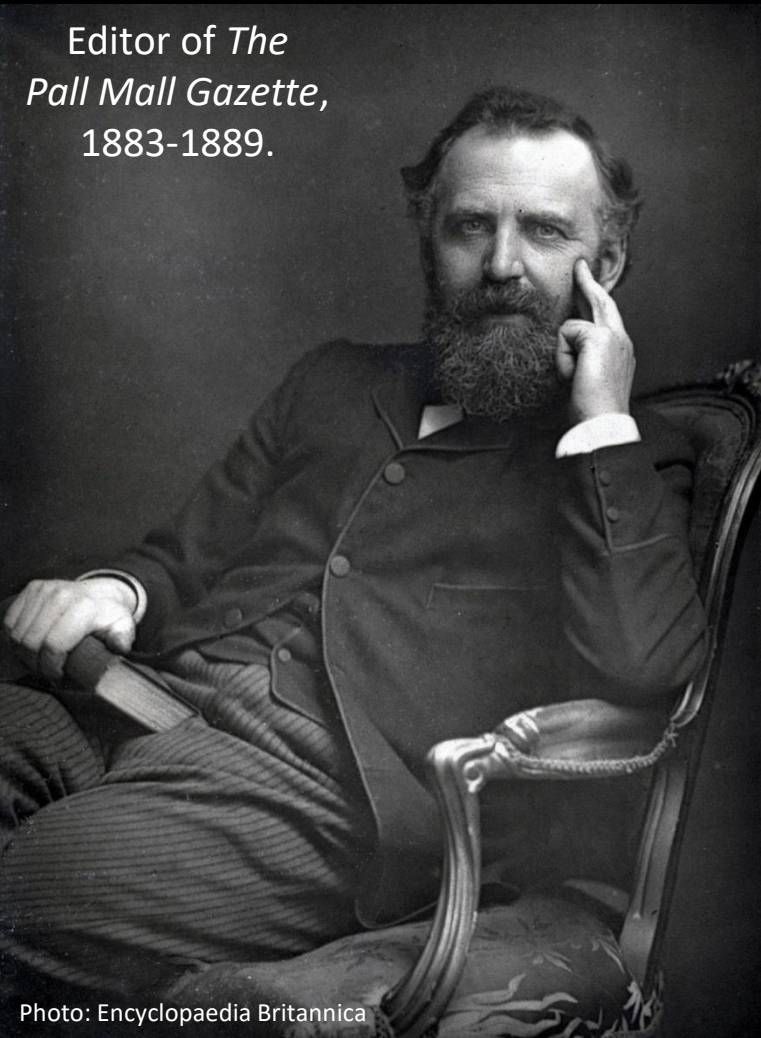


Photo: Encyclopaedia Britannica

William Thomas Stead... Spiritualist, pioneering investigative journalist and newspaper editor, in 1881.

British investigative journalist William T. Stead publishes an article in *The Pall Mall Gazette* titled '*How the Mail Steamer Went Down in the North Atlantic, by a Survivor*'. The article describes a disaster in which there is great loss of life due to a shortage of lifeboats. Stead writes: '*This is exactly what might take place if liners are sent to sea short of boats.*' In April 1912, W.T. Stead travels aboard *Titanic* and is among the 1,496 who perish in the disaster.

THE
PALL MALL GAZETTE
An Evening Newspaper and Review.

22 March 1909

The first keel plates are laid for 'Yard No. 401' – the 45,000-ton, triple-screw White Star liner *Titanic* – on slipway No. 3 at the Harland & Wolff shipbuilding yard in Belfast, Ireland.

Below: On adjacent slipway No. 2 in December 1908, the first keel plates are laid on the blocks for 'Yard No. 400' – *Titanic's* elder sister ship *Olympic*.

Photos: Harland & Wolff Collection, National Museums Northern Ireland



Above: The two new slipways under construction at Harland & Wolff in 1907.



Footnote: Most sources give the date of *Titanic's* keel laying as 31 March 1909. This slide is based on research undertaken by Brad Payne, whose articles can be viewed on 'Encyclopedia Titanica':
www.encyclopedia-titanica.org/titanic-keel-blocks.html
www.encyclopedia-titanica.org/the-laying-of-titanics-keel.html

22 March 1924



Above: Well-wishers bid *Olympic* farewell as she begins to move into the Hudson River on a voyage to Southampton, c.1922. Note the disturbed water from her turning propellers.

Shortly after leaving her berth at Pier 59 in New York, the White Star Line's 46,439-ton *Olympic* collides with the Furness Bermuda Line's 7,785-ton *Fort St. George*. The smaller ship is seriously damaged in the incident. *Olympic* suffers only relatively minor damage and continues her crossing to Cherbourg and Southampton.



Built in 1912 as *Wandilla* for the Adelaide Steamship Co., the liner was acquired by Furness Bermuda in 1921 and renamed *Fort St. George*. She was sold to Italian interests in 1935 and torpedoed and sunk in September 1942.

22 March 1987

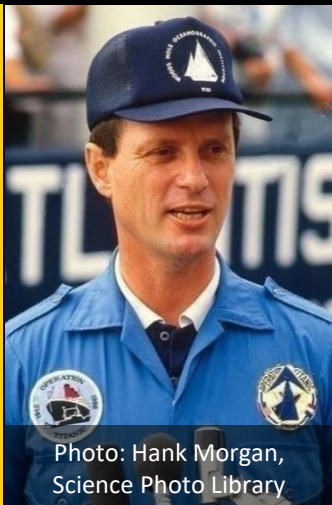
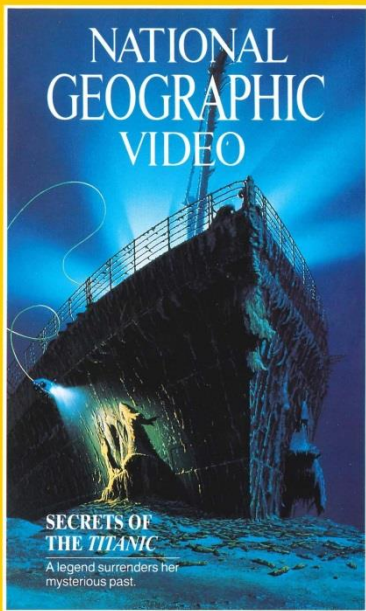


Photo: Hank Morgan,
Science Photo Library

Dr Robert D. Ballard
on 28 July 1986.

VHS release, 1989.

TUNE IN THE WORLD TELEVISION PREMIERE

SECRETS OF THE TITANIC

March 22 at 9:00 p.m. ET*
exclusively
on cable television
SuperStation WTBS

On April 10, 1912, the R.M.S. *Titanic* set sail on its maiden voyage – never to return. Now, more than 70 years later, descend with Dr. Robert Ballard into the dark waters of the North Atlantic to explore the remains of the famed luxury liner.

Look what's coming on other Sundays...

MARCH 1 – Roll down the back roads of Iowa with one of the last of the old-time tent circus shows.

MARCH 8 – Watch wild gorillas learn to coexist with humans in the volcanic mountains of Rwanda.

MARCH 29 – Join an expedition to climb the highest unconquered Himalayan peak in Bhutan.

These highlights only hint at the adventures you'll enjoy every week on National Geographic EXPLORER.

NATIONAL GEOGRAPHIC EXPLORER
Sundays at 9:00 p.m. ET*
Also Mondays at midnight ET 9:00 p.m. PT and Saturdays at 9:00 a.m. ET

SuperStation WTBS
GREAT AMERICAN TELEVISION

The National Geographic documentary *Secrets of the Titanic* premieres on television in the United States. Narrated by actor Martin Sheen, the 52-minute programme documents the expeditions of 1985-86 which located and explored the wreck of *Titanic*. It includes an interview with oceanographer Dr Robert D. Ballard, leader of the expedition in July 1986.

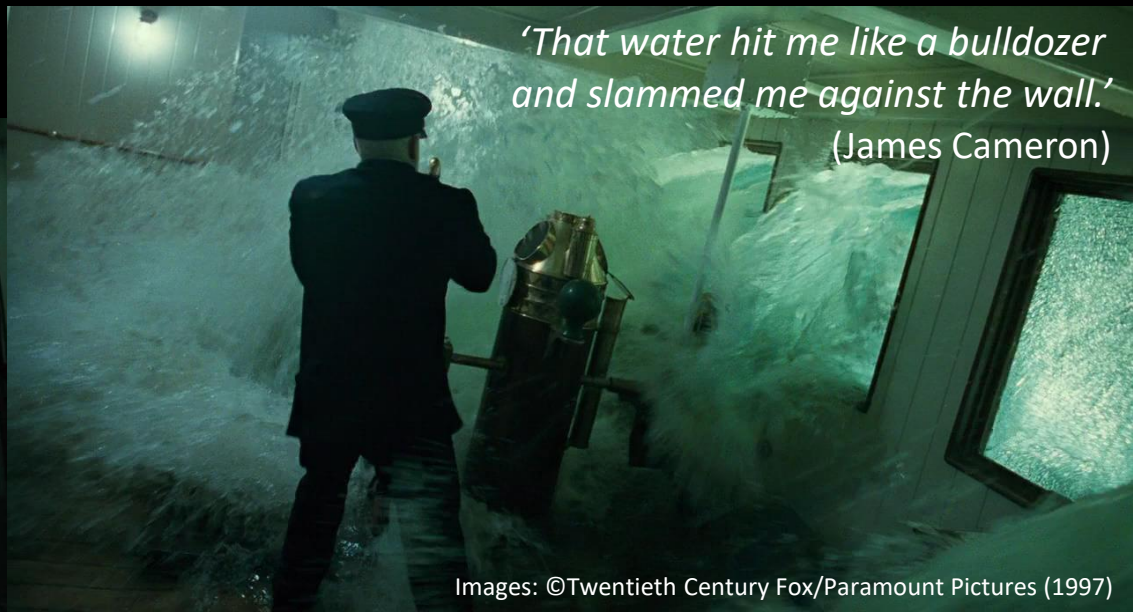
22 March 1997



Bernard Hill is not present for the final scene. His 'death' on *Titanic*'s flooded bridge had been filmed weeks earlier.



Filming wraps on James Cameron's *Titanic* after 165 days on set. The last scene features the demise of Captain Edward J. Smith as *Titanic*'s bridge windows implode. A stunt double stands in for actor Bernard Hill as Cameron himself films a half million pounds of water pouring through the pressurised glass.



'That water hit me like a bulldozer and slammed me against the wall.'

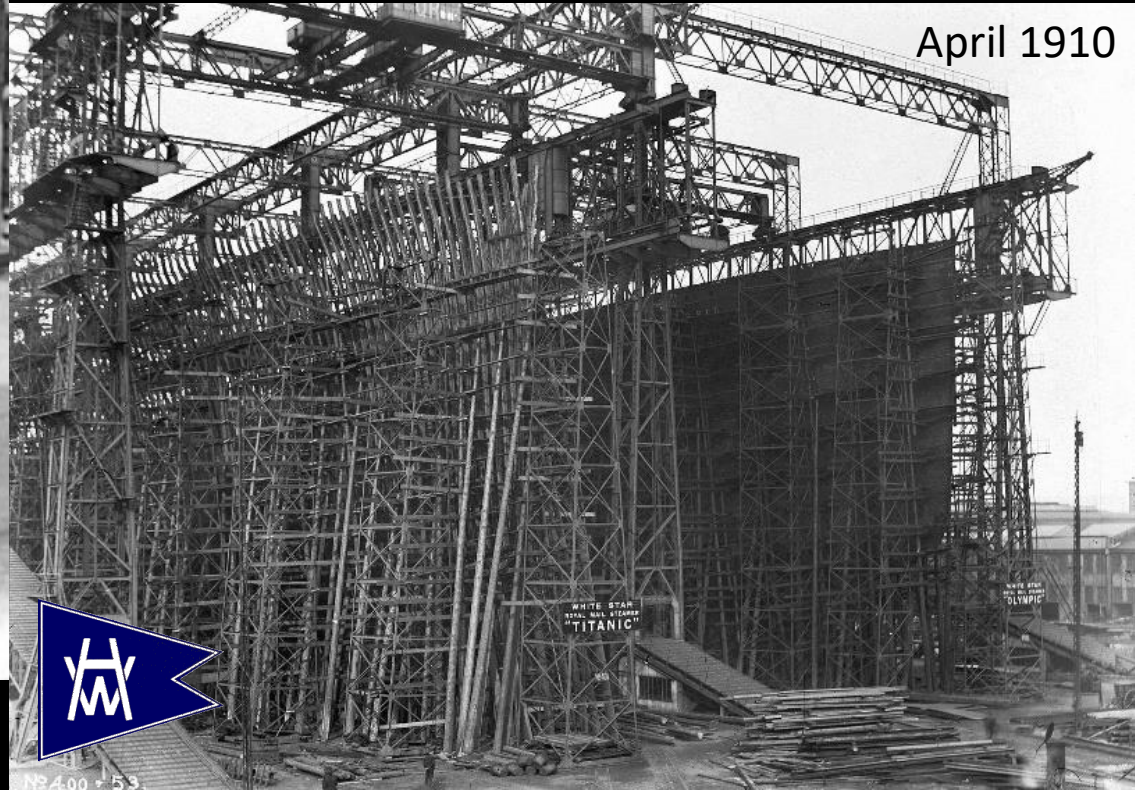
(James Cameron)

23 March 1910

White Star Line Chairman and Managing Director J. Bruce Ismay, and Harland & Wolff Chairman Lord William J. Pirrie, visit the shipyard at Belfast to inspect progress on the construction of the 45,000-ton sister ships *Olympic* and *Titanic*.



April 1910



Photos: Harland & Wolff Collection, National Museums Northern Ireland

Lord Pirrie (left) and J. Bruce Ismay at Harland & Wolff for the launch of *Titanic* on 31 May 1911.

23 March 1914

THE MOVING PICTURE WORLD

1501

VITAGRAPH

SPECIAL SERVICE FEATURE
IN THREE PARTS

Released by the General Film Company, Monday, March 23rd



Kidnapped in Japan from her husband, the young wife escapes from her villainous captors. She sails for America. The steamer strikes an iceberg and is lost in mid-ocean. Clinging to a part of the wreckage, the girl is saved. All trace of her husband is lost until she is rescued from a burning building, and they are strangely reunited.

**AN OVERTOWERING DRAMATIC MASTERPIECE
THE COMPOSITE OF ALL THAT IS THRILLING AND INTENSE
THE BIG DRAWING CARD OF 1914**

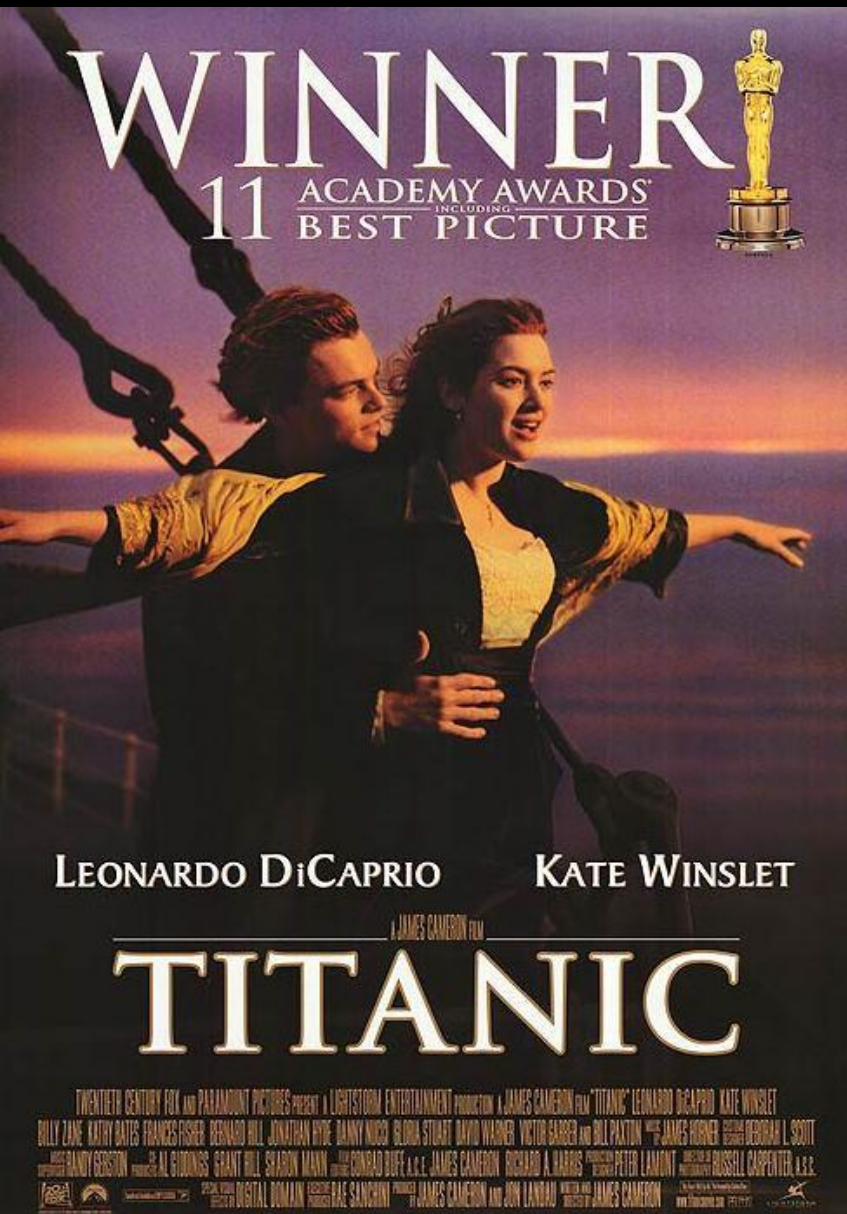
The General Film Company in the United States releases *Lost in Mid-Ocean*, the last silent film of the era featuring a *Titanic*-inspired storyline. Produced by the Vitagraph Company of America, the three-reel film is directed by Ulysses Davis with a script by Clarence G. Badger. Ulysses Davis (1872-1924) directed 86 silent films between 1911 and 1916.

'The striking of the steamer on the berg and its sinking are astonishingly real. The wreck views are not the whole of the picture's good things; for the story is clear, if convincing. It has a pretty heroine, although there is no strong acting in it from first to last ... Camera work is very good, for the most part.'

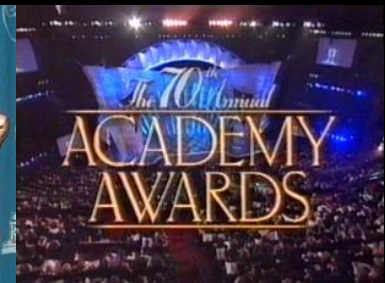
(Review in The Moving Picture World, 4 April 1914)

Movie poster featured in *The Moving Picture World*, 21 March 1914.

23 March 1998



James Cameron's *Titanic* wins a record-equalling eleven 'Oscars' at the 70th Academy Awards ceremony, including 'Best Picture' and 'Best Director'. The film wins in all but three of the categories for which it was nominated.



The ceremony is held at the Shrine Auditorium in Los Angeles, California.

James Cameron with his 'Oscars' for producing, directing and editing.

Photo: Academy of Motion Picture Arts and Sciences

24 March 1912



Photo: Phillip Bell

William Murdoch (left) aboard *Olympic* in June 1911, and Charles Lightoller aboard *Oceanic* in May 1909.

'It is difficult to convey any idea of the size of a ship like the Titanic ... it took me fourteen days before I could with confidence find my way from one part of that ship to another by the shortest route.'

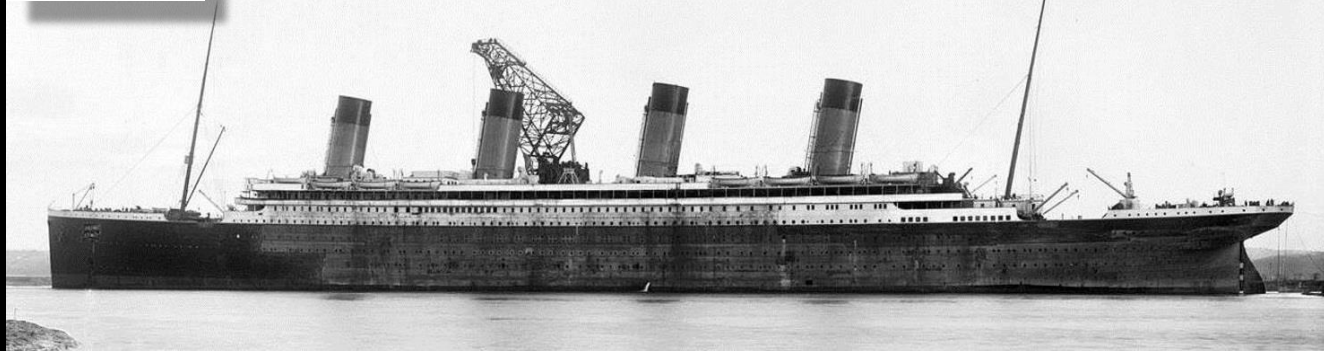
(Charles Lightoller, 1935)



William McMaster Murdoch (age 39) and Charles Herbert Lightoller (37) sign on *Titanic* as Chief Officer and First Officer, respectively. Murdoch had transferred from First Officer of *Olympic* and Lightoller from the same rank aboard *Oceanic*. The two officers are old shipmates, having trained in sail and served together aboard the White Star Line's *Medic* on the long route to Australia.

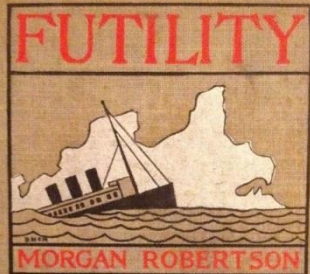
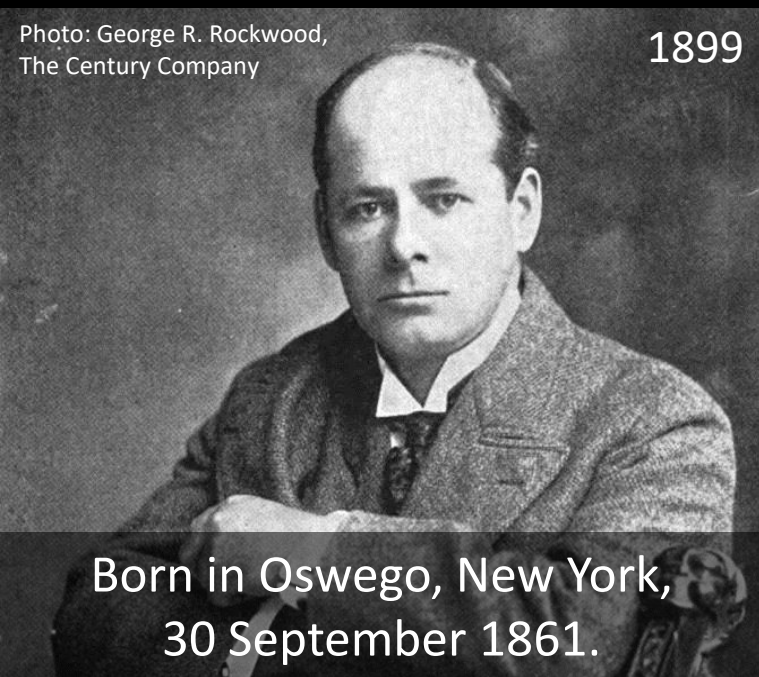
Titanic at Belfast, 8 March 1912.

Photo: Harland & Wolff Collection, National Museums Northern Ireland



24 March 1915

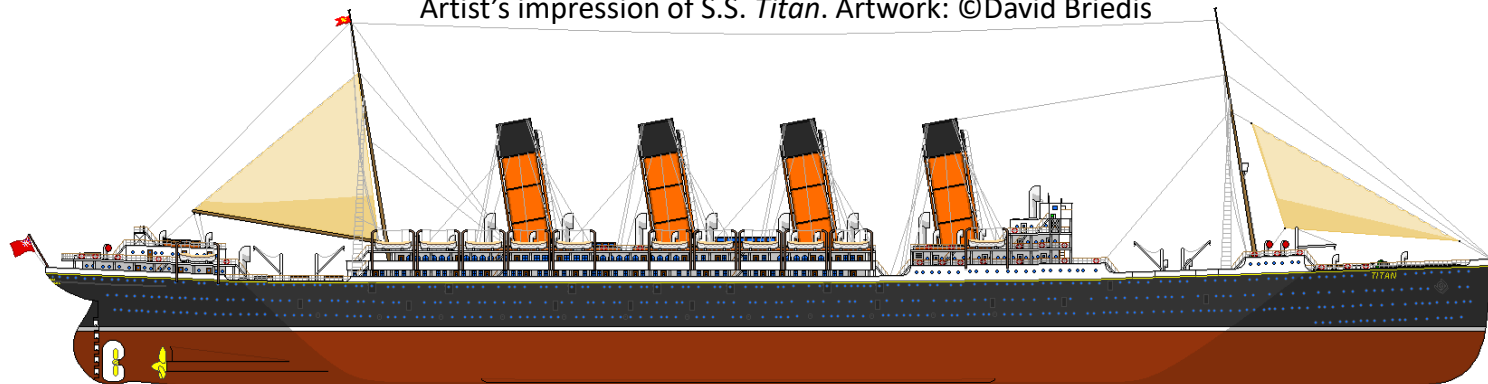
Morgan Andrew Robertson, an American author of sea stories and novels, dies at the age of fifty-three. His book *Futility* (later *The Wreck of the Titan*), published in June 1898, had eerie similarities with the *Titanic* disaster of 1912. Morgan's *Titan*, the largest ship in the world, struck an iceberg while crossing the North Atlantic and sank with terrible loss of life due to insufficient lifeboats.



Sincerely yours
Morgan Robertson

Published by
M.F. Mansfield,
New York, 1898.

Artist's impression of S.S. *Titan*. Artwork: ©David Briedis



25 March 1912 (1)

Form No. 19. Signal Letters (if any) *HVMP*

Transcript of Register for Transmission to Registrar-General of Shipping and Seamen.

Official Number <i>131428</i>	Name of Ship <i>Titanic</i>	No., Date, and Port of Registry <i>24 1912 Liverpool</i>
No., Date, and Port of previous Registry (if any)	<i>new vessel</i>	
Whether British or Foreign Built <i>British</i>	Whether a Sailing or Steam Ship; and if a Steam Ship, how propelled <i>Steamship Triple screw.</i>	Where Built <i>Belfast</i>
	When Built <i>1912</i>	Name and Address of Builders <i>Harland and Wolff Ltd. Belfast.</i>
Number of Decks <i>five & two partial</i>	Length from fore part of stem, under the bowsprit, to the aft side of the head of the stern post	Feet <i>853</i>
Number of Masts <i>two</i>	Length at quarter of depth from top of weather deck at side amidships to bottom of keel	Tenths <i>5</i>
Rigged <i>Schooner</i>	Main breadth to outside of plank <i>plating</i>	<i>849</i>
Stern <i>Elliptical</i>	Depth in hold from tonnage deck to ceiling at midships	<i>92</i>
Build <i>blucher</i>	Depth in hold from upper deck to ceiling at midships, in the case of three decks and upwards	<i>31</i>
Galleries		<i>59</i>
Head		<i>5.8</i>

Britain's Board of Trade assigns the signal letters 'HVMP' to the new *Titanic*.



c.1898

At 30 James Street, Liverpool, head office of the Oceanic Steam Navigation Company (White Star Line), *Titanic* is formally registered as being managed by Harold Arthur Sanderson, business partner of the company's Chairman and Managing Director, J. Bruce Ismay.



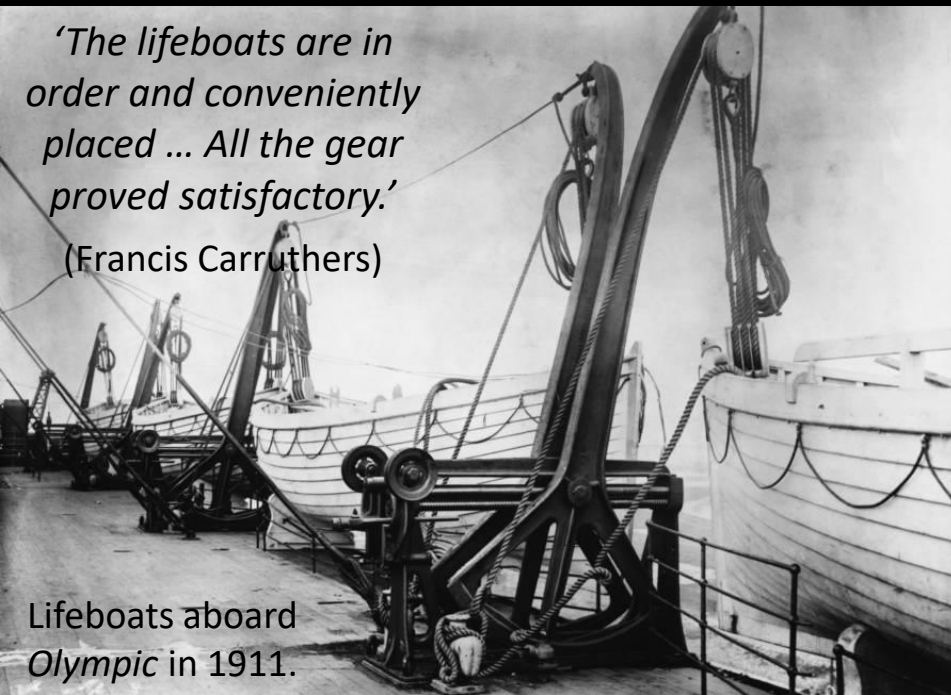
Herbert James Haddock. Born in Rugby, England, 27 January 1861.

In Southampton, Herbert James Haddock signs on as master designate of *Titanic*. He will relinquish command of the new liner to Edward John Smith in Belfast on 1 April 1912. *Titanic* is entered into the Liverpool Customs Register with the official number of 131,428.



Painting: ©Tatiana Yamshanova

25 March 1912 (2)



'The lifeboats are in order and conveniently placed ... All the gear proved satisfactory.'

(Francis Carruthers)

Lifeboats aboard *Olympic* in 1911.



Painting: ©Tatiana Yamshanova

First Officer Charles Lightoller supervises the lowering and raising of *Titanic's* lifeboats. The liner carries 14 standard lifeboats, two emergency cutters and four 'Engelhardt' collapsibles.

Titanic's life-saving equipment is tested at Belfast. The liner's sixteen lifeboats under davits on the Boat Deck are lowered, some all the way to the water, to test the operation of the 'Welin'-type davits and boat handling gear. Present is Francis Carruthers, the British Board of Trade's Engineer and Ship Surveyor at Belfast.

Titanic's twenty lifeboats have a total capacity of 1,178 souls. This figure exceeds the Board of Trade's regulations, last revised in 1894, by 17 percent. The Board of Trade certifies *Titanic* to carry a maximum of 3,547 passengers and crew.

25 March 1954



Spectators and celebrities gather outside the RKO Pantages Theatre for the 'Oscars' ceremony.



Photo: Los Angeles Daily News

Actor and presenter Kirk Douglas (second from right) with, from left, screenwriters Richard Breen, Charles Brackett and Walter Reisch.

Richard Breen, Charles Brackett and Walter Reisch win the 'Oscar' for 'Best Story and Screenplay' for the 20th Century-Fox film *Titanic*. The 26th Academy Awards ceremony is held at RKO Pantages Theatre in Hollywood, California. *Titanic* was released in theatres in April 1953.



Photo: Academy of Motion Picture Arts and Sciences

25 March 2012



WRITTEN BY OSCAR®, GOLDEN GLOBE® AND EMMY® WINNER JULIAN FELLOWES

David Calder portrays Captain E.J. Smith.

The first episode of the four-part period drama *Titanic*, created by Nigel Stafford-Clark and written by Julian Fellowes, premieres in the United Kingdom. Real and fictitious characters from the crew and three classes of passengers feature in the 184-minute production. The final episode screens on 15 April 2012, the centenary of the sinking.

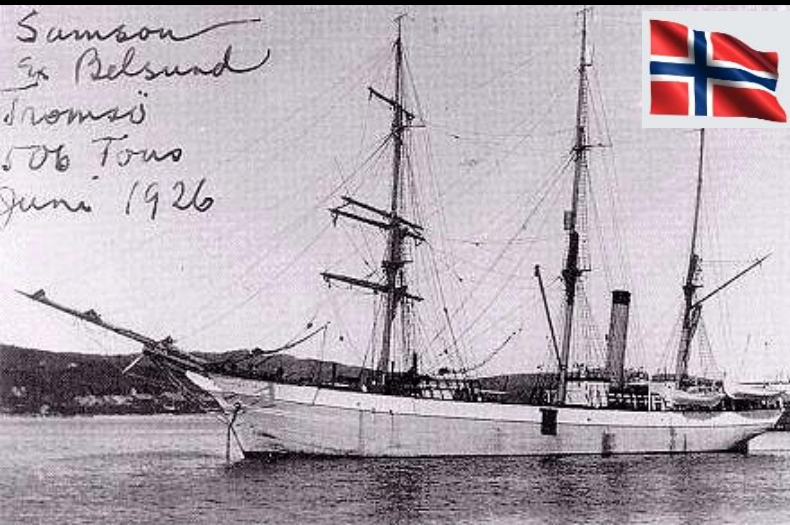
The drama receives mixed reviews from television critics:

'Exemplary entertainment.'
(John Doyle, *The Globe and Mail*)

'It completely misses the mark in terms of portraying the emotional and organizational chaos of the tragedy...'
(Brad Oswald, *Winnipeg Free Press*, 21 March 2012)



26 March 1963



The Norwegian sealer *Samson* in June 1926, claimed to be a candidate for the ship seen from the sinking *Titanic*.



Hendrik Naess

Hendrik Naess, a harpoon gunner aboard *Samson* in 1912, claimed that crew members saw rockets from a vessel about ten miles distant. Naess stated: *'The watchman on the bridge shouted that it was not stars, but lanterns. And he told us that he saw a lot of lights. Then suddenly some rockets appeared ... Then suddenly the lights went out, and it became dark.'*

Britain's BBC 'Home Service' radio broadcasts *'The Other Ship'*, an episode in its *Trial by Inquiry* series. It presents Leslie Harrison's theory that the Norwegian sealer *Samson* was the 'mystery ship' seen from the sinking *Titanic* on 15 April 1912. Harrison is the principal advocate of Stanley Lord, former master of the Leyland Line's S.S. *Californian*.



1958

Leslie Harrison

27 March 1912



Titanic's four junior officers join the new White Star liner at Belfast. Third Officer Herbert John Pitman (age 34), Fourth Officer Joseph Groves Boxhall (28), Fifth Harold Godfrey Lowe (29) and Sixth Officer James Paul Moody (24) report for duty to Chief Officer William McMaster Murdoch.

Image: *Lloyds Weekly News*

1909

Photo: Phillip Bell

Herbert Pitman
Harold Lowe



Joseph Boxhall
James Moody



Photo: Harold W.G. Lowe

Titanic at Belfast on 1 April 1912. This image was produced as a 'real photo postcard' (RPPC) by Hurst & Company of Belfast.



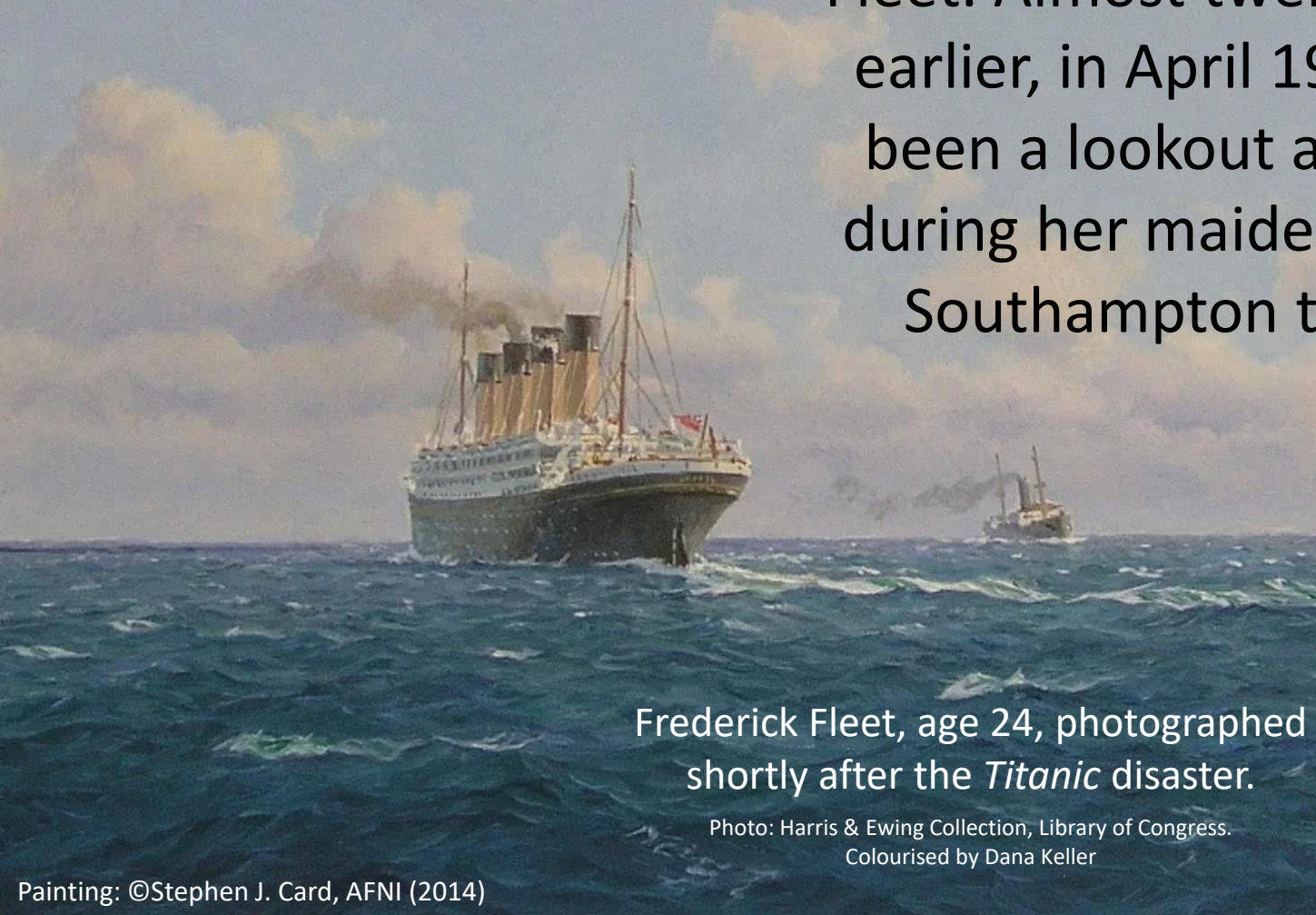
THE S.S. "TITANIC."
FOUNDERED APRIL 15th, 1912, ON HER ILL-FATED MAIDEN VOYAGE TO NEW YORK,
ONLY 705 BEING SAVED OUT OF A TOTAL OF 2,358 PASSENGERS AND CREW.

27 March 1935



Painting by Stephen J. Card depicts the 46,439-ton *Olympic* steaming eastbound in the North Atlantic, c.1927.

Olympic departs Southampton on her 257th, and final, round trip to New York. Aboard is 47-year-old Able Seaman Frederick Fleet. Almost twenty-three years earlier, in April 1912, Fleet had been a lookout aboard *Titanic* during her maiden voyage from Southampton to New York.



Frederick Fleet, age 24, photographed shortly after the *Titanic* disaster.

Photo: Harris & Ewing Collection, Library of Congress.
Colourised by Dana Keller



27 March 1940

Photo: Bain Collection,
Library of Congress



c.1910

Photo: Library of Congress



1911

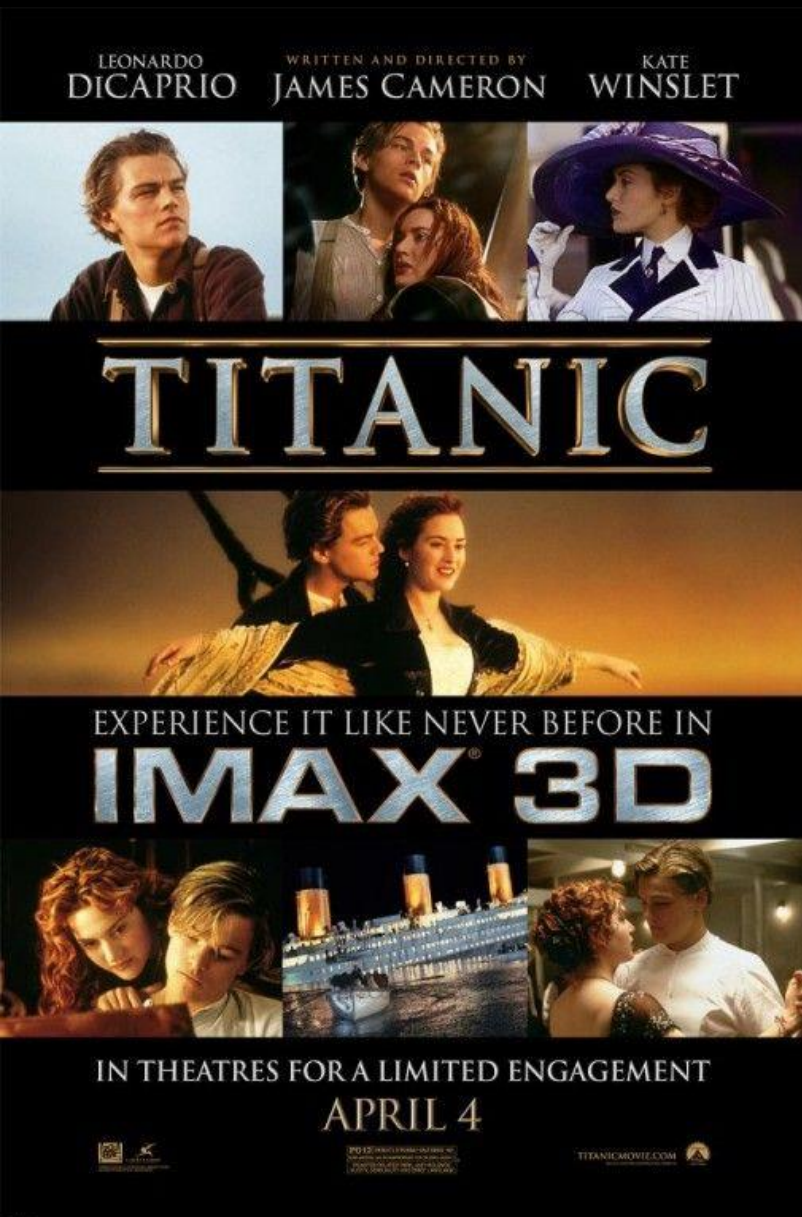
With her first husband,
John Jacob Astor IV.



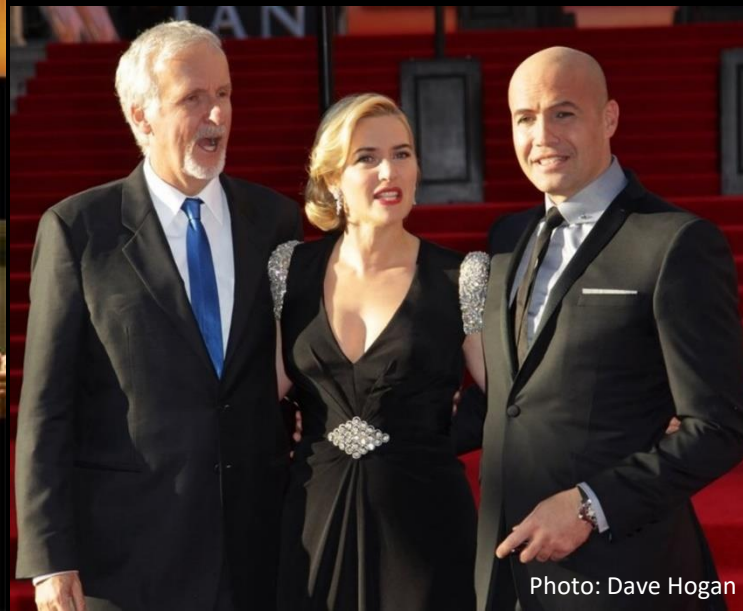
Madeleine Astor Dick, age 32, with her 13-year-old son
John Jacob Astor, during a North Atlantic crossing in 1925.

Almost 28 years after surviving the *Titanic* disaster, Madeleine Talmage Fiermonte dies aged 46. Married in September 1911 to multi-millionaire John Jacob Astor IV, she was five months pregnant when widowed in the tragedy in April 1912. Her son John Jacob Astor VI was born on 14 August 1912. Madeleine Astor married William Karl Dick in 1916 (divorced in 1933) and Enzo Fiermonte in 1933, whom she divorced in 1938.

27 March 2012 (1)



A digitally-remastered 3D edition of the 194-minute movie *Titanic* premieres at the Royal Albert Hall in London. The conversion to 3D of James Cameron's epic film took sixty weeks and US\$18 million to produce. It is released in theatres on 4 April 2012, six days before the centenary of the maiden voyage.



Director, producer and editor James Cameron with stars Kate Winslet (Rose DeWitt Bukater) and Billy Zane (Caledon Hockley) at the Royal Albert Hall in London on 27 March 2012.

Photo: Dave Hogan

27 March 2012 (2) 

Crown Publishers in the United States releases *Gilded Lives, Fatal Voyage*. The 352-page hardback by Hugh Brewster examines the life and times of selected passengers who travelled First Class aboard *Titanic's* tragic maiden voyage in April 1912.

Among those featured in the book are millionaires John Jacob Astor and Benjamin Guggenheim; Denver socialite Margaret Tobin Brown; American Presidential military aide Major Archibald W. Butt; writer Helen Churchill Candee; painter and sculptor Francis Millet; and silent film actress Dorothy Gibson.



THE TITANIC'S FIRST-CLASS PASSENGERS AND THEIR WORLD

Gilded Lives, Fatal Voyage

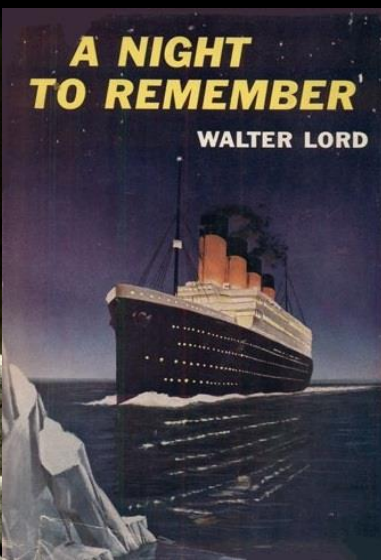


HUGH BREWSTER



'A fascinating and engaging account of the Titanic disaster ... I feel certain it will quickly be regarded as a standard work on the subject.' (George Behe, 2012)

1939



First published in
November 1955.

Left: Pages from the TV Guide, New York, for the week of 24-30 March 1956.

'A new plateau of achievement.'

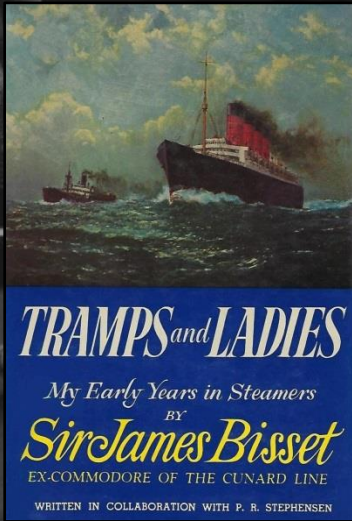
28 March 1967



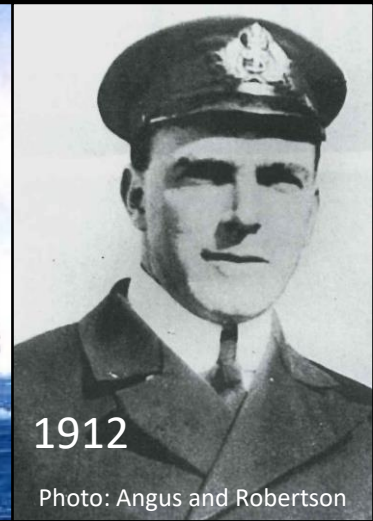
Aboard *Queen Elizabeth*
in October 1946.

Photo: Douglas Miller/Hulton Archive

Retired Cunard Line Commodore Sir James Bisset, Second Officer of *Carpathia* in April 1912 and Captain of *Queen Mary* and *Queen Elizabeth* during World War II, passes away at the age of 83. His book *Tramps and Ladies, My Early Years in Steamers* (1959) included memories of his service aboard *Carpathia* and the rescue of *Titanic's* survivors.



R.M.S. *Carpathia* (1903-1918) on 15 April 1912.



1912

Photo: Angus and Robertson

28 March 2012

'This sculpture celebrates the legacy of shipbuilding in Belfast, the hopes, the dreams, the achievements by generations of working men, yardmen... These Titanic yardmen are responsible for creating the most iconic ship in maritime history, through them history and myth are now riveted together.'
(Ross Wilson, 28 March 2012)

Harland & Wolff shipyard workers on Queen's Road, Belfast in May 1911.



Photo: RMS Titanic100.com

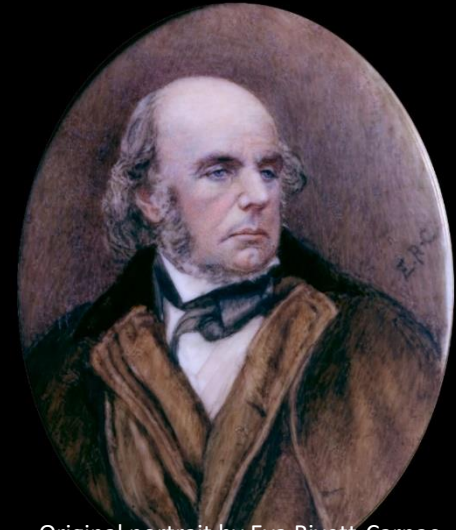


A sculpture honouring generations of Belfast shipbuilders and shipyard workers is unveiled in Ballymacarrett, Belfast, by First Minister Peter Robinson. Designed by sculptor Ross Wilson, 'Titanic Yardmen 401' is a tribute to the workers' life and legacy.

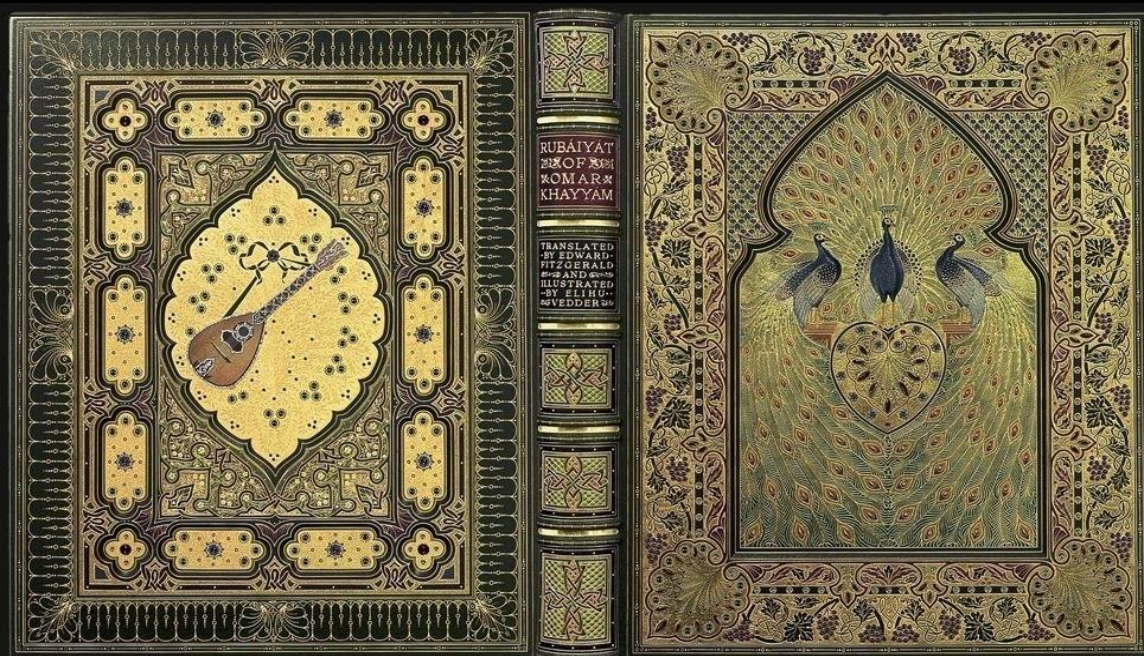
29 March 1912

The book consists of a selection of four-line stanzas (quatrains, or *rubáiyát*) attributed to Omar Khayyam (1048-1131), “the Astronomer-Poet of Persia.”

A bejewelled copy of the *Rubáiyát of Omar Khayyám*, translated by Edward FitzGerald in 1859, is sold at auction in London for £405 (US\$2,025). Destined for its new owner in the United States, the book is packed and later loaded aboard the White Star liner *Titanic*.



Original portrait by Eva Rivett-Carnac, National Portrait Gallery, London



Poet and writer Edward FitzGerald (1809-1883). He was born in March 1809, one hundred years before the keel of R.M.S. *Titanic* was laid. The edition of the book he translated remains entombed within *Titanic's* bow section.

29 March 2012

Photo: National Geographic Society



Photo: Jeff Martin



National Geographic Chairman and Chief Executive Officer Jeff Fahey (left) and co-discoverer of *Titanic's* wreck, Dr Robert D. Ballard, at the opening of the exhibition.

Titanic: 100 Year Obsession opens at the National Geographic Museum in Washington, D.C. Organised to mark the centenary of the disaster, the exhibition includes information gathered during filmmaker James Cameron's 33 dives to the wreck, an 18-foot scale model of the liner and a replica of *Titanic's* wireless room. The exhibition runs until 8 July 2012.

Photos: Jeff Martin



Detail of lifeboat No. 4 used in James Cameron's movie *Titanic* (1997) and a model of *Titanic's* bow section from the same film.

30 March 1912



Captain Edward John Smith in his 'summer whites' on the Boat Deck of *Olympic* in mid-1911.

Olympic berths in Southampton at the end of her 18th trans-Atlantic crossing. It is Edward J. Smith's final voyage in command of the liner before travelling to Belfast, Ireland, where he will assume command of the White Star Line's new *Titanic*.

The clean lines of *Olympic* are evident in this view of the ship in Southampton Water in early 1912.

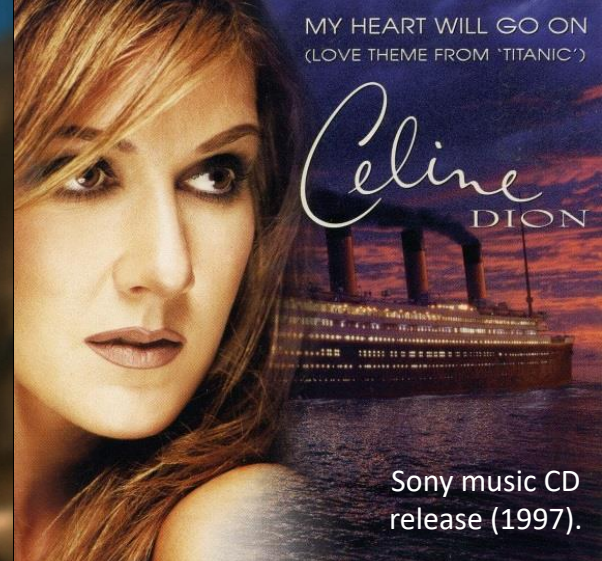
Photos: Mary Evans Picture Library,
National Archives, London



30 March 1968



Photo: Jim Smeal



Sony music CD
release (1997).

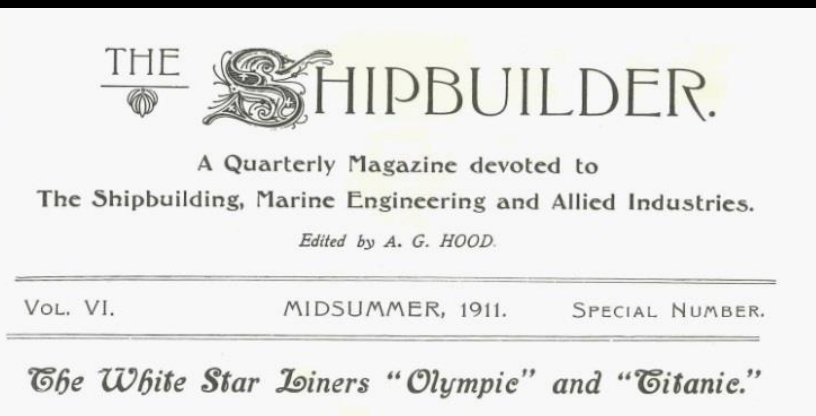
Céline Dion at the Academy Awards on 23 March 1998. She wears the 'Heart of the Ocean' from James Cameron's *Titanic*.

Céline Marie Claudette Dion is born in Charlemagne, Quebec, Canada. Emerging as a teen star in the 1980s with a series of French-language albums, she later learned English and signed with Epic Records in the United States. Céline Dion achieved worldwide fame in the 1990s with several English-language songs, including, in 1997-98, the love theme and best-selling single *My Heart Will Go On* from James Cameron's *Titanic*.

31 March 2009



A little over one hundred years after construction began on the White Star liner *Titanic*, E.C. Parker & Co. (Services) Ltd. releases a facsimile of the 1911 special number of the quarterly magazine *The Shipbuilder*. Edited by A.G. Hood, the 130-page issue was devoted to the 45,000-ton sister ships *Olympic* and *Titanic*.



The reprint includes the original seventy-eight pages of advertisements, colour plate, fold-outs of the ships' elevation and deck plans, schematics of the engines and boilers, and artists' impressions of the public rooms and accommodations. It is printed in the original typeface.

31 March 2012

‘Titanic Belfast’ is officially opened after three years construction. It is located adjacent to the former Harland & Wolff slipways, drawing offices and administration building in Belfast’s ‘Titanic Quarter’.

Photo: Graeme Jupp

2012



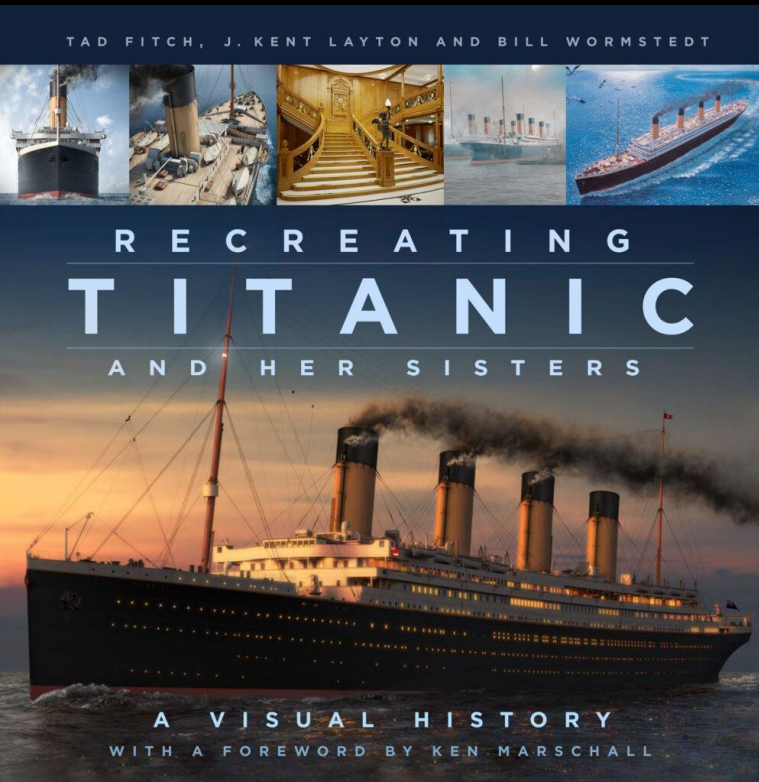
Designed and constructed by Eric Kuhne and Associates, the entire complex costs £101 million.

Photo: Titanic Belfast



‘Titanic Belfast’ features five levels and tells the complete story of *Titanic* and her connection with the city and its people.

31 March 2022



Five hundred copies are signed and numbered by authors Tad Fitch, J. Kent Layton and Bill Wormstedt. Each book comes with a specially designed bookplate and certificate of authenticity.

'Well done to the authors - but even more so, a huge congratulations to the wonderful array of artists featured in the book whose work will be given a greater platform and wider audience thanks to this fantastic book.' (Dan Parkes, *Titanic* researcher/filmmaker)

The History Press in England publishes *Recreating Titanic and Her Sisters: A Visual History*. The full colour, 192-page hardback features paintings and digital renderings of the sister ships *Olympic*, *Titanic* and *Britannic*. The work of several artists from around the world is included. Maritime artist and historian Ken Marschall contributes the foreword.

Painting: ©Tatiana Yamshanova, Will Kindler Collection



Digital artwork: ©Vasilije Ristovic

1 April 1873

Wood engraving published in
Harper's Weekly, April 1873.



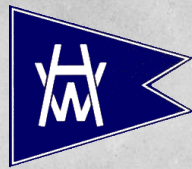
Built by Harland & Wolff, Belfast.
Launched: 26 November 1870.
Length: 421 feet (128 m); Beam:
41 feet (13 m); Speed: 14½ knots;
Passengers: 1,166; Crew: 143;
Maiden voyage: 8 June 1871.



"The Wreck of the Atlantic"
by E.A. Bollinger. Lithograph
by Currier & Ives, 1873.

The White Star liner *Atlantic* (3,707 tons), en route from Liverpool to New York, strikes rocks and founders off Terence Bay in Nova Scotia, Canada. Of the 952 passengers and crew, at least 535 perish in the disaster, including all but one of the 345 women and children. The death toll remains a record for a White Star Line vessel until *Titanic* sinks on 15 April 1912.

1 April 1911

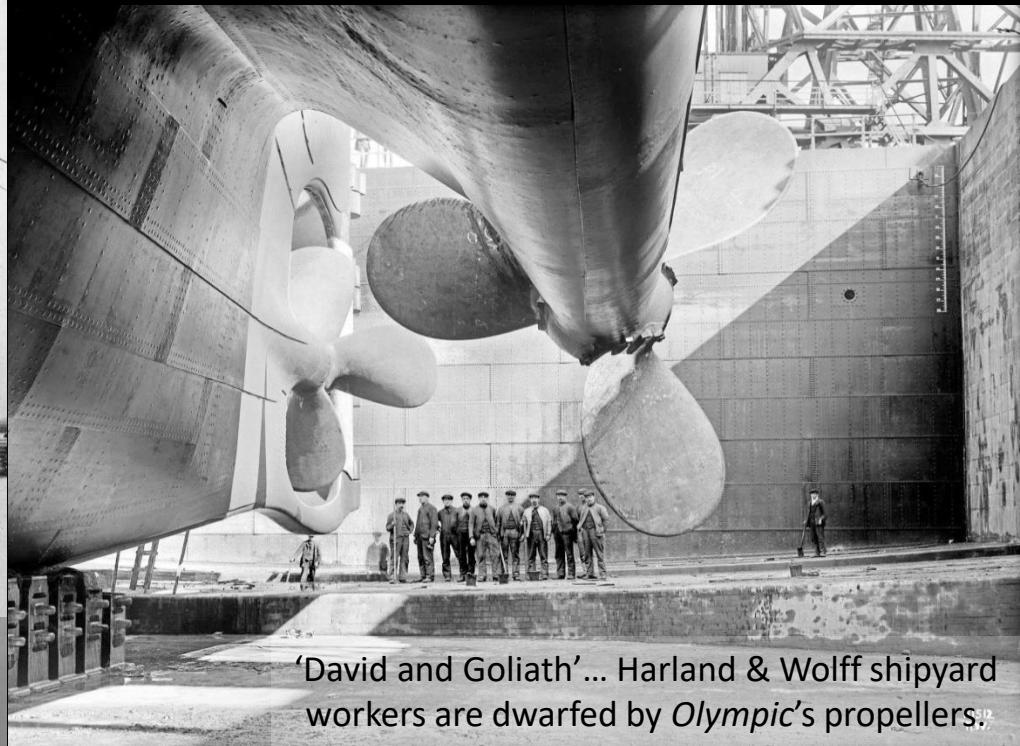


The dock is owned
and operated by
the Belfast Harbour
Commissioners.



Olympic becomes the first ship
to enter the new graving dock
at Belfast. Specifically built to
accommodate *Olympic*, *Titanic*
and *Britannic*, it has a maximum
length of 887½ feet, is 100 feet
wide and costs almost £350,000.

Photos: Harland & Wolff Collection, National Museums Northern Ireland

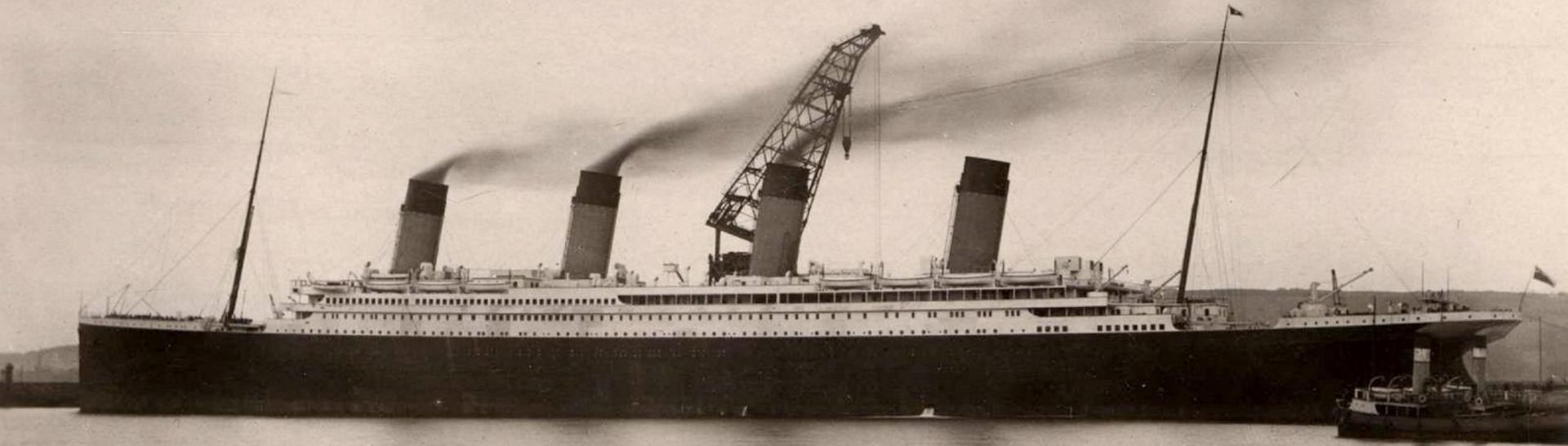


The world's largest ship (45,324 tons)
is warped into the world's largest graving dock.

'David and Goliath'... Harland & Wolff shipyard
workers are dwarfed by *Olympic's* propellers.

1 April 1912 (1)

'Everything was in readiness for the sailing of the leviathan, but owing to the unfavourable weather conditions, it was considered inadvisable to make the attempt, having regard to the narrowness of the channel.' (Belfast News-Letter, 2 April 1912)



Wind gusts blow smoke from *Titanic*'s funnels. Behind the third funnel is Harland & Wolff's 200-ton floating crane.

Photo: From a Hurst & Co. real photo postcard



Captain E.J. Smith

Strong winds at Belfast cause the scheduled sea trials of *Titanic* to be postponed for twenty-four hours. Edward J. Smith assumes command from Herbert J. Haddock. Crew members continue to sign on for the delivery voyage to Southampton.

1 April 1912 (2)



"All the News That's
Fit to Print."

The New York Times.

An advertisement appears in the morning edition of *The New York Times* for sailings from New York of 'The Largest and Finest Steamers in the World'. The White Star Line's *Olympic* is scheduled to sail on 13 April with *Titanic* departing seven days later on the return leg of her first voyage. Also listed is a voyage on 11 April for the Cunard liner *Carpathia*. Two of the ships will sail as scheduled, but not the third...

11 T. 1912.

15

STEAMSHIP NOTICES.

STEAMSHIP NOTICES.



The Largest and Finest Steamers in the World

New	OLYMPIC	Sail	APRIL 13³
45,000		from	P.M.
Tons			MAY 4, 25
Each	TITANIC	NEW	APRIL 20
		YORK	JUNE 13, JULY 6
			MAY 11, JUNE 1
			JUNE 23, JULY 13

FRENCH A LA CARTE RESTAURANT, TURKISH & ELECTRIC BATHS,
SWIMMING POOL, FOUR ELEVATORS, GYMNASIUM,
VERANDAH CAFE, PALM COURT, "SQUASH RACQUET COURT"

American

N. Y.—Plymouth—Cherbourg—Southampton.
St. Paul, May 4, 9:30 a. m. | Phila. . . . May 18
St. Louis, May 11, 9:30 a. m. | New York, May 25
Philadelphia—Queenstown—Liverpool
Sailings Saturdays at 10 A. M. (Pier 53)
One Class Cabin Service (II).
Haverford. . . May 4 | Dominlon . . . May 23
Merion . . . May 18 | Haverford . . . June 8

Red Star

LONDON—PARIS, via DOVER—ANTWERP
Finland, Apr. 6, 10 a. m. | Lapland. . . Apr. 20
Vadland, Apr. 13, 10 a. m. | Kr. Island. . . Apr. 27
*Will call at Plymouth in place of Dover.
PHILADELPHIA—ANTWERP
Sailings Fridays, 10 A. M. (Pier 53).
One Class Cabin Service (II).
Menominee. . . Apr. 12 | Marquette . . . May 10
Manitou . . . Apr. 26 | Menominee . . . May 24
Passenger Office, 1319 Walnut Street.

Atlantic Transport

New York—London Direct.

Min'tonka, Apr. 3, 9 a. m. | M'tonka, Apr. 13
Min'haha, Apr. 6, 10:30 a. m. | M'tonka, May 4

White Star

N. Y.—Plymouth—Cherbourg—Southampton
Oly'ple (n.), Apr. 13, 3 p. m. | Oceanic. . . Apr. 27
Titanic (n.), Apr. 20, noon | Oly'ple (n.), May 4
New York—Queenstown—Liverpool
Adriatic. . . . Apr. 4 | Cedric . . . Apr. 18
Baltic. . . . Apr. 11 | Celtic . . . Apr. 23

FROM BOSTON TO THE MEDITERRANEAN

CRETIC, April 8, 5 p. m.; May 18, June 29.
CANOPIC, April 27, 5 p. m.; June 8, July 12.
Freight Offices, 406-8 Bourse Building.

CUNARD

Fastest, Finest, Largest Quadruple-Screw
Turbine Steamships in the World

MAURETANIA APR. 3, 1 A.M. LUSITANIA APR. 17, 1 A.M.
APR. 24, 1 A.M. MAY 8, 1 A.M.

CARONIA CAMPANIA CARMANIA

April 10, 10 A. M. June 1 May 15, 1 A. M. June 26 May 18, 10 A. M. July 13
May 4, 10 A. M. June 29 June 5, 1 A. M. July 17 June 15, 10 A. M. Aug. 10

The "LUSITANIA," "MAURETANIA" and "CAMPANIA" will sail from New York at 1 a. m. Wednesdays, subject to the discretion of the Commander.

LIVERPOOL, LONDON, PARIS, BERLIN, VIENNA
VIA QUEENSTOWN AND FISGUARD

Mauretania and Lusitania do not stop at Queenstown, east bound.

New York—Mediterranean—Adriatic Service

CALLING AT MADEIRA, GIBRALTAR, GENOA, NAPLES, TRIESTE, FIUME

CARPATHIA SAXONIA PANNONIA IVERNIA

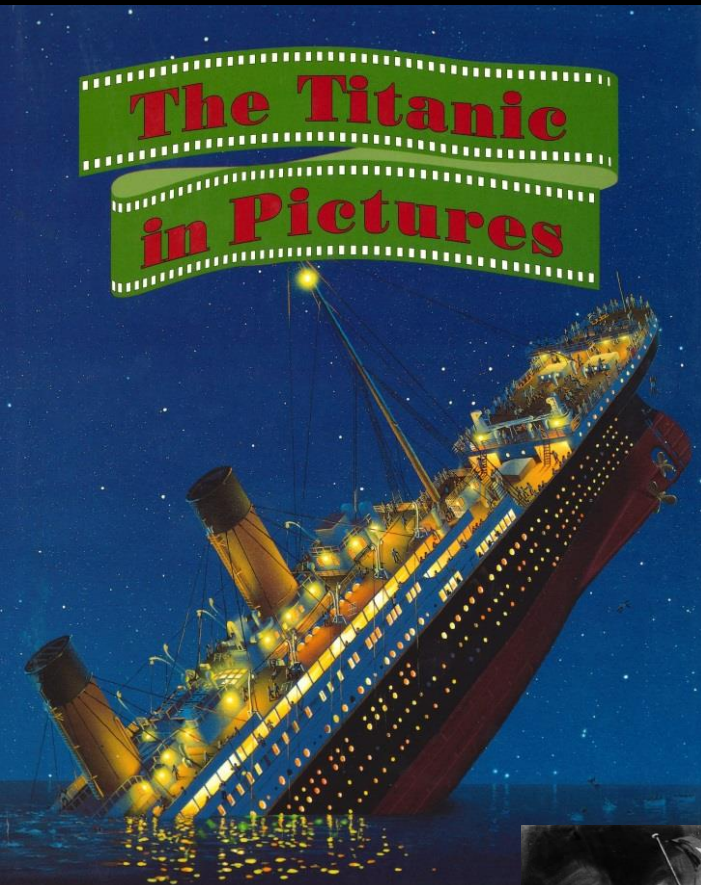
a APRIL 11 noon A. ILL. 25 noon a b MAY 2 noon MAY 16 noon
a MAY 30 noon JUNE 12 noon a b JUNE 20 noon JULY 3 noon

a b Madeira, b Genoa. Quotations furnished for any Tour. Around the World.

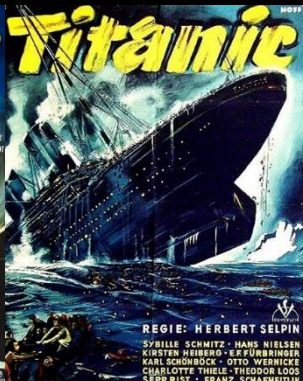
Special through rates to Egypt, the Far East, South Africa and South America.
PIERS FOOT W. 14TH ST., N. RIVER OFFICES, 24 STATE ST., N. Y. OP. BATTERY
JAMES HOGAN, G. P. A., 696 Chestnut St.

1 April 1995

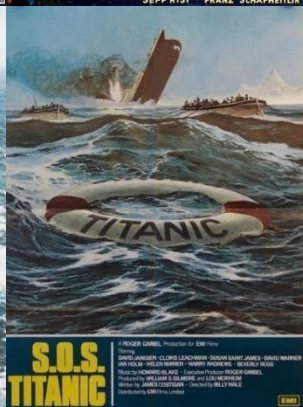
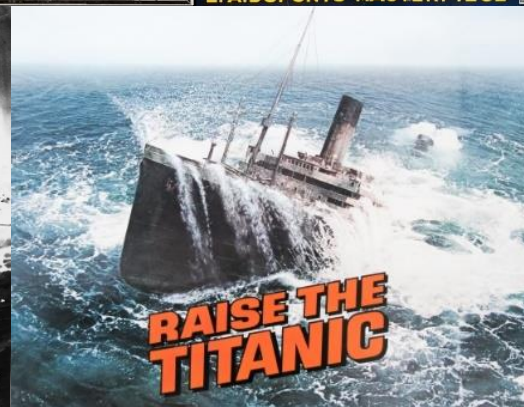
Wordsmith Publications in England releases *The Titanic in Pictures*. Author and historian Simon Mills reveals how *Titanic's* story was told through the medium of film and television from American and German silent films in 1912 to television shows in the 1980s.



Simon Mills

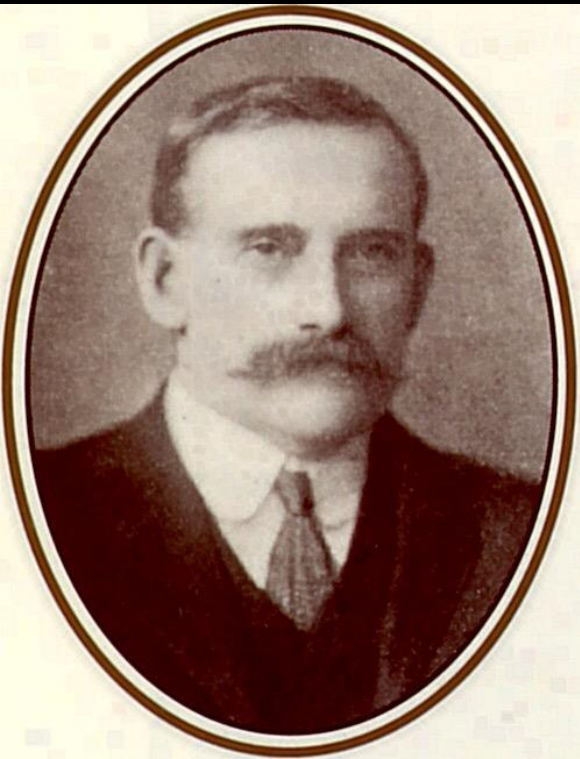


TITANIC in Emotion...in Spectacle...in Climax...in Cast!

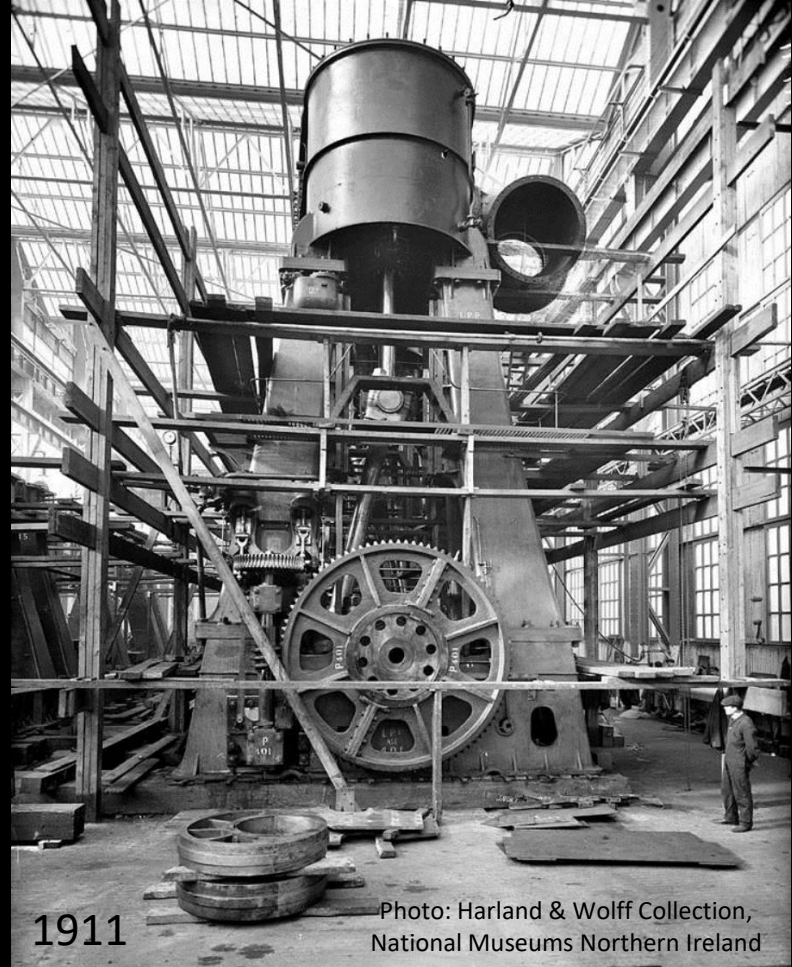


2 April 1912 (1)

A reciprocating engine under construction.



Born on 12 March 1861 in Farlam, Cumbria, England, Joseph Bell joined the White Star Line in 1885. He was promoted to Chief Engineer in 1891 and served thereafter aboard several White Star Line vessels. Joseph Bell was Chief Engineer on *Olympic's* maiden voyage in June 1911. He lost his life in the *Titanic* disaster.



Thirty-one engineers, including Chief Engineer Joseph Bell, officially join *Titanic* and sign the ship's articles at Belfast for the maiden voyage to New York. Fifty-one-year-old Joseph Bell supervised the design, construction and installation of boilers and engines aboard sister ships *Olympic* and *Titanic*.

2 April 1912 (2)

'... as the hawsers were cast off, the Titanic – the largest vessel in the world – floated proudly on the water, a monument to the enterprise of her owners and the ingenuity and skill of the eminent firm who built her.' (Belfast News-Letter, 3 April 1912)



"Farewell to Belfast"
©Harley Crossley

With the landing bridge at the fitting-out wharf removed, tugs prepare *Titanic* for trials in Belfast Lough and the Irish Sea.

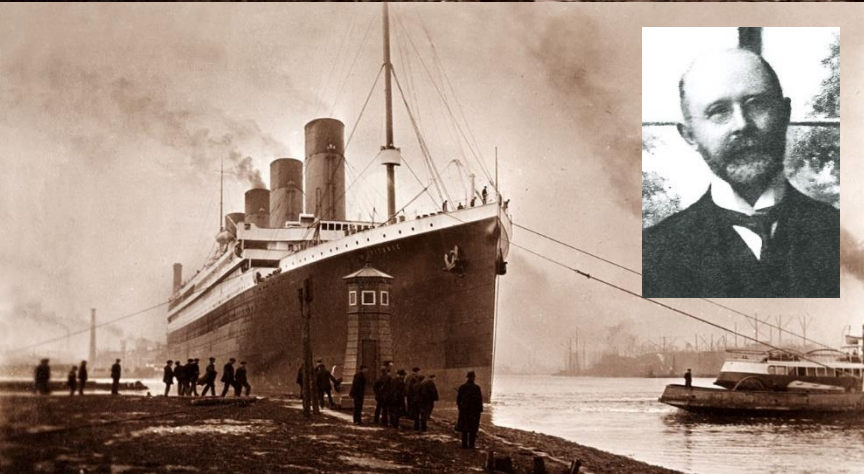
2 April 1912 (3)

'She was at once taken in tow by powerful tugs ... and the crowds of spectators who had assembled on both sides of the river raised hearty cheers.' (Belfast News-Letter, 3 April 1912)

Tugs from Liverpool and Belfast manoeuvre *Titanic* from the deep-water wharf at Harland & Wolff into Victoria Channel, Belfast.



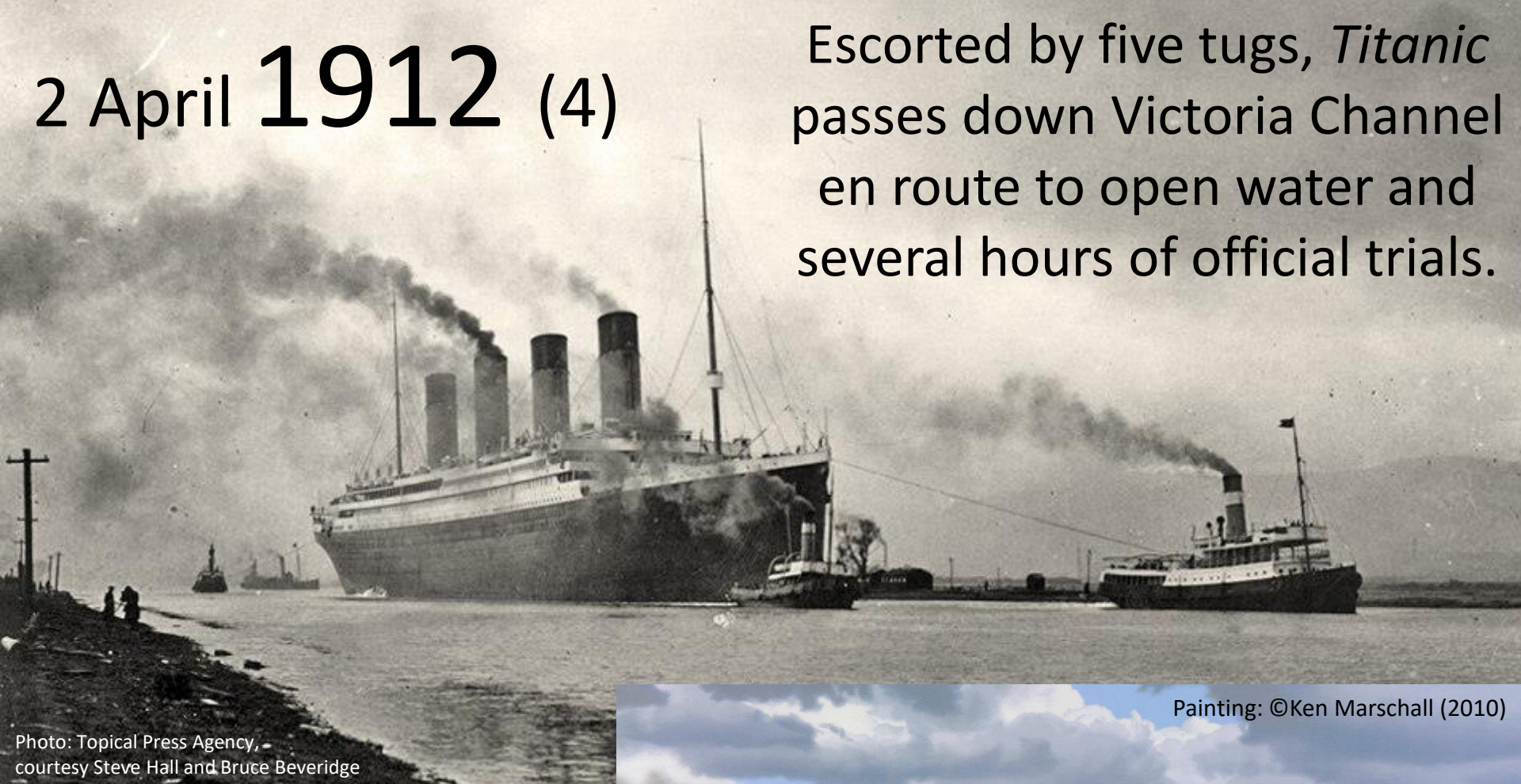
Photos: John Kempster,
Steve Raffield Collection



Waiting to record *Titanic's* departure is Harland & Wolff electrical engineering manager John W. Kempster (1864-1947). The album containing his thirteen images of the new liner is not revealed until 2014.

2 April 1912 (4)

Escorted by five tugs, *Titanic* passes down Victoria Channel en route to open water and several hours of official trials.



Painting: ©Ken Marschall (2010)



'The mammoth vessel presented an impressive spectacle, looking perfect from keel to truck.' (Belfast News-Letter, 3 April 1912)

Tugs let go their lines as *Titanic* prepares to get under way for the first time. The completed liner measures 46,328.57 gross registered tons, with a net registered tonnage of 21,831.

2 April 1912 (5)

*'Good for one year
from today, 2.4.12.'*

(Francis Carruthers)

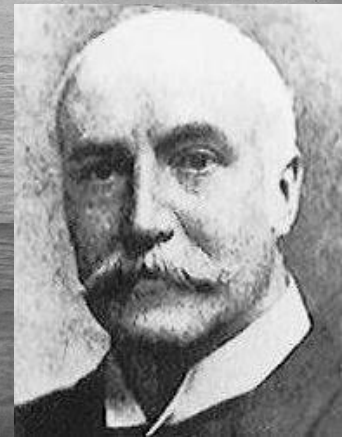
Following her trials, *Titanic* returns to Harland & Wolff where the Board of Trade's representative, Francis Carruthers, signs her certificate of seaworthiness.

Photo: Harland & Wolff Collection,
National Museums Northern Ireland



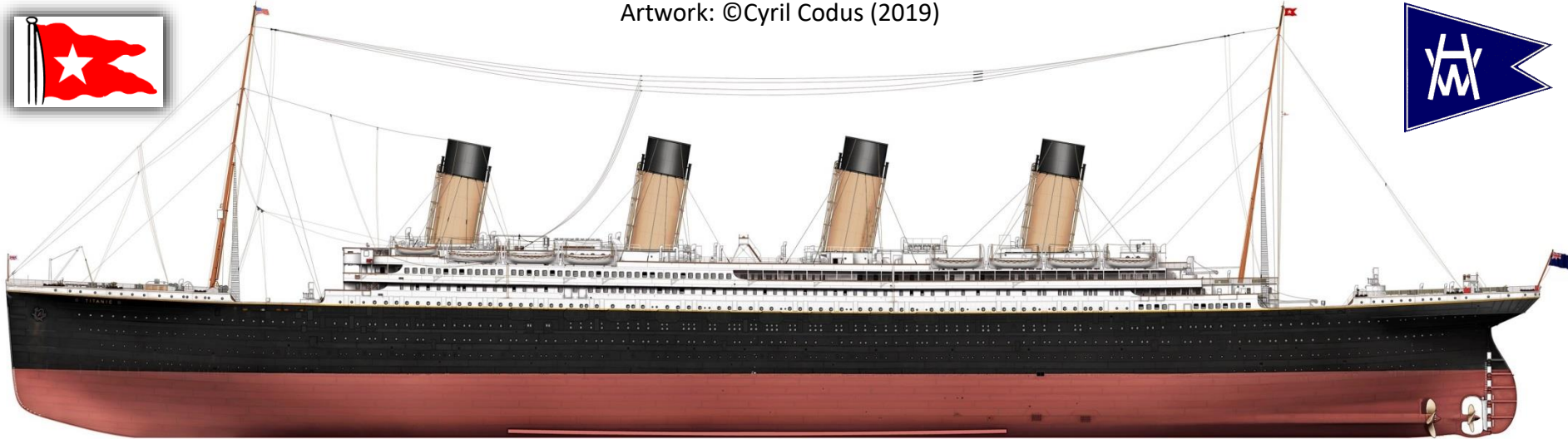
H1721.
R.W.

The White Star Line's representative, Harold Sanderson (1859-1932), formally accepts *Titanic* from her builder, Harland & Wolff, Ltd.



2 April 1912 (6)

Titanic... a name derived from the Titans of Greek mythology.



With formalities completed between White Star Line and Harland & Wolff officials, *Titanic* departs Belfast at around 8:00 pm on her delivery voyage to Southampton. Her maiden voyage to Cherbourg, Queenstown and New York is scheduled for 10 April 1912.

Vital statistics...

Gross tonnage: 46,328.57
Displacement: 52,310 tons
Length: 882 ft 9 in (269.1 m)
Beam: 92 ft 6 in (28.2 m)
Draught: 34 ft 7 in (10.5 m)
Depth: 64 ft 6 in (19.7 m)
Height (keel to funnels):
175 feet (53.3 metres)

2 April 1992

MAIB
MARINE ACCIDENT INVESTIGATION BRANCH

RMS "TITANIC"

Reappraisal of Evidence

Relating to

SS "CALIFORNIAN"

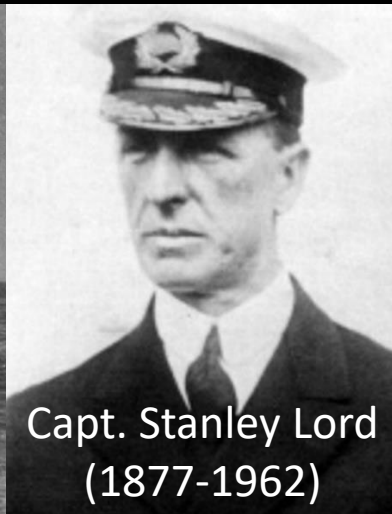


Britain's Marine Accident Investigation Branch (MAIB) releases its report of a 'Reappraisal of Evidence Relating to S.S. *Californian*'. Captain Thomas Barnett and Deputy Chief Inspector Captain James De Coverly concur on certain aspects but disagree on other matters. Supporters of Captain Stanley Lord are confident the report will exonerate him, but its findings are inconclusive.

Californian on 15 April 1912.



Photo: Louis M. Ogden



Capt. Stanley Lord
(1877-1962)

'The Inspector considers that Titanic was seen by Californian and kept under observation from 2300 hrs or soon after on 14 April until she sank.'

'Neither party will be entirely satisfied with this report.'

2 April 1997



Bushell's death occurs on the 85th anniversary of *Titanic* completing her trials at Belfast (2 April 1912).

British film and television actor/director Anthony Bushell dies in Oxford, England, at the age of 92. Bushell appeared in more than fifty films from 1929 to 1961, including the role of Captain Arthur Rostron of the Cunard liner *Carpathia* in the 1958 movie *A Night to Remember*.

Anthony Bushell had a total of 3 minutes and 45 seconds screen time in *A Night to Remember*. The last lines in the 123-minute film were spoken by his character. In response to an enquiry from *Carpathia*'s wireless operator Harold Cottam if the nearby steamer *Californian* can render assistance, Rostron remarks: '*Tell them, no, nothing. Everything that was humanly possible has been done.*'



Left: Captain Rostron (Anthony Bushell) speaks with wireless operator Cottam (Alec McCowen).

Right: Captain Rostron looks on as *Titanic*'s Second Officer, Charles Lightoller (Kenneth More), reflects on the disaster.



3 April 1912 (1)

'During April 3rd when running south, we obtained a speed of about 23¼ knots for several hours.' (Edward Wilding at the Limitation of Liability hearings in New York, 13 May 1915)



Photoshop illustration: "The Irish Sea" ©David Alan Kilborn (2022)

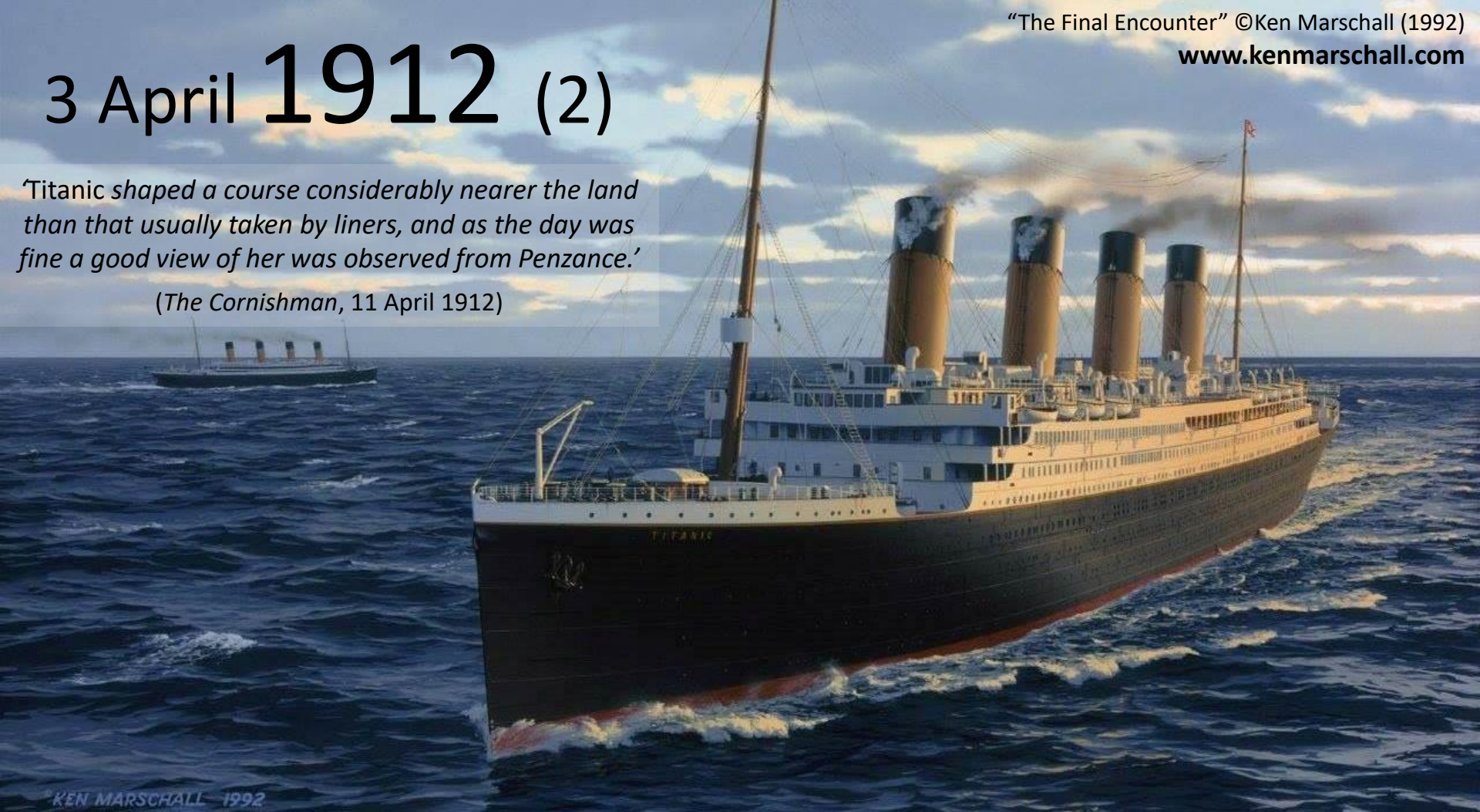
Titanic steams through the Irish Sea en route from Belfast to Southampton. Aboard are the liner are 421 crew members and thirteen 'passengers' travelling in First and Second class.

They include White Star Line director Harold Sanderson and Board of Trade Surveyor Francis Carruthers; Harland & Wolff naval architect Edward Wilding; and Thomas Andrews with the shipyard's nine-strong 'Guarantee Group'.

3 April 1912 (2)

'Titanic shaped a course considerably nearer the land than that usually taken by liners, and as the day was fine a good view of her was observed from Penzance.'

(The Cornishman, 11 April 1912)



Although not in actual visual range, sister ships *Olympic* and *Titanic* pass each other in the English Channel. *Olympic* (left) is en route from Cherbourg to Queenstown, and *Titanic* is on her delivery voyage between Belfast and Southampton.

3 April 1912 (3)



George Bowyer
(1859-1945),
Trinity House
harbour pilot at
Southampton.

*'Quietly and unostentatiously without
any blare of trumpets, the Titanic,
the world's latest and biggest ship,
steamed up the silent waters of the
Solent and docked at Southampton.'
(Hampshire Independent, 4 April 1912)*



Alexandr Filin 2021

Digital artwork: ©Alexandr Filin (2021)
www.instagram.com/fil.ax_artist/

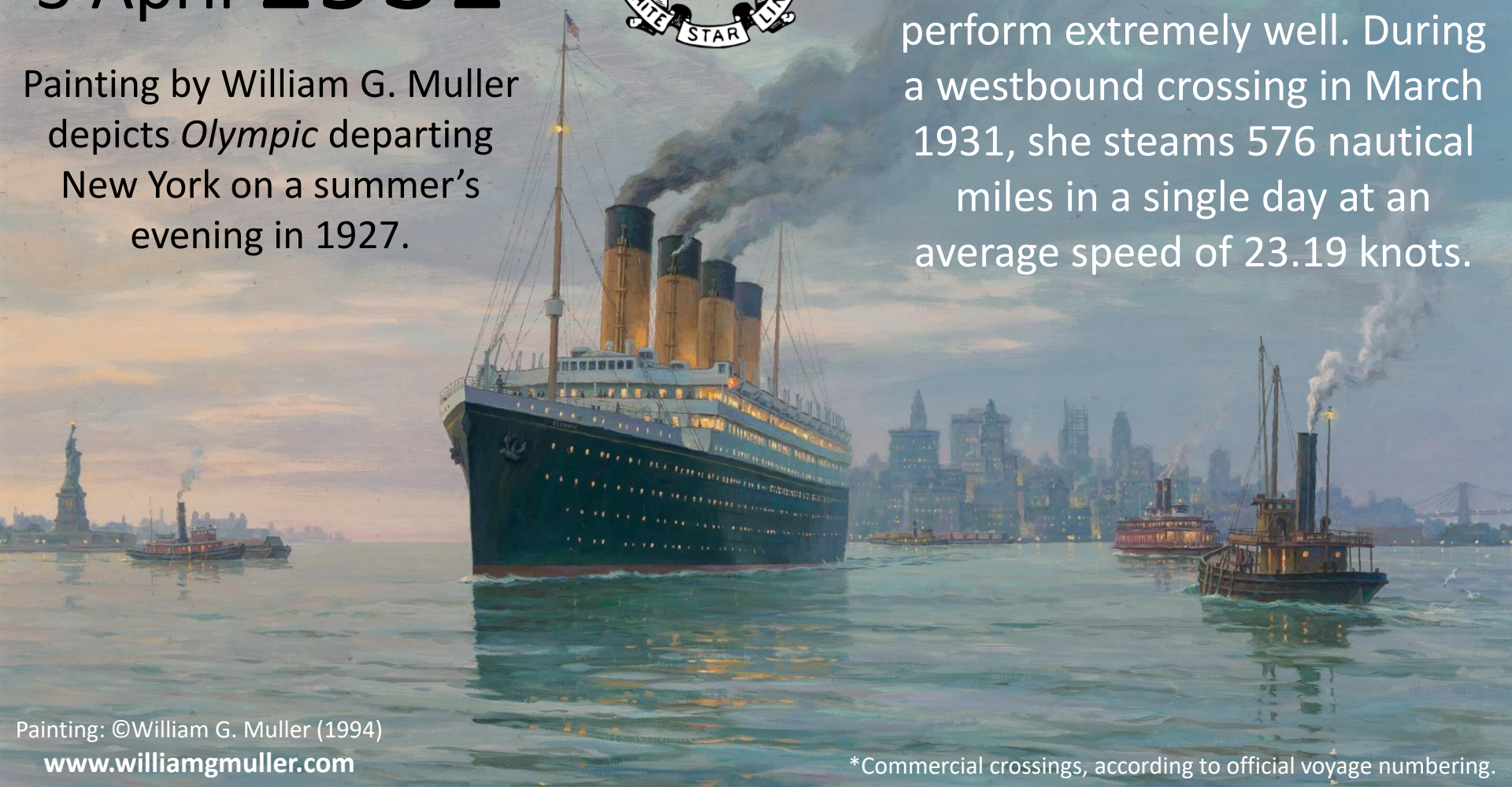
Titanic arrives at Southampton shortly before midnight after a 570-mile voyage from Belfast. The tugs *Ajax*, *Hector*, *Hercules*, *Neptune* and *Vulcan* manoeuvre the new liner stern-first into the White Star Dock in the early morning hours of 4 April.

3 April 1931



Painting by William G. Muller depicts *Olympic* departing New York on a summer's evening in 1927.

As she nears her third decade in service, *Olympic* continues to perform extremely well. During a westbound crossing in March 1931, she steams 576 nautical miles in a single day at an average speed of 23.19 knots.



Painting: ©William G. Muller (1994)

www.williamgmuller.com

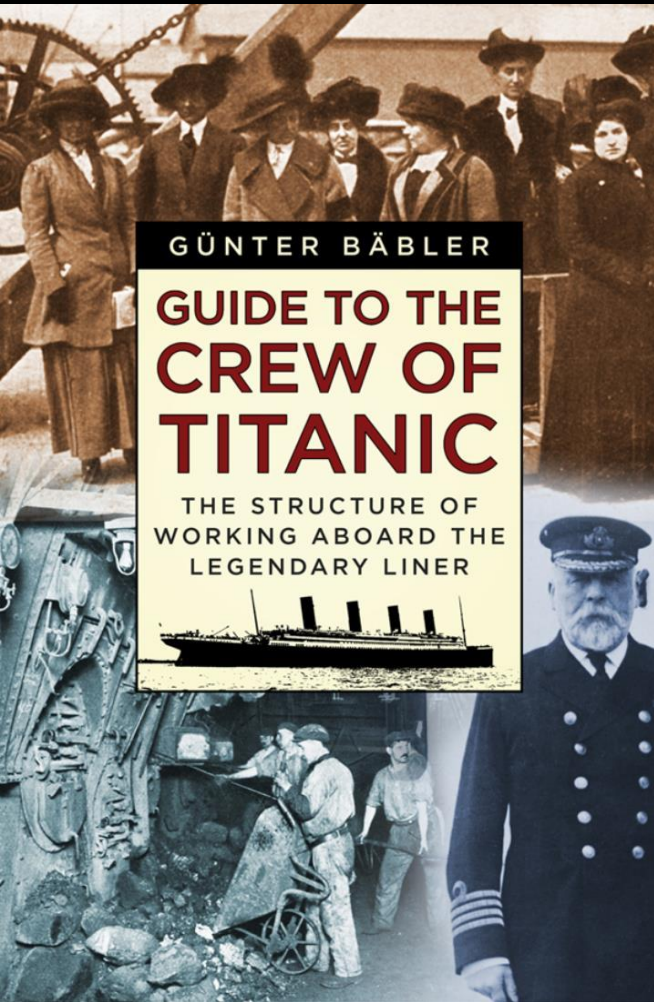
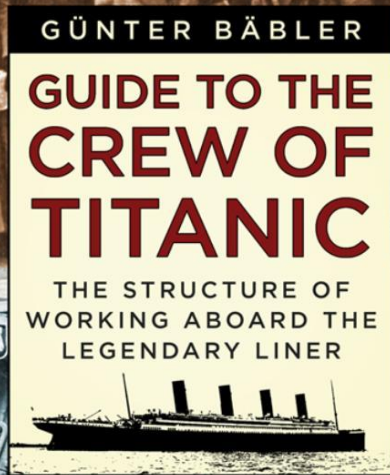
*Commercial crossings, according to official voyage numbering.

Olympic departs New York on her 400th crossing* of the North Atlantic Ocean. She steams 3,129 nautical miles in five days, 23 hours and 34 minutes at an average speed of 21.79 knots.

3 April 2017

The History Press publishes *Guide to the Crew of Titanic*. Researched by historian Günter Bähler, the 224-page hardback describes the structure of the crew and their duties aboard the 46,328-ton liner.

Twelve chapters and six appendices include the daily routines of the deck, engine and victualling departments; details of pay, salaries, tips and bonuses; and a full list of the crew who embarked at Southampton in April 1912.



Crew members in New York after the disaster.



Surviving *Titanic* stewardesses return to England aboard S.S. *Lapland* in April 1912.



Above: Chief Steward Andrew Latimer (left) and Junior Second Engineer John Henry Hesketh, both of whom perished on 15 April 1912.

'This valuable study breathes life into the forgotten but significant story of the ship and its relationship with its crew.' (The History Press)

4 April 1864

'The next moment [we] saw a large iceberg close under the starboard bow, and all that human power could do to prevent a collision was done, but we were too close to clear it ... The sea gradually settled her down upon it ... thus bringing the yards in contact with the berg several times, bringing down massive amounts of ice onto the deck.'

(Captain G.H. Dowell in a report to the White Star Line)

The White Star Line steamship *Royal Standard* collides with an iceberg in thick fog in the South Pacific Ocean. The 2,033-ton ship is on the return leg of her maiden voyage from Melbourne, Australia to Liverpool, England.

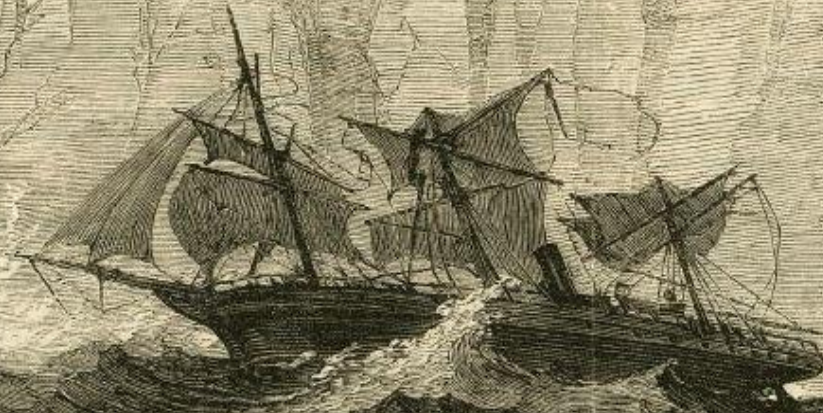


Image: *The Illustrated London News*, 18 June 1864

Royal Standard is badly damaged but makes port at Rio de Janeiro in Brazil on 9 May. She is repaired and arrives at Liverpool on 19 June 1864.

4 April 1912 (1)



House flag of
the R. & J.H.
Rea Company.

Titanic arrives at
Southampton on 3 April
with 1,880 tons of coal.

An additional 4,427
tons is loaded aboard;
most is pillaged from
other liners laid up
due to a coal strike.



Photo: H. Symes, White Star Photo Library

At Southampton, *Titanic* is
'boomed out' from the quayside
at Berth 44 to enable coal barges
to be brought alongside. Workers
from the R. & J.H. Rea Company
commence the demanding and
dirty task of replenishing *Titanic's*
bunkers with coal. She consumes
415 tons of coal while in port.

Photo: Shorpy Archive



Fuelling the liner *Rotterdam* (24,170 tons) of the
Holland America Line at Hoboken, New Jersey, c.1910.

4 April 1912 (2)

Titanic is provisioned at Southampton with large quantities of foodstuffs and liquor, glassware, cutlery, crockery and tableware, and various items of linen.

Titanic dwarfs, from left, *Majestic*, *Philadelphia* and *St. Louis* laid up in the White Star Dock at Southampton.



Photo: R. Terrell Wright, Southampton City Heritage Collections

Titanic is 'dressed' with flags and pennants as a salute to the City of Southampton and its residents. It will be the only occasion on which the ship displays its flags. The White Star Line forgoes the traditional public inspection of the new liner to ensure crew and shore personnel have sufficient time in which to prepare *Titanic* for her maiden voyage on 10 April.

4 April 1912 (3)

*'Now lying in Southampton Dock; Her funnels towering high,
And proudly from her lofty masts; The White Star flag did fly.'*

(From a poem titled '*The Loss of the Titanic*',
Buxey family, Southampton, 1912)



Digital artwork: ©Alexandr Filin (2023)
www.instagram.com/fil.ax_artist/

Workers board *Titanic* to complete a multitude of tasks on the liner's interior. Southampton residents visit the docks to view the newest addition to the White Star Line's fleet. *Titanic*'s sister ship *Olympic* had departed from the same berth in the White Star Dock the previous day on a voyage to New York.

4 April 1975

Titanic survivor and author Edith Louise Russell, née Rosenbaum, famous for her musical pig which played the tune *The Maxixe*, dies aged 95 in London, England.

Edith Rosenbaum
in October 1912.



Born in Cincinnati,
Ohio, 12 June 1879.

Photo: Randy Bryan Bigham
Collection

Edith brought the pig with
her into a lifeboat, where it
was used to amuse children.



1958

Photo: National Maritime Museum Collection, London



Edith Russell shows her musical pig to
actress Teresa Thorne, who portrayed
Edith in the movie *A Night to Remember*.

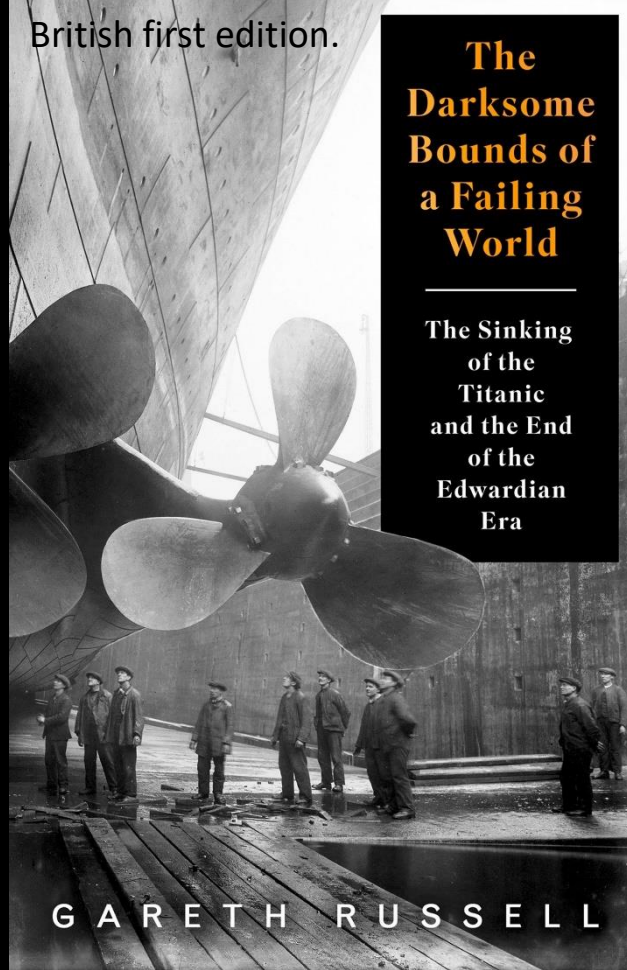
4 April 2019

'Gareth Russell... has given us a meticulous, sensitive and at times harsh picture of the early twentieth century in Britain and America. A marvellous piece of work.' (Julian Fellowes)

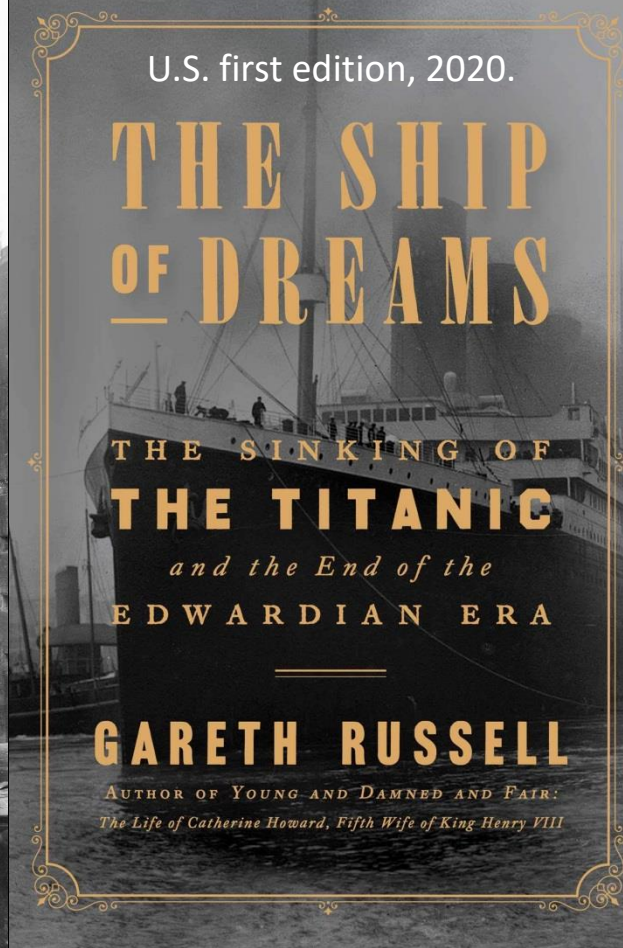


'The author shines new light on both the bygone Golden Age and the iconic tragedy that marked the beginning of its end.' (Lynn Vincent)

British first edition.



U.S. first edition, 2020.



William Collins, an imprint of publisher HarperCollins, releases *The Darksome Bounds of a Failing World: The Sinking of the Titanic and the End of the Edwardian Era*. Historian Gareth Russell explores the lives, social standing and affluent world of six passengers who travelled First Class on the maiden voyage.

Canadian troops aboard
Olympic in late 1918.

5 April 1916

Olympic docked at Pier 2, Halifax,
c.1916. Hundreds of troops
crowd her Forecastle Deck.

Photo: Halifax Municipal Archives



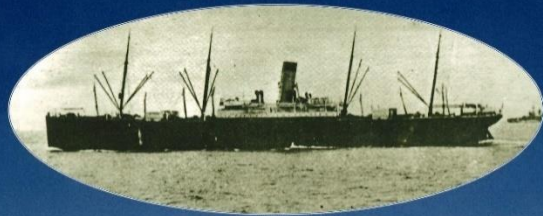
Photo: British & Colonial Press/Library and Archives, Canada



Olympic departs Halifax, Nova Scotia, on her first voyage with
Canadian troops. The liner becomes known as 'Old Reliable'.

5 April 1993

The Ship That Stood Still



The Californian and her mysterious role in the Titanic disaster

Leslie Reade

Edited and updated by EDWARD P. DE GROOT

Leslie Reade's book is published posthumously; the author died aged 85 in 1989.

The highly anticipated book *The Ship That Stood Still* is published in England. The book engenders plenty of debate and proves controversial in respect of Captain Stanley Lord and the infamous 'Californian Incident' of April 1912.

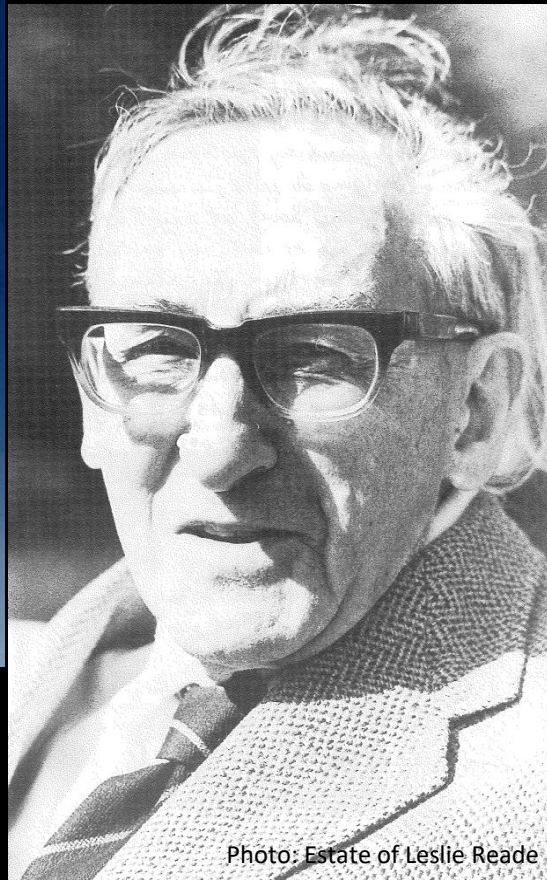


Photo: Estate of Leslie Reade

DID TITANIC SEE- THE CALIFORNIAN?

Only 19 Miles Away, Perhaps Not So Far, and Mast Lights were Well Within Range of Visibility.

dealer
—Roosevelt
sifier
—Taft
ENIES
CALIFORNIAN/REFUSED
TO AID THE TITANIC
Distress Rockets Plainly Visible
at the Time, Says Engineer.
CAPT. LORD MAKES DENIAL

5 April 2012



The wreck of the White Star liner *Titanic* officially comes under the jurisdiction of a United Nations Educational, Scientific and Cultural Organization (UNESCO) convention that 'seeks to safeguard wrecks, sites, decorated caves and other cultural relics underwater'.

Prior to April 2012, the centenary of her loss, *Titanic* was ineligible for UNESCO protection under the 'Convention on the Protection of Underwater Cultural Heritage'.

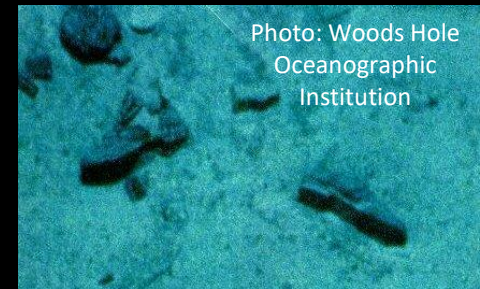


Photo: Woods Hole Oceanographic Institution

Shoes on the sea floor.



Passenger's suitcase.

'The sinking of the Titanic is anchored in the memory of humanity, and I am pleased that this site can now be protected by the UNESCO convention.' (Irina Bokova, Director-General of UNESCO)



Photo: UNESCO

Painting: ©Ken Marschall (1998/2003)



Exploring *Titanic's* bow section in 2001.

5 April 2020

Veteran British actress Honor Blackman, who appeared as fictional First Class passenger Elizabeth Lucas in the 1958 *Titanic* movie *A Night to Remember*, passes away at the age of 94. Honor Blackman became more widely known for her role in the television series *The Avengers* (1962-1964) and as 'Pussy Galore' alongside Sean Connery in the 'James Bond' movie *Goldfinger* (1964).



Honor Blackman on 15 May 2008.



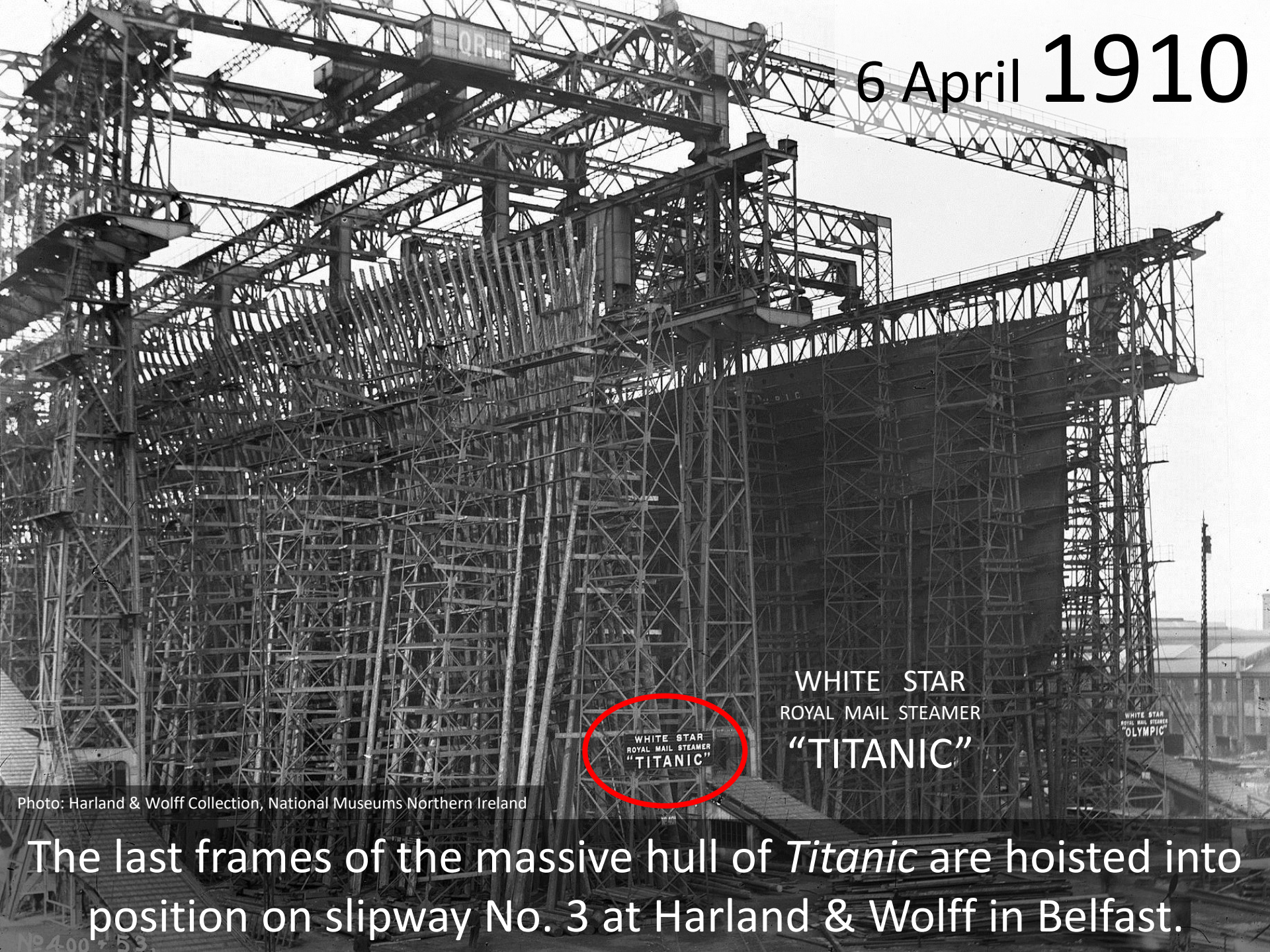
Honor Blackman, playing Liz Lucas, bids farewell to her husband as she steps aboard a lifeboat with her three children in a scene from *A Night to Remember*.

*'I can't leave you here...
I'm not going, Robert.'*



Image: ©Carlton International Media Ltd.

6 April 1910



WHITE STAR
ROYAL MAIL STEAMER
"TITANIC"

WHITE STAR
ROYAL MAIL STEAMER
"TITANIC"

WHITE STAR
ROYAL MAIL STEAMER
"OLYMPIC"

Photo: Harland & Wolff Collection, National Museums Northern Ireland

The last frames of the massive hull of *Titanic* are hoisted into position on slipway No. 3 at Harland & Wolff in Belfast.

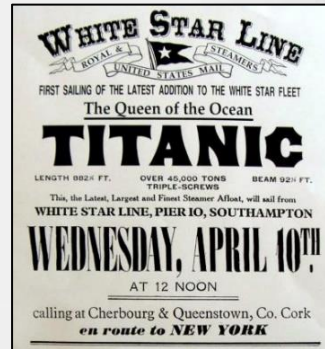


Members of *Titanic's* crew in New York after the disaster.



6 April 1912 (1)

Photo: Thomas C. Pearson,
National Maritime Museum
Collection, London



Titanic at Berth 44 in the White Star Dock on 8 April 1912.

Union halls and the White Star Line's hiring hall in Southampton open for the recruitment of the majority of the crew required for *Titanic's* maiden voyage.

Among the unions whose members are recruited are the British Seafarers' Union, the National Sailors' and Firemen's Union of Great Britain and Ireland, the Dock, Wharf and Riverside Workers' Union, and the National Union of Stewards.

6 April 1912 (2)

THE ILLUSTRATED LONDON NEWS, April 6, 1912-573



The New White Star Liner,
R.M.S. "TITANIC"
is the largest vessel
in the world.

It is not only in size but also in the luxury of her appointments that the "Titanic" takes first place among the big steamers of the world. By the provision of VINOLIA OTTO TOILET SOAP for her first-class passengers the "Titanic" also leads as offering a higher



standard of Toilet Luxury and comfort at sea.

VINOLIA OTTO TOILET SOAP
is perfect for sensitive skins and delicate complexions. Its rich, cleansing lather soothes and softens, and for regular Toilet use there is no soap more delightful.

VINOLIA COMPANY LTD., LONDON AND PARIS.



TURKISH BATH, R.M.S. TITANIC
STATE ROOM, R.M.S. TITANIC
SWIMMING BATH, R.M.S. TITANIC

Original advertisement: Mike Beatty Collection

Four days before *Titanic's* maiden voyage, *The Illustrated London News* publishes an advertisement for Vinolia Otto toilet soap. Described as 'perfect for sensitive skins and delicate complexions', the soap is provided by the Vinolia Company Ltd. for the use of First Class passengers aboard the new flagship of the White Star Line.

Right: A similar advertisement also appeared in the same news magazine on 10 June 1911, four days before the maiden voyage of *Olympic*.



The advertisement becomes one of the most recognised images associated with *Titanic's* story.

THE ILLUSTRATED LONDON NEWS, June 10, 1911-107



The White Star Line R.M.S. "OLYMPIC," the largest vessel in the World is well known, for she stands for the highest skill and perfection yet reached in the art of shipbuilding.

VINOLIA "OTTO" TOILET SOAP
stands for all that is best in the art of soapmaking. It is fitting therefore, that on board this magnificent vessel, with accommodation for nearly 1,000 persons, the Toilet Soap supplied to all first class passengers is Vinolia "OTTO." The well known purity and excellent properties of Vinolia "OTTO" make it just the soap to maintain the cleanliness of the skin on board the ship.

The use both aboard and ashore of this soap, and also of the whole range of Vinolia Toilet Soap, ensures the maximum comfort and pleasure which absolute purity and scientific skill in manufacture can afford.

VINOLIA COMPANY LIMITED, LONDON & PARIS.

6 April 2023

The History Press publishes *Fate Deals a Hand: The Slippery Fortunes of Titanic's Professional Gamblers* and *11:40: Analysis of Evasive Manoeuvres & Damage Assessment on RMS Titanic*.



FATE DEALS A HAND

THE SLIPPERY FORTUNES OF
TITANIC'S PROFESSIONAL GAMBLERS
GEORGE BEHE

George Behe chronicles the lives, fortunes, ruses and fates of professional gamblers Harry Homer, Charles Romaine and George Brereton who sailed aboard *Titanic*.

Brad Payne provides a highly detailed analysis, with multiple eyewitness accounts, of the events leading up to, and following, *Titanic*'s fateful encounter with an iceberg on 14 April 1912.

'Serious Titanic researchers will welcome Brad Payne's book as being an important contribution to the subject.' (George Behe)

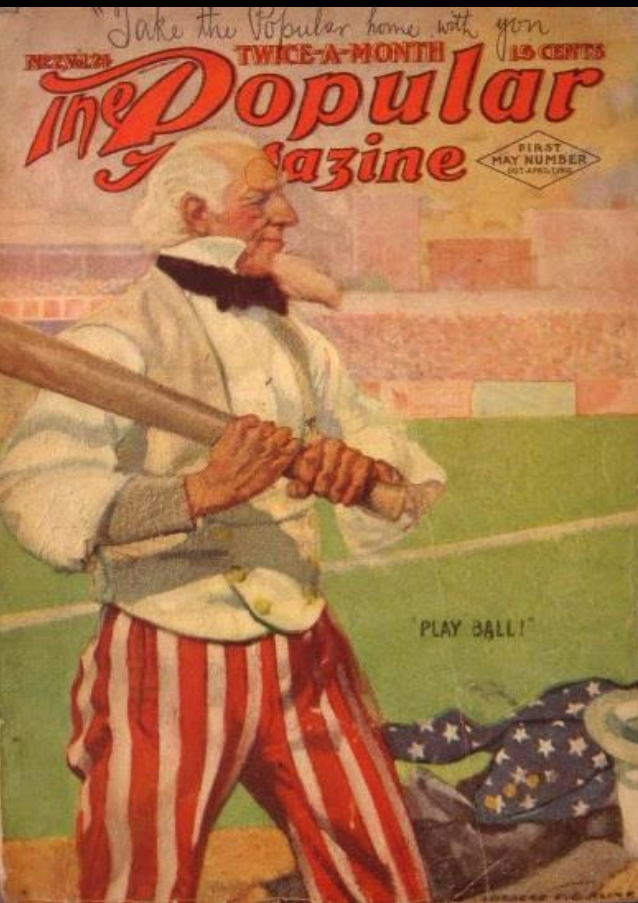


11:40

ANALYSIS OF EVASIVE
MANOEUVRES & DAMAGE
ASSESSMENT ON
RMS TITANIC

BRAD PAYNE

7 April 1912



An issue of *The Popular Magazine* goes on sale at newsagents in New York City. It includes a short story by 'Mayn Clew Garnett' (Thornton Jenkins Hains) titled '*The White Ghost of Disaster*'. The liner *Admiral* strikes an iceberg off the Grand Banks of Newfoundland and sinks in only fifteen minutes with a great loss of life. Garnett's story will have eerie parallels with a disaster to another liner in the North Atlantic exactly one week later...

Novelist Thornton Jenkins Hains (1866-1953)



Published by Street & Smith in New York City, *The Popular Magazine* ran for 612 issues from November 1903 to October 1931.

'With a grinding, smashing roar as of thousands of tons coming together, the huge liner plunged headlong into the iceberg that rose grim and silent right ahead, towering over her in spite of her great height. The shock was terrific, and the grinding, thundering crash of falling tons of ice, coupled with the rending of steel plates and solid planks, made chaos of all sound.'

Photo: *The Bookman*, An Illustrated Literary Journal (March-August 1900)

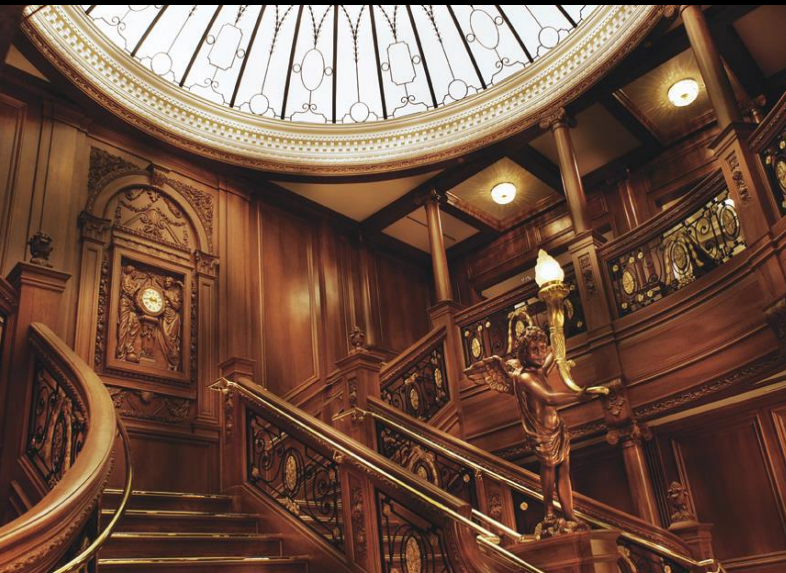
7 April 2006



The grand opening and 'christening' ceremony is held for the *Titanic* Museum in Branson, Missouri. It is billed as the 'world's largest museum attraction' relating to the great liner.

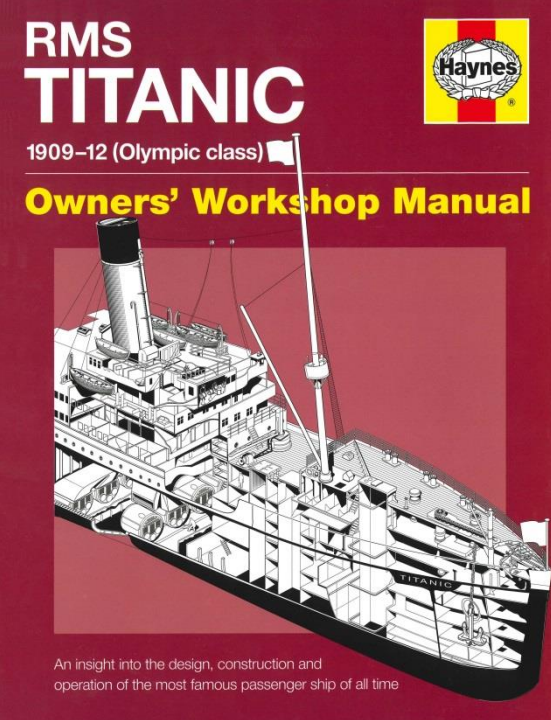


Displays of pre-discovery artefacts.



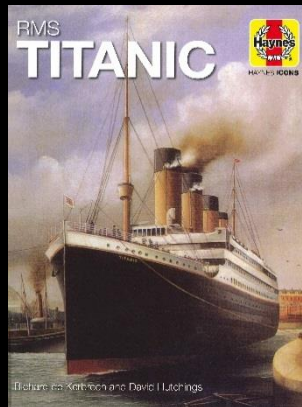
Replica of the First Class Grand Staircase.





First British edition, 7 April 2011.

7 April 2011



First American edition, 16 May 2011.

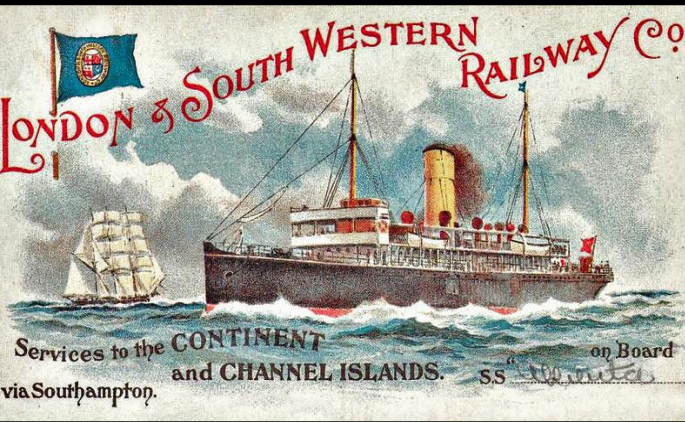
The first edition is reprinted in 2012 and 2014. The book is published in paperback on 26 October 2016 and reprinted in 2017. A more compact hardback is issued in the 'Haynes Icons' series on 30 October 2018.

'An insight into the design, construction and operation of the most famous passenger ship of all time.' (Haynes Publishing)

Haynes Publishing in England releases *RMS Titanic, 1909-12 (Olympic Class)* in its 'Owners' Workshop Manual' series.

Researched and written by David F. Hutchings and Richard de Kerbrech, the 160-page hardback is profusely illustrated with archive photographs, deck plans, cutaway views and technical diagrams of the ship's structure, engines and boilers, deck fittings and equipment, and interior décor and appointments.

8 April 1912

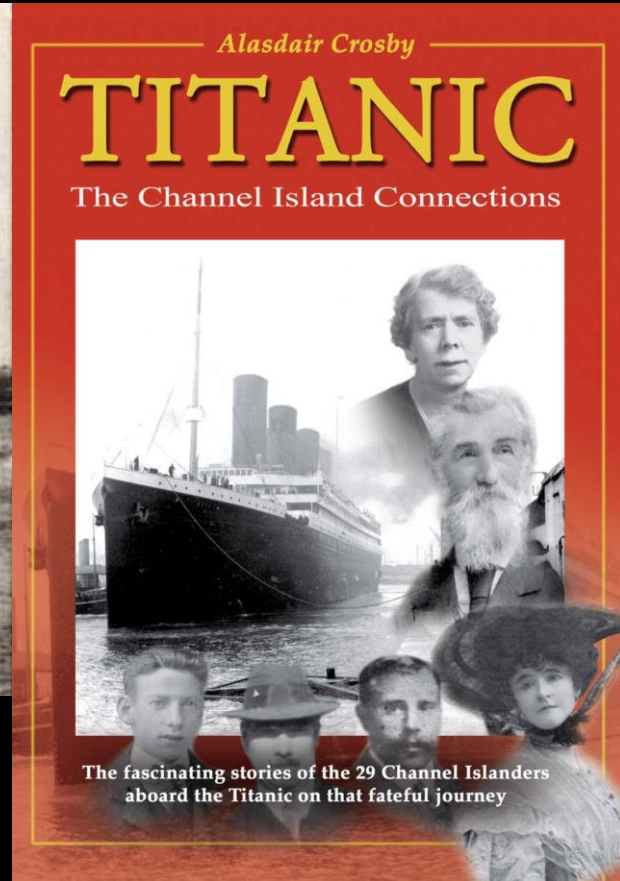


Eighteen residents of Guernsey in the Channel Islands board the ferry *Alberta* to join *Titanic* at Southampton. In total, twenty-nine Channel Islanders travel aboard *Titanic's* maiden voyage. Only four from Guernsey will survive.

Alasdair Crosby's book *Titanic: The Channel Island Connections* was published on 9 December 2011.



Built in 1900 for the London & South Western Railway Company, the twin-screw steamer *Alberta* (1,193 tons) maintained a regular service between Southampton, Le Havre and the Channel Islands.



8 April 2010



Ship's wheel and telemotor.



Four years after the *Titanic* Museum was opened in Branson, Missouri, an almost identical attraction is unveiled in Pigeon Forge, Tennessee. The museum holds some 400 pre-discovery artefacts in 20 galleries.



Replica of a First Class sitting room.

8 April 2012 (1)

Balmoral departing Southampton.



Photo: John Ambler

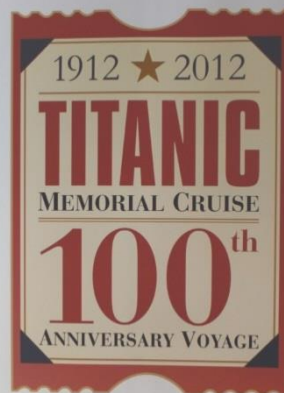


Photo: Reuters



Destination *Titanic*... Passengers bid Southampton farewell from the stern of *Balmoral*. The ship carried 1,317 passengers, the same number as *Titanic* in 1912.

The *Titanic* Memorial Cruise departs Southampton, England en route to Cobh, Ireland and the wreck site in the North Atlantic. The 43,537-ton *Balmoral* of Fred Olsen Cruise Lines is chartered by Miles Morgan Travel for the special centenary voyage. Two days later, *Azamara Journey* (30,277 tons) of Azamara Club Cruises departs New York to rendezvous with *Balmoral*.

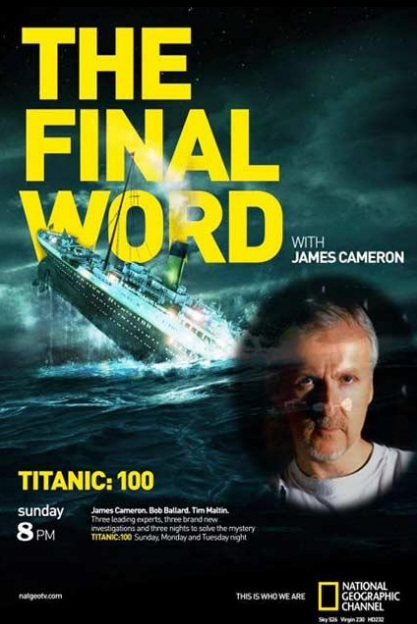


Azamara Journey



Photo: CruiseMapper.com

8 April 2012 (2)



The National Geographic Channel screens *Titanic: The Final Word* with James Cameron. The two-hour programme features the film director and a panel of historians and maritime professionals analysing *Titanic's* sinking, break-up and final plunge, and the fate of the wreck on the ocean floor.



April 2012 issue.

Filmmaker and explorer James Cameron chairs the panel and discussion on *Titanic*.



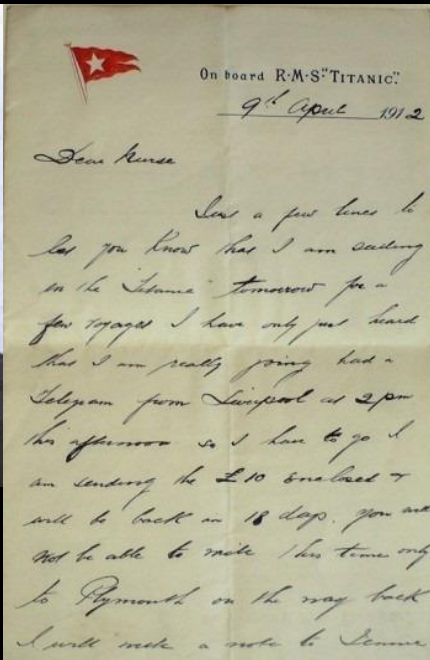
Images: National Geographic

9 April 1912 (1)



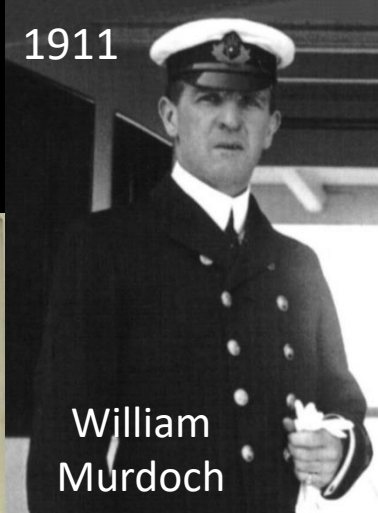
Henry Tingle Wilde

Born in Liverpool,
England, 21
September 1872.



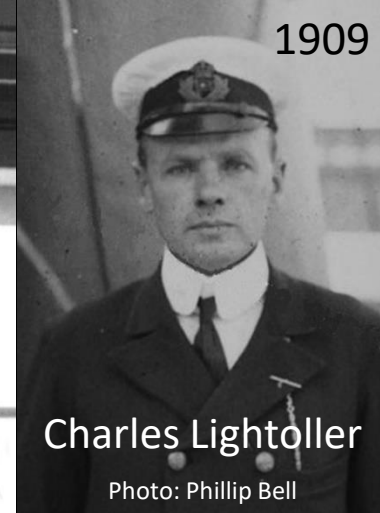
'Just a few lines to let you know that I am sailing on the Titanic tomorrow for a few voyages. I have only just heard that I am really going, had a telegram from Liverpool at 2pm this afternoon ... I am sending the £10 enclosed and will be back in 18 days ... Give the little ones my best love and tell them I will come and see them as soon as I can.' (Henry Wilde in a letter to his children's nurse)

1911



William
Murdoch

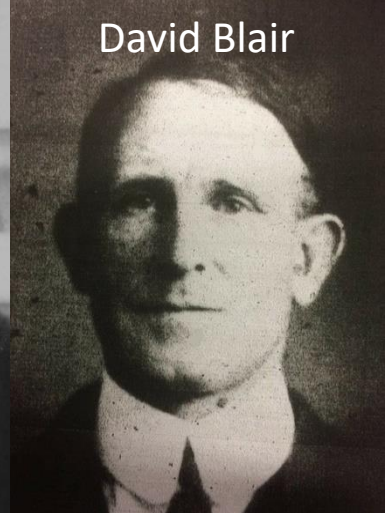
1909



Charles Lightoller

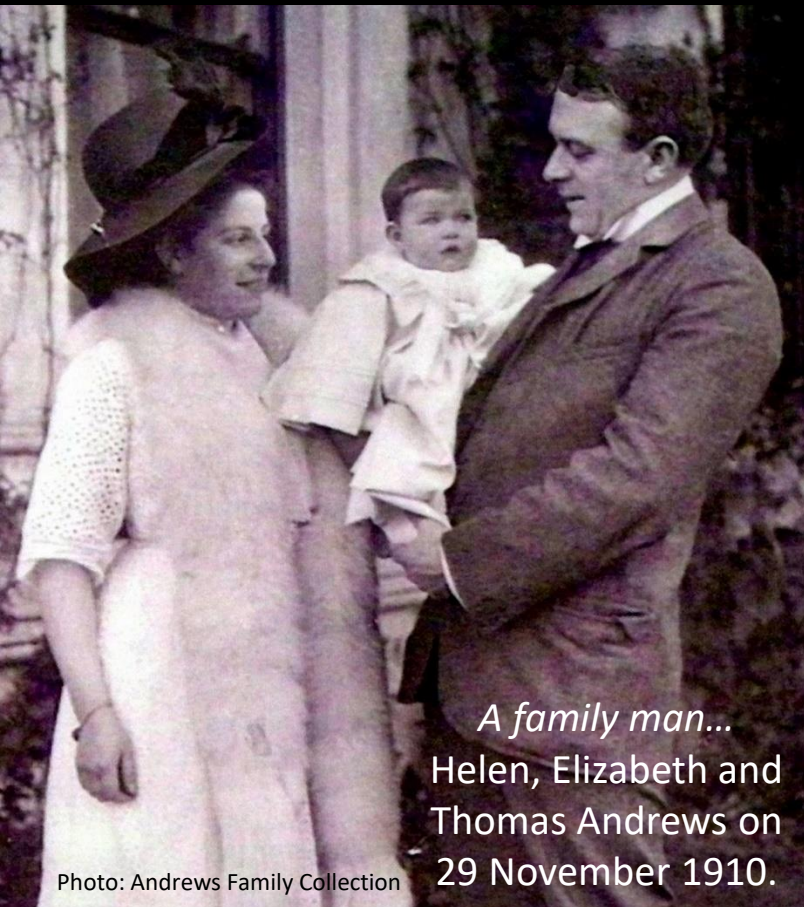
Photo: Phillip Bell

David Blair



In a late reshuffle of *Titanic's* senior officers at Southampton, Henry Wilde, Chief Officer of *Olympic*, signs on for the new liner's maiden voyage. His transfer relegates William Murdoch to First Officer and Charles Lightoller to Second Officer. David Blair, *Titanic's* Second Officer on the delivery voyage from Belfast, leaves the ship altogether.

9 April 1912 (2)



A family man...

Helen, Elizabeth and Thomas Andrews on 29 November 1910.

Photo: Andrews Family Collection

'The Titanic is now about complete and will I think do the old Firm credit to-morrow when we sail.'

(Thomas Andrews in a letter to his wife, written aboard *Titanic* on 9 April 1912)

Thomas Andrews, Jr., Managing Director of the Harland & Wolff shipyard in Belfast, writes to his wife Helen from aboard *Titanic* at Southampton's White Star Dock. Andrews is a member of the nine-strong 'Guarantee Group' from the shipyard, travelling to supervise the performance of *Titanic* on her first crossing of the North Atlantic.

Painting: ©Ken Marschall (2013)



Titanic at Southampton, April 1912.



Thomas Andrews, Jr.
(1873-1912)

9 April 1913

Olympic arrives at New York's Pier 59 on completion of her first Atlantic crossing since undergoing a major refit at Belfast.



In command on the voyage from Southampton via Cherbourg and Queenstown is 52-year-old Herbert James Haddock, senior master in the White Star Line.

Olympic's running mates on the North Atlantic during 1913 are *Oceanic* (1899, 17,274 tons) and *Majestic* (1890, 10,147 tons).

Painting
©Tatiana Yamshanova

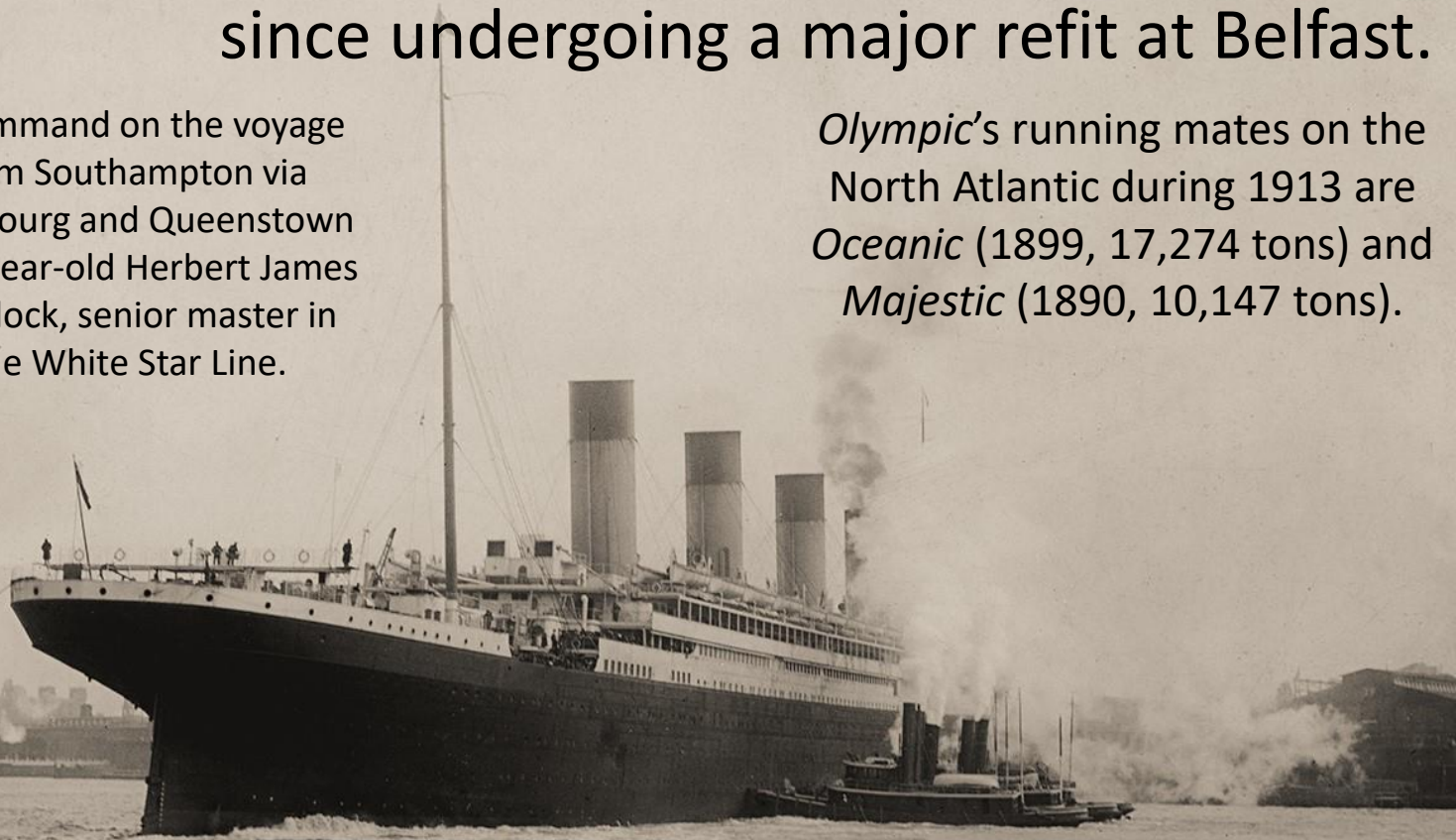


Photo: João Gonçalves Collection

The refit at Harland & Wolff lasted from 10 October 1912 to 22 March 1913. *Olympic* received increased watertight subdivision, including an inner skin; a new arrangement of lifeboats on the Boat Deck; and alterations to accommodations and amenities for a total of 2,440 passengers. The liner now measures 46,358.70 gross registered tons.

10 April 1912 (1)



Captain Edward
John Smith aboard
Titanic's sister ship
Olympic in 1911.

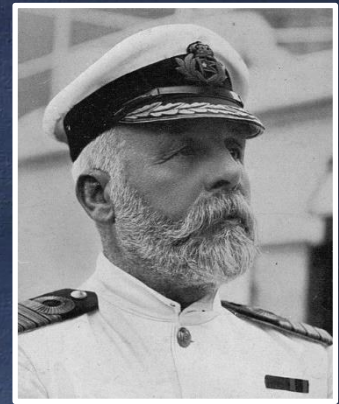


Photo: *The Sphere* (1912)

Sunrise in Southampton is at 5:23 am. The day
is overcast with a morning temperature of
around 48° Fahrenheit (9° Celsius).



Painting: ©Elang Erlangga (2023)

Captain E.J. Smith, age 62, bids farewell to his wife Eleanor
and 14-year-old daughter Helen at their home on Winn Road
in Southampton. Smith boards *Titanic* at around 7:30 am.

10 April 1912 (2)

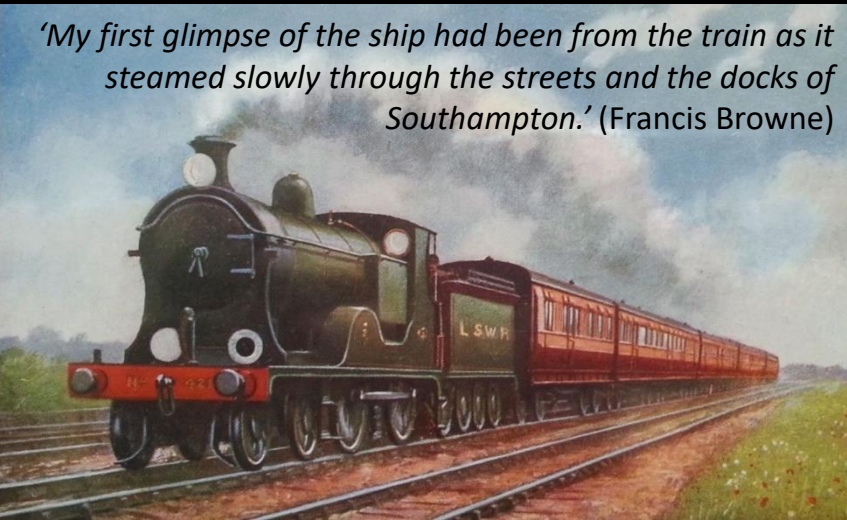
The 9:45 am boat train (right) awaits departure from Waterloo Station. This photograph was taken by *Titanic* First Class passenger Francis Browne.

Photo: Fr. Francis Browne, S.J. Collection

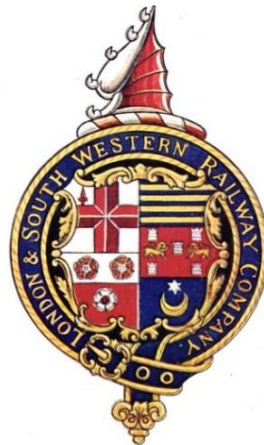


Below: A postcard in the 'Oilette' series published by Raphael Tuck & Sons, England, c.1910.

'My first glimpse of the ship had been from the train as it steamed slowly through the streets and the docks of Southampton.' (Francis Browne)



Two 'boat trains' with passengers for *Titanic*'s maiden voyage from Southampton depart London's Waterloo Station. The first leaves at 7:30 am with Second and Third Class passengers and the second, departing at 9:45 am, conveys those travelling First Class. Each train is operated by the London & South Western Railway Company.



L.S.W.R. Co. Coat of Arms

London & South Western Railway 'Drummond D15', No. 465, at platform No. 5, Waterloo Station.



Photo: F.H. Stingemoor,
Rail Archive Stephenson, England

10 April 1912 (3)



Captain Maurice Clarke inspects lifeboat No. 1 aboard *Olympic* at Southampton one week after the *Titanic* disaster.

'I herewith report this ship loaded and ready for sea. The engines and boilers are in good order for the voyage, and all charts and sailing directions up-to-date. Your obedient servant, Edward J. Smith.' (Captain Smith in the 'Master's Report to Company', signed and handed to Captain Benjamin Steele)

The Board of Trade's Southampton representative, Captain Maurice Harvey Clarke, conducts a final inspection aboard *Titanic*. He pays particular attention to the liner's lifeboats, requesting that Nos. 11 and 15 are manned, lowered and raised. A satisfied Clarke signs the 'Report of Survey of an Emigrant Ship' in the presence of Captain Edward J. Smith and the White Star Line's marine superintendent in the city, Captain Benjamin Steele.

Captain Edward J. Smith.

10 April 1912 (4) Several press representatives and photographers from news agencies tour the ship. At around 10:30 am, a tour party is given an opportunity to meet Captain Smith outside the officers' quarters on the port side of the Boat Deck and on the bridge.



Photo: Central News/The Sphere

These are the among the last known images of Captain Smith aboard *Titanic* at Southampton.

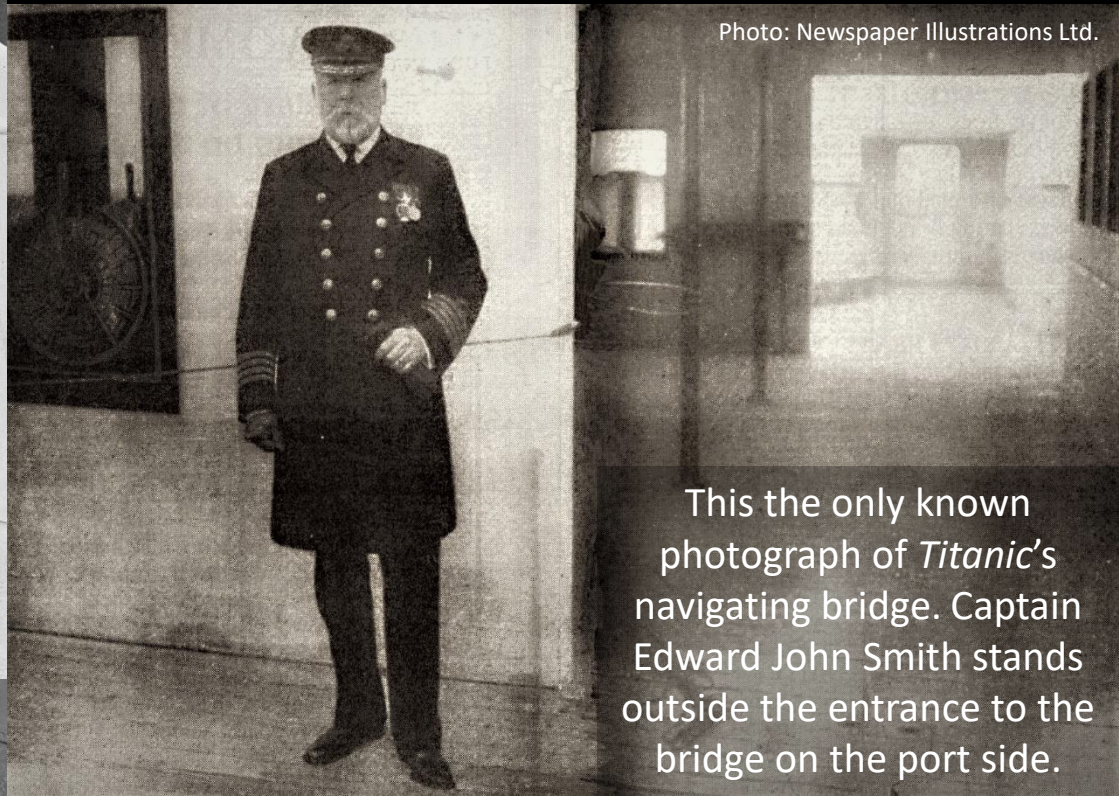


Photo: Newspaper Illustrations Ltd.

This the only known photograph of *Titanic's* navigating bridge. Captain Edward John Smith stands outside the entrance to the bridge on the port side.

10 April 1912 (5)



Francis Browne (32), a First Class passenger aboard *Titanic*, records the only known photograph taken by a passenger boarding the new flagship of the White Star Line at Southampton. Pausing on the open gangway leading to B-Deck, he turns to his right and trains his camera along *Titanic's* port side.



Francis Browne is studying for the Jesuit priesthood and travels aboard *Titanic* from Southampton to Queenstown.

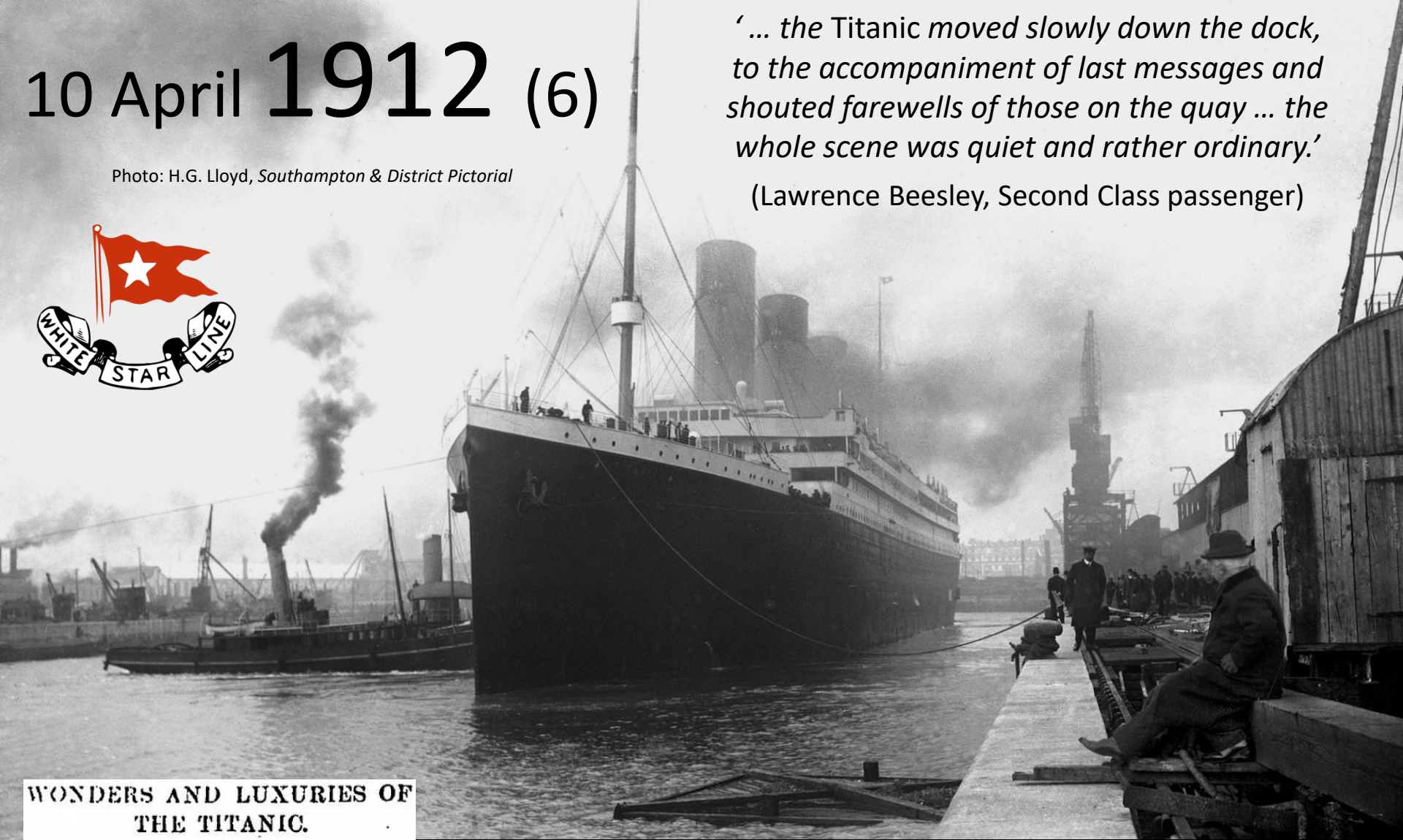
10 April 1912 (6)

Photo: H.G. Lloyd, Southampton & District Pictorial



'... the Titanic moved slowly down the dock, to the accompaniment of last messages and shouted farewells of those on the quay ... the whole scene was quiet and rather ordinary.'

(Lawrence Beesley, Second Class passenger)



**WONDERS AND LUXURIES OF
THE TITANIC.**

**MAIDEN VOYAGE ON
WEDNESDAY.**

On Wednesday next the largest ship in the world, R.M.S. Titanic, the latest addition to the White Star Line, will leave Southampton on her maiden voyage to New York.

Titanic departs Southampton, England, on her maiden voyage to New York. Aboard the liner are 951 passengers and 892 crew.

Tugs move *Titanic* from the White Star Dock into the River Test, where she slowly gets under way in the narrow and shallow confines of the river.



10 April 1912 (7)

'Suddenly there was a crack ... four more cracks like pistol shots in quick succession and the great 10,000-ton liner [New York], her steel cables having snapped like thread, drifted from her moorings...' (Francis Browne, First Class passenger)

Painting: ©Jeremy Day (2010)
www.artistjeremyday.com



The maiden departure of the world's largest liner is not without incident as *Titanic* draws abeam of the laid-up liners *Oceanic* and *New York*...

10 April 1912 (8)



Titanic narrowly averts a collision with the 10,508-ton *New York*, whose stern swings into the river.

'... to our amazement the New York crept towards us, slowly and stealthily, as if drawn by some invisible force which she was powerless to withstand.'

(Lawrence Beesley, Second Class passenger)

New York's stern comes close to striking Titanic's port side. Note the disturbed water.

Photo: Fr. Francis Browne, S.J. Collection

Photo: White Star Photo Library

New York

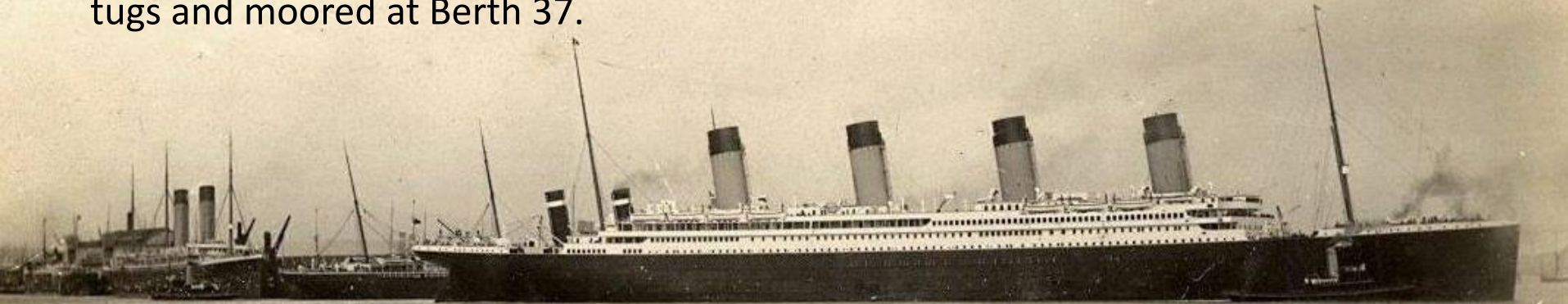
Oceanic

The tug *Vulcan* pulls *New York* clear of *Titanic*.

10 April 1912 (9)

Oceanic (left) remains at Berth 38 as *New York* (centre) is manoeuvred by tugs and moored at Berth 37.

New York is moved to a safe berth as *Titanic* slowly resumes her passage downriver. The incident delays her voyage by one hour.



Painting: ©Stephen J. Card, AFNI (2012)



Titanic passes a Napoleonic-era fort in the Solent on 10 April 1912. Her first port of call is Cherbourg, France.



10 April 1912 (10)

'...‘E.J.’ [Smith] on the bridge high above, recognising the photographer, saluted him with four blasts of the liner’s siren.’

(Geoffrey Marcus, *The Maiden Voyage*, 1969)



Frank Beken (1880-1970),
seen here in 1955.



Frank William Beken, a 31-year-old pharmacist living at Cowes on the Isle of Wight, photographs *Titanic* from a small boat in Southampton Water. The resulting image is considered by many to be the finest photograph ever taken of the new liner.

10 April 1912 (11)



Photos: Fr. Francis Browne, S.J. Collection

Above: Eleven-year-old Jack Odell (at right) looks over the bulwark at the forward end of A-Deck, directly below the bridge. Browne later noted in his photo album that one of the three men in the background was Major Archibald Butt, military aide to U.S. President William Howard Taft.

Right: An unidentified figure strolls aft on the port side of the open A-Deck promenade. Francis Browne identified the two-funnelled ship as the Royal Mail Steam Packet Company's *Tagus* (1899).

Francis Browne takes several photographs of crew members and First Class passengers. He records his images on a relatively new Kodak Vest Pocket camera. Browne will disembark *Titanic* at Queenstown the following day.



A Kodak Vest Pocket camera, of the type used by Francis Browne.





'Uncle George' Bowyer is well known to *Titanic's* officers, having more than thirty years' experience as a harbour pilot at Southampton.

10 April 1912 (12)



Trinity House
harbour pilot flag.

Photo: SeaCity Museum
Collection, Southampton



Painting: ©Robert Taylor (1999)
www.roberttaylorprints.com

Titanic steams through the twenty-five miles of sheltered estuary of Southampton Water and the Solent. Trinity House harbour pilot George Bowyer disembarks and *Titanic's* officers turn the liner on a south-southwest course for Cherbourg.

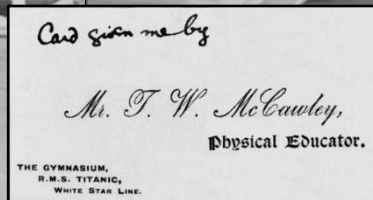
10 April 1912 (13)



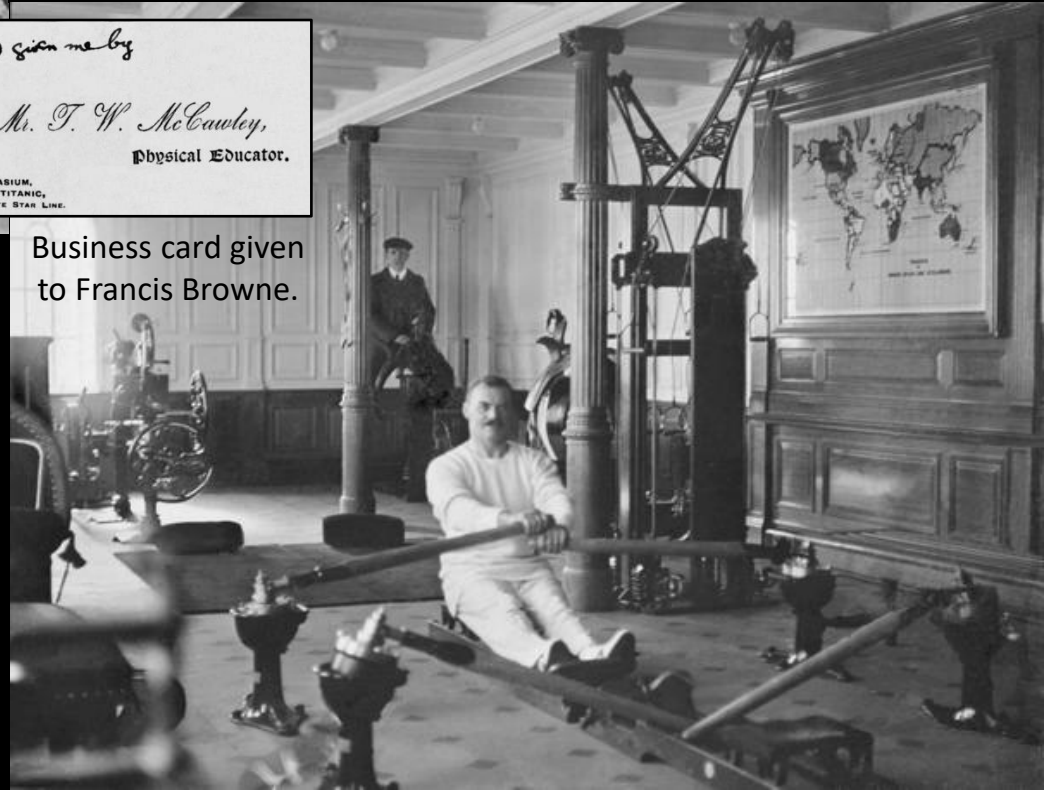
Photos: Fr. Francis Browne, S.J. Collection

Above: Fifty-four-year-old First Class passenger Percival Wayland White outside the gymnasium on the Boat Deck. Behind him is lifeboat No. 7.

Continuing his tour of the First Class promenade areas, Francis Browne walks forward on the Boat Deck to the gymnasium. He pauses outside for a photograph before entering the room to view the exercise equipment.



Business card given to Francis Browne.



Right: Resplendent in his white flannels, Physical Educator Thomas McCawley (36) demonstrates the rowing machine in the gymnasium. Riding an electrically-driven mechanical 'camel' in the background is First Class passenger William Parr, an electrician travelling with shipbuilder Harland & Wolff's nine-strong 'Guarantee Group'.

10 April 1912 (14)

Titanic rounds the western entrance of the *Grand Rade* or “Roadstead” (outer harbour). She passes the breakwater and historic Fort de l’Quest.



The White Star Line flag flutters from *Titanic*’s mainmast and the French *Tricolore* flies from her foremast.

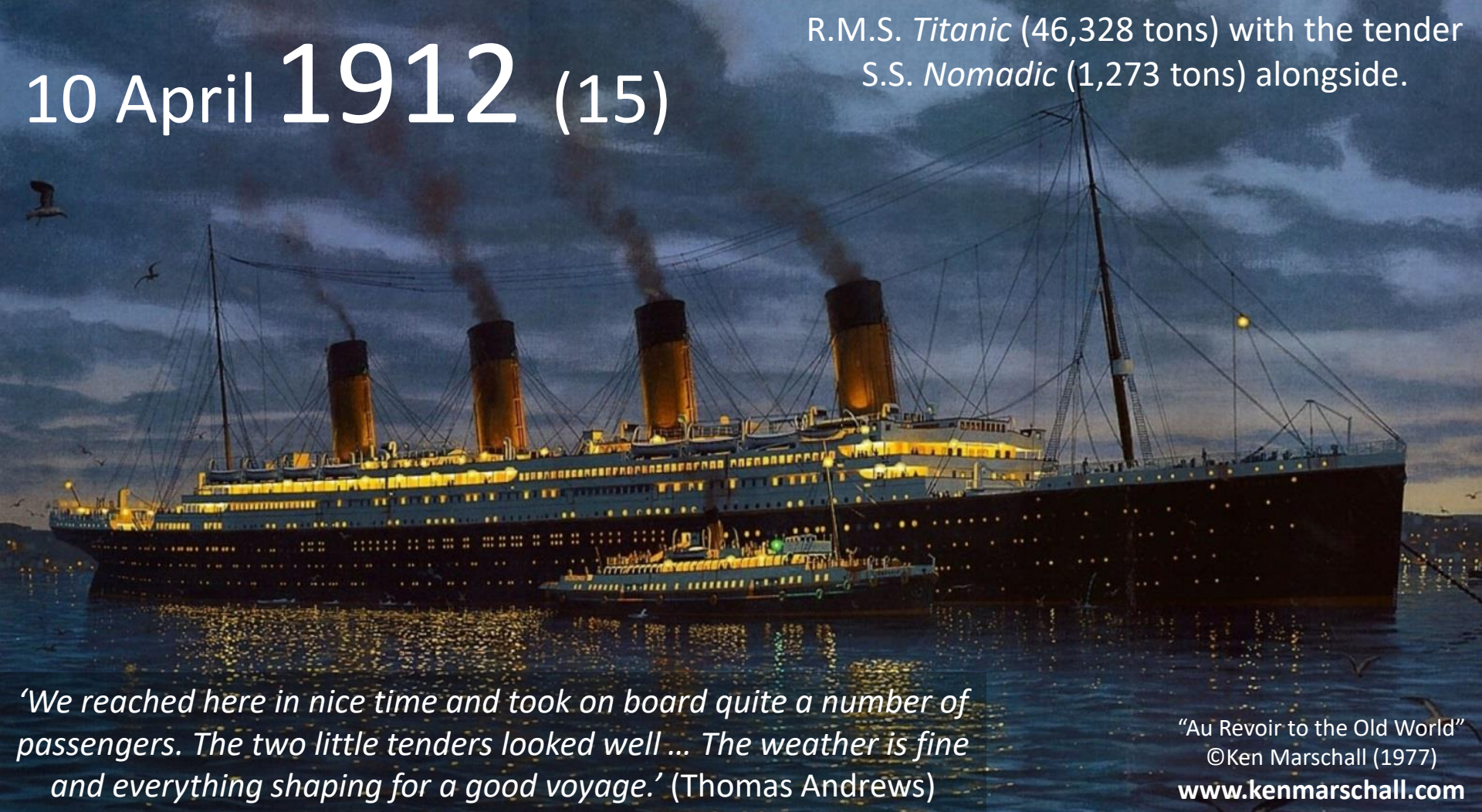


Painting: ©Ken Marschall (2007)
www.kenmarschall.com

Running slightly late due to the incident at Southampton, *Titanic* arrives at Cherbourg, France, in the early evening. She completes her passage of 89 nautical miles to Cherbourg, including 65 miles across the English Channel, in 6½ hours.

10 April 1912 (15)

R.M.S. *Titanic* (46,328 tons) with the tender
S.S. *Nomadic* (1,273 tons) alongside.



'We reached here in nice time and took on board quite a number of passengers. The two little tenders looked well ... The weather is fine and everything shaping for a good voyage.' (Thomas Andrews)

"Au Revoir to the Old World"
©Ken Marschall (1977)
www.kenmarschall.com

Twenty-four cross-Channel passengers (nine First Class and fifteen Second Class) disembark at Cherbourg. A total of 274 passengers – 142 First Class, 30 Second Class and 102 Third Class – board *Titanic* from the tenders *Nomadic* and *Traffic*.

10 April 1912 (16)

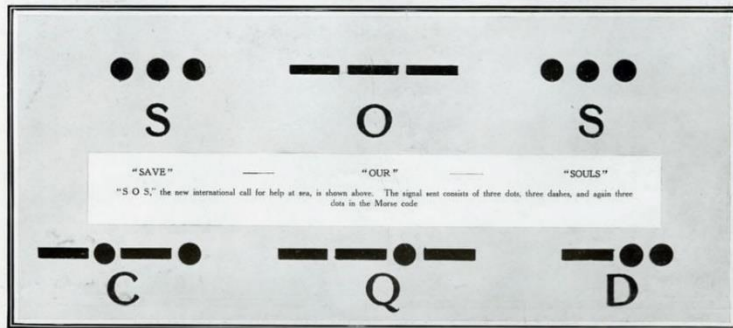
'A Last Vision of the "Titanic" by night – An Impression at Cherbourg.' (*The Sphere*, 27 April 1912)

SUPPLEMENT TO THE SPHERE, APRIL 27, 1912

THE SPHERE

THE WRECK of the "TITANIC."

The Story Told by "Sphere" Diagrams in a Special Twelve-page Supplement

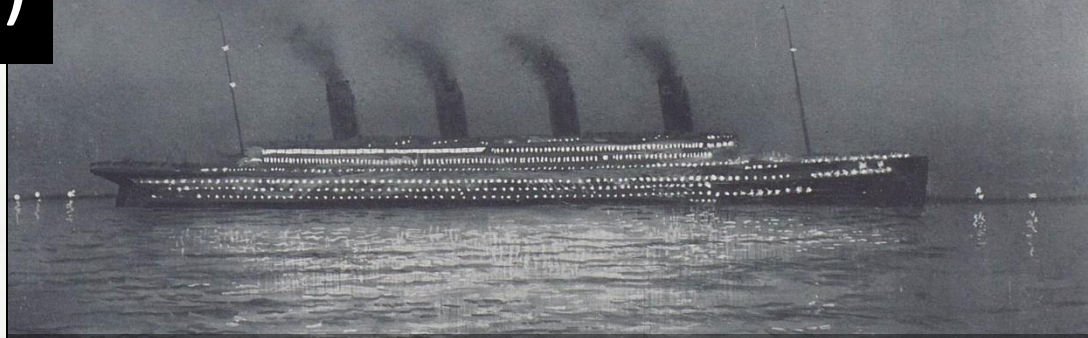


Above are given the new and the older methods of signalling S.O.S. at sea by wireless telegraphy. The "S O S" signal is known to the operators as the "Save our souls" message, while the "C Q D," an equally arbitrary selection of letters, was described as the "Come quickly—danger" signal.



A LAST VISION OF THE "TITANIC" BY NIGHT—AN IMPRESSION AT CHERBOURG

The "Titanic" after sailing from Southampton put in at Cherbourg to pick up her European passengers. This view gives a very good impression of the vessel during her one and only visit to the French port on the evening of Wednesday, April 10. Her hundreds of portholes produced a kind of shimmering glow upon the darkness of the surrounding water.



'Her hundreds of portholes produced a kind of shimmering glow upon the darkness of the surrounding water.'

*Titanic weighs anchor and departs Cherbourg at 8:10 pm with 1,201 passengers and 892 crew for the overnight run to Queenstown, Ireland. A heavily retouched photograph of the liner, taken earlier that evening, appears seventeen days later in an issue of London's *The Sphere* newspaper.*

10 April 1987



Photo: National Maritime Museum
Collection, Greenwich, London



Titanic departs Southampton
on Wednesday, 10 April 1912.

Standing, left to right: Frank
Aks (age 75), Eva Hart (82),
Marjorie Newell Robb (98),
Bertram Dean (76), Michel
Navratil (78); *Seated, left to
right:* Edith Brown Haisman
(90), Ruth Becker Blanchard
(87), Louise Kink Pope (79),
Eleanor Johnson Shuman (76).

Exactly seventy-five years after *Titanic*
sailed on her maiden voyage, the
Titanic Historical Society's convention
opens in Wilmington, Delaware. Nine
survivors of the disaster attend, from
England, France and the United States.



Photo: Titanic Historical
Society, Inc. Collection

10 April 1999 (1)



Photos: Premier Exhibitions, Inc.

The US\$7 million exhibition is created by G. Michael Harris and Jon Joslyn in partnership with Magicworks Exhibitions, J.V. and SFX Entertainment, Inc.

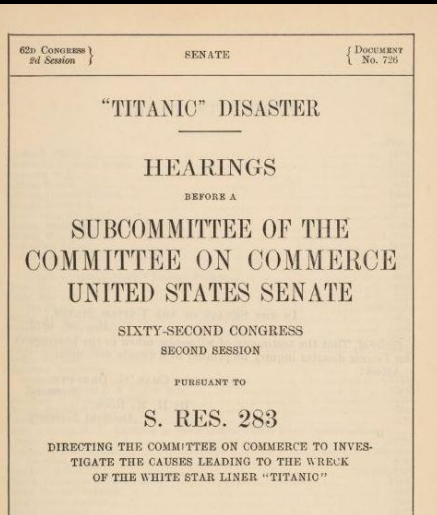
The world's first permanent *Titanic* exhibition opens in Orlando, Florida. *Titanic: Ship of Dreams* features full-scale reproductions of the First Glass Grand Staircase and Verandah Café, and First, Second and Third Class staterooms. It also includes pre-discovery artefacts and a gallery devoted to the discovery and exploration of *Titanic's* wreck.



First Class stateroom

10 April 1999 (2)

An agreement is made on 23 March 1998 to transcribe the full U.S. and British investigations and place them on the internet. Following the launch of the U.S. inquiry, the British investigation of 1,046 pages is uploaded on 6 June 1999.



'A small and selfless group of serious Titanic researchers has gone to the incredible effort of transcribing the entire texts of the Senate and the British Titanic inquiries – each of which is over a thousand pages long – and has graciously seen fit to post those transcripts on this website for the benefit of Titanic buffs everywhere.'

(George Behe, *Titanic* historian and author, 1999)

Report on the Loss of the "Titanic" (s.s.)

THE MERCHANT SHIPPING ACTS, 1854 to 1906.

IN THE MATTER OF the Formal Investigation held at the Scottish Hall, Buckingham Gate, Westminster, on the 2nd, 3rd, 7th, 8th, 9th, 10th, 14th, 15th, 16th, 17th, 20th, 21st, 22nd, 23rd and 24th May, the 4th, 5th, 6th, 7th, 10th, 11th, 12th, 13th, 14th, 17th, 18th, 19th, 21st, 24th, 25th, 26th, 27th, 28th and 29th June, at the Custom House, Custom Street, Westminster, on the 1st and 3rd July, and at the Scottish Hall, Buckingham Gate, Westminster, on the 30th July, 1912, before the Right Honourable Lord Mersey, Wreck Commissioner, assisted by Rear Admiral the Honourable S. A. Gough-Calthorpe, C.V.O., R.N.; Captain A. W. Clarke; Commander F. C. A. Lyon, R.N.R.; Professor J. H. Biles, D.Sc., LL.D., and Mr. E. C. Chaston, R.N.R., as Assessors, into the circumstances attending the loss of the steamship, "Titanic" of Liverpool, and the loss of 1,507 lives in the North Atlantic Ocean, in lat. 41° 46' N., long. 50° 14' W. on the 15th April last.

REPORT OF THE COURT.

The Court, having carefully enquired into the circumstances of the above mentioned shipping casualty, finds, for the reasons appearing in the Annex hereto, that the loss of the said ship was due to collision with an iceberg, brought about by the excessive speed at which the ship was being navigated.

Dated this 30th day of July, 1912.

Mersey Wreck Commissioner.

TITANIC INQUIRY PROJECT

ELECTRONIC COPIES OF THE INQUIRIES INTO THE DISASTER

The first stage of the 'Titanic Inquiry Project', the 1,163 pages of evidence and 92-page report of the United States Senate inquiry into the *Titanic* disaster, is uploaded on the internet and previewed at a convention of the Titanic Historical Society in Denver, Colorado. Robert Ottmers coordinates the massive project with assistance from a number of volunteers.

10 April 2004

'The time and care lavished by Peter on this model is evident in every square inch ... It is a pure joy to behold.' (Ken Marschall)

Photos: Titanic.com



Detail of the bridge area.



Peter Davies-Garner, master model-maker.



Stern view and Poop Deck.

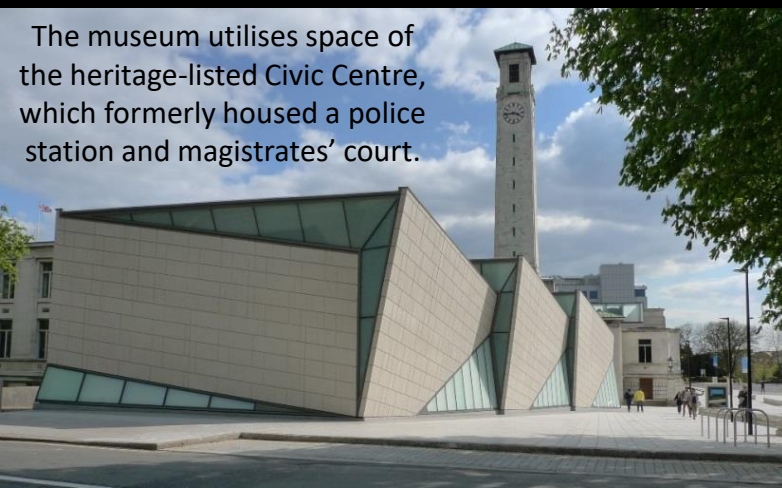


The *Titanic at Home* exhibition re-opens for the third consecutive year at Belfast City Hall. It features an 18-foot-long, 1:48 scale model constructed in painstaking detail over two years by model-maker Peter Davies-Garner. The model is the most accurate 'miniature' yet created of the famous White Star liner.

10 April 2012 (1)

The new SeaCity Museum in Southampton, England, with a permanent exhibit devoted to the city's association with *Titanic*, is officially opened on the centenary of the liner's ill-fated maiden voyage.

The museum utilises space of the heritage-listed Civic Centre, which formerly housed a police station and magistrates' court.



Images and brochure: SeaCity Museum

A preserved courtroom uses audio-visual elements to re-enact scenes from the 1912 British *Titanic* Inquiry.



Entry ticket, 4 May 2012.

'Nowhere was the tragedy of the *Titanic* disaster more felt than in Southampton, where several hundred households lost a family member.' (SeaCity Museum)



10 April 2012 (2)

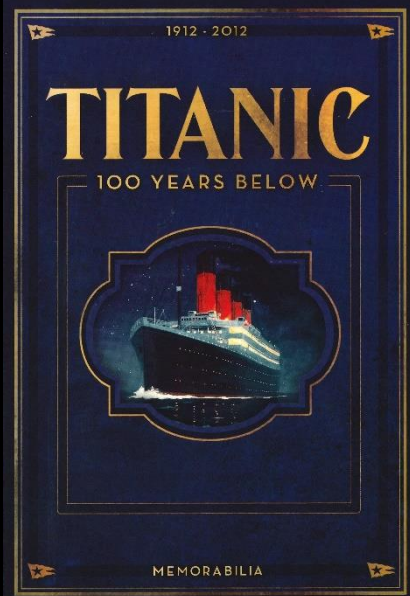
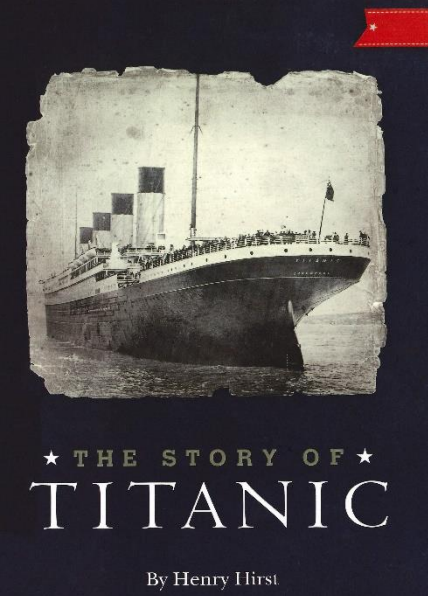
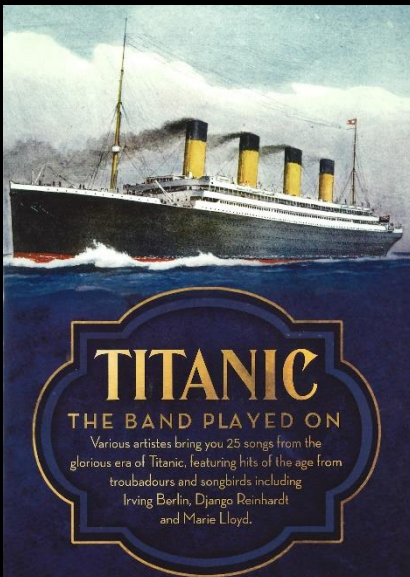
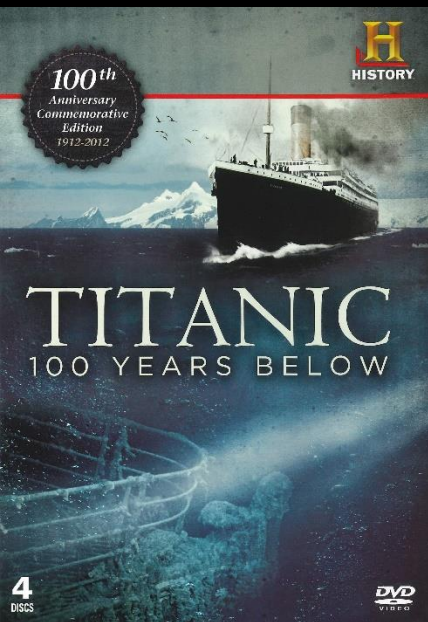


Image: Amazon.co.uk

The Go Entertainment Group Ltd. in the United Kingdom releases a deluxe centenary edition box-set titled *Titanic: 100 Years Below*.

Included are six History Channel documentaries on three discs; *Titanic: The Band Played On*, a 25-track CD of music from the 1912 era; *The Story of Titanic*, a 130-page hardback book; and an envelope of reprinted *Titanic*-related documents and postcards.

11 April 1912 (1)



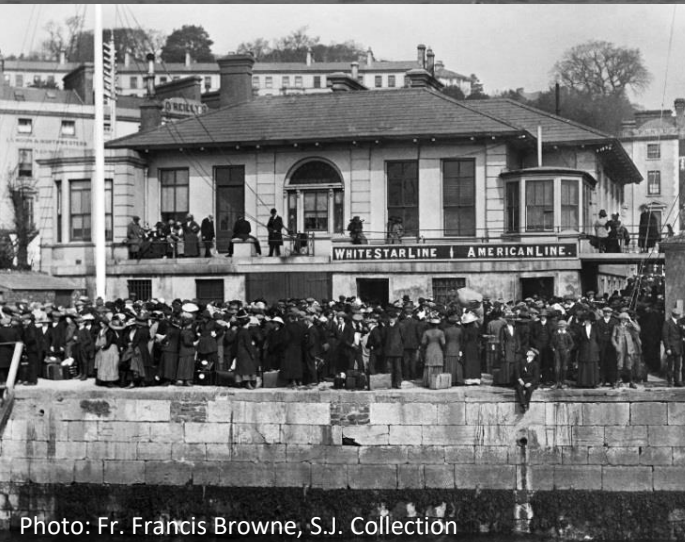
Coat of Arms of
Queenstown (later Cóbh)
Statio Fidissima Classi
"The Fleet's Safest Post"

Titanic arrives at Queenstown,
Ireland, anchoring two miles off
Roche's Point at the entrance to
Cork Harbour (Irish: Cuan Chorcaí).



Titanic's yacht-like profile is evident in this photograph of her at Queenstown, Ireland.

Photo: Dr William McLean, Board of Trade, Queenstown; Fr. Francis Browne, S.J. Collection



Left: Passengers await
tenders at the office of
James Scott & Company,
shipping agent for the
White Star Line, c.1911.
Right: Passengers wait
aboard the tender
America for their short
journey out to *Titanic*.



Photo: Thomas Barker,
The Cork Examiner

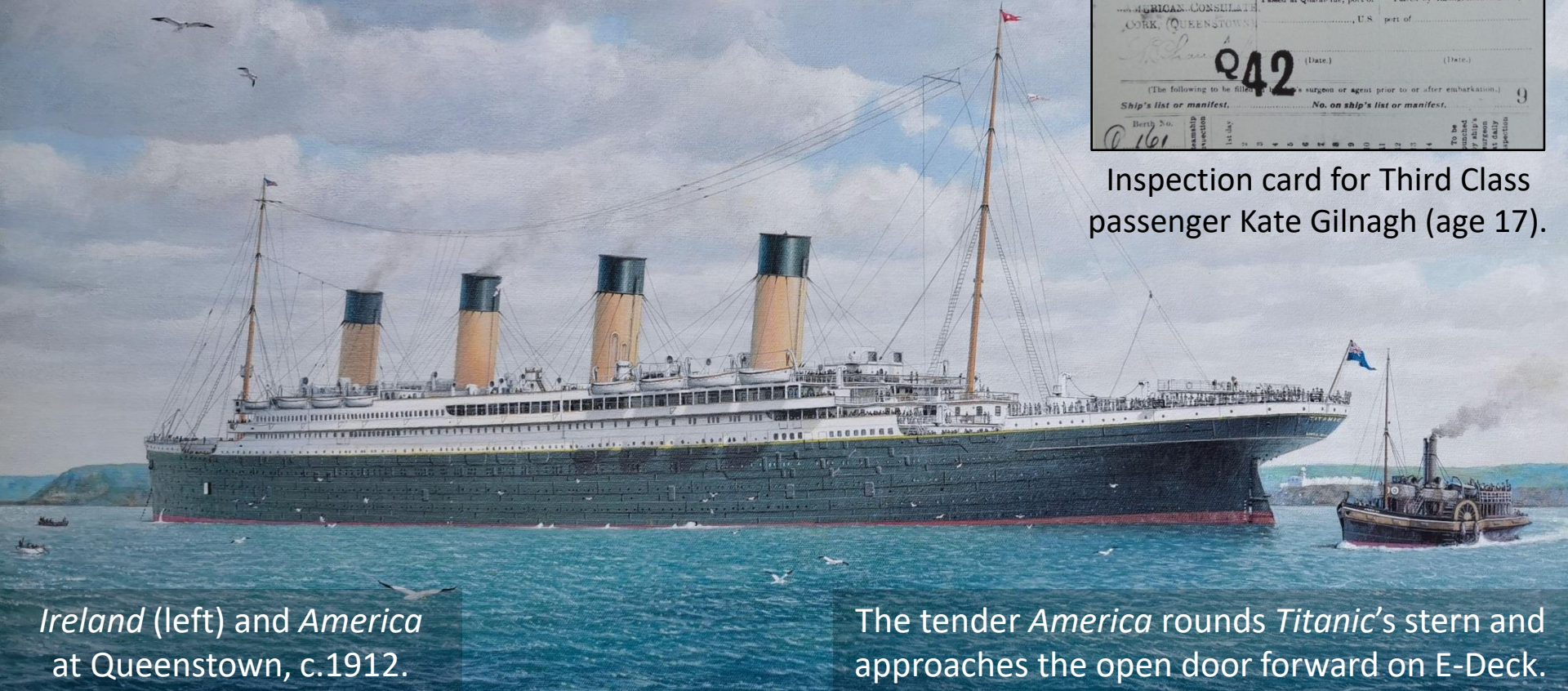
Photo: Fr. Francis Browne, S.J. Collection

"One Last Stop Before Destiny"
©Elang Erlangga (2024)

11 April 1912 (2)

Contract Ticket No. 35857	
INSPECTION CARD. (Immigrants and Storage Passengers.)	
Port of Departure, QUEENSTOWN.	Date of Departure, 11th April 1912
Name of Ship, SS. TITANIC	Name of Immigrant, Gilnagh, Kate
Last Residence, Rhine	
Inspected and passed at, AMERICAN CONSULATE, CORK, (QUEENSTOWN)	Passed at Quarantine, port of, U.S. port of, (Date), (Date)
(The following to be filled in by the ship's surgeon or agent prior to or after embarkation.)	
Ship's list or manifest, No. on ship's list or manifest, 9	Berth No. 161
To be filled in by ship's surgeon at daily inspection	

Inspection card for Third Class passenger Kate Gilnagh (age 17).



Ireland (left) and *America*
at Queenstown, c.1912.

The tender *America* rounds *Titanic*'s stern and
approaches the open door forward on E-Deck.



The tenders *Ireland* and *America*, built in 1891 for White Star Line service, depart the pierhead at Queenstown for the thirty-minute trip out to the anchored *Titanic*.

11 April 1912 (3)

Along with 123 passengers, the two tenders ferry mail, guests and reporters out to *Titanic*. One of *Titanic's* firemen climbs up the inside of the fourth funnel; his blackened face is seen by some onlookers as an ominous sign.

Passengers board *Titanic* from the tender *America*.

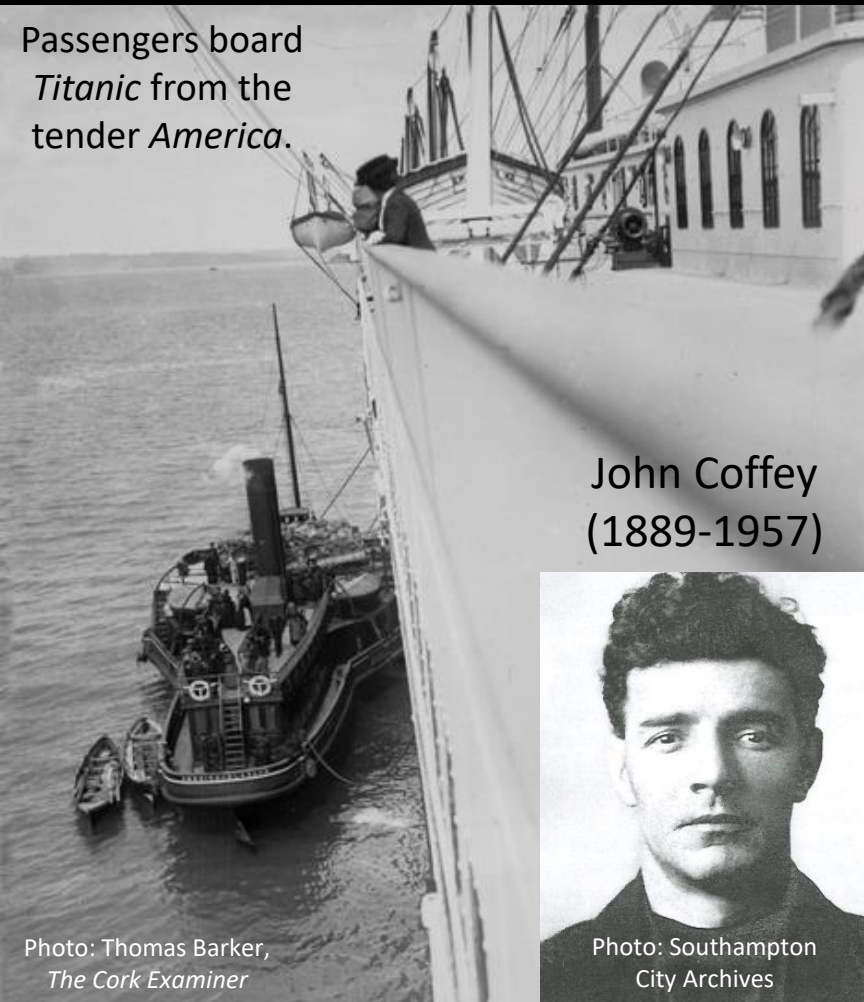


Photo: Thomas Barker,
The Cork Examiner

John Coffey
(1889-1957)

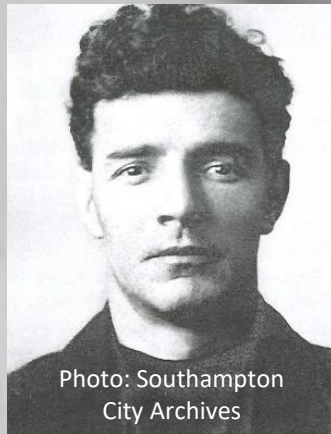
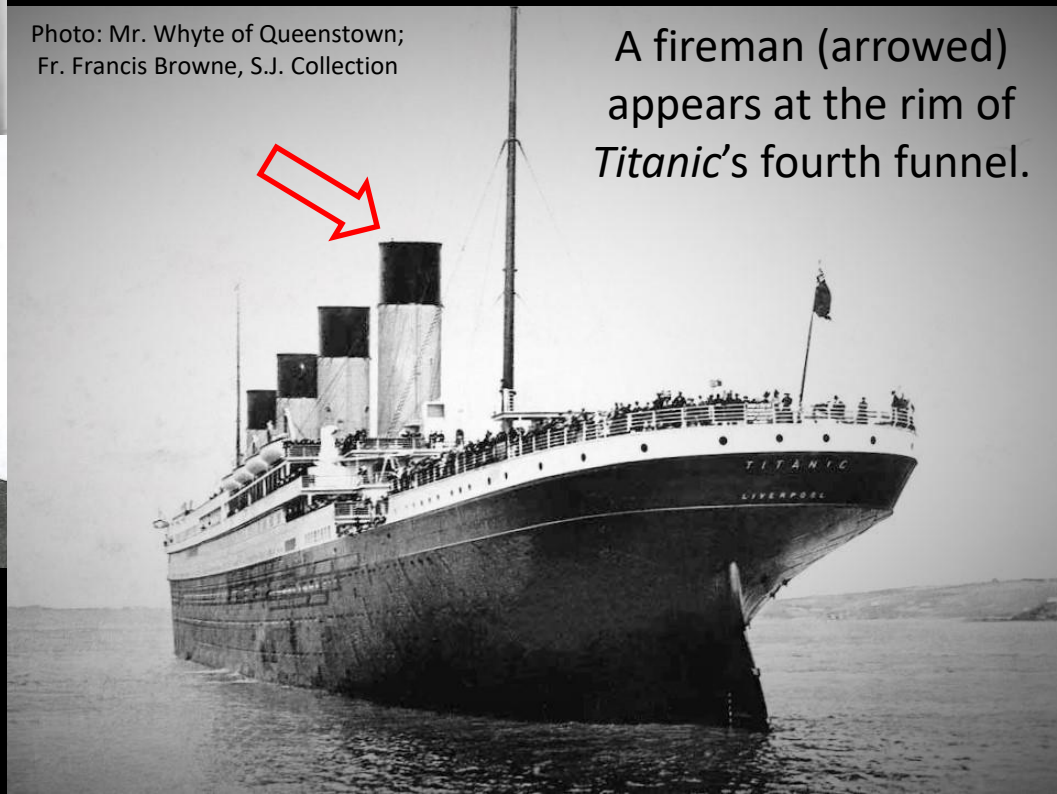


Photo: Southampton
City Archives

A 'free' trip home... John Coffey, a 23-year-old fireman aboard *Titanic*, deserts his ship by hiding amongst mail bags aboard one of the tenders. Coffey joined *Titanic* at Southampton.

Photo: Mr. Whyte of Queenstown;
Fr. Francis Browne, S.J. Collection

A fireman (arrowed) appears at the rim of *Titanic's* fourth funnel.



11 April 1912 (4)

"Off Roche's Point" ©Ken Marschall (1975)

'This morning we had a full dress rehearsal of an emergency. The alarm bells all rang for ten seconds, then about 50 doors, all steel, gradually slid down into their places, so that water could not escape from any one section to the next. So you see it would be impossible for the ship to be sunk in collision with another.'

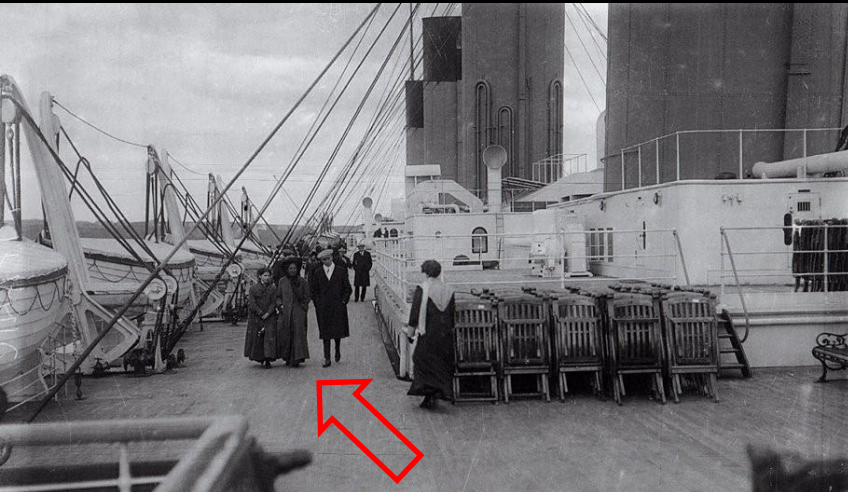
(Assistant Electrician Albert Ervine, in a letter to his mother)



The paddle-wheel tender *America* draws alongside *Titanic* to begin the embarkation of 113 Third Class passengers. Three First Class and seven Second Class passengers also embark from *Ireland*.

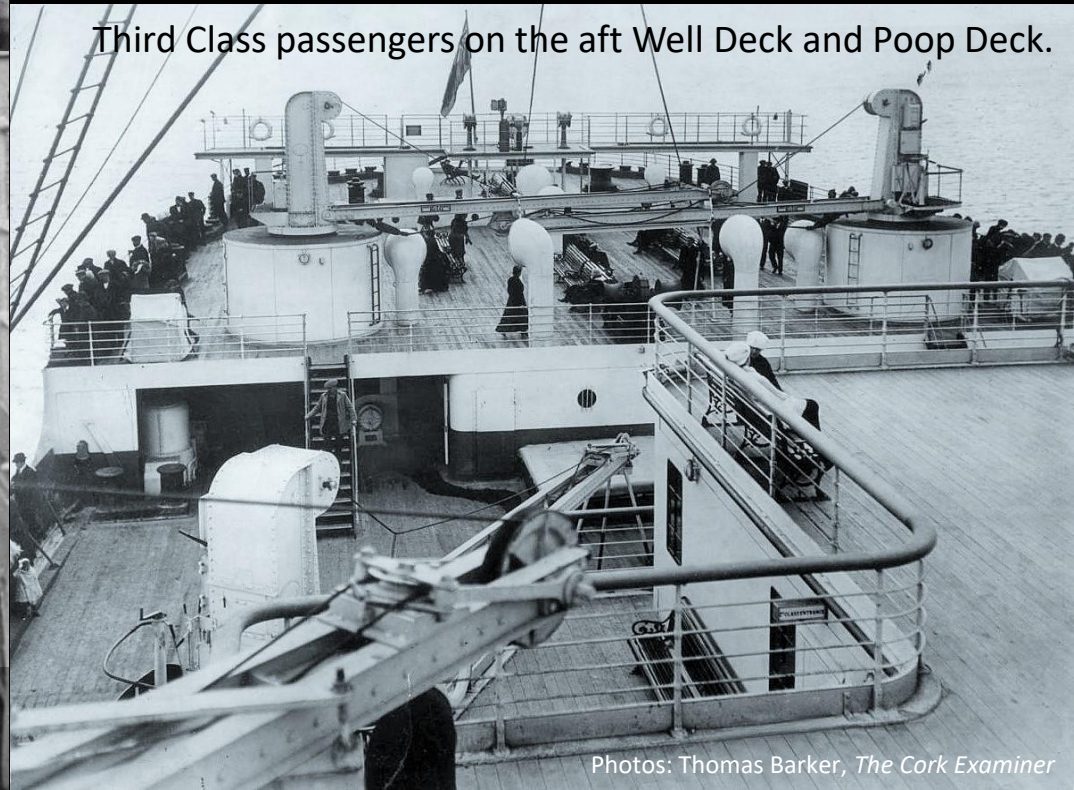
Originally named 'Cove' ('The Cove of Cork'), the Irish town was renamed 'Queenstown' in 1849 to commemorate a visit by Her Majesty Queen Victoria. It reverted to the Gaelic 'Cóbh' during the Irish War of Independence on 2 July 1920.

11 April 1912 (5)



Elsie and Ada Doling, and Edwin Wheeler, enjoy a stroll on the Second Class promenade.

Thomas Barker, a photographer with *The Cork Examiner*, boards *Titanic* at Queenstown and takes several images of her passengers and crew. His pictures constitute a valuable record of life aboard *Titanic* at her last port of call.



Third Class passengers on the aft Well Deck and Poop Deck.

Photos: Thomas Barker, *The Cork Examiner*

11 April 1912 (6)

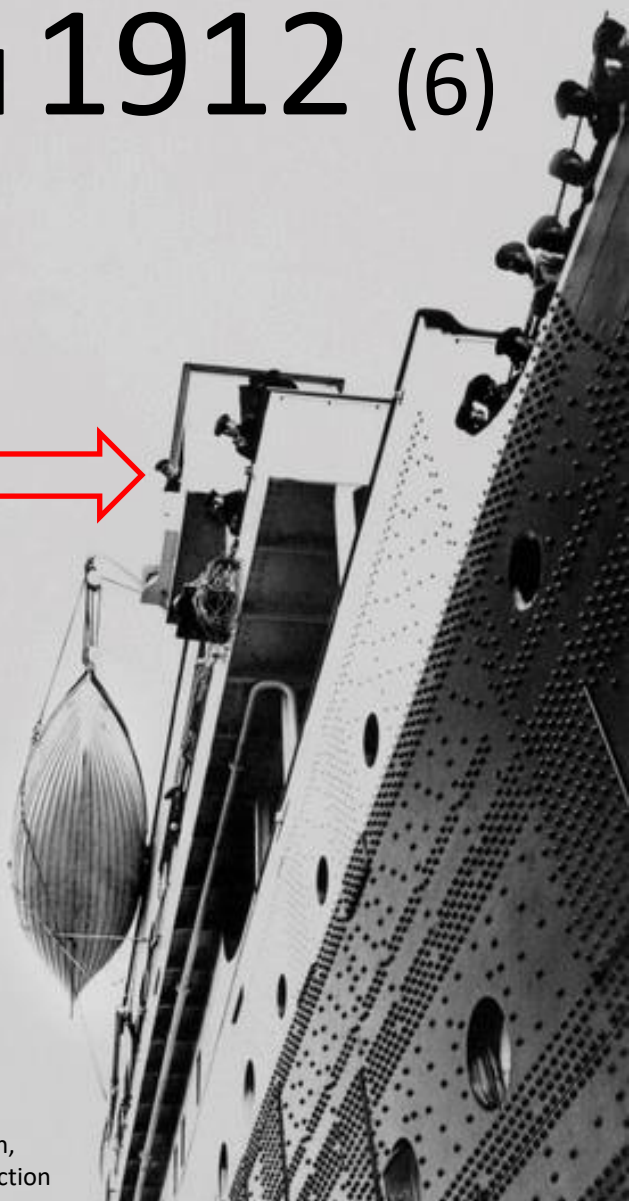


Photo: Dr William McLean,
Fr. Francis Browne, S.J. Collection

Captain Edward John Smith (arrowed) peers down from the bridge wing as the tender *Ireland* approaches *Titanic's* starboard side.

The last photographs of Captain Edward John Smith are taken by Dr William McLean of the Board of Trade in Queenstown, and Thomas Barker of *The Cork Examiner*.



Photo: Thomas Barker,
The Cork Examiner

The last known photograph of Captain Smith (right) with Chief Purser Hugh Walter McElroy outside the officers' quarters on the Boat Deck.

11 April 1912 (7)

Titanic receives her 'Certificate for Clearance' from E.J. Sharpe, the Board of Trade's emigration officer at Queenstown, Ireland. Included in the document are the numbers of 'cabin' and 'steerage' passengers aboard and the crew in the Deck, Engine and Stewards' departments.

E.J. Sharpe adds a pencilled notation on the reverse of the certificate with his total of passengers and crew: *Titanic* carries 2,208 souls.

Right: Second Officer Charles Lightoller (left) and First Officer William Murdoch watch from the gangway door on E-Deck as the tender *Ireland* pulls away from *Titanic*'s starboard side.



Photo: The Cork Examiner

National Archives, United Kingdom, Ref. MT9/920/4



Surveys 32.



ISSUED BY THE
BOARD OF TRADE.

SURVEY OF AN EMIGRANT SHIP.

Certificate for Clearance.

Ship's Name and Official Number. (1.) <i>Titanic</i> <i>131428</i>		Port of Registry, and Tonnage. (2.) <i>Queenstown</i> <i>4632821837</i>		Name of Master. (3.) <i>E.J. Smith.</i>	
Port of Departure. (4.) <i>Southampton</i>		Port of Call. (5.) <i>Queenstown</i>		Destination. (6.) <i>New York</i>	
CABIN PASSENGERS.				Total Cabin Passengers. (15.)	Equal to Adults computed by Part III. M. S. Act, 1894. (16.)
Adults (12 years and upwards).		Children.			
Married.		Single.		Between 1 and 12	Under 1 Year.
Male. (7.) <i>37</i>	Female. (8.) <i>27</i>	Male. (9.) <i>196</i>	Female. (10.) <i>107</i>	Male. (11.) <i>13</i>	Female. (12.) <i>12</i>
				Male. (13.) <i>4</i>	Female. (14.) <i>4</i>
				<i>427</i>	<i>463 1/2</i>
STEERAGE PASSENGERS.*				Total Steerage Passengers. (17.)	Equal to Adults computed by Part III. M. S. Act, 1894. (18.)
Adults (12 years and upwards).		Children.			
Married.		Single.		Between 1 and 12	Under 1 Year.
Male. (19.) <i>25</i>	Female. (20.) <i>25</i>	Male. (21.) <i>315</i>	Female. (22.) <i>78</i>	Male. (23.) <i>22</i>	Female. (24.) <i>28</i>
				Male. (25.) <i>3</i>	Female. (26.) <i>3</i>
				<i>495</i>	<i>462 1/2</i>
				<i>113</i>	<i>110 1/2</i>
Deck Department. (27.)		Engine Department. (28.)		Stewards' Department. (29.)	Total Crew. (30.)
<i>73</i>		<i>325</i>		<i>494</i>	<i>892</i>
Total Number actually on board, including Crew				<i>2208</i>	<i>2147</i>
* Total Number of Steerage Adults (as Steerage Passengers), exclusive of the Master, Crew, and Cabin Passengers, which the Ship can legally carry according to space allotted				<i>1736</i>	<i>2699 1/2</i>
Other Space in Sq. Ft.				Number of Beds fitted.	
				<i>26992</i>	<i>1134</i>

I hereby certify that the particulars inserted in the above form are correct. I also certify that all the requirements of the Merchant Shipping Acts relating to emigrant ships, so far as they can be complied with before the departure of the ship, have been complied with, and that the ship is, in my opinion, seaworthy, in safe trim, and in all respects fit for her intended voyage; that she does not carry a greater number of passengers than in the proportion of one statute adult to every five superficial feet of space clear for exercise on deck; and that her passengers and crew are in a fit state to proceed.

Dated at *Queenstown*

this *11th* day of *April* 19*12*

E.J. Sharpe
Emigration Officer, or Assistant Emigration Officer.

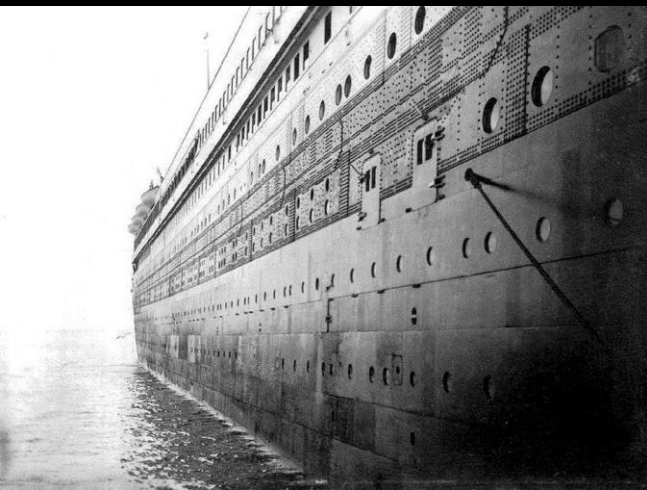
11 April 1912 (8)

Francis Browne is among seven First Class passengers who disembark *Titanic* at Queenstown. Browne and travelling companion Kate Odell take several pictures before boarding a tender to undertake a tour of Ireland.

Photo: Kate Odell, Odell Family Collection



Richard May, Lily Odell, Stanley May and Jack Odell on the port side of *Titanic*'s Boat Deck at Queenstown.



'Then came the tender and the mails and soon the hour of leaving came for me.'

(Francis Browne)

Kate Odell's camera records the cliff-like hull of *Titanic*.



c.1903

Francis Browne photographs the raising of *Titanic*'s starboard anchor from Cork Harbour.



11 April 1912 (9)

Surveys 27. **1423780** 8
REPORT OF SURVEY
OF
AN EMIGRANT SHIP.
No. 403
11 APR 1912
MARINE SHIP.

Name and official number.	Port of registry.	Tonnage. Gross. Net.	Single, twin, triple or quadruple screw. Registered horse-power.	Where and when built.	In dry-dock.
"Titanic" 131428	Liverpool	46328 1/2 100 21931 3/4	Triple Screw	Belfast 1912	Belfast 6-3-12
Date of expiration of passenger certificate.	Mean draught of water and freeboard.	Name and address of owner or agent.	Intended voyage.		
2-4-13	34' 0" 31' 4"	Oceanic Steam Navigation Co. Ltd. 20 James Street Liverpool	Foreign		

MASTER AND OFFICERS.

Rank.	Name in full.	Number of certificate.	Grade.
Master	Edward John Smith	14102 La. Master	
First Mate	Wm. McMaster Murdoch	025480 2d. Master	
Second Mate	Charles Herbert Lightoller	027571 2d. Master	
First Engineer	Joseph Dill	19224 3rd class	
Second Engineer	Wm. Edward Farnham-Harson	32833 3rd class	

LIFE-SAVING APPLIANCES.

Description of boats and rafts.	No.	Cubic contents in feet.	No. of persons they will accommodate.	Materials.	Number under davits.	Are they so placed as to be readily got into the water?	Are they provided with the equipments required by the rules?
Boats, Section A.	14	9172	910	Wood	14	Yes	Yes
Boats, " B.	✓						
Boats, " C.	✓						
Boats, " D.	2	648	80	Wood	2	Yes	Yes
Boats, " E.	4	✓	188	Wood with canvas labourer.	✓	Yes	Yes
Life Rafts	✓						

Number of life belts. 3560
Number of life buoys. 48
Is the ship supplied with all the life-saving appliances required by the rules? Yes

The Board of Trade's emigration officer, E.J. Sharpe, also signs the final entry on the 'Report of Survey of an Emigrant Ship'. This document had been started by the Board of Trade's Francis Carruthers in Belfast on 2 April 1912. Captain Maurice Clarke recorded his observations at Southampton eight days later. The completed certificate will be received at the Board of Trade surveyor's office on 15 April 1912.

The certificate provides details of *Titanic's* life-saving equipment, including 20 lifeboats, 3,560 lifebelts and 48 lifebuoys. The arrowed questions asks: 'Is the ship supplied with all the life-saving appliances required by the rules?' The answer written is 'Yes'.

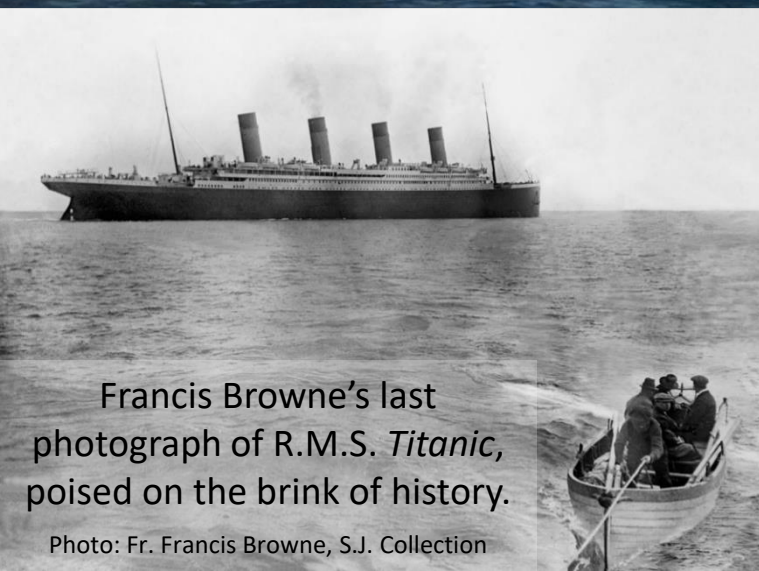
11 April 1912 (10)

'I will give you copies of my photos when you come again. Pleasant voyage.' (Francis Browne to Purser Hugh McElroy, when disembarking at Queenstown)

Painting: ©Ken Marschall (2011) www.kenmarschall.com



Titanic carries 324 passengers in First Class, 284 in Second Class, and 709 in Third Class.

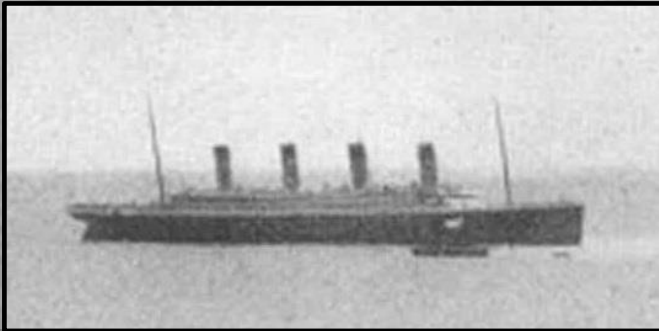


Francis Browne's last photograph of R.M.S. *Titanic*, poised on the brink of history.

Photo: Fr. Francis Browne, S.J. Collection

After embarking 123 passengers and loading 1,385 sacks of mail from the tenders *Ireland* and *America*, *Titanic* raises her anchor at 1:30 pm and sets sail for New York City. Aboard are 1,317 passengers and 891 crew.

11 April 1912 (11)



From a hillside overlooking the entrance to Cork Harbour, John Morrogh photographs *Titanic* shortly after she weighs anchor. The tender *Ireland* is returning to Queenstown.

This photograph was first published in 1912 in *Castleknock Chronicle*, the yearbook of Castleknock College, Dublin.

The last known photographs of R.M.S. *Titanic* are taken as she steams away from Queenstown, Ireland... never to see land again.

'And here in Ireland, in Queenstown, we did not forget those whom we had seen departing in all the joy of hope and confidence...'

(Francis Browne, *The Belvederian*, 1912)

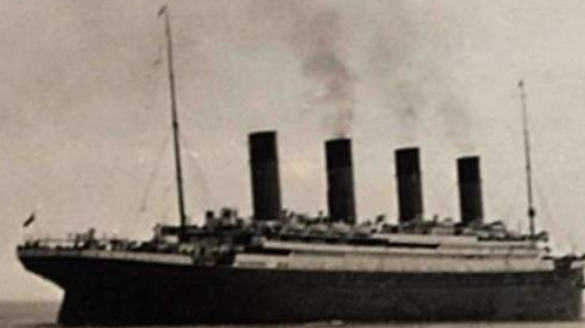


Photo: Odell Family Collection

Titanic picks up speed as Kate Odell captures a final photograph from the tender *Ireland*.

"R.M.S. *Titanic* off Kinsale Head, Ireland, April 11, 1912"

©Ken Marschall (1977)

11 April 1912 (12)



'There were many who saw the Titanic that day ... To the end of their lives some of them would remember the splendid spectacle of the great liner, with her black hull and white upper works gleaming in the sunlight, sweeping on proudly past the headlands of the west.' (Geoffrey Marcus, *The Maiden Voyage*, 1969)

At 2:30 pm, *Titanic* passes the Old Head of Kinsale on the south coast of Ireland. Her engines turn at 70 revolutions per minute, resulting in a speed of around 20.7 knots. Two hours later, *Titanic* passes Fastnet Light, the southwestern tip of the Irish coast, from where she enters the open Atlantic Ocean.

11 April 1912 (13)

Painting by Stephen J. Card depicts *Carpathia* departing New York in the summer of 1914.



Arthur H. Rostron
(1869-1940)

Photo: Library of Congress



Painting: ©Stephen J. Card, AFNI (2003)

The 13,603-ton Cunard liner *Carpathia* departs New York on a routine North Atlantic crossing. In command is 42-year-old Arthur Henry Rostron and aboard are 743 passengers bound for Mediterranean ports. Four days later, the voyage will prove to be anything but routine for *Carpathia* and her crew...

11 April 1953



Harper Carter, Barbara Stanwyck, Audrey Dalton and Clifton Webb as the Sturges family aboard *Titanic*.

The 20th Century-Fox motion picture *Titanic* premieres in Norfolk, Virginia. Jean Negulesco directs the 98-minute film, which stars Clifton Webb, Barbara Stanwyck and a young Robert Wagner.

Twentieth Century-Fox
presents
Titanic

Images: ©Twentieth Century-Fox (1953)



The working title of the film in 1952 was *Nearer My God To Thee*.

'Beautiful acting and sensitive direction.'
(*The Hollywood Reporter*)



STARRING
CLIFTON WEBB · BARBARA STANWYCK · ROBERT WAGNER
AUDREY DALTON · THELMA RITTER · WITH BRIAN AHERNE · RICHARD BASEHART
PRODUCED BY CHARLES BRACKETT · DIRECTED BY JEAN NEGULESCO · WRITTEN BY CHARLES BRACKETT, WALTER REISCH and RICHARD BREEN

11 April 2003 **IMAX 3D** Walt Disney Pictures and Walden Media release the documentary film *Ghosts of the Abyss*. Directed by James Cameron and narrated by Bill Paxton, the film is made for viewing in IMAX 3D theatres and includes footage taken during the 2001 expedition to explore *Titanic*.



Photo: Buena Vista Pictures/Walden Media

Expedition leader James Cameron (left) and actor/narrator Bill Paxton working on the film aboard a 'Mir' submersible in 2001.

11 April 2014 (1)

The *Titanic* Memorial Garden is opened in Cóbh, Ireland, exactly 102 years after *Titanic* made her last port of call at what was then known as Queenstown. The focal point is a glass wall on which are inscribed the names of the 123 passengers who boarded the White Star liner on 11 April 1912.



Photo: www.theCork.ie

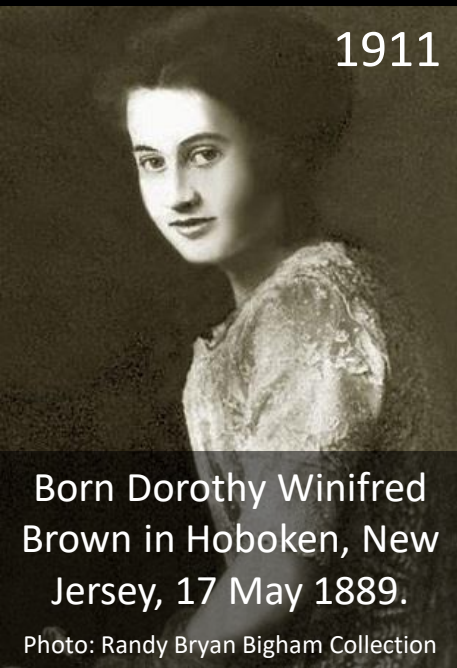


Photo: William Murphy



Photo: www.theCork.ie

11 April 2014 (2)

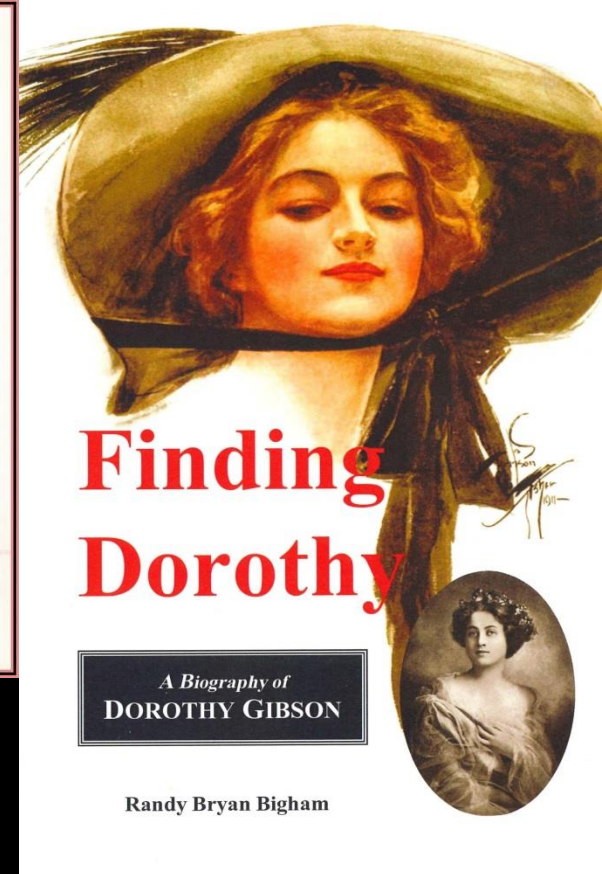


1911

A poster advertising
Saved From the Titanic.



Artwork of Dorothy Gibson
by Harrison Fisher titled
'Refreshments' from the cover
of *Cosmopolitan* in June 1911.



Lulu Press, Inc. publishes a revised edition of *Finding Dorothy*, a comprehensive biography of actress, cover girl and silent film star Dorothy Gibson (1889-1946). Aged 22 in April 1912, Gibson travelled aboard *Titanic* as a First Class passenger and survived aboard lifeboat No. 7. Four weeks later, on 16 May, she starred to great acclaim in the film *Saved From the Titanic*.

12 April 1912

COMPAGNIE FRANÇAISE MARITIME ET COLONIALE

DE

TÉLÉGRAPHIE SANS FIL

83, Boulevard des Capucines. — PARIS

TÉLÉGRAMME DE SERVICE

REÇU du poste de

le 12 1911, à h. m., du

TRANSMIS au poste de

le 12 1911, à h. m., du

N° . POSTE DE

Juin 1911

De Caussin

à Capitain Belkovic

My position 7:00 pm GMT Lat. 49.28 Long. 26.28
w. dense fog since this night - crossed thick
icefield lat 44.58 long 50.40 Paris saw another
icefield and two icebergs lat 45.20 long
45.09 Paris saw a dike lat 40.56 long
68.38 Paris please give me your position Best
Regards and Bon voyage Caussin

my m's 54 wds - mlt

Built by Ateliers et Chantiers de
Penhoët, St. Nazaire, France, 1891.

Only one day out from Queenstown
on her maiden voyage, *Titanic* receives
the first warning of an icefield and
icebergs. The message comes from the
liner *La Touraine* (8,893 tons), en route
from New York to Le Havre, France.

*'My position 7:00 pm GMT Lat.
49.28, Long. 26.28. Dense fog since
the night. Crossed thick icefield
Lat. 44.58, Long. 50.40. Paris saw
another icefield and two icebergs
Lat. 45.20, Long. 45.09 ... Best
Regards and Bon Voyage, Caussin.'*

*La Touraine in
the early 1900s.*

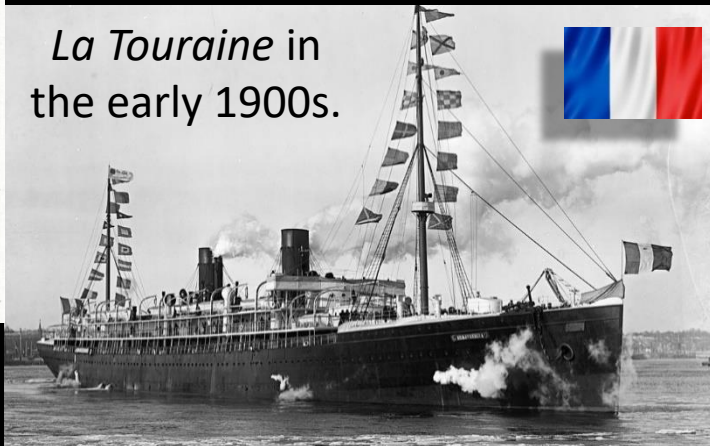


Photo: Gallica

*La Touraine's master,
Capt. Charles Fernand
Caussin (1869-1924).*

12 April 1928

Former *Titanic* lamp trimmer Samuel Ernest Hemming dies at the age of 59. On the night of the sinking, Hemming assisted with the lowering of several lifeboats, giving up his assigned place. He survived by lowering himself into the sea from a set of boat falls and swimming some 200 yards to lifeboat No. 4. Storekeeper John Foley and others in the boat pulled him aboard.



Photo: titanicofficers.com

'Hello, is that you, Hemming? Why haven't you gone?' (Second Officer Charles Lightoller)
'Oh, plenty of time yet, sir.' (Samuel Hemming)



Headstone at Hollybrook Cemetery, Southampton.

Photo: Darrins Photography

Samuel Hemming testified at the U.S. Senate Inquiry in Washington, D.C. on 25 April 1912, and at the British Inquiry four weeks later. He served with distinction in the Royal Navy during World War I, earning the General Service and Victory medals.



Painting: ©Ken Marschall (2002)

12 April 1935 (1)

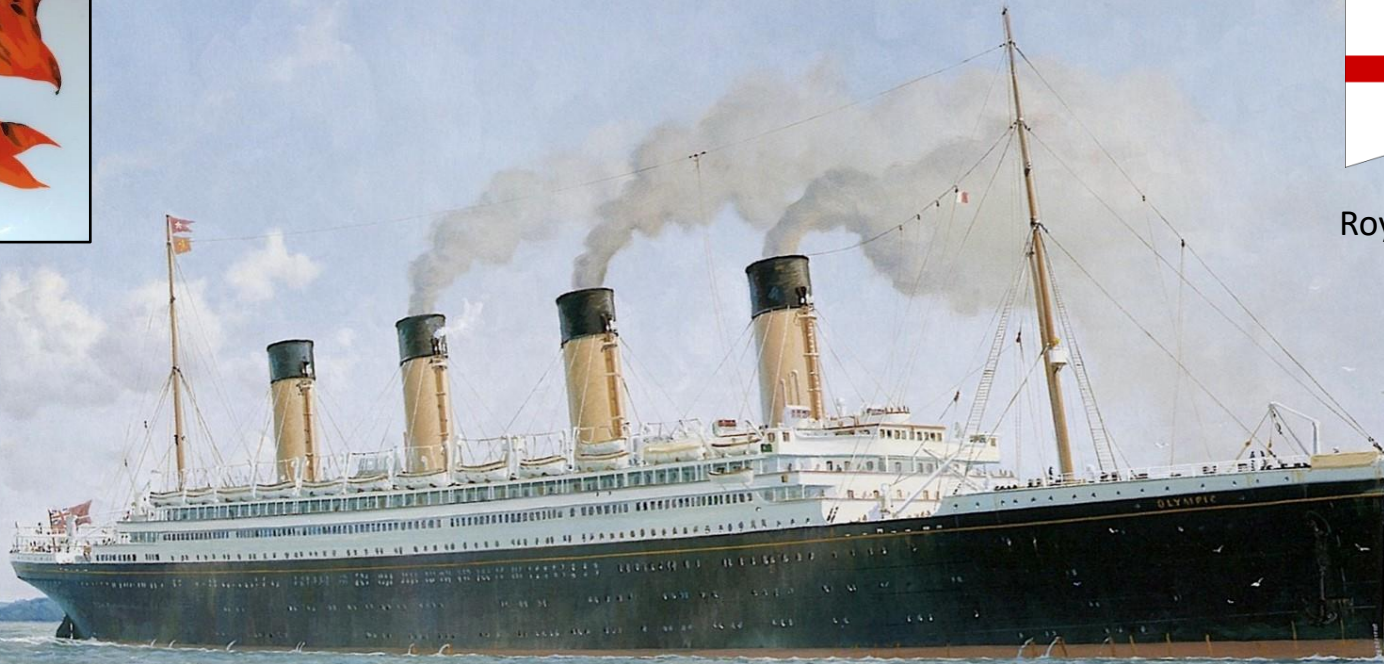


Painting: ©Stephen J. Card, AFNI

Olympic passes the Royal Yacht Squadron at Cowes on the Isle of Wight as she steams up the Solent en route to Southampton in 1935. She proudly flies the double-house flags of the Cunard White Star Line.



Flag of the
Royal Yacht Squadron.



Olympic completes her final North Atlantic voyage, from New York to Southampton, after almost 24 years in service. Her last crossing covers 3,192 nautical miles in six days, two hours and forty-two minutes at an average speed of 21.8 knots.

12 April 1935 (2)



Former rivals destined for oblivion...
Cunard White Star's *Olympic* and *Mauretania*.



Berthed at Southampton in 1929.



Laid up at Southampton's western docks, 1935.

Photo: Frank Bealing, Southampton City Heritage Collections

At the conclusion of her final trans-Atlantic crossing, the 46,439-ton *Olympic* is laid up at Berth 108 in Southampton. She joins her one-time rival, the 31,938-ton *Mauretania*. Within six months, the two veterans will make their last voyages to the shipbreakers.

13 April 1912 (1)

'Mr. Ismay did the talking. I did not hear Captain Smith's voice ... I saw him [Smith] nod his head a few times.'
(Elizabeth Lines' deposition, 22 November 1913)



Photo: Phillip Gowan Collection

Elizabeth Lindsey
Lines (1861-1942)



'This maiden voyage of Titanic must make headlines.' (Jonathan Hyde as Bruce Ismay)

'We are making excellent time.'
(Bernard Hill as Captain E.J. Smith)

Image: ©Twentieth Century Fox/
Paramount Pictures (1997)

First Class passenger Elizabeth Lines overhears a conversation in *Titanic's* First Class Reception Room between White Star Line Chairman J. Bruce Ismay and Captain Edward J. Smith.

She later recalls in a sworn deposition what Ismay said:
'We will beat the Olympic and get in to New York on Tuesday.'

13 April 1912 (2)



As *Titanic* steams westward, the White Star Line's New York office publishes a flyer advertising the return leg of the liner's maiden voyage, scheduled for 20 April.

'The "Titanic" will sail on her first Eastbound voyage for Plymouth – Cherbourg – Southampton on Saturday, April 20th, at 12 noon...'



The main entrance of the White Star Line's office, opened in 1903, at 9 Broadway in New York.

C-4550

WHITE STAR LINE

NEW YORK-PLYMOUTH-CHERBOURG-SOUTHAMPTON

The New, Mammoth, Triple-screw Steamer

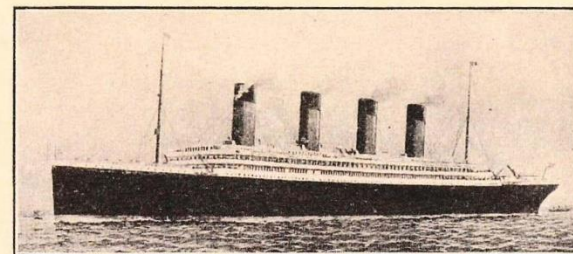
"TITANIC"

882½ Feet Long - 46,328 Tons - 92½ Feet Wide

THE LARGEST STEAMSHIP IN THE WORLD

Will Sail on her Maiden Voyage From New York

SATURDAY, APRIL 20th, 12 NOON



To Our Agents:

The New Steamer "**Titanic**," the latest addition to the White Star Line fleet, sailed from Queenstown, Thursday, 11th inst. at 2 p.m. with 325 first class, 285 second class and 710 third class passengers, and is due to reach her wharf Wednesday morning, 17th inst.

The "**Titanic**" will sail on her first Eastbound voyage for Plymouth - Cherbourg - Southampton on Saturday, April 20th, at 12 noon, and we bespeak your best efforts for this sailing.

First Class Rates, \$130 and up.

Second Class Rates

Plymouth, Southampton \$65 and up. Cherbourg \$70 etc.

Third Class Rates

To Plymouth, Southampton, London, Liverpool, Glasgow	\$36.25
" Gothenburg, Christiania, Copenhagen, etc.,	41.50
" Stockholm, Abo, Hango, Helsingfors, Mariehamn	44.50
" Continental Ports, Hamburg, Bremen, Antwerp, Rotterdam, Havre, Cherbourg	45.00
To Italy: Turin, Milan,	\$49.75, etc.
To Orient: Constantinople, Beyrouth, Piraeus,	\$55, etc.

NEXT LIVERPOOL SAILING

S. S. "**CEDRIC**" will sail for Queenstown and Liverpool on Thursday, April 18, at 12 Noon. Ample room in all classes.

Respectfully,

WHITE STAR LINE.


New York, April 13, 1912

1912

14 April 1891

Twenty-one years before the *Titanic* disaster, the Harland & Wolff shipyard in Belfast completes the fitting out of the 5,749-ton *Nomadic* for the White Star Line. One of several livestock carriers in the company's fleet, her maiden voyage from Liverpool to New York commences on 24 April 1891.

WHITE STAR LINE.
TWIN SCREW LIVE-STOCK STEAMERS—LIVERPOOL AND NEW YORK DIRECT.
Regular Weekly Sailings. Tuesdays from New York; Fridays from Liverpool.
(REDUCE IN ALLEGATION.)



The Twin Screw Steamers *Georgic*, *Cevic*, *Bovic*, *Tauric* and *Nomadic*; also *Cific*.
These Vessels are Specially Navigated to Avoid Injury to Stock in Bad Weather.
ALL STOCK LANDER ON COMPANY'S PIER, 10 NORTH RIVER, NEW YORK. SAILORSHIP TRUCK ON DOCK. LOWEST CURRENT RATES.
THE UNITED STATES AND ROYAL MAIL STEAMERS, MAJESTIC, TEUTONIC, BRITANNIC, GERMANIC AND ADRIATIC.
ISMAI, IMRIE & CO., 30 Water Street, Liverpool. 87 to 89, MAITLAND KERSEY, 27 Broadway, New York.

Nomadic remains in White Star Line service until transferred to the Dominion Line in 1903. She is renamed *Cornishman* in 1904 and continues in livestock service with the Dominion and Leyland lines until withdrawn and scrapped in 1926.

A second *Nomadic*, also built at Harland & Wolff and launched on 25 April 1911, enters service with the White Star Line at Cherbourg, France, on 3 June that same year. *Nomadic* ferries passengers out to the new *Titanic* on 10 April 1912 and remains with the White Star Line until sold to French interests in March 1934.



14 April 1912 (1)



Titanic steams a total of 546 nautical miles at an average speed on 22.06 knots from Noon on 13 April to Noon on 14 April.



Photo: Library of Congress

James Clayton Barr
(1855-1937) in 1913.

"Passage to Eternity" ©Ken Marschall (1998)

At 9:12 am, Captain James Barr of the Cunard liner *Caronia* (19,687 tons), alerts Captain Smith aboard *Titanic* of ice ahead of his ship:
'Westbound steamers report bergs, growlers and field-ice in 42°N from 49° to 51°W, April 12th. Compliments, Barr.'

Form No. 1—100—18.5.11. Sent date 14 APR 1912

The Marconi International Marine Communication Company, Ltd.
WATERGATE HOUSE, YORK BUILDINGS, ADELPHI, LONDON, W.C.

No. 111 **CARONIA** OFFICE 23 14 APR 1912 19
Prefix msf Code Words 23 CHARGES TO PAY.
Office of Origin **CARONIA**
Service Instructions: Radio

Marconi Charge ...	
Other Line Charge...	
Delivery Charge ...	
Total	

Office sent to msf Time sent 7/10 Am. By whom sent cl

READ THE CONDITIONS PRINTED ON THE BACK OF THE FORM.

To: Captain Titanic

<u>Westbound</u>	<u>steamers</u>	<u>report</u>	<u>bergs</u>	<u>growlers</u>
<u>and</u>	<u>field-ice</u>	<u>in</u>	<u>42°N</u>	<u>from</u>
<u>49°</u>	<u>to 51°W</u>	<u>April</u>	<u>12th</u>	<u>Compts Barr.</u>

CORNINGHAM BROS., Printers, etc., Limehouse, E.

PLEASE ASK FOR OFFICIAL RECEIPT.
New Code addresses referred to: with Cable Companies are not available for messages through British Foreign Office Station.

Captain Smith acknowledges the message: *'Captain Caronia: Thanks for message and information. Have had variable weather throughout. Smith.'*

14 April 1912 (2)

*'Eternal Father, strong to save,
Whose arm hath bound the restless wave,
Who bid'st the mighty ocean deep
Its own appointed limits keep;
O hear us when we cry to Thee,
For those in peril on the sea.'*

A Sunday church service is held for First Class passengers from 10:30 am to 11:15 am in the First Class Dining Saloon on D-Deck. Similar services are held for those travelling Second and Third Class.

Images: ©Twentieth Century Fox/Paramount Pictures (1997)



Captain Smith personally conducts the First Class service and reads from the White Star Line's hymnal.

14 April 1912 (3)

Form No. 1-100-18511-5 Sent date *April 14*

The Marconi International Marine Communication Company, Ltd.
WATERGATE HOUSE, YORK BUILDINGS, ADELPHI, LONDON, W.C.

No. *211* *Baltic* OFFICE *April 14* 19*12*

Prefix *M 89* Code *2 8* Words *73*

Office of Origin *Baltic*

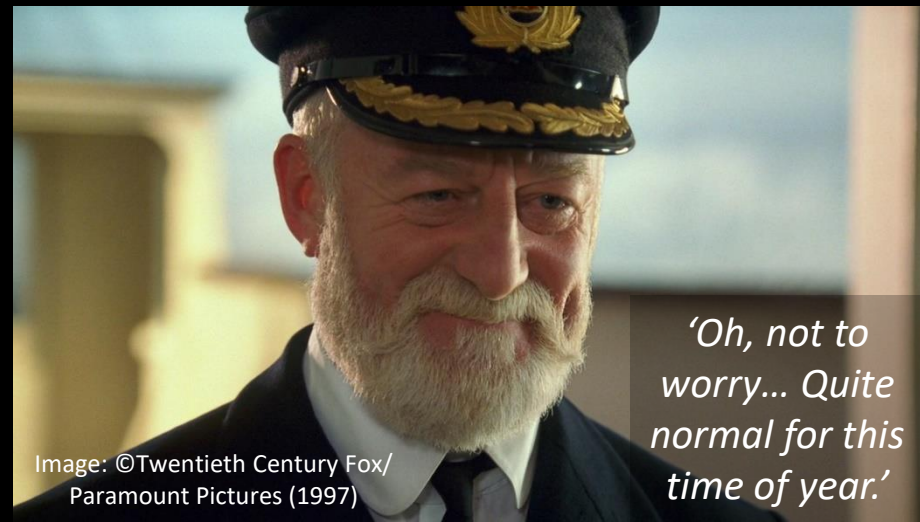
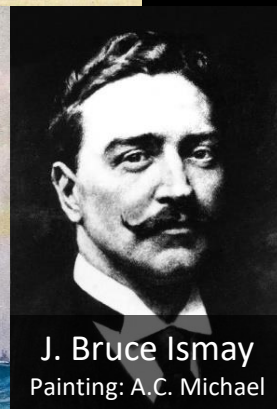
Service Instructions: *Copy*

CHARGES TO PAY.		
Marconi Charge ...		
Other Line Charge...		
Delivery Charge ...		
Total ...		

Office sent to *M 89* Time sent *5a* By whom sent *gud*

PLEASE ASK FOR OFFICIAL RECEIPT.
Code Address registered only with Cable Companies are not available for messages through British Post Office Stations.

Titanic receives an ice warning at 1:54 pm from the eastbound White Star liner *Baltic*. Captain Smith hands it to White Star Line Chairman J. Bruce Ismay who later shows it to First Class passengers. Ismay returns the message to Captain Smith at around 7:15 pm. It will not be the last warning of ice *Titanic* will receive.



'To Capt. Smith, Titanic: Have had moderate variable winds and clear fine weather since leaving ... Greek steamer Athinai reports passing icebergs and large quantity of field ice today in Lat. 41-51°N, Long. 49-52°W ... Wish you and Titanic all success.'

14 April 1912 (4)

'It was curious to see how many chose hymns dealing with dangers at sea. I noticed the hushed tone with which all sang the hymn, "For those in peril on the sea."'

(Lawrence Beesley, Second Class passenger, remembering the hymns sung by passengers on the evening of 14 April 1912)



Painting: ©Ken Marschall (2014), Günter Bähler Collection

© Ken Marschall

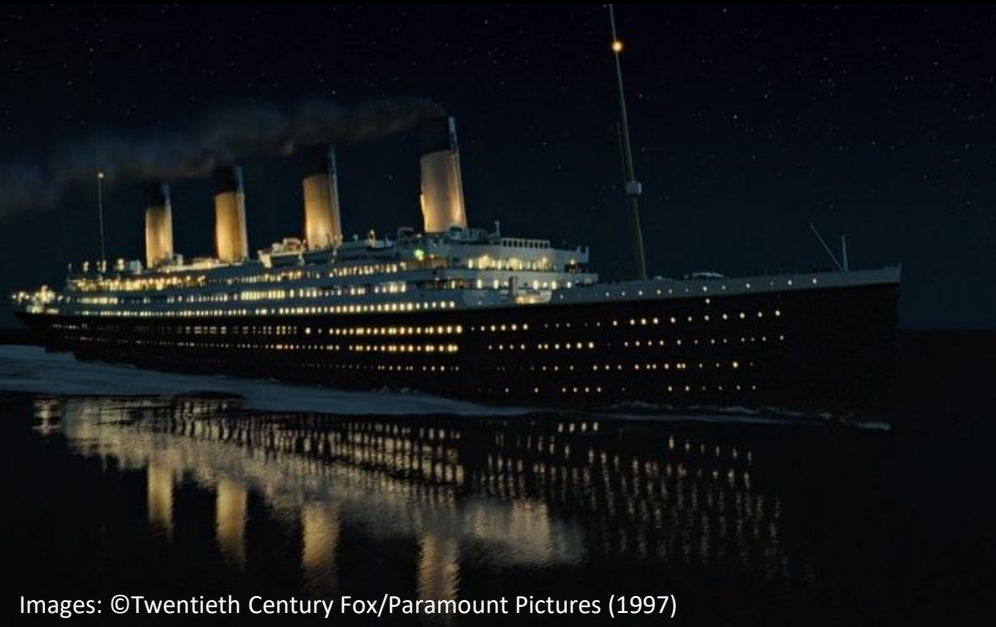
At 5:50 pm, *Titanic's* course is altered close to a position in the North Atlantic known as 'the Corner'. Her course is changed from S62°W (242°) to S86°W (266°). It is about fifty minutes before sunset; *Titanic* will not see the dawn of a new day.

"On to Oblivion" ©Ken Marschall (1974)



Titanic sails westward into history.

As *Titanic* steams at 22½ knots, an ice warning is received from the Atlantic Transport Line's *Mesaba*. This vital message is not delivered to Captain Smith or the officers of the watch.



Images: ©Twentieth Century Fox/Paramount Pictures (1997)

'In latitude 42° to 41°25'N, longitude 49° to 50°3'W. Saw much heavy pack ice and great number of large icebergs, also field ice. Weather good, clear.' (Mesaba to Titanic at 9:52 pm)

14 April 1912 (5)



Second Officer Charles Lightoller is Officer of the Watch from 6:00 pm to 10:00 pm. He speaks with Captain Edward J. Smith about the conditions at around 9:00 pm. Captain Smith (Bernard Hill): *'Clear... like a millpond. Not a breath of wind.'*

Charles Lightoller (Jonny Phillips): *'I don't think I've ever seen such a flat calm ... It will make the bergs harder to see, with no breaking water at the base.'*

(Dialogue from James Cameron's *Titanic*, 1997)

14 April 1912 (6)



En route from London to Boston, the Leyland Line's *Californian* (6,223 tons) is stopped at 10:21 pm on the eastern edge of an icefield. The events of that night aboard *Californian*, especially during the 'middle watch' between midnight and 4:00 am, will be mired in controversy for decades to come.

'The ship was then stopped surrounded by loose ice from one-quarter to half-a-mile from the edge of a low icefield. As I could not see any clear place to go through, I decided to remain stopped until daylight ... I calculated my position to be 42°05'N, 50°07'W.'

(Captain Stanley Lord, in an affidavit sworn on 25 June 1959)

14 April 1912 (7)

10:55 pm, *Californian*; 11:07 pm, *Titanic*.

Cyril Furmston-Evans (*Californian*): 'I say, old man, we are stopped and surrounded by ice.' (With no 'MSG' prefix, the ice warning never reaches *Titanic*'s bridge).

Jack Phillips (*Titanic*): 'Shut up, shut up, I am busy. I am working Cape Race.'



Cyril Furmston-Evans
(1894-1959)



Paintings: ©Tatiana Yamshanova

John George Phillips
(1887-1912)

Wireless operator Cyril Furmston-Evans aboard the stationary *Californian*, some distance north of *Titanic*'s track, attempts to notify the new White Star liner of the presence of a large icefield. Evans does not include the important prefix 'MSG' (Master Service Gram) and the overwhelming strength of his signal causes *Titanic*'s wireless operator Jack Phillips to rebuff the message. Evans retires for the night shortly afterward; *Titanic* collides with an iceberg thirty-three minutes later.

14 April 1912 (8)



"Rendezvous with Destiny" ©Ken Marschall (1973)

'For the next thirty-seven seconds Fleet and Lee stood quietly side by side, watching the ice draw nearer. Now they were almost on top of it, and still the ship didn't turn. The berg towered wet and glistening far above the forecastle deck, and both men braced themselves for a crash. Then, miraculously, the bow began to swing to port.'

(Walter Lord, *A Night to Remember*, 1955)

*Right: Scott G. Anderson as Frederick Fleet telephones the bridge in a scene from James Cameron's *Titanic*.*

On duty with Reginald Lee in the crow's nest high above the forecastle deck, 24-year-old lookout Frederick Fleet sees a dark object silhouetted against the night sky. He immediately recognises it as an iceberg and rings the warning bell three times. He then telephones the bridge: *'Iceberg right ahead!'*

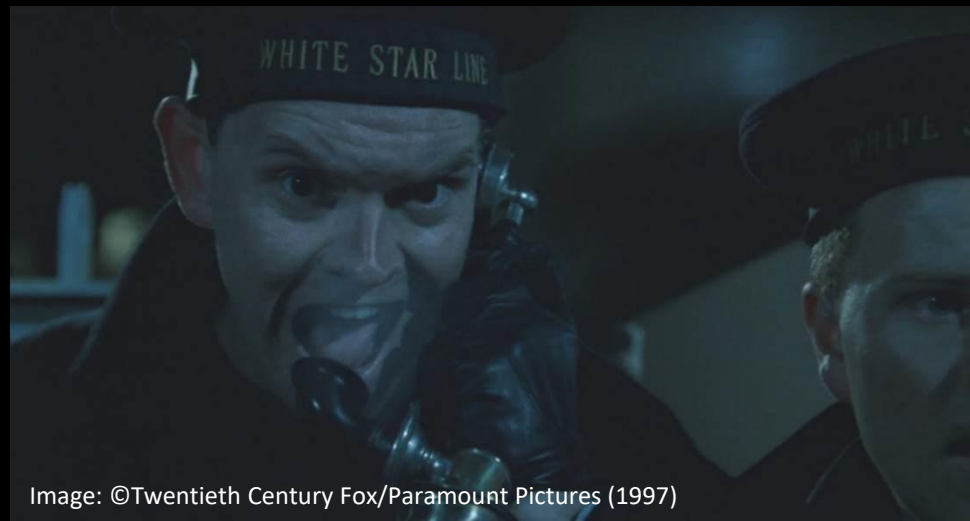


Image: ©Twentieth Century Fox/Paramount Pictures (1997)

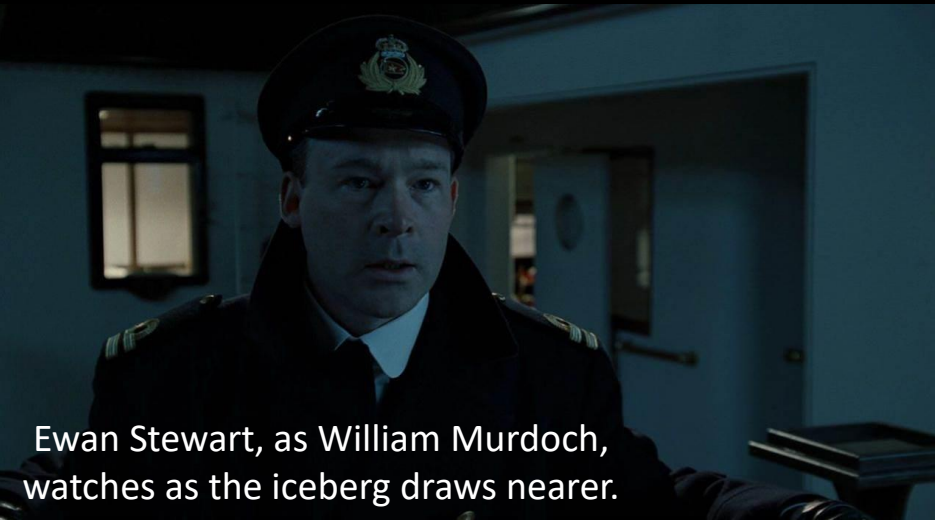
14 April 1912 (9)



'Yes, what do you see?'

Edward Fletcher, portraying James Moody in the 1997 movie *Titanic*, answers the telephone in response to the call from lookout Frederick Fleet. He acknowledges Fleet with a polite 'thank you'.

First Officer William Murdoch, Officer of the Watch since 10:00 pm, sees the iceberg and orders 'hard a starboard' on the helm. Sixth Officer James Moody, who answered the telephone, relays the order to Quartermaster Robert Hitchens, who turns the ship's wheel to port. Moody confirms the helm is 'hard over'.



Ewan Stewart, as William Murdoch, watches as the iceberg draws nearer.



On a sea of glass...

Images: ©Twentieth Century Fox/
Paramount Pictures (1997)

14 April 1912 (10)

Titanic veers to port and strikes the iceberg a glancing blow on her starboard side. Chunks of ice fall into the forward well deck as the iceberg glides past and then vanishes into the darkness astern. It is 11:40 pm on Sunday evening.



'... a faint grinding jar seemed to come from somewhere deep inside the ship.' (Walter Lord, *A Night to Remember*, 1955)



'I was just about ready for the land of nod, when I felt a sudden vibrating jar run through the ship ... Not that it was by any means a violent concussion, but just a distinct and unpleasant break in the monotony of her motion.'

(Charles Lightoller, *Titanic and Other Ships*, 1935)

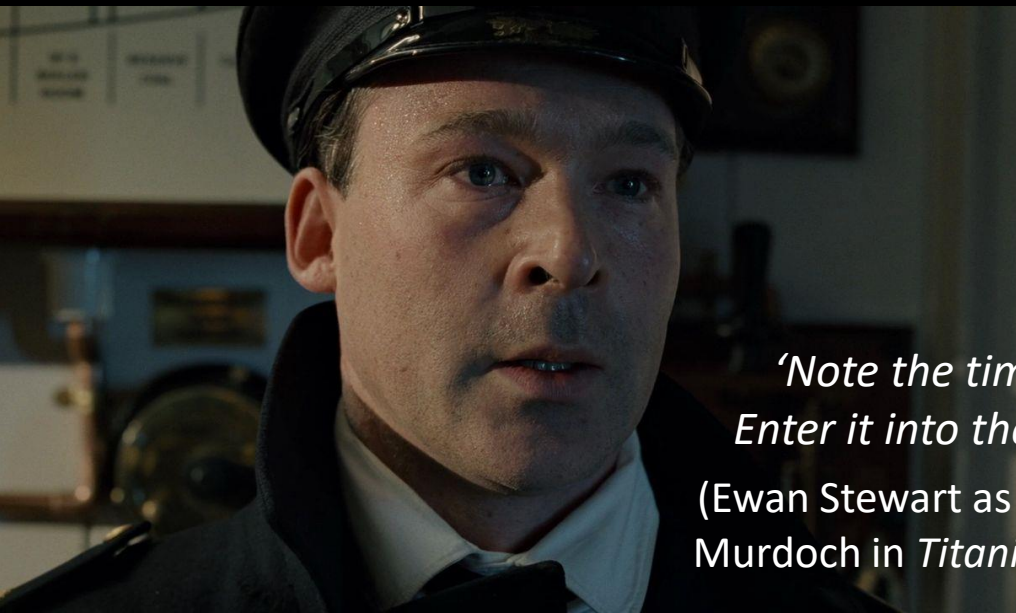
Painting: ©Ken Marschall (1974)

14 April 1912 (11)



First Class passengers on the A-Deck promenade look on as the iceberg glides past *Titanic's* starboard side.

First Officer Murdoch orders 'hard a port' on the helm in an attempt to swing *Titanic's* stern clear of the iceberg. The liner now veers to starboard as the iceberg passes down the starboard side. Murdoch also closes *Titanic's* electrically operated watertight doors.



*'Note the time...
Enter it into the log.'*

(Ewan Stewart as William Murdoch in *Titanic*, 1997)



Images: ©Twentieth Century Fox/
Paramount Pictures (1997)

14 April 1912 (12)



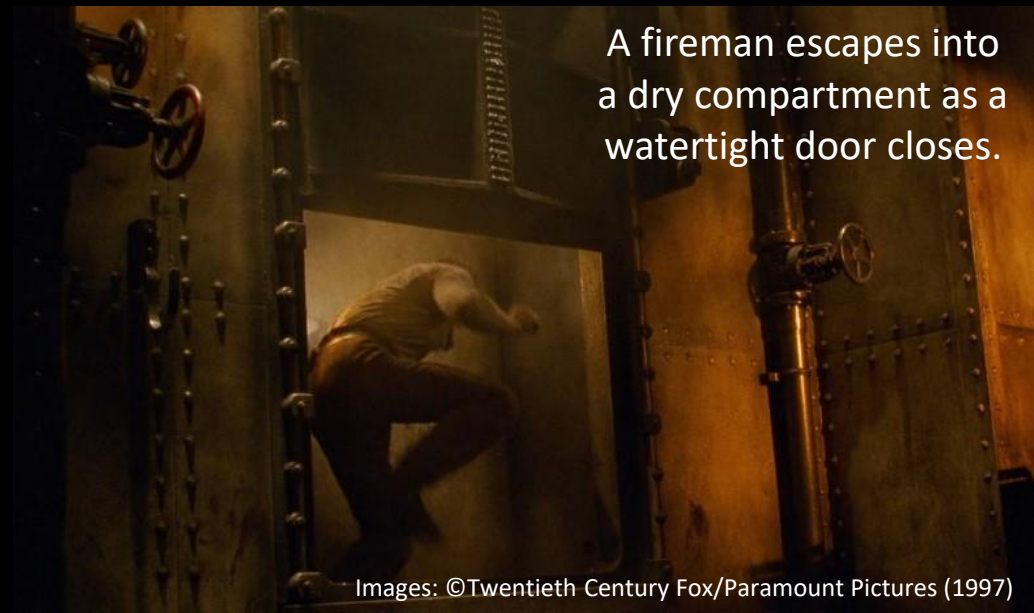
Water begins pouring in.

Despite the closure from the navigating bridge of heavy steel doors separating the sixteen compartments, *Titanic's* watertight integrity has been fatally compromised.



Firemen flee the freezing North Atlantic Ocean.

The damage from the iceberg extends across some 220 feet of *Titanic's* hull. Steel plates are buckled and iron rivet heads are sheared off under immense pressure. Tons of ice-cold sea water begins pouring into the fore peak, Nos. 1, 2 and 3 holds, and Nos. 5 and 6 boiler rooms.



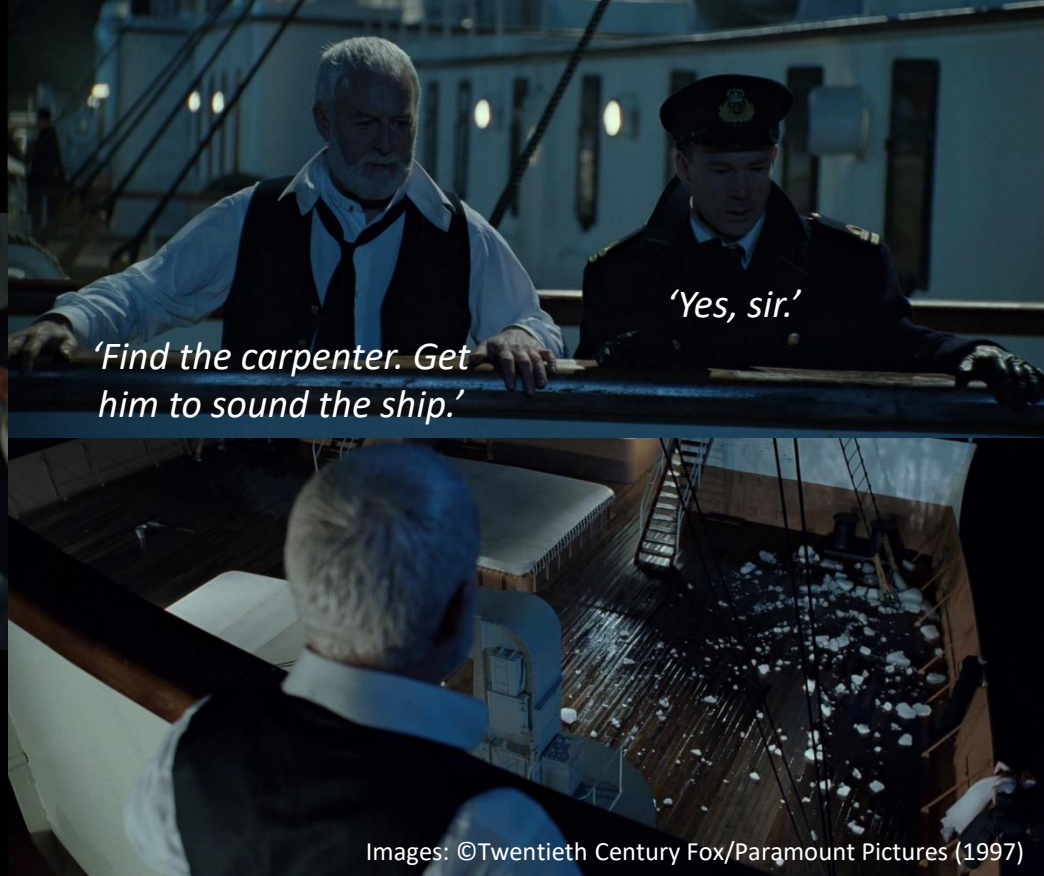
A fireman escapes into a dry compartment as a watertight door closes.

14 April 1912 (13)



Captain Smith: *'What was that, Mr. Murdoch?'*

First Officer Murdoch: *'An iceberg, sir. I put her hard-a-starboard and ran the engines full astern, but it was too close. I tried to port around it...'*



Images: ©Twentieth Century Fox/Paramount Pictures (1997)

Captain Edward J. Smith arrives on the bridge from his quarters and First Officer Murdoch reports the collision and his avoidance actions. Murdoch confirms to Smith that the watertight doors are closed. The captain soon orders 'all stop' on the bridge telegraphs and requests that carpenter John Hutchinson sound the ship for potential damage to the hull.

14 April 1970



Photo: *The Evening Sun*, Baltimore

Fifty-eight years after she survived the *Titanic* disaster, ninety-year-old Edith Louise Russell, née Rosenbaum, recalls on BBC radio her experience aboard *Titanic* on 14-15 April 1912.



1957

Photo: Randy Bryan
Bigham Collection



1972

Edith Rosenbaum travelled First Class aboard *Titanic* in April 1912. She is seen here with her musical toy pig on 14 April 1972, the 60th anniversary of the *Titanic* disaster.

'I sat on the gunwale [of lifeboat No. 11] and the children were crying and whimpering. It suddenly struck me that I'd play music. And there I sat, and all night long I played "The Maxixe"... the poor little children were so interested in the music box that most of them stopped crying.'

14 April 1992

Bertram Vere “Bert” Dean dies aged 81 in Southampton, England, on the 80th anniversary of the *Titanic* disaster. Eighty years and four days earlier, Bert Dean, age 23 months, boarded *Titanic* at Southampton with his parents Bertram and Ettie, and sister Millvina. His father perished in the disaster.



Photos: Dean Family Collection



Photo: Southern Daily Echo

Above: Millvina and Bert Dean were the last surviving siblings of the *Titanic* disaster. Millvina passed away on 31 May 2009, the 98th anniversary of the ship's launch at Belfast on 31 May 1911.

Right: Bertram Vere Dean displays a model of the White Star liner *Titanic* made by his son Frank.

14 April 1994



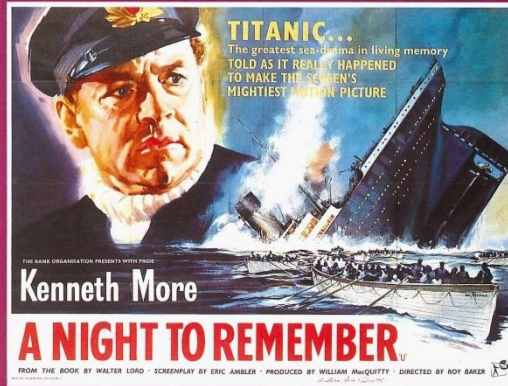
1993

William MacQuitty (1905-2004)

Photos: Ray Johnson Productions VHS release, 1994

The MAKING of "A NIGHT TO REMEMBER"

Biggest British Film of the 1950s



Featuring unique behind-the-scenes film of many aspects of production - taken and now shown, by the film's producer

WILLIAM MacQUITTIE

Plus an exclusive interview with

WALTER LORD

author of the book "A Night to Remember"

Trailer of the film, and still photographs,
by kind permission of the RANK ORGANIZATION.

*'I wish I knew how my
interest in the Titanic began.
I really have no idea.'*



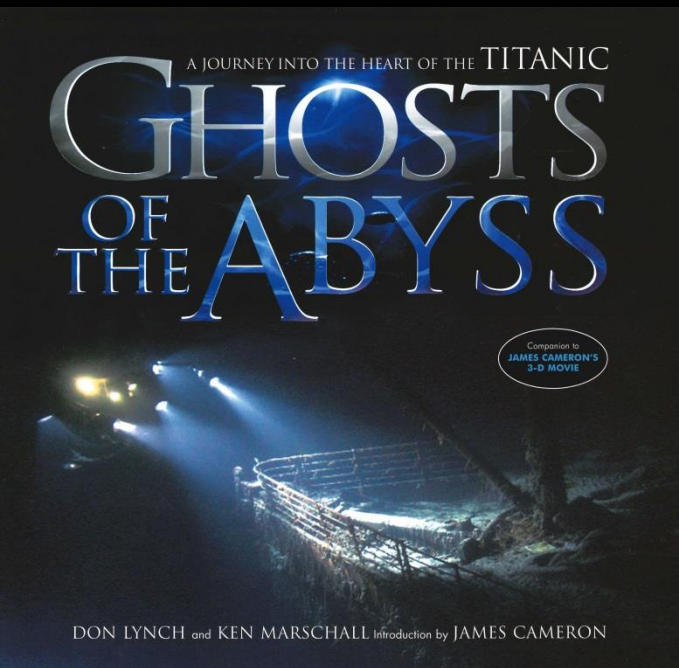
Walter Lord
(1917-2002)

1993

*'The book was a success
beyond my wildest dreams.'*

*The Making of 'A Night to Remember', a documentary about the 1958 *Titanic* movie, is first broadcast in Britain. Produced and narrated by Ray Johnson, it features interviews with the film's producer, William MacQuitty, and Walter Lord, author of the book *A Night to Remember*. Included is MacQuitty's behind-the-scenes footage taken during filming in 1957-58.*

14 April 2003



'The talents of James Cameron, with his tenacity, Ken Marschall with his knowledge and artistic expertise, and Don Lynch, knowing the personal tales behind the death of the White Star Line's legend, come together in this book that will be difficult to surpass.' (From a review by Dan Cherry, 2003)

Expedition leader and filmmaker James Cameron (left) with authors Ken Marschall (centre) and Don Lynch at a book signing session for *Ghosts of the Abyss* in Los Angeles, California, on 14 May 2003.

Da Capo Press and Madison Press Books publishes *Ghosts of the Abyss: A Journey into the Heart of the Titanic*. Lavishly illustrated with colour images of *Titanic*'s wreck and interiors, the 144-page hardback chronicles James Cameron's 2001 expedition. An edition for younger readers, written by Mireille Majoor and titled *Titanic: Ghosts of the Abyss*, features several 3D images.



Photo: Dan Steinberg

14 April 2010

Photo: sub-find.com



Photo: Jury Rost/RIA Novosti



Photo: Shirshov Institute of Oceanology

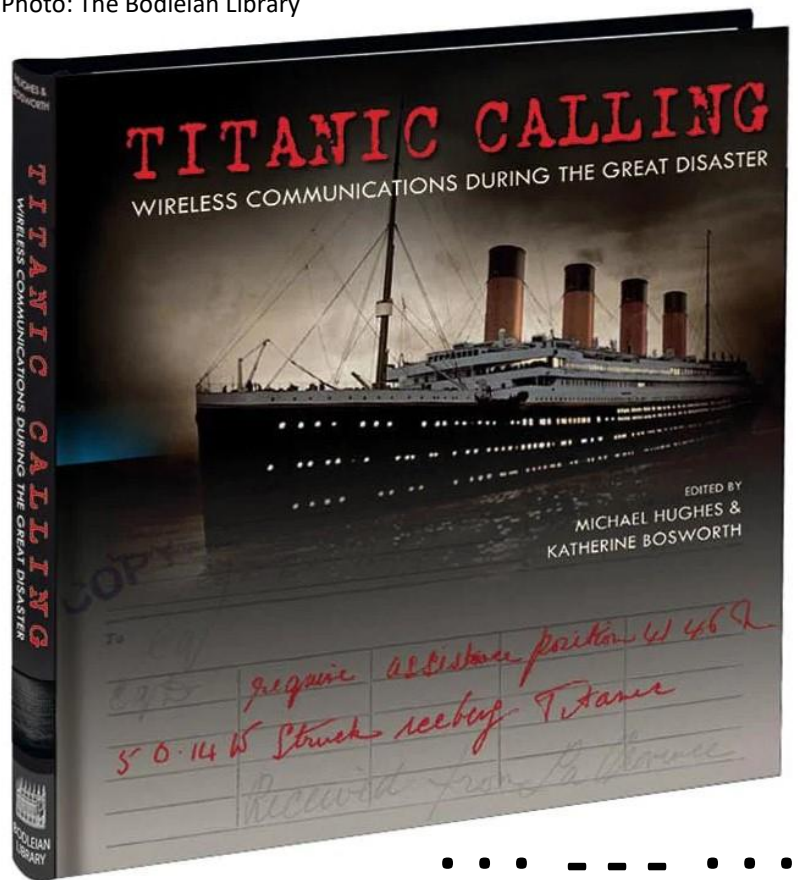


Left to right: Dr Anatoly Sagalevich, Soviet pilot-receiver; Pekka Laakso, Finnish pilot-deliverer; and Professor Igor Mikhaltsev, the scientific supervisor of the new deep-submergence vehicle *Mir*. This photograph was taken during test dives in the Gulf of Bothnia in November 1987.

Professor Igor Mikhaltsev dies in Moscow, Russia, at the age of 87. An oceanologist and Doctor of Technical Sciences with the Shirshov Institute of Oceanology (Russian Academy of Sciences), Professor Mikhaltsev was the chief designer of the two 'Mir' submersibles in the 1980s. Capable of diving to depths of 20,000 feet (6,096 m), *Mir-1* and *Mir-2* were first chartered for an expedition to the wreck of *Titanic* in 1991.

14 April 2012 (1)

Photo: The Bodleian Library



The Bodleian Library in Oxford, England, publishes *Titanic Calling: Wireless Communications During the Great Disaster*. Michael Hughes and Katherine Bosworth draw from the Marconi Archives held in the Bodleian Library to recount the fateful events of April 1912 using complete transcripts of the original wireless messages.

Form No. 1-100-17.11.11.
The Marconi International Marine Communication Company, Ltd.
WATERSGATE HOUSE, YORK BUILDINGS, ADELPHI, LONDON, W.C.

No. 311
Prefix *LOS* Code Words
Office of Origin *Titanic*
Service Instructions:
COPY.

READ THE CONDITIONS PRINTED ON THE BACK OF THE FORM.

To: *Captain Californian*

Titanic *Struck* *iceberg* *position* *41 46 N*
50.14 W *Struck* *iceberg* *Titanic*
Received from G. D. Phillips

Senior Wireless Operator John George Phillips, a resident of Godalming in Surrey, England, perished aged 25 in the *Titanic* disaster on 15 April 1912.



1912

Form No. 1-100-17.11.11.
The Marconi International Marine Communication Company, Ltd.
WATERSGATE HOUSE, YORK BUILDINGS, ADELPHI, LONDON, W.C.

No. 311
Prefix *LOS* Code Words
Office of Origin *Titanic*
Service Instructions:
COPY.

READ THE CONDITIONS PRINTED ON THE BACK OF THE FORM.

To: *Captain Californian*

Titanic *Struck* *iceberg* *position* *41 46 N*
50.14 W *Struck* *iceberg* *Titanic*
Received from G. D. Phillips

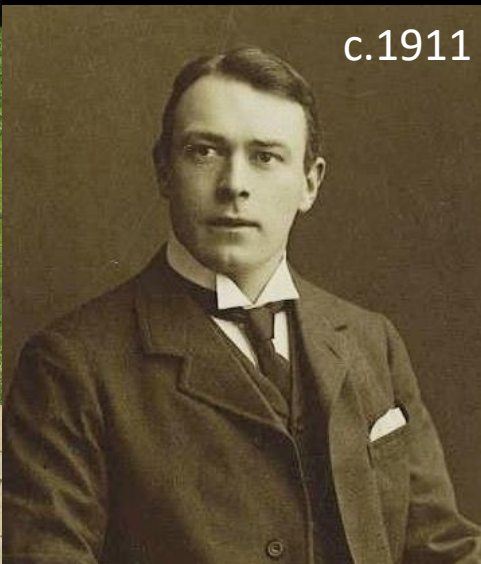
14 April 2012 (2)



Photo: Andy Ritchie

The Mayor of Ards, Councillor Mervyn Oswald, shortly after unveiling the memorial in Comber's town square.

Residents of Comber in County Down, Northern Ireland, gather on the centenary of the *Titanic* disaster to dedicate a memorial to shipbuilder Thomas Andrews, Jr. and all those who lost their lives in the tragedy on 14-15 April 1912.



Thomas Andrews, Jr. was born in 1873 and raised in Comber. He died aged 39 in the *Titanic* disaster.



Photo: Graeme Jupp (2012)

14 April 2012 (3)

Juniper in the North Atlantic, 14 April 2012.



Photo: Petty Officer 1st Class Thomas McKenzie, U.S. Coast Guard

On the 100th anniversary of the *Titanic* disaster, almost 1.5 million rose petals are laid at the wreck site in the North Atlantic by crew of the United States Coast Guard cutter *Juniper*. Petals are also dropped from a Canadian aircraft of the International Ice Patrol.



Photo: Petty Officer 2nd Class Robert Simpson, U.S. Coast Guard



Photo: Petty Officer 2nd Class Robert Simpson, U.S. Coast Guard

The rose petals were donated by the *Titanic* Museum attractions at Branson, Missouri, and Pigeon Forge, Tennessee, in the United States.

Left: Petty Officer 3rd Class Mark Robinson lays dried rose petals from the deck of *Juniper*.

14 April 2012 (4)

Azamara Journey (foreground)
and *Balmoral* at 11:40 pm.

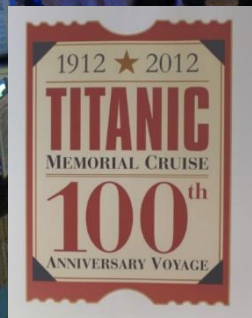


Photo: Graeme Jupp

The chartered cruise ships *Azamara Journey* and *Balmoral* rendezvous in the North Atlantic Ocean at Latitude 41°43'N, Longitude 49°56'W, for commemorative services marking the centenary of the *Titanic* disaster on 14-15 April 1912.

15 April 1912 (1)



Twenty-five minutes after *Titanic* collides with an iceberg, Captain Edward J. Smith orders his officers to muster the passengers and call all hands to their lifeboat stations. Smith does not yet know the full extent of the damage to his ship.

'Gentlemen, we are in a precarious position. We must be prepared to abandon ship. Mr. Murdoch, you will muster the passengers; Mr. Lightoller, you will have the boats uncovered and swung out; Mr. Boxhall, call all hands and get them to boat stations; Mr. Moody, you will help Mr. Lightoller; and Mr. Wilde and Mr. Pitman will remain the bridge. Everything will be done quietly and calmly. There must be no alarm and no panic. I will give the word when the boats are to be loaded with the women and children. Carry on, please.'
(Scene from *A Night to Remember*, 1958)

Image: ©Twentieth Century Fox/
Paramount Pictures (1997)



'Boiler room six is flooded eight feet above the plate and the mail hold is worse.' (Carpenter John Hutchinson)

Shipbuilder Thomas Andrews (arrowed), carpenter John Hutchinson and Captain E.J. Smith go below to assess the extent of the flooding in *Titanic's* forward compartments.

15 April 1912 (2)



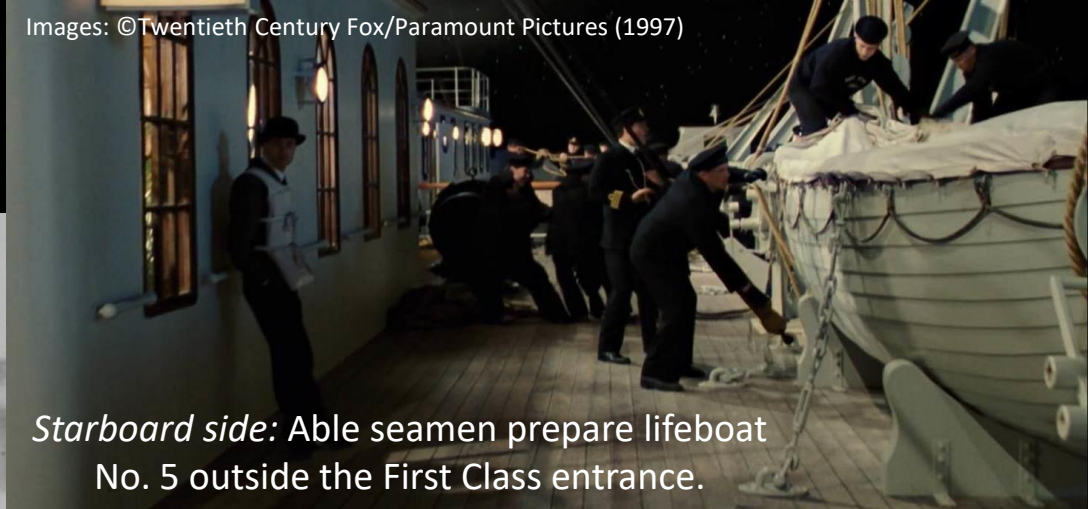
Photo: Phillip Bell

William Murdoch in 1911.

Charles Lightoller in 1909.

The officers struggle to make themselves, and their orders, heard over the din caused by excess steam venting from *Titanic's* funnels.

Images: ©Twentieth Century Fox/Paramount Pictures (1997)



Starboard side: Able seamen prepare lifeboat No. 5 outside the First Class entrance.



Port side: Lightoller (arrowed) supervises work on lifeboat No. 4.

First Officer William Murdoch and Second Officer Charles Lightoller supervise the preparation of lifeboats on the starboard and port sides, respectively, of *Titanic's* Boat Deck. Considerable time is needed to strip the covers from the lifeboats, release the chocks and crank the davits outboard.

15 April 1912 (3)



Image: ©Carlton International Media Ltd.

Shipbuilder Thomas Andrews, who is familiar with all aspects of *Titanic's* hull and construction, consults with Captain Smith on the damage to the ship. *Titanic* has six compartments open to the sea and cannot possibly survive. Andrews estimates that the liner has about ninety minutes to live.

'These watertight bulkheads here only go as high as E-Deck. The weight of water in the bow is going to pull her down by the head, so you're going to get the fifth watertight compartment overflowing in the sixth, the sixth into the seventh, and so on as she gets lower. It's a mathematical certainty. With that amount of underwater damage, she can't stay afloat.'

Above: Thomas Andrews of Harland & Wolff (Michael Goodliffe) explains the gravity of the situation to Captain E.J. Smith (Laurence Naismith) in the movie *A Night to Remember*.

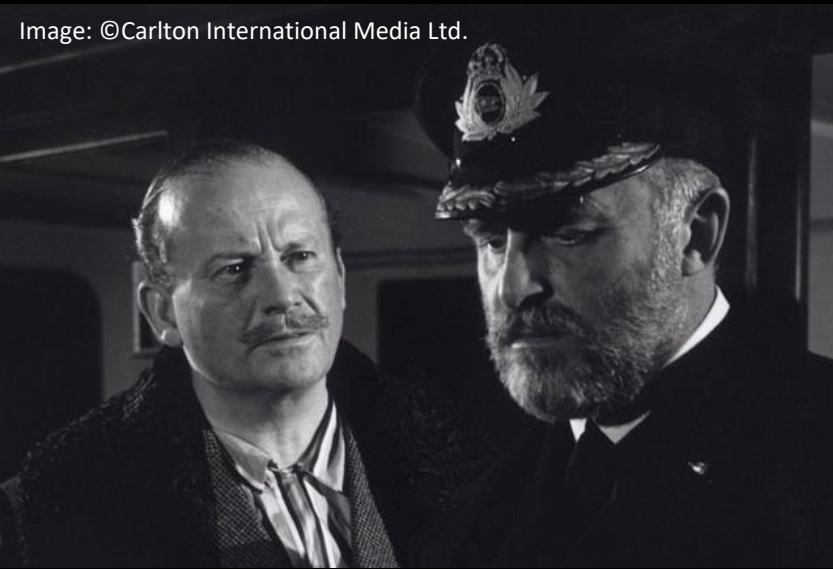


Image: ©Twentieth Century Fox/Paramount Pictures (1997)

'...The pumps will buy you time, but minutes only. From this moment, no matter what I do, Titanic will founder.' (Victor Garber as Thomas Andrews in the 1997 movie *Titanic*)

15 April 1912 (4)

Image: ©Carlton International Media Ltd.



J. Bruce Ismay (Frank Lawton):
*'Captain, aren't you exaggerating
the danger? ... Where's Andrews?'*

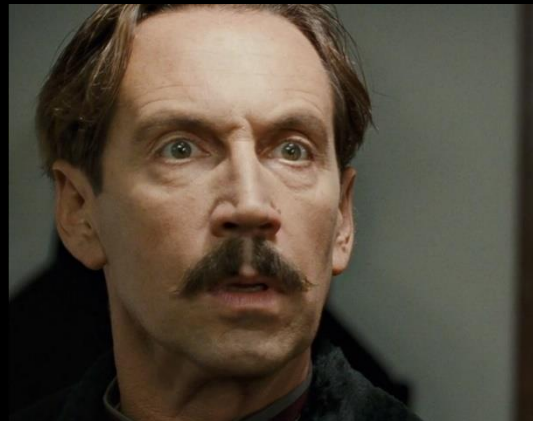
Captain Edward J. Smith (Laurence Naismith):
*'I am afraid not, sir ... I am acting on his
advice. This ship is going to founder.'*

J. Bruce Ismay: *'But she can't. In any case,
we can't get everyone in the boats.'*

Captain Smith: *'I know that, sir...
Please, God, it won't come to that.'*

(Scene from *A Night to Remember*, 1958)

Captain Edward J. Smith confirms to White Star Line Chairman and Managing Director J. Bruce Ismay that *Titanic* will sink. Along with shipbuilder Thomas Andrews, the two men know that *Titanic* carries lifeboats for only about half of the liner's 2,208 passengers and crew.



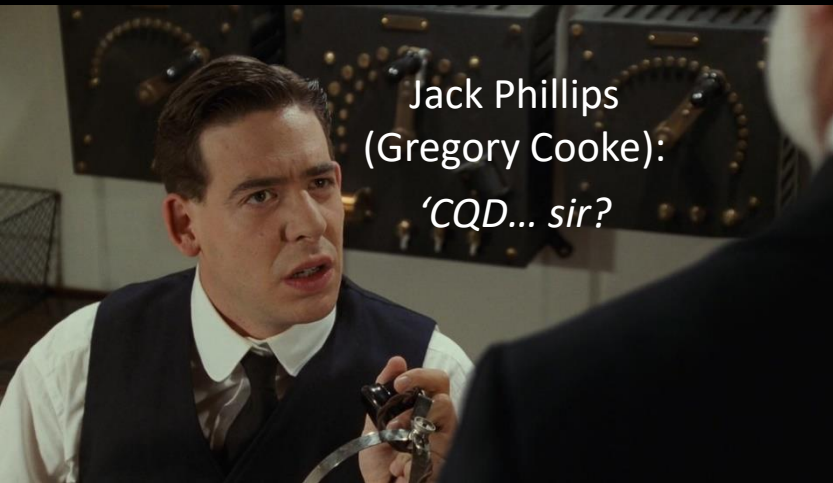
'But this ship can't sink!'
(Jonathan Hyde as White Star
Line Chairman J. Bruce Ismay)
(Scene from *Titanic*, 1997)



*'She's made of iron, sir...
I assure you she can, and
she will. It is a mathematical
certainty.'* (Victor Garber
as Thomas Andrews)

Images: ©Twentieth Century Fox/Paramount Pictures

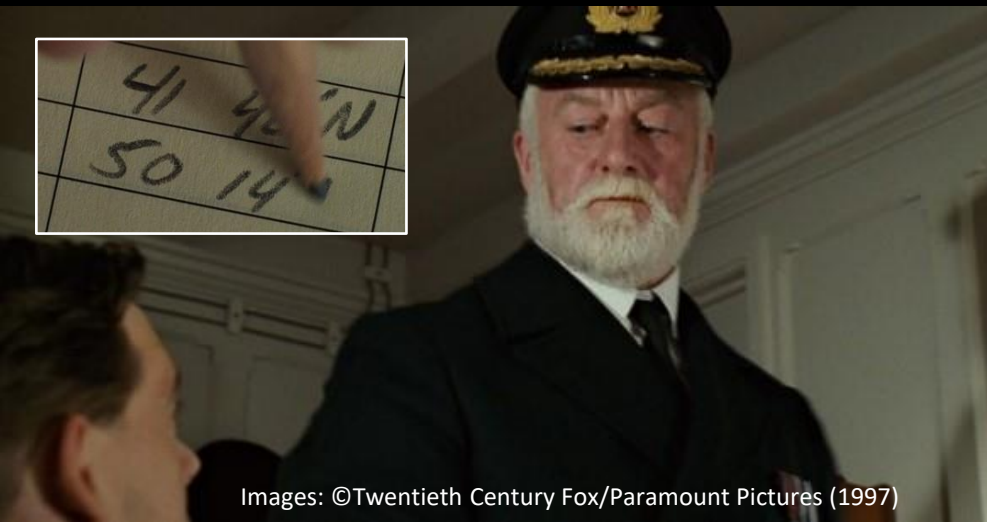
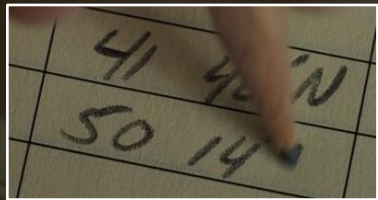
15 April 1912 (5)



Jack Phillips
(Gregory Cooke):
'CQD... sir?

Captain Smith instructs *Titanic's* wireless operators to send a distress call. An earlier position of $41^{\circ}44'N$, $50^{\circ}24'W$ is reworked by Fourth Officer Joseph Boxhall. The first message is sent at 12:27 am and at 12:37 am Senior Wireless Operator Jack Phillips taps out a new message with the corrected coordinates: $41^{\circ}46'N$, $50^{\circ}14'W$.

Captain E.J. Smith (Bernard Hill): *'That's right, the distress call. That's our position... Tell whoever responds that we're going down by the head and need immediate assistance.'*



'CQD...CQD...CQD...CQD...
CQD...CQD...MGY'
(MGY is *Titanic's* call sign)

15 April 1912 (6)

Aboard the 13,603-ton Cunard liner *Carpathia*, eastbound for the Mediterranean, wireless operator Harold Thomas Cottam, age 21, is preparing to turn in for the night. At 12:25 am ship's time, Cottam receives a distress call from the White Star Line's new *Titanic*. He immediately informs his captain, 42-year-old Arthur Henry Rostron.



Images: ©Carlton International Media Ltd.

Alec McCowen, as Harold Cottam, receives the distress call in *A Night to Remember*.



Harold T. Cottam
(1891-1984)

Captain Arthur Rostron: *'What the devil's going... Haven't you learned to knock before you come in here?'*

Harold Cottam: *'It's a distress call, sir... from the Titanic. She's sinking!'*

(Dialogue and scenes from the movie *A Night to Remember*, 1958)



Arthur Rostron (Anthony Bushell) is awakened by Harold Cottam (centre). First Officer Horace Dean looks on.

15 April 1912 (7)



Image: ©Carlton International Media Ltd.

(Scene from *A Night to Remember*, 1958)

Harold Bride (David McCallum, right): *'Sir... we've contacted the Carpathia, eastbound from New York. She's on her way to us.'*

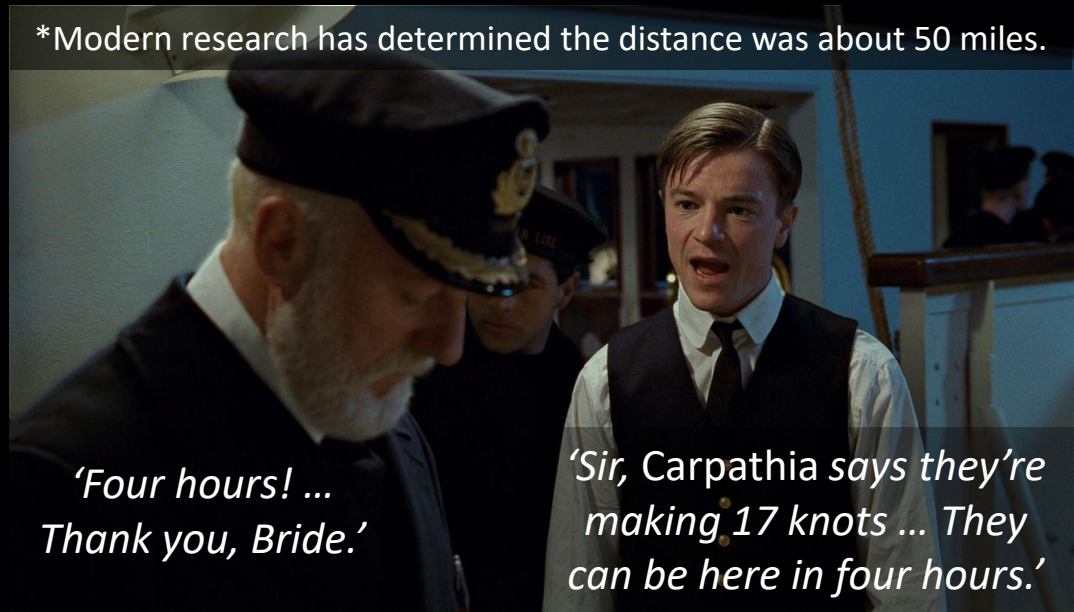
Captain E.J. Smith (Laurence Naismith):
'Well, how far away is she?'

Bride: *'Fifty-eight miles, sir. She's making all possible speed; should reach us in four hours.'*

Right: Captain E.J. Smith (Bernard Hill) and Harold Bride (Craig Kelly) in *Titanic* (1997).

Junior Wireless Operator Harold Bride informs Captain Smith that the Cunard liner *Carpathia*, some fifty-eight miles away,* is heading to the stricken *Titanic*. Unaware that his ship will actually sink, Bride encouragingly reports to his captain that *Carpathia* will arrive on the scene in about four hours.

*Modern research has determined the distance was about 50 miles.



*'Four hours! ...
Thank you, Bride.'*

*'Sir, Carpathia says they're
making 17 knots ... They
can be here in four hours.'*

Images: ©Twentieth Century Fox/Paramount Pictures (1997)

15 April 1912 (8)

Painting: ©Ken Marschall (1992)



Lifeboat No. 7 creaks some 60 feet down to a calm North Atlantic. Lookout George Hogg is in charge of the underfilled boat.

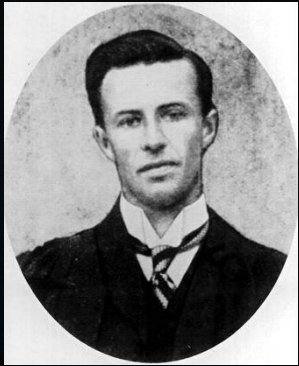
One hour after the collision with the iceberg, at 12:40 am, the first of *Titanic's* twenty lifeboats is lowered from the starboard side. Lifeboat No. 7 contains only 28 people in a boat designed to hold 65. First Officer William Murdoch supervises its launch with 25 First Class passengers and three crew.



Image: ©Twentieth Century Fox/Paramount Pictures (1997)

15 April 1912 (9)

'Up to this point in the movie I've emphasized how huge the ship is. Now, we see the ship tiny and isolated in a vast, dark environment, its rocket pathetically ineffective and futile.' (James Cameron)



'Anybody knows what rockets at sea mean.'
(Lawrence Beesley,
Second Class passenger)



Image: ©Twentieth Century Fox/Paramount Pictures (1997)



In an attempt to attract the attention of any vessel near enough to see her plight, *Titanic's* crew begin firing distress rockets every five minutes from around 12:45 am. Each rocket soars to a height of some 600 feet.

"CQD-MGY"-©Ken Marschall (1974)

15 April 1912 (10)



Herbert Stone (1888-1959)

Painting: ©Tatiana Yamshanova (2020)

'I reported seeing these lights in the sky in the direction of the other steamer which appeared to me to be white rockets.'

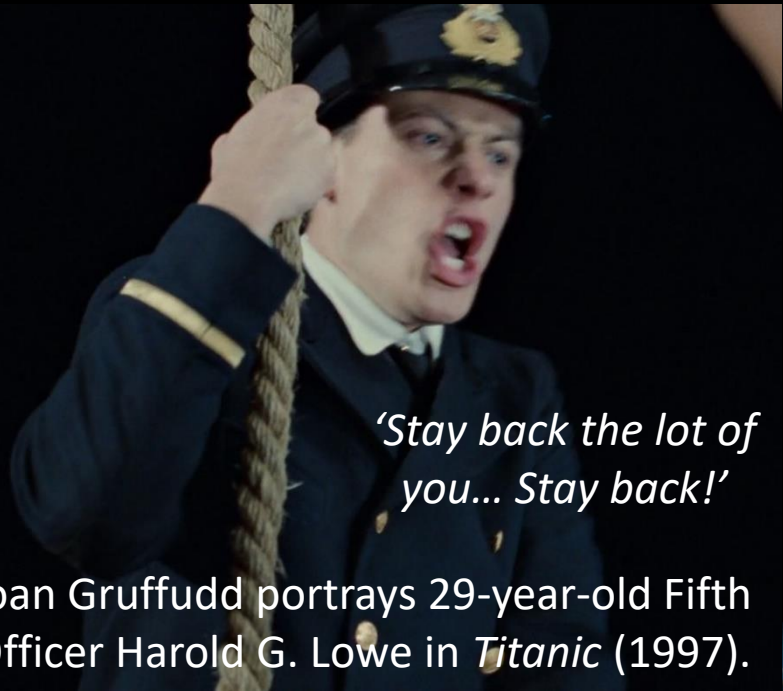
(Herbert Stone in a statement to Captain Lord aboard *Californian*, 18 April 1912)

At 12:08 am aboard the Leyland Line's *Californian*, Second Officer Herbert Stone, age 24, takes over as Officer of the Watch from Third Officer Charles Victor Groves. Thirty-seven minutes later, Stone sees what he believes is a rocket. Soon after he sees another... and then another. Apprentice James Gibson observes three rockets.

'The Second Officer remarked to me, "Look at her now, she looks very queer out of the water; her lights look queer." ... I looked at her through the glasses after that, and her lights did not seem to be natural ... She seemed as if she had a heavy list to starboard ... He remarked to me that a ship was not going to fire rockets at sea for nothing.'

(James Gibson at the British Inquiry, 14 May 1912)

15 April 1912 (11)

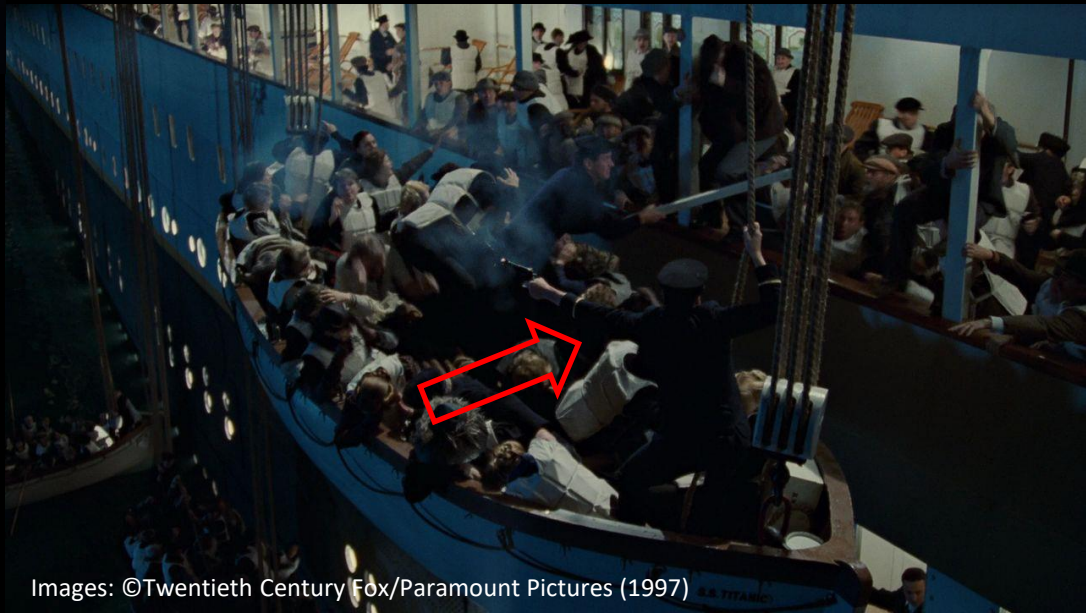


'Stay back the lot of you... Stay back!'

Ioan Gruffudd portrays 29-year-old Fifth Officer Harold G. Lowe in *Titanic* (1997).

'... Just as they had started to lower, two men jumped into my boat. I chased one out and to avoid another occurrence of that sort I fired my revolver as I was going down each deck, because the boat would not stand a sudden jerk. She was loaded already ... and she would not stand any more.' (Fifth Officer Harold Lowe at the British Inquiry, 22 May 1912)

As panic builds among passengers on *Titanic's* slanting decks, Fifth Officer Harold Godfrey Lowe uses his revolver to quell an attempted rush during the lowering of lifeboat No. 14. He fires three shots along the ship's side. The lifeboat with around 40 occupants reaches the sea without further incident.

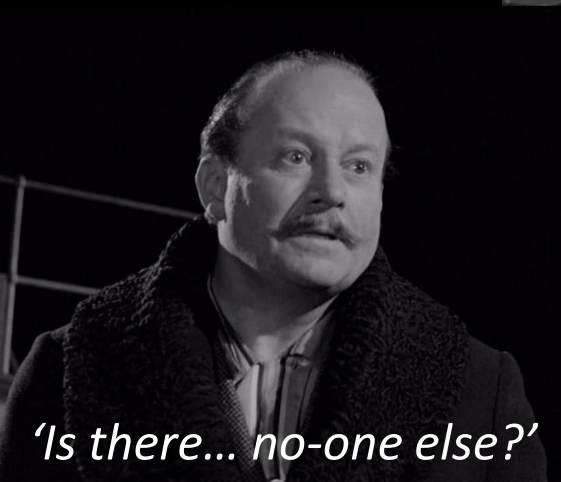


Images: ©Twentieth Century Fox/Paramount Pictures (1997)

15 April 1912 (12)

In this scene from *A Night to Remember*, Joseph Bruce Ismay (arrowed) looks around for more passengers before entering collapsible lifeboat 'C'.

J. Bruce Ismay (Frank Lawton) contemplates his chance for survival from *Titanic*'s starboard Boat Deck in the movie *A Night to Remember*.



Joseph Bruce Ismay, the 49-year-old Chairman and Managing Director of the White Star Line, climbs aboard collapsible lifeboat 'C' as it is lowered away at 2:00 am. Ismay's decision to save his own life will attract severe criticism in the press.

15 April 1912 (13)



Image: ©Twentieth Century Fox/Paramount Pictures (1997)

Collapsible 'D' is lowered from davits which only twenty minutes earlier had launched lifeboat No. 2. In charge of the boat is Quartermaster Arthur Bright.

'As this boat was being lowered, two men passengers jumped into her from the deck below ... I don't blame them, the boat wasn't full, for the simple reason we couldn't find sufficient women ... Good luck to them.' (Second Officer Charles Lightoller, writing in 1935)

One hour and twenty-five minutes after the first of *Titanic's* lifeboats was lowered, the last boat to be successfully launched leaves the port side at 2:05 am. Collapsible lifeboat 'D' has 47 seats but leaves with only twenty occupants. More than 1,500 men, women and children remain on *Titanic's* decks.



Rescue... Collapsible 'D' arrives at *Carpathia's* side.

Photo: Louis M. Ogden

15 April 1912 (14)

Passengers and crew aboard the half-swamped collapsible lifeboat 'A' look on as the forward funnel collapses.



Image: ©Twentieth Century Fox/Paramount Pictures (1997)

The galvanised steel wire rope shrouds supporting *Titanic's* number one funnel give way and it falls and crushes several passengers and crew struggling in the freezing sea. It washes upturned collapsible lifeboat 'B' (arrowed) clear of the ship.

15 April 1912 (15)



Edwardian elegance... First Class ladies and gentlemen experience *Titanic's* Grand Staircase.



Image: ©Twentieth Century Fox/Paramount Pictures (1997)

Five minutes until the end... 2:15 am. 'Honour and Glory Crowning Time' runs out of time.

Only five minutes before *Titanic* makes her final plunge, the glass and wrought-iron dome above the First Class Grand Staircase collapses under tons of seawater. The clock symbolising 'Honour and Glory Crowning Time' is drowned by the rising torrent of icy water.



Paintings: ©Ken Marschall (1992)

The end is near... *Titanic*
is plunged into darkness at
2:17 am when her electrical
plant fails. The hull fractures
and the ship breaks in two.

15 April 1912 (16)

Painting: ©Ken Marschall (2002)
www.kenmarschall.com



15 April 1912 (17)



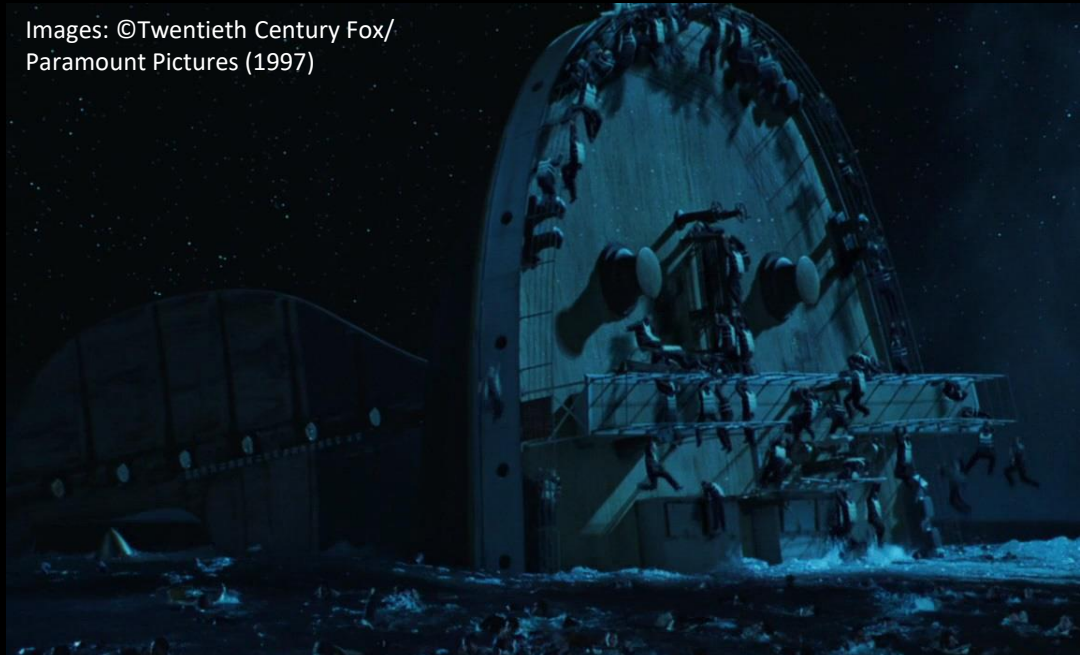
Painting: Charles Dixon
Published in *The Graphic*, 27 April 1912

The sea closes over *Titanic's* name and port of registry as she begins a plunge of some two-and-a-half miles (3,800 metres) to the ocean floor.



Two hours and forty minutes after colliding with the iceberg, *Titanic* sinks at 2:20 am. The many hundreds still clinging desperately to the upended stern section are swept into the icy North Atlantic.

Images: ©Twentieth Century Fox/
Paramount Pictures (1997)



'... she slid slowly forwards through the water and dived slantingly down; the sea closed over her and we had seen the last of the beautiful ship.' (Second Class passenger Lawrence Beesley, age 34, in lifeboat No. 13)

15 April 1912 (18)

'A thin, light-gray smoky vapor hung like a pall a few feet above the broad expanse of sea that was covered with a mass of tangled wreckage ... there arose to the sky the most horrible sounds ever heard by mortal man.' (Archibald Gracie, First Class passenger, from his 1913 book *The Truth About the Titanic*)



Image: ©Twentieth Century Fox/Paramount Pictures (1997)

Men, women and children flail in their lifebelts or hold onto pieces of wreckage and each other in a frantic struggle for survival. Twenty lifeboats drift nearby, many of them only partially filled. The cries for help soon subside as the intense cold quickly saps the life from *Titanic's* passengers and crew.

15 April 1912 (19)

'Return the boats! ... Return the boats!'



Clinging to a piece of wreckage, Chief Officer Henry Wilde (Mark Lindsay Chapman) uses his officer's whistle to summon assistance in *Titanic* (1997).

Image: ©Twentieth Century Fox/Paramount Pictures (1997)

Right: In this scene from the movie *A Night to Remember* (1958), lookout George Symons (arrowed), in charge of lifeboat No. 1 with only five passengers and seven crew members, considers returning to rescue survivors. Symons: *'Well, perhaps if we wait a bit until things have quietened down, and then... well, then we can try.'*

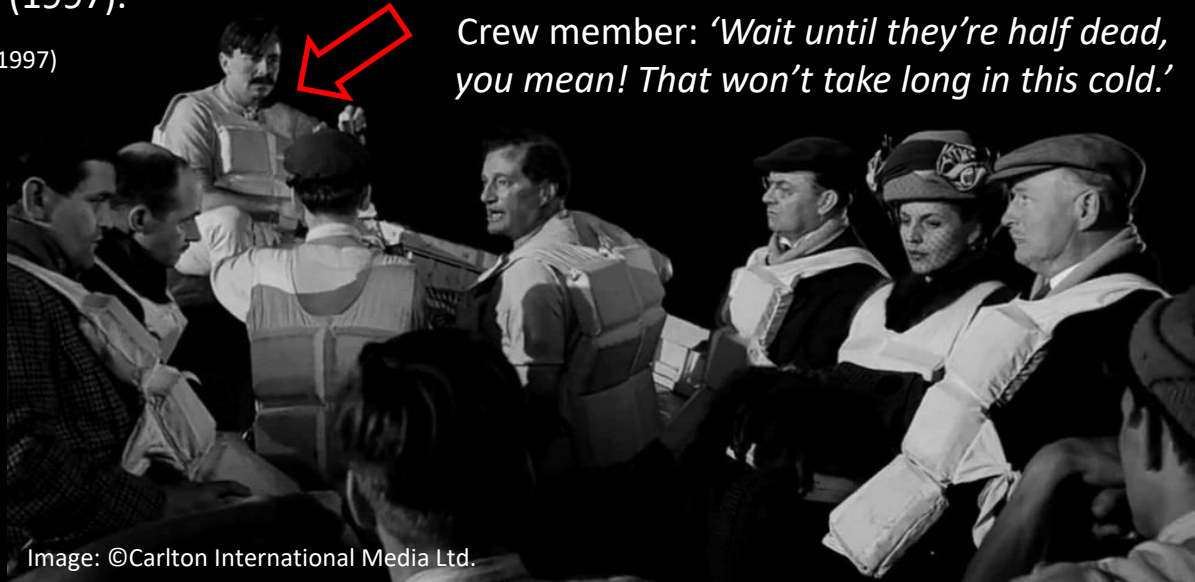
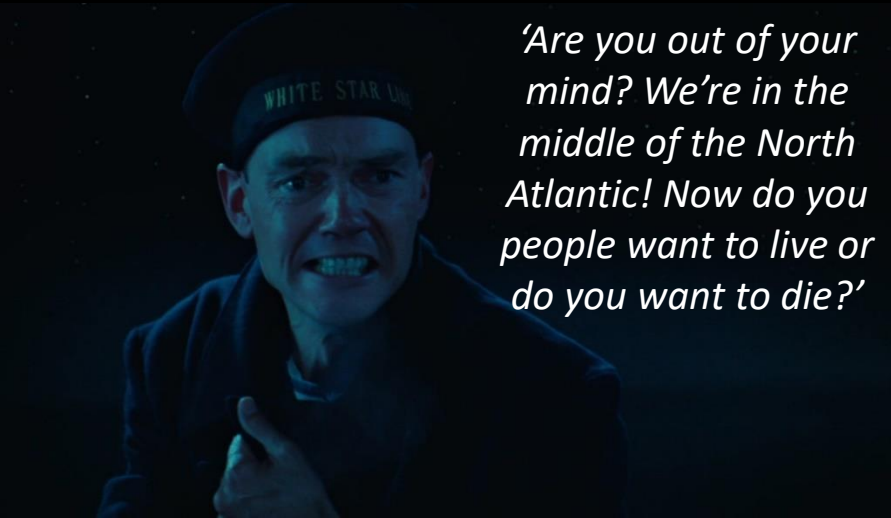


Image: ©Carlton International Media Ltd.

Crew members in underfilled lifeboats consider returning to rescue those calling for help. Third Officer Herbert Pitman in lifeboat No. 5 and crew in other boats are persuaded otherwise. Most passengers are unwilling for fear of their boats being swamped by those in the water.

Crew member: *'Wait until they're half dead, you mean! That won't take long in this cold.'*

15 April 1912 (20)



'Are you out of your mind? We're in the middle of the North Atlantic! Now do you people want to live or do you want to die?'

Above: Robert Hichens (Paul Brightwell) stresses to the boat's occupants the apparent futility, in his opinion, of attempting to rescue passengers and crew struggling for their lives in the ocean.

A number of women in lifeboat No. 6 plead with Quartermaster Robert Hichens that the lightly loaded boat return to the scene of the sinking to try and rescue some of those in the icy water.

Hichens refuses and the boat slowly rows away from the cries for help. Lifeboat No. 6 contains only twenty-three occupants in a boat designed to hold sixty-five persons.

Images: ©Twentieth Century Fox/Paramount Pictures (1997)



'There's plenty of room for more!'

Right: In a scene from James Cameron's *Titanic* (1997), Major Arthur Peuchen looks on as First Class passenger Margaret Brown (Kathy Bates) remonstrates with Quartermaster Hichens about returning to rescue swimmers. Brown and other women help 'man' the boat as only Arthur Peuchen and lookout Frederick Fleet are available to row. Hichens is at the boat's tiller.

15 April 1912 (21)



Mother
and child.



Images: ©Twentieth Century Fox/
Paramount Pictures (1997)

Fifth Officer Harold Lowe in lifeboat No. 14 organises a rescue of those struggling for life in the freezing sea. Despite his efforts, only four are pulled alive from the 28°F (-2.2°C) water, one of whom soon dies in the boat.

Passengers and crew of all classes and nationalities drown or freeze to death.



Harold Lowe
(1882-1944)



15 April 1912 (22)

'Let us all pray to God, for there is a ship on the horizon and it's making for us!'

(George "Paddy" McGough in lifeboat No. 9)

Painting: ©Ken Marschall (1992) www.kenmarschall.com

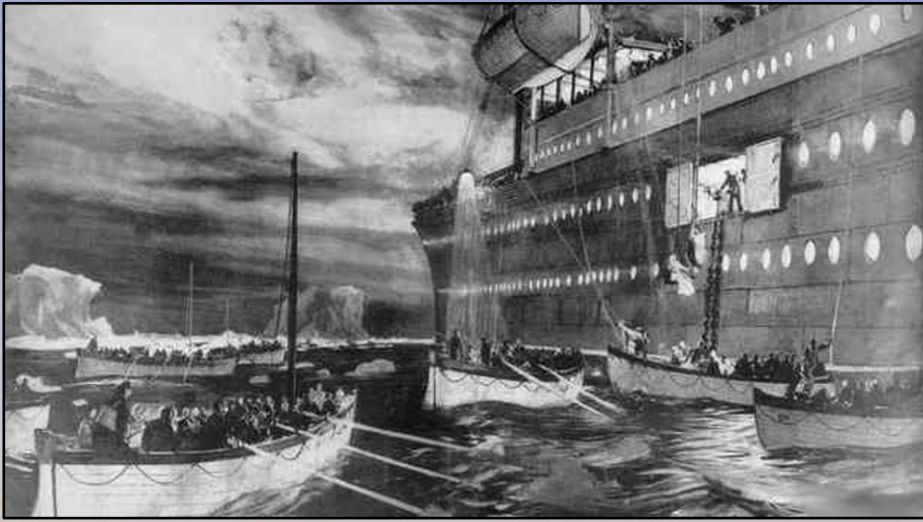


Image: *The Graphic*, 4 May 1912



Third Officer Herbert Pitman guides lifeboat No. 5, with its 30 survivors, towards *Carpathia* and safety.

At 4:00 am, the Cunard liner *Carpathia* arrives at the disaster scene to rescue *Titanic*'s surviving passengers and crew. The clear morning reveals an icefield and several large icebergs.

15 April 1912 (23)

Lifeboat No. 2, under the command of Fourth Officer Joseph Boxhall, is the first to arrive at *Carpathia*'s side at 4:10 am. The 28-year-old officer confirms the worst news to Captain Arthur Henry Rostron... *Titanic* sank at around 2:30 am.

'I asked that this officer should come to me as soon as he was on board and to him I put that heart-rending inquiry, knowing with a terrible certainty what his answer was to be. "The Titanic has gone down?" "Yes," he said; one word that meant so much, so much that the man's voice broke on it. "She went down at about two-thirty."' (Sir Arthur Rostron in Home From the Sea, published in 1931)

1909



Photo: Phillip Bell

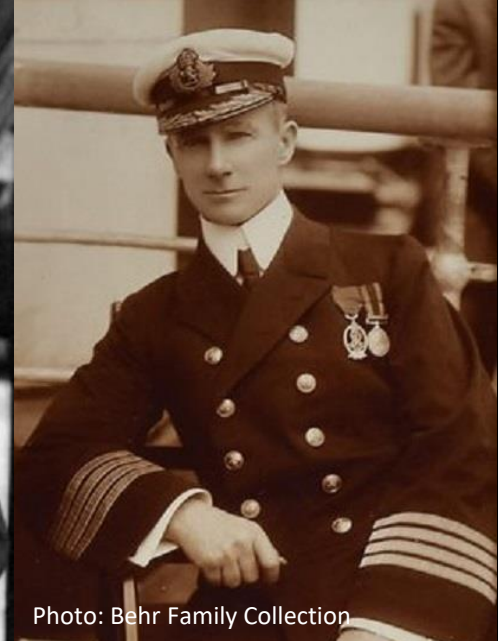


Photo: Behr Family Collection

Fourth Officer Joseph Groves Boxhall (1884-1967) and Captain Arthur Henry Rostron (1869-1940).

'Eventually we saw a rocket go up and it turned out to be the Carpathia. She had seen my green light that I had burnt, so I burnt another one...'

(Joseph Boxhall, recalling the disaster in 1962)

15 April 1912 (24)

Paintings: ©Tatiana Yamshanova



Californian gets under way at 6:00 am after being stopped since 10:21 pm on 14 April.



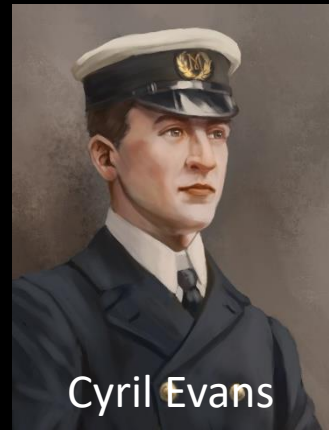
'Go and call the wireless operator!'
(Captain Stanley Lord)



'The Titanic has hit a berg and sunk!'
(Chief Officer Stewart)

Crew members aboard the stationary 6,223-ton *Californian* realise that something serious has occurred during the night. Wireless operator Cyril Evans is roused and *Californian's* officers receive the shocking news that *Titanic* has struck an iceberg and sunk. Captain Stanley Lord immediately orders his ship to *Titanic's* last known position.

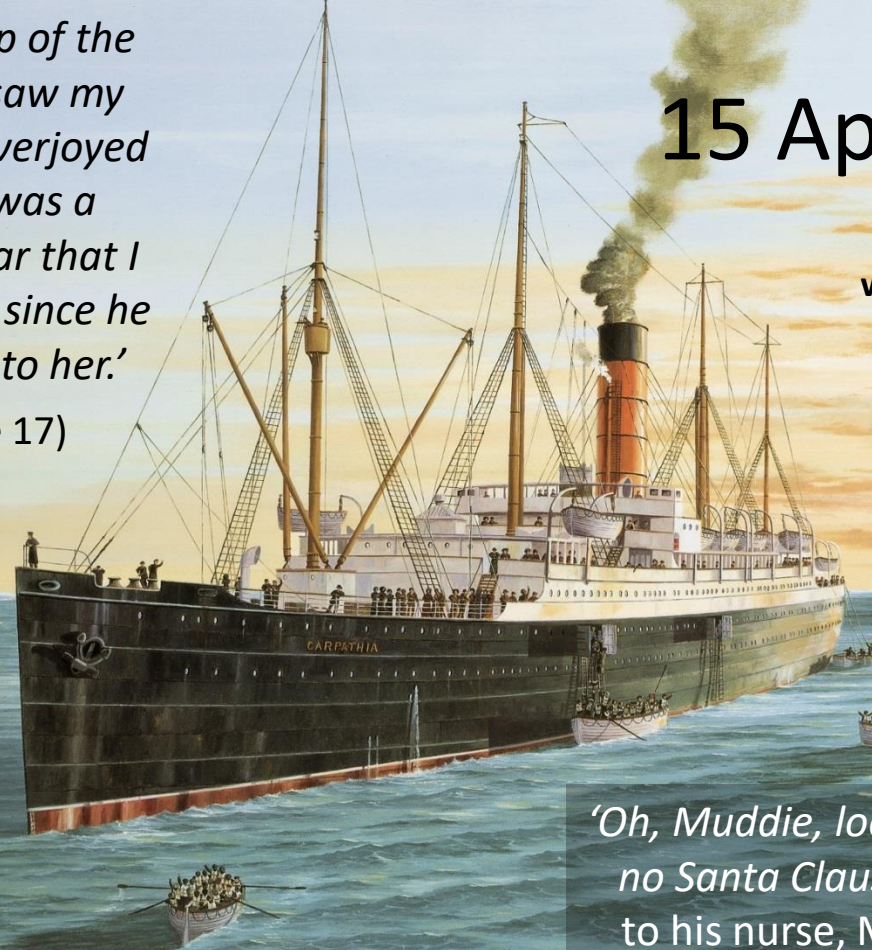
'There's a ship been firing rockets. Will you see if you can find out whether there is anything the matter?' (Chief Officer George Frederick Stewart, according to the testimony of Wireless Operator Cyril Evans at the U.S. Inquiry)



Cyril Evans

15 April 1912 (25)

"Salvation" ©Simon Fisher
www.simonfishermaritime.com



'As I reached the top of the ladder, I suddenly saw my Mother... She was overjoyed to see me, but it was a terrible shock to hear that I had not seen Father since he had said good-bye to her.'

(Jack Thayer, age 17)

'Oh, Muddie, look at the beautiful North Pole with no Santa Claus on it.' (Douglas Spedden, age 6, to his nurse, Margaret Burns, in lifeboat No. 3)

Between 4:10 am and 8:30 am, eighteen of *Titanic's* twenty lifeboats make their way to *Carpathia*. Survivors aboard collapsible lifeboat 'A' are rescued by boat No. 14, and those aboard upturned collapsible 'B' are transferred to lifeboats 4 and 12. In total, 712 passengers and crew survive the tragedy.

Photo: James W. Barker,
Assistant Storekeeper
aboard *Carpathia*

15 April 1912 (26) *Right: Survivors
climb or are
hoisted aboard.*

Passengers with cameras aboard
Carpathia record poignant images of
the small flotilla of lifeboats with their
shocked and exhausted survivors.



Photos: Louis M. Ogden



Thirteen of *Titanic's* twenty lifeboats are hauled aboard
Carpathia; the seven others are abandoned to the sea.



15 April 1912 (27)

Among the passengers aboard *Carpathia* are Louis and Augusta Ogden. Captain Arthur Rostron suggests Louis Ogden return to his cabin for his new camera. Captured through his lens are lifeboats 6, 14 and collapsible 'D' as they slowly row to *Carpathia*.

Twenty boats and a quiet sea... Lifeboat No. 14 tows collapsible 'D' to *Carpathia*'s side.



Collapsible 'D', the last lifeboat to leave *Titanic*.

Lifeboat No. 6 nears safety.



Augusta and Louis Ogden with Captain Arthur Rostron.



Photo: Louis M. Ogden Collection

15 April 1912 (28)

Californian arrives
at around 8:30 am.

Photo: Louis M. Ogden



'At 8:30 all the people were on board. I asked for the purser and told him that I wanted to hold a service, a short prayer of thankfulness for those rescued and a short burial service for those who were lost.' (Arthur Rostron at the U.S. Senate Inquiry)

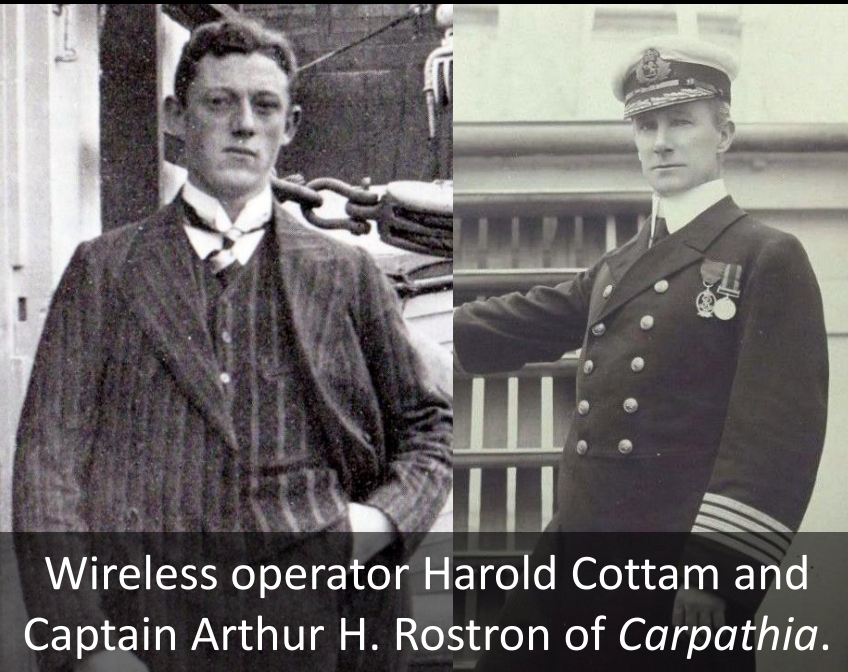


Painting: ©Carl G. Evers

Carpathia briefly steams around the disaster scene before departing. Very little wreckage is visible.

The Leyland Line's *Californian* arrives as the last of *Titanic*'s lifeboats reaches *Carpathia*'s side. Second Officer Charles Lightoller is the final survivor to board from lifeboat No. 12. After considering Halifax as an option, Captain Arthur Rostron decides to take the survivors to New York. Captain Stanley Lord aboard *Californian* remains in the area to search for additional survivors. *Carpathia* departs the scene at 8:50 am.

15 April 1912 (29)



Wireless operator Harold Cottam and Captain Arthur H. Rostron of *Carpathia*.

'Deeply regret advise you Titanic sank this morning fifteenth after collision iceberg resulting serious loss life. Further particulars later.'

(Signed) Bruce Ismay

The message is sent to Philip Franklin, the White Star Line's Operations Manager in New York City.

Aboard *Carpathia*, Captain Arthur Rostron requests that surviving White Star Line Chairman J. Bruce Ismay send a message advising of *Titanic's* loss. Wireless operator Harold Cottam, under pressure to transmit a list of survivors to New York, overlooks the message and it is eventually sent two days later.

Form No. 1—100.—18.5.11. Sent date **17 APR 1912**

The Marconi International Marine Communication Company, Ltd.
WATERGATE HOUSE, YORK BUILDINGS, ADELPHI, LONDON, W.C.

No. 212 **CARPATHIA** OFFICE. 17 APR 1912 .19

Prefix X Code 19 Words 19

Office of Origin **CARPATHIA**

Service Instructions: via ms

CHARGES TO PAY.	
Marconi Charge ...	
Other Line Charge...	<u>28/10</u>
Delivery Charge ...	
Total	
Office sent to	Time sent <u>5.55</u> a.m.
By whom sent	

READ THE CONDITIONS PRINTED ON THE BACK OF THE FORM.

To: Islefrank New York

<u>Deeply</u>	<u>regret</u>	<u>advise</u>	<u>you</u>	<u>Titanic</u>
<u>sank</u>	<u>this</u>	<u>morning</u>	<u>fifteenth</u>	<u>after</u>
<u>collision</u>	<u>iceberg</u>	<u>resulting</u>	<u>serious</u>	<u>loss</u>
<u>further</u>	<u>particulars</u>	<u>later</u>		

Bruce Ismay

PLEASE ASK FOR OFFICIAL RECEIPT.
Code Addresser registered only with Cable Companies are not available for messages through British Post Office Stations.

CORNINGHAM BROS., Printers, etc., Limehouse, E.

15 April 1912 (30)

Photos: Bernice Palmer,
National Museum of American
History, Smithsonian Institution

Bernice Palmer (standing at right)
with her mother Florence (seated)
and friends aboard *Carpathia*.



At least three icebergs are visible in this photograph. Three of *Titanic's* thirteen recovered lifeboats hang outboard in *Carpathia's* davits.

Nineteen-year-old Bernice Palmer, travelling with her mother Florence aboard *Carpathia*, takes several photographs with her Kodak box 'Brownie' camera. Her lens captures icebergs and the icefield in the vicinity of the disaster, and *Titanic's* surviving passengers and crew resting on *Carpathia's* deck.

15 April 1912 (31)



Carpathia's passengers and crew donate clothing and provide other items for the comfort and solace of *Titanic's* 712 survivors. Bernice Palmer's camera records quiet and solemn scenes as the survivors attempt to absorb the enormity of the *Titanic* disaster.

Above and right: Survivors keep warm on deck with steamer rugs and donated clothing.



Left: Survivors and honeymoon couple George and Dorothy Harder speak with another survivor, believed to be Sallie Beckwith. All three were in lifeboat No. 5.

Photos: Bernice Palmer, National Museum of American History, Smithsonian Institution

15 April 1912 (32)

THE WEATHER

For Accurate and Dependable
 Forecasts Consult the Weather
 Bureau, Washington

THE SYRACUSE HERALD.

PRICE TWO CENTS VOL. 36 NO. 15481 SYRACUSE, N. Y., MONDAY EVENING, APRIL 15, 1912—SIXTEEN PAGES

TITANIC'S PASSENGERS ALL RESCUED

Giant New Liner Limping in Toward Halifax, Badly Damaged

WORLD'S BIGGEST SHIP CRASHES INTO ICEBERG AT NIGHT

S. O. S. Wireless Signal of Distress Brings Many Other Liners in Great Race to Scene of Disaster.

STEAMERS CARPATHIA AND VIRGINIA FIRST THERE—TAKE ON PASSENGERS

New York Offices of White Star Line Receive Wireless Telling of Successful Transfer at Sea—Titanic Limping Toward Halifax, Kept Afloat by Water-tight Compartments—1,300 Leave Stricken Titanic in Small Boats.

DEFALCATION AT NEW BERLIN BANK EXCEEDS \$300,000

Examination of Books Shows Big Increase in Arnold's Shortage.

CASHER IS IMPROVING

Defaulter's Health Not as Bad as Reported—Depositors Gather at Doors of Bank—Arnold Cane Frequently to Syracuse and Entertained Lavishly.

HOW TITANIC'S 1,300 PASSENGERS WERE RESCUED AFTER LINER SMASHED BOWS ON HUGE ICEBERG

BASEBALL FINAL EDITION

VOL. XXVI. NO. 32 NEW YORK, MONDAY, APRIL 15, 1912.—Copyright, 1912, by The Sun Printing and Publishing Association.

ALL SAVED FROM TITANIC AFTER COLLISION

RESCUE BY CARPATHIA AND PARISIAN; LINER IS BEING TOWED TO HALIFAX AFTER SMASHING INTO AN ICEBERG

The Evening Sun.

PRICE ONE CENT.

BASEBALL FINAL EDITION

FORWARD: SHIPWRECK, AND TITANIC

GIANTS DROP GAME AT HUB

Boston Braves Win

RESCUE BY CARPATHIA AND PARISIAN; LINER IS BEING TOWED TO HALIFAX AFTER SMASHING INTO AN ICEBERG

BRANDED RACIALLY

WIDOWS' GRIEF

RESCUED BY

THE EVENING SUN

Vol. 36, No. 15481, Monday, April 15, 1912. 14 Pages. Price One Cent.

ALL TITANIC PASSENGERS ARE SAFE; TRANSFERRED IN LIFEBOATS AT SEA

PARISIAN AND CARPATHIA TAKE HUMAN CARGO

Steamship Virginian Now Towing Great Disabled Liner Into Halifax

ALL DOUBT AS TO STEAMER REACHING PORT SET AT REST

Wireless Messages State That No Lives Have Been Lost On The Damaged Vessel.

Canon, N. S., April 15.—The White Star liner Titanic, having transferred her passengers to the Parisian and Carpathia, was at 2 o'clock this afternoon being towed to Halifax by the Virginian, of the Allan Line.

The Virginian passed a line to the Titanic as soon as the passengers had been transferred, and the latest word received by wireless was that there was no doubt that the new White Star liner would reach port.

Agents of the White Star Line at Halifax have been ordered to have working tops sent out to aid the Virginian with her tow into port.

Montreal, April 15.—A message to the Montreal Star, from its correspondent at St. John's, N. B., at 1.15, says that the Titanic is being towed toward port by the Allan liner Virginian. This followed a report that the Titanic had sunk, and it was explained that the wireless operator misread a message saying the Titanic was being towed, interpreting it to mean that she had sunk.

New York, April 15.—Wireless dispatches from

THE TITANIC'S PASSENGERS WERE RESCUED AFTER LINER SMASHED BOWS ON HUGE ICEBERG

Examination of Books Shows Big Increase in Arnold's Shortage.

CASHER IS IMPROVING

Defaulter's Health Not as Bad as Reported—Depositors Gather at Doors of Bank—Arnold Cane Frequently to Syracuse and Entertained Lavishly.

Network, April 15.—The announcement by Federal bank examiners that the shortage in the First National bank at New York would probably exceed \$300,000 threw the people of that city into confusion today and brought storming of the building with an outburst of protest.

NEW YORK, APRIL 15.—The White Star liner Titanic, having transferred her passengers to the Parisian and Carpathia, was at 2 o'clock this afternoon being towed to Halifax by the Virginian, of the Allan Line.

The Virginian passed a line to the Titanic as soon as the passengers had been transferred, and the latest word received by wireless was that there was no doubt that the new White Star liner would reach port.

Agents of the White Star Line at Halifax have been ordered to have working tops sent out to aid the Virginian with her tow into port.

Montreal, April 15.—A message to the Montreal Star, from its correspondent at St. John's, N. B., at 1.15, says that the Titanic is being towed toward port by the Allan liner Virginian. This followed a report that the Titanic had sunk, and it was explained that the wireless operator misread a message saying the Titanic was being towed, interpreting it to mean that she had sunk.

New York, April 15.—Wireless dispatches from

American newspapers print hastily prepared articles of an incident involving the new White Star liner *Titanic*. With little available information and confusing wireless messages from ships and shore-based installations, the headlines provide encouraging 'news' for loved ones of passengers and crew.

15 April 1913

The *Titanic* Memorial Lighthouse, erected to remember all those who sailed aboard *Titanic* in April 1912, is dedicated at the new Seamen's Church Institute building in New York City. Erected by public subscriptions and donations, the lighthouse is fitted with a time ball from 1913 until 1968.



Photo: New York Public Library Collection

c.1913



A bronze commemorative tablet (arrowed) is placed close to the building's main entrance.



Photo: Samuel Gottscho, Museum of the City of New York



Photo: Bain Collection, Library of Congress

The Rt. Rev. David Greer, Bishop of New York, addresses more than 200 attendees at the dedication of the memorial lighthouse in the building's fourth floor auditorium.

15 April 1915



c.1910

Isidor and Ida Straus...
married on 12 July 1871.

Photo: Straus Historical Society

A memorial to Isidor and Ida Straus, who perished in the *Titanic* disaster on 15 April 1912, is dedicated in New York. It was resolved in the city by the Board of Aldermen on 2 July 1912, less than three months after the tragedy, that Bloomingdale Square be renamed and designated 'Straus Park'.

The rear of the monument includes the biblical passage from II Samuel 1:23: '*Lovely and pleasant were they in their lives. And in their death they were not divided.*'



Photos: Library of Congress

Hundreds gather for the dedication of the memorial in April 1915, exactly three years after the *Titanic* disaster.

15 April 1923



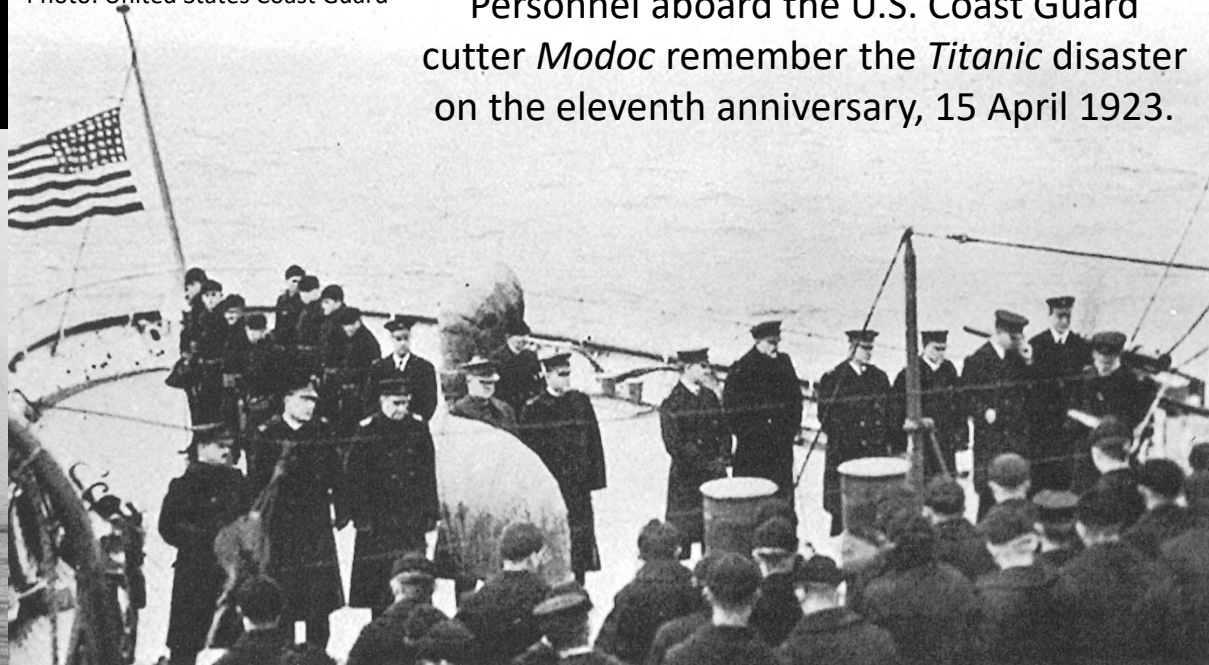
Photo: Fred G. Korth

The United States Coast Guard holds the first memorial service at *Titanic's* presumed wreck site in the North Atlantic, at position 41°46'N, 50°14'W. Every year thereafter, except during wartime, wreaths are laid from ships or aircraft to remember the 1,496 souls who perished on 15 April 1912.

A large iceberg was present at the wreck site during the annual service held on 15 April 1933.

Photo: United States Coast Guard

Personnel aboard the U.S. Coast Guard cutter *Modoc* remember the *Titanic* disaster on the eleventh anniversary, 15 April 1923.



Modoc was one of four 'Tampa'-class cutters built for the United States Coast Guard. She was commissioned on 14 January 1922 and remained in service until 1 February 1947.



15 April 1933

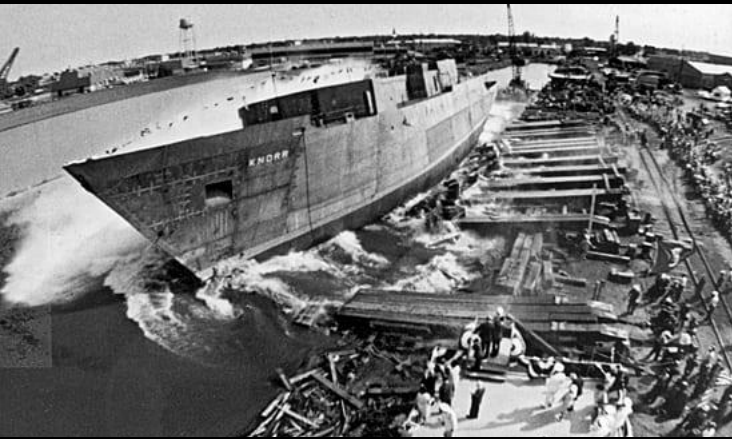


The Fox Film Corporation production of *Cavalcade* is released in the United States. Directed by Frank Lloyd, the 112-minute film follows the fortunes of the Marryot family from the Boer War in 1899, to the early 1930s. Two members of the family, Edward and Edith Marryot, honeymoon on *Titanic's* maiden voyage in April 1912. They both perish in the disaster.

Cavalcade won three 'Oscars', including 'Best Picture', at the Academy Awards ceremony held on 16 March 1934.



15 April 1970



Launch of R.V. *Knorr* in Bay City, Michigan, on 21 August 1968.

Built at the Defoe Shipbuilding Company in Bay City, Michigan, *Knorr* is owned by the United States Navy and named for Ernest R. Knorr, a distinguished 19th century hydrographic engineer and cartographer of the U.S. Navy.

Gross tonnage: 2,518

Length: 245 feet (75 metres)

Beam: 46 feet (14 metres)

Crew: 22; Scientists: 32

Range: 12,000 nautical miles



Fifty-eight years after the *Titanic* disaster, the research vessel *Knorr* is delivered to its operator, the Woods Hole Oceanographic Institution at Woods Hole, Massachusetts. Fifteen years later, *Knorr* participates in the search for, and discovery of, the most famous shipwreck in history... *Titanic*.

Photo: Woods Hole Oceanographic Institution



The research vessel *Knorr* around the time of the search for *Titanic*, July-September 1985.

15 April 1982

The ashes of *Titanic* survivor Frank John William “Frankie” Goldsmith are scattered in the North Atlantic at Latitude 41°46’N, Longitude 50°14’W. Goldsmith, who died aged 79 on 27 January 1982, is the second survivor (after Fourth Officer Joseph Boxhall) and the first passenger to have his remains scattered at the wreck site.

Photo: Goldsmith Family Collection

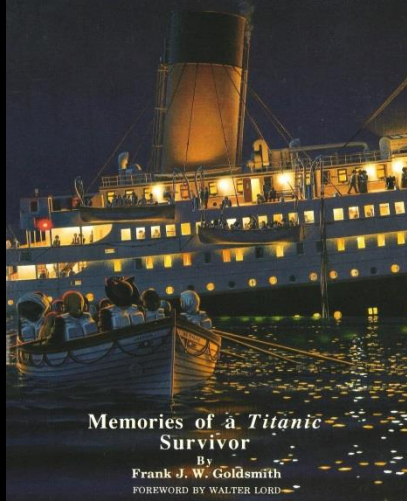


Victoria and Frank Goldsmith on the occasion of their 50th wedding anniversary in 1976.

‘I can remember everything as clear as if it happened yesterday.’

(Frank J.W. Goldsmith, recalling the disaster at a convention of the Titanic Enthusiasts of America, held in Greenwich, Connecticut, in 1973)

ECHOES IN THE NIGHT



Frank Goldsmith was nine years old in April 1912 and lost his father in the disaster. His autobiography *Echoes in the Night* was published in 1991 by the Titanic Historical Society, Inc.

‘For all his life April 15 was very sad for him. But that will be different now. They are back together.’

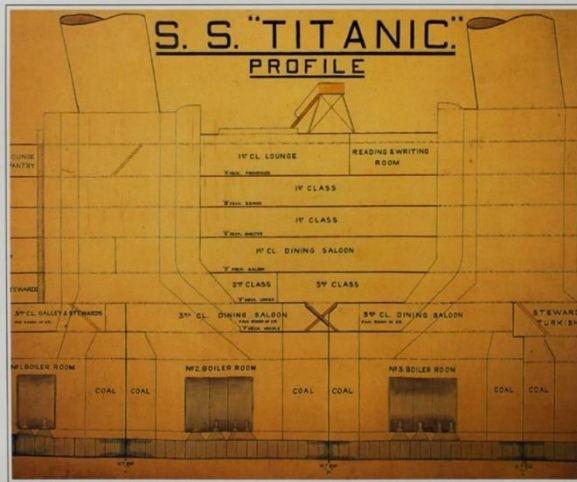
(Victoria Goldsmith, 1982)

15 April 1987

THE HIGHLY IMPORTANT
LONGITUDINAL PLAN
OF THE

S.S. TITANIC

AND A COLLECTION OF RARE
TITANIC EPHEMERA

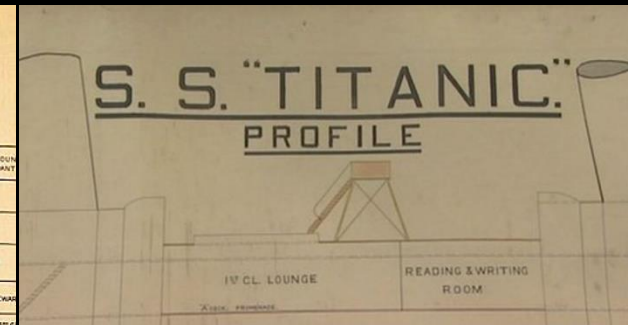
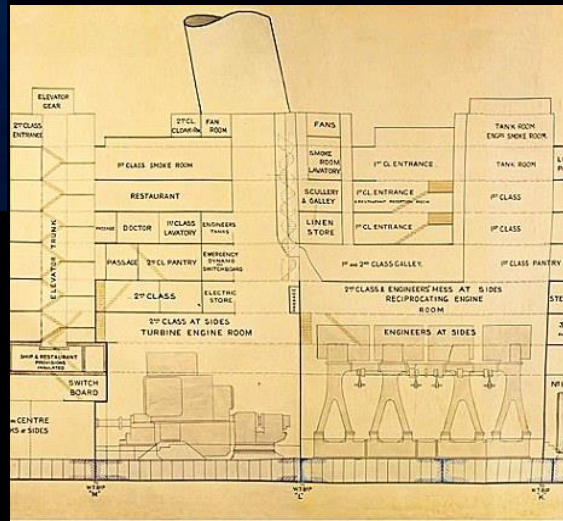


At The Park Lane Hotel Ballroom

Piccadilly, London W1

Wednesday, 15 April, 1987, at 6.00 pm

Seventy-five years after *Titanic* sank, a rare longitudinal plan of the ship is auctioned in London. The 33-foot-wide plan was originally prepared in 1912 by the White Star Line's naval architects' department for use at the British *Titanic* Inquiry. It was later stored for many years until preserved in the 1970s by bookseller Norman Kerr. The plan sells for £18,000.



The plan is hand-coloured and drawn on paper in Indian ink to a scale of $\frac{3}{8}$ inch to one foot.

Cover of the catalogue supplied by auctioneer Onslow Auctions Ltd. It provided details of all 22 'lots' auctioned at the Park Lane Hotel in Piccadilly, London, on 15 April 1987.

15 April 1994

During the annual service and wreath laying by the International Ice Patrol, the ashes of *Titanic* survivor Ruth Becker Blanchard are scattered at the wreck site in the North Atlantic. Ruth Elizabeth Becker was twelve years old in April 1912, and survived the *Titanic* disaster with her mother Nellie and siblings Marion and Richard. Ruth died at the age of 90 on 6 July 1990.

Photo: Ken Marschall



Ruth Becker Blanchard relaxes at her home in Santa Barbara, California, in 1987.

Ruth with maritime artist and historian Ken Marschall on 15 April 1985.

Photo: Don Lynch



Ruth and her family travelled Second Class aboard *Titanic* on ticket No. 230136. *Left:* Ruth soon after the *Titanic* disaster.

Right: A formal portrait of Ruth Becker taken in 1920.

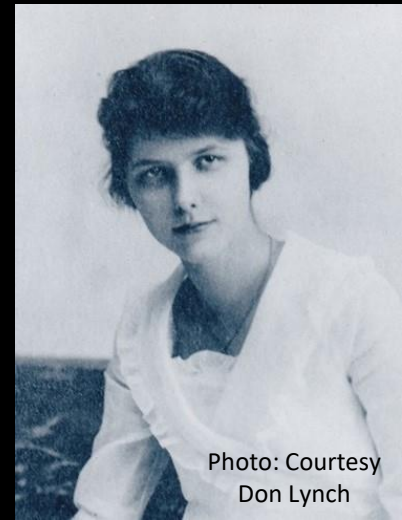


Photo: Courtesy Don Lynch

15 April 1995

Eighty-three years after the *Titanic* disaster, London's first memorial to the tragedy is unveiled in the grounds of the National Maritime Museum. Survivors Edith Haisman (age 98) and Eva Hart (90) attend the ceremony.

TO
COMMEMORATE THE SINKING
OF
R.M.S. TITANIC
ON
15th APRIL 1912
AND ALL THOSE WHO
WERE LOST WITH HER
15th APRIL 1995

Photo: www.londonremembers.com

Edith Haisman (1896-1997) at the unveiling of the memorial. She holds a copy of her biography *A Lifetime on the Titanic*, written by James Pellow and her daughter Dorothy Kendle.



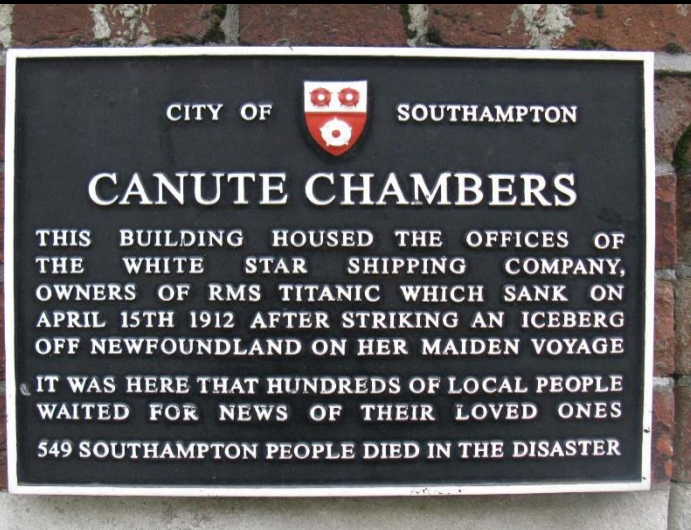
Photo: Rebecca Naden/PA Images



Left: Eva Hart (1905-1996) with a postcard of the ill-fated *Titanic*.

15 April 2002

On the 90th anniversary of the *Titanic* disaster, a plaque is unveiled on Canute Road, Southampton, outside the former office of the White Star Line. Family members of *Titanic's* crew gathered for news of their loved ones outside 'Canute Chambers' following the tragedy in April 1912.



Waiting for news... Relatives gather on Canute Road, Southampton, 17 April 1912.

Titanic survivor Millvina Dean, age 90, unveils the plaque with Southampton City Councillor Derek Burke.

Photo: Southampton City Heritage Collections

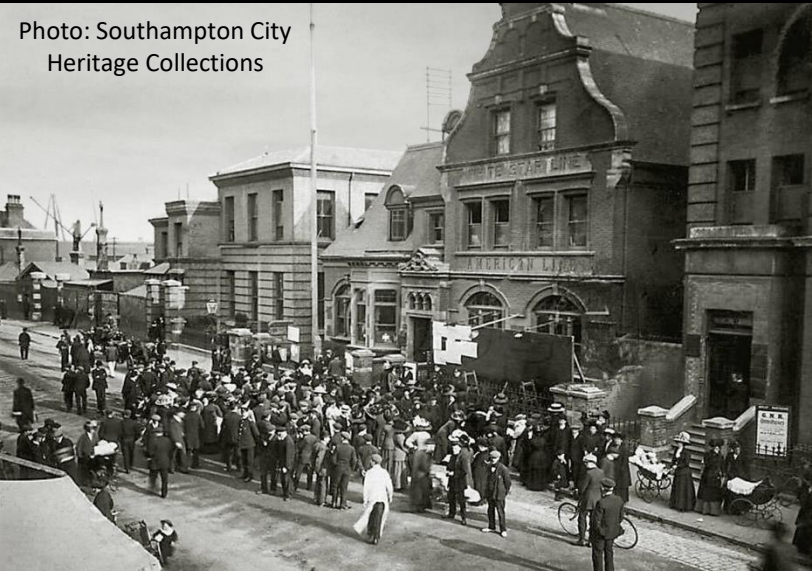


Photo: Robin Jones, Digital South



Photo: Graeme Jupp (2008)

15 April 2012 (1)

Photos: Addergoole Titanic Society



Painting: ©Michael Coleman (2010)



The Addergoole Memorial Park is opened in Lahardane, a small village in the parish of Addergoole in County Mayo, Ireland. Fourteen residents of Addergoole boarded *Titanic* at Queenstown, Ireland, on 11 April 1912. Only three of the party survived the tragedy.



The 'Addergoole Fourteen' – eleven women and three men – wait to board a tender at Queenstown on 11 April 1912.

15 April 2012 (2)



Photo: Jim Linwood (2012)



1912

'This cloister is built in memory of John George Phillips, a native of this town. Chief Wireless Telegraphist of the ill-fated S.S. Titanic. He died at his post when the vessel foundered in mid-Atlantic on the 15th day of April 1912.'

Refurbishment of the cloister and tablet in 2012 cost £400,000, which included funding from Waverley Borough Council and a grant from the National Lottery of the United Kingdom.

A memorial cloister and tablet is re-dedicated in the town of Godalming in Surrey, England. It was originally unveiled on 15 April 1914 to remember John George "Jack" Phillips, Senior Wireless Operator of *Titanic*.

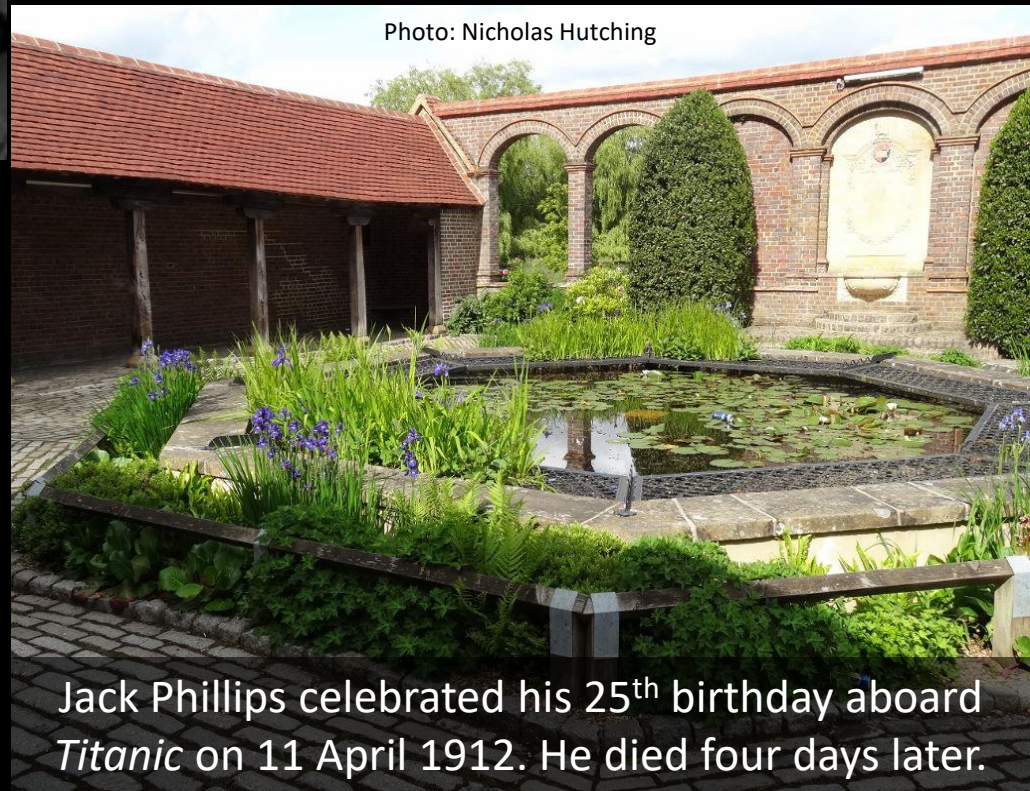


Photo: Nicholas Hutching

Jack Phillips celebrated his 25th birthday aboard *Titanic* on 11 April 1912. He died four days later.

15 April 2012 (3)



Photo: Graeme Jupp (2012)



Niall Ó Donnghaile, the Lord Mayor of Belfast, with the bronze plaques at the opening of the memorial garden.

The *Titanic* Memorial Garden is opened in the grounds of Belfast City Hall. The upper level contains a nine-metre-long plinth with six bronze plaques inscribed with the names of those who perished in the disaster on 15 April 1912. The lower grassed terrace surrounds the city's *Titanic* memorial, unveiled on 26 June 1920 and rededicated on 24 March 1960.

15 April 2012 (4)

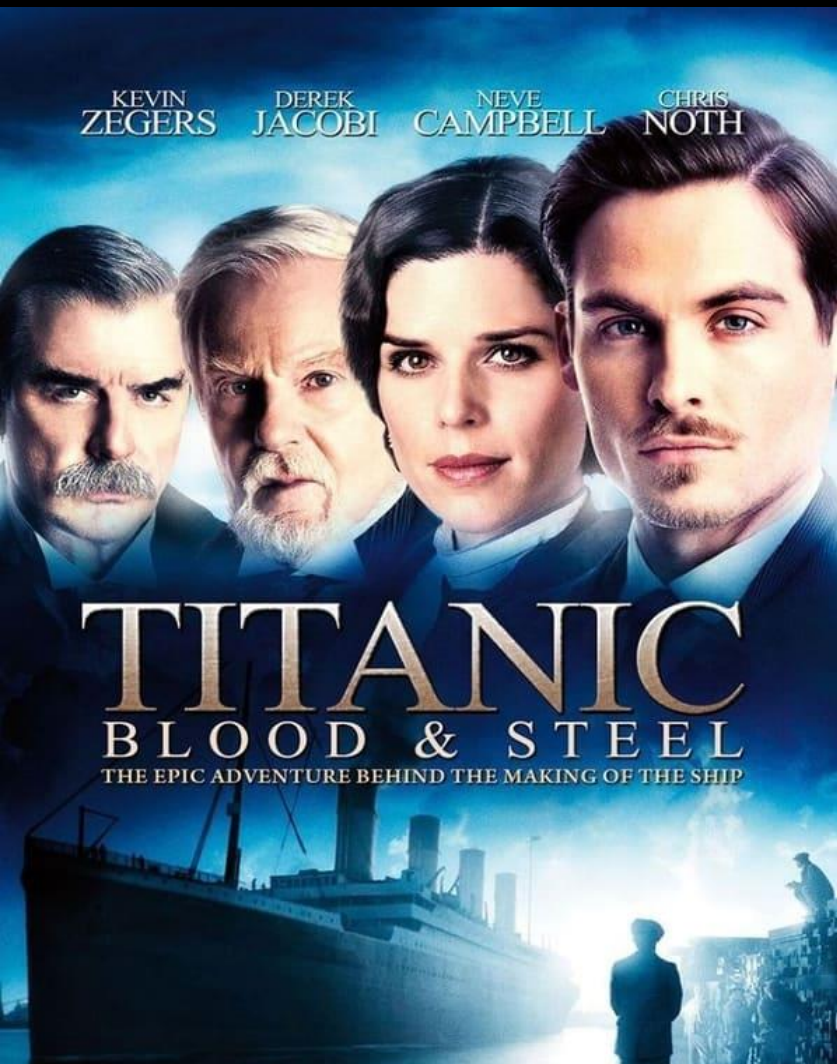
Exactly one hundred years after the *Titanic* disaster, James Cameron's movie *Titanic* attains US\$2 billion in global box office sales. The milestone of US\$2.03 billion occurs during the film's re-release in 3D and comes 5,233 days after its premiere on 18 December 1997.



Kate Winslet and Leonardo DiCaprio in a scene from *Titanic*.

Image: © Twentieth Century Fox/Paramount Pictures (1997)

15 April 2012 (5)



The series receives mixed reviews, with maritime historian and author J. Kent Layton referring to it as '*a shocking distortion of the historical record.*'

The first episode of *Titanic: Blood & Steel* premieres in Denmark and Germany. The 12-part television drama, set between 1909 and 1912, follows the life and times of Harland & Wolff shipyard workers during construction of the White Star Line's 46,328-ton *Titanic*. The series stars veteran British actor Sir Derek Jacobi as the shipyard's Chairman, Lord William J. Pirrie.

The programme also features actors Kevin Zegers and Neve Campbell in fictional roles, and Chris Noth as American financier J.P. Morgan. Produced by History Asia and partly filmed in Serbia, it contains several historical inaccuracies, including reference to inferior or 'brittle' steel, and *Titanic* being launched from the wrong slipway at Harland & Wolff on 31 May 1911.

16 April 1908

British and American newspapers first report the name *Olympic* for one of the new superliners to be constructed for the White Star Line at the Harland & Wolff shipyard in Belfast, Ireland. Six days later, similar reports reveal the name of the second liner to be *Titanic*.

NAME 1,000-FOOT SHIP OLYMPIC.

Liverpool, April 16.—The new 1,000-foot steamship the construction of which is to be begun later in the year for the White Star Line will be named the Olympic. Two ships of this size will probably be built, and their speed will be about twenty knots an hour. The vessels are destined for the Southampton-New York trade.

'Liverpool, April 16. — The new 1,000-foot steamship, the construction of which is to be begun later in the year for the White Star Line will be named the Olympic. Two ships of this size will probably be built and their speed will be about twenty knots and hour.' (New-York Tribune, 17 April 1908)

WHITE STAR TO BUILD TWO BIGGEST SHIPS

Liverpool, April 22.—Two new White Star liners, which will be the largest vessels yet projected, will be laid down at Belfast next June. The exact measurements of the steamers have not been given out, but they will be over 840 feet in length and 78 feet in breadth.

The ships are to be fitted with combination turbines and reciprocating engines, guaranteed to maintain a speed of 21 knots. The names of the vessels are to be the Olympic and Titanic.

'Liverpool, April 22. — Two new White Star liners, which will be the largest vessels yet projected, will be laid down at Belfast next June ... The ships are to be fitted with combination turbines and reciprocating engines, guaranteed to maintain a speed of 21 knots. The names of the vessels are to be the Olympic and Titanic.'

(Deseret Evening News, Salt Lake City, Utah, 23 April 1908)

16 April 1912 (1)



Their Majesties King George V and Queen Mary send a telegram to the White Star Line in which they express their sorrow concerning the 'appalling disaster which has happened to the *Titanic* and at the terrible loss of life.'



King George V (1865-1936)

Portrait by Luke Fildes (1911),
Royal Collection, United Kingdom



Queen Mary (1867-1953)

Portrait by William Llewellyn (1911),
Royal Collection, United Kingdom

MESSAGE FROM THE KING.

SYMPATHY WITH THE
BEREAVED.

TELEGRAM TO WHITE
STAR LINE.

The White Star Line have received
the following telegram from the
King and Queen :—

Sandringham, 6.30 p.m.

The Managing Director,
White Star Line,
Liverpool

The Queen and I are horrified
at the appalling disaster which
has happened to the *Titanic* and
at the terrible loss of life.

We deeply sympathise with
the bereaved relatives, and feel
for them in their great sorrow
with all our hearts.

The Daily Mail, 17 April 1912. Courtesy David Lean

16 April 1912 (3)



Photo: Library of Congress



Photo: Georgia Archives

William Howard Taft (left, 1857-1930) and Major Archibald Willingham Butt (1865-1912).

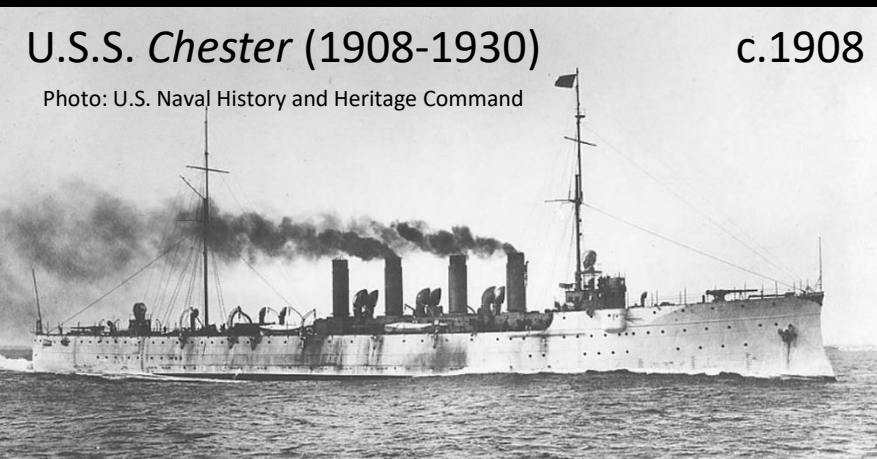


Photo: U.S. Naval History and Heritage Command

United States President William Howard Taft dispatches the U.S. Navy scout cruisers *Chester* and *Salem* from Norfolk, Virginia, to make contact with the Cunard liner *Carpathia*, en route with *Titanic's* survivors to New York. Taft is concerned for the fate of his close friend and military aide Major Archibald W. Butt, a First Class passenger aboard *Titanic*.

The President's request for information concerning Major Butt goes unanswered. U.S.S. *Chester* helps transmit the names of survivors to New York, though the ability of her wireless operator frustrates *Titanic's* surviving wireless operator Harold Bride, who is assisting Harold Cottam aboard *Carpathia*. Archibald Butt, age 46, perishes in the disaster.

16 April 2012



Paul McGann, left, portraying Sir Rufus Isaacs, begins questioning a *Californian* witness.



Adapted from Dennis MacNeice's 2012 stage play *Blackness after Midnight*, the drama stars, from left to right, Terence Harvey as lawyer C. Robertson Dunlop, Tom Chadbon as Wreck Commissioner Lord Mersey and Paul McGann as Attorney-General Sir Rufus Isaacs.

The Titanic Inquiry is first broadcast on BBC 1 in the United Kingdom. The 59-minute drama examines evidence from the British *Titanic* inquiry in 1912 concerning the involvement of crew from the Leyland Line's S.S. *Californian*.

Among the real-life characters portrayed in the drama are Captain Stanley Lord, Second Officer Herbert Stone, Third Officer Charles Victor Groves and apprentice James Gibson.



Images: Hole in the Wall Productions

17 April 1912 (1)

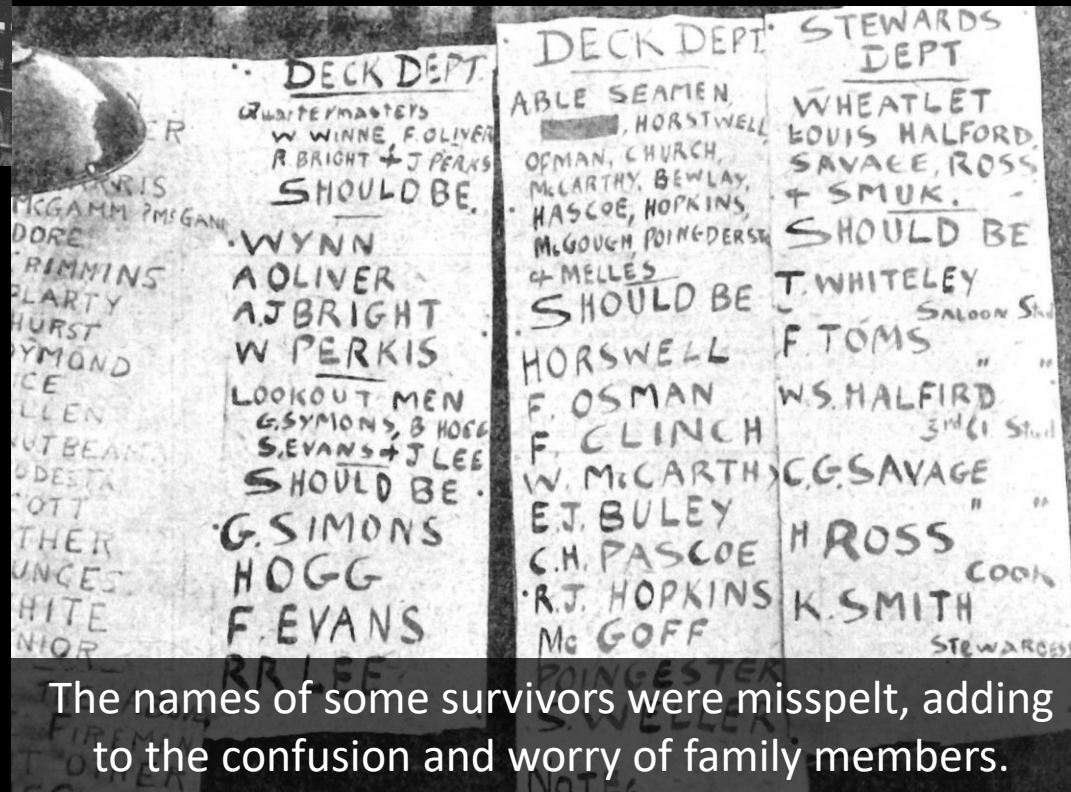


Photo: Southampton City Heritage Collections

The first lists of survivors from the *Titanic* disaster are posted outside the White Star Line's office on Canute Road in Southampton. Relatives will soon learn that several hundred crew members resident in the city have perished.

Southampton residents study the lists for the names of their loved ones outside White Star's Canute Road office.

'I feel I must record the sad aspect in school today owing to the 'Titanic' disaster. So many of the crew belonged to Northam and it is pathetic to witness the children's grief.' (Miss Annie Hopkins, Headmistress of Northam Girls' School, Southampton, 17 April 1912)



The names of some survivors were misspelt, adding to the confusion and worry of family members.

17 April 1912 (2)



Preparing caskets at Halifax.

The cable ship *Mackay-Bennett* departs Halifax, Canada, under charter to the White Star Line to recover victims of the *Titanic* disaster. The ship returns to port on 30 April with 190 bodies (116 were earlier buried at sea).



Built by John Elder & Company, Glasgow, Scotland, 1884.

Photos: Maritime Museum
of the Atlantic, Halifax

17 April 1913



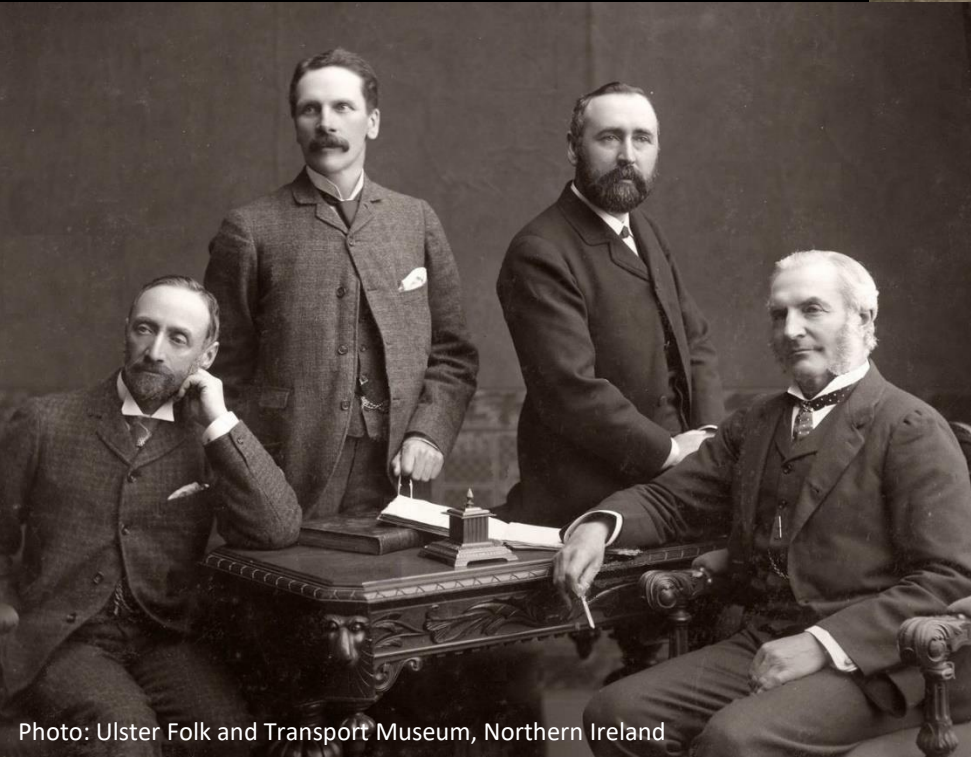
'Sir Edward builds the ships, Mr. Pirrie makes the speeches and, as for me, I smoke the cigars.'

Gustav Wilhelm Wolff, founding partner of the Harland & Wolff shipyard in Belfast, Ireland, dies in London at the age of 78.



Born in Hamburg, Germany,
10 November 1834.

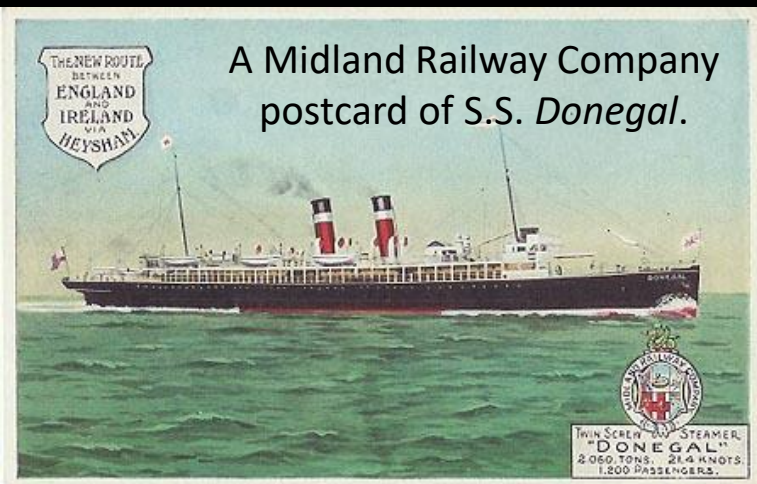
Photo: *The Shipbuilder*



Harland & Wolff partners in 1874.
Left to right: Gustav Wilhelm Wolff,
Walter Henry Wilson, William James
Pirrie and Edward James Harland.

Photo: Ulster Folk and Transport Museum, Northern Ireland

17 April 1917



Built in 1904 by Caird & Company at Greenock, Scotland, for the Midland Railway Company.



Photo: Imperial War Museum Collection

Archibald "Archie" Jewell (1888-1917)

Arthur John Priest (1887-1937)

The British ambulance ship *Donegal*, converted for wartime use from an Irish Sea passenger ferry, is sunk by the German submarine *UC-21* in the English Channel. The sinking claims the lives of twelve of *Donegal's* crew and 29 wounded British soldiers.

Among the crew aboard *Donegal* are former *Titanic* crew members Archie Jewell and Arthur Priest. Jewell, age 28, perishes when *Donegal* sinks, though Priest (29) survives. As well as the *Titanic* disaster on 14-15 April 1912, both men survived the loss of *Titanic's* sister ship *Britannic*, sunk while on hospital ship duty on 21 November 1916.

North Atlantic Ocean,
15 April 1912.



Aegean Sea,
21 November 1916.



Paintings: ©Ken Marschall

18 April 1912 (1)



En route to Boston aboard the Leyland Line's *Californian*, Second Officer Herbert Stone and Apprentice James Gibson prepare statements of what they saw between midnight and 4:00 am on 15 April 1912. The 'secret' statements are written for the ship's master, Stanley Lord, who does not divulge their existence at subsequent *Titanic* inquiries.

James Gibson (left, age 20) and Herbert Stone (24) prepare to testify at the British *Titanic* Inquiry in London, 14 May 1912.

Photo: Mary Evans Picture Library, *The Illustrated London News*

James Gibson: '... I then got the binoculars and had just got them focused on the vessel when I observed a white flash apparently on her deck, followed by a faint streak towards the sky which then burst into white stars.'

Herbert Stone: '... At about 12:45, I observed a flash of light in the sky just above that steamer ... Shortly after I observed another distinctly over the steamer which I made out to be a white rocket ... Between then and about 1:15 I observed three more the same as before, and all white in colour.'

18 April 1912 (2)

'Before we got to quarantine, the weather made another violent change. It brought the most dramatic ending to the tragic episode. First it began to blow hard, then the rain tumbled down and ... it commenced to lightning.'

(Captain Arthur Henry Rostron, writing in 1931)



Photoshop illustration: "The Narrows" ©David Alan Kilborn (2021)

Rain and lightning flashes greet the Cunard liner *Carpathia* as she arrives in New York with *Titanic*'s 712 survivors and thirteen recovered lifeboats. An estimated 10,000 spectators watch in silence from The Battery as the ship slowly steams up the Hudson River.

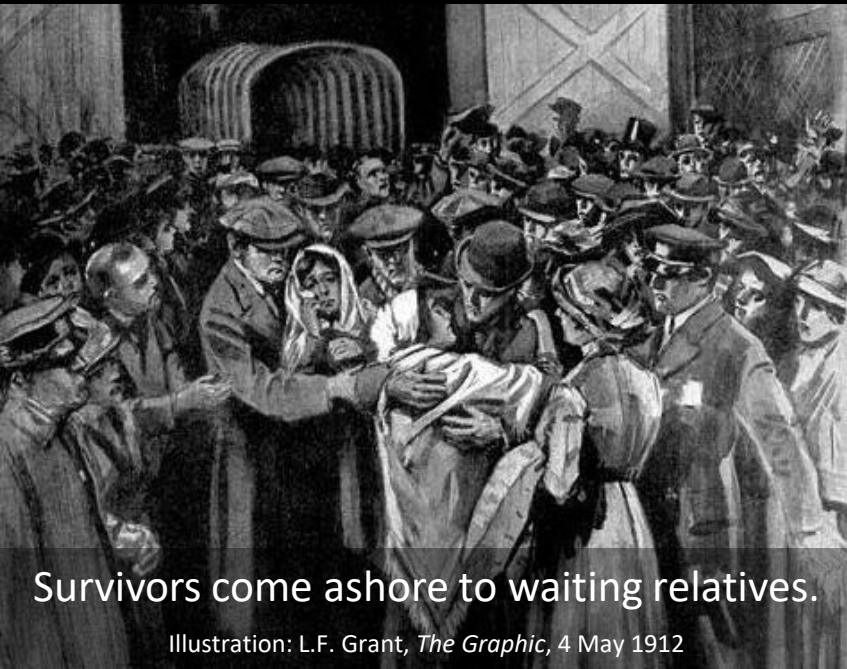
A crowd of some 30,000 gather along the street outside Cunard's Pier 54 to await the arrival of *Carpathia* and the survivors.



Photo: Library of Congress

18 April 1912 (3)

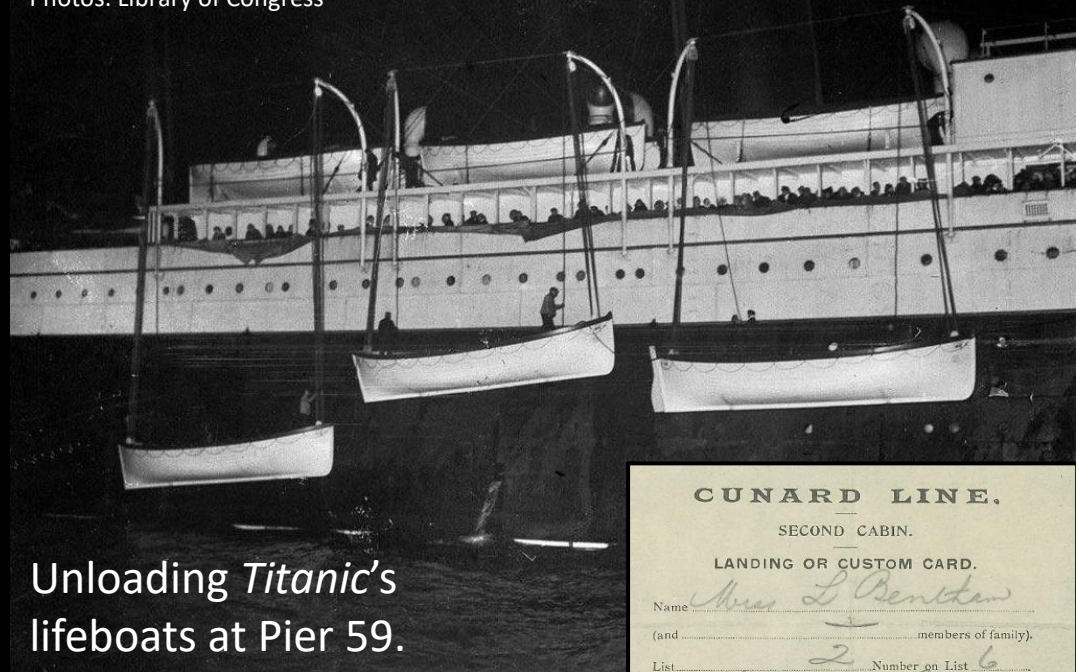
Carpathia pauses adjacent to the White Star Line's Pier 59 to unload *Titanic*'s lifeboats. She then returns downriver to Cunard's Pier 54 and docks at 9:30 pm.



Survivors come ashore to waiting relatives.

Illustration: L.F. Grant, *The Graphic*, 4 May 1912

Photos: Library of Congress



Unloading *Titanic*'s lifeboats at Pier 59.

Carpathia berthed at Pier 54 on 19 April 1912.



CUNARD LINE.
SECOND CABIN.
LANDING OR CUSTOM CARD.

Name *Miss L Bentham*
(and _____ members of family).
List *2* Number on List *6*
S.S. "*Carpathia*" Ex "*Titanic*"
From Liverpool *10/4/12*
Southampton
To be exhibited to IMMIGRATION OFFICIALS at NEW YORK
and surrendered at Steamer's Dock on disembarking.

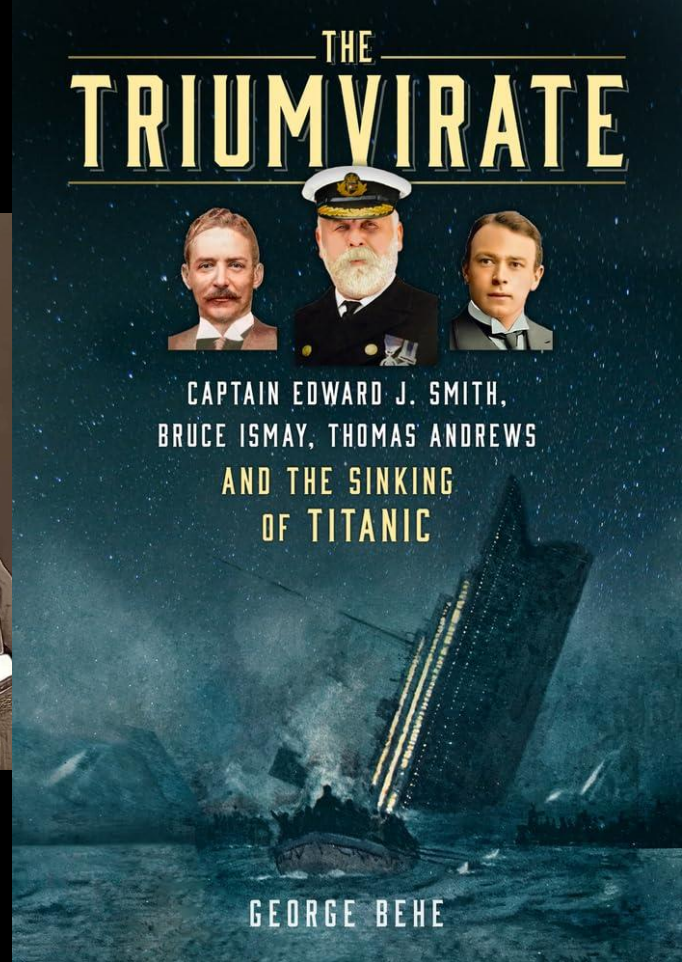
Landing card for *Titanic* survivor Lillian Bentham.

18 April 2024

Left to right: Captain Edward John Smith (1850-1912), Joseph Bruce Ismay (1862-1937) and Thomas Andrews (1873-1912).



'[George] Behe has done as thorough a job of compiling and evaluating their actions during the most harrowing event of their lives as likely can be done.' (Review by Brandon Whited)



GEORGE BEHE

The History Press publishes George Behe's *The Triumvirate*. The book investigates the activities and actions aboard *Titanic* of Captain Edward J. Smith, White Star Line Chairman J. Bruce Ismay and Harland & Wolff shipbuilder Thomas Andrews. It also documents and analyses their post-disaster reputations.

19 April 1912 (1)

The Daily Mirror

THE MORNING JOURNAL WITH THE SECOND LARGEST NET SALE.

No. 2,648.

Registered at the G.P.O.
as a Newspaper.

FRIDAY, APRIL 19 1912

One Halfpenny.

WHY WERE THERE ONLY TWENTY LIFEBOATS FOR 2,207
PEOPLE ON BOARD THE ILL-FATED TITANIC?



Something must be done by the Board of Trade to insist upon a larger number of lifeboats being provided for giant liners. Only twenty lifeboats were supplied by Messrs. Harland and Wolff for the Titanic, and even twenty, according to the Right Hon. A. M. Carlisle, the man who, as general manager to the company, was responsible for the building, was four in excess of the number required to comply with the Board of Trade regulations. "As ships grew bigger I was always in

avour of increasing the lifeboat accommodation," said Mr. Carlisle, "yet it remains the same for a ship of 50,000 tons as for one of 10,000." The photograph shows the lifeboats on board the Titanic. It was taken while the giant liner was in Queenstown Harbour on Thursday of last week, in sight of land for the last time. Two boats, or even three if necessary, may be swung as easily as one on this type of davit. It will be seen that there is only one in the photograph.

The 2,648th edition of *The Daily Mirror*, a British daily tabloid newspaper first published on 2 November 1903, carries as its headline: *'Why were there only twenty lifeboats for 2,207 people on board the ill-fated Titanic?'*

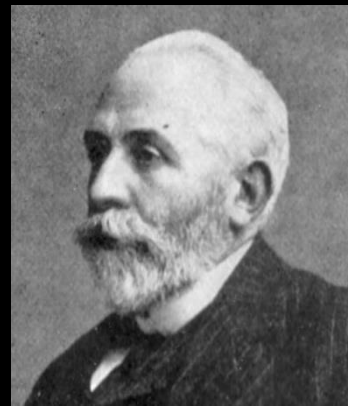
The newspaper quotes retired naval architect Alexander M. Carlisle, the principal designer of *Olympic* and *Titanic*: *'As ships grew bigger, I was always in favour of increasing the lifeboat accommodation, yet it remains the same for a ship of 50,000 tons as for one of 10,000 [tons].'*



Alexander Montgomery
Carlisle (1854-1926)

Photo: *The Illustrated London News*

The cover page features a photograph of *Titanic's* Second Class promenade and aft port side lifeboats taken by Thomas Barker, a photographer with *The Cork Examiner*, at Queenstown, Ireland, on 11 April 1912.



The newspaper was launched in 1903 by Alfred Harmsworth.

19 April 1912 (2)

'... a vast crowd of men and women, moved by an emotion as poignant as unshed tears.'
(Lloyds Weekly News, 26 April 1912)

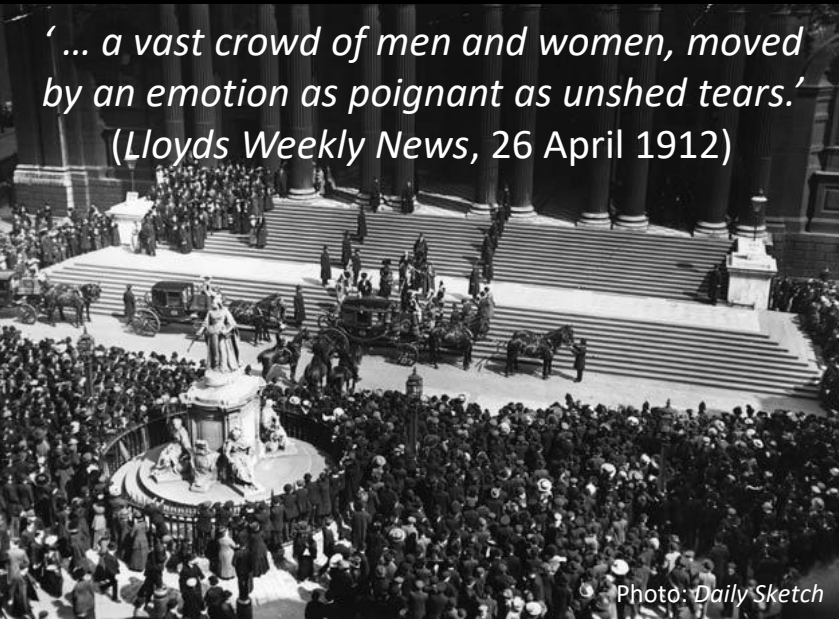
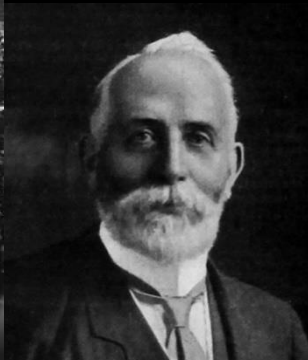


Photo: Daily Sketch

A memorial service for those lost in the *Titanic* disaster is held at St. Paul's Cathedral in London. The Lord Mayor of the city and more than 2,000 mourners attend.



Hundreds gather outside St. Paul's following the memorial service.

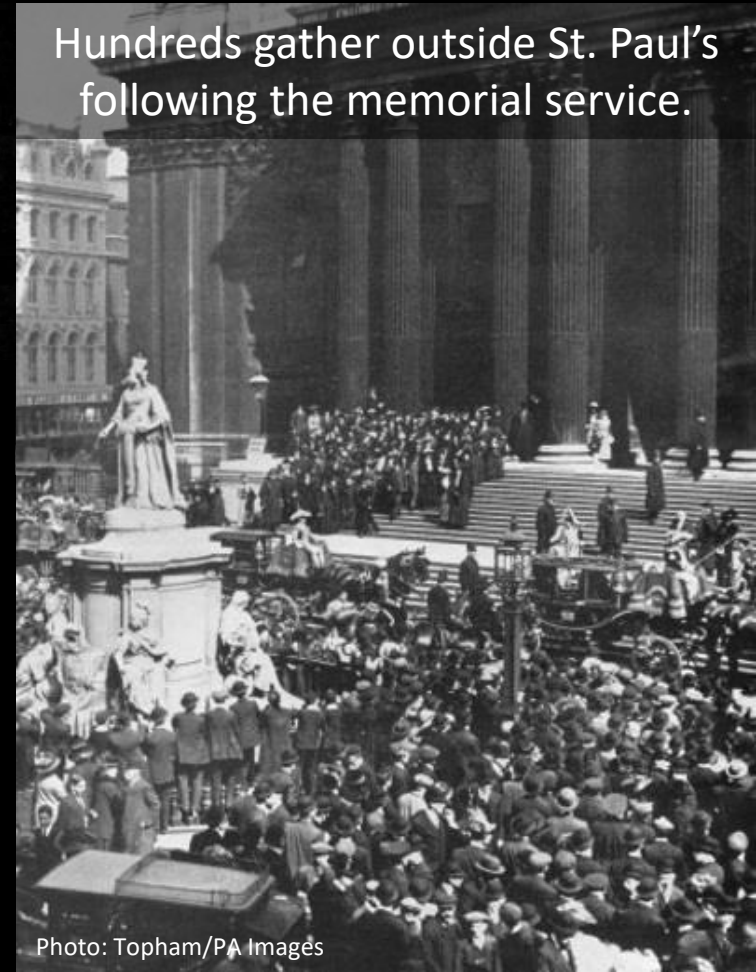


Photo: Topham/PA Images



ST. PAUL'S CATHEDRAL.

FRIDAY, 19TH APRIL, 1912.

AT 12 NOON.

Memorial Service

FOR

THOSE WHO PERISHED THROUGH THE
FOUNDING OF THE SS. "TITANIC"

ON

MONDAY, APRIL 15TH, 1912.

During the service, former Harland & Wolff naval architect and designer of *Titanic*, Alexander M. Carlisle, is overcome with emotion and faints.

'It was a deeply impressive service, culminating with the 'Dead March' in Saul, when the floodgates of emotion opened.'

(The New York Times, 20 April 1912)

19 April 1912 (3)



No sign of the 'storm' to come... *Californian* slips into Boston Harbour on 19 April 1912.



Painting: ©Jeff Rigby (2019), David Dyer Collection

The Leyland Line's *Californian* arrives at Boston after a two-week voyage from London. Captain Stanley Lord speaks with reporters concerning his ship's movements near the scene of *Titanic*'s loss on the morning of 15 April 1912.



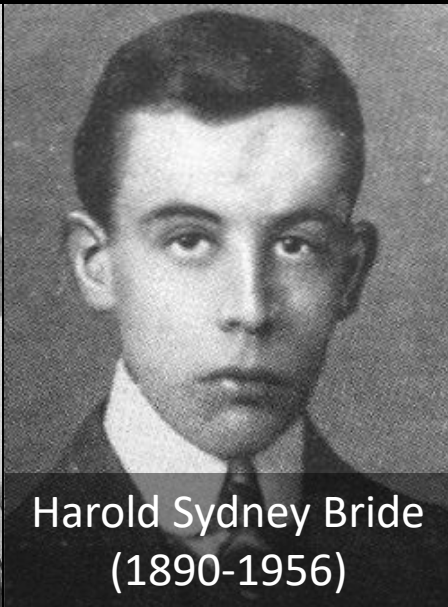
Ernest Gill, who told – and sold – his story to *The Boston American*.

Captain Lord explains that his ship rushed to the position of *Titanic* and searched, without success, for survivors. He also states that *Californian* was 20-30 miles from the disaster scene. Six days later, *The Boston American* prints a sensational story from *Californian*'s 'donkeyman' Ernest Gill, who claims that crew members saw *Titanic*'s distress rockets and took no action to render assistance.



Captain Stanley Lord (1877-1962), c.1920.

19 April 1912 (4)



Harold Sydney Bride
(1890-1956)

With his frost-bitten feet swathed in bandages, Harold Bride, age 22, is helped ashore from *Carpathia* on 19 April 1912.

The account of Harold Sydney Bride, *Titanic's* Junior Wireless Operator, is printed in *The New York Times*. Bride is reportedly paid US\$1,000 (£200) for the exclusive story; at the time he earns only £6 2s 6d per month.

JOKED AT DISTRESS CALL

'The humour of the situation appealed to me. I cut in with a little remark that made us all laugh, including the Captain. "Send SOS," I said. "It's the new call, and it may be your last chance to send it." Phillips with a laugh changed the signal to SOS.'

THRILLING STORY BY TITANIC'S SURVIVING WIRELESS MAN

Bride Tells How He and Phillips Worked and How He Finished a Stoker Who Tried to Steal Phillips's Life Belt—Ship Sank to Tune of "Autumn"

BY HAROLD BRIDE, SURVIVING WIRELESS OPERATOR OF THE TITANIC.

(This statement was dictated by Mr. Bride to a reporter for THE NEW YORK TIMES, who visited him with Mr. Marconi in the wireless cabin of the *Carpathia* a few minutes after the steamship touched her pier.)

and repaired it just a few hours before the iceberg was struck.

Phillips said to me as he took the night-shift. "You turn in, boy, and get some sleep, and go up as

signal. We told her our position and said we were sinking by the head. The operator went to tell the Captain, and in five minutes returned and told us that the Cap-

funnel and went over to it. Twelve men were trying to boost it down to the boat deck. They were having an awful time. It was the last boat left. I looked at it longingly

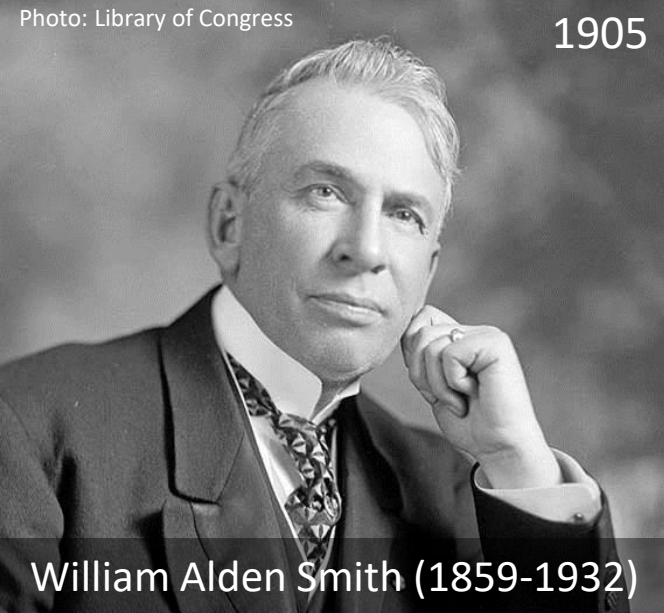
their life belts. I felt I simply had to get away from the ship. She was a beautiful sight then.

Smoke and sparks were rushing out of her funnel. There must have been an explosion, but we



19 April 1912 (5)

Painting: ©Tatiana Yamshanova



The U.S. Senate investigation into the *Titanic* disaster, chaired by Michigan Senator William Alden Smith, opens at the Waldorf-Astoria Hotel in New York. The first witness is J. Bruce Ismay (arrowed), Chairman and Managing Director of the White Star Line.

19 April 1912 (6)



Paintings: ©Tatiana Yamshanova

William Alden Smith begins his questioning of J. Bruce Ismay.

After some preliminary questions, the White Star Line's Chairman and Managing Director remarks to those present around the table:
'In the first place, I would like to express my sincere grief at this deplorable catastrophe.'

Senator and Chairman William Alden Smith (left) and *Titanic* survivor J. Bruce Ismay.

'I understand that you gentlemen have been appointed as a Committee of the Senate to inquire into the circumstances. So far as we [the White Star Line] are concerned, we welcome it. We court the fullest inquiry. We have nothing to conceal; nothing to hide. The ship was built in Belfast. She was the latest thing in the art of shipbuilding; absolutely no money was spared in her construction. She was not built by contract. She was simply built on a commission.'

Right: Extract from *The Times Dispatch*, Richmond, Virginia, 20 April 1912.



The Cunard liner *Carpathia* resumes her interrupted voyage to the Mediterranean a few hours after her captain, Arthur Rostron, testifies at the U.S. Senate Inquiry in the Waldorf-Astoria Hotel. The ship had departed New York eight days earlier, four days before rescuing *Titanic's* 712 survivors.

19 April 1912 (7)

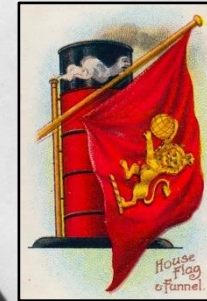


Photo: Sally Petit Collection



Aboard the liner are 120 First Class, 50 Second Class and 565 Third Class passengers, along with 326 crew.

A gallant little Cunarder...
Carpathia being provisioned at Pier 54 on 19 April 1912.

Photo: Bain Collection, Library of Congress

Tugs assist *Carpathia's* departure from Pier 54. She will call at Gibraltar, Naples, Trieste and Fiume.



Photo: Bain Collection, Library of Congress



Arthur Henry Rostron
(1869-1940)

19 April 1996



Right: Cherbourg's Deputy Mayor Claude Carrér, *Titanic* survivor Louise Laroche, age 85, and Titanic Historical Society President Edward S. Kamuda lay a bouquet to remember those who perished in the disaster. Louise Laroche's father, Joseph, age 25, was among the victims on 15 April 1912.

A memorial stone and brass plaque is unveiled in Cherbourg, France. It recognises the town's connection with *Titanic* and the 274 passengers who embarked the liner from the tenders *Nomadic* and *Traffic* on 10 April 1912. The memorial was a joint effort of Cherbourg authorities and members of the Titanic Historical Society, Inc.

Photo: Titanic Historical Society, Inc. Collection



Louise Laroche (1910-1998)
on 16 April 1997.

Photo: Laroche Family/Olivier Mendez

19 April 1997

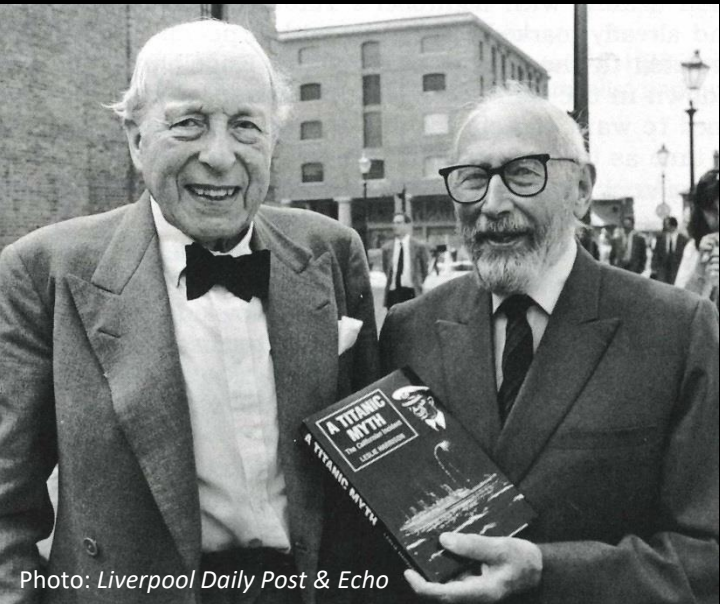
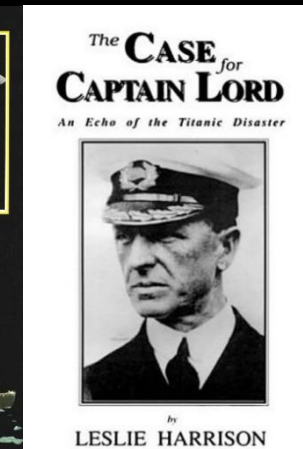
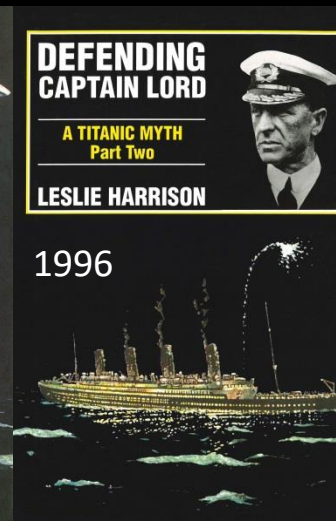
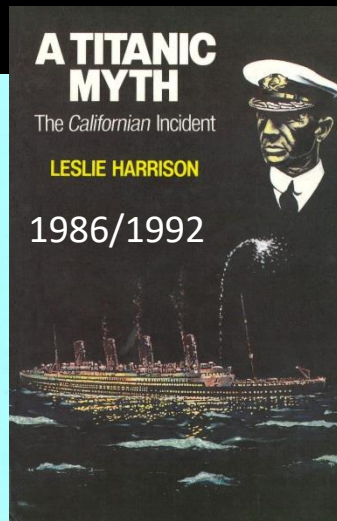
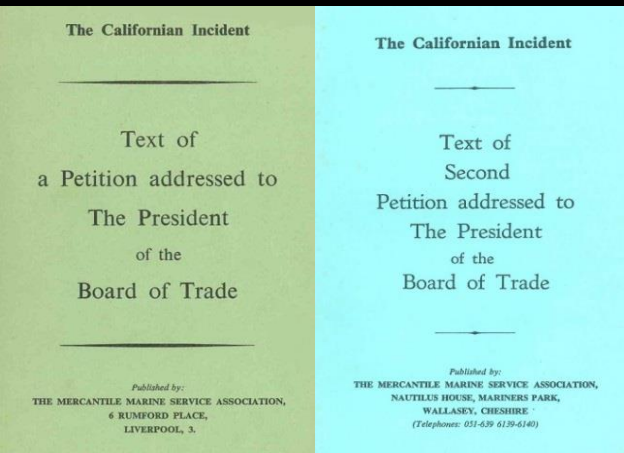


Photo: *Liverpool Daily Post & Echo*

Walter Leslie Stringer Harrison, long-time advocate of Captain Stanley Lord (1877-1962), dies at the age of 84. Leslie Harrison steadfastly defended the professional reputation of Captain Lord, who was master of the Leyland Line's *Californian* in April 1912. Lord and Harrison first met in 1958, with Harrison writing extensively on the controversial '*Californian* Incident'.

Leslie Harrison (right) with Stanley T. Lord, son of Captain Stanley Lord, on 31 July 1992.

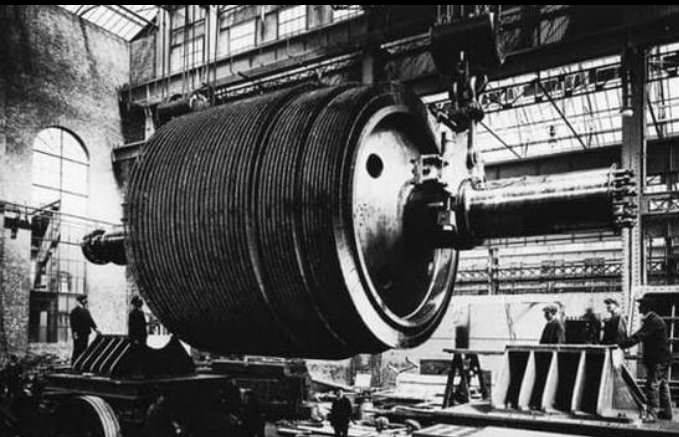
Booklets published in 1965 and 1968.



Booklets published in 1997.

20 April 1909

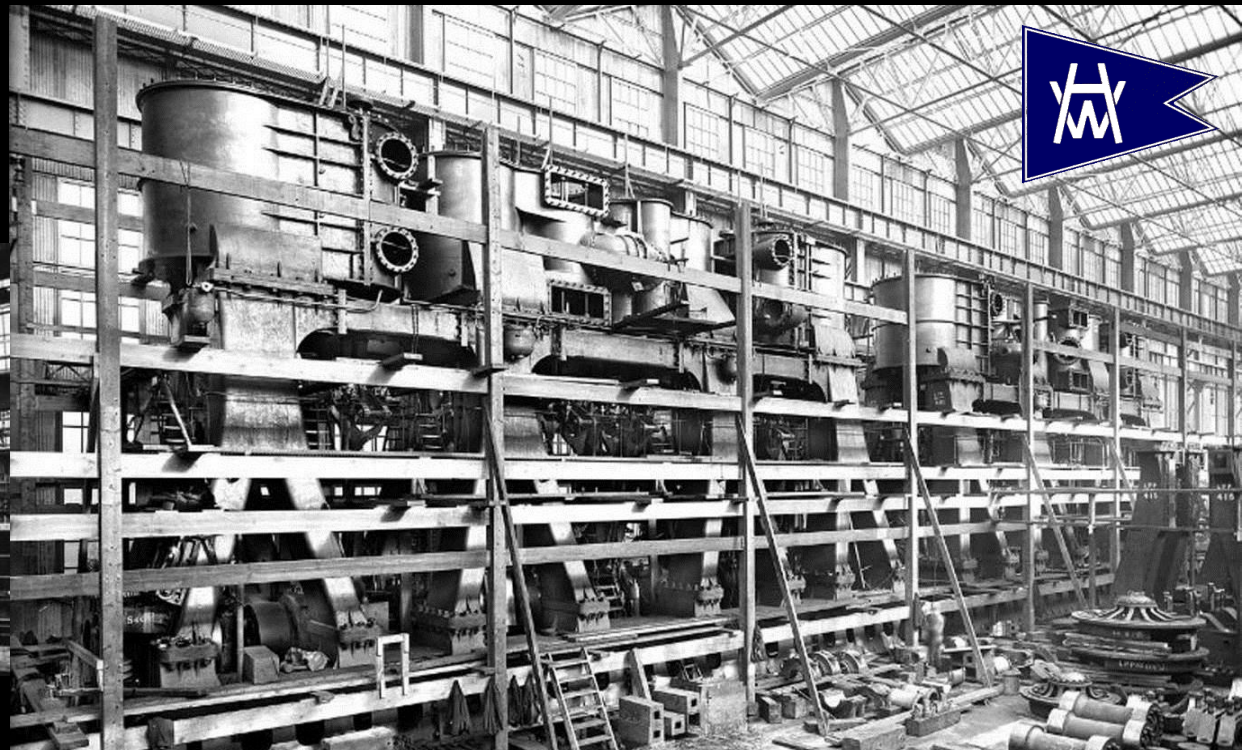
Olympic and *Titanic* are each fitted with two four-cylinder, triple-expansion reciprocating engines. Each engine weighs 720 tons and generates 15,000 shaft horsepower. A low-pressure steam turbine (driving the centre propeller) provides 16,000 shaft horsepower.



The 130-ton turbine rotor fitted aboard *Olympic* and *Titanic*.

Photos: Harland & Wolff Collection,
National Museums Northern Ireland

The Harland & Wolff shipyard in Belfast, Ireland, issues an order for its engine works to proceed with the construction of machinery for the reciprocating and turbine engines to be fitted in the new 45,000-ton liners *Olympic* and *Titanic*.



Titanic's reciprocating engines under construction in the Engine and Erecting Shop at Harland & Wolff in July 1911.

20 April 1910

Photo: Iain MacFarlane (2013)

SAMUEL SCOTT

HERE LIE THE REMAINS OF
SAMUEL JOSEPH SCOTT
AGED 15

WHO DEPARTED THIS LIFE
20TH APRIL 1910
IN A WORK ACCIDENT DURING
THE BUILDING OF THE TITANIC

REMEMBERING HIS SOUL
AND ALL THOSE WHO PERISHED
IN THE SINKING OF THE TITANIC

NEARER MY GOD TO THEE
NEARER MY GOD TO THEE
NEARER TO THEE

Samuel Joseph Scott, employed at the Harland & Wolff shipyard as a 'catch boy' in a riveting gang, becomes the first of eight workers to die during the construction of *Titanic*. Samuel loses his footing on a ladder and suffers a fractured skull when falling to the ground. He is fifteen years of age.

*Not for the
faint hearted...*

Riveters at work on
the hull of *Britannic*
on 25 May 1913.

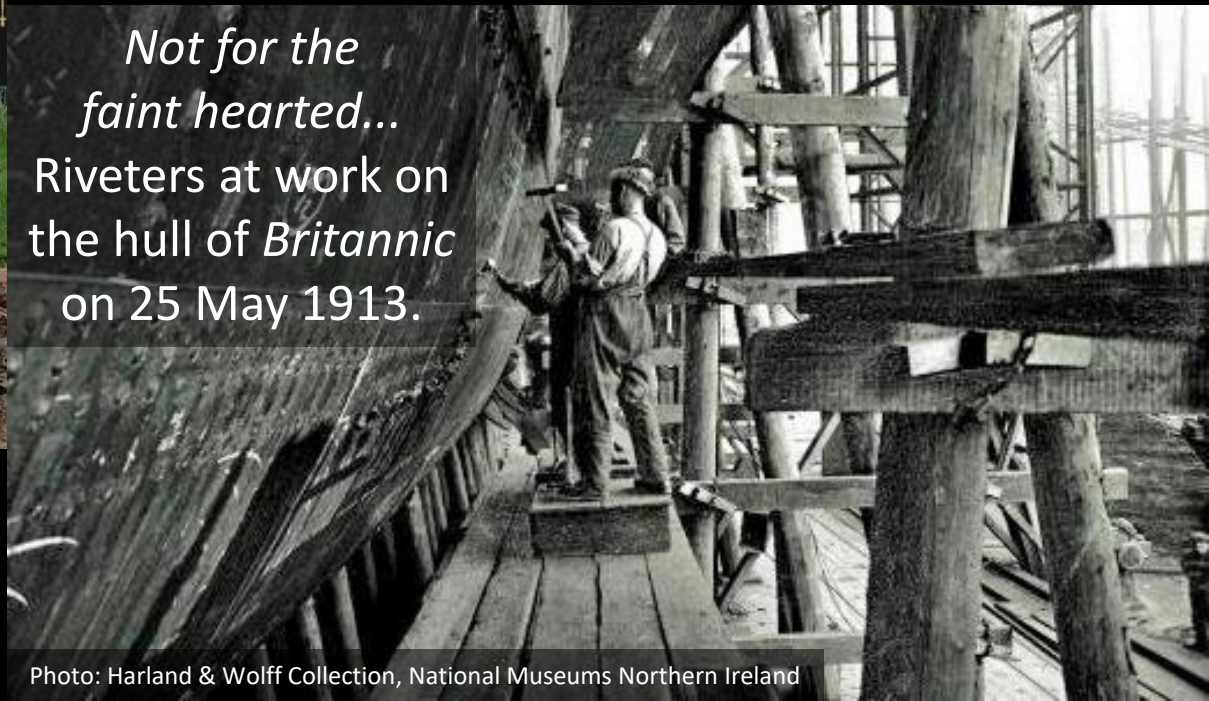


Photo: Harland & Wolff Collection, National Museums Northern Ireland

Samuel Scott's grave in Belfast City Cemetery remained unmarked for 101 years until this headstone was unveiled on 30 July 2011.

20 April 1912 (1)

THE DAILY GRAPHIC, SATURDAY, APRIL 20, 1912.

[RECEIVED AS] No. 6979A
[A NEWSPAPER]

THE-DAILY-GRAPHIC

TITANIC

-IN-MEMORIAM-NUMBER-

ONE PENNY

The Daily Graphic was in print for 36 years,
from 4 January 1890 to 16 October 1926.

Five days after the *Titanic* disaster, a special 20-page edition of *The Daily Graphic* is published by H.R. Baines and Co. Ltd. in England. *Titanic: In Memoriam Number* features survivor accounts, details of the ship and her interiors, and images of notable passengers and crew. Each issue costs one penny.

THE DAILY GRAPHIC SPECIAL TITANIC IN MEMORIAM NUMBER, APRIL 20, 1912.

1

THE OCEAN GRAVE OF THE TITANIC.

LOST LINER'S
TRAGEDY.

THE SAILING AND—
THE END.

ICE, THE FOE.

SHOCK THAT RENT
THE SHIP.

THE BRAVE DEAD

WOMEN SAVED BY
MEN'S SACRIFICE.

The largest ship in the world went to sea from Southampton harbor on the night of April 1937.

THE NOBLE ELEMENT IN THE OCEAN
TRAGEDY.

[illegible]

We trust the relations of those who have perished may find their release in the thought that though they have been called upon to suffer a great agonizing sacrifice in life, they still are enabled that deeper sympathy which only comes from suffering to sympathize with the suffering of others. We are glad that, therefore, there is a brothering thought in one thing that can be read into the disaster here, the fact that have come to light. It is heartily done that some of our dearest loved ones may have fallen upon the life from here, and that some of our dearest loved ones may have fallen upon the life from here.

The fact that women and children have by the greater majority of the dead, that in this disaster amongst the important work to separate heights of courage and devotion. Millions and millions amongst others were called upon to do their duty with their best, and with their best, and with their best, the inherent activity of mankind.

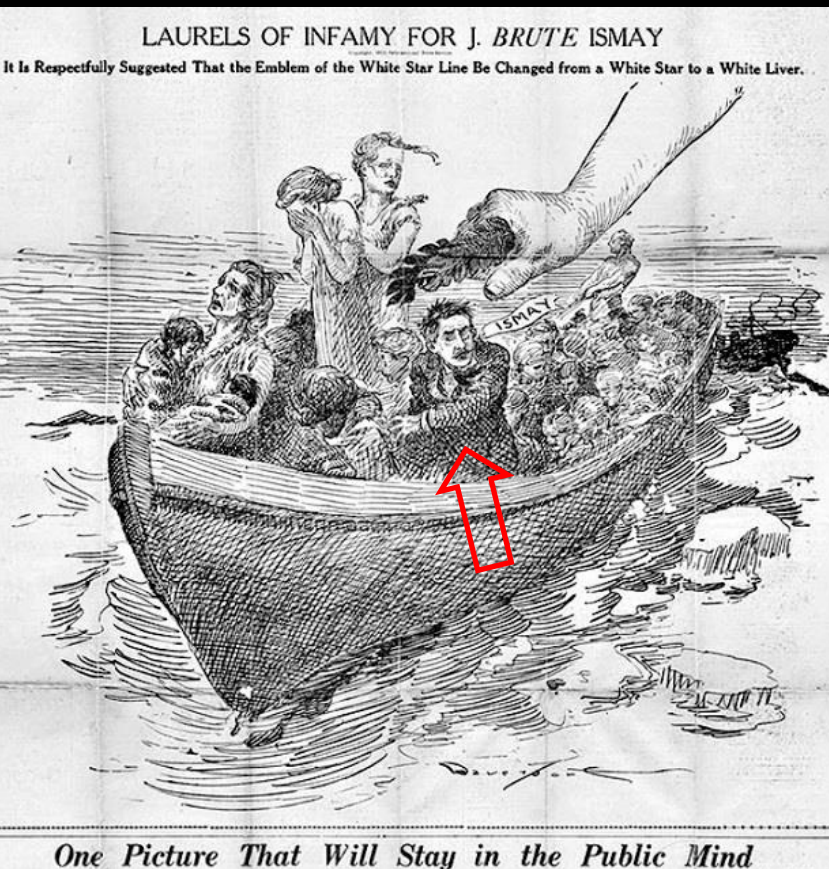
less an experience in the feeling world of human beauty. We measured the delicate glass and ivory, the flowers and the fish, the bells and the gongs, and the thousands mechanical appliances that seemed to make personal effort at discomfort the only known impossibility.

[illegible]

By the most arduous and hot summer months of two thousand one hundred and eight years. We showed to the best and worst of our abilities, and that night I think there was not an unhappy woman in all Pennsylvania. And tonight, when we stand the low-lying boats to prevent a landing from the front of these British boats, some have, some have, some have, but all called beyond the strength of the British arm, by the great government of all nations.

[illegible]

20 April 1912 (2)



Ismay (arrowed) left in collapsible 'C', the last boat lowered from the starboard side.

'It is Respectfully Suggested That the Emblem of the White Star Line be Changed from a White Star to a White Liver.'

The *New York American* publishes a cartoon titled '*Laurels of Infamy for J. Brute Ismay*'. It suggests that White Star Line Chairman J. Bruce Ismay was a coward for surviving the *Titanic* disaster when 156 women and children perished.

The paper is owned by businessman and newspaper baron William Randolph Hearst, who has an intense dislike of J. Bruce Ismay.



Image: ©Twentieth Century Fox/Paramount Pictures

Jonathan Hyde as J. Bruce Ismay in James Cameron's *Titanic* (1997).



c.1910

William Randolph Hearst (1863-1951)

20 April 1935



1910

Photo: Randy Bryan Bigham Collection

'After the three boats had gone down, my husband, Miss Franks and myself were left standing on the deck. There were no other people on the deck at all visible and I had quite made up my mind that I was going to be drowned, and then suddenly we saw this little boat in front of us...' (Lady Duff Gordon at the British Inquiry, 20 May 1912)

Lucy Christiana, Lady Duff Gordon, British fashion designer and survivor of the *Titanic* disaster, dies aged 71. Known professionally as “Lucile”, Lady Duff Gordon was one of twelve occupants in lifeboat No. 1, and one of only three passengers to testify at the British *Titanic* Inquiry in 1912.



Lady Duff Gordon testified on 20 May 1912. Her appearance at the inquiry generated huge public interest, and it was reported in detail the next day in London's *Daily Sketch* paper.

Lady Duff Gordon travelled First Class aboard *Titanic* with her husband, Sir Cosmo Duff Gordon, and Secretary Mabel “Franks” Francatelli. Sir Cosmo died in 1931 and Mabel Francatelli in 1967.

21 April 1912 (1)

Mackay-Bennett travels 700 nautical miles to the wreck site from Halifax with Captain Frederick Larnder in command. Aboard is John R. Snow, Jr., chief undertaker of the John Snow & Co. funeral home in Halifax.

Mackay-Bennett at Halifax in April 1912.



Reverend Canon Kenneth Hind holds a service aboard *Mackay-Bennett* for *Titanic* victims being buried at sea.



Photo: Nova Scotia Archives

'8:00 pm - The tolling of the bell summoned all hands to the forecastle where thirty bodies are ready to be to be committed to the deep, each carefully weighted and carefully sewn up in canvas. "For as much as it hath pleased, we therefore commit his body to the deep".' (Diary entry of Frederic Hamilton)

The grim task of recovering victims of the *Titanic* disaster begins following the arrival at the wreck site, on the previous evening, of the chartered vessel *Mackay-Bennett*. The ship carries tons of ice, embalming fluid, canvas bags, weights and caskets brought aboard four days earlier at Halifax, Canada.

21 April 1912 (2)

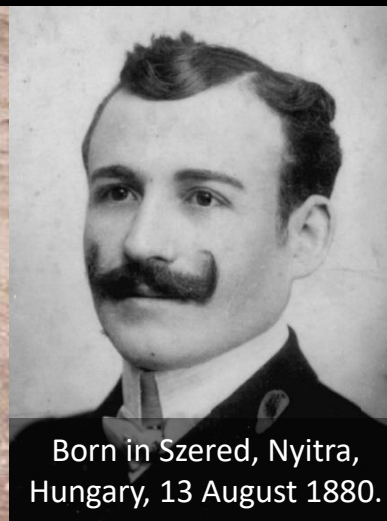


Michel Navratil is the fifteenth victim (of fifty-one) recovered on 21 April 1912. *Mackay-Bennett's* crew retrieve 306 bodies during the next five days.

The body of Michel Navratil, who travelled aboard *Titanic* with his sons Michel (3) and Edmond (2), is recovered by crew of the *Mackay-Bennett*. Navratil boarded *Titanic* at Cherbourg using the name 'Louis Hoffman'. Assumed to be of the Jewish faith, he is interred at the Baron de Hirsch Cemetery in Halifax, Canada, on 15 May 1912.



Photo: Nova Scotia Archives



Born in Szered, Nyitra, Hungary, 13 August 1880.



Photo: Graeme Jupp

2012

21 April 1912 (3)

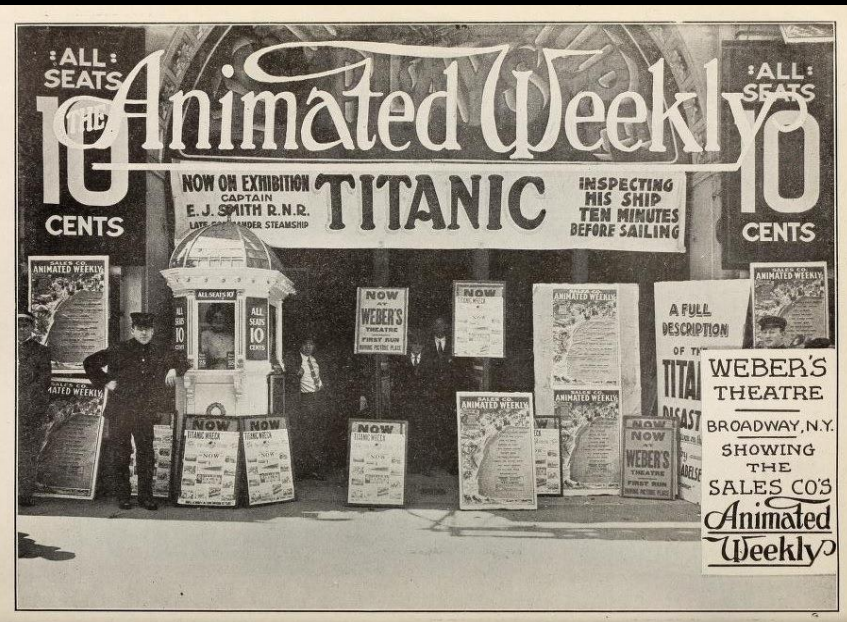
The Motion Picture Distributing and Sales Company's *Titanic Wreck Special*, the first newsreel of the disaster, premieres at Weber's Theatre on Broadway in New York City. Released through *Animated Weekly*, the newsreel includes footage of the laying of *Olympic's* keel, scenes of icebergs in the area where *Titanic* sank and film of Captain E.J. Smith on the bridge of *Olympic* in 1911.

'It is a truly wonderful film, and the Animated Weekly, with its staff, come in for credit for getting the biggest picture scoop the world has ever known.' (Review in *Moving Picture News*)

'A gigantic scoop' (New York Tribune)

Above: The frontage of Weber's Theatre in New York City, advertising the *Animated Weekly's Titanic* newsreel. (Moving Picture News, 4 May 1912)

Left: An advertisement from *Moving Picture News*, 27 April 1912.



THE MOST FAMOUS FILM IN THE ENTIRE WORLD

THE SALES COMPANY

ANIMATED WEEKLY

SCORES THE BIGGEST SCOOP OF THE YEAR IN THE MATTER OF THE

TITANIC

DISASTER

OUR CAMERA MEN WERE THE FIRST TO REACH THE WRECK

THE ANIMATED'S SPECIAL BULLETIN WAS ISSUED IN NEW YORK AND MAILED TO 11,000 EXHIBITORS AT THE SAME TIME THE DAILY PAPERS PUT OUT THEIR EXTRAS—DID YOU GET YOUR BULLETIN?—IF NOT, WRITE QUICK, SO YOU WILL GET NEXT WEEK'S. IT'S WONDERFULLY ATTRACTIVE AND WILL DRAW THE CROWDS TO YOUR THEATRE. THE BEST ADVERTISING EVER DESIGNED FOR M. P. HOUSES—THE NEWS AND PHOTOGRAPHS OF CURRENT EVENTS AS THEY HAPPEN.

WHEREVER THE SUN SHINES

WHEREVER THERE'S HUMANITY

MOTION PICTURE DISTRIBUTING & SALES COMPANY
111 East 14th Street, NEW YORK

ANIMATED WEEKLY DEPARTMENT
31 East 27th Street, NEW YORK

21 April 2016



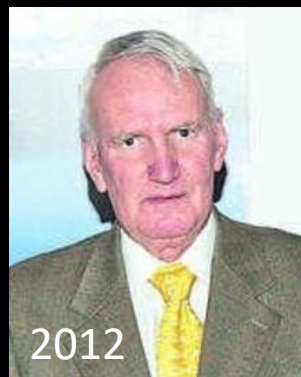
Photo: Belfast News-Letter

David Livingstone giving a lecture in the historic former drawing offices of Harland & Wolff at 'Titanic Quarter' in Belfast, Northern Ireland, in 2012.

'He was always a gentleman. His knowledge of ships and shipbuilding was enormous.

When we dived in 2005, we placed a commemorative plaque from Harland & Wolff. For me, something of the spirit of David now lies on the Titanic.' (Rory Golden)

David Livingstone, a former Chief Naval Architect at Harland & Wolff in Belfast, and the first representative from the shipyard and Ireland to dive to the wreck of *Titanic*, dies aged 73. A recognised authority on the White Star Line's most famous ship, and of naval architecture and shipbuilding in general, Livingstone first visited the wreck aboard the French submersible *Nautilie* on 13 August 1996.



2012

Photo: The Irish News

'The stern is a terrible mess ... It looks like the whole lot has been picked up, shaken and dropped. That's a scary place. It's not some place I would visit as a tourist. I was somewhat relieved to get out of there.' (David Livingstone, describing his dive in August 1996)

22 April 1912 (1)

Knighted in 1897, Sir John Charles Bigham became a British peer in 1910 as 'Baron Mersey of Toxteth'.

1903



Photo: Barclay Brothers

Photos (below): *The Illustrated London News*

Lord Mersey (John Charles Bigham) is announced as Wreck Commissioner for the British investigation into the *Titanic* disaster. Lord Mersey receives his Royal warrant on 23 April and five expert nautical assessors are appointed to assist with the inquiry.

Left to right: Captain Arthur W. Clarke, Trinity House; Commander Fitzhugh C.A. Lyon, retired naval assessor; Edward C. Chaston, Senior Engineer for the Admiralty; Professor J. Harvard Biles, Chair of naval architecture at Glasgow; Rear Admiral Somerset A. Gough-Calthorpe.

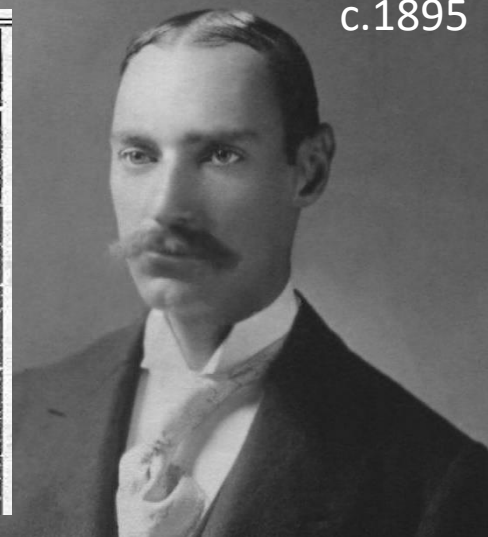


c.1895

22 April 1912 (2)

BODIES OF ASTOR AND STRAUS ARE FOUND AT SEA

Steamer Mackey Bennett
Coming to Port With Re-
mains of Noted Men Picked
Up at Scene of Titanic
Disaster. Ninety-One of
Two Hundred and Five
Bodies Recovered Have
Been Identified.



Twenty-seven bodies
are recovered on this
day, including that of
multi-millionaire First
Class passenger Colonel
John Jacob Astor IV.

*'Came across a lifeboat bottom
up, its side smashed in. Steamed
away after trying to pick it up.'*
(Mackay-Bennett crewman)

Whilst searching the North Atlantic for victims of the *Titanic* disaster, crew from the chartered cable ship *Mackay-Bennett* find *Titanic's* upturned collapsible lifeboat 'B', on which almost thirty survivors had sought refuge one week earlier. The lifeboat is abandoned after a brief attempt to retrieve it.

22 April 1912 (3)



Pierre Ernest
Jules Brulatour
(1870-1946)

Below: In a frame
from the film,
Captain Edward J.
Smith paces the
starboard bridge-
wing of *Olympic* at
New York in 1911.

Image: Randy Bryan Bigham Collection



1911

One day after its premiere in New York City, the *Animated Weekly's Titanic* newsreel opens at theatres in eastern U.S. states. The 900-foot-long film is produced by silent film pioneer Jules Brulatour. It proves very popular in ensuing days and receives rave reviews in the press.

Right: An advertisement for the newsreel from *Moving Picture World*, 4 May 1912.

Image: Courtesy Randy Bryan Bigham

'That the motion picture may fairly equal the press in bringing out a timely subject and one of startling interest to the public at large was most efficiently demonstrated by the issuing of this film so soon after the event.'
(*The Dramatic Mirror*, April 1912)

THE MOVING PICTURE WORLD

THE
TITANIC WRECK
SPECIAL

Showing first and exclusively the **ONLY** moving pictures of incidents following the most terrible of marine disasters, —At *Weber's Theatre, New York, Sunday, April 21st* —has set the entire nation talking. It was the greatest "Scoop" in all history and puts the Independents head and shoulder over everything.

The First and Best In Everything — That's Our Policy

THE Animated Weekly

ORDER IT FROM YOUR EXCHANGE

Current Events Throughout the Entire World Are Pictured in the ANIMATED WEEKLY. No Matter Where, How Difficult To Get At or The Cost, If It Happens, the ANIMATED WEEKLY Will Have It.

EXHIBITORS!

ARE YOU RECEIVING THE NEW ANIMATED WEEKLY PICTORIAL LOBBY BULLETIN?
IT'S A CROWD GETTER — FREE TO YOU — WRITE

Motion Picture Distributing and Sales Co.
111 East 14th St., N. Y.

ANIMATED WEEKLY Department
31 East 27th St., N. Y.

22 April 1914

Sir Archibald Denny, President of the Institute of Marine Engineers, unveils the *Titanic* Engineers' Memorial in Andrews (East) Park, Southampton. An estimated crowd of 10,000 attends the event, which honours the thirty-five members of *Titanic's* engineering staff who perished in the disaster.

THE TITANIC ENGINEERS



The inscription on the centre plinth reads:

'To the memory of the engineer officers of the R.M.S. Titanic, who showed their high conception of duty and their heroism by remaining at their posts 15th April 1912.'

'By the manner of their deaths [the engineers] carried out one of the finest traditions of our race. They must have known that pumping could do no more than delay the final catastrophe, yet they stuck pluckily to their duty ... not one of those brave officers was saved.'

(Sir Archibald Denny at the unveiling, 22 April 1914)



graham Jupp - Order Number: 12-F4-01TL
 Titanic
 16 May 2012 at 19:45
 E3



Titanic (Scenes from the British Wreck Commissioner's Inquiry, 1912) opens for a four-week run at Belfast's new Metropolitan Arts Centre (MAC). The two-hour play is directed by Charlotte Westernra and was adapted from the British Inquiry transcripts by Northern Ireland playwright Owen McCafferty.

'Owen McCafferty's verbatim play is sleek, beautiful and finely-crafted.'
(Culture Northern Ireland)



23 April 1912 (1)

The body of violinist John Law Hume, age 21, is recovered from the North Atlantic. He is brought to Halifax, Nova Scotia and buried at Fairview Lawn Cemetery on 8 May 1912. "Jock" Hume is one of three of *Titanic's* eight musicians whose bodies are retrieved and identified.

Photos: Yvonne Hume
Collection



1912

*MALE – Height, 5 ft. 9 in.; Weight, 145 lbs
Age, about 28. Hair, light curly; clean shaven
CLOTHING – Light rain coat, uniform jacket
with green facing and vest; purple muffler.*

JOHN LAW HUME
DIED
APRIL 15, 1912.
193

Photo: Graeme Jupp

2012

Born in Dumfries, Scotland,
9 August 1890.

23 April 1912 (2)



Photo: Library of Congress



Photo: maritimequest.com

Senator William Alden Smith (1859-1932)
and Herbert John Pitman (1877-1961).

Senator Smith: *'Can you fix the exact moment of time when the Titanic disappeared?'*

Third Officer Herbert Pitman: *'2.20 exactly, ship's time. I took my watch out at the time she disappeared, and I said, "It is 2.20," and the passengers around me heard it.'*

Senator Smith: *'And were they [the ship's clocks] set at midnight Sunday night?'*

Third Officer Herbert Pitman: *'No; we had something else to think of...'*

Third Officer Pitman was placed in charge of lifeboat No. 5, which left *Titanic* at 12:45 am.

At the U.S. Senate investigation into the *Titanic* disaster, which had relocated from New York to Washington, D.C. the previous day, *Titanic's* Third Officer, Herbert John Pitman, is questioned at length by Senator William Alden Smith. Pitman confirms the time *Titanic* sank and that the liner's clocks were not put back as scheduled on the night of 14-15 April 1912.

24 April 1912 (1) In the aftermath of the *Titanic* disaster, the crew of *Olympic* strike

DAILY SKETCH.

No. 978—SATURDAY, APRIL 27, 1912. THE PREMIER PICTURE PAPER. (Registered as a Newspaper) ONE HALFPENNY.

OLYMPIC VOYAGE ABANDONED OWING TO MUTINY.



As a protest against the introduction of non-unionist seamen the Olympic's 875 seamen and quartermasters deserted and jumped into the sea which had brought the new seamen to the ship. Captain Haddock signalled to the cruiser Cadmus and the commander failed to persuade the deck hands to return to the Olympic. The shore police were sent for, and early Cadmus to the right.—Photographs by Percy Spence and Gribb.

Olympic's crew observe tests of a 'Berthon' collapsible lifeboat during the crew mutiny at Southampton, 25 April 1912.

at Southampton citing a shortage of lifeboats. Additional collapsible boats are put aboard but the crew refuse to accept their seaworthiness. Fifty sailors who desert the ship in protest over the use of non-union seamen are arrested. The voyage is cancelled.



Inspecting lifeboats aboard *Olympic* one week after the *Titanic* disaster.

OLYMPIC'S VOYAGE
ABANDONED; 1,400
PASSENGERS LEAVE
More Engine-room Employees
Quit — British Marines
Arrest 50 Sailors.
Special Cable to The Syracuse Herald.
Southampton, Eng., April 26.—The
voyage of the White Star liner Olym-

24 April 1912 (2)

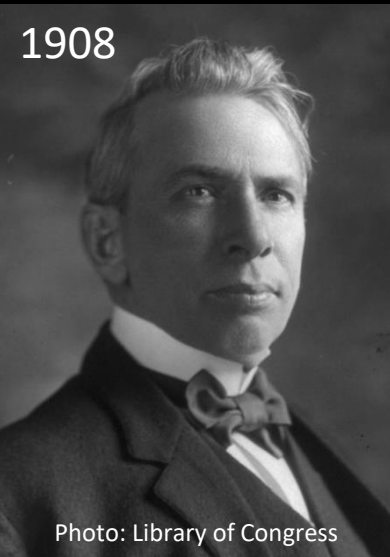


Photo: Library of Congress



Photo: Harold W.G. Lowe Collection

Senator William Alden Smith (1859-1932) and Harold Godfrey Lowe (1882-1944).

Lowe is also asked about an incident involving White Star Line Chairman J. Bruce Ismay during the loading of lifeboat No. 5: *'The occasion for using the language I did was because Mr. Ismay was overanxious and he was getting a trifle excited ... He was, in a way, interfering with my duties.'*

Harold G. Lowe, Fifth Officer of *Titanic*, testifies at the U.S. Senate Inquiry in the Senate Caucus Room in Washington, D.C. Senator William Alden Smith asks Lowe: *'Do you know what an iceberg is composed of?'* The experienced 29-year-old officer and seaman replies: *'Ice, I suppose, sir.'*



Joseph Bruce Ismay
(1862-1937)

'If you will get to hell out of that I shall be able to do something. Do you want me to lower away quickly? ... You will have me drown the whole lot of them.' (Fifth Officer Harold Lowe to J. Bruce Ismay)

Image: Courtesy Clifford Ismay

24 April 1912 (3)



Photo: Library of Congress

Painting: ©Tatiana Yamshanova

Florida Senator Duncan Upshaw Fletcher (1859-1936) and Second Officer Charles Herbert Lightoller (1874-1952).



Photo: Library of Congress

Titanic's senior surviving officer, Charles Lightoller, age 38, appears for a second time at the U.S. Senate Inquiry. Senator Duncan Fletcher requests an opinion from Lightoller during his questioning, and the Second Officer obliges with a very effective statement.

Senator Fletcher: 'I will get you to state, not only from your actual knowledge of the immediate effect, but also from your experiences as a navigator and seaman, what the effect of that collision was on the ship, beginning with the first effect, the immediate effect; how it listed the ship, if it did; what effect it had then, and what, in your opinion, was the effect on the ship that resulted from that collision.'

Charles Lightoller: 'The result was she sank.'

25 April 1911



Under construction at
Harland & Wolff, 1911.

Keel laid: 22 December 1910

Delivered: 27 May 1911

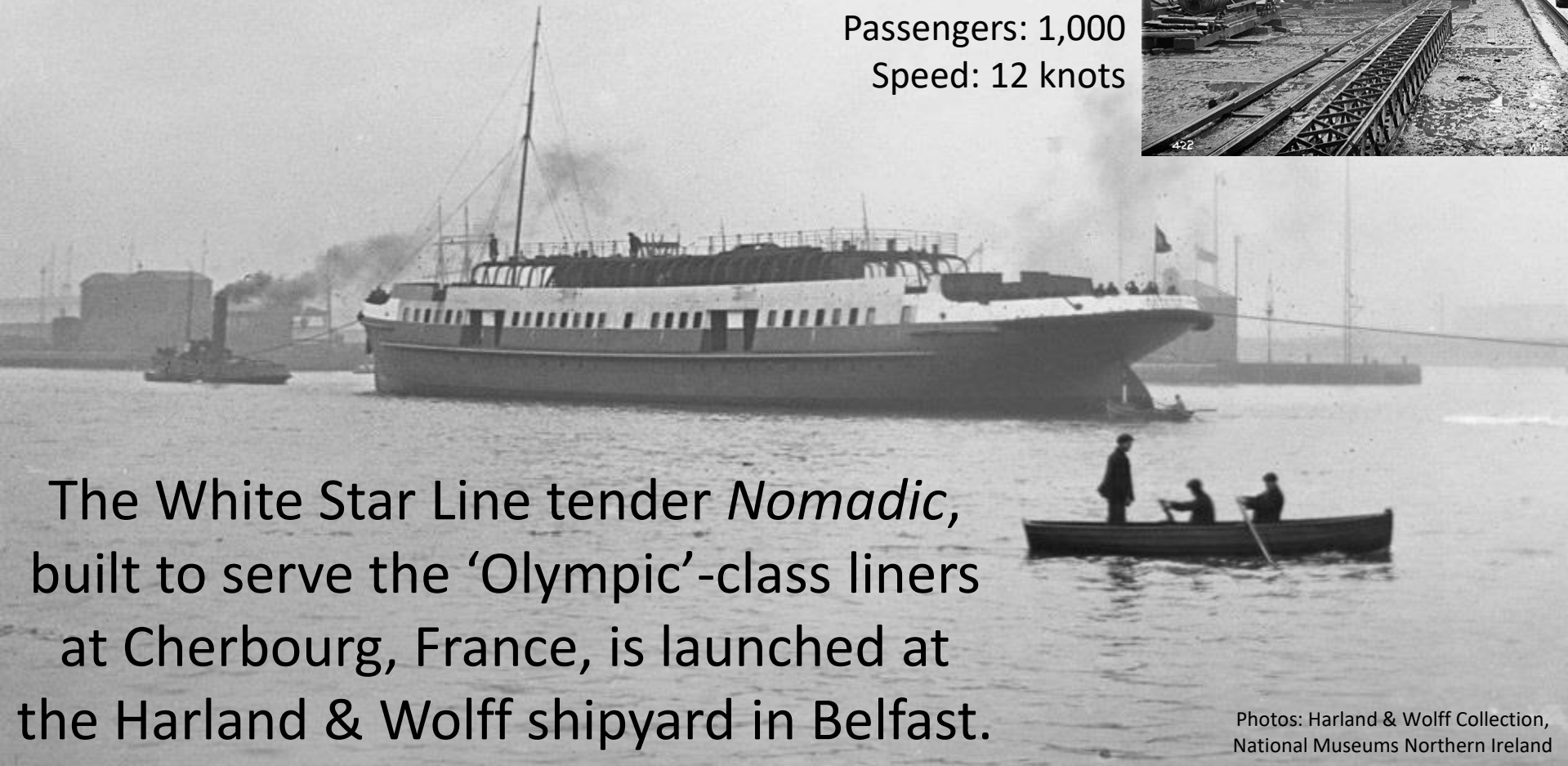
Gross tonnage: 1,273

Length: 220 feet (67 metres)

Beam: 37 feet (11 metres)

Passengers: 1,000

Speed: 12 knots



25 April 1967

Painting: ©Tatiana Yamshanova, Aly Jones Collection



Joseph G. Boxhall in the uniform of the Royal Naval Reserve, some years after the *Titanic* disaster.

Retired Commander Joseph Groves Boxhall, the last of *Titanic*'s four surviving officers, dies at the age of 83 in Christchurch, Dorset, England.



c.1919

'... and about that time the captain came across the bridge and said "Mr. Boxhall, you go away in that boat," pointing to the port emergency boat, No. 2.'

(Joseph Boxhall, interviewed on BBC radio, 22 October 1962)



1957

J.G. Boxhall first went to sea in sail in June 1899 and joined the White Star Line in November 1907. After the *Titanic* disaster and service with the Royal Naval Reserve in the First World War, Boxhall returned to White Star, and on 30 June 1926 signed on as Second Officer aboard *Titanic*'s sister ship *Olympic*. In the mid-1930s he served aboard Cunard White Star's *Aquitania* before retiring in 1940 after a 41-year career at sea. Boxhall served as technical adviser on the J. Arthur Rank film *A Night to Remember* (1958).

26 April 1912



Photo: Günter Bähler Collection

Captain Stanley Lord, 'donkeyman' Ernest Gill and wireless operator Cyril Furmston-Evans of the Leyland Line's *Californian* testify at the U.S. Inquiry concerning the involvement of their ship in the *Titanic* disaster.

Painting: ©Tatiana Yamshanova



Captain Stanley Lord (age 34).

REFUSED AID TO SINKING TITANIC

Sailor on the *Californian* Tells
Senate Startling Tale.

LAYS BLAME ON CAPTAIN

Latter Admits Seeing Distress
Rockets Exploded.

Ernest Gill (left, age 26) and 17-year-old wireless operator Cyril Furmston-Evans.

Photo: Louis M. Ogden



S.S. Californian nears *Carpathia* at around 8:30 am on the morning of 15 April 1912.

26 April 2013



The centenary of the International Ice Patrol is celebrated at a function held in Mystic, Connecticut. The *Titanic* disaster on 15 April 1912 prompted maritime nations to patrol the main shipping routes near the Grand Banks of Newfoundland, Canada. The primary role of the International Ice Patrol is to locate icebergs and provide notice and warnings to vessels and mariners.

Officers of the Ice Patrol at the aquarium's *Titanic* exhibition.



Photo: Petty Officer 1st Class
Brandon Brewer, U.S. Coast Guard



A U.S. Coast Guard aircraft flies over an iceberg while on patrol in the North Atlantic.

Rear Admiral Daniel Abel, of the First U.S. Coast Guard District, addresses members and friends of the International Ice Patrol at the Mystic Aquarium on 26 April 2013.

Photos: Petty Officer 2nd Class Jetta Disco, U.S. Coast Guard

'The three remarkable gentlemen present that night who made this epic film that re-defined popular culture's view of the Titanic tragedy stood on the conductor's podium. James Horner, James Cameron and Jon Landau took the audience's adulation for almost ten minutes.' (Stuart Kelly, 2015)



27 April 2015



Photo: Tripadvisor



Left to right: Ludwig Wicki, James Cameron, James Horner and Jon Landau celebrate on stage at the end of the concert.

London's Royal Albert Hall hosts the world premiere of *Titanic Live*. Ludwig Wicki conducts the 90-piece Royal Philharmonic Concert Orchestra, Tiffin Boys choir and the Celtic musicians performing James Horner's Academy award-winning score to a live screening of the 1997 film. Special guests include James Horner, director James Cameron and co-producer Jon Landau.

27 April 2024

Photo: Henry Aldridge & Son



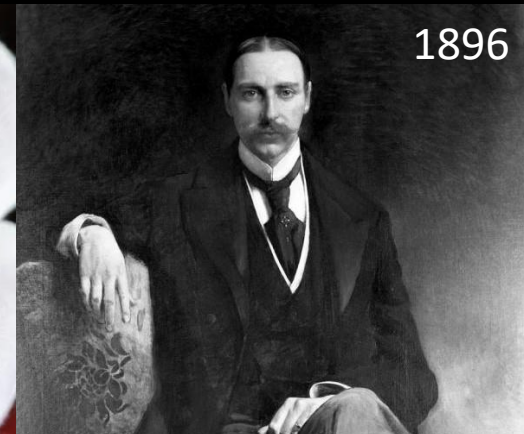
A 14-carat gold Waltham pocket watch, once owned by multi-millionaire John Jacob Astor IV, is sold to a collector in the United States for £1.175 million (US\$1.46 million). It is among several items of *Titanic* memorabilia auctioned in England by Henry Aldridge & Son.

The record amount for a *Titanic*-related object surpasses the previous highest of £900,000 for a violin believed to have been owned by *Titanic* bandmaster Wallace Hartley, sold at auction on 19 October 2013.

Forty-seven-year-old Colonel John Jacob Astor IV travelled First Class aboard *Titanic* with his 18-year-old wife Madeleine. Astor's body was recovered from the North Atlantic on 22 April 1912. The watch was inscribed on its cover with the initials "J.J.A."



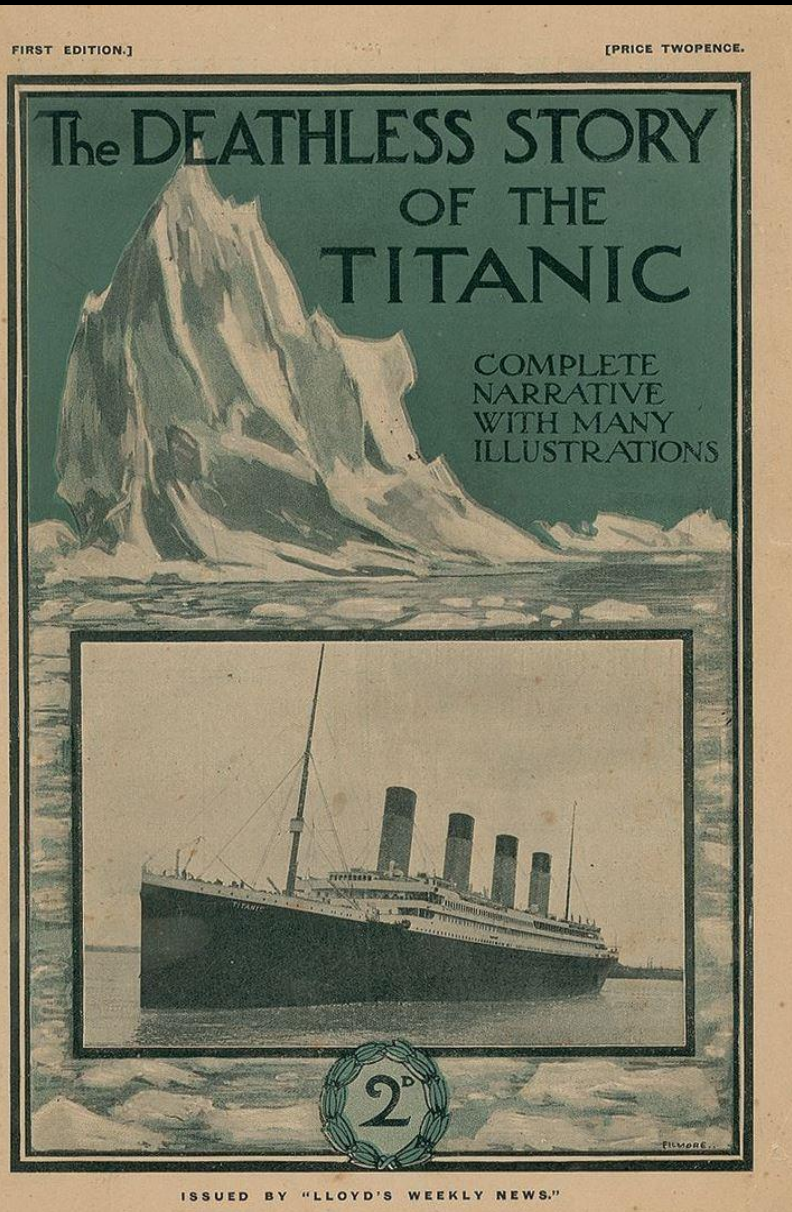
Photo: Corrin Messer/Bournemouth News and Picture Service



1896

Portrait: Léon Joseph Bonnat (1833-1922),
New York Public Library Collection

28 April 1912 (1)



The 40-page illustrated booklet *The Deathless Story of the Titanic* is first advertised in the London newspaper *Lloyd's Weekly News*. Written by journalist Philip Gibbs, the booklet is described as the ‘thrilling narrative of the great tragedy of the sea which has startled the world’. It proves so popular that two further editions are published in ensuing weeks.



‘A memento which should be treasured by all who recognise that the pride of race has been amply justified by the bravery of the lost heroes.’ (Lloyd's Weekly News, April 1912)

Left: Philip Gibbs (1877-1962)

28 April 1912 (2)



S.S. Lapland (1909-1933)



Homeward bound...
Titanic stewardesses
aboard *Lapland*.



Photo: Daily Sketch

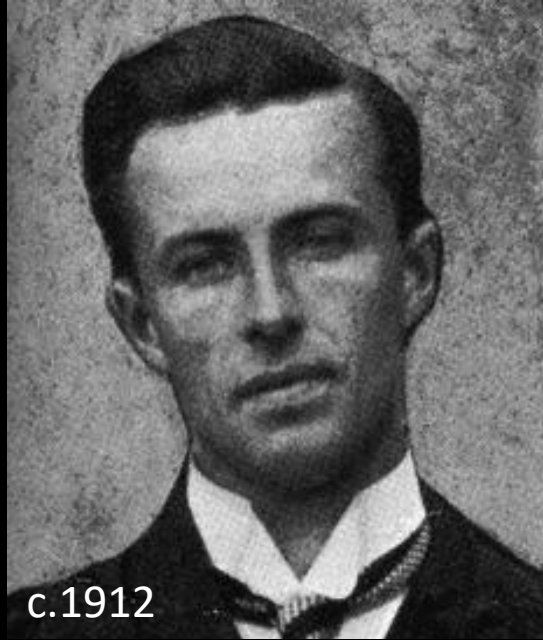
Titanic crew members wait aboard a tender after disembarking *Lapland*. Forty-five crew were detained in the United States to appear before the Senate Inquiry.

The 17,540-ton Red Star liner *Lapland* arrives at Plymouth, England, with 167 surviving crew from *Titanic*. Of the 891 crew on the maiden voyage – 868 men and 23 women – only 212 survived the tragedy (192 men and 20 women).

29 April 1912

'... the [British] Board of Trade had subjected the Titanic to a rigid inspection and had passed her ... And then the French Government and the American Government have the right of veto on the entry of any ship into their ports.'

'If the White Star Line had been so negligent, why did not these Governments stop their entry? The French, and particularly the American, experts must share the responsibility with the Board of Trade and the White Star Line' (Lawrence Beesley)



c.1912

TITANIC'S LOSS DUE TO FAULTY SYSTEM

England, France, and the United
States Held Responsible
by a Survivor.

LAX IN ENFORCING SAFETY

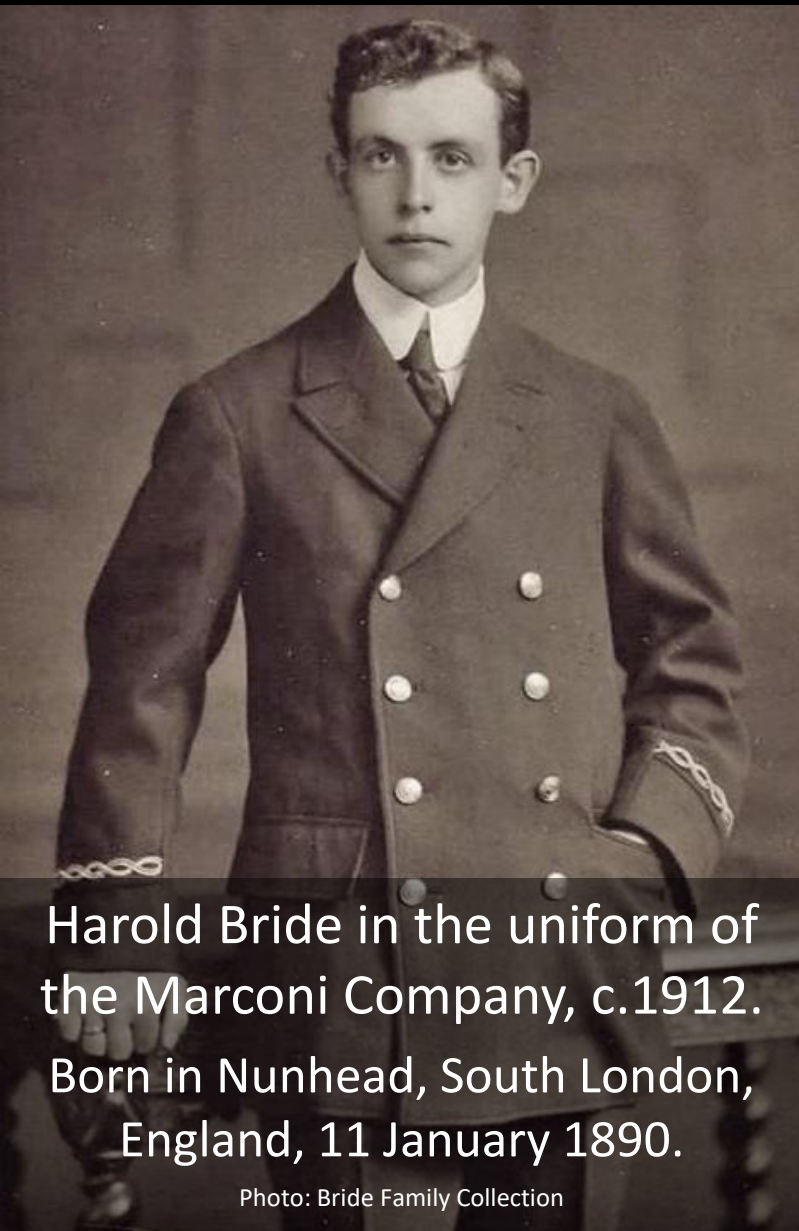
In Fixing Blame for the Disaster He
Places a Share of It on the
Traveling Public.

By LAWRENCE BEESLEY.

Newspaper article: Courtesy Brad Payne

The New York Times prints an article by 34-year-old *Titanic* survivor Lawrence Beesley, who holds the British, French and American Governments responsible for the tragedy. Beesley cites a shortage of lifeboats, a lack of trained seamen and failure to enforce safe navigation. He remarks: *'I do not think any one can say Capt. Smith can be held solely responsible.'*

29 April 1956

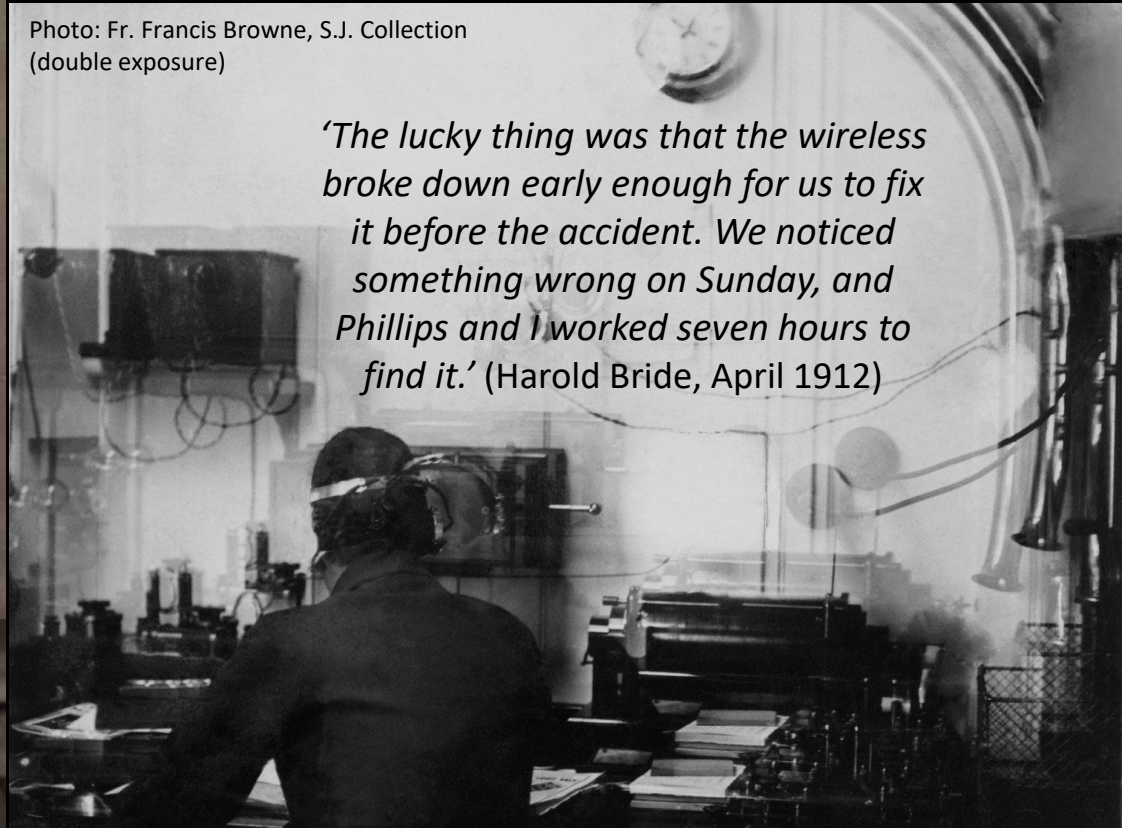


Harold Bride in the uniform of the Marconi Company, c.1912. Born in Nunhead, South London, England, 11 January 1890.

Photo: Bride Family Collection

Harold Sydney Bride, former Junior Wireless Operator of *Titanic*, who survived the disaster aboard the upturned collapsible lifeboat 'B', passes away at the age of sixty-six.

Photo: Fr. Francis Browne, S.J. Collection
(double exposure)



'The lucky thing was that the wireless broke down early enough for us to fix it before the accident. We noticed something wrong on Sunday, and Phillips and I worked seven hours to find it.' (Harold Bride, April 1912)

The only known photograph of *Titanic's* wireless room, with operator Harold Bride busy at his 'key'.

30 April 1907



For some time prior to April 1907, plans for the two ships had been discussed by J. Bruce Ismay, Chairman and Managing Director of the White Star Line, and Lord William James Pirrie, Chairman of Harland & Wolff, Ltd.

No.	NAME	OWNERS	HULL	ENGS.	ORDER TO PROCEED
400	Olympic	White Star	Belfast	Belfast	30.4.07
401	Titanic	"	Belfast	Belfast	30.4.07

Extract from the order book of Harland & Wolff.



Photo: Ellis and Walery, London

Joseph Bruce Ismay
(1862-1937)



Photo: The Shipbuilder

William James Pirrie
(1847-1924)

The White Star Line places an order with the shipbuilding firm of Harland & Wolff, Belfast, for two passenger liners each of around 45,000 tons. They are entered into Harland & Wolff's order book as yard numbers 400 and 401. The two ships will be the largest in the world, fifty percent greater in tonnage than the 32,000-ton Cunard liners *Lusitania* and *Mauretania*.

30 April 1911



Titanic's 15¾-ton centre anchor leaves the works of its manufacturer, Noah Hingley & Sons of Netherton, England. The dray bearing the anchor is hauled by up to twenty shire horses to Dudley railway station for the next stage of its journey to Harland & Wolff in Belfast.

The anchor and its dray await haulage to Dudley station. Photograph taken by Edwin Beech on 29 April 1911.



Photo: Edwin Beech, Dudley Local History and Archives Service

30 April 1912

Photo: Yvonne Hume Collection



Violinist John Law Hume aboard the Cunard liner *Carmania* in March 1912.

There is no letter of regret and words of sympathy with the account. The Hume family does not yet know of the fate of their son, nor indeed that his body has been recovered. The account goes unpaid and the letter is rescinded.

Fifteen days after his death in the *Titanic* disaster, and nine days since his body was recovered from the North Atlantic, the family of violinist John Law “Jock” Hume receives an account for payment from his employer, the Liverpool agency of C.W. & F.N. Black.

Dear Sir,

We shall be obliged if you will remit us the sum of 5s. 4d. which is owing to us as per enclosed statement. We shall also be obliged if you will settle the enclosed uniform account.

*Yours faithfully,
C.W. & F.N. Black*



A memorial to John Law Hume and Thomas Mullin is unveiled in Dumfries, Scotland on 31 May 1913.



30 April 1915



Captain William Thomas Turner (1856-1933) aboard the Cunard liner R.M.S. *Aquitania* in 1914.

Captain William Turner of the Cunard Line appears before attorneys in New York City in respect of the Limitation of Liability *Titanic* hearings. He provides an expert opinion on the danger of icebergs and icefields, and the practice of safe navigation through such areas.

2:10 pm, 7 May 1915...

Painting: ©Ken Marschall (1994)



On 1 May 1915, Captain Turner sails from New York aboard *Lusitania*. Six days later his ship is sunk off the south coast of Ireland by a German submarine with the loss of 1,198 lives.

1 May 1880

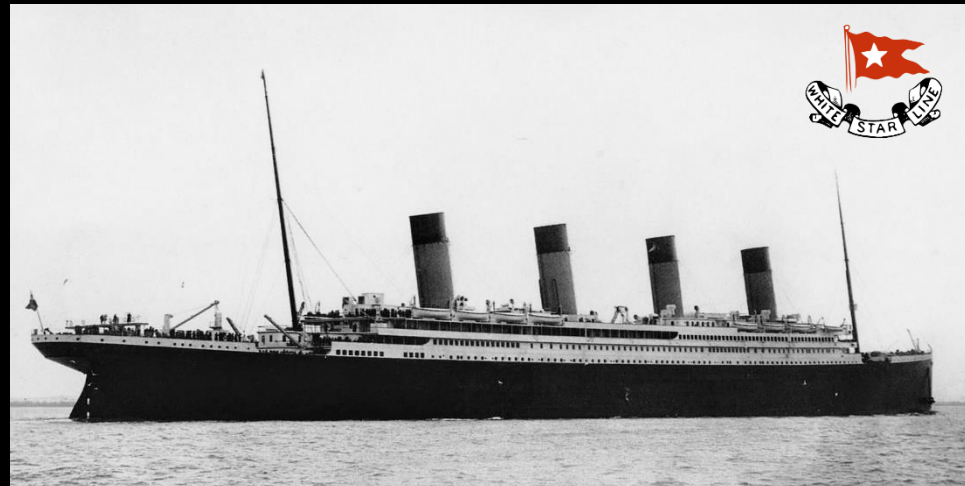
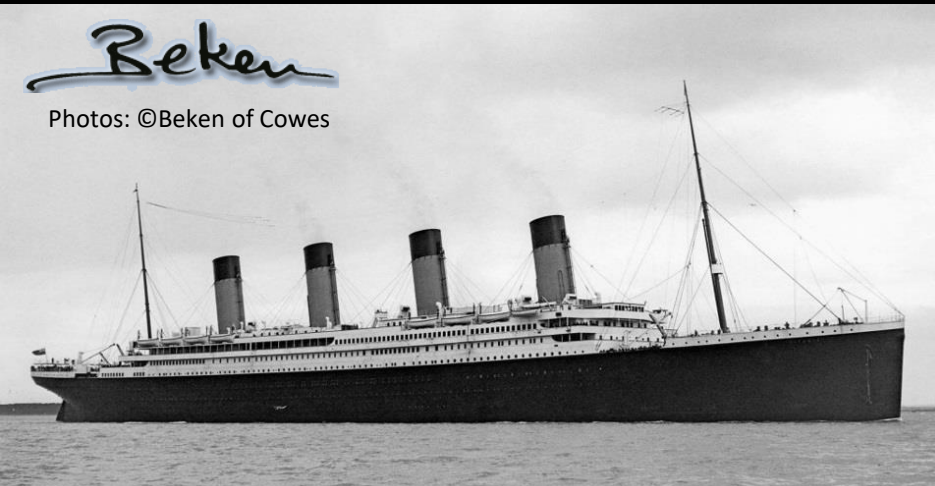


Cowes pharmacist and photographer Frank Beken in 1955, with his large format, wooden-box camera and its rubber-bulb 'air' release mechanism.

Frank William Beken is born to Alfred and Selina Beken in Canterbury, Kent, England. Beken moves with his family to Cowes on the Isle of Wight in 1888 and develops an interest in cameras and photography. On 10 April 1912 he photographs the new flagship of the White Star Line, outward bound from Southampton on her maiden voyage.

Beken

Photos: ©Beken of Cowes



'Rails crowded with passengers, gulls screaming in her wake, the Titanic heads for Cherbourg as Beken snaps his second and last picture of the ship.' (Walter Lord, from the illustrated edition of *A Night to Remember*, 1976)

1 May 1889

Hard work for a 'premium apprentice';
Harland & Wolff shipyard in the 1890s.



H&W drawing
office, c.1900.

Photo: Harland & Wolff Collection,
National Museums Northern Ireland

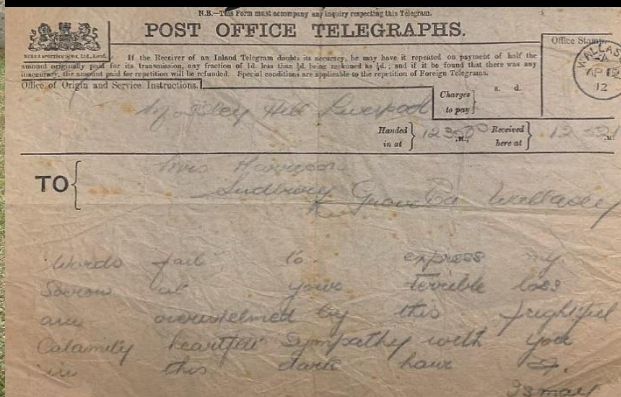
Right: Thomas Andrews (second
from right) with fellow workers
at Harland & Wolff, early 1890s.

Sixteen-year-old Thomas Andrews, Jr. begins a four-year apprenticeship at Harland & Wolff, Belfast. Although his uncle, William J. Pirrie, is a partner in the shipyard, Andrews is accorded no special privileges. He proves a very capable worker, quickly grasping the principles of shipbuilding and design.



1 May 1912

The body of William Henry Harrison is the first of 121 *Titanic* victims to be interred at Fairview Lawn Cemetery in Halifax, Canada. Harrison travelled First Class aboard *Titanic* as Private Secretary to J. Bruce Ismay, Managing Director of the White Star Line. Ismay later paid for a substantial monument to be erected over William Harrison's grave.

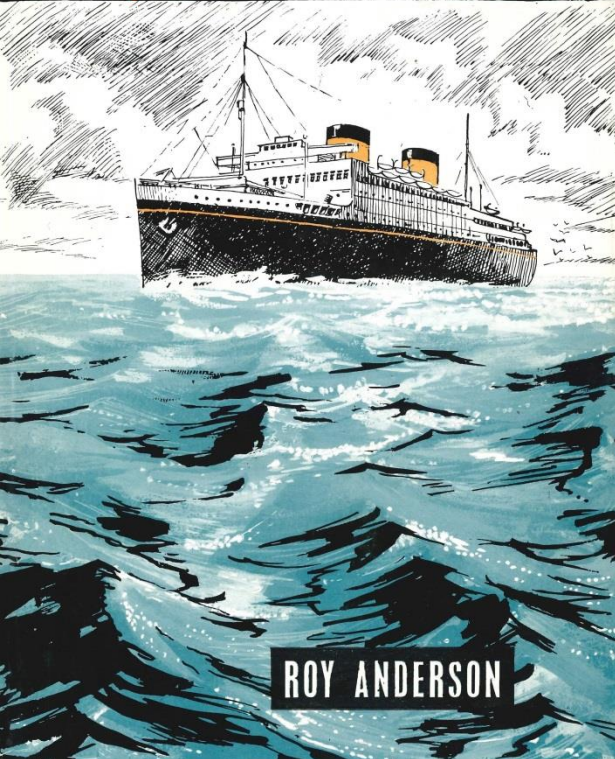


Telegram from J. Bruce Ismay to William Harrison's wife, Ann Elizabeth Harrison, a resident of Wallasey, in Liverpool, England.

'In the midst of life, we are in death.'

'Words fail to express my sorrow at your terrible loss. Am overwhelmed by this frightful calamity. Heartfelt sympathy with you in this dark hour.' (J. Bruce Ismay)

1 May 1964



Included is a colour fold-out line drawing by artist J.H. Isherwood of the White Star Line's planned, but never completed, 60,000-ton, 1,000-foot-long *Oceanic* of 1928.

T. Stephenson & Sons Ltd. in England publishes Roy Anderson's *White Star*. The 236-page hardback covers the history of the White Star Line from its earliest days of sailing packets in 1849 to the merger with the Cunard Line in 1934 and beyond.

A tragedy could never sink the famous White Star Line

On the wet, slippery deck of the Australian packet, dancing was in full swing. Only intermittently did the "dance floor" touch the horizontal, but polkas, waltzes and quadrilles were vigorously enjoyed by the Gold Rush-fervent passengers.

The boat could have been one of several owned by two young Liverpool ship-brokers, John Pilkington and Henry Threlfell Wilson, who brought into existence more than 100 years ago the famous White Star Line, whose most famous—or infamous—member was the Titanic.

It is the story of this great but now deceased line that Roy Anderson tells in "White Star" (T. Stephenson, 22s. 6d.), published today.

'It was a story well worth telling, both for its own intrinsic interest and as a celebratory memorial to the line.'

(Rodney Pybus)

Roy Anderson, age 27, on 31 August 1963.

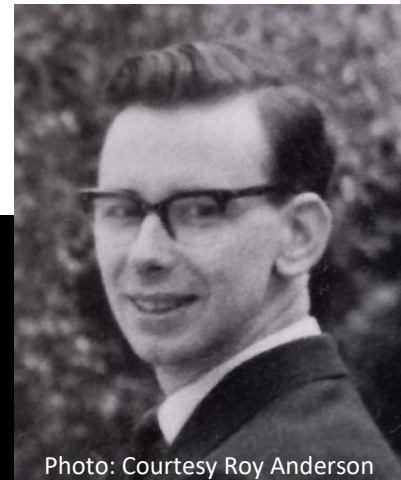


Photo: Courtesy Roy Anderson

Above: Extract from an article and review of the book by Rodney Pybus in *The Journal*, Newcastle upon Tyne, England, 1 May 1964.

Article: Courtesy Gregg Jasper and Brad Payne



1 May 1998

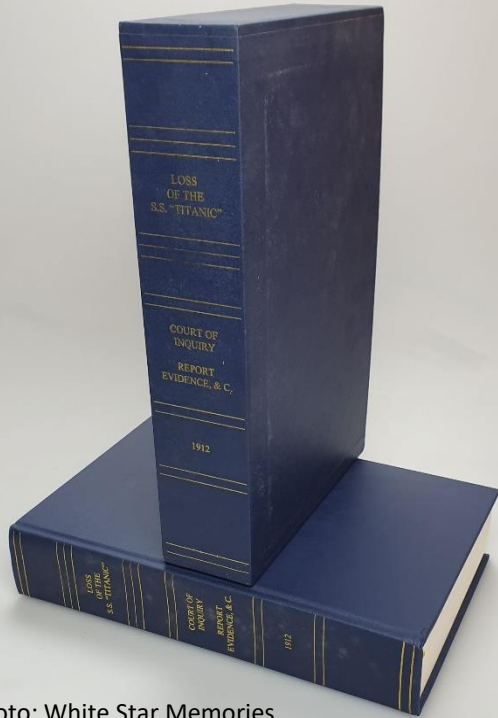


Photo: White Star Memories

The British reprint is faithfully reproduced from the original document. It includes 972 pages of evidence and the 74-page report of Wreck Commissioner Lord Mersey and five nautical assessors.

The Public Record Office in Kew, Surrey, England, publishes a facsimile edition of the complete transcripts of evidence and report of the 1912 British *Titanic* Inquiry. A special limited edition of 300 copies, each in a protective slipcase, is signed by *Titanic's* youngest survivor, 86-year-old Millvina Dean. An unsigned, unnumbered edition is also produced.

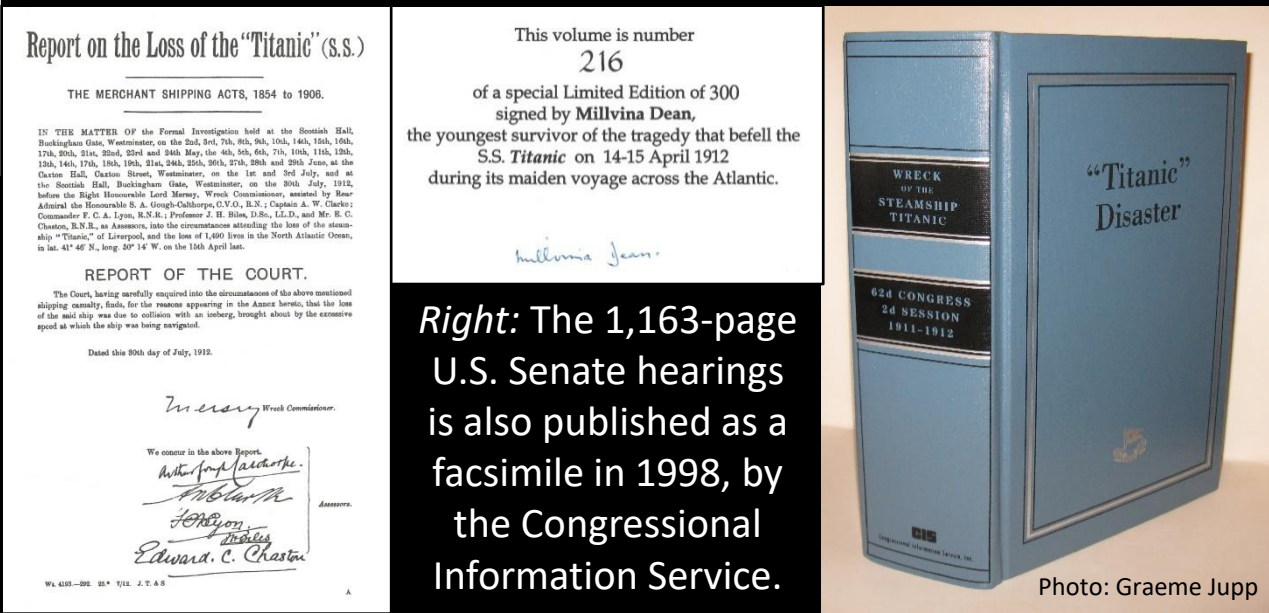


Photo: Graeme Jupp

2 May 1912

The British investigation into the *Titanic* disaster, presided over by Wreck Commissioner Lord Mersey (John Charles Bigham), opens at the Scottish Drill Hall in Buckingham Gate, London.

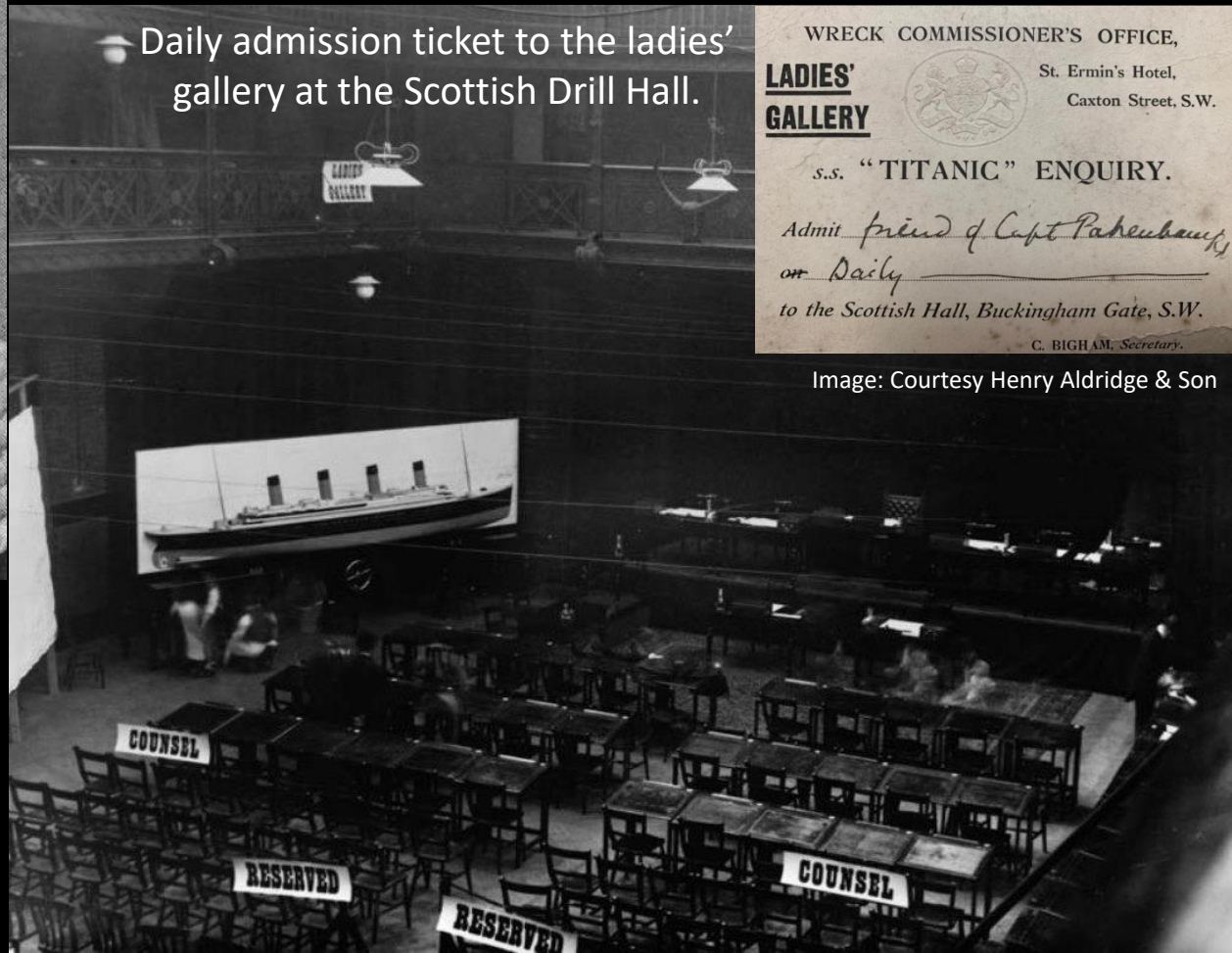


Born in Liverpool, England,
3 August 1840.

Photo: *The Illustrated London News*

The Scottish Drill Hall prior to
the start of the British Inquiry.

Photo: Southampton City Arts & Heritage



3 May 1912 (1)



Archie Jewell (arrowed) was one of three crew members aboard lifeboat No. 7, the first boat to be lowered on 15 April 1912.

Lord Mersey: *'Thank you, Jewell; and if you will allow me to say so, I think you have given your evidence very well indeed.'*

Archie Jewell: *'Thank you, sir.'*

Twenty-three-year-old Archibald "Archie" Jewell, one of six lookouts aboard *Titanic*, begins his testimony at the British Inquiry. He is the first witness and answers a total of 331 questions from various counsel. Jewell earns a rare 'thank you' from Wreck Commissioner Lord Mersey.

Archie Jewell also survives the sinking of *Titanic's* sister ship *Britannic* in the Aegean Sea on 21 November 1916. He dies aged 28 on 17 April 1917 while serving aboard the cross-Channel steamer *Donegal*, which had been converted into an ambulance ship. She was torpedoed and sunk by the German U-boat *UC-21* in the English Channel.



Born in Bude, Cornwall, England, 4 December 1888.

Photo: Imperial War Museum Collection

3 May 1912 (2)

Marker of the 94th
victim (unidentified)
recovered from the
North Atlantic.

Photo: Nova Scotia Archives



The headstones are arranged in
three converging rows forming a
shape akin to the bow of a ship.

Thirty-six victims of the *Titanic*
disaster, many of them unidentified,
are interred at Fairview Lawn
Cemetery in Halifax, Canada. A total
of 121 victims are laid to rest here
between 1 May and 12 June 1912.



Photos: Graeme Jupp

2012

3 May 1945

The German ocean liner *Cap Arcona*, which had been used for sequences in the 1943 Nazi propaganda film *Titanic*, is attacked by rocket-firing Typhoons of the Royal Air Force in the Bay of Lübeck, Germany. The ship later capsizes with the loss of an estimated 4,500 former inmates of a Nazi concentration camp.



Cap Arcona during her service pre-war on the route between Hamburg and Buenos Aires.



Cap Arcona ablaze on 3 May 1945.

4 May 1888

Built by McIlwaine, Lewis & Company Ltd., Belfast, 1888.

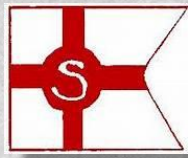
Gross tonnage: 1,608

Length: 260 feet (79 m)

Beam: 35 feet (11 m)

Triple expansion steam engines with single screw.

Built for H.J. Scott & Company Ltd. of Belfast. Sold to Smith & Service of Glasgow just prior to her maiden voyage.



Flag of Smith & Service, Glasgow.

Photo: Joseph A. Carvalho Collection,
Titanic International Society, Inc.



Flag of Chile



Titanic is one of only two ships in *Lloyds Register of Shipping* to bear that name. She is seen here later in her career working as *Don Alberto* for Cia de Lota y Coronel of Valparaíso, Chile.

The cargo steamer *Titanic* begins her maiden voyage from Belfast to Glasgow. Operated by Smith & Service of Glasgow, *Titanic* is sold in 1890 to the Ulidian Steam Navigation Co., which operates her until 1903. *Titanic* is then acquired by a Chilean operator and trades as *Luis Alberto* (1903-1915) and *Don Alberto* from 1915. She remains in service until 1928.

4 May 1912 (2)

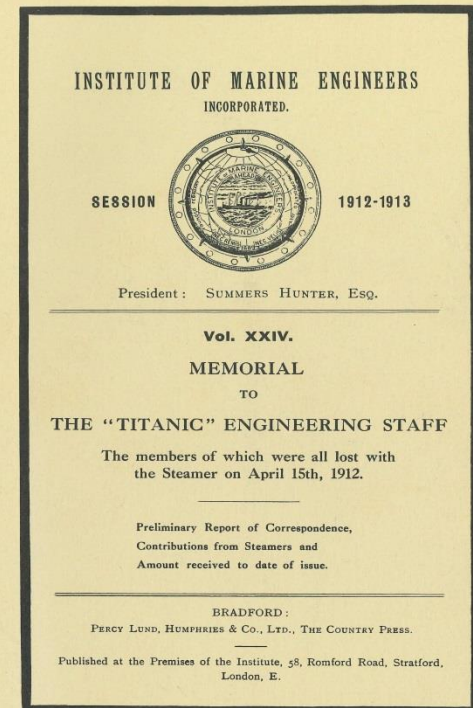
Titanic's 35-strong engineering staff is memorialised in a 53-page booklet published in May 1912 by the Institute of Marine Engineers, Inc. A permanent memorial recognising the engineers' sacrifice is unveiled in Southampton's Andrews (East) Park on 22 April 1914.

Included in the special edition of *The Sphere* is a photograph taken in 1911 of the senior engineers aboard the new White Star liner *Olympic*. The picture identifies fourteen men who later served aboard *Titanic*, all of whom perished on 15 April 1912.



THE BRAVE "TITANIC" ENGINEERS—GROUP INCLUDING FOURTEEN OF THE LOST OFFICERS

The group was taken when many of the "*Titanic's*" officers were attached to the "*Olympic*." The names of those who were moved to the "*Titanic*" and perished with her were: (1) W. D. Mackie, junior fifth; (2) F. A. Parsons, senior fifth; (3) P. Sloan, senior electrician; (4) H. Jupe, assistant electrician; (5) F. Coy, junior assistant third; (6) B. Wilson, senior assistant second; (7) L. Hodgkinson, senior fourth; (8) A. Ward, junior assistant fourth; (9) J. Shepherd, junior assistant second; (10) H. Harvey, junior assistant second; (11) H. Dyer, junior assistant fourth; (12) R. Millar, junior fifth; (13) J. Hesketh, second engineer; (14) G. F. Hosking, senior third.



4 May 1912 (3) The body of an 'unknown child', recovered by crew of the cable ship *Mackay-Bennett* on 21 April 1912, is interred at Fairview Lawn Cemetery in Halifax. A monument funded by the ship's crew is erected over the grave.

Photo: Graeme Jupp

2012



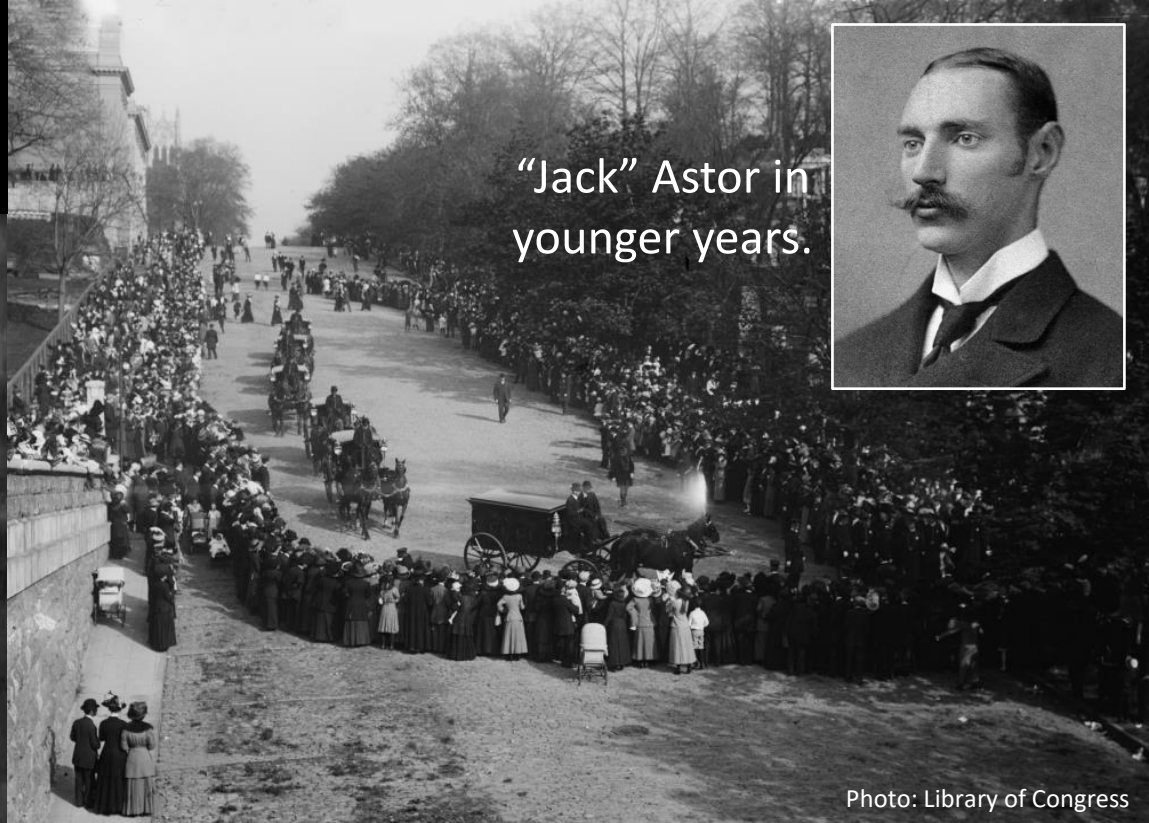
Officers of C.S. *Mackay-Bennett*, c.1910. The ship's crew recovered 306 of *Titanic*'s victims in April 1912.

4 May 1912 (4)



Photo: Bain Collection,
Library of Congress

John Jacob Astor IV on 25 August 1909. He was born on 13 July 1864.



“Jack” Astor in
younger years.

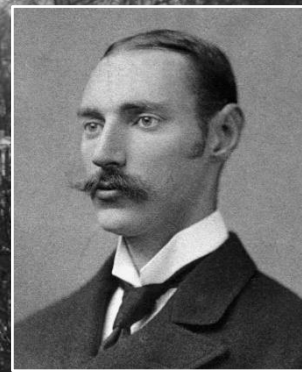


Photo: Library of Congress

Mourners gather to observe Astor’s funeral cortege arrive at Trinity Cemetery in Manhattan, New York.

The funeral service of Col. John Jacob Astor IV is held at the Church of the Messiah in Rhinebeck, New York. The 47-year-old businessman and real estate developer, with an estimated fortune of US\$87 million, perished in the *Titanic* disaster. His body was recovered from the North Atlantic on 22 April 1912.

4 May 1912 (5)

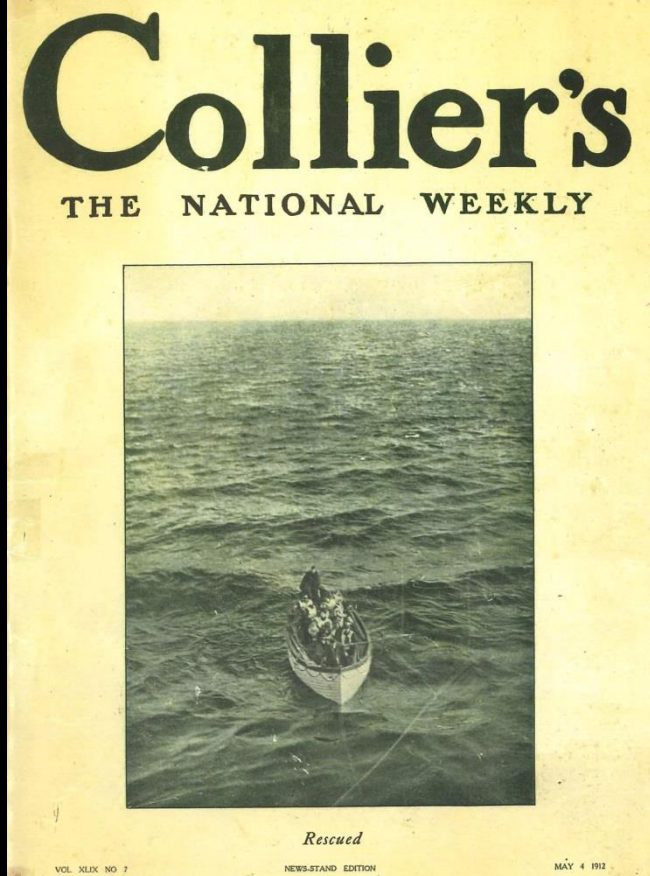
Born Helen Churchill
Hungerford in New York
City, 5 October 1858.



Sealed Orders

By HELEN CHURCHILL CANDEE

'The hundreds that were left drew closer. The beaten bow was hidden under water, the only uncovered space of deck sloped high toward the stern, and on this diminished point huddled this close pack and waited death with transcendent courage.'



Collier's, The National Weekly publishes 'Sealed Orders', the account of *Titanic* survivor Helen Churchill Candee who boarded the liner at Cherbourg, France, on 10 April 1912 and survived aboard lifeboat No. 6. Travelling alone, she caught the attention of several First Class gentlemen, among them Col. Archibald Gracie, Edward Austin Kent and Hugh Woolner.

4 May 2015

GEORGE BEHE
VOICES
FROM THE
CARPATHIA
RESCUING RMS TITANIC

THE WORLD'S GREATEST OCEANIC
"DESTRUCTION OF THE STEAMSHIP TITANIC!"
The mammoth \$10,000,000 floating palace, on her maiden trip, strikes a
gigantic iceberg at dead of night and sinks, carrying over
1,500 HUMAN BEINGS TO A WATERY GRAVE!

It has no equal in the history of ocean disasters, or in number or prominence of its victims,
multimillionaires, famous editors and statesmen gave up their lives like true
heroes that women and children might be saved.

Our brand new book, which we are publishing, will contain thrilling stories of rescue and
privation, awe-inspiring tales from the lips of the survivors, sketches from artists who were
on the scene—actual photos, too, of this terrible disaster.

There is great interest in this, as deep sympathy done for his greatest tragedy, which
will assure a sale of hundreds of thousands of copies.

The book, when complete, will contain more than 1,000 pages of the most beautiful, in line
with the requirements of the day.



The book is published on the eve of
the 112th anniversary of *Carpathia's*
maiden voyage on 5 May 1903.

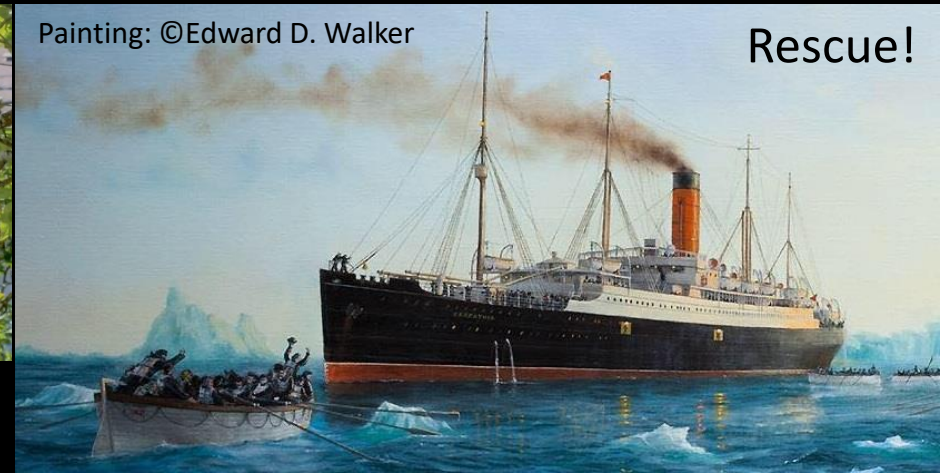
The History Press in England publishes
*Voices from the Carpathia: Rescuing
RMS Titanic*. Researched by *Titanic*
historian George Behe, the 322-page
book includes letters and interviews of
passengers and crew who were aboard
the Cunard liner during the rescue of
Titanic's survivors on 15 April 1912.

*'We arrived at the scene about 4 a.m. We first saw a green light and
imagined it was one of the Titanic's sidelights. A little later we knew
the worst. The light was a rocket fired from one of the boats. The
Titanic was gone.'* (Second Officer James Bisset, R.M.S. *Carpathia*)



George Behe
Courtesy George Behe

Painting: ©Edward D. Walker



5 May 1903

In dry dock at Newcastle, c.1905.

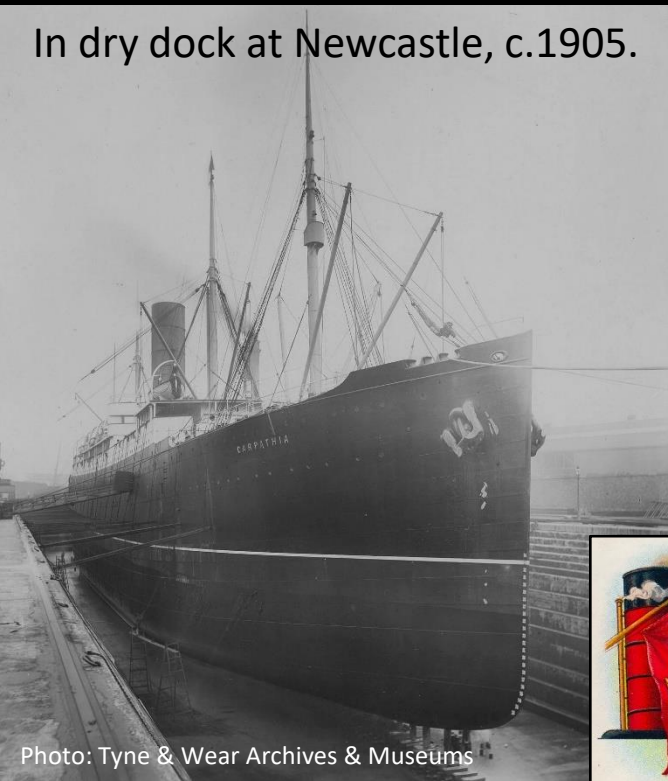


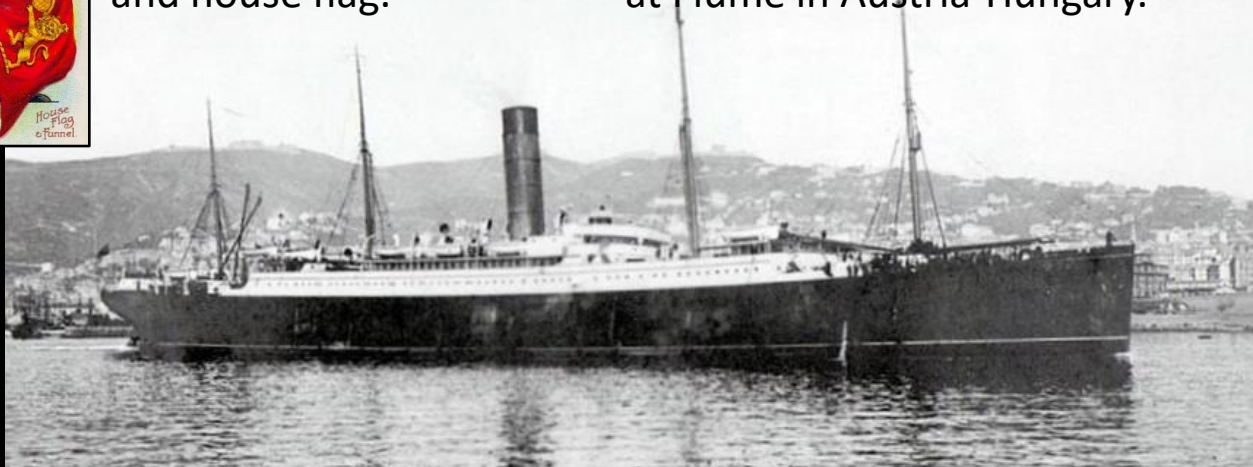
Photo: Tyne & Wear Archives & Museums

The Cunard liner *Carpathia* commences her maiden voyage from Liverpool to Boston. Launched nine months earlier at Newcastle, England, the 13,603-ton ship is designed for summer crossings between Liverpool and New York and winter voyages on the emigrant trade from Mediterranean ports to New York.



Cunard funnel and house flag.

Carpathia in the early 1900s, possibly at Fiume in Austria-Hungary.



Carpathia becomes popular with tourists on cruises due in part to her fine seakeeping qualities. She earns a good reputation and following and will gain even greater acclaim on 15 April 1912.

'The gangway was lifted, and at 4:15 pm the vessel moved off amid much waving of hats and handkerchiefs.' (Mid-Tyne Link, July 1903)

5 May 1911



Titanic's 15¾-ton centre anchor arrives at Harland & Wolff, Belfast, aboard the London & North Western Railway steamer *Duke of Albany*. The anchor had earlier been moved by train from Dudley railway station to the docks at Fleetwood in England.

All aboard at
Fleetwood,
England!



London & North
Western Railway flag.



T.S.S. *Duke of Albany* (1907-1916)

A horse team hauls the anchor
along Queen's Road, Belfast,
in October 1911.



Photo: Harland & Wolff Collection,
National Museums Northern Ireland

5 May 1912



Photo: Library of Congress

More than one thousand residents of the city of Auburn, New York State, attend the Jefferson Theatre to hear Sidney Clarence Stuart Collett, age 25, recall his experience during the *Titanic* disaster.

Sidney Collett joined *Titanic* at Southampton, paying £10 10s. He boarded lifeboat No. 9, launched from the starboard side at around 1:30 am. Of the 167 men who travelled in Second Class, only Sidney Collett and twelve others survived the tragedy.

'There were no more women to go and I asked the officer if there was any objection to my going in that boat. He said "No, get in" and I was the last one in. I think it was the third from the last to go on that side. It was No. 9 and we had to get away fast ... There were two loud noises as she went down. It was like as if all the cargo went from one side of the ship to the other all at once. It may have been bursting of the boilers or the vessel breaking itself in two.'

(Sidney Collett, *The Auburn Citizen*, 23 April 1912)



Photo: Library of Congress

Above and far right: Sidney Collett (1887-1941) aboard *Carpathia* en route to New York.

5 May 1971



Violet Constance Jessop,
a former White Star Line
stewardess who survived the
losses of sister ships *Titanic* in
April 1912 and *Britannic* in
November 1916, dies aged 83.

His Majesty's Hospital Ship *Britannic*
on the evening of 20 November 1916.



Painting: ©Ken Marschall (2016)

Photo: Margaret and Mary Meehan Collection; Colourised by Rodrigo Simas



*'Wreckage of every sort was everywhere
and, at a distance, stricken Britannic slowly
ploughed her way ahead... Then she took a
fearful plunge, her stern rearing hundreds
of feet into the air until with a final roar,
she disappeared into the depths.'*

(From the memoirs of Violet Jessop)

Violet Jessop in her Voluntary Aid Detachment
uniform with the British Red Cross in 1916.

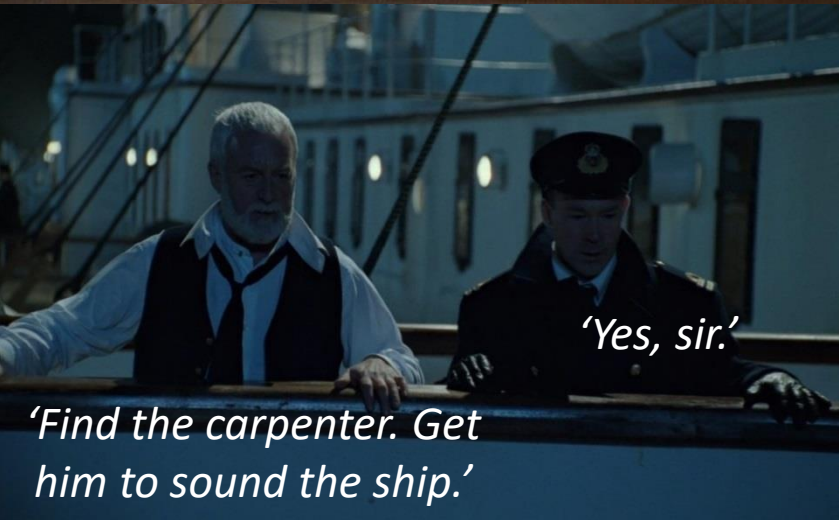
5 May 2024



British actor Bernard Hill, who portrayed Captain Edward J. Smith in the movie *Titanic*, dies aged 79. Hill is the only actor to appear in two films which have each won eleven Academy Awards: *Titanic* in 1997 and *The Lord of the Rings: The Return of the King* in 2003.

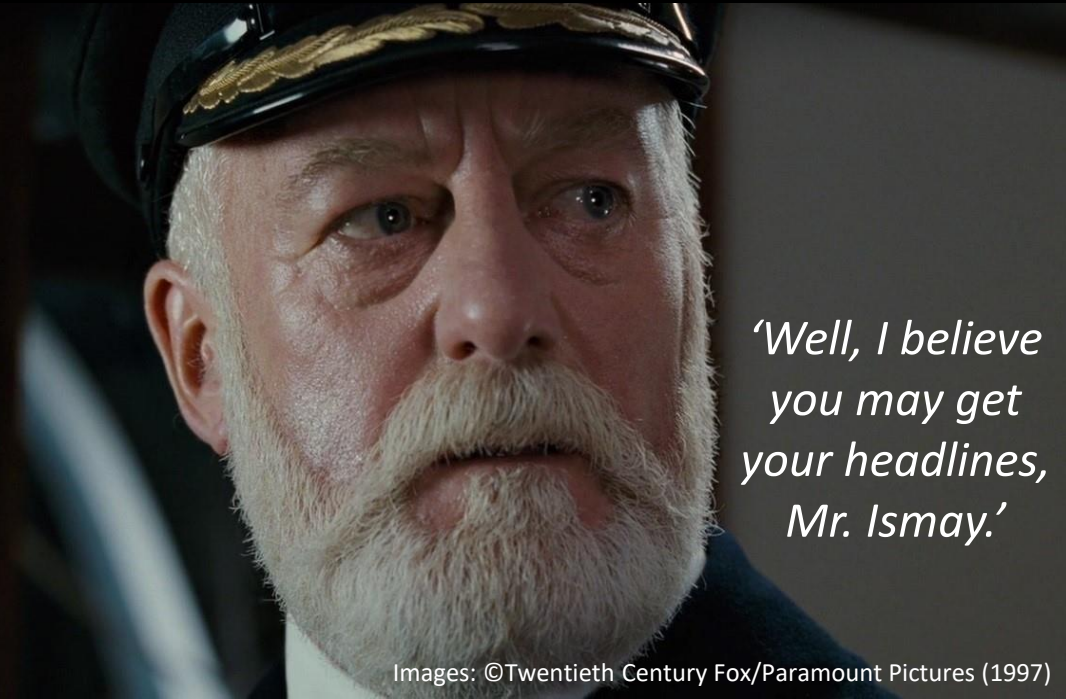


'Take her to sea, Mr. Murdoch...
let's stretch her legs.'



'Yes, sir.'

'Find the carpenter. Get
him to sound the ship.'



'Well, I believe
you may get
your headlines,
Mr. Ismay.'

Images: ©Twentieth Century Fox/Paramount Pictures (1997)

6 May 1912 (1)

Lord Mersey and assessors from the British *Titanic* Inquiry visit *Olympic* at Southampton. The liner's crew swing out and lower lifeboat No. 9 to demonstrate the procedure that occurred aboard the sinking *Titanic* on the night of 14-15 April 1912.

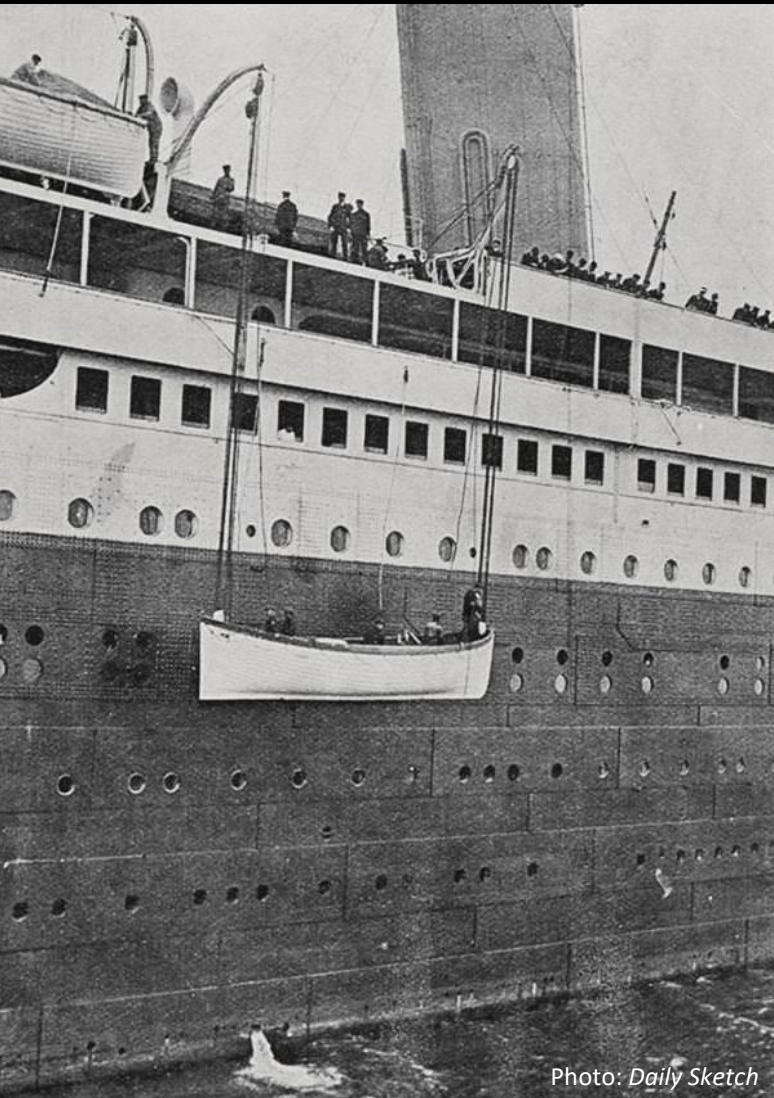


Photo: Daily Sketch



Lord Mersey observes lifeboat No. 9

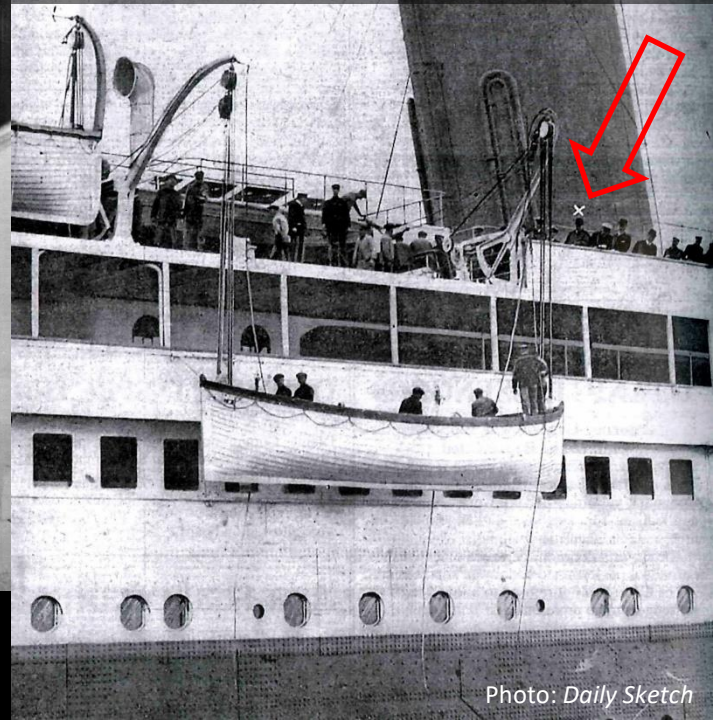


Photo: Daily Sketch

Lord Mersey is accompanied by his son, the Hon. Clive Bigham (1872-1956), Secretary of the inquiry into the loss of *Titanic*.

6 May 1912 (2)



Photo: William Parker, Nova Scotia Archives

Above: Embalming a body aboard *Minia*.
Below: Crew members of *Minia* recover a body from the cold, grey North Atlantic.



Photo: Nova Scotia Archives

The cable ship *Minia* (2,061 tons), chartered by the White Star Line to search for victims of the *Titanic* disaster, returns to Halifax, Nova Scotia. Of the seventeen bodies recovered from the North Atlantic, fifteen are brought to Halifax. They include First Class passenger Charles Melville Hays, President of the Canadian Grand Trunk Railway.



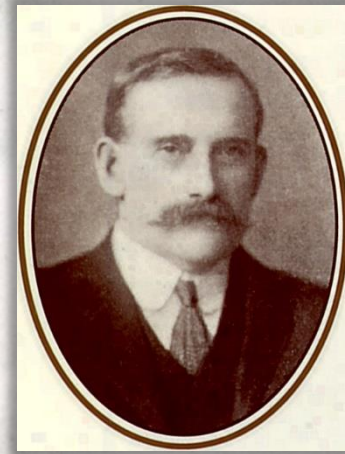
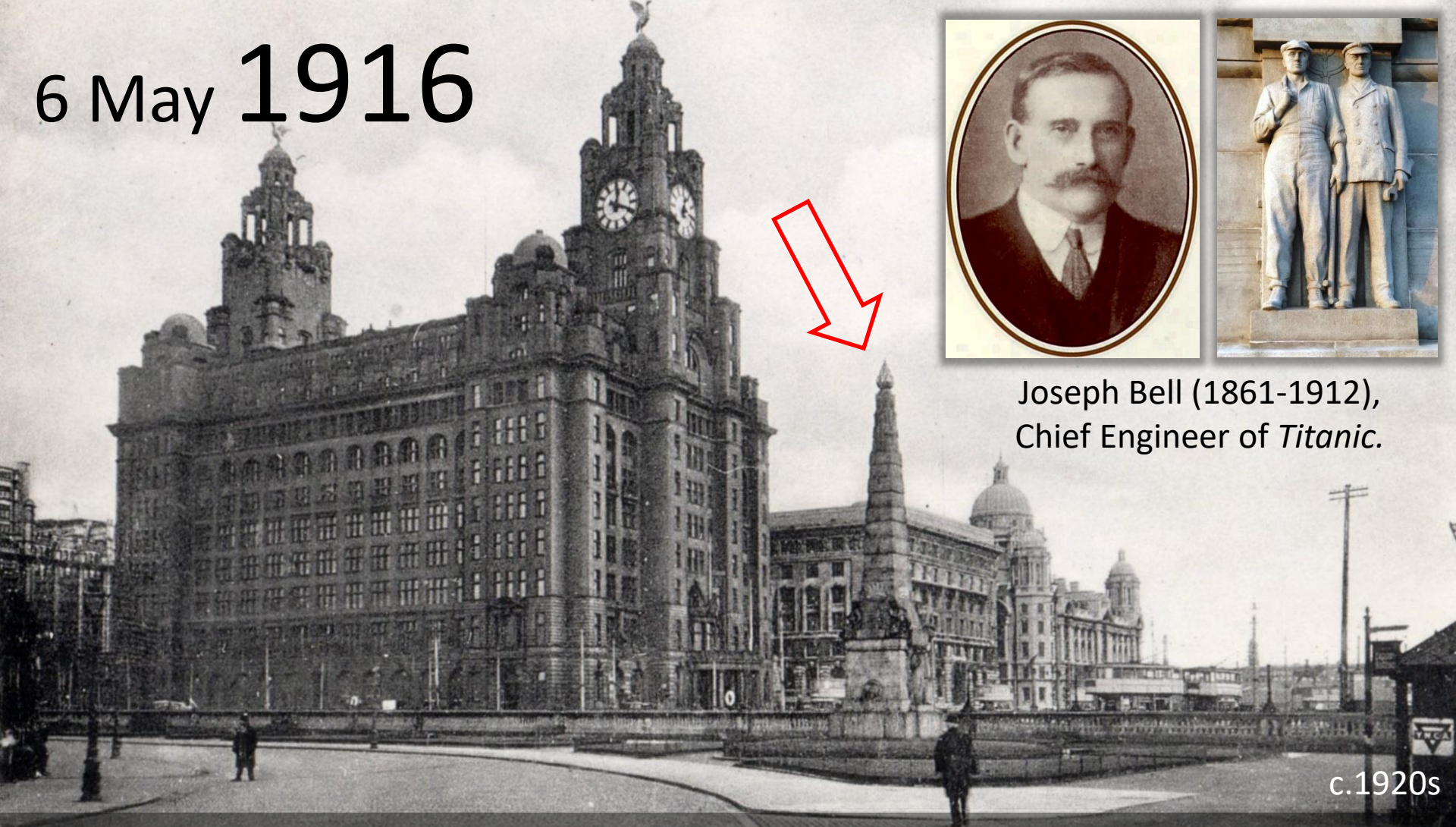
Photo: Canadian Railway Museum

Charles Melville Hays
(1856-1912)



Minia departed Halifax on 22 April 1912.

6 May 1916



Joseph Bell (1861-1912),
Chief Engineer of *Titanic*.

c.1920s

The monument was designed by Sir William Goscombe John and stands 48 feet (14.6 m) tall.

A monument dedicated to the 253 engineers and boiler room crew who perished in the *Titanic* disaster is unveiled near the Royal Liver Building at the Pier Head in Liverpool, England.

6 May 2006

Right: Selma Asplund with her surviving children Lillian (left) and Felix in 1912.



Photo: Associated Press

Lillian Asplund was the last survivor with actual memories of the *Titanic* disaster. As her mother had done before her, she refused to discuss the tragedy in later life. Selma Asplund died aged 90 on 15 April 1964, the 52nd anniversary of the sinking. Lillian's brother Felix Asplund passed away aged 73 on 1 March 1983.



Photo: Gavin Bell & Julie Downen

Lillian Gertrud Asplund, the last American survivor of the *Titanic* disaster, dies aged 99 in Shrewsbury, Massachusetts. Five years old in April 1912, Lillian was returning from Sweden as a Third Class passenger with her parents Carl and Selma Asplund and four brothers. Lillian, her mother and three-year-old brother Felix survived; her father and brothers Filip (age 13), Clarence (9) and twin Carl (5) all perished in the disaster.

7 May 1912

Leading fireman Frederick Barrett, who survived *Titanic* aboard lifeboat No. 13, begins his testimony at the British Inquiry. He provides important details about the situation in *Titanic*'s boiler rooms immediately after the collision. Barrett also testifies the following day.

Photo: National Portrait Gallery, London

1912



Frederick William "Fred"
Barrett (1883-1931)

'This red light came up ... and I called out, "Shut all dampers!" Water came pouring in two feet above the stokehold plate; the ship's side was torn from the third stokehold to the foreward end.'

Image: ©Carlton International Media Ltd.



'Chief, I'd get those men up as soon as you can.'
(Thomas Andrews in
A Night to Remember, 1958)

Titanic's boiler rooms begin to flood uncontrollably in this scene from the movie A Night to Remember.

8 May 1912



Gravestone in Halifax, April 2012.



Nineteen victims of the *Titanic* disaster are interred at Mount Olivet Cemetery.

Titanic violinist John Frederick Preston Clarke is buried at Mount Olivet Catholic Cemetery in Halifax, Canada, following a service at St Mary's Catholic Basilica. Fred Clarke was the 202nd victim of the disaster to be recovered by the crew of the cable ship *Mackay-Bennett*.

MALE – Estimated age, 35.

Black hair, no marks.

CLOTHING – Grey overcoat; grey muffler; uniform, green facing; green socks; crucifix
EFFECTS – Diamond pin; gold watch; keys; memo book; 8s; gold ring, marked "J.F.P.C."

(Mackay-Bennett record of victim No. 202)

Born in Chorlton, Lancashire, England, 28 July 1883.



9 May 1912



Charles George Hendrickson
(1883-1956)

Leading fireman Charles Hendrickson, who survived the *Titanic* disaster in a lifeboat containing only twelve people, testifies at the British Inquiry. He recalls the effort of boiler room crew to extinguish a fire smouldering in one of *Titanic's* coal bunkers and the actions of those aboard lifeboat No. 1.

Charles Hendrickson (left) with fireman George Beauchamp (right) during the British *Titanic* Inquiry in London, May 1912.



Photo: Courtesy Paul Lee

Lord Mersey: *'I cannot understand this. Was there any discussion on board this boat as to whether you should go to these drowning people - any talk?'*

Charles Hendrickson: *'No, only when I proposed going back, that is all ... I never heard any others.'*

'There was a lot of water there and from the way it was rushing in you could not exactly tell how it was coming.' (Charles Hendrickson)

10 May 1912



Photo: Encyclopedia Titanica

Ernest Freeman embarked *Titanic* at Belfast on 1 April 1912. His previous ship was *Titanic's* sister ship *Olympic*. Freeman received a monthly wage of £3 15s.

The body of forty-five-year-old Ernest Edward Samuel Freeman, a First Class Chief Deck Steward aboard *Titanic*, is interred at Fairview Lawn Cemetery in Halifax. Freeman was one of 87 victims of the *Titanic* disaster recovered from the North Atlantic on 25 April 1912.

Freeman regularly served White Star Line Managing Director and Chairman J. Bruce Ismay, who survived the tragedy and paid for an inscribed headstone to be erected over Freeman's grave.



Image: Courtesy Clifford Ismay

'He remained at his post of duty, seeking to save others regardless of his own life and went down with the ship.'

J. Bruce Ismay (1862-1937)



10 May 1922

R. M. S. Homeric.

R.M.S. *Homeric* (1922-1936)



c.1924

White Star's 'Big Three' on the North Atlantic run in the 1920s and 1930s: *Majestic* (56,551 tons), *Olympic* (46,439 tons) and *Homeric* (34,351 tons).

c.1930



R.M.S. *Olympic* (1910-1935)

Majestic arrived at Southampton for the first time on 10 April 1922, the tenth anniversary of *Titanic*'s maiden voyage.

R.M.S. *Majestic*
(1922-1936)

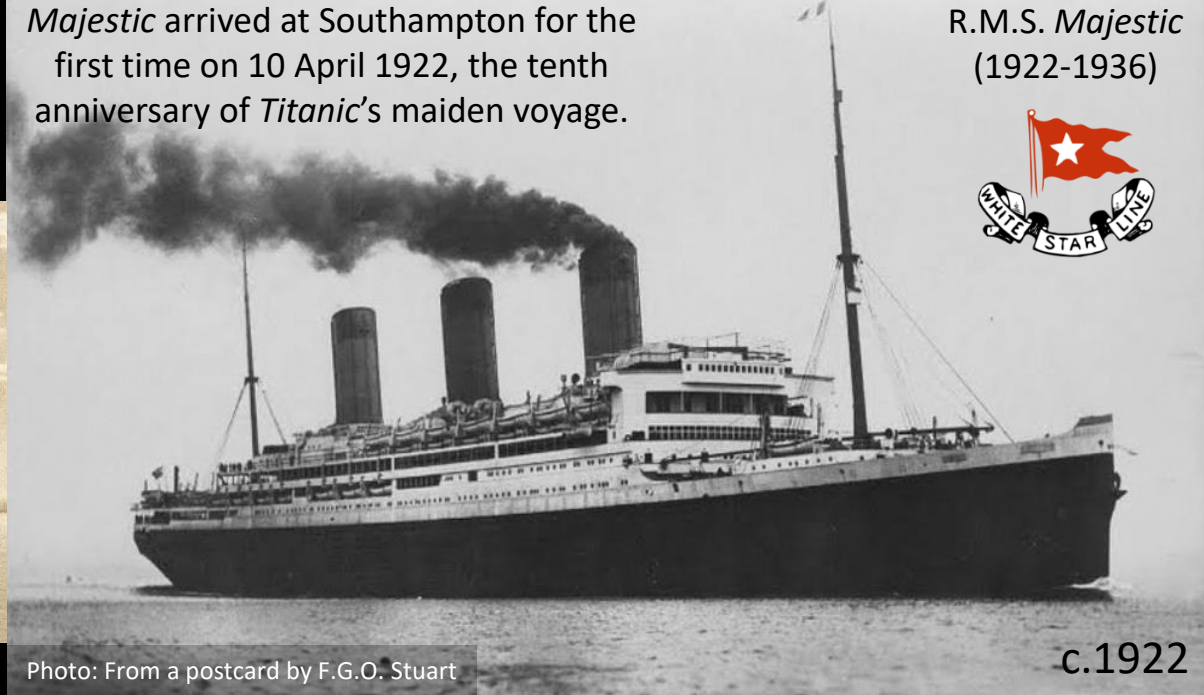


Photo: From a postcard by F.G.O. Stuart

c.1922

R.M.S. *Majestic* enters service with the White Star Line to partner *Olympic* and *Homeric* on the North Atlantic route. Launched on 20 June 1914 as *Bismarck* for the Hamburg-Amerika Line, the 56,551-ton liner was ceded to Britain after the Great War and completed in Hamburg for service with White Star.

10 May 1934



Photograph colourised
by Anton Logvynenko

The 'Cunard White Star Line' officially comes into being. Negotiations began in December 1933 following a proposal from the British Government that the financially ailing Cunard and White Star lines amalgamate. The North Atlantic Shipping Bill was passed on 28 March 1934 allowing a loan of £9.5 million to be advanced to the newly established company. Cunard holds 62 percent of the shares and White Star 38 percent.

Olympic at Cherbourg, France in 1934-35.



Double-house flags flutter from her mainmast.

Ten ships of the White Star Line, including the 23-year-old *Olympic*, are transferred to the new company. *Olympic* enters the twilight of her career.



11 May 1912



Photo: Daily Express

Having been detained in the United States to give evidence at the U.S. Senate Inquiry into the *Titanic* disaster, White Star Line Chairman J. Bruce Ismay, lookout Frederick Fleet, the four surviving officers, and about forty other crew members arrive in England aboard the White Star liner *Adriatic*.

J. Bruce Ismay and his wife Florence disembark *Adriatic* (24,541 tons) at Liverpool on 11 May. 'He was met by cheering crowds waving hats and handkerchiefs.' (Frances Wilson, 2011)



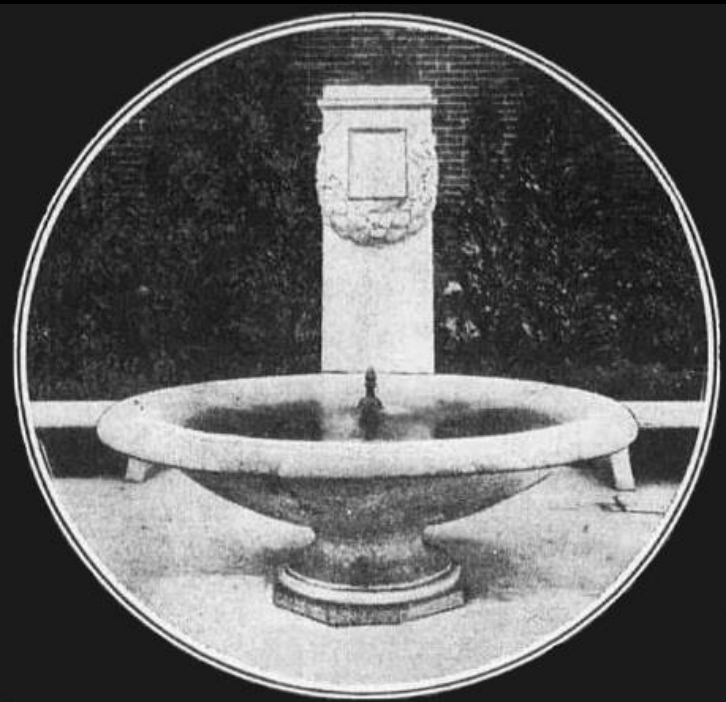
R.M.S. *Adriatic* (1907-1934)



Photo: maritimequest.com

Happy to be home... *Titanic's* surviving officers. Left to right: Harold Lowe, Charles Lightoller, Herbert Pitman (sitting) and Joseph Boxhall.

12 May 1915



This photograph of the memorial was published in Philadelphia's *Evening Ledger* newspaper on 11 May 1915.

'Could any sort of courage and sacrifice be more impressive than that of Jack Philips and the coolness with which he stuck to his post on the Titanic on that awful Spring morning in mid-Atlantic, three years ago? It was a story that went around the world, and won the respect and gratitude of millions.' (George McAneny, Acting Mayor of New York City, from an article published in *The World's Advance*, July 1915)

A memorial fountain to the wireless operators who lost their lives at sea is dedicated in Battery Park, New York City. Among those whose names are engraved on the memorial's column is John George "Jack" Phillips, Senior Wireless Operator of R.M.S. *Titanic*.



JACK PHILLIPS
S. S. TITANIC
APRIL 15, 1912
ATLANTIC OCEAN

Photos: Larry Gertner (2016)

Jack Phillips died four days after his twenty-fifth birthday.

1912



Born in Farncombe, Surrey, England, 11 April 1887.

12 May 1918

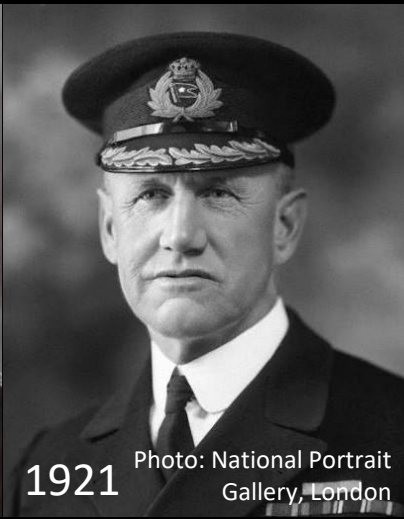


Photo: National Portrait Gallery, London

Adversaries at sea... Kapitänleutnant Claus Rücker (left) of *U-103* (1883-1974) and Captain Bertram Fox Hayes of the White Star Line's *Olympic* (1864-1941).



Painting: ©Barry Spicer (2009)
www.barryspicerart.com

Olympic earns the distinction of being the only converted liner to sink an enemy submarine during the Great War.

En route from New York to Southampton with U.S. troops, *Olympic* engages and rams the German submarine *U-103* in the English Channel. The damaged U-boat surfaces and all but nine of its 44 crew are rescued by the American destroyer U.S.S. *Davis*. *U-103* sinks shortly after being abandoned.

12 May 1944



Photo: Harold W.G. Lowe Collection



Photo: Peter Challis (2014)

Retired Commander Harold Godfrey Lowe, the former Fifth Officer of *Titanic* who organised a rescue of those in the sea after the liner sank, dies aged 61 in his home town of Deganwy, Wales.

Photo: James and Mabel Fenwick



Painting: ©Tatiana Yamshanova

Harold Lowe

Fifth Officer Harold Lowe, standing at the tiller of lifeboat No. 14, escorts collapsible 'D' to *Carpathia* on the morning of 15 April 1912.

13 May 1905



The White Star Line opens 'Oceanic House', its London headquarters and ticket sales office, at 1A Cockspur Street near Trafalgar Square.



Postcard of Oceanic House, c.1905, published by Raphael Tuck and printed by the Liverpool Printing & Stationery Company.



Main foyer.



Photo: luxuo.com

The design of Oceanic House was entrusted to architect Henry Tanner, Jr. (1876-1947). Construction commenced on 15 July 1904.



Sir Henry Tanner (1849-1935), father of Henry Tanner, Jr., architect of Oceanic House.

Photo: National Library of Scotland

13 May 1912

The derelict lifeboat had drifted around seven and three-quarter miles per day since 15 April.

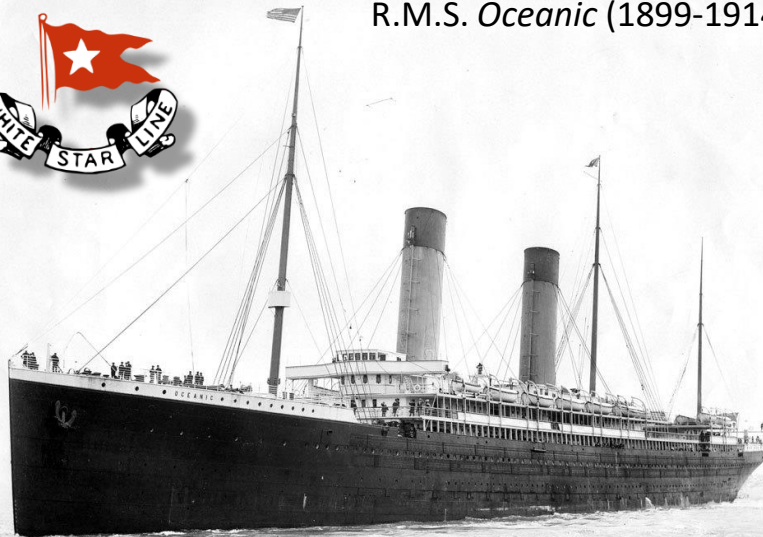


Photo: Courtesy Henry Aldridge & Son

Titanic's collapsible lifeboat 'A', which was abandoned on 15 April 1912, is found some 200 miles from the disaster site by the White Star liner *Oceanic*. Three bodies still aboard the boat are buried at sea.



R.M.S. *Oceanic* (1899-1914)



Collapsible 'A' aboard *Oceanic*.

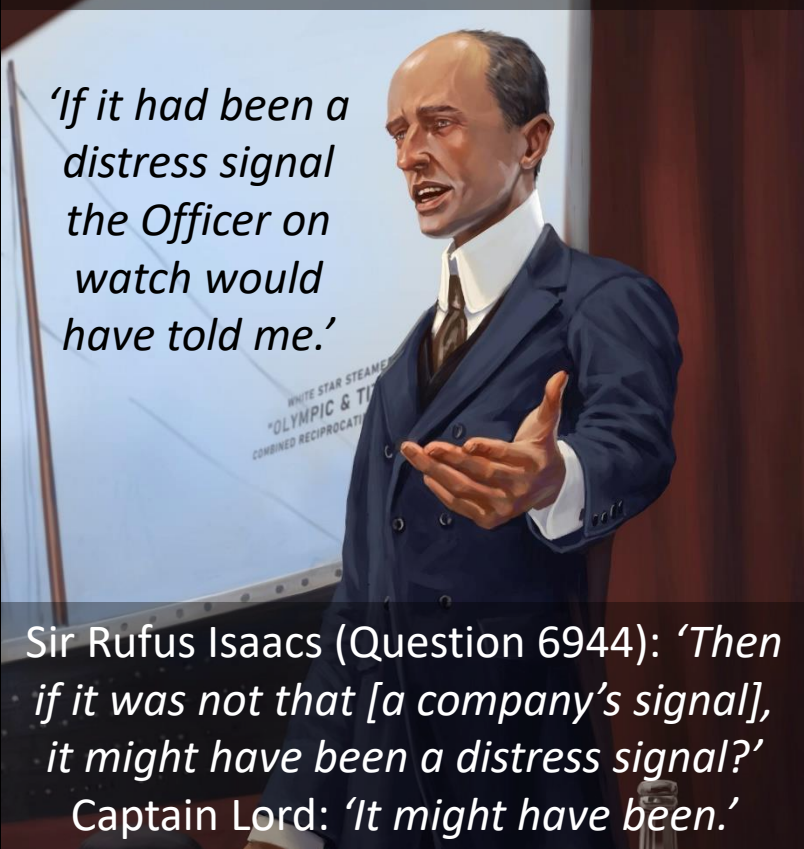
Photo: Bruun Rasmussen Auctions

14 May 1912 (1)

Captain Stanley Lord of the Leyland Line takes the witness stand at the British *Titanic* Inquiry in London.

He is questioned concerning the inactivity of his ship *Californian* on the night of 14-15 April 1912, and the apparent failure to come to the aid of the sinking *Titanic*. He denies that *Californian* was close enough to effect a rescue, though he does admit a rocket reported to him 'might have been' a distress signal.

Painting: ©Tatiana Yamshanova, Kari Nejak-Bowen Collection



Attorney-General Sir Rufus Isaacs: *'Did you remain in the chartroom when you were told a vessel was firing a rocket?'*

Captain Stanley Lord: *'I remained in the chart room when he [Second Officer Herbert Stone, Officer of the Watch] told me this vessel had fired a rocket.'*



14 May 1912 (2)



Image: ©Carlton International Media Ltd.

In this scene from *A Night to Remember* (1958), Second Officer Herbert Stone (left, portrayed by Harold Siddons) and Apprentice James Gibson (Barry MacGregor) look on as white rockets appear above an unidentified steamer some distance southeast of the stationary *Californian*.

Solicitor-General Sir John Simon: *'What were the orders which the Second Officer gave you when she disappeared?'*

James Gibson: *"Call the Captain and tell him that that ship has disappeared in the South-West; that we are heading West-South-West, and that she has fired altogether eight rockets."*

James Gibson, a twenty-year-old apprentice with the Leyland Line, is questioned at the British Inquiry about the ship and rockets he saw on the morning of 15 April 1912, and the message he delivered to the ship's master, Stanley Lord, who was asleep in the chartroom.

'Well, I called her up for about three minutes [with the Morse lamp], and I had just got the glasses on to her when I saw her fire the rocket. That was the first one.'

'The Second Officer remarked to me, "Look at her now; she looks very queer out of the water; her lights look queer." ... I looked at her through the glasses after that, and her lights did not seem to be natural.'

'He [Second Officer Stone] remarked to me that a ship was not going to fire rockets at sea for nothing.'

'That she seemed to be heavily listed to starboard ... she seemed to have a big side out of the water.'

14 May 1912 (3)

Thomas Scanlan: *'Do you mean to tell his Lordship that you did not know that the throwing up of "rockets or shells, throwing stars of any colour or description, fired one at a time at short intervals," is the proper method for signaling distress at night?'*

Second Officer Herbert Stone: *'Yes, that is the way it is always done as far as I know.'*



Painting: ©Tatiana Yamshanova (2020)



Herbert Stone (1888-1959)

Herbert Stone, Second Officer of the Leyland Line's *Californian*, testifies at the British Inquiry in London. He is examined at length about the ship he had under observation, and the rockets he witnessed, between midnight and 4:00 am on 15 April 1912.

Lord Mersey: *'Is it not the fact that the very thing was happening which you had been taught indicated distress? ... You have just told me that what you saw from that steamer was exactly what you had been taught to understand were signals of distress...'*

Herbert Stone: *'It is true that similar lights are distress signals, yes.'*

Lord Mersey: *'Then you had seen them from this steamer?'*

Herbert Stone: *'A steamer that is in distress does not steam away from you, my Lord.'*

Although Herbert Stone admits knowing the correct method of signalling distress at sea, the 24-year-old officer denies that the rockets he saw were signals of distress.

14 May 1912 (4)



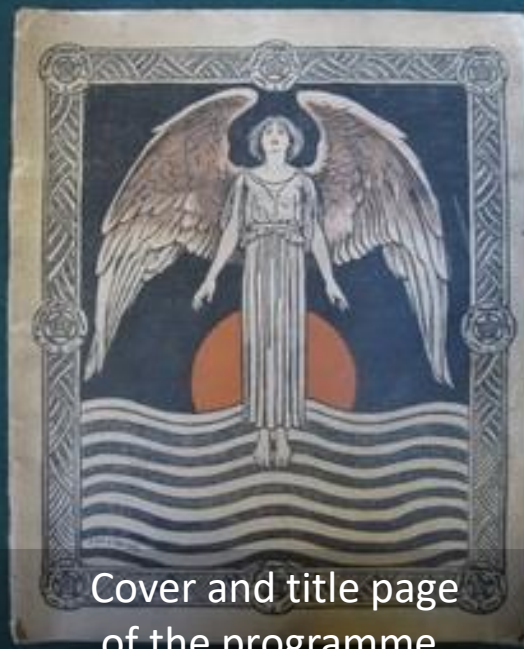
Image: *The Illustrated London News*

Designed by architect Edward Middleton Barry, the third theatre on the Covent Garden site was opened on 15 May 1858.

A 'Dramatic and Operatic Matinée' in aid of the *Titanic* disaster relief fund is held at the Royal Opera House in Covent Garden, London. An eleven-stanza poem composed by Thomas Hardy is included in the matinée's programme. It is titled '*The Convergence of the Twain*'.

DRAMATIC AND OPERATIC
MATINÉE
IN AID OF THE
"TITANIC" DISASTER FUND
Tuesday, May 14th

Tickets may now be booked at the Royal Opera Box Office
Prices:—Pit and Grand-Tier Boxes, £10 10s.; First-Tier Boxes, £6 6s.; Second-Tier Boxes, £4 4s.; Orchestra Stalls, £2 2s.; Balcony Stalls, £1 1s.; Amphitheatre Stalls, 15s., 10s. 6d. and 7s. 6d.; Gallery (unreserved) 2s. 6d.
The full programme will be announced later



Cover and title page of the programme.

ROYAL OPERA, COVENT GARDEN
KINDLY LENT BY
THE GRAND OPERA SYNDICATE, LTD.

General Manager - Mr. NEIL FORSYTH.
Musical Director - Mr. PERCY PITT.

DRAMATIC AND OPERATIC MATINÉE

IN AID OF THE
"TITANIC" DISASTER FUND,
TUESDAY, MAY 14TH, 1912,
AT 2 O'CLOCK.

Executive Committee:

Sir GEORGE ALEXANDER.	Mr. H. V. HIGGINS.
Mr. ALFRED BUTT.	Hon. HARRY LAWSON (Chairman).
Mr. GEORGE EDWARDS.	Sir HERBERT TREE (Organising Secretary).
Mr. NEIL FORSYTH.	Sir CHARLES WYNHAM.
	Mr. WALTER R. CREIGHTON (Acting Secretary).

General Committee:

Mr. A. ARCHDEACON.	Mr. FREDERICK HARRISON.
Mr. GRANVILLE BARKER.	Mr. CHARLES KENYON.
Mr. ARTHUR CHUDLEIGH.	Mr. ROBERT LORAIN.
Mr. ARTHUR COLLINS.	Mr. CYRIL MAUDE.
Mr. ROBERT COURTNEIDGE.	Mr. GERALD DU MAURIER.
Mr. FRANK CURZON.	Messrs. W. & F. MELVILLE.
Mr. TOM B. DAVIS.	Mr. LOUIS MEYER.
Mr. P. M. FARADAY.	Mr. FRED TERRY.
Mr. CHARLES FROHMAN.	Mr. J. E. VEDRENNE.
Mr. J. M. GATTI.	

Sub-Committee for Programme:

LADY ALEXANDER.	LADY TREE.
Mr. W. L. COURTNEY (Chairman).	Mr. CARL HENTSCHEL.
Mr. THOMAS HARDY.	Mr. BERNARD PARTRIDGE.

15 May 1909 

Two months after workers began construction of the White Star liner *Titanic* on slipway No. 3 at Harland & Wolff, Belfast, the massive hull of the 45,000-ton liner is fully framed to the height of her double bottom.

Cross-section of *Titanic's* double bottom.

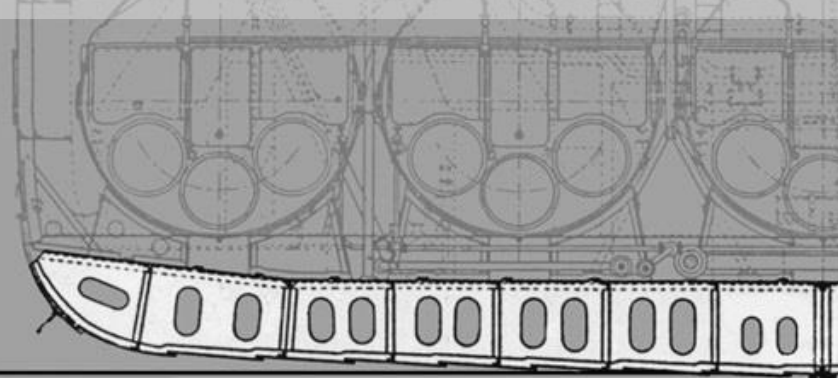


Photo: Harland & Wolff Collection,
National Museums Northern Ireland

The hull of *Titanic's* sister ship *Olympic* takes shape on slipway No. 2 in May 1909. Her double bottom was fully framed on 10 March 1909.

15 May 1912

Additional
lifeboats are
hoisted aboard
Olympic.

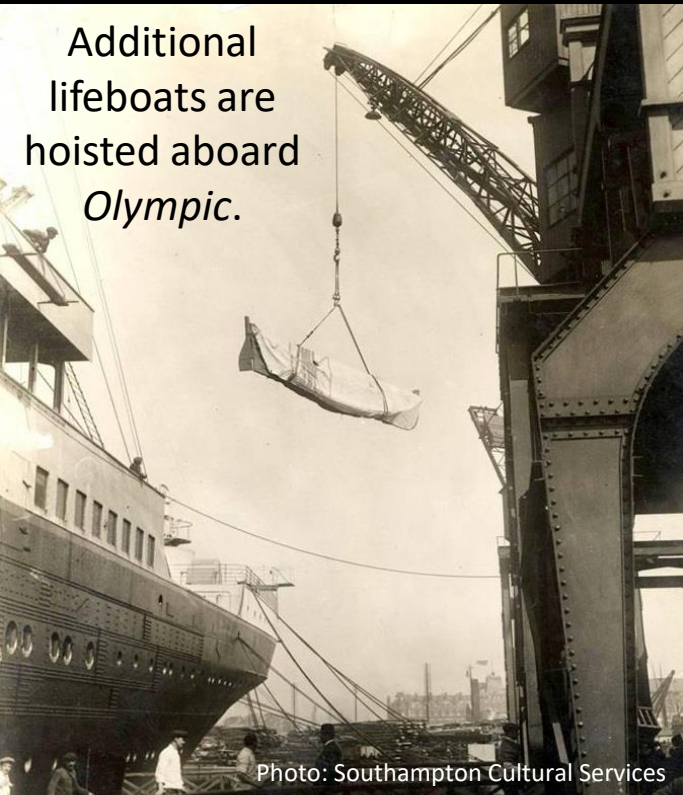


Photo: Southampton Cultural Services

Testing a 'Berthon' collapsible
boat for *Olympic* on 25 April 1912.



Photo: Daily Sketch

Olympic sails on her first voyage from Southampton since the *Titanic* disaster one month earlier. Following the crew mutiny of 24-26 April 1912, and after additional collapsible lifeboats were placed aboard for a full complement of passengers and crew, *Olympic* departs for Cherbourg, Queenstown and New York with a scant 527 passengers.

'Nine hundred crew – 500 passengers! The vast dining saloon, which will compare with that of any hotel in the world, had no more than a sprinkling of diners...' (Passenger aboard *Olympic*'s 15 May crossing)



R.M.S. *Olympic* at Plymouth, England, on 24 August 1912.

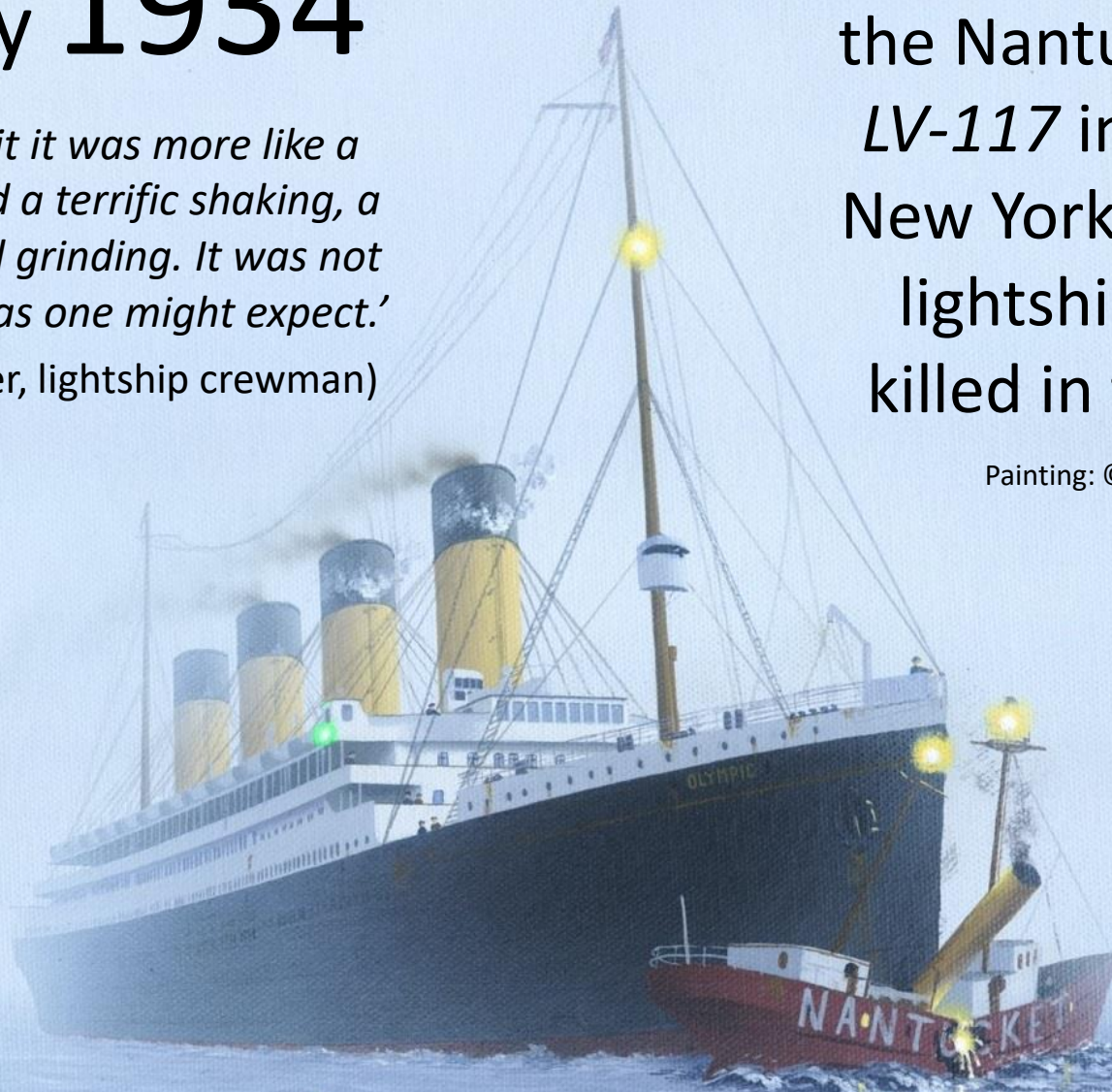
Photo: Plymouth Museums Galleries Archives

15 May 1934

'When she hit it was more like a hard push and a terrific shaking, a crunching and grinding. It was not a loud smash as one might expect.'
(Clifton Mosher, lightship crewman)

Olympic rams and sinks the Nantucket lightship LV-117 in thick fog off New York. Seven of the lightship's crew are killed in the accident.

Painting: ©Neil Egginton (2014)

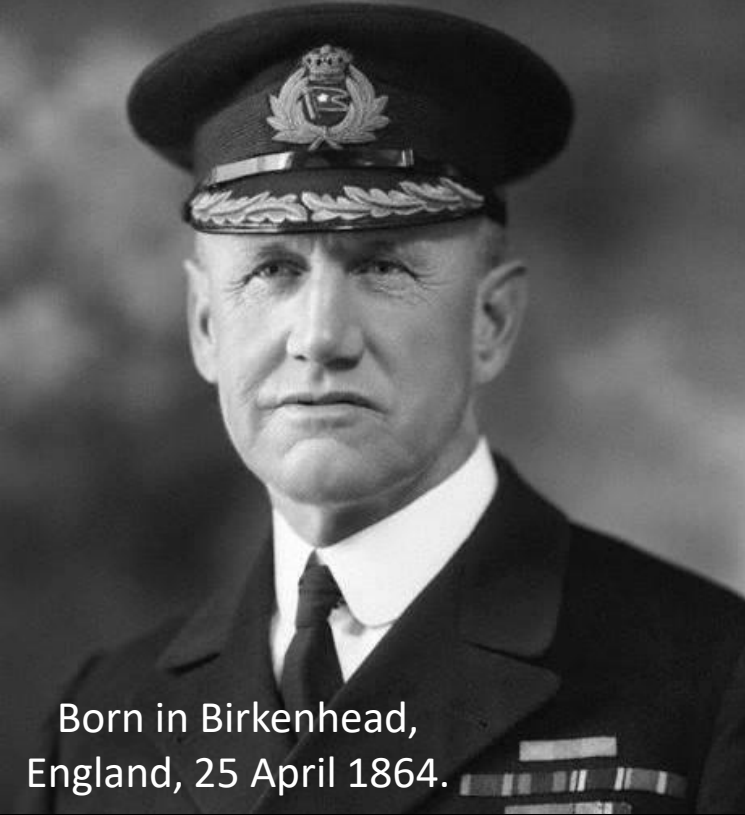


'Someday we are just going to get it head on ... One of those big liners will just ride through us one of these days.' (John Perry, radio operator aboard the lightship, to friends one month before the collision)

15 May 1941

1921

Photo: National Portrait Gallery, London



Born in Birkenhead,
England, 25 April 1864.

*'The finest ship in my estimation
that was ever built, or ever will be.'*

(Sir Bertram Fox Hayes describing
Olympic, on which he served as master
from September 1915 to March 1917,
and April 1917 to January 1922)

Retired White Star Line Commodore Sir Bertram Fox Hayes, who served the company from 1898 until 1924, dies at the age of 77. Hayes was the longest serving captain of *Olympic*, commanding the liner during and after the First World War. He was knighted by King George V in 1919 for 'valuable services in connection with the transport of troops'.

Olympic on troopship duty in the Solent, 3 September 1918.



Photo: Ioannis Georgiou Collection

16 May 1907



Captain Edward J. Smith in 1909.

Photo: Kevin Saucier Collection

'I have never been in any accident of any sort worth speaking about ... I never saw a wreck and have never been wrecked ... You see, I am not very good material for a story.'

(Captain E.J. Smith, May 1907. Quoted from the *Asheville Citizen-Times*, Asheville, North Carolina, 23 June 1907)

At the conclusion of the White Star liner *Adriatic's* maiden voyage, a confident Captain Edward John Smith remarks to reporters in New York:

'I will say that I cannot imagine any condition that would cause the ship to founder. I cannot conceive of any vital disaster happening to this vessel. Modern ship-building has gone beyond that.'



Built by Harland & Wolff, Belfast, 1907. Gross tonnage: 24,541; Length: 709 feet (216 m), Beam: 75 feet (23 m); Speed: 17 knots; Passengers: 2,825 in three classes; Maiden voyage: 8 May 1907.

16 May 1912

Four weeks after the *Titanic* disaster, and two days following its scheduled release, the silent film *Saved From the Titanic* premieres in the United States.

Saved From The Titanic



ECLAIR'S EXCLUSIVE EXTRA

A Startling Story of the Sea's Greatest Tragedy
By Miss DOROTHY GIBSON, A Survivor

SHE IS SUPPORTED BY A POWERFUL CAST

Six Color and Gold Posters, Herald's Photos

A FILM WITHOUT A PARALLEL

TUESDAY
MAY 14

Eclair Film Co.

FORT LEE, N. J.
SALES COMPANY, Sole Agents

TUESDAY
MAY 14



Painting by Harrison Fisher from
The Saturday Evening Post, 8 April 1911.



Dorothy Gibson
(1889-1946)

1911

The film stars 22-year-old American actress Dorothy Gibson, well known at the time as a leading lady for the Eclair Film Company and as a model for illustrator Harrison Fisher. Gibson travelled First Class aboard *Titanic* and was one of only twenty-eight occupants of lifeboat No. 7, the first to leave the sinking liner.

An original advertising poster from the Eclair Film Company, May 1912.

17 May 1912

Sir Cosmo Edmund Duff Gordon (49), a First Class passenger aboard *Titanic*, testifies at the British Inquiry in London concerning his presence and behaviour in lifeboat No. 1, which left the sinking liner with only twelve occupants.

1908

Photo: *Daily Sketch*



TWO WITNESSES "SEEN" IN SIR COSMO'S BEHALF

Fireman Testifying at Titanic Inquiry Admits Receiving Money for "Expenses."

DUFF-GORDON ON STAND

Denies on Oath That Either He or His Wife Protested Against Lifeboat Returning to Rescue.

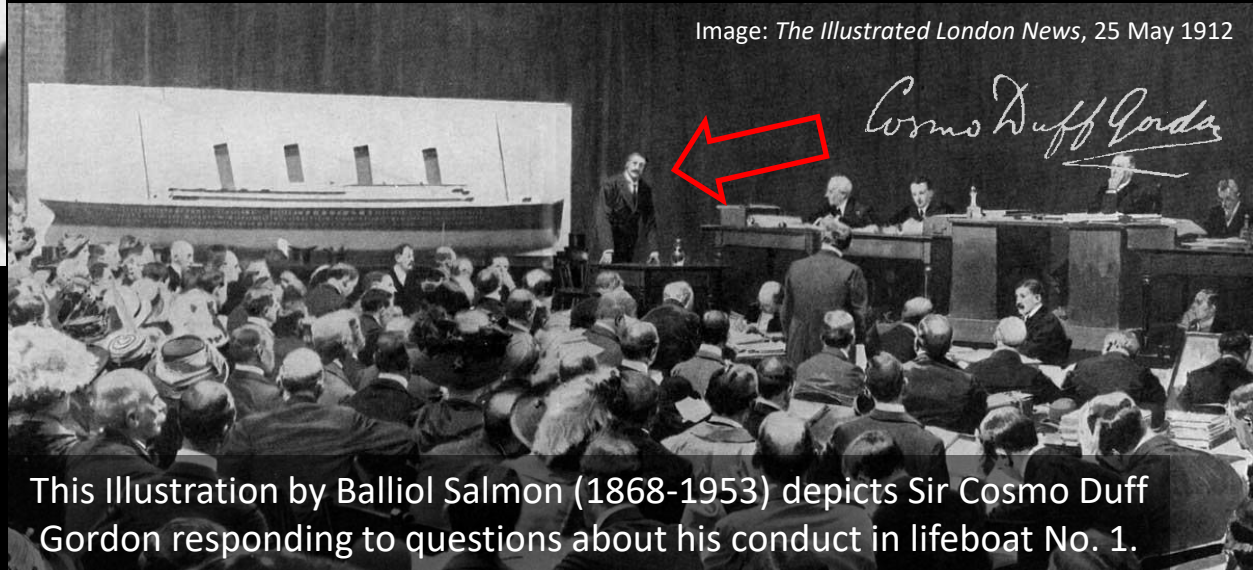


Image: *The Illustrated London News*, 25 May 1912

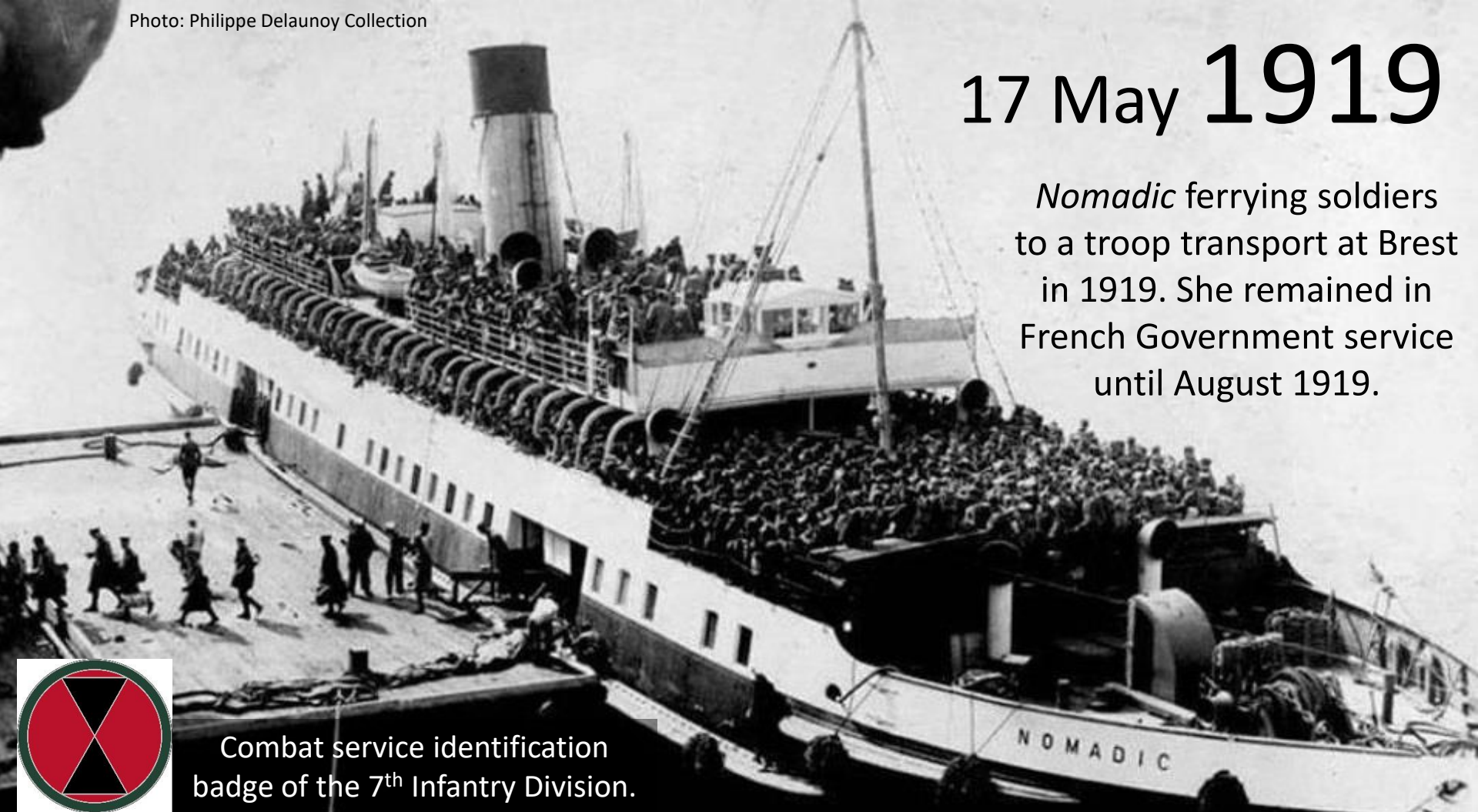
This Illustration by Balliol Salmon (1868-1953) depicts Sir Cosmo Duff Gordon responding to questions about his conduct in lifeboat No. 1.

Sir Rufus Isaacs: *'Did not you think about whether or not your boat would be able to save any of the people who were in the water?'*

Sir Cosmo Duff Gordon: *'I do not know; it might have been possible, but it would have been very difficult to get back, the distance we were, and in the darkness, to find anything.'*

17 May 1919

Nomadic ferrying soldiers to a troop transport at Brest in 1919. She remained in French Government service until August 1919.



Combat service identification badge of the 7th Infantry Division.

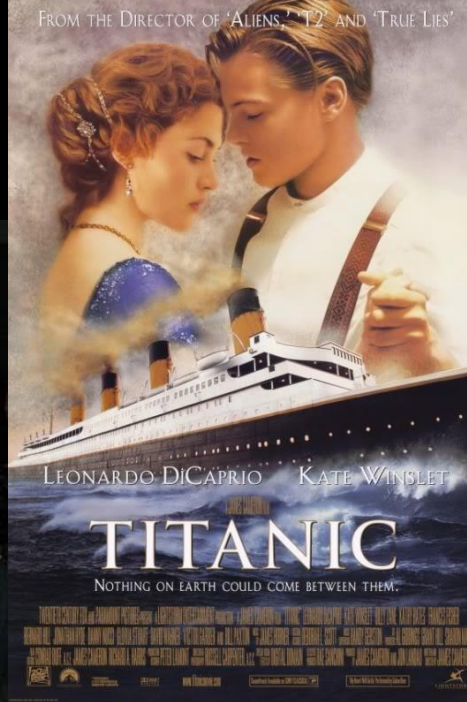
The White Star Line tender *Nomadic* (1,273 tons), based at Cherbourg to service passenger liners since 3 June 1911, arrives at Brest, France, to assist with repatriating thousands of troops serving with the United States' 7th Infantry Division.

17 May 1998



Photo: S. Bukley

Directors James Cameron (left) and George Lucas at a function in 2004.



One-sheet movie poster from December 1997.

'I'm sure this is all your fault!' C-3PO (arrowed) berates R2-D2 as characters from the Star Wars trilogy abandon Titanic in Variety magazine, 1998.



Illustration by Iain McCaig; ©Lucasfilm Ltd. (1998)

James Cameron's *Titanic* surpasses *Star Wars* (1977) as the highest-grossing movie of all time. The film's huge success prompts *Star Wars* creator and director George Lucas to place a full-page congratulatory cartoon in *Variety* magazine.

18 May 1912

Wallace Henry Hartley, *Titanic's* heroic bandmaster, is laid to rest in his home town of Colne in Lancashire, England. More than 1,000 people attend the funeral service, and an estimated 30,000 line the route of his procession.



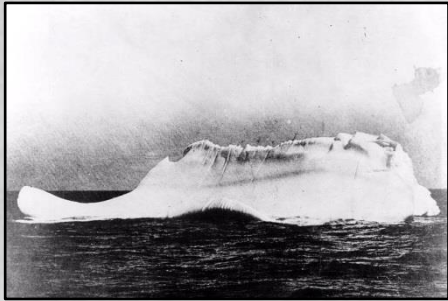
Wallace Hartley was 33 years of age on *Titanic's* maiden voyage.



Photos: *Daily Sketch*

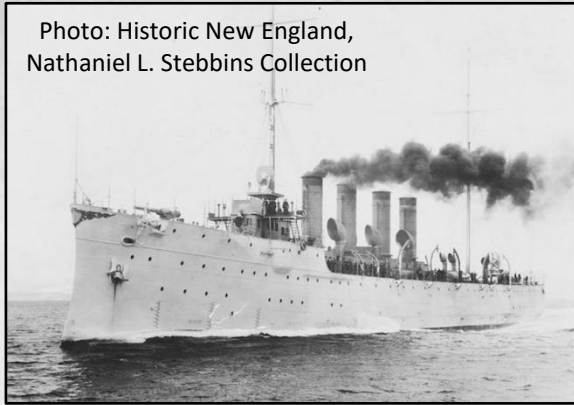


19 May 1912



Iceberg seen from the cable ship *Minia* in April 1912.

Photo: Historic New England,
Nathaniel L. Stebbins Collection



The scout cruiser U.S.S. *Chester* (left) assists U.S.S. *Birmingham* on the first ice patrol. It is the start of a concerted effort by nations to permanently monitor ice-infested areas of the North Atlantic Ocean. An 'International Ice Patrol' is ultimately established in 1913.

U.S.S. *Birmingham* in 1908, possibly during her trials.

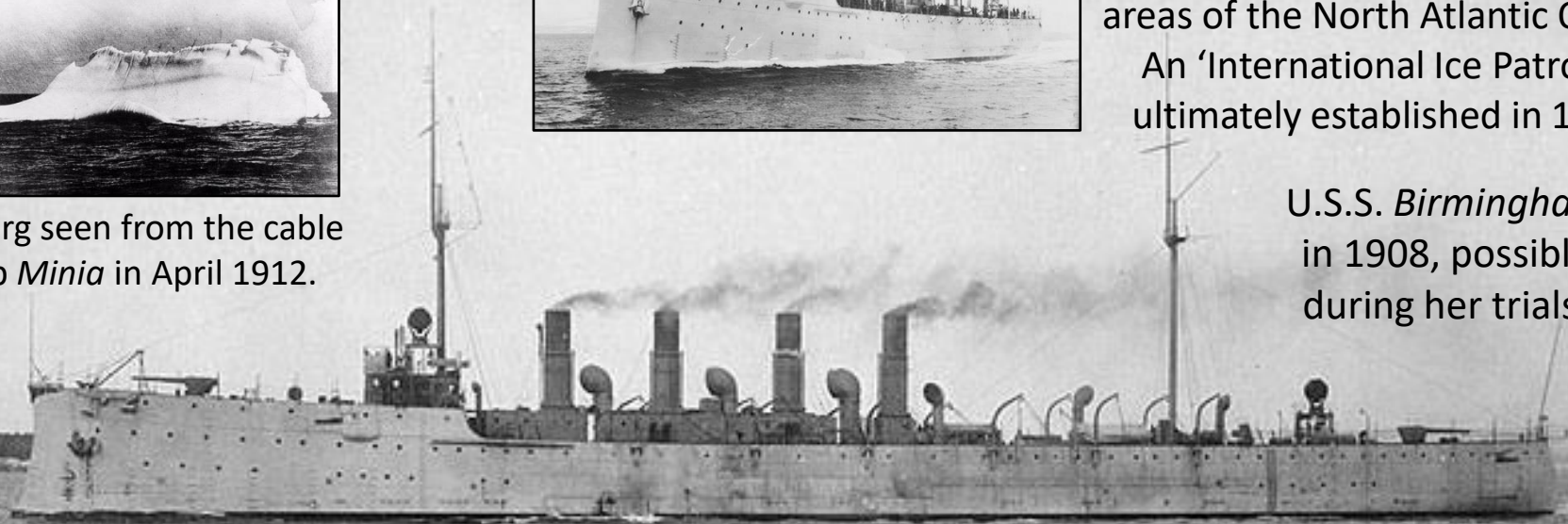


Photo: U.S. Naval Historical Center

In the aftermath of the *Titanic* disaster, the United States Navy's scout cruiser *Birmingham* is recalled from the Reserve Fleet in Philadelphia to commence the first 'ice patrol' in the North Atlantic. *Birmingham* remains in the area of the tragedy monitoring the presence and movement of ice until 11 July.

19 May 1982



Frank Prentice while serving in the Purser's Department with the White Star Line in the early 1920s.



'All of a sudden, she came to a halt ... I went for'ard on the promenade deck and I looked down. I couldn't see any damage at all above the waterline, but what I did see was ice in the well deck.'

*Below: Frank Prentice recalled his memories of the *Titanic* disaster when interviewed in early 1982 for the documentary *Titanic: A Question of Murder*. The one-hour programme first screened on 17 February 1983.*



Frank Winnold Prentice, the second-to-last surviving member of *Titanic*'s 891 crew, dies aged 93 in Bournemouth, England. Prentice signed on *Titanic* as a storekeeper in Southampton on 4 April 1912. He survived by leaping from the upended stern and swimming in the freezing sea to lifeboat No. 4.

19 May 2002

Walter Lord in his New York apartment in 1986. He was born in Baltimore, Maryland, on 8 October 1917.

Walter Lord, noted *Titanic* researcher and historian, and author of the books *A Night to Remember* (1955) and *The Night Lives On* (1986), passes away in New York at the age of 84.

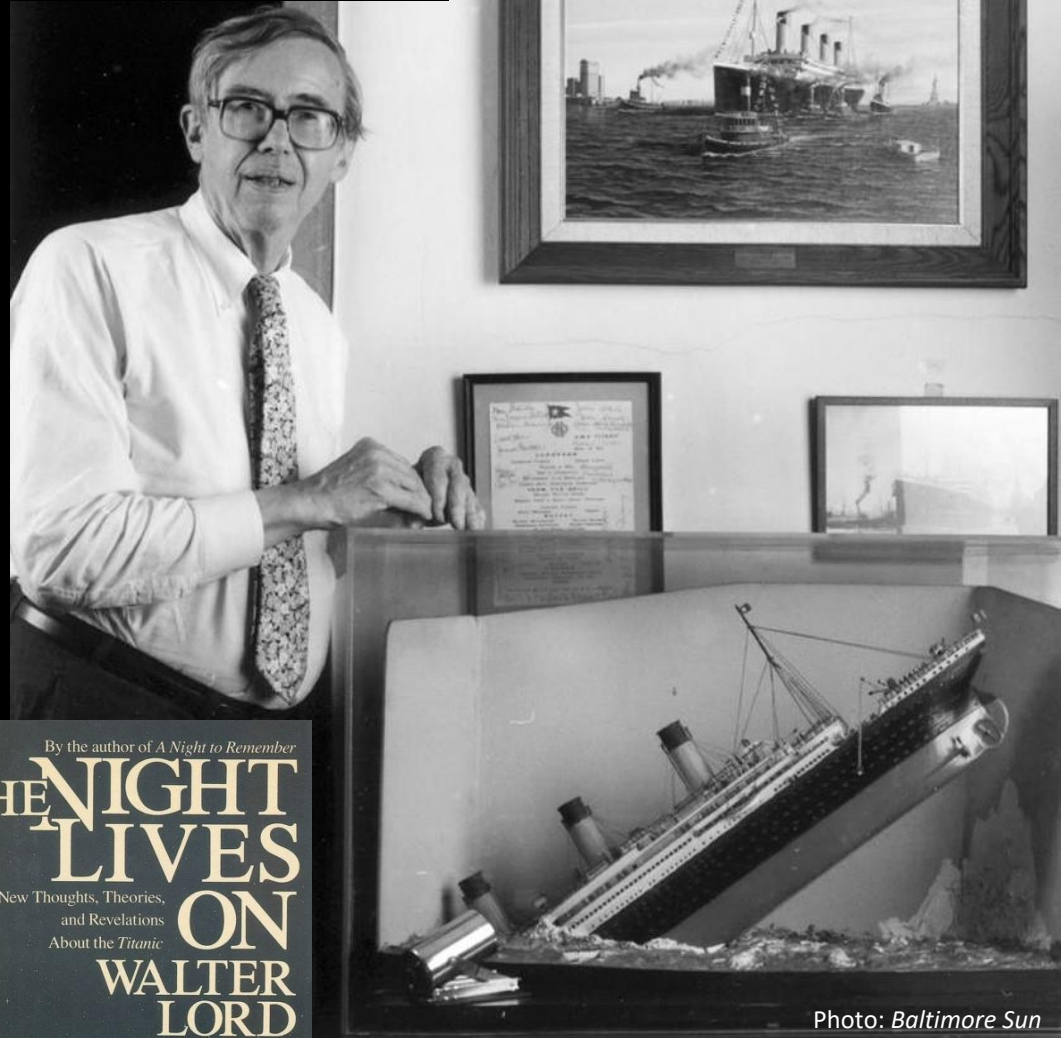
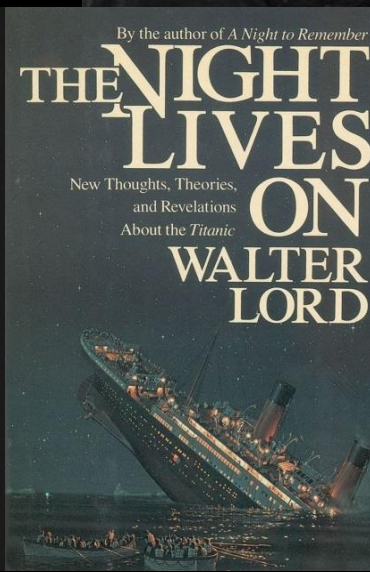
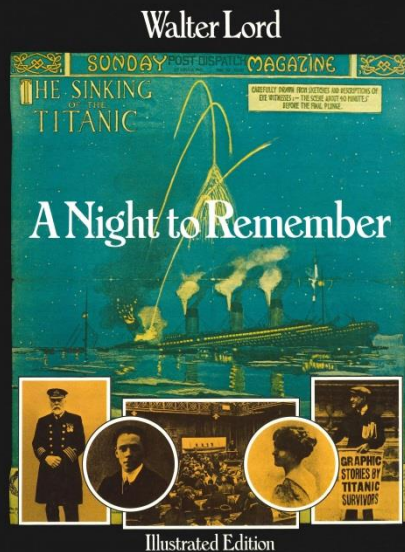
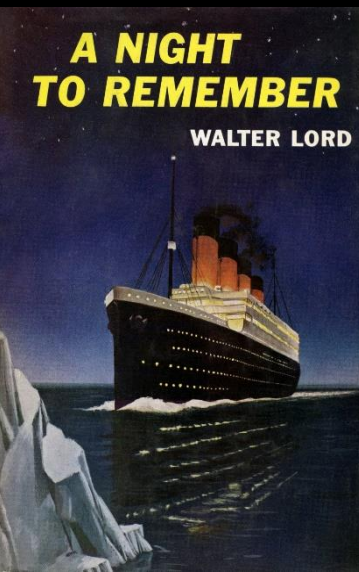


Photo: Baltimore Sun



'It is a rash man indeed who would set himself up as final arbiter on all that happened the incredible night the Titanic went down.' (Walter Lord, 1955)

20 May 1875



Photo: SALT Research
Photography Archive



Photo: Library of Congress

Built by Harland & Wolff, Belfast;
Launched 15 July 1874.



Docked at Karaköy, Istanbul, c.1930, during her career as *Gülcemal* with Türkiye Seyrisefain İdaresi.

The White Star liner *Germanic* enters service between Liverpool and New York. The ship remains with White Star until 1904 when sold to the American Line. Transferred to the Dominion Line in 1905 and renamed *Ottawa*, she is sold to Turkish interests in 1910 and sees further service as *Gul Djemal* (1910-1928) and *Gülcemal* (1928-1950). The former *Germanic* is scrapped in 1950 after a career of 75 years.

20 May 1912



Third Officer Herbert John Pitman (left) and Second Officer Charles Lightoller meet during the British *Titanic* Inquiry, May 1912.

Photo: Hulton Archive

Charles Herbert Lightoller, age 38, Second Officer of *Titanic* and senior surviving member of the ship's crew, begins his testimony at the British *Titanic* Inquiry in London. Lightoller answers 1,600 questions over three days, more than any other witness. He resolutely defends the White Star Line and the actions of Captain E.J. Smith and other members of the crew.

Solicitor-General Sir John Simon:
'When a liner is known to be approaching ice is it, or is it not in your experience usual to reduce speed?'

Charles Lightoller: *'I have never known speed to be reduced in any ship I have ever been in in the North Atlantic in clear weather, not on account of ice.'*

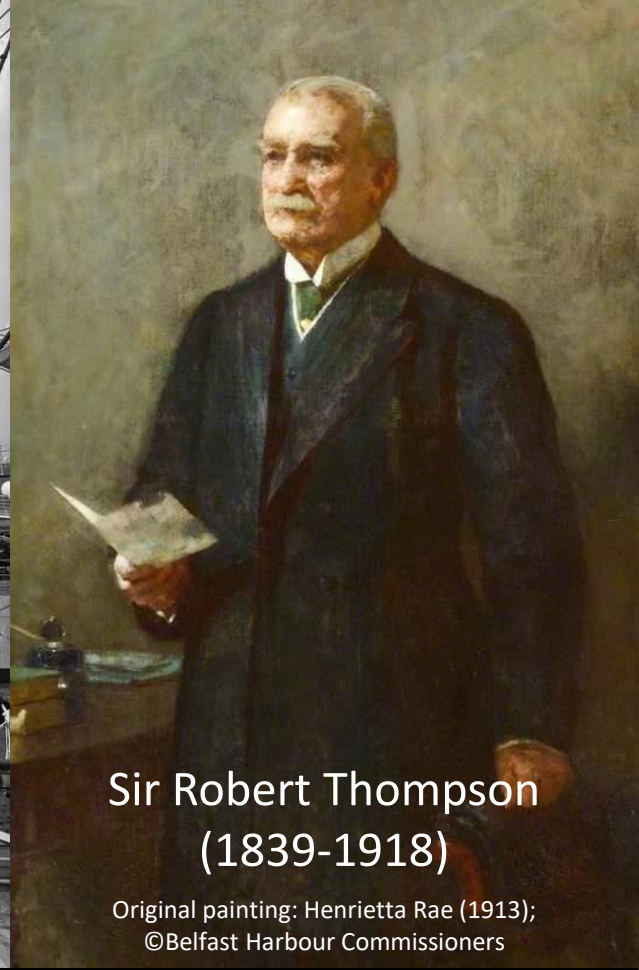


©Tatiana Yamshanova

20 May 1915

Photo: Harland & Wolff Collection,
National Museums Northern Ireland

The new graving dock as seen from
the deck of *Olympic* on 29 May 1911.



Sir Robert Thompson
(1839-1918)

Original painting: Henrietta Rae (1913);
©Belfast Harbour Commissioners



Ivor Churchill Guest, Lord
Wimborne (1873-1939)

Photo: *Irish Life*, 8 January 1915

Lord Wimborne, the Lord Lieutenant of
Ireland, honours Sir Robert Thompson,
the Chairman of the Belfast Harbour
Commissioners, by naming the graving
dock at Belfast 'Thompson Graving Dock'.

21 May 1889

In the presence of the Prince and Princess of Wales (later King Edward VII and Queen Alexandra), the Belfast Harbour Commissioners and Harland & Wolff celebrate the opening of the 825-foot-long Alexandra Graving Dock.

R.M.S. *Teutonic* of the White Star Line enters the new graving dock.



TEUTONIC WITH PRINCE ALBERT VICTOR ON BOARD ENTERING ALEXANDRA DOCK, 21.5.89.

Photo: Harland & Wolff Collection, National Museums Northern Ireland

21 May 1912 (1)



Thomas Scanlan: *'Can you suggest at all how it can have come about that this iceberg should not have been seen at a greater distance?'*

Charles Lightoller: *'It is very difficult indeed to come to any conclusion. Of course, we know now the extraordinary combination of circumstances that existed at that time which you would not meet again once in 100 years; that they should all have existed just on that particular night shows, of course, that everything was against us.'*

Charles Lightoller is questioned further at the British Inquiry about the weather conditions while on duty on 14 April 1912. Thomas Scanlan, M.P., representing the National Sailors' and Firemen's Union, asks Lightoller for his view on the apparent inability of the liner's two lookouts to see the iceberg in time to avoid a collision.



'...Then there was no wind, not the slightest breath of air. And most particular of all in my estimation is the fact, a most extraordinary circumstance, that there was not any swell. Had there been the slightest degree of swell I have no doubt that berg would have been seen in plenty of time to clear it.'

21 May 1912 (2)



The British Inquiry in session at the Scottish Drill Hall in London.



Charles Herbert Lightoller in 1909.

The examination of Second Officer Charles Lightoller also concerns the navigation of *Titanic* on the night of 14 April 1912. Barrister Thomas Scanlan presses Lightoller to admit that the liner's high speed in the prevailing weather conditions, despite numerous warnings of ice and icebergs received throughout that day, was 'utter recklessness'.

Thomas Scanlan: *'What I want to suggest to you is that it was recklessness, utter recklessness, in view of the conditions which you have described as abnormal, and in view of the knowledge you had from various sources that ice was in your immediate vicinity, to proceed at 21½ knots?'*

Lightoller: *'Then all I can say is that recklessness applies to practically every commander and every ship crossing the Atlantic Ocean.'*

Photo: Phillip Bell

21 May 1962 Mauritz Håkan Björnström-Steffansson,
a Swedish businessman and First Class
passenger aboard *Titanic*, dies at the
age of 78 in New York City.

Photo: Louis M. Ogden



Björnström-Steffansson and his shipboard friend, Englishman
Hugh Woolner, assisted passengers into lifeboats before leaping
into boat 'D' at 2:05 am, only fifteen minutes before *Titanic* sank.

21 May 1999



'Everybody up, get dressed, get your lifebelts on, at once.'

(Norman Rossington as James W. Kieran in *A Night to Remember*)

British actor Norman Rossington dies aged 70 in Manchester, England. His 40-year career on stage, and in film and television, included minor roles in the movies *A Night to Remember* (1958) and *S.O.S. Titanic* (1979). He is one of only five actors to have appeared in two *Titanic* movies.

'We'll have no looting aboard this ship while I'm Master-at-Arms.'

(Norman Rossington as Thomas King in *S.O.S. Titanic*)



Norman Rossington portrayed Third Class Chief Steward James Kieran (uncredited) in *A Night to Remember*. Twenty-one years later, he portrayed Master-at-Arms Thomas King in the television movie *S.O.S. Titanic*. James Kieran and Thomas King both perished in the *Titanic* disaster on 15 April 1912.

22 May 1912 (1)

Thirty-seven days after the *Titanic* disaster, London publisher Grant Richards Ltd. releases the first book on the tragedy. Respected journalist Filson Young combines an imaginative telling of the first few days aboard *Titanic* with an account of the sinking based on early survivor interviews.

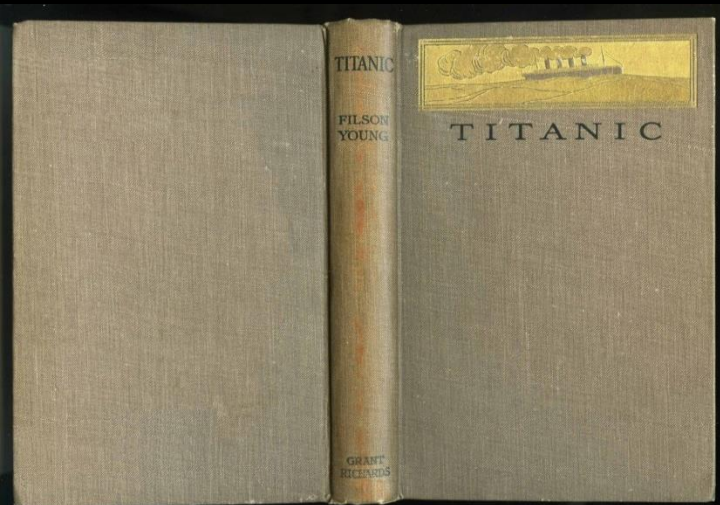
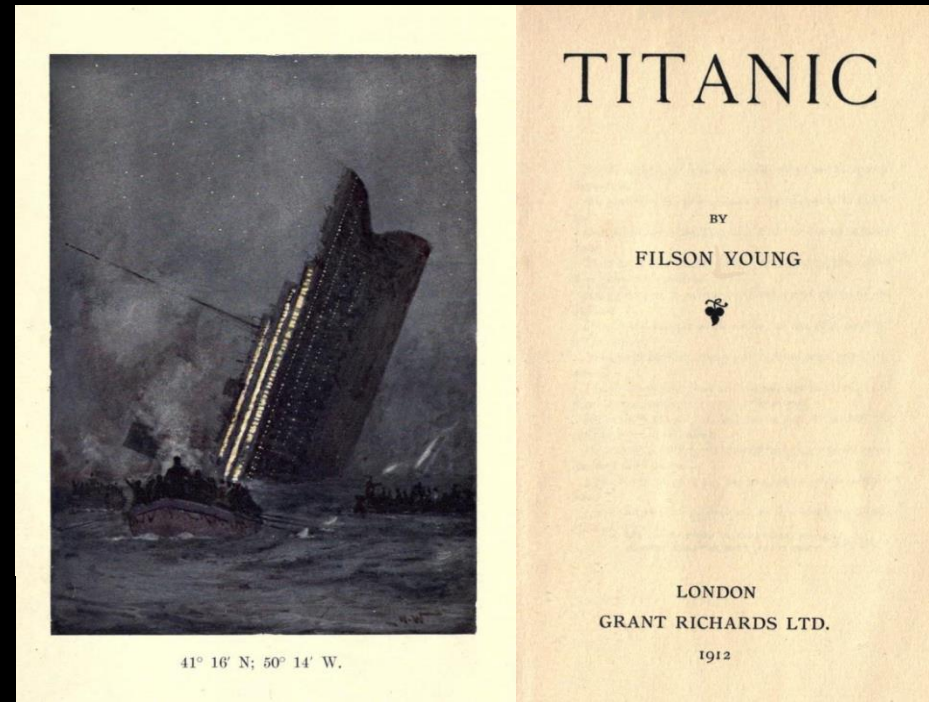


Photo: Open Library

'...a splintering sound from the bows of the ship as she crashed into yielding ice. That was followed by a rubbing, jarring, grinding sensation.'

'...the horrified people in the surrounding boats heard an awful sound ... a collective voice of moans, shrieks, cries and despairing calls.'

Alexander Bell Filson Young in 1904. He was born in Ballyeaston, County Antrim, Ireland, on 5 June 1876.



41° 16' N; 50° 14' W.

22 May 1912 (2)

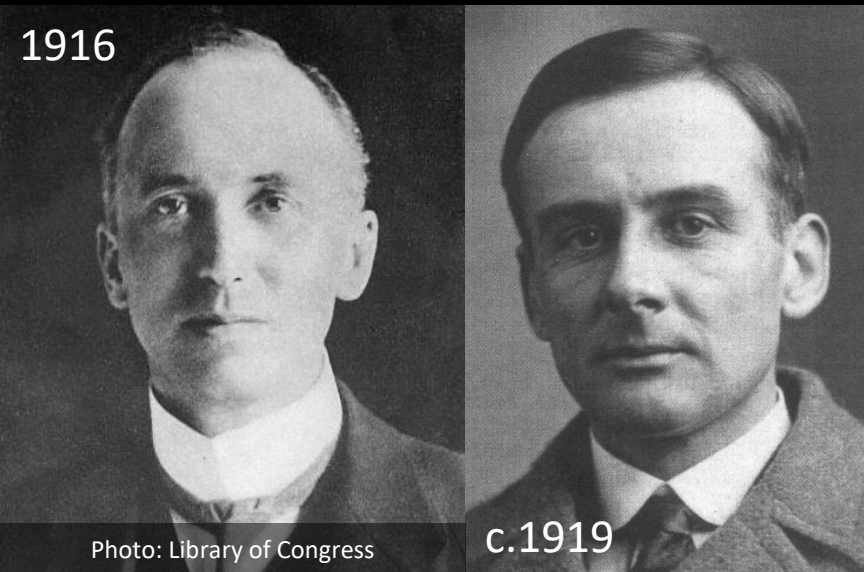


Photo: Library of Congress

c.1919

Solicitor-General Sir John Simon (left) and Fourth Officer Joseph Groves Boxhall.

Sir John Simon: *'Did you hear him say something to the First Officer?*

Fourth Officer Joseph Boxhall: *'Yes, he asked him what we had struck.'*

Sir John Simon: *'What conversation took place between them?'*

Joseph Boxhall: *'The First Officer said, "An iceberg, sir. I hard-a-starboarded and reversed the engines, and I was going to hard-a-port round it but she was too close. I could not do any more. I have closed the watertight doors." The Commander asked him if he had rung the warning bell, and he said "Yes."'*

At the British Inquiry in London, *Titanic's* Fourth Officer, Joseph G. Boxhall, is questioned about events immediately following the collision with the iceberg on 14 April 1912. Joseph Boxhall recalls an exchange between Captain Edward J. Smith and First Officer William M. Murdoch, neither of whom survived the disaster.



Image: ©Twentieth Century Fox/
Paramount Pictures (1997)

'What was that, Mr. Murdoch?'
(Bernard Hill as Captain Edward J. Smith in James Cameron's *Titanic*.)

22 May 1955

YOU ARE THERE

The episode in the *You Are There* series was the first time the *Titanic* disaster was dramatised on U.S. television.



Walter Cronkite (1916-2009)

CBS television in the United States broadcasts '*The Sinking of the Titanic*', the thirty-eighth episode in the third season of its series *You Are There*. Broadcaster Walter Cronkite hosts the 25-minute dramatisation of the 1912 tragedy. *You Are There* was first telecast on 1 February 1953 and ended after 147 episodes on 13 October 1957.



Images: ©CBS Television, courtesy Gregg Jasper



The drama incorrectly shows a three-funnelled ship to represent *Titanic* and claims that the liner was expected 'to break all existing speed records for passenger ships.'

22 May 1997



Canadian singer Céline Dion records *My Heart Will Go On* at The Hit Factory in New York City. The theme song of James Cameron's movie *Titanic* is composed by James Horner with lyrics by Will Jennings. The song is officially released on 8 December 1997, ten days before the world premiere of the 194-minute film.



*'Every night in my dreams,
I see you, I feel you.
That is how I know you go on.

Far across the distance,
and spaces between us.
You have come to show you go on.

Near, far, wherever you are,
I believe that the heart does go on.'*



The Hit Factory.



Advertising poster, Hamburg-Amerika Line.



23 May 1912 (1)

Photo: Bain News Service, Library of Congress



Imperator on completion in June 1913 with her decorative eagle 'figurehead'. Five weeks after the *Titanic* disaster, *S.S. Imperator* (52,117 tons) of the Hamburg-Amerika Line is launched in Hamburg, Germany. The world's largest ship is required to carry eighty-three lifeboats to accommodate 5,774 passengers and crew. Her foremast is fitted with a searchlight to detect icebergs.

23 May 1912 (2)

Sir Robert Finlay: *'A message such as that from the Mesaba would be one, of course, of great importance?'*

Second Officer Lightoller: *'I have no doubt it would have been immediately communicated to me if it referred to pack ice, as I believe it does.'*

Titanic's four surviving officers are recalled to the British Inquiry to answer questions about wireless messages received from other ships. The messages had provided several warnings of an icefield and icebergs ahead of Titanic.



Photo: Phillip Bell



Image: Lloyds Weekly News



Photo: Phillip Bell



Photo: Harold W.G. Lowe Collection

Second Officer
Charles H. Lightoller

Third Officer
Herbert J. Pitman

Fourth Officer
Joseph G. Boxhall

Fifth Officer
Harold G. Lowe

23 May 1912 (3)

Victims of the disaster are landed at Halifax from the chartered cable ship *Minia* on 6 May 1912.



Photo: Nova Scotia Archives

'The crew of the Montmagny reported that they sighted bedsteads, hats, an oak newel post, and painted wood drifting in the ocean.' (Blair Reed, 2001)



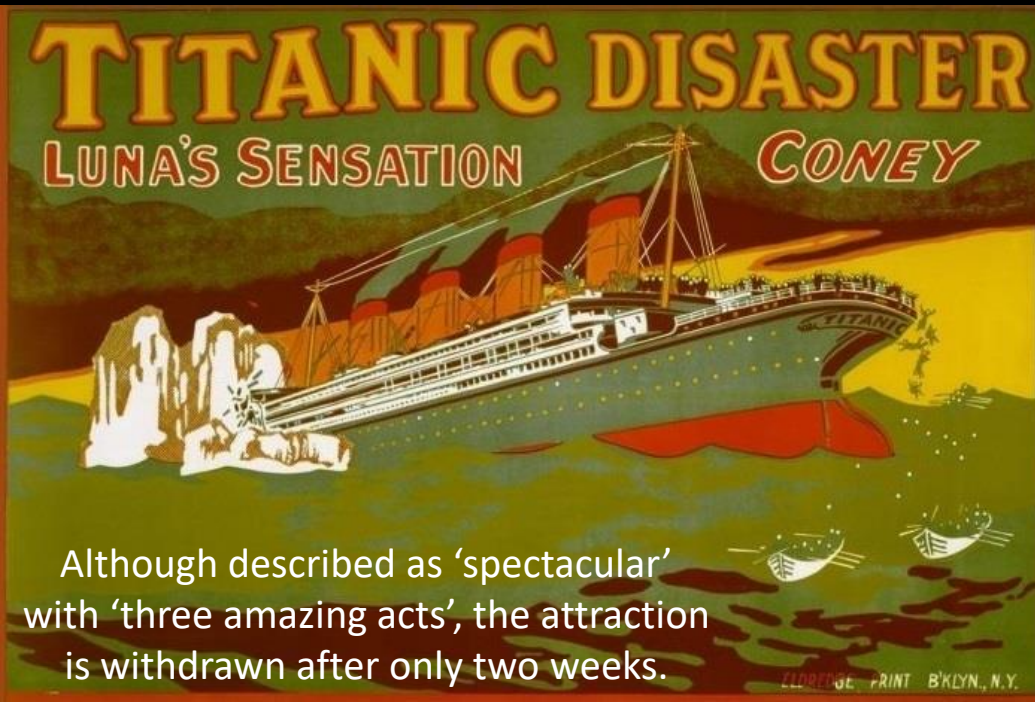
Montmagny (1,269 tons) is the third of four ships chartered for body recovery work. Operated by the Canadian Department of Marine and Fisheries, she was built in 1909.

The Canadian Government's *Montmagny*, chartered by the White Star Line to search for victims of the *Titanic* disaster, returns to Halifax, Nova Scotia, after an unsuccessful second voyage in the North Atlantic. Four bodies were recovered on the ship's first trip from Halifax on 6-13 May 1912. One was buried at sea and three returned to Louisburg, Nova Scotia.

23 May 1914

'To the left of the entrance the Titanic will sink daily and nightly. This effect will be produced by means of elaborate moving scenery such as was used several years ago to depict the San Francisco earthquake and other disasters.'
(*The New York Times*, 24 May 1914)

Poster from the Eldredge Print Company, 1914.



Although described as 'spectacular' with 'three amazing acts', the attraction is withdrawn after only two weeks.

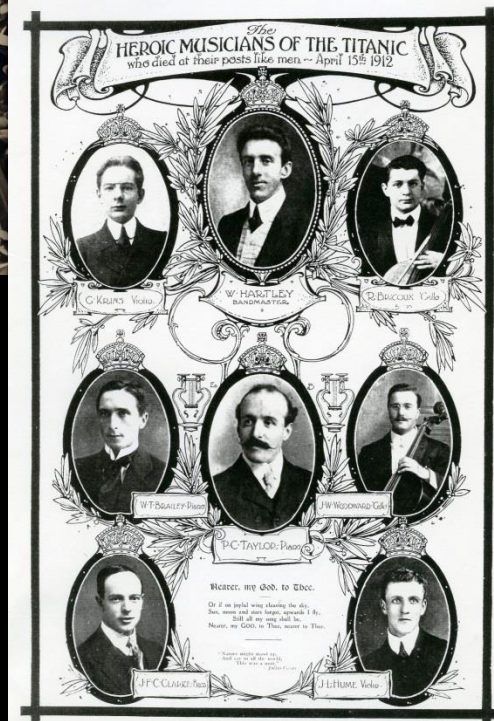
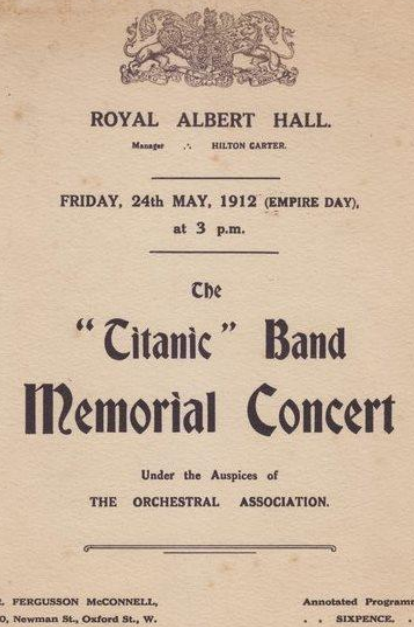
Luna Park at Coney Island in Brooklyn, New York, opens its summer season with a show in three acts depicting the *Titanic* disaster. The production by Ellison & Zovan features automated miniature models of *Titanic* and the rescue ship *Carpathia* to portray the principal events of the 1912 tragedy.

'One of the new attractions is the reproduction of the disaster as it occurred in 1912. This is not a moving-picture attraction, but a realistic reproduction, with miniature counterparts of the Titanic and the Carpathia, showing the destruction of the massive ocean greyhound.'
(*The New York Times*, 31 May 1914)

LUNA PARK FORMALLY OPENED
"BIGGER, BETTER THAN EVER"

Headline from *The Sun*, 24 May 1914

24 May 1912 (1)



The *Titanic* Band Memorial Concert is held at Royal Albert Hall in London in honour of the eight musicians who perished in the disaster. More than 7,750 dignitaries, members of the public and families of the bereaved attend.

24 May 1912 (2)



Photo: Harris & Ewing Collection,
Library of Congress.
Colourised by Dana Keller



c.1910

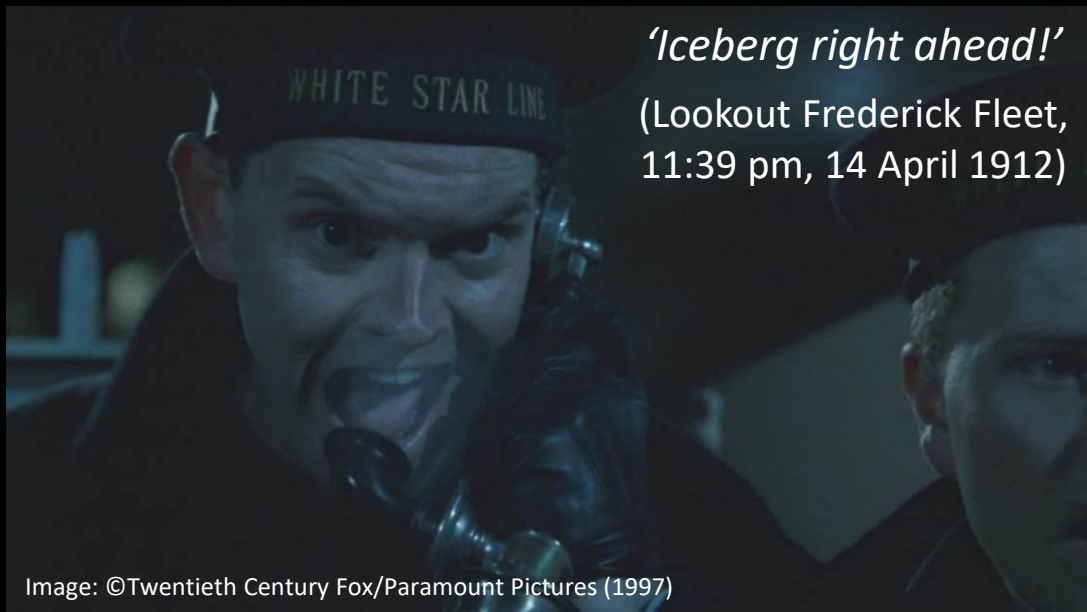
Photo: National Portrait Gallery

Lookout Frederick Fleet, first man to spot the iceberg from *Titanic's* crow's nest on 14 April 1912, testifies at the British Inquiry in London. Questioned by Attorney-General Sir Rufus Isaacs, Fleet recalls the exchange he had with an officer when telephoning a report of an 'iceberg right ahead.'

Lookout Frederick Fleet, age 24 in April 1912 (1887-1965), and Attorney-General Sir Rufus Daniel Isaacs (1860-1935).

Sir Rufus Isaacs: *'Did you say anything to them at once, or did they answer you before you told them?'*

Frederick Fleet: *'I asked them were they there, and they said yes ... Then they said, "What do you see?" I said, "Iceberg right ahead." They said, "Thank you."'*



'Iceberg right ahead!'

(Lookout Frederick Fleet,
11:39 pm, 14 April 1912)

Image: ©Twentieth Century Fox/Paramount Pictures (1997)

24 May 1950

Thirty-eight years after surviving the *Titanic* disaster as the ship's Second Officer, and having lost two of his sons killed in action during World War II, Charles Herbert Lightoller, now aged 76, recalls in a BBC radio broadcast his participation in 'Operation Dynamo', the Allied evacuation from Dunkirk.

1940s



'When we got back to Ramsgate, we went alongside and they started to pile off. There was a chief petty officer who was tallying them ashore, and as the last ones went over the side his remark stays in my mind: "My God, mate," he said, "where did you put them?"'

Image: titanicofficers.com

Dunkirk: A Personal Perspective
CH Lightoller

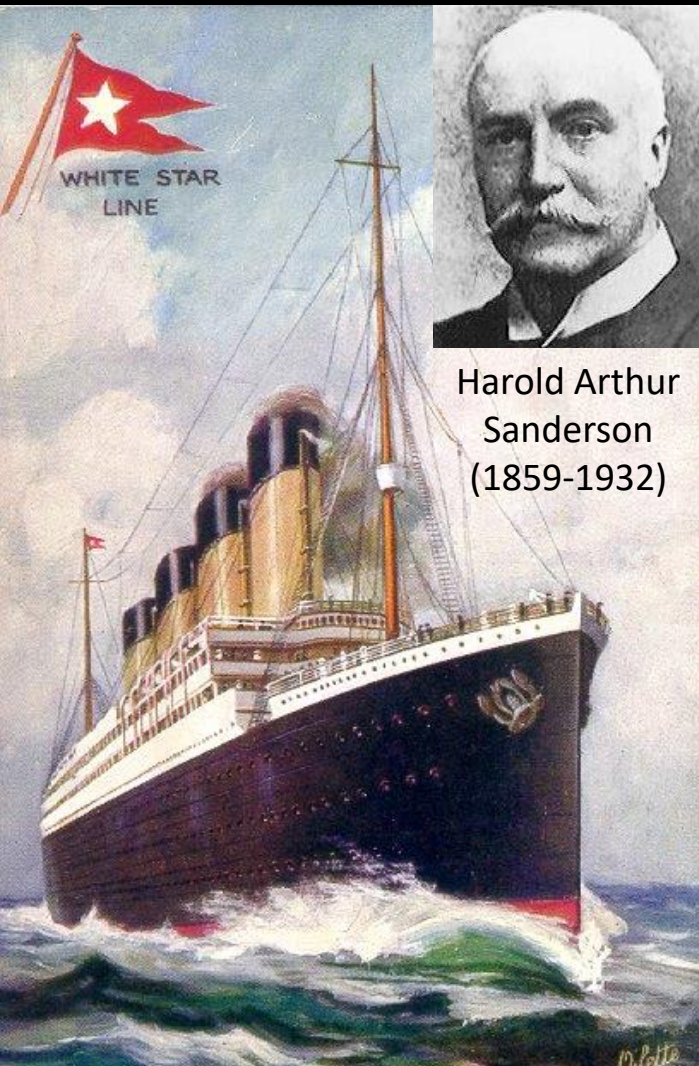
1918

BBC 1950



On 1 June 1940, Charles Lightoller, accompanied by his eldest son, Roger, and 18-year-old sea scout Gerald Ashcroft, took his 58-foot motor yacht *Sundowner* to Dunkirk and safely returned 127 soldiers and seamen to England.

25 May 1911



Harold Arthur
Sanderson
(1859-1932)

The White Star Line's new flagship, the 45,324-ton *Olympic*, is registered in Liverpool as official number 131,346. Company director Harold Sanderson represents White Star's Chairman and Managing Director, J. Bruce Ismay. *Olympic* is certified to carry a total of 3,444 souls: 2,584 passengers in three classes and 860 crew members.

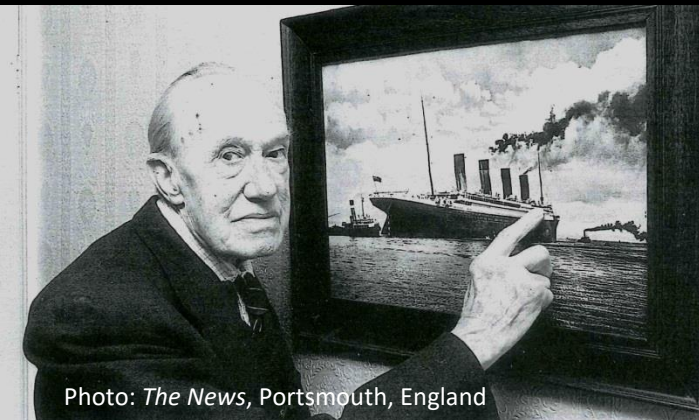
Port side view of *Olympic* during trials on 29 May 1911.

Photo: Harland & Wolff Collection, National Museums Northern Ireland



Celebrated liners – “White Star Line” ...
Postcard in the ‘Oilette’ series published
by Raphael Tuck & Sons, England, 1911.

25 May 1983



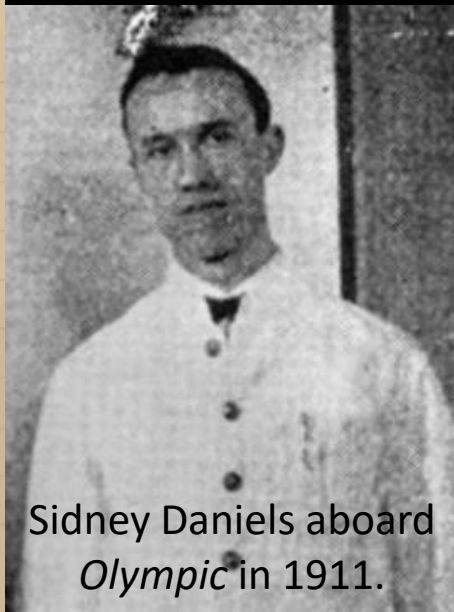
Titanic's last surviving crew member, Sidney Edward Daniels of Portsmouth, England, passes away at the age of 89.

Eighteen-year-old Sid Daniels signed aboard *Titanic* in 1912 as a Third Class steward. He survived by jumping into the sea from *Titanic's* bridge and, with more than two dozen others, found refuge aboard an upturned lifeboat.

Sidney Daniels in the 1970s.

April 14-12 Letter by Sid Daniels.

S.S. Titanic left So'ham on maiden voyage 10-11-12, struck iceberg 14-12, 11.30 Sunday night sank 1.30 Mon: morning, over 1600 lost about 700 saved. Jumped off the bridge when bridge was awash, swam about for about 15 mins: then found upturned life-boat, with about 24 others was on that until about 6.30 when rescued by our other life-boats & taken aboard Carpathia



Sidney Daniels aboard *Olympic* in 1911.

Collapsible 'B' saved almost 30 lives.



25 May 2012



Photo: MerrionStreet.ie

Enda Kenny (left) examines a scale model of *Titanic* on the opening day at C  bh's 'Titanic Experience'.

Irish Prime Minister Enda Kenny officially opens the 'Titanic Experience' in C  bh, formerly Queenstown, Ireland. Housed within the former office of the White Star Line, it tells the story of the 123 *Titanic* passengers who gathered here before boarding the tenders *America* and *Ireland* on 11 April 1912. For many of them it was the last time they would set foot in their homeland.



Photo: Fr. Francis Browne, S.J. Collection

Passengers wait with their luggage to board tenders at Queenstown, c.1911.

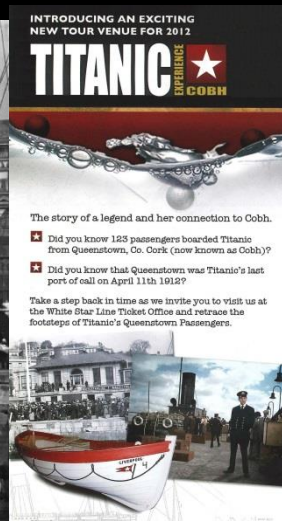


Photo: Kate Storm



26 May 1931

The Women's *Titanic* Memorial in Rock Creek Park, Washington, D.C., initiated in April 1912 to remember *Titanic's* 'brave men who perished', is unveiled by Helen Herron Taft, widow of former U.S. President William Howard Taft.

1940

Photo: Harris & Ewing Collection,
Library of Congress



The memorial was designed by Gertrude Vanderbilt Whitney and sculpted from a single piece of red granite by John Horrigan.

TO THE BRAVE MEN
WHO PERISHED
IN THE WRECK
OF THE TITANIC
APRIL 15 1912
THEY GAVE THEIR
LIVES THAT WOMEN
AND CHILDREN
MIGHT BE SAVED

Helen Taft
unveils the
memorial.



Photos: Archives of American Art,
Smithsonian Institution



The committee to fund the Women's *Titanic* Memorial was formed in late April 1912. It was organised and led by Natalie Harris Hammond (1859-1931), wife of John Hays Hammond, special U.S. ambassador to President Taft.

26 May 2008

The Go Entertainment Group Ltd. and the Discovery Channel releases a DVD box-set of eight *Titanic* documentaries, originally produced for the Discovery and History Channel entertainment networks between 1994 and 2005.

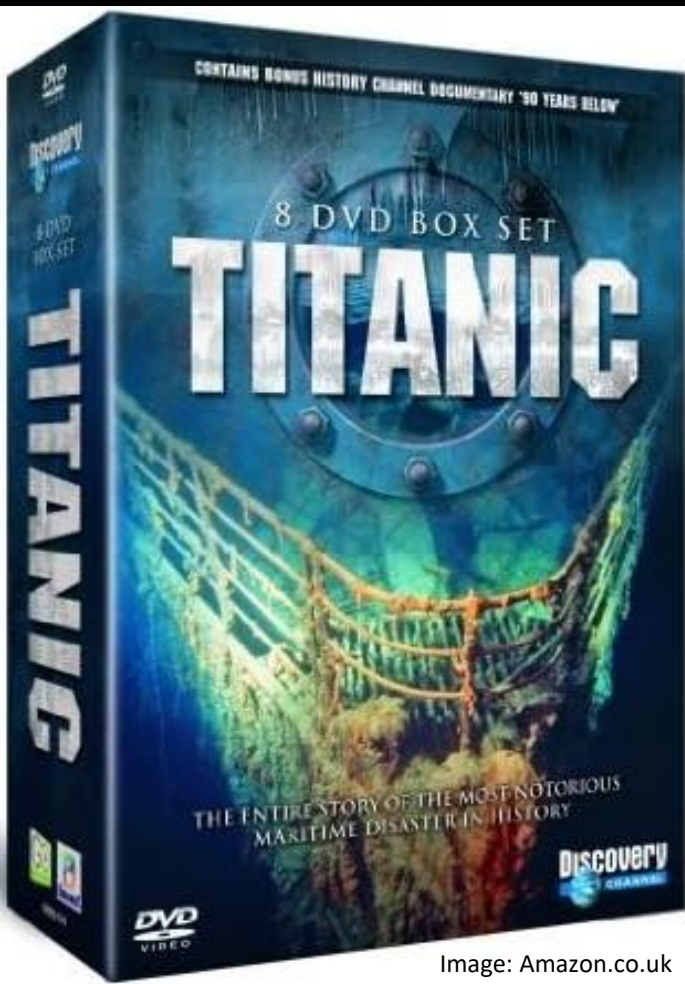
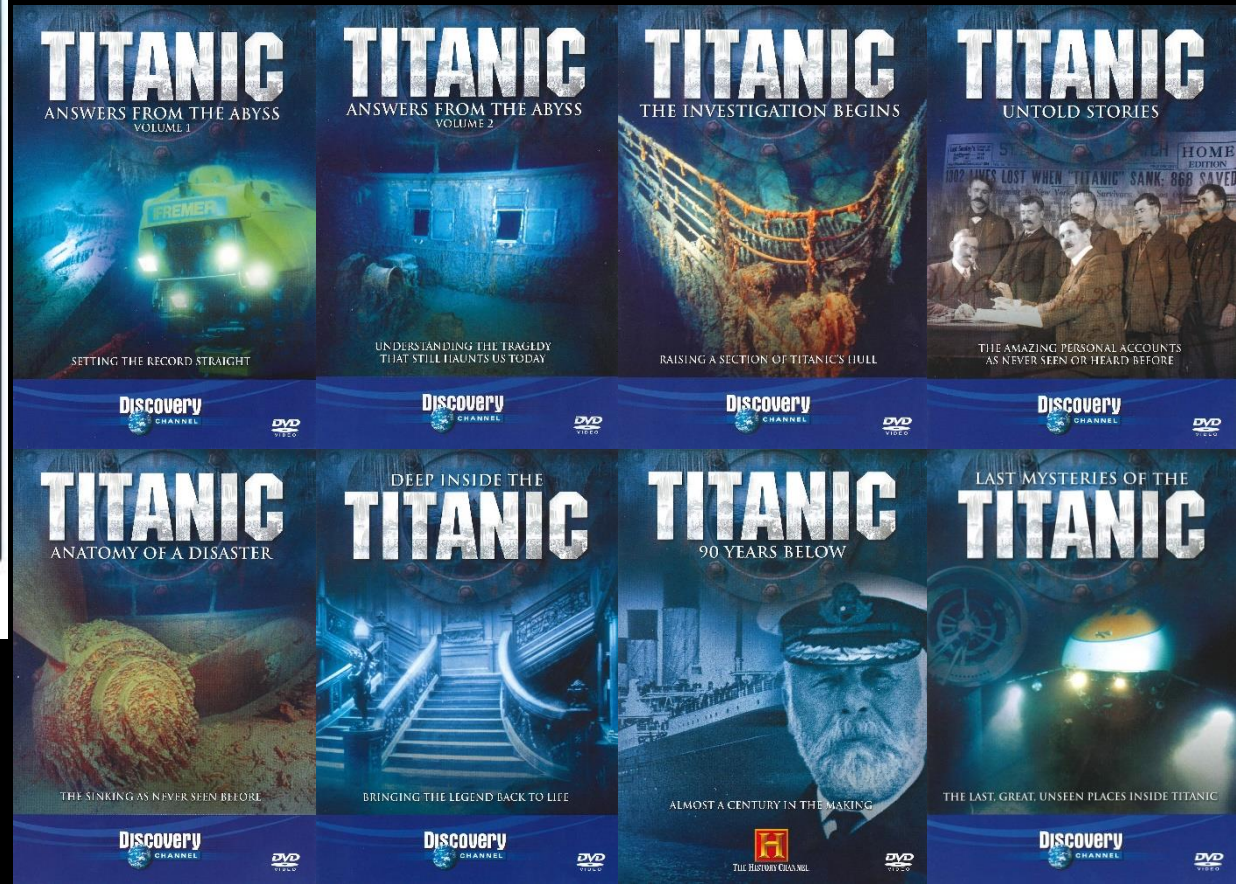


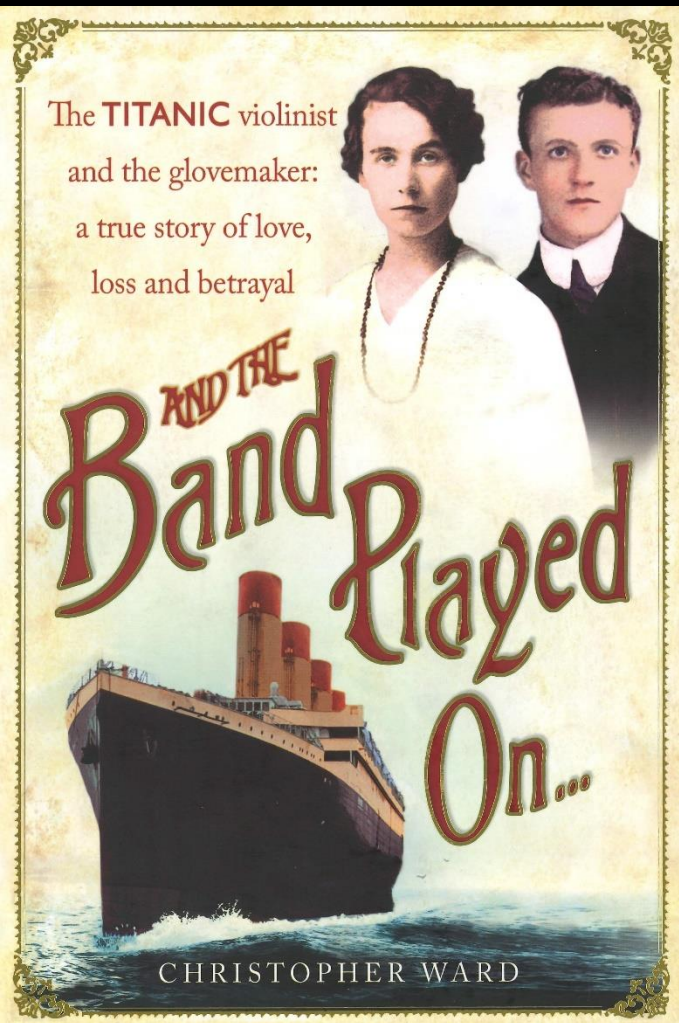
Image: Amazon.co.uk

The documentaries feature footage from various expeditions in the 1990s and early 2000s to explore and document the wreck of *Titanic*. The total running time of the eight programmes is 463 minutes.



26 May 2011

Hodder & Stoughton publishes *And the Band Played On*, the story of John Law “Jock” Hume and his relationship with Mary Costin. The 21-year-old violinist perished with his fellow musicians in the *Titanic* disaster on 15 April 1912.



‘Christopher Ward reveals a dramatic story of love, loss and betrayal, and the catastrophic impact of Jock’s death on two very different Scottish families ... a moving account of the author’s quest to learn more about his grandfather.’ (Publisher’s blurb)

1912



Photo: Yvonne Hume Collection

Left: John Law “Jock” Hume (1890-1912); the daughter he never knew, Johann Law Hume Costin (1912-1996); and his fiancée in April 1912, Mary Catherine Costin (1891-1922).

*‘For my mother, Johann Law Hume Costin, known to all her friends as Jackie. And for Jock, the father she never knew.’
(Dedication by Christopher Ward)*



Photo: Yvonne Hume Collection



1915

Photo: Christopher Ward Collection

27 May 1911 (1)

Open for inspection... 'Dressed' with flags,
Olympic welcomes hundreds of Belfast residents,
including family members of shipyard workers.

Photo: From a postcard in
the Günter Bäbler Collection



Public notice from the *Northern
Whig*, Belfast, 24 May 1911.

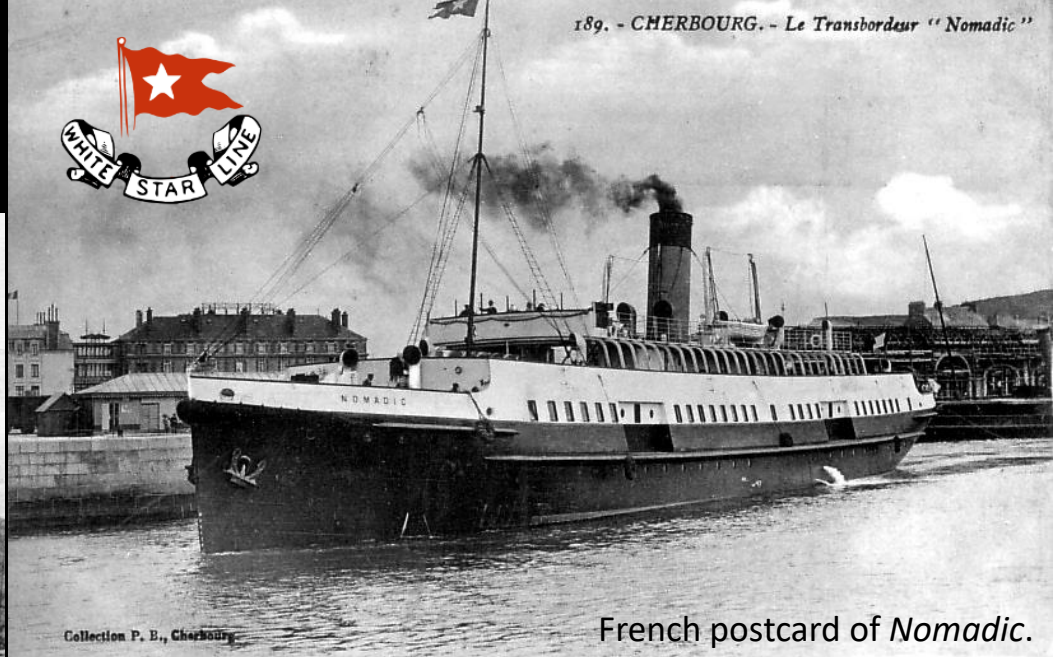
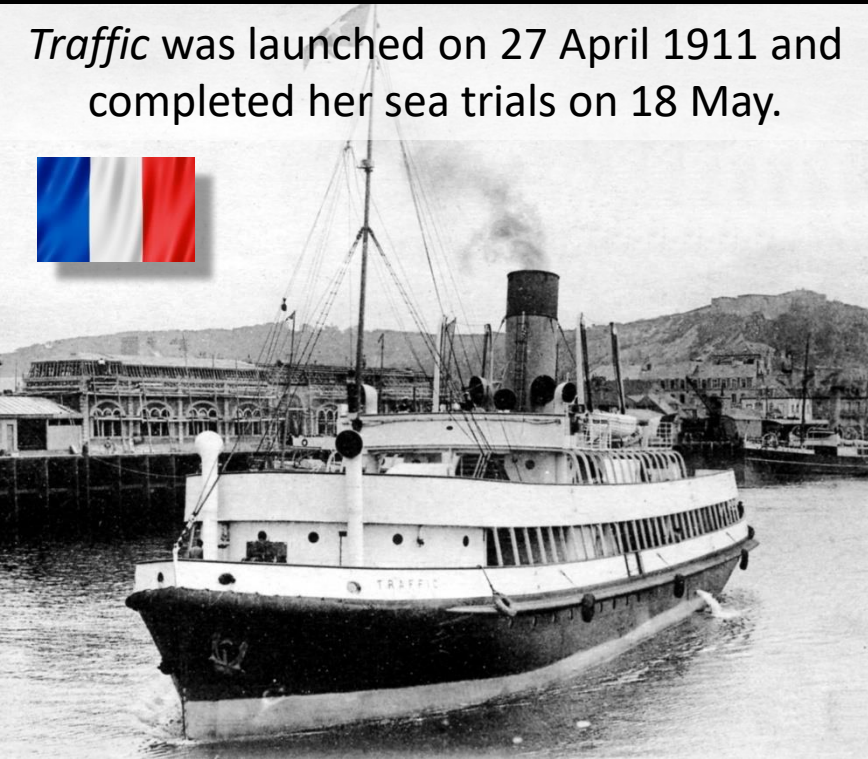
Olympic is opened to the public from 2:00 pm
to 7:00 pm at Harland & Wolff in Belfast.

Tickets cost five shillings and the proceeds of
£2,000 are donated to the city's four hospitals.

WHITE STAR LINER
OLYMPIC,
45,000 TONS.
**THE LARGEST STEAMER IN
THE WORLD.**
**THIS VESSEL WILL BE OPEN FOR
PUBLIC INSPECTION**
AT THE
NEW DEEP WATER WHARF, BELFAST,
On SATURDAY, the 27th May,
From TWO to SEVEN p.m.
TRAMCARS will Leave CASTLE JUNCTION
at Short Intervals for the Olympic.

27 May 1911 (2)

Traffic was launched on 27 April 1911 and completed her sea trials on 18 May.



French postcard of *Nomadic*.

Nomadic was launched on 25 April 1911 and successfully completed her sea trials on 16 May. Her French crew, under the command of Captain Pierre François Bouétard, arrived at Belfast on 23 May to familiarise themselves with the vessel.

The tenders *Nomadic* and *Traffic*, built by Harland & Wolff at Belfast for service at Cherbourg, France, are formally handed over to the White Star Line. Four days later, on 31 May 1911, following the successful launch of the White Star Line's new *Titanic*, the two tenders depart Belfast for the French port.

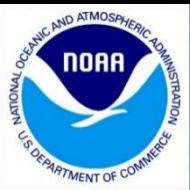
27 May 2004

The research vessel *Ronald H. Brown* departs Boston, Massachusetts, on an eleven-day exploration of *Titanic's* wreck site. Dr Robert D. Ballard and scientists from the National Oceanic and Atmospheric Administration use remotely operated vehicles from the surface to examine the wreck and its deterioration. The expedition remains on site from 30 May to 9 June 2004.

Photo: Bert Fox, National Geographic Society



Dr Robert D. Ballard in the control 'van' aboard *Ronald H. Brown*. This was his first visit to the wreck since July 1986.



R.V. *Ronald H. Brown*
(3,180 tons, built 1996)

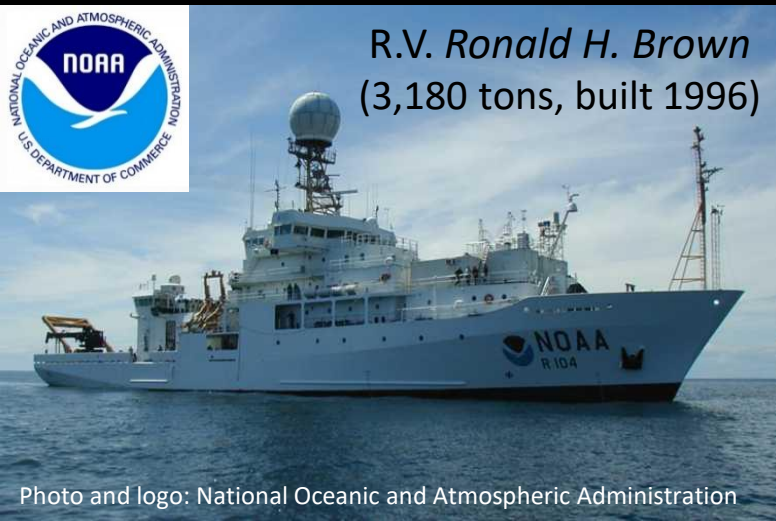


Photo and logo: National Oceanic and Atmospheric Administration

Photo: Emory Kristof,
National Geographic Society



RETURN to
TITANIC
A NEW LOOK AT THE WORLD'S MOST FAMOUS LOST SHIP

Published by the National
Geographic Society in 2004.

ROBERT D. BALLARD
with MICHAEL SWEENEY

27 May 2017



Titanic at the Reagan Library opens at the Ronald Reagan Presidential Library and Museum in Simi Valley, California.

The exhibition features hundreds of *Titanic* artefacts reunited for the first time since 1912, materials and objects from the expedition which discovered the wreck in September 1985, props from James Cameron's movie *Titanic*, and recreations of the liner's interiors.

The exhibition is made possible through support and assistance from the Woods Hole Oceanographic Institution, Cedar Bay Entertainment (parent company of the *Titanic* attractions at Pigeon Forge, TN and Branson, MO, and Lightstorm Entertainment/Twentieth Century Fox.



First Class parlour suite B52, B54 & B56



Photos: Ronald Reagan Presidential Library

Wireless room



28 May 1911



William Murdoch, Joseph Evans, David Alexander and Edward Smith on the bridge of *Olympic* in 1911.

The captain and navigating officers of *Olympic* are photographed aboard the new flagship of the White Star Line at Belfast. Among the group are three officers who will later transfer to the 46,328-ton *Titanic*. The trio will all perish in the disaster on 15 April 1912.



Photo: From a postcard in the Günter Bäbler Collection

Only the most experienced officers for *Olympic*... Of this group, McElroy, Smith and Murdoch are aboard *Titanic* in April 1912.

Standing, left to right: Chief Purser Hugh McElroy, Third Officer Henry Cater, Second Officer Robert Hume, Fourth Officer David Alexander and Sixth Officer Harold Holehouse. *Seated, left to right:* Fifth Officer Alphonse Tulloch, Chief Officer Joseph Evans, Captain Edward John Smith and First Officer William Murdoch.

28 May 1912

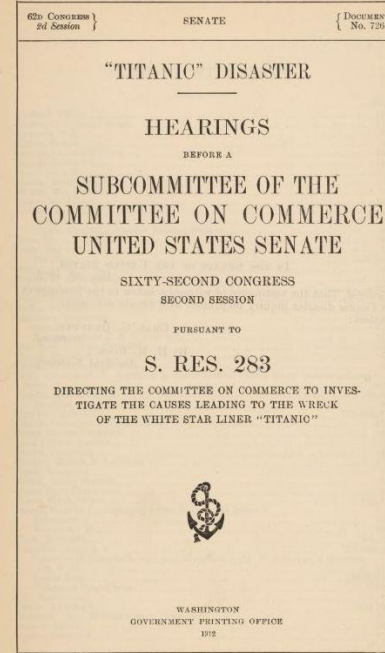


Senator William Alden Smith,
chairman of the United
States' investigation into the
Titanic disaster, presents the
report of his sub-committee
to the United States Senate.



Photo: Library of Congress

U.S. Senate hearings in session,
Washington, D.C., 23 April 1912.



62d Congress,
2d Session,
Report No. 806.

1908

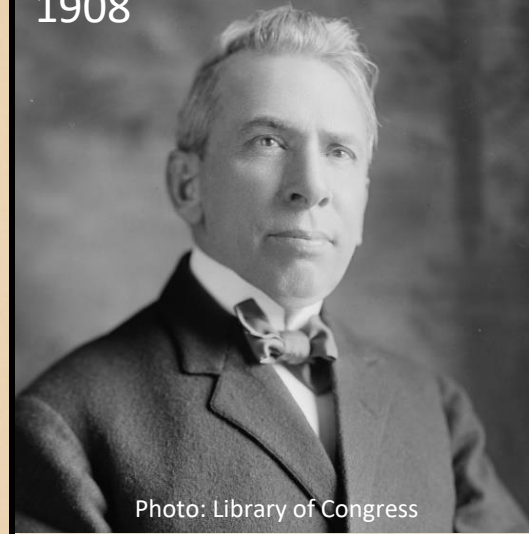


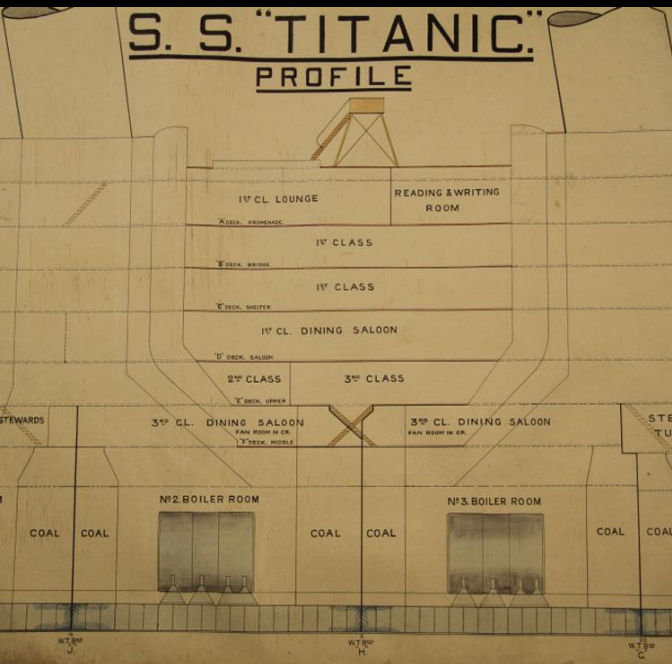
Photo: Library of Congress

William Alden Smith
Born in Dowagiac,
Michigan, 12 May 1859.

*'The committee finds that this accident
clearly indicates the necessity of additional
legislation to secure safety of life at sea.'*

*'... from the gloom of these fearful hours we
shall pass into the dawn of a higher service and
of a better day, and then, Mr. President, the
lives that went down upon this fated night did
not go down in vain.'* (Senator Isidor Rayner)

28 May 2011



Close-up of the centre section of the 'S.S. "TITANIC" PROFILE'.

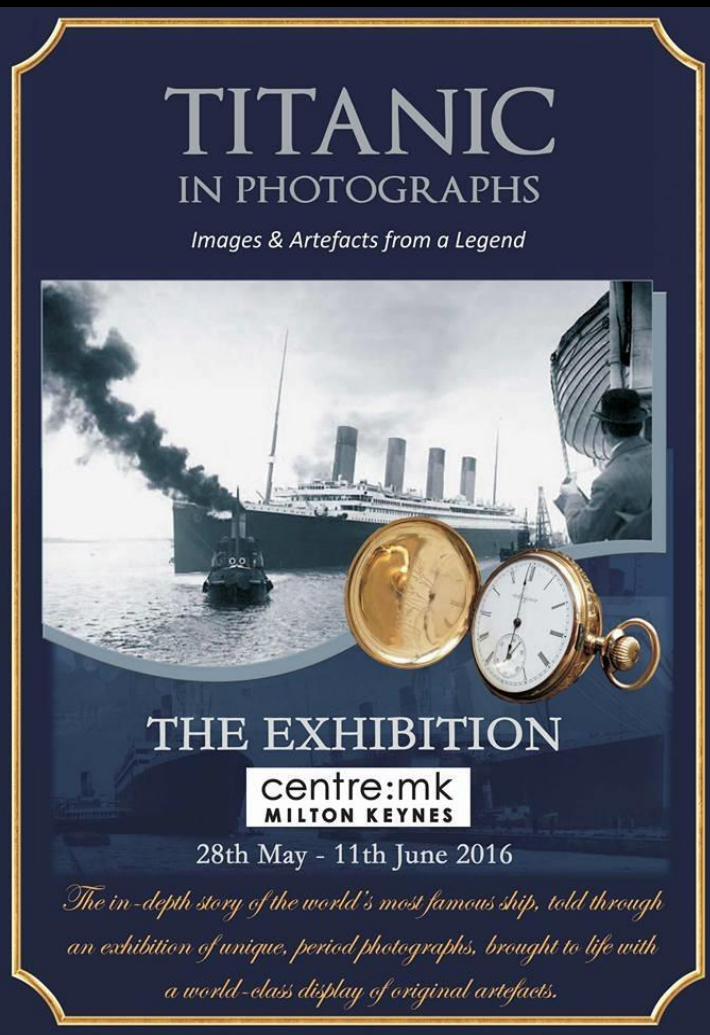
A 33-foot longitudinal cross-section plan of *Titanic*, originally prepared for the British inquiry into the disaster in 1912, becomes the most expensive *Titanic*-related item sold at auction. Hand-coloured and drawn on paper in Indian ink to a scale of $\frac{3}{8}$ inch to one foot, the linen-mounted plan sells to an anonymous buyer for £220,000 (US\$276,622). The plan was first sold at auction for £18,000 on 15 April 1987.



The plan was expected to sell for between £100,000 and £150,000. It includes red and green chalk markings indicating where the iceberg was believed to have breached six compartments.

28 May 2016

White Star Memories opens *Titanic in Photographs – The Exhibition* at the Middleton Hall Shopping Centre in Milton Keynes, England. Based on the book *Titanic in Photographs* (2011) by historians Daniel Klistorner and Steve Hall, the exhibition features almost one hundred large format period images and more than 150 artefacts.



John White, founder and President of White Star Memories, with a gilted bronze clock of a design fitted in the First Class public rooms aboard *Olympic* and *Titanic*.

Photos: White Star Memories Ltd.



Titanic in Photographs attracts an estimated 43,000 visitors during its fifteen-day exhibition in Milton Keynes.



'The in-depth story of the world's most famous ship, told through the exhibition of unique, period photographs brought to life with a world-class display of original artefacts.'

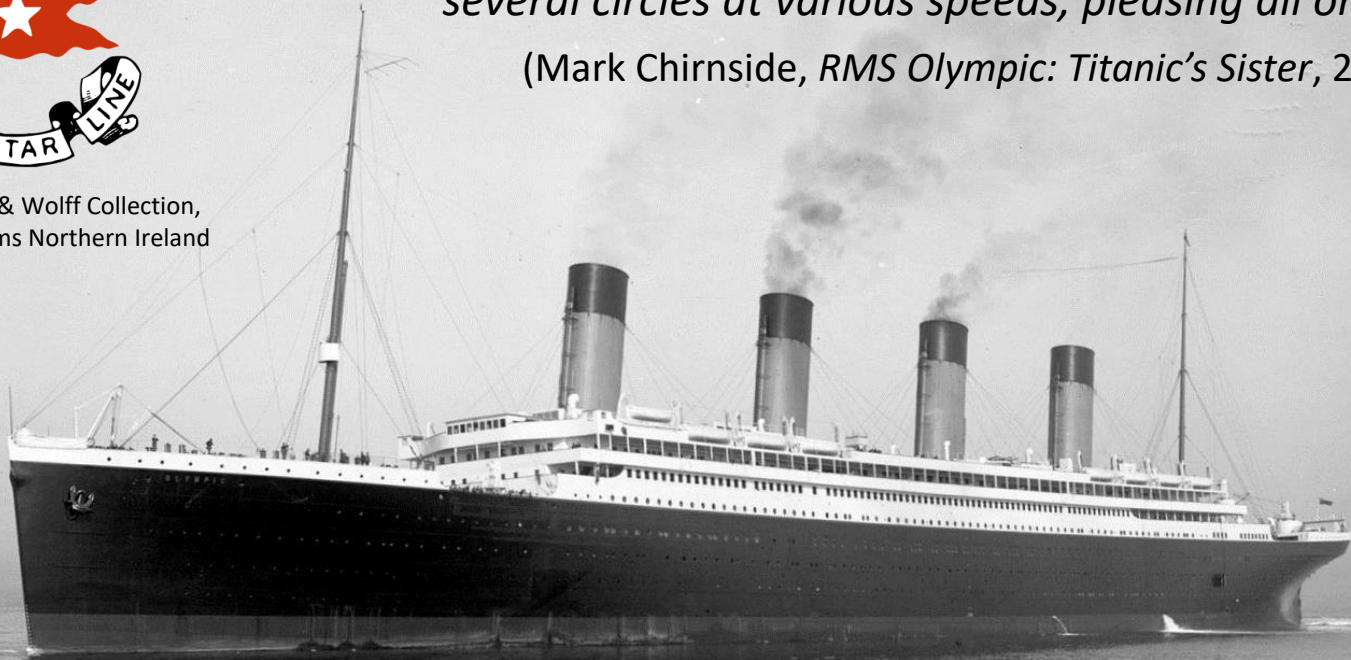
29 May 1911



Photo: Harland & Wolff Collection,
National Museums Northern Ireland

'Olympic's turning abilities were tested, with the engines running at 'full-speed ahead' and the helm being put hard over; and the tests were made with one of the engines running astern to aid the ship's turn. She completed several circles at various speeds, pleasing all on board.'

(Mark Chirnside, RMS Olympic: Titanic's Sister, 2004)



The world's largest liner, the 45,324-ton *Olympic*, commences two days of trials in Belfast Lough and the Irish Sea. On 31 May 1911, the day on which her sister *Titanic* is launched, *Olympic* is handed over from Harland & Wolff to the White Star Line.

29 May 1912

Captain Arthur H. Rostron and the crew of *Carpathia* are awarded medals and a 'loving cup' in recognition of their efforts rescuing *Titanic's* 712 survivors.



Fourteen gold, 110 silver, and 180 bronze medals are cast for *Carpathia's* crew.

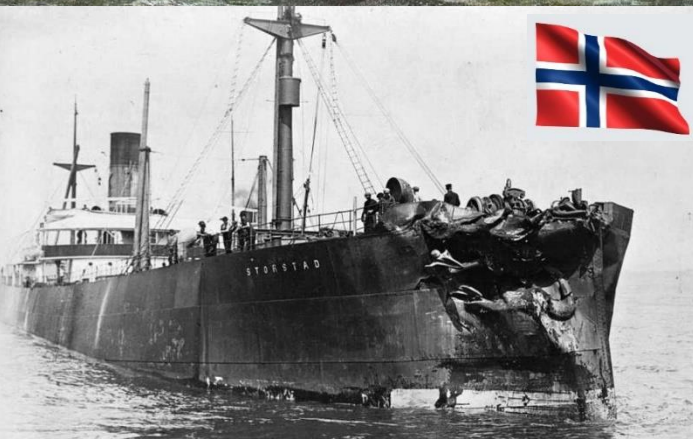
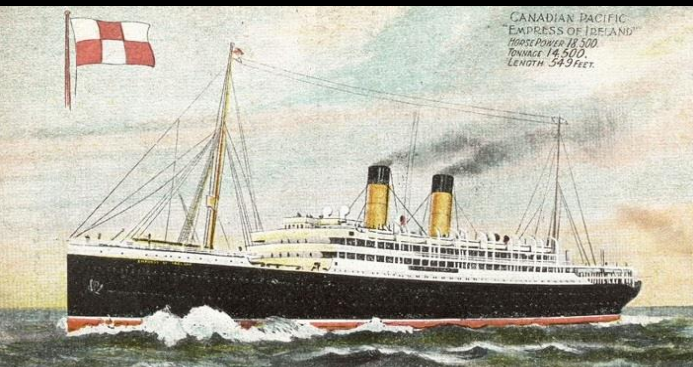
Right: Captain Arthur Henry Rostron receives the 'loving cup' from Margaret Brown, a First Class passenger aboard *Titanic* and a member of the survivors' committee.



Photo: Bain Collection, Library of Congress

'In recognition of gallant & heroic services. From the survivors of the S.S. 'Titanic' April 15th 1912.'

29 May 1914



Storstad (6,028 tons, built 1911) at Montreal with her damaged bow shortly after the incident.

The Canadian Pacific liner *Empress of Ireland*, outward bound on a voyage from Quebec City to Liverpool, collides in thick fog in the St. Lawrence River with the Norwegian collier *Storstad*.

R.M.S. *Empress of Ireland* (14,191 tons, built 1906).

"Her Last Minutes" by Yves Bérubé (2014)
www.marineartgallery.com



Empress of Ireland settles rapidly and sinks in only fourteen minutes with the loss of 1,012 of her 1,477 passengers and crew. More passengers (840) are lost in this tragedy than died two years earlier in the *Titanic* disaster (817).

29 May 2014

One hundred and one years after it was first unveiled, a memorial plaque to Isidor and Ida Straus, who perished in the *Titanic* disaster on 15 April 1912, is rededicated at Macy's department store in New York City. The plaque was originally dedicated on 8 June 1913.



Ida Straus Isidor Straus
Born Feb. 6, 1849. Born Feb. 6, 1845.

'Their lives were beautiful and their deaths glorious.'

Above: Flowers surround the plaque.

Right: Isidor and Ida Straus, c.1910.

Far right: Violinist Sara Caswell plays the hymn *Nearer, My God, to Thee* at the rededication ceremony.



Photos: Courtesy Straus
Historical Society



30 May 1971 

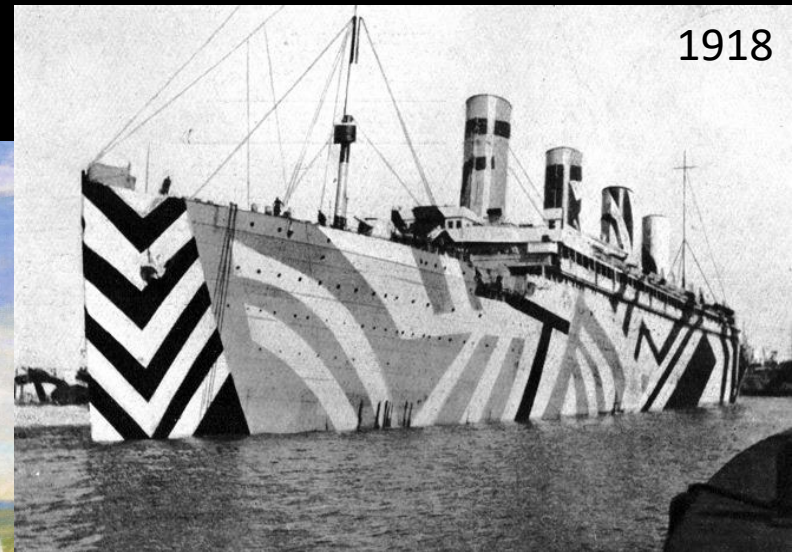


British artist Norman Wilkinson, famous for his paintings in the First Class smoking rooms aboard *Olympic* and *Titanic*, dies at the age of 92. Wilkinson also devised the 'dazzle' camouflage schemes applied to *Olympic* and other ships during the First World War.

Below: A reproduction of 'Plymouth Harbour', originally displayed in Titanic's ornate First Class Smoking Room.

Painting: ©Rodney Wilkinson (1996)

Southampton City Museums Collection



Olympic in 'dazzle' camouflage at Southampton during World War I.

30 May 1984

Harold Thomas Cottam, former wireless operator of the Cunard liner *Carpathia*, dies aged 93. Twenty-one years old in April 1912, Cottam caught *Titanic*'s distress call quite by chance whilst unlacing his boots at the end of a long day transmitting messages.



Solicitor-General Sir John Simon:
*'Now tell us, as nearly as you can ...
what it was the Titanic said to you?'*

Harold Cottam: *'She said, "Come at
once; we have struck a berg," and sent
his position, and then he sent CQD.'*

(British *Titanic* Inquiry, 24 May 1912)

Photo: C. John Penston Collection

Harold T. Cottam in the uniform
of the Marconi Company, c.1912.



Photo: Newark Advertiser

Aboard *Carpathia*, March 1912.

31 May 1911 (1) *Titanic* is launched from slipway No. 3 at Harland & Wolff in Belfast, Ireland. An estimated 100,000 people witness the spectacle.

Photo: Harland & Wolff Collection,
National Museums Northern Ireland



Twenty-three tons of tallow, train oil and soft soap are used to grease the slipway. The 24,000-ton hull reaches the River Lagan in only sixty-two seconds.

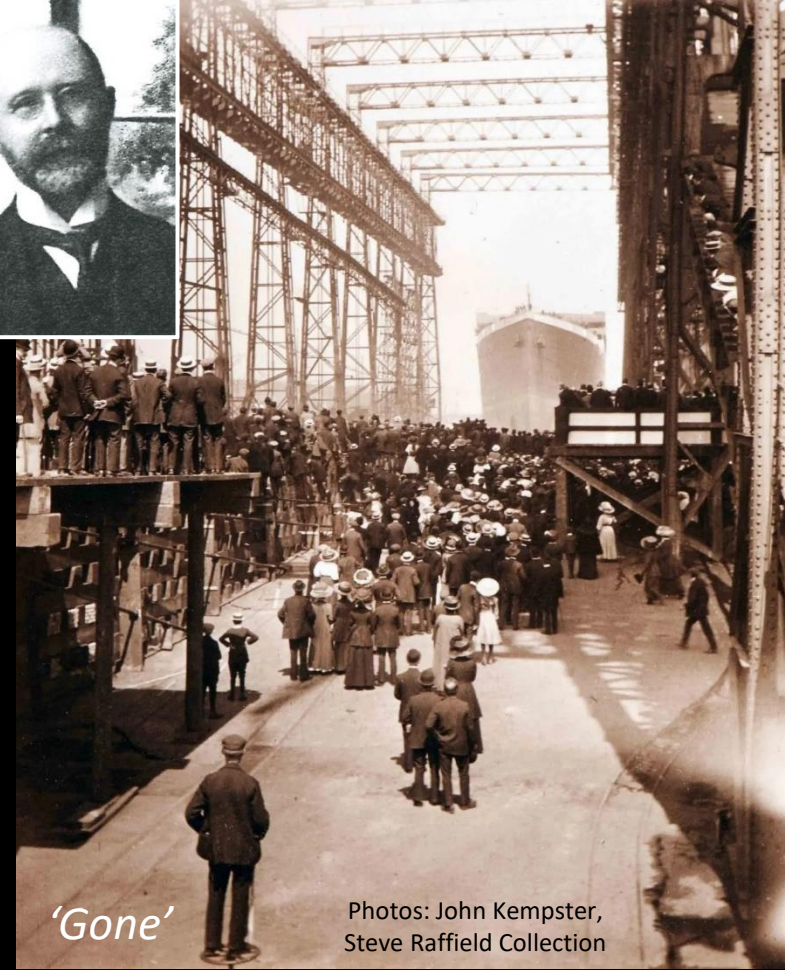
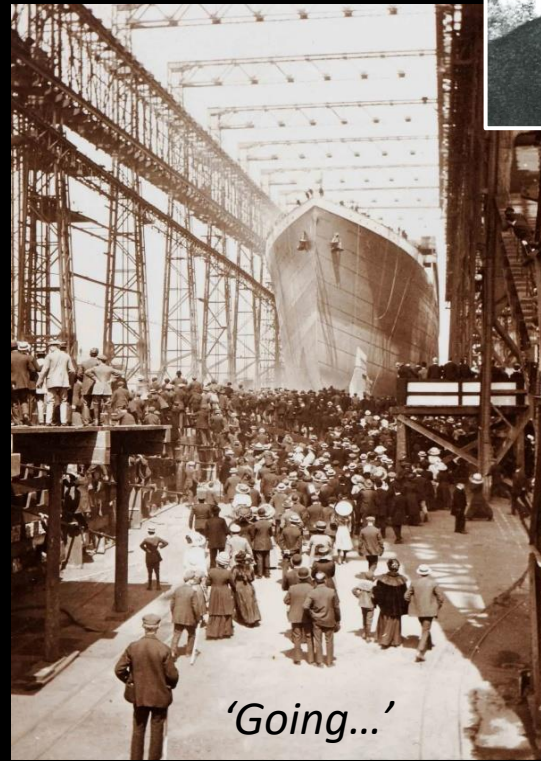
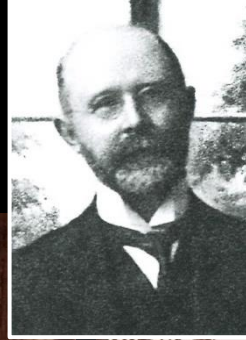
'They just builds 'em and shoves 'em in...'
(Attributed to a Harland & Wolff worker, c.1911)

LAUNCH OF THE TITANIC

31 May 1911 (2)

John W.
Kempster
(1864-1947)

Photo: Nigel Harris

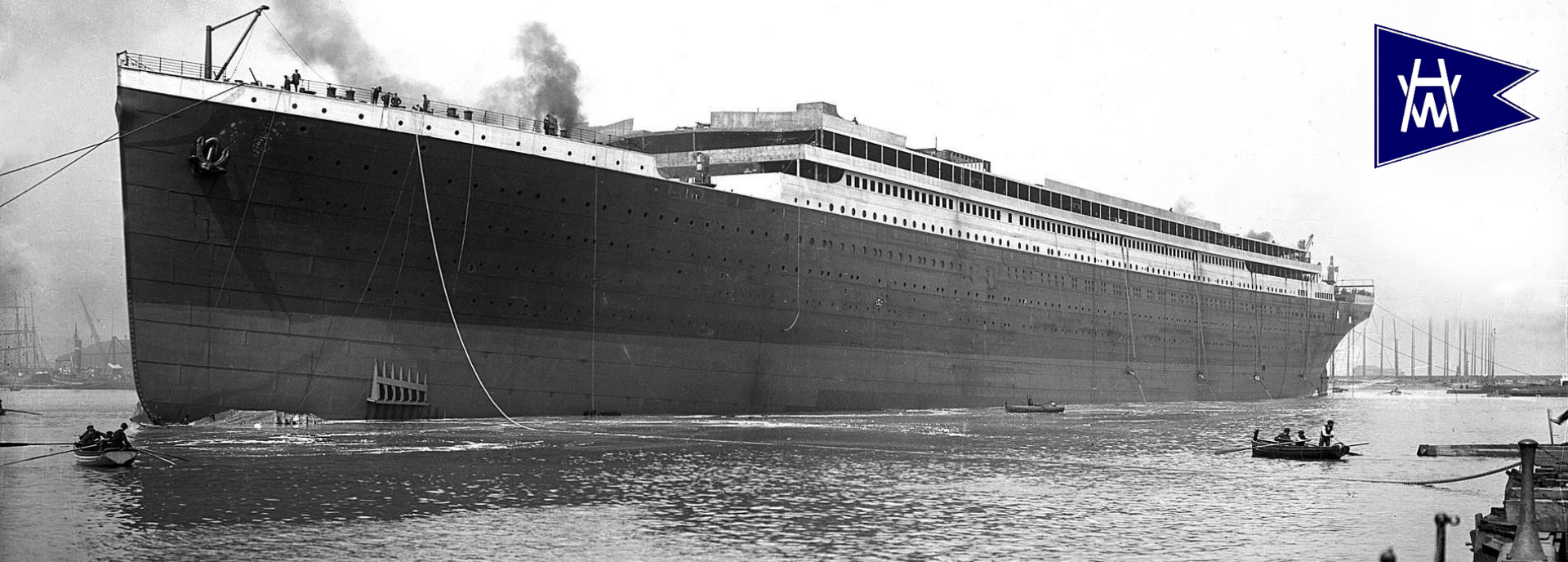


Observing *Titanic's* launch with camera in hand is 47-year-old John Westbeech Kempster, an electrical engineering manager at Harland & Wolff. From his viewpoint at the top end of the 840-foot slipway, he takes three photographs which he later annotates in his photograph album as '*Going... Going... Gone.*'

31 May 1911 (3)

Photo: Harland & Wolff Collection,
National Museums Northern Ireland

Following her launch, *Titanic* is moved to a nearby deep-water wharf for ten months of fitting out by Harland & Wolff workers.



'The men on board took off their caps and cheered lustily after the launch had been consummated, and the thousands of people in the yard and on the banks of the river promptly followed their example.' (Belfast News-Letter, 1 June 1911)

Photographer
Robert John Welch
(1859-1936)

Photo: Courtesy Steve Hall



H1569.
R.V.

THE TITANIC LAUNCHED AT BELFAST.

31 May 1931

1913



Photo: Emil Bieber

Born in Wolgast,
German Empire,
22 May 1864.



Flag of the
German Empire
(1871-1918).



Willy Stöwer's illustration
originally appeared in the
German magazine
Die Gartenlaube.

German artist and illustrator Willy Stöwer dies in Berlin at the age of sixty-seven. Best known for his nautical paintings and lithographs during the German imperial period, Stöwer's 1912 representation of *Titanic*, titled '*Der Untergang der Titanic*', became one of the most recognised illustrations of the liner.

31 May 1996



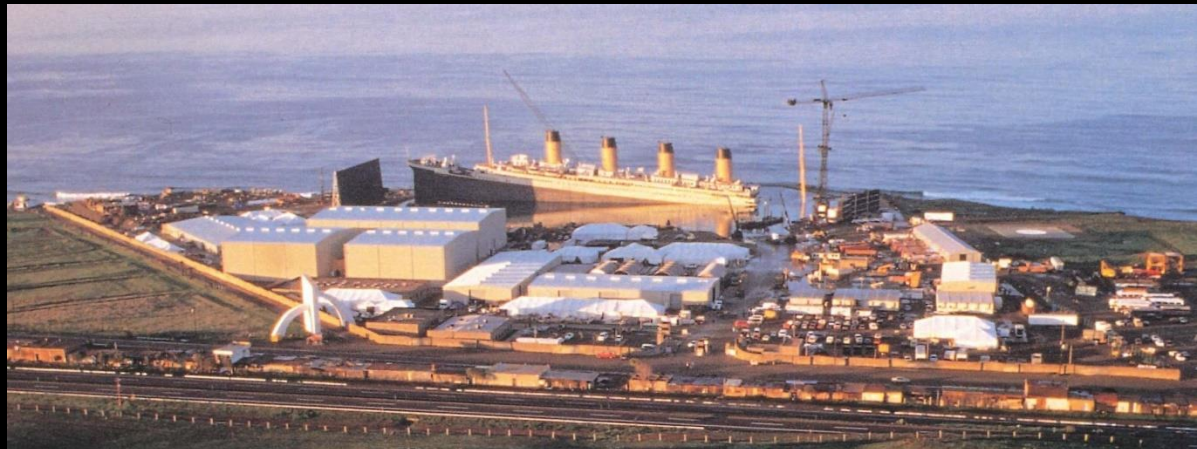
'Stage 1'... truly titanic in scale!

'I call it the '100-Day Studio', because a hundred days after we broke ground we were shooting there. It was a tremendous undertaking.'

(Jon Landau, producer on *Titanic*)

Fox Baja Studios is built on a 100-acre tract of undeveloped land. It features a 17-million gallon water tank and 270-degree views of the ocean. The site is dominated by a remarkably detailed 775-foot-long replica of R.M.S. *Titanic*.

Construction begins on a film studio for Twentieth Century Fox near the town of Rosarito in Baja California, northern Mexico. The studio includes the world's largest water tank and three enclosed stages to film scenes for James Cameron's movie *Titanic*. The start date coincides with the 85th anniversary of the launch of *Titanic* at Belfast, Ireland, on 31 May 1911.



Images: ©Twentieth Century Fox/Paramount Pictures

31 May 2006



A restored bust of Viscount William James Pirrie, shipbuilder, politician and businessman, and Chairman from 1895 to 1924 of the Harland & Wolff shipyard in Belfast, Ireland, is unveiled in the grounds of Belfast City Hall.

Erected over Viscount Pirrie's grave at Belfast City Cemetery on 8 July 1926, the bust and memorial suffered vandalism and gradual deterioration on its original site until relocated to Harland & Wolff on 22 December 1992. It was later moved from a disused part of the shipyard and restored in 2005-06.

The unveiling of the bust at Belfast City Hall coincides with the 159th anniversary of William James Pirrie's birth in Quebec City, Canada, in 1847. It is also the 95th anniversary of the launch at Harland & Wolff of the White Star liner *Titanic* in 1911.



31 May 2009

Eliza Gladys Millvina Dean, the last survivor of the *Titanic* disaster, passes away at the age of 97 in New Forest, near Southampton, England. Millvina Dean was the youngest of *Titanic's* 1,317 passengers at age 9½ weeks.



Photo: Günter Bäbler Collection

The youngest survivor... Millvina Dean with her mother Georgetta "Ettie" Dean a few weeks after the *Titanic* disaster in May 1912.



Photo: Nancy Palmieri/Associated Press

Right: Millvina Dean, age 90, at the National Maritime Museum, London, in 2002.



Photo: Gerry Penny

Photo: British Titanic Society



Millvina Dean's companion Bruno Nordmanis (left) prepares to unveil a memorial plinth. Southampton's Mayor Derek Burke looks on.

Photo: Jez Day



31 May 2012



Photo: Tasha J/Weekend Notes

Photo: Associated Press/
The Spokesman-Review



Millvina Dean on 19 May 2003 with a painting by American artist Edward D. Walker.

Exactly three years after her death, a memorial garden adjacent to the SeaCity Museum in Southampton, England, is dedicated to remember Eliza Gladys Millvina Dean, the last survivor of the *Titanic* disaster.

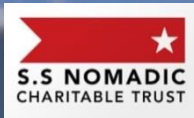
31 May 2013

A ceremony is held at the Hamilton Graving Dock in Belfast to celebrate the restoration of the former White Star Line tender *Nomadic*, built by Harland & Wolff in 1911 and returned 'home' to Belfast on 15 July 2006. *Nomadic* is opened to the public the following day.

Photo: Brian Thompson/Press Eye



**NOMADIC
BELFAST**



**S.S. NOMADIC
CHARITABLE TRUST**



Photo: Archives & Artefacts Study Network

A proud day for Northern Ireland Social Development Minister Nelson McCausland, Tourism Minister Arlene Foster and Dr Denis Rooney, C.B.E., Chairman of the S.S. Nomadic Charitable Trust.

1 June 1911

Olympic makes a special one-day visit to her port of registry at Liverpool.

The White Star Line flagship's yacht-like profile is evident in this painting of her anchored in the River Mersey.

Painting: ©Robert G. Lloyd
www.robertglloyd.com



'Dressed' with flags, the brand-new liner is opened to the public and Liverpudlians take their only opportunity to tour the ship. Proceeds from the entry fees are donated to local charities. *Olympic* departs Liverpool for Southampton that evening to prepare for her maiden voyage.

1 June 1940



Charles Herbert Lightoller, age 66, former Second Officer of *Titanic*, takes his motor yacht *Sundowner* to Dunkirk, France, and safely returns 127 British troops and sailors to England.

'If anybody's going to take my boat to Dunkirk it will be me and my son!'

(Charles Lightoller, 31 May 1940)

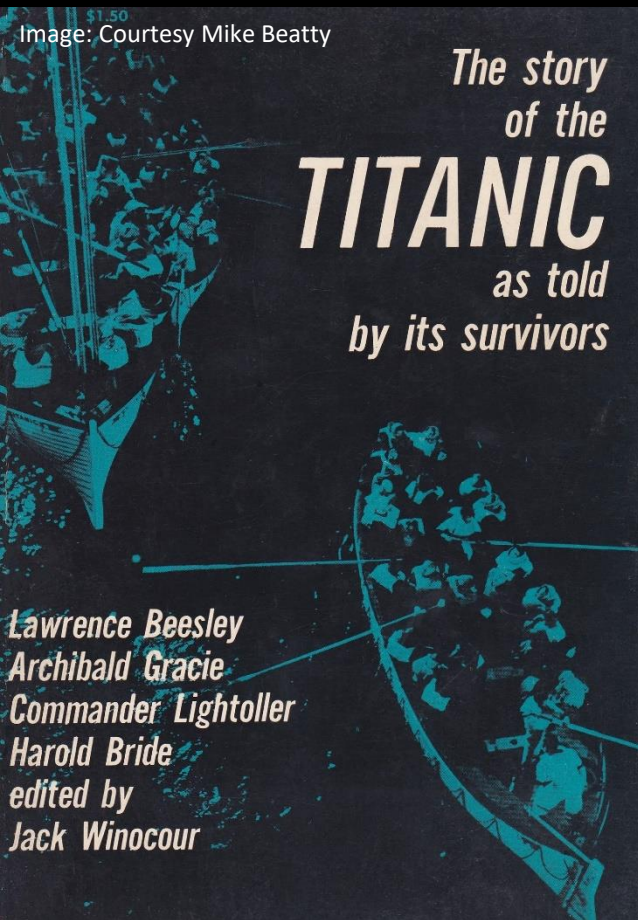
Sundowner
at Dunkirk.



Photo: Alamy Images

Charles Herbert Lightoller with his eldest son, Lieutenant Roger Lightoller, RNVR, shortly after Dunkirk. Roger was killed in action during a German raid on the French coastal town of Granville on the night of 8-9 March 1945.

1 June 1960

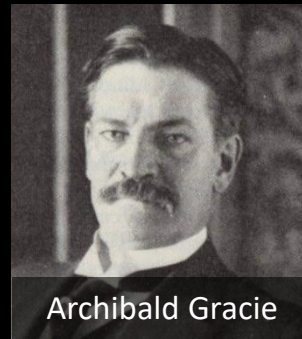


Dover Publications in the United States releases *The Story of the Titanic as told by its Survivors*. The book includes *The Loss of the S.S. Titanic: Its Story and Its Lessons* by Lawrence Beesley (1912); *The Truth About the Titanic* by Colonel Archibald Gracie (1913); *Titanic* by Commander Charles Herbert Lightoller (excerpted from *Titanic and Other Ships*, 1935); and *The Thrilling Tale of Titanic's Surviving Wireless Man* by Harold Bride (*The New York Times*, 19 April 1912).

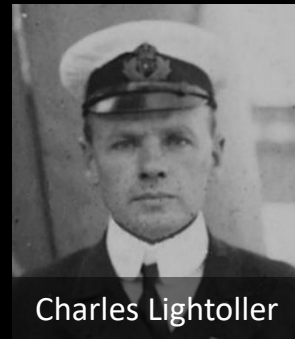
Edited by Jack Winocour, the front cover of the 352-page paperback features a scene from the 1958 Rank Organisation movie *A Night to Remember*.



Lawrence Beesley



Archibald Gracie



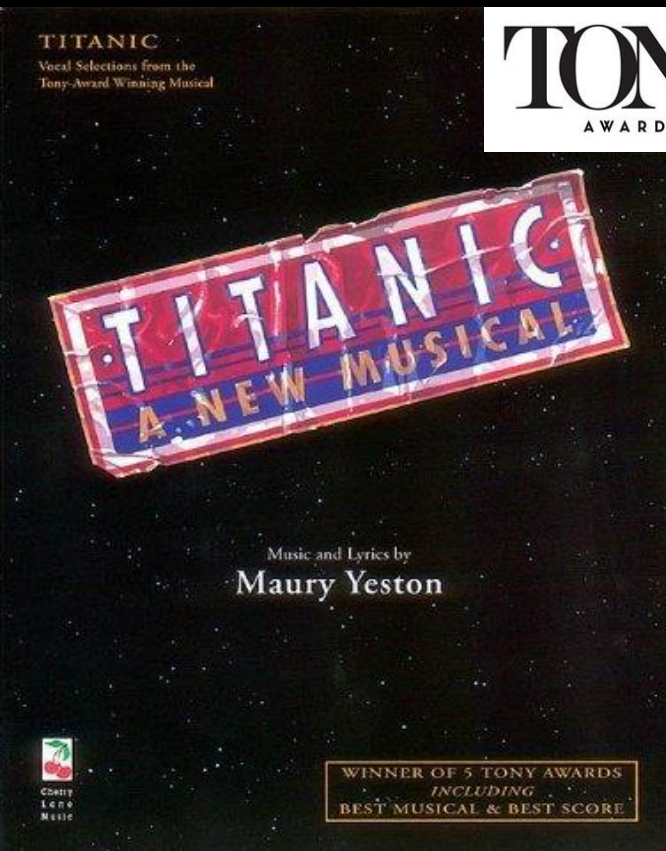
Charles Lightoller



Harold Bride

1 June 1997 (1)

The Broadway musical *Titanic*, which premiered on 23 April 1997, wins five Tony awards during the 51st annual ceremony held at Radio City Music Hall in New York City.



Left: Composer and lyricist Maury Yeston celebrates his win at the Tony Awards.

Photo: Ezio Petersen

Right: Radio City Music Hall.

Photo: Matt H. Wade



A reason to celebrate! Cast members in a scene from the musical *Titanic*.



The production wins in all five categories for which it was nominated, including 'Best Musical', 'Best Original Score' (Maury Yeston) and 'Best Book of a Musical' (Peter Stone).

1 June 1997 (2) *LIFE* magazine publishes its 2,102nd issue with a cover painting (1996) by maritime artist Ken Marschall. The magazine features an article titled ‘*The Tragedy of the Titanic*’ (Part II) by Charles Hirshberg with a survivor account by Michel Marcel Navratil.



*Right: LIFE Books publishes a 144-page hardback on 13 March 2012 titled *Titanic: The Tragedy that Shook the World*. A softcover edition, with additional material on the movie *Titanic* (1997), is released in 2018 and 2023.*



The cover artwork features Ken Marschall's 1974 painting "Awaiting the End".

Also featured in the June 1997 issue of *LIFE* are references to an exhibition of *Titanic* artefacts in Memphis, Tennessee; the television mini-series *Titanic* and computer video game *Titanic: Adventure Out of Time* (1996); and the Broadway musical *Titanic* and book *Last Dinner on the Titanic* (1997).

2 June 2008

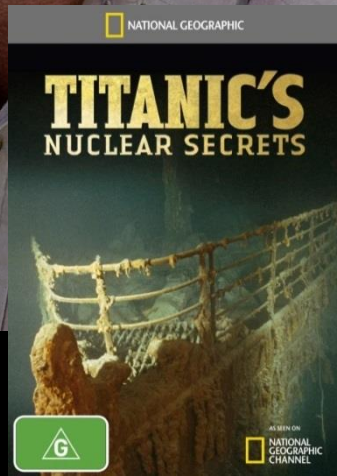
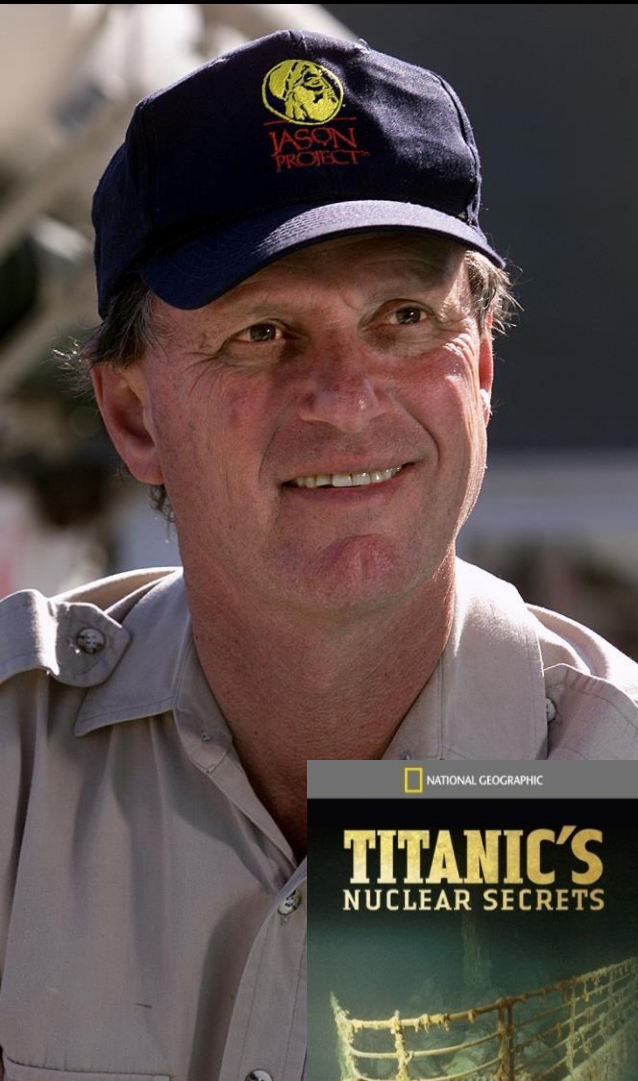


Photo: Stephen Osman,
Los Angeles Times

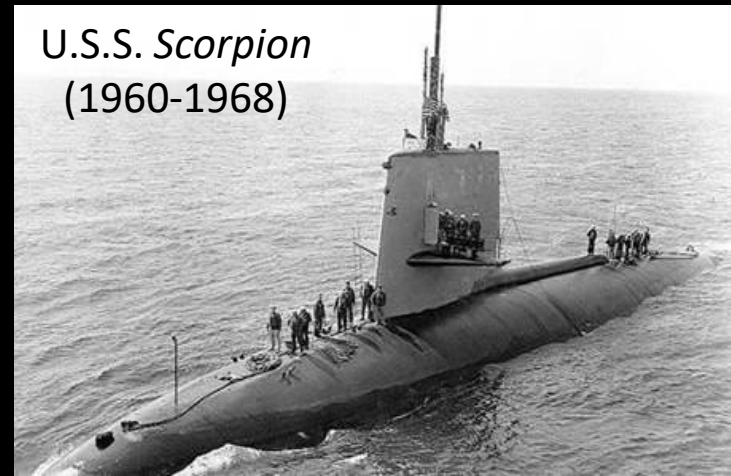
DVD release, 2011

The National Geographic Channel first broadcasts *Titanic: The Final Secret*, in which oceanographer and former naval officer Robert Ballard details the covert operation which led to the discovery of *Titanic's* remains on 1 September 1985.

The top-secret mission for the U.S. Navy was to examine the nuclear-powered submarine U.S.S. *Scorpion*, which sank on 22 May 1968. Time remaining after the mission was available to search for the elusive White Star liner *Titanic*.

Robert Ballard had also examined, in 1984, the wreck of the nuclear-powered submarine U.S.S. *Thresher*, lost with all 129 crew in the North Atlantic on 10 April 1963.

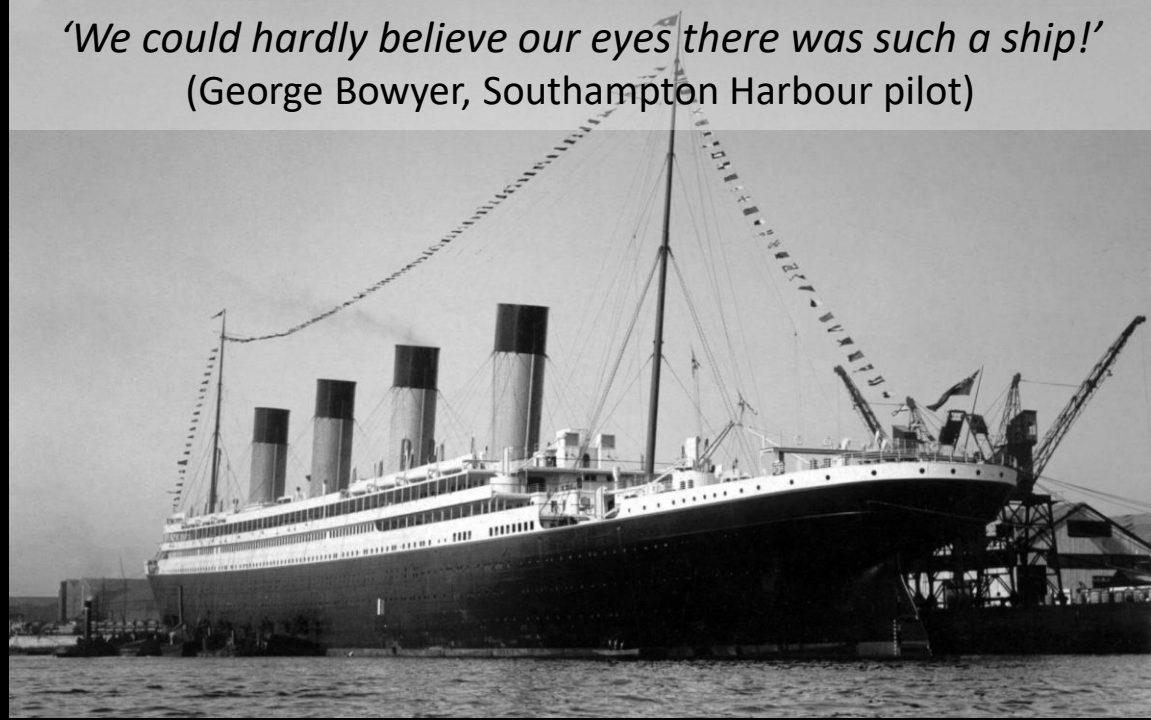
U.S.S. *Scorpion*
(1960-1968)



3 June 1911 (1)

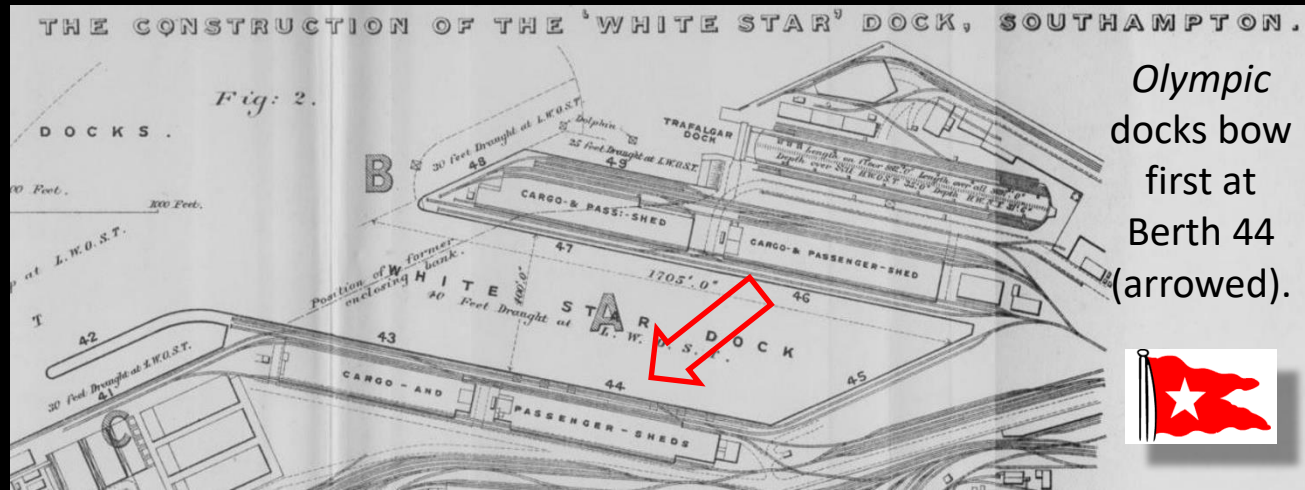
R.M.S. *Olympic* is the first ship to berth in the new White Star Dock at Southampton, England. Dredged to a depth of 40 feet below mean tide, the dock encloses a water area of 16 acres.

'We could hardly believe our eyes there was such a ship!'
(George Bowyer, Southampton Harbour pilot)



'Her hull was a thing of wonder and awe, and the visitors who thronged to the dock from the early hours of the morning were greatly impressed with the biggest ship the world has ever known.' (Local press report, 3 June 1911)

Plan of the White Star Dock from *'The Construction of the White Star Dock and adjoining quays at Southampton'* by Francis Ernest Worthington-Sheilds, M. Inst. C.E. His paper (No. 4057) was published in the *Minutes of Proceedings of the Institution of Civil Engineers*, London, 1913-14.



Olympic
docks bow
first at
Berth 44
(arrowed).



3 June 1911 (2)



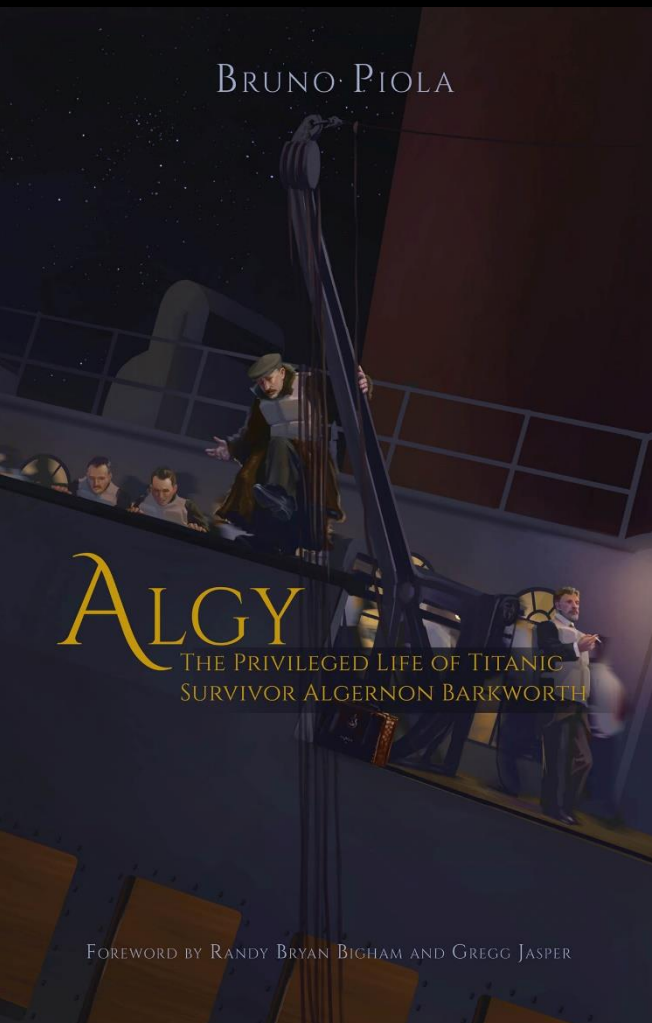
The tender *Nomadic* (1,273 tons), launched at Harland & Wolff on 25 April 1911, arrives at Cherbourg, France, to begin tendering duties with the White Star Line.



French postcard of *Nomadic*.

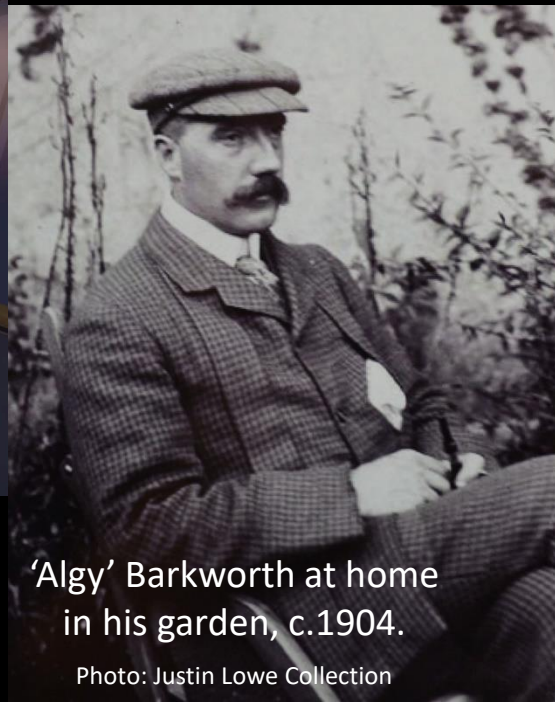
Above: A faithful servant until 1927 of the White Star Line... *Nomadic* ferrying passengers and mail to *Olympic* at Cherbourg in the 1920s. *Nomadic*'s 'sister' tender, the 675-ton *Traffic*, also arrives at the French port on 3 June 1911.

3 June 2022



Tatiana Yamshanova's cover painting depicts Algernon Barkworth about to leap into the freezing sea from *Titanic*'s starboard Boat Deck on 15 April 1912.

Titanic researcher Bruno Piola publishes *Algy: The Privileged Life of Titanic Survivor Algernon Barkworth*. The book chronicles the life of Algernon Henry 'Algy' Barkworth (1864-1945), who travelled aboard *Titanic* as a 47-year-old First Class passenger and survived aboard upturned collapsible lifeboat 'B'.



'Algy' Barkworth at home in his garden, c.1904.

Photo: Justin Lowe Collection

'I hesitated for a few moments before dropping, for the sea seemed to be full of chairs and other wreckage thrown overboard by the passengers, and I thought I should hurt myself. Fancy thinking of such a thing at such a time.' (Algernon Barkworth to Carpathia passenger Cecil R. Francis)

'At last, the complete story of Algernon "Algy" Barkworth has been fully, accurately, and passionately recorded. I give this book my highest recommendation!' (Brandon Whited)

4 June 1912 (1)

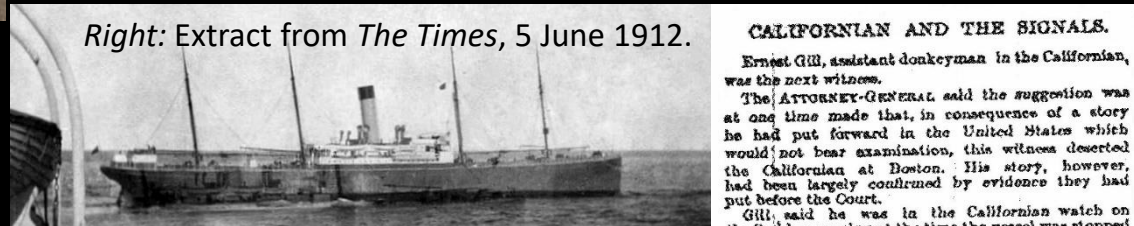


Ernest Gill (left) is questioned in part by Sidney Rowlatt (1862-1945), junior counsel for Britain's Board of Trade.

Ernest Gill, former 'Donkeyman' of the Leyland Line steamer *Californian*, testifies at the British Inquiry about what he saw on the night of 14-15 April 1912. He reaffirms his account from the U.S. Inquiry that he sighted a large passenger steamer and later what he believed was a rocket being fired.

Sidney Rowlatt: *'Did you see anything in the direction where the steamer had been?'*

Ernest Gill: *'I had pretty nearly finished my smoke and was looking around, and I saw what I took to be a falling star ... I did not pay any attention to that. A few minutes after, probably five minutes, I threw my cigarette away and looked over, and I could see from the water's edge ... a great distance away, well, it was unmistakably a rocket; you could make no mistake about it. Whether it was a distress signal or a signal rocket I could not say.'*



Right: Extract from *The Times*, 5 June 1912.

4 June 1912 (2)

Among the witnesses testifying on the sixteenth day of the British Inquiry is J. Bruce Ismay, Chairman and Managing Director of the White Star Line. Ismay answers 672 questions from various counsel. He is recalled the next day and replies to an additional 176 questions.



Sir Rufus Isaacs: *'Would you tell us what happened after you got the women and children in?'*

J. Bruce Ismay: *'After all the women and children were in and after all the people that were on deck had got in, I got into the boat [collapsible 'C'] as she was being lowered away.'*

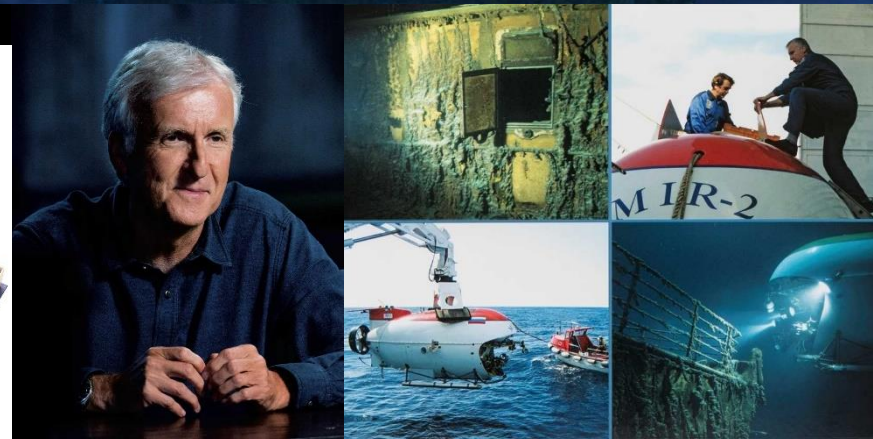
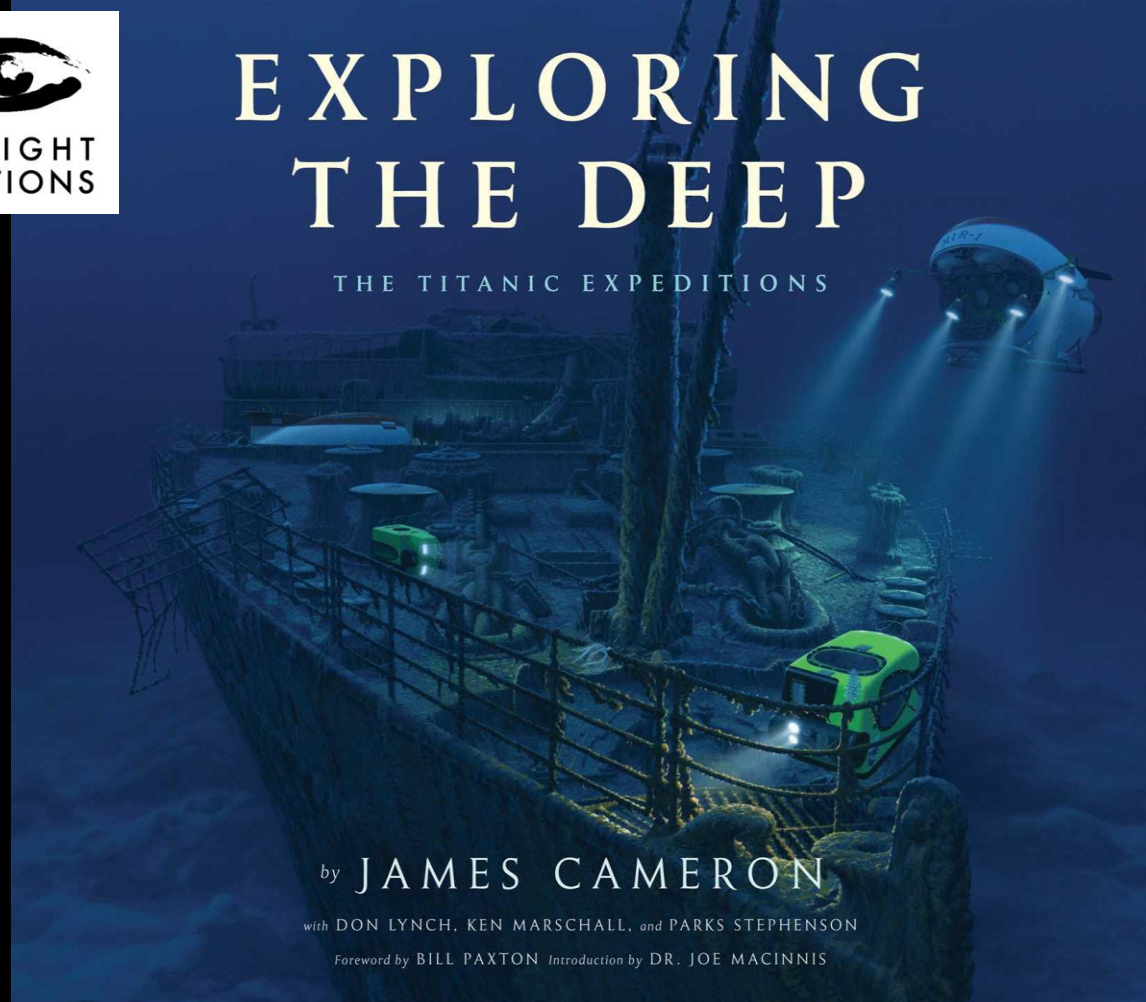
Illustration: ©Julia Quenzler



4 June 2013



Exploring the Deep: The Titanic Expeditions is published by Insight Editions. The 252-page hardback chronicles James Cameron's three expeditions to explore and document *Titanic*, in 1995, 2001 and 2005.



5 June 1912

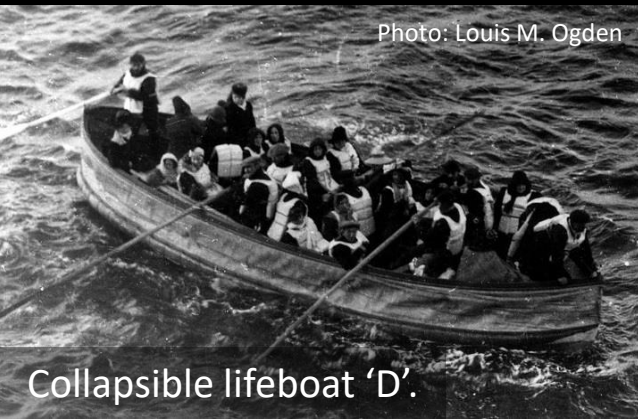


Photo: Louis M. Ogden

Collapsible lifeboat 'D'.



Born in Bebington, Cheshire, England, 20 October 1859.

White Star Line director Harold Arthur Sanderson is questioned at the British Inquiry about lifeboat provision aboard *Titanic*. Despite the loss of almost 1,500 lives, he declares: ‘... *having regard to the extraordinary nature of the accident which happened to the Titanic, I still do not feel that it would be a wise or a necessary provision ... to provide boats for everybody on board the ship.*’

Right: Solicitor-General Sir John Simon (1873-1954) questions Harold Sanderson at length about the number of lifeboats provided for *Olympic* and *Titanic*.

Harold Arthur Sanderson, age 52 in June 1912.

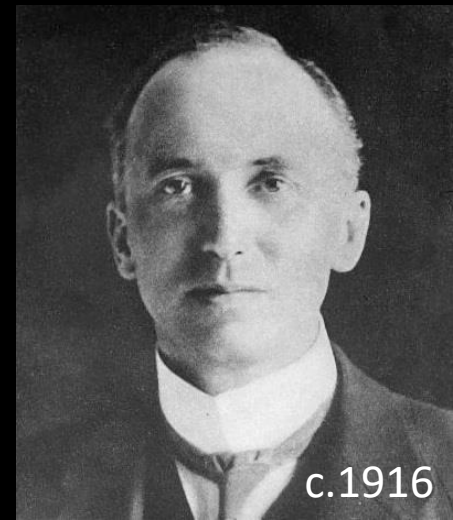


Photo: Bain Collection, Library of Congress

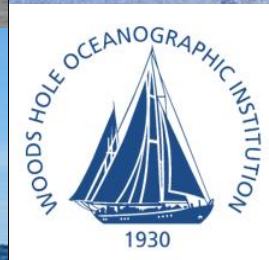
c.1916

5 June 1964

The United States Navy commissions the deep-submergence vehicle *Alvin*. In July 1986, *Alvin* gains worldwide fame when it explores the wreck of R.M.S. *Titanic*.



Photos: Woods Hole Oceanographic Institution



Commissioning day at the Woods Hole Oceanographic Institution, Woods Hole, Massachusetts.

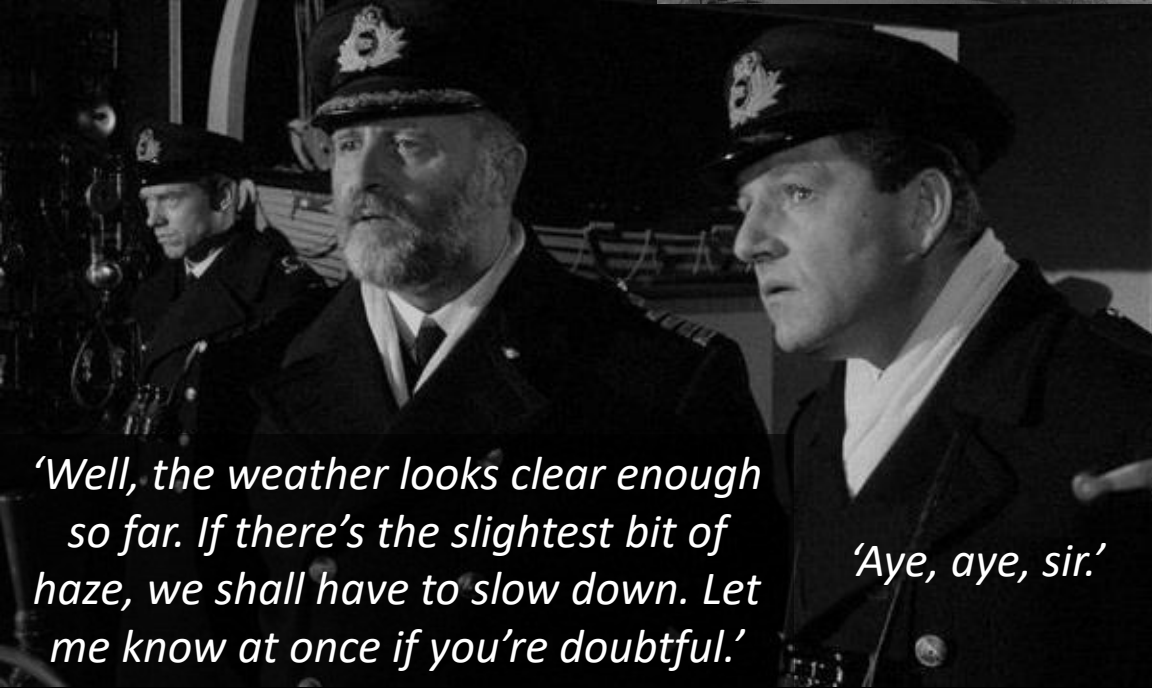
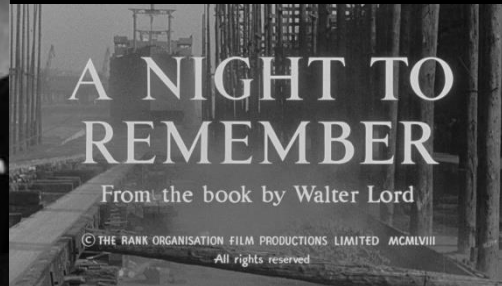
Alvin with its distinctive red 'sail' during a dive in the late 1990s. A new titanium sphere fitted in 1973 extended *Alvin's* certified depth from 6,000 feet (1,830 metres) to 13,124 feet (4,000 metres).

5 June 1992

British actor Laurence Naismith, who portrayed *Titanic's* captain Edward John Smith in the 1958 movie *A Night to Remember*, passes away in Southport, Queensland, Australia, at the age of 83.



'How long will she last?'



'Well, the weather looks clear enough so far. If there's the slightest bit of haze, we shall have to slow down. Let me know at once if you're doubtful.'

'Aye, aye, sir.'



Images: ©Carlton International Media Ltd.

Helen Russell-Cooke, daughter of Captain Edward J. Smith, speaks with actor Laurence Naismith on the set of *A Night to Remember* in 1957.

6 June 1912

S.S. *Ottawa* (2,742 tons, 1900-1921)
Built by Armstrong, Mitchell & Co.,
Newcastle, England, 1888.

'... upon searching the clothes a wallet was found bearing the initials W.T.K. and containing various documents including a love letter and a business card ... The body was given a proper sea burial according to the ceremony of the Church of England.'

(From a letter written by Third Officer Thomas Cook of *Ottawa*)

**William
Thomas Kerley**
(1884-1912)



Photo: Lorraine Keys
Collection



Photo: www.aukevisser.nl

The badly decomposed body of *Titanic* Second Class Assistant Saloon Steward William Thomas Kerley, age 28, is found some 543 miles from the disaster site by the tanker *Ottawa*. After a service, the crew commits William Kerley's body to the deep.

6 June 1916



On His Majesty's Service... Outward bound from Southampton in the English Channel, *Britannic* (48,158 tons) passes the inbound hospital ship *Aquitania* (45,647 tons).

Upon her withdrawal from hospital ship duty, the British War Office advances the White Star Line £76,000 to refit *Britannic* as a passenger liner.



Digital artwork: ©Alexandr Filin (2021) www.instagram.com/fil.ax_artist/

Britannic is officially released from British Government service and returned to the White Star Line after completing three return voyages as a hospital ship between Southampton and the Mediterranean. White Star prepares to refurbish the ship for passenger service, but *Britannic's* war is not yet over.

7 June 1912



Photo: Royal Geographical Society

c.1923

Naval architect Edward Wilding (1875-1939) succeeded Thomas Andrews as Managing Director of Harland & Wolff, Ltd. following the *Titanic* disaster in April 1912.

Harland & Wolff naval architect Edward Wilding begins his second day of testimony at the British *Titanic* Inquiry. When questioned about the manner in which *Titanic* flooded, he remarks: *'My estimate ... is that the total area through which water was entering the ship was somewhere about twelve square feet.'*



The British *Titanic* Inquiry in session at the Scottish Drill Hall in Buckingham Gate, London, May 1912.

7 June 1924



Born in Quebec City, Canada, on 31 May 1847, William James Pirrie was elevated to '1st Viscount Pirrie of Belfast' on 13 July 1921. He had been 'Baron Pirrie', a British life peer, since 29 June 1906.

Viscount William James Pirrie, the prominent shipbuilder and businessman who helped conceive the 'Olympic'-class ocean liners, dies suddenly aged 77. His body is returned to England from New York aboard his beloved R.M.S. *Olympic*.



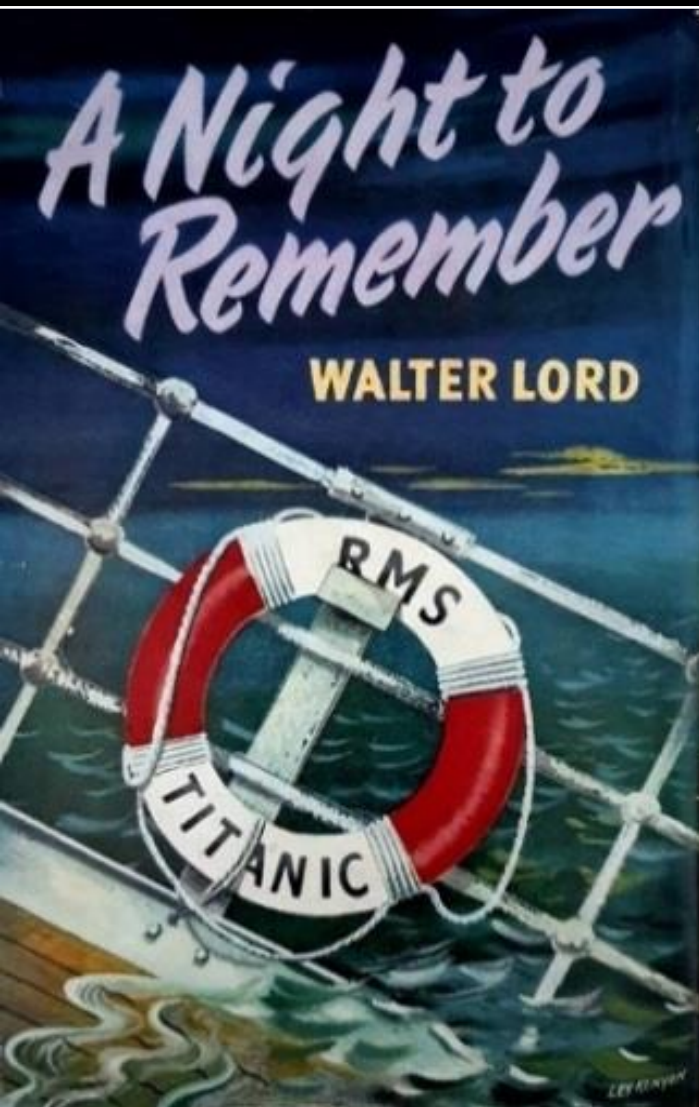
Photo: David Holmes Photography

The grave at Belfast City Cemetery of William and Margaret Pirrie.

William James Pirrie in a caricature from *Vanity Fair*, 8 January 1903.



7 June 1956



Dust jacket of the British edition. The 200-page hardback sells for 16 shillings.

Seven months after its release in the United States, *A Night to Remember* is published in the United Kingdom by Longmans, Green & Company Ltd.

'The complete story is told for the first time by an American, Walter Lord, who has taken 20 years to collect his facts and it is published today under the title "A Night to Remember."'

(Portsmouth Evening News, 7 June 1956)

Newspaper article: Courtesy Gregg Jasper



1955

'All the drama, horror, tragedy of that grim, heart-breaking night ... presented in such superb narrative style. It is a book to remember.' (Chicago Sunday Tribune, 1955)

The Loss of Titanic

FORTY-FOUR years ago an "unsinkable" ship was lost on her maiden voyage.

Older people, who still remember the profound shock caused by the foundering of the Royal Mail steamer Titanic after colliding with an Atlantic iceberg, will readily recall the main circumstances.

Titanic, a 66,000-ton luxury liner built to the order of the White Star Line, sailed from Southampton on April 10, 1912, bound for New York. She had on board as passengers, officers and crew a total of 2,207 souls, of whom only 705 were saved.

The complete story is told for the first time by an American, Walter Lord, who has taken 20 years to collect his facts and it is published today under the title, "A Night to Remember" (Longmans, Green & Co., Ltd., 16s.).

It is a remarkable book, for fact is often stranger than fiction.

There are accounts of numerous episodes in this great sea disaster which only go to prove how complex are the minds and moods of people when confronted with an emergency. There are tales of great bravery and of incidents which do not reflect so well.

8 June 1911



Lord William James Pirrie, Chairman of shipbuilder Harland & Wolff, and Captain Edward John Smith of the White Star Line, are photographed aboard the brand-new 45,324-ton R.M.S. *Olympic* at Southampton.

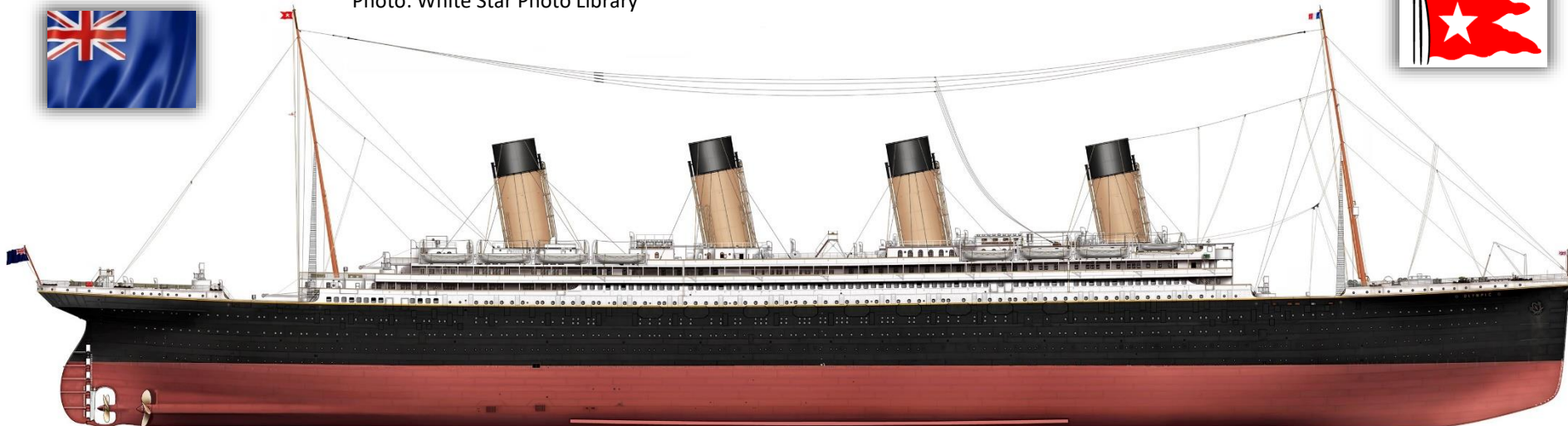
Left: A proud shipbuilder and captain pose for the photographer on *Olympic's* starboard Boat Deck, six days before the maiden voyage to New York.

Starboard profile of *Olympic* as completed in May 1911.

Artwork: ©Cyril Codus (2019)



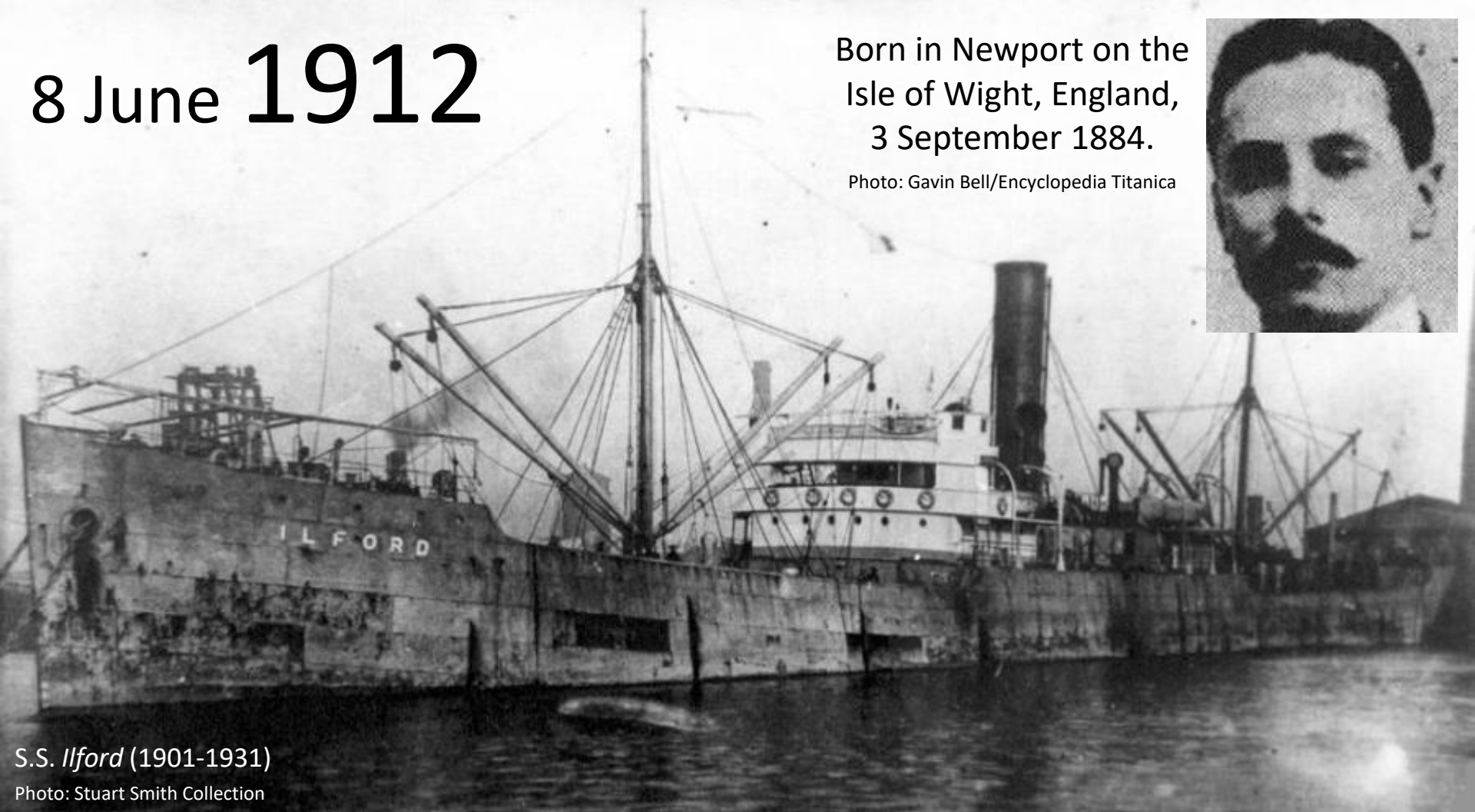
Photo: White Star Photo Library



8 June 1912

Born in Newport on the
Isle of Wight, England,
3 September 1884.

Photo: Gavin Bell/Encyclopedia Titanica



S.S. *Ilford* (1901-1931)

Photo: Stuart Smith Collection

The body of First Class Saloon Steward William Frederick Cheverton is found by the S.S. *Ilford*. He is the final victim of the *Titanic* disaster to be recovered from the North Atlantic. Aged 27 and unmarried, William Cheverton is buried at sea.

8 June 1950



Photo: Frances Hurd Stadler Collection

Carlos F. Hurd at his desk in the offices of the *St. Louis Post-Dispatch* in the early 1940s.

GRAPHIC STORY OF NEWSPAPER MAN ON BOARD RESCUE SHIP

Carlos F. Hurd, a retired journalist and long-time reporter of the *St. Louis Post-Dispatch*, dies at the age of 73. Hurd and his wife Katherine were passengers aboard *Carpathia* during the rescue of *Titanic*'s survivors on 15 April 1912. He and his wife interviewed many survivors before the ship arrived in New York City and his exclusive 'scoop' featured in the *St. Louis Post-Dispatch* on 19 April 1912.

"WERE ALL THE WOMEN AND CHILDREN SAVED?"--MR. ISMAY: "I AM AFRAID NOT"

Post-Dispatch Best of St. Pauls for Selling News
Only Evening Paper in St. Louis With the Associated Press News Service.

ST. LOUIS POST-DISPATCH
Only Evening Paper in St. Louis With the Associated Press News Service.

NIGHT EDITION
FINANCIAL MARKETS SPORTS

**TITANIC AT RACING SPEED WHEN SHE STRUCK;
LIFEBOATS FOR LESS THAN ONE-THIRD ON BOARD**

POST-DISPATCH REPORTER ON CARPATHIA SENDS FIRST COMPLETE ACCOUNT OF DISASTER
The Post-Dispatch today prints the first authentic account of the ocean tragedy in which 3500 lives and the greatest ship afloat were lost; sent to this newspaper by Carlos F. Hurd, a member of its staff on the Carpathia.

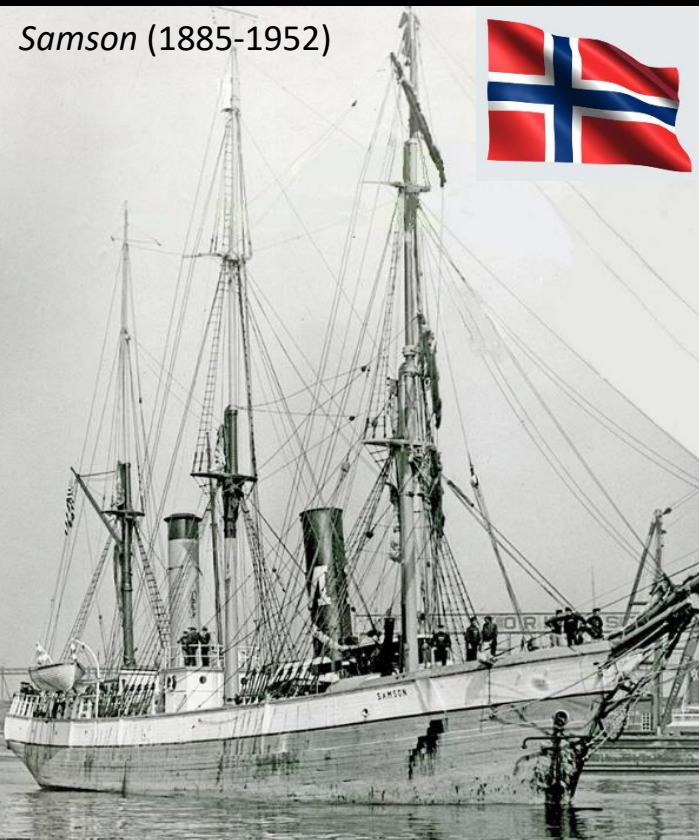
MR. HURD, on leave of absence, sailed on the Carpathia Thursday, April 11, with his wife, for a two months' sojourn in Europe. The Carpathia was one of the first ships to hear the Titanic's call for aid when she struck the iceberg at 11:45 Sunday night, and was the first ship to reach the scene of the disaster. She arrived at the spot where the Titanic had gone down, at daylight Monday morning, and found only wreckage and lifeboats.

THREE story of the ocean catastrophe was gathered by Mr. Hurd from the survivors who were picked up by the Carpathia. Mr. Hurd has been a member of the Post-Dispatch staff continuously for the last 14 years, as reporter and writer of news, interviews and special articles. He enjoys an exceptional reputation for accurate and thorough reporting, as well as for descriptive power in writing. He is 36 years old. He lives at 5071 Odessa avenue with his wife and two children.



9 June 1928

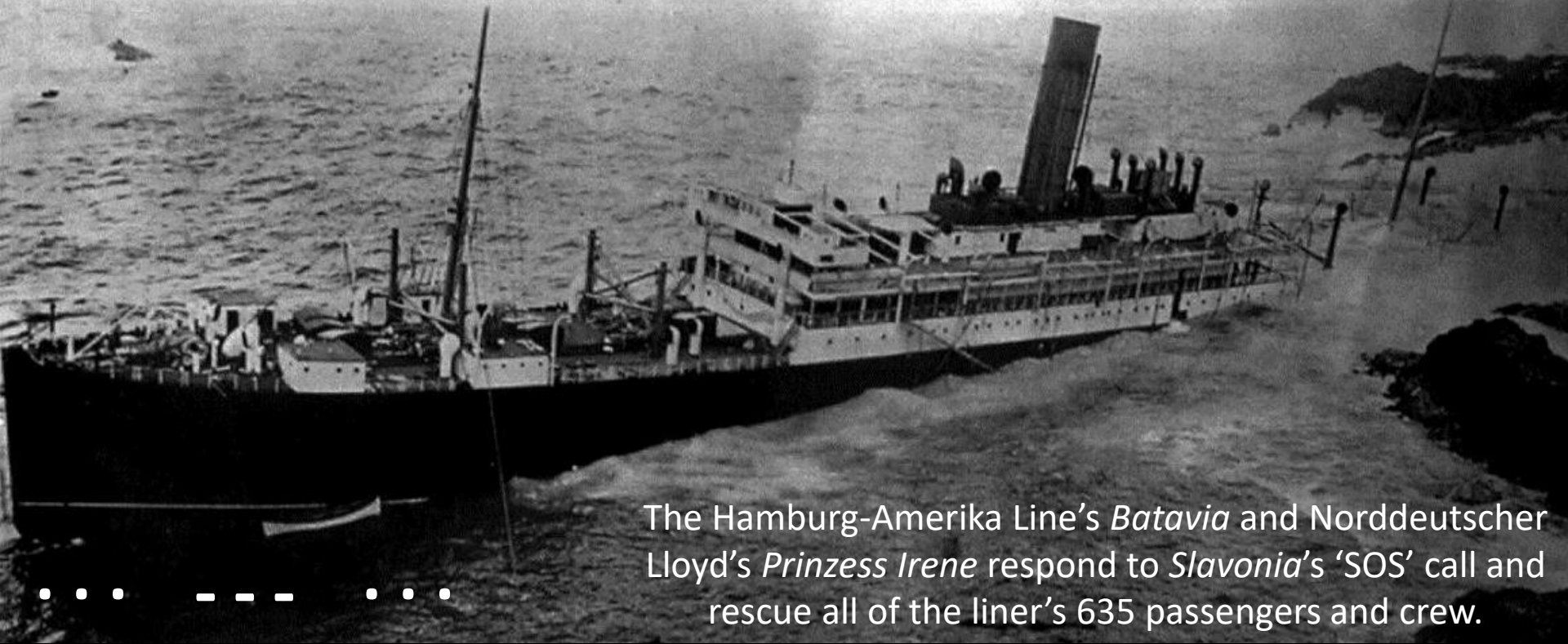
The *Arbeider-Avisen*, daily newspaper of Trondheim in Norway, publishes an article about the Norwegian sealer *Samson* and her alleged involvement in the *Titanic* disaster. Hendrik Naess, a harpoon gunner and mate aboard *Samson* in April 1912, claims that crew members saw the distress rockets but took no action to render assistance.



'Out in the horizon, a couple of miles west of us we saw light. Put the binoculars on it [and] we realised it was rockets. This lasted until 00.30 o'clock. Light disappeared. A month later we came to Iceland. There we got the message that Titanic had gone down a month ago, and it was exactly that night we noticed the lights out in the ocean. The time and place matched exactly our observations.' (Hendrik Naess, June 1928)

10 June 1909

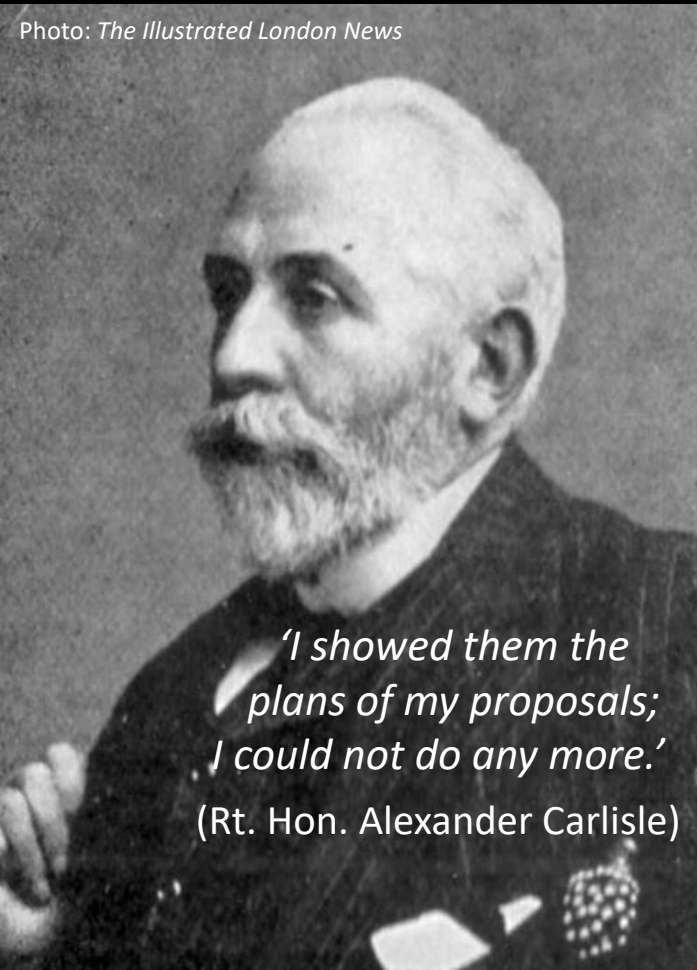
Built by Sir J. Laing & Sons, Sunderland, England, in 1902 as *Yamuna* for the British India Line. Sold to Cunard in 1903.



The Hamburg-Amerika Line's *Batavia* and Norddeutscher Lloyd's *Prinzess Irene* respond to *Slavonia*'s 'SOS' call and rescue all of the liner's 635 passengers and crew.

En route from New York City to Trieste, Italy, the Cunard liner *Slavonia* (10,606 tons) runs aground in foggy weather two miles west of Flores Island in the Azores. The international distress call 'SOS', adopted in November 1906 and in use since 1 July 1908, is used for the first time to summon assistance.

10 June 1912



*'I showed them the
plans of my proposals;
I could not do any more.'*

(Rt. Hon. Alexander Carlisle)

The Right Honourable Alexander Montgomery Carlisle (1854-1926), Chief Naval Architect at Harland & Wolff, Belfast, from 1889 to 1910.

During testimony at the British *Titanic* Inquiry, former Harland & Wolff naval architect Alexander Carlisle is asked why he signed a recommendation of the Merchant Shipping Advisory Committee, to the Board of Trade in July 1911, that *Olympic* and *Titanic* be fitted with only 16 lifeboats. Despite campaigning for a far greater number of boats prior to 1911, he replies: *'I was very soft the day I signed that.'*

Lord Mersey: *'Do you suggest that there were not, according to the views which were entertained at that time, a sufficient number of boats on board the Titanic?'*

Alexander Carlisle: *'Personally I consider there were not enough ... I have said so over and over again ... I said it to the entire meeting, whoever was present heard me say it.'*

11 June 1964

The Unsinkable Molly Brown, a musical directed by Charles Walters, premieres in Denver, Colorado. Based on the 1960 Broadway theatre production of the same name, the motion picture is a fictionalised account of the life of *Titanic* survivor Margaret Tobin Brown.

Original theatre lobby poster.



Margaret Brown is portrayed by Debbie Reynolds (1932-2016).



Images: Metro Goldwyn Mayer



Denver high society is astounded when ex-hick Debbie Reynolds introduces her "royal flush" of European friends.

Metro-Goldwyn-Mayer presents **"THE UNSINKABLE MOLLY BROWN"** in Panavision and Metrocolor

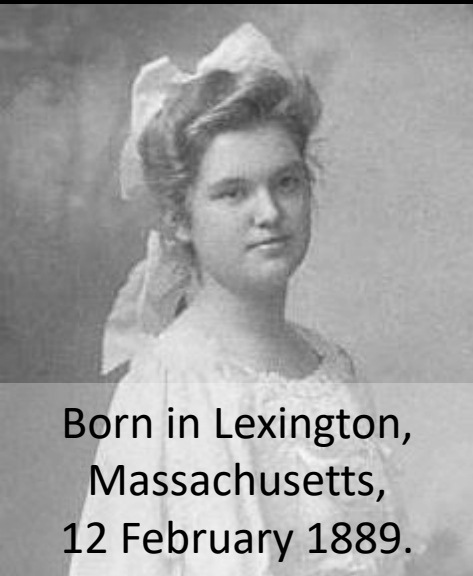
The 128-minute film earns US\$11 million at the box office.



11 June 1992



Photo: Michael A. Findlay Collection



Born in Lexington,
Massachusetts,
12 February 1889.



Photo: www.wikitree.com



The oldest and the youngest... *Titanic* survivors Marjorie Newell Robb (left, age 99) and Millvina Dean (76) at the Titanic Historical Society's convention in Boston in 1988.

Marjorie Anne Robb, née Newell, dies at the age of 103. Marjorie boarded *Titanic* with her father Arthur Newell and sister Madeleine at Cherbourg, France, on 10 April 1912. She and Madeleine survived aboard lifeboat No. 6; their father died in the sinking. In later life, Marjorie recalled her time aboard *Titanic* at conventions of the Titanic Historical Society. She was the last living survivor who travelled First Class.

12 June 1912

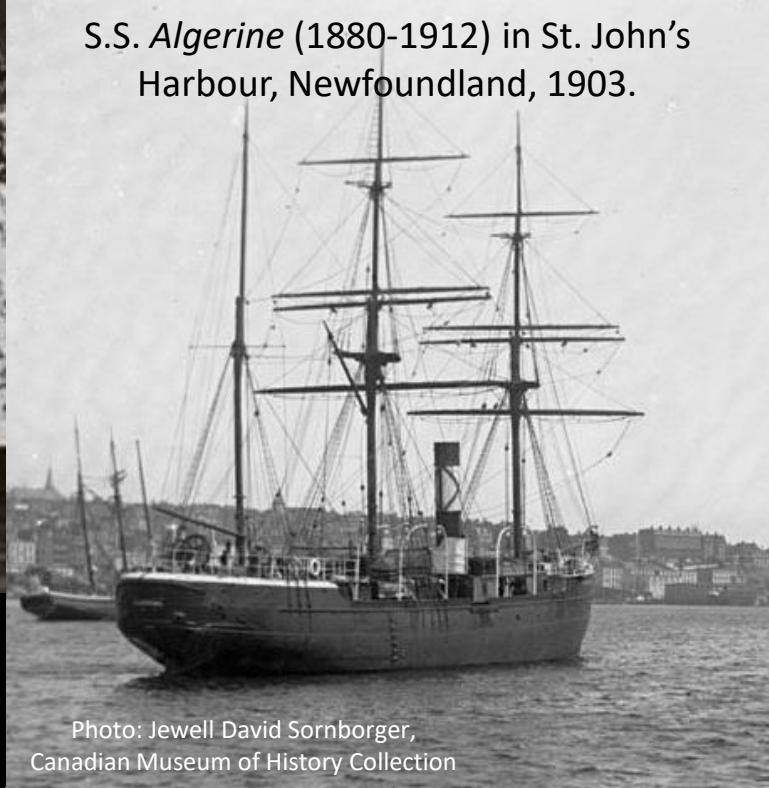


A photograph of a grey granite gravestone for James McGrady. The stone is rectangular with a slightly raised top section. The inscription is in white, all-caps, sans-serif font. The text reads: 'JAMES MCGRADY', 'DIED', 'APRIL 15, 1912.', and '330'.

JAMES MCGRADY
DIED
APRIL 15, 1912.
330



S.S. *Algerine* (1880-1912) in St. John's Harbour, Newfoundland, 1903.



Born in Lisnamore, Crossgar, in County Down, Ireland, on 8 March 1885, James McGrady signed on *Titanic* as a Saloon Steward at Southampton on 6 April 1912.

The body of First Class Saloon Steward James McGrady, age 27, is interred at Fairview Lawn Cemetery in Halifax, Canada. His badly decomposed body was recovered by the Bowring Brothers vessel *Algerine* on 22 May 1912. It was later transferred to the liner *Florizel* which docked at Halifax on 11 June 1912. James McGrady is the last of 150 victims of the *Titanic* disaster to be buried at three cemeteries in Halifax.

12 June 1967



Born in Hull, Yorkshire, England, 23 March 1884.

Joseph Boxhall in 1957, when acting as technical adviser on the movie *A Night to Remember*.

Photo: William MacQuitty Collection

The ashes of Commander Joseph Groves Boxhall, the former Fourth Officer of *Titanic* who died aged 83 on 25 April 1967, are scattered in the North Atlantic at 41°46'N, 50°14'W.

"On Watch" FOR NEARLY A CENTURY

Though there were only four ships when Cunard inaugurated regular transatlantic steamship service in 1840, the fleet grew to twice that number within the same decade... and before 1850 sailings were made weekly. So then, as now, there were ships of this Line standing out on the high seas at all times. In endless alternation, the officers of Cunard White Star have kept their "watch"... for nearly a century. Through this rotation, ceaseless as the ocean tides, it was inevitable that Cunard White Star should have raised even higher the tradition of Britain on the seas... that it should have perfected every detail of service, while strengthening to a stern code that seamanship which was its heritage.

J. Groves Boxhall

Book early in this Coronation Year!
For pre-Coronation or summer sailings, early bookings are essential. See your local travel agent or Cunard White Star Line, 25 Broadway and 638 Fifth Avenue, New York.

Express from New York to Cherbourg and Southampton:
Queen Mary Mar. 16, 24; Apr. 7, 21; May 5, 26
Berengaria Mar. 17; Apr. 14; May 8, 26; June 19
Aquitania Mar. 31; Apr. 26; May 12, June 2, 18

To Plymouth and London:
(via Halifax)
Mar. 21 and weekly to Apr. 8 in the
Lancania, Anania, Anania, Anania

To Cebu and Liverpool:
(via Boston)
Anania, Mar. 18 April, Mar. 27
Carnegie, (Liverpool direct) Apr. 5

To Cebu, Haifa, Southampton:
Anania, Apr. 5 and (London via rail)
May 3 Liverpool, Apr. 18

To Glasgow via Greenock, Belfast and Liverpool:
(via Halifax)
Anania, Mar. 5 Anania, Mar. 19

To Glasgow via Greenock, Dublin and Liverpool:
(via Boston)
Anania, Apr. 10 Anania, Apr. 27

To Galway, Belfast, Liverpool:
Anania (via Halifax) Apr. 5
Scythia (via Boston) Apr. 23

Weekly sailings from Montreal beginning Apr. 27 . . . to
Plymouth, Haifa, London, to Glasgow, Belfast, Liverpool

THE BRITISH TRADITION DISTINGUISHES CUNARD WHITE STAR

SHIP LIST:
AQUITANIA
BERENGARIA
QUEEN MARY
GEORGIC
BRITANNIC
CARINTHIA
FRANCONIA
SAMARIA
SCYTHIA
LACONIA
LANCASTRIA
LAURENTIC
ANDANIA
AQUANIA
ANTONIA
ASCANIA
AURANIA

Cunard White Star advertisement from 1936 with Senior First Officer Joseph G. Boxhall aboard R.M.S. *Aquitania*.

13 June 1911



Photo: Carnmoney Parish Church, County Antrim, Ireland

Harland & Wolff worker Robert James Murphy dies two days after falling from staging while working inside *Titanic's* hull. The 49-year-old rivetter suffered a fractured skull after falling fifty feet onto the ship's steel tank top. Murphy is one of eight workers killed during the construction and fitting out of *Titanic*.

Titanic berthed at Harland & Wolff's deep-water fitting-out wharf in August 1911.

The recently opened graving dock is in the foreground.

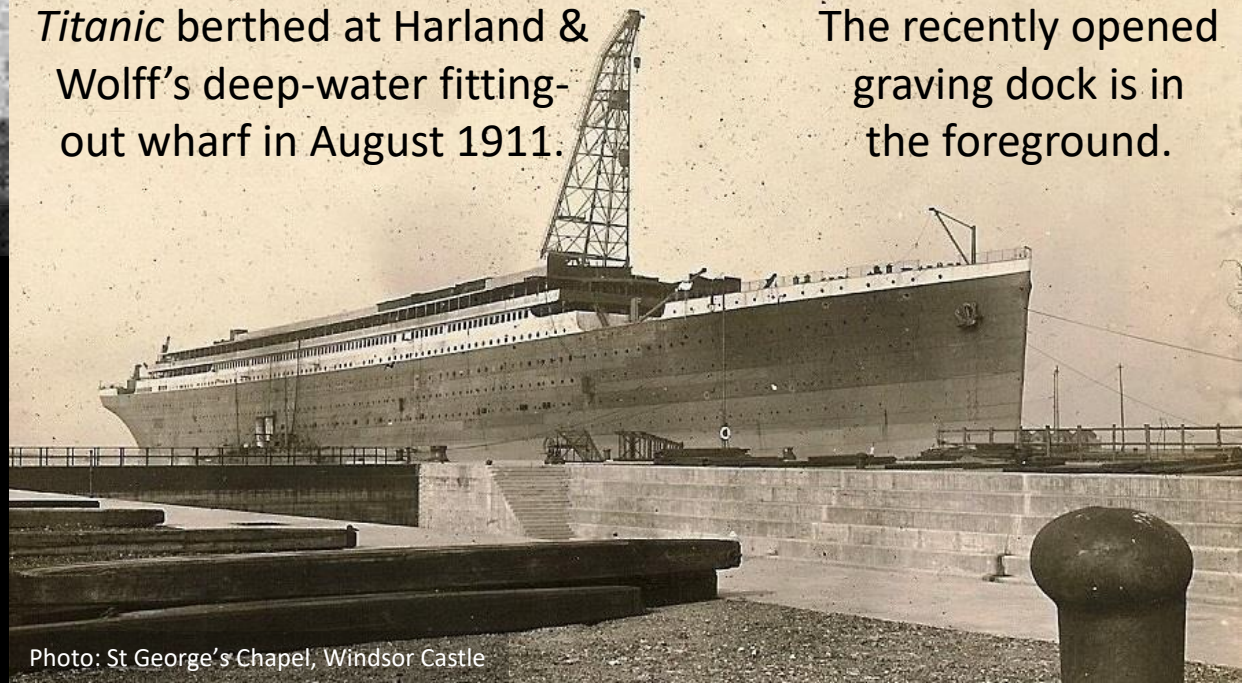


Photo: St George's Chapel, Windsor Castle

Harland & Wolff accepts liability for the death of Robert Murphy. His wife Susannah receives £300 compensation, the equivalent of two years' wages. Their son Robert, Jr. had earlier died in an accident working on *Olympic*.

'Cheering crowds filled the entire docks, every vantage point being crowded ... the excitement increased and the music from a band on the pier head grew in volume.' (Mark Chirnside, 2004)

14 June 1911 (1)



THE MAIDEN VOYAGE OF
THE OLYMPIC.

DEPARTURE FROM SOUTHAMPTON.

(FROM OUR SPECIAL CORRESPONDENT.)
CHERBOURG, June 14.

Bright sunshine greatly contributed to the spectacular effect of the departure to-day from Southampton of the Olympic upon her maiden voyage to New York. In spite of the strike

The Times, London,
15 June 1911.

Photo: Willsteed Brothers, Southampton

Captain Edward John Smith (seated, second from right) and officers of *Olympic* at Belfast in May 1911.

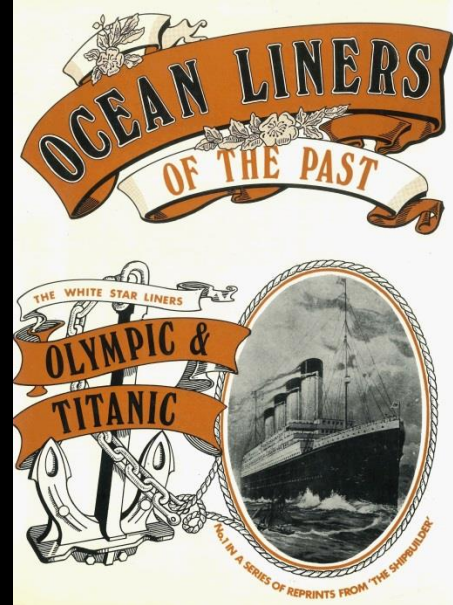


Photo: From a postcard in the Günter Bähler Collection

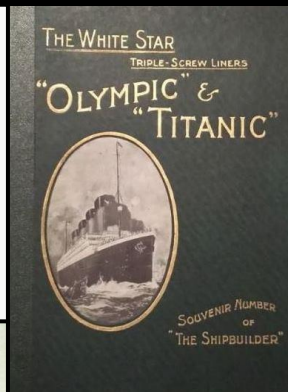
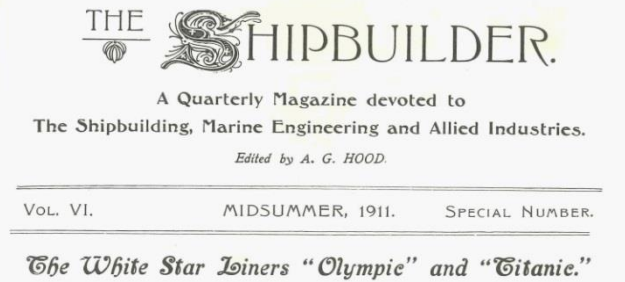
The White Star liner *Olympic*, the largest ship in the world, sails on her maiden voyage from Southampton to New York.

14 June 1911 (2)

Below: A deluxe hardbound limited edition of *The Shipbuilder* is also produced in 1911. It later becomes a highly prized collector's edition.



Right: A facsimile edition with additional material was published by Patrick Stephens Ltd. in 1970, 1983 and 1988. It was the first volume in the '*Ocean Liners of the Past*' series.



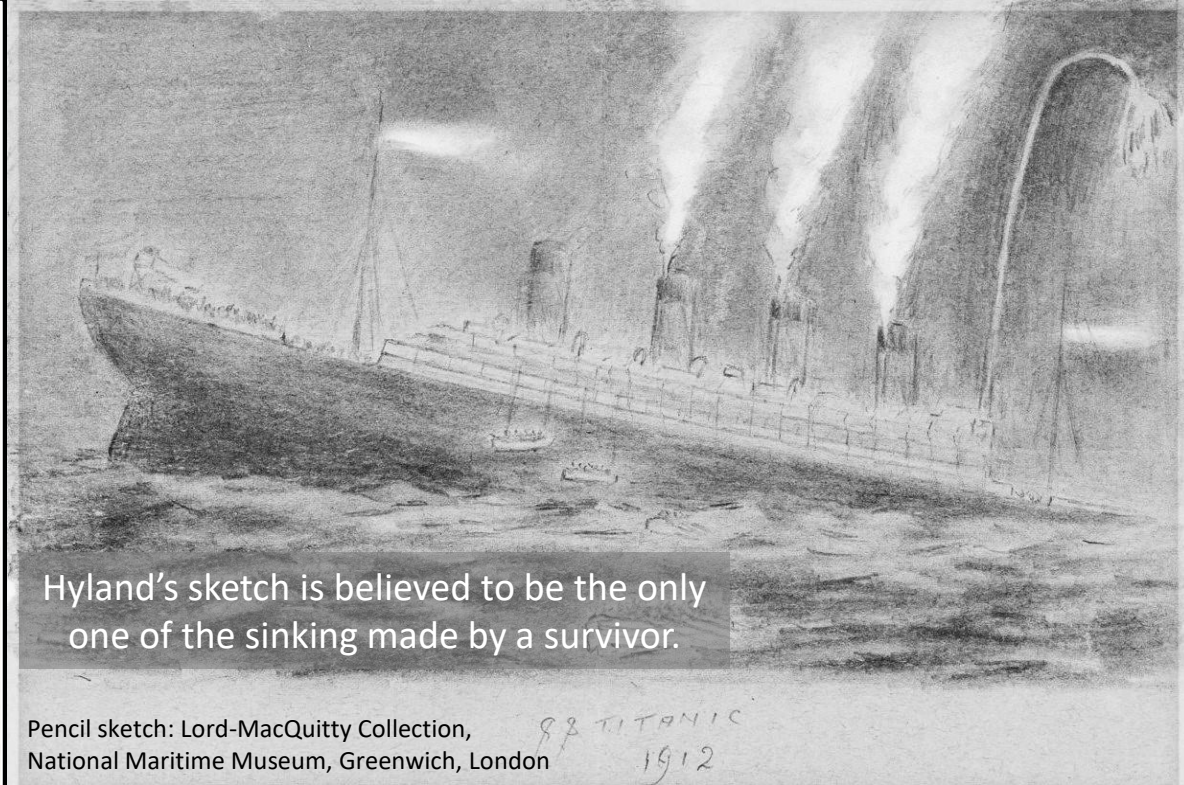
A special number of the engineering magazine *The Shipbuilder*, dedicated to the construction of *Olympic* and *Titanic*, is released for sale in Great Britain. It includes descriptions of Harland & Wolff shipyard facilities, details of the ships' equipment, fittings and interiors, and is illustrated with diagrams, fold-out plans, photographs and advertisements.

14 June 1974



Leo James Hyland's lifeboat, the heavily loaded No. 11, alongside *Carpathia* on the morning of 15 April 1912.

Leo Hyland, c.1919.



Hyland's sketch is believed to be the only one of the sinking made by a survivor.

Pencil sketch: Lord-MacQuitty Collection,
National Maritime Museum, Greenwich, London

Leo James Hyland, who survived the *Titanic* disaster as a 19-year-old Third Class steward, dies in Southampton, England, at the age of eighty-one.

In the 1950s, Hyland corresponded with Walter Lord, author of the book *A Night to Remember*. His pencil sketch of the sinking *Titanic*, depicting his view from lifeboat No. 11, was published in Lord's book in 1955.



Photo: James W. Barker,
Assistant Storekeeper
aboard *Carpathia*

15 June 1876

Irene “René” (later Renée) Wallach is born in Washington, D.C. René marries Henry B. Harris, a prominent New York theatre producer, in 1899, and on 10 April 1912 they board *Titanic* as First Class passengers. Although her husband perishes in the disaster, René continues his work and enjoys success in her own right as a producer. She dies aged 93 on 2 September 1969.



1913

Photo: Wisconsin Historical Society, courtesy Randy Bryan Bigham



Photo: Louis M. Ogden

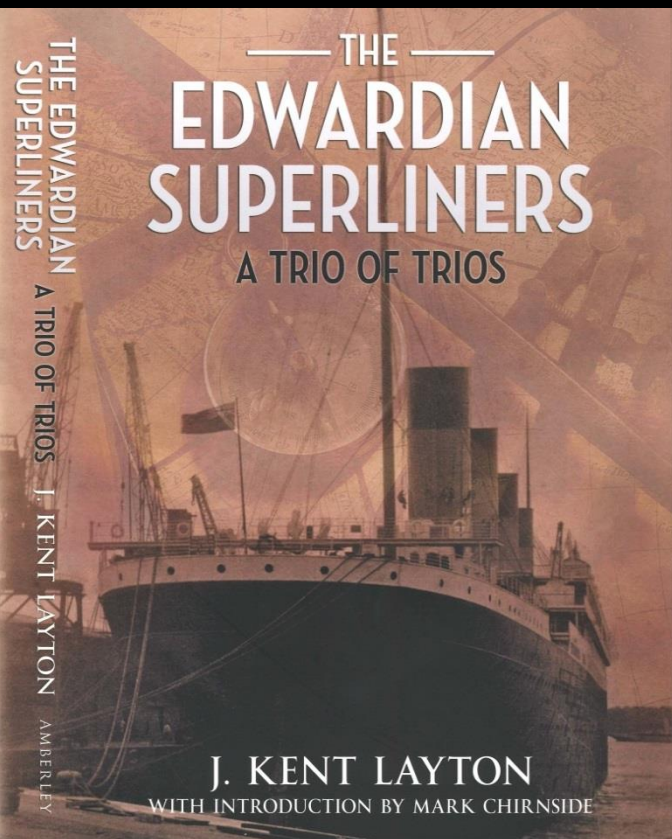
Almost forty-seven years after the *Titanic* disaster, on 6 January 1959, Renée Harris is photographed with a portrait of her husband Henry Burkhardt Harris (1866-1912).

Left: Collapsible lifeboat ‘D’, with René Harris aboard, approaches *Carpathia* on 15 April 1912.

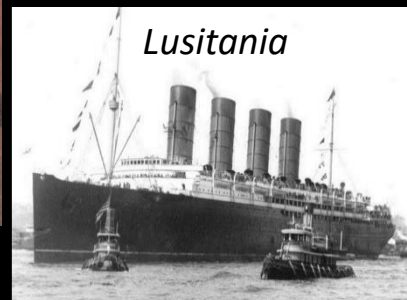


Photo: Associated Press

15 June 2012



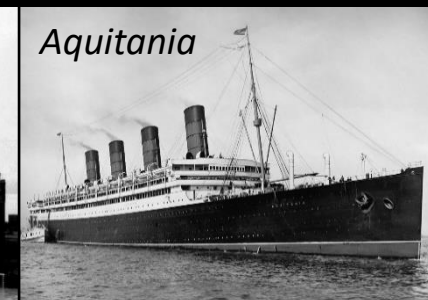
The Edwardian Superliners: A Trio of Trios is published in England. The book records the careers of nine superliners which entered service between 1907 and 1922: *Lusitania*, *Mauretania* and *Aquitania* of the Cunard Line; *Olympic*, *Titanic* and *Britannic* of the White Star Line; and *Imperator*, *Vaterland* and *Bismarck* of the Hamburg-Amerika Line.



Lusitania



Mauretania



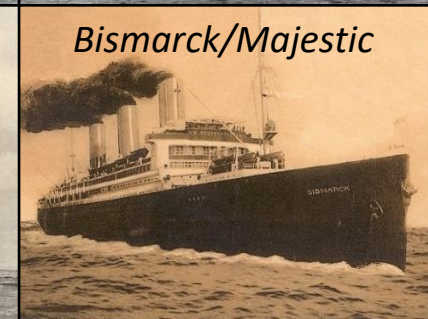
Aquitania



Imperator/Berengaria



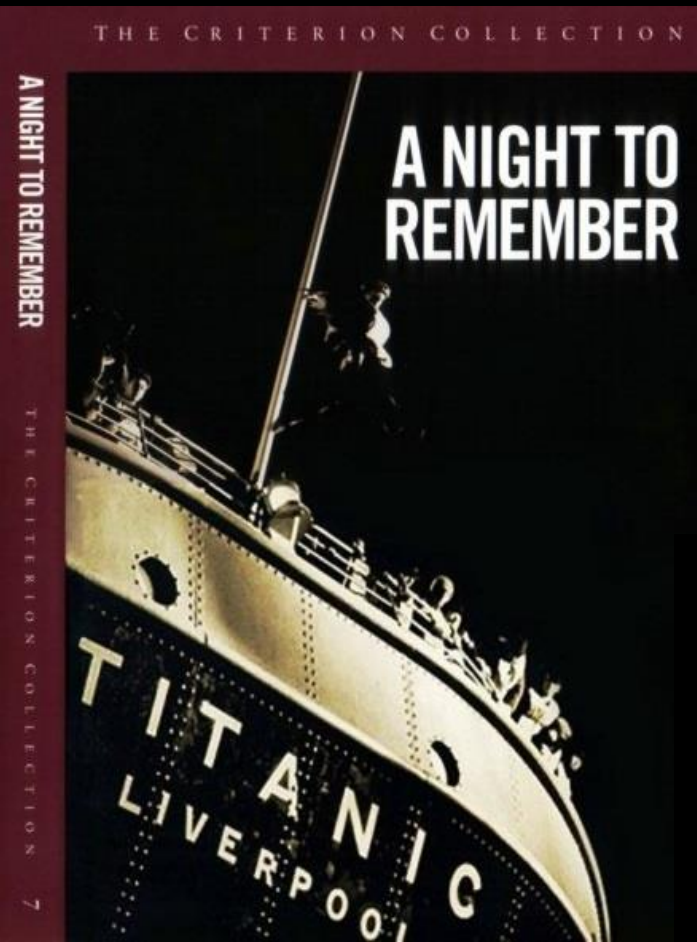
Vaterland/Leviathan



Bismarck/Majestic

The three German liners were ceded to the Allies as reparations after the First World War to become *Berengaria* (Cunard Line), *Leviathan* (United States Lines) and *Majestic* (White Star Line). *Lusitania* and *Britannic* were sunk during the war.

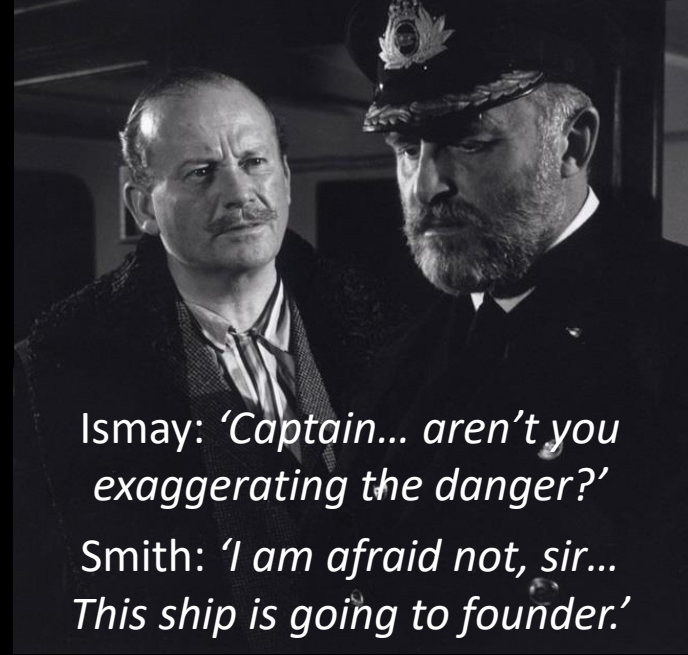
16 June 1998



A Night to Remember is released on DVD in the United States. It features a 60-minute documentary with behind-the-scenes footage on the making of the film, interviews with author Walter Lord and producer William MacQuitty, and audio commentary by historians Don Lynch and Ken Marschall.

J. Bruce Ismay (Frank Lawton) and Captain E.J. Smith (Laurence Naismith) ponder the unthinkable happening to the 'unsinkable' ship.

Image: ©Carlton International Media Ltd.



Ismay: *'Captain... aren't you exaggerating the danger?'*
Smith: *'I am afraid not, sir... This ship is going to founder.'*

The 123-minute movie, produced by The Rank Organisation in 1958, is released as part of the 'Criterion Collection' of classic films.



17 June 1920

Photo: Harland & Wolff Collection,
National Museums Northern Ireland



Harbour tugs turn *Olympic* in the fitting-out basin at the Harland & Wolff shipyard in Belfast, Ireland, on 7 February 1924.



Olympic departs Belfast following completion of her post-war overhaul and conversion from coal to oil-firing. She re-enters service between Southampton and New York on 25 June.

18 June 1912

1904

Photo: National Library of Norway



Sir Ernest Shackleton (1874-1922)

11:40 pm, 14 April 1912.



Painting: ©Ken Marshall (1978)

British Antarctic explorer Sir Ernest Shackleton testifies at the British *Titanic* Inquiry regarding icebergs and ice flows. Although having limited experience of ice in the North Atlantic, Shackleton stresses the importance of keeping a sharp lookout when visibility is limited, and of the need to reduce speed when passing through known areas of icebergs and icefields.

Lord Mersey: 'And you think that all these liners are wrong in going at this speed [21-22 knots] in regions where ice has been reported?'

Sir Ernest Shackleton: 'Where it [ice] has been reported I think the possibility of an accident is greatly enhanced by the speed the ship goes ... You have no right to go at that speed in an ice zone.'

18 June 2023



Photo: OceanGate

Operated by OceanGate, Inc., a private tourism and expeditions company founded in 2009, *Titan* was one of three submersibles used by OceanGate for tourism, research and exploration. Its pressure hull of 22 feet (6.7 m), was, controversially, made from carbon fibre and titanium. *Titan* completed six dives to the wreck of *Titanic* in 2021, and seven in 2022, before its loss in 2023.

During a dive to explore the wreck of R.M.S. *Titanic*, the submersible *Titan* loses contact with its support ship. Four days later, a remotely operated vehicle deployed from the research vessel *Horizon Arctic* locates the wreckage of *Titan* near the bow section of *Titanic*. All five occupants of *Titan* perish in what the United States Coast Guard describes as a ‘catastrophic implosion’.

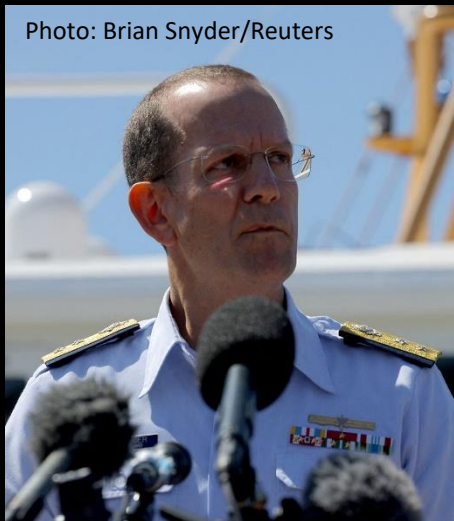


Photo: Brian Snyder/Reuters



With the submersible *Titan* in tow, *Polar Prince* departs St John's, Newfoundland, on 16 June 2023.

Photo: Kenny Sharpe, CBC News

Rear Admiral John Mauger of the U.S. Coast Guard announces the loss of *Titan* on 22 June 2023.

19 June 1912

At the British *Titanic* Inquiry in London, Attorney-General Sir Rufus Isaacs requests that one of the investigation's twenty-six questions be amended to consider the involvement of the Leyland Line's 6,223-ton *Californian*. Wreck Commissioner Lord Mersey accedes to Sir Rufus Isaacs' request.



Sir Rufus Isaacs
(1860-1935)

Photo: National Portrait Gallery, London

Californian on 15 April 1912.



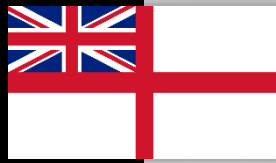
Photo: Louis M. Ogden



Lord Mersey

'The other question is Question 24: "What was the cause of the loss of the Titanic, and of the loss of life which thereby ensued or occurred?" To that I propose to add this question: "What vessel had the opportunity of rendering assistance to the Titanic, and, if any, how was it that assistance did not reach the Titanic before the Carpathia arrived?"' (Sir Rufus Isaacs)

19 June 1918



'River'-class destroyer
H.M.S. *Exe*, identical
to H.M.S. *Garry*.



Photo: Imperial War Museum Collection

The Royal Navy destroyer
H.M.S. *Garry*, commanded
by Charles H. Lightoller,
former Second Officer of
Titanic, rams and sinks the
German submarine *UB-110*.

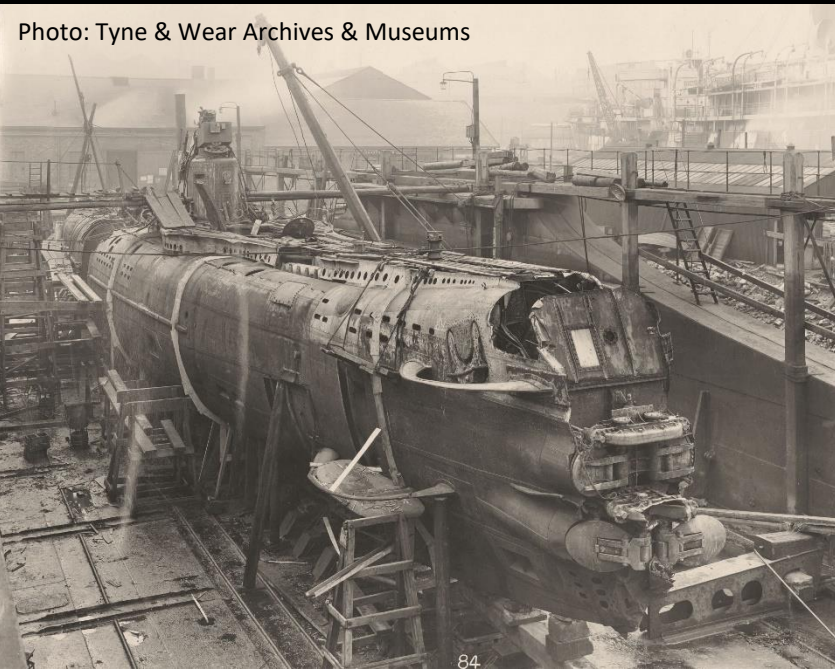


Photo: Tyne & Wear Archives & Museums

*'Garry tears through
the water at ever-
increasing speed ... At
one hundred yards, the
order was "Prepare to
ram." And with a crash,
we are on him.'*

(Charles Lightoller, from
his 1935 book *Titanic
and Other Ships*)

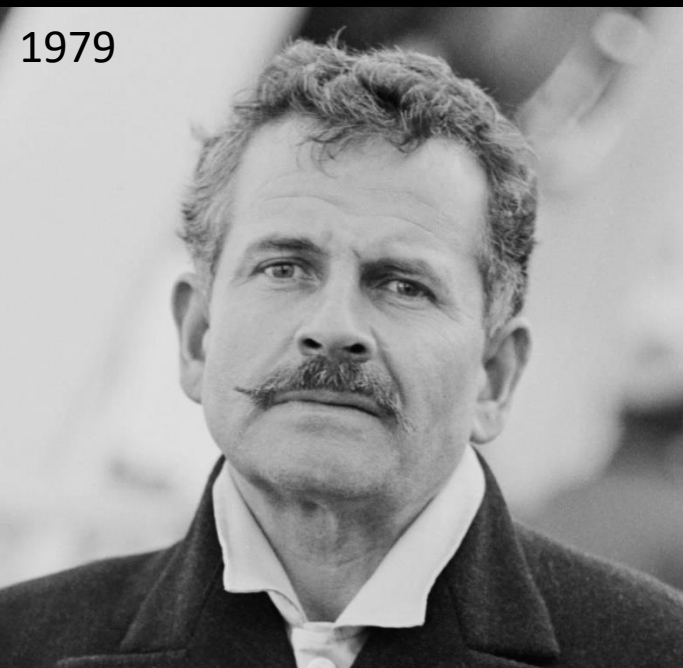
The salvaged *UB-110*
in dry dock at the ship-
yard of Swan Hunter,
Newcastle, in 1918.

1918



Lieutenant-Commander
Charles Herbert Lightoller,
RD, RNR, DSC and Bar.

19 June 2020



Born Ian Holm Cuthbert in Goodmayes, Essex, England, 12 September 1931.

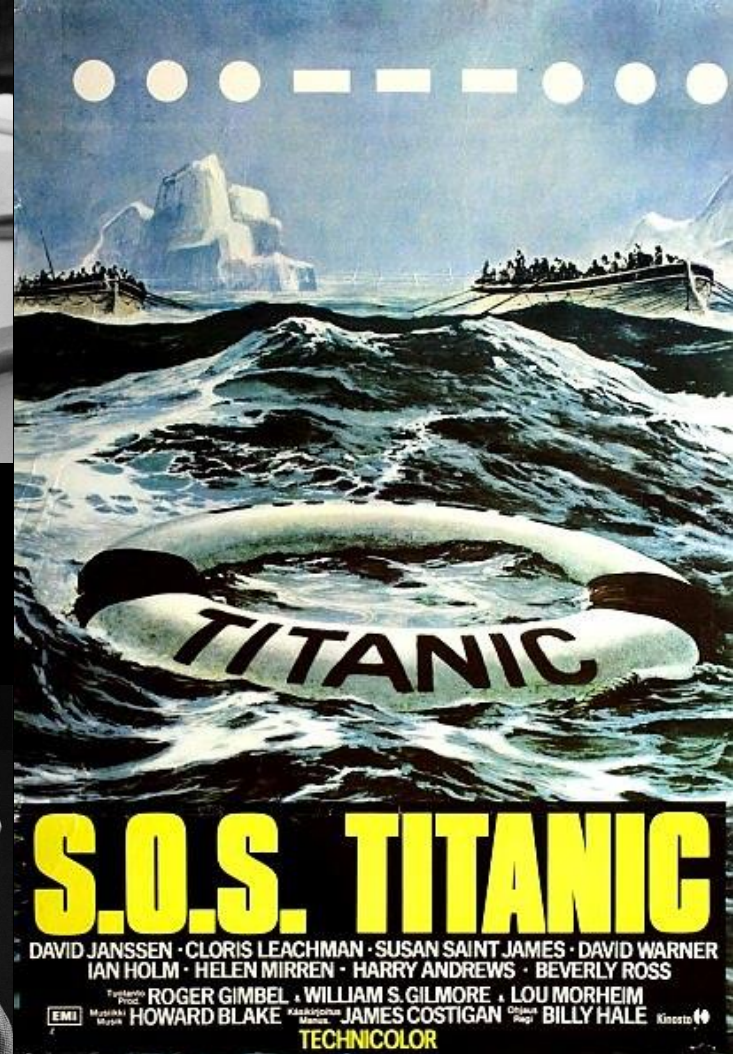


Ian Holm as J. Bruce Ismay reflects on the *Titanic* disaster aboard *Carpathia* in the movie *S.O.S. Titanic*.

With co-star Helen Mirren.

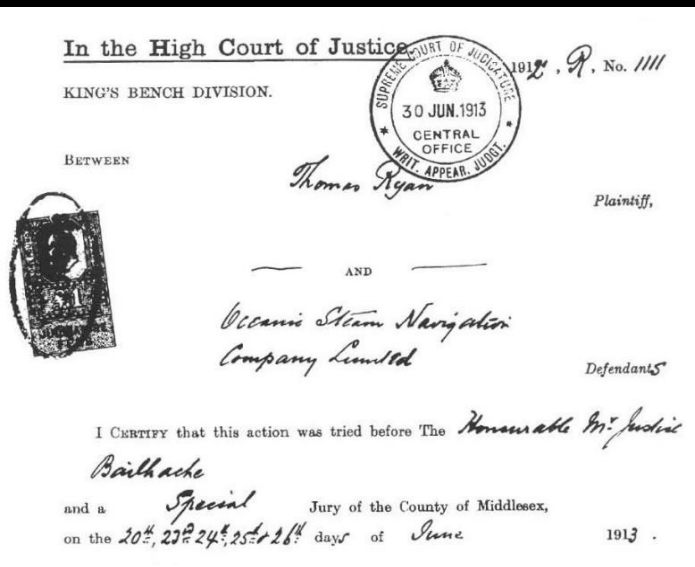


Images: ©Studiocanal Films Ltd.



British stage, screen and television actor Sir Ian Holm dies in London, England, at the age of 88. Ian Holm portrayed White Star Line Chairman and Managing Director J. Bruce Ismay, who survived the *Titanic* disaster, in the movie *S.O.S. Titanic*.

20 June 1913



Patrick Ryan, age 32, boarded *Titanic* at Queenstown as a Third Class passenger. His body was not recovered.

'Ryan vs Oceanic Steam Navigation Co. Ltd.' opens at the High Court of Justice in London. Thomas Ryan, whose son Patrick perished in the *Titanic* disaster, claims that his son's death was due to negligence by the company's officers.



Photo: maritimerequest.com

Titanic's surviving officers testify at the hearing.
Left to right: Harold Lowe, Charles Lightoller, Herbert Pitman (sitting) and Joseph Boxhall.

21 June 1911 (1) *Olympic* arrives in New York at the end of a successful maiden voyage.



Photo: Margaret and Mary Meehan Collection

'Escorted by all manner of official and unofficial small craft ... we slowly passed on to the accompaniment of shrill tooting and greetings from everything afloat that had a whistle to blow.' (Violet Jessop, Stewardess)

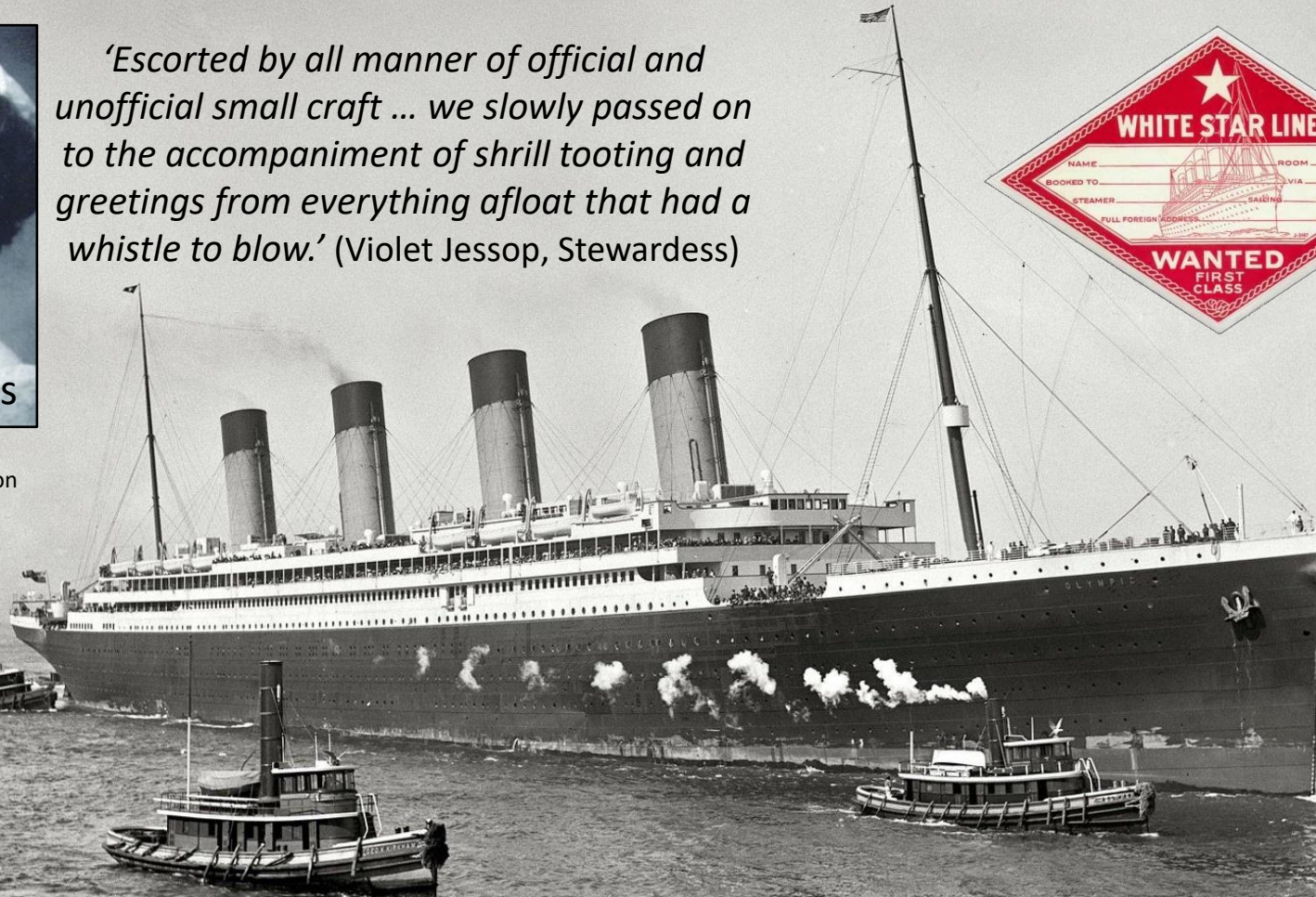


Photo: Library of Congress

With 1,313 passengers aboard, the world's largest liner logs 2,894 nautical miles in 5 days, 15 hours and two minutes at an average speed of 21.43 knots. Her best day's run was 548 nautical miles on 19-20 June at an average speed of 22.1 knots.

21 June 1911 (2)



Photo: Ellis and Walery, London

'Olympic is a marvel and has given unbounded satisfaction.'

(J. Bruce Ismay, Chairman and Managing Director of the White Star Line)

Twelve tugs strain for almost one hour to berth *Olympic* alongside the recently extended Pier 59.



Painting: ©Jeremy Day (2012)
www.artistjeremyday.com



Docking the mammoth White Star Line flagship is not without incident. The momentary suction generated from *Olympic's* starboard propeller blades causes the tug *O.L. Hallenbeck* to be drawn under her counter stern. The tug's stern is mildly damaged in the collision.

Captain Arthur H. Rostron of the Cunard Line begins his testimony at the British Inquiry in London. Attorney-General Sir Rufus Isaacs acknowledges the 43-year-old master for his role in the rescue of *Titanic*'s survivors on 15 April 1912.

21 June 1912 (1)

Photo: National Archives, England



Aboard *Carpathia*, 1912.

Carpathia rescuing
Titanic's survivors.
"Salvation" ©Simon Fisher



Sir Rufus Isaacs
(1860-1935)

'Will you allow me, Captain ... to express to you on behalf of His Majesty's Government how deeply grateful we are to you for your conduct and for the great number of lives which you were instrumental in saving.' (Sir Rufus Isaacs)

21 June 1912 (2)

THE BARMOUTH & COUNTY ADVERTISER
A 'TITANIC' OFFICER
HONOURED.

ENTHUSIASTIC DEMONSTRATION.

The honour conferred upon Mr Harold G. Lowe and the respect shown him by the inhabitants of his native town is an exception to the rule that proves that a prophet is not honoured in his own country. Friday last, the 21st inst., was a red letter day in the history of Mr Lowe's life. The beautiful Pavilion was crowded with one thousand three hundred persons gathered together to show their sense of appreciation of the heroic conduct of the young officer under the most trying circumstances imaginable. The enthusiasm of the ovation which he received on his appearance on the stage

1909



Images: Inger Sheil Collection

Extract from *The Barmouth & County Advertiser and District Weekly News*, 27 June 1912.



Harold Godfrey Lowe, surviving Fifth Officer of R.M.S. *Titanic*, is honoured in a ceremony at Barmouth Pavilion in Wales. He receives a gold watch and chain from the residents of Barmouth *"in recognition and appreciation of his gallant services at the foundering of the Titanic."*

Harold Lowe also receives a sextant, naval telescope and high-powered binoculars. The inscribed instruments are presented on behalf of American survivor Irene "René" Harris.



Photo: Harold W.G. Lowe, Inger Sheil Collection

21 June 1957



Walter Lord
in 1955.

American historian Walter Lord, author of *A Night to Remember* (1955), writes to *Titanic* survivor Lawrence Beesley, who in 1912 wrote his own account of the *Titanic* disaster, *The Loss of the S.S. Titanic: Its Story and Its Lessons*.

Dear Mr. Beesley

Below: Lawrence Beesley, age 80, during an interview in London on 3 July 1958 following the premiere of the film A Night to Remember.



THE LOSS OF THE
S. S. TITANIC
ITS STORY AND ITS LESSONS

BY
LAWRENCE BEESLEY, B.A.
ONE OF THE SURVIVORS



LONDON
WILLIAM HEINEMANN
1912

'... I can at last write you and tell you what a supremely inspiring book you wrote about the Titanic. As a small boy I remember vividly finding a copy in my aunt's bookcase in 1928. I recall being completely enthralled, and although I was already interested in the Titanic, your account really welded me to the subject for life.

'Years have passed, and I too have now tried my hand at telling the story of the great liner. Writing my book has given me a great deal of personal satisfaction – but nothing that will ever equal the first thrill I felt from discovering your own story.'

*Sincerely,
Walter Lord*

(Lawrence Beesley died aged 89 on 14 February 1967)

21 June 1993



Photo: Evergreene Architectural Arts

2010



Photo: RMS Titanic, Inc./
Woods Hole Oceanographic Institution

Left: They helped save many of the 712 survivors' lives... a tangle of Welin lifeboat davits on the ocean floor.

The davit is later restored by Evergreene Architectural Arts in association with Premier Exhibitions and displayed at *Titanic* artefact exhibitions.

A Welin quadrant lifeboat davit, weighing 1.57 tons, is raised from *Titanic's* wreck site. Sixteen sets of double-acting davits were manufactured by the Welin Davit and Engineering Co. Ltd., London, for the White Star liners *Olympic* and *Titanic*.



The davit and its frame are displayed with the arm cranked slightly 'outboard'.

Photo: RMS Titanic, Inc./Premier Exhibitions

22 June 1915

SOBBING WOMAN TELLS OF TITANIC'S HORRORS

Three Survivors Heard in
Court Fight on Limiting
Ship Line's Liability.

Three Titanic survivors recounted before Judge Julius M. Mayer in the United States District Court yesterday their experiences during the last few harrowing moments before the great liner sank in the North Atlantic ice-field. For one of them—Mrs. Lillian Renouf of Elizabeth, N. J.—the memory was too much. She wept as she told of being separated from her father and two brothers, whom she never saw again.

The witnesses were put on the stand by the attorneys for the Titanic claimants, who are endeavoring to defeat the White Star Line's proceeding to have its liability for the disaster lim-

Extract from *The Sun*,
New York City, 25 June 1915.

The Limitation of Liability hearings, concerning claims brought against the Oceanic Steam Navigation Company (White Star Line) in respect of the *Titanic* disaster, begin in the U.S. District Court of New York. Total claims amount to more than US\$16.8 million.



1904

The presiding judge
is Julius M. Mayer
(1865-1925).

Photo: Library of Congress

Smallest claim: \$41.04 (£8 10s 5d) by the United States for registered mail.

Largest claim (loss of life): \$1 million (£206,185) by René Harris, widow of theatre magnate Henry B. Harris.

Largest property claim: \$177,352.75 (£36,567) by Charlotte Cardeza for fourteen trunks, four suitcases and three crates of baggage.



Charlotte Cardeza

23 June 1903

A statue of Sir Edward James Harland (1831-1895), founding partner of the Harland & Wolff shipyard and former Lord Mayor of Belfast, is unveiled by the Earl of Glasgow at Belfast City Hall.

2015



Photo: Graeme Jupp

Right: Guests and dignitaries attend the unveiling of the statue. Belfast City Hall at this time is still under construction.

1903



Photo: Robert J. Welch,
Belfast Telegraph Collection

24 June 1908



Thomas Andrews, Jr. (35), a Managing Director at the shipyard of Harland & Wolff in Belfast, marries Helen Reilly Barbour (27) in Lambeg Parish Church, Lisburn, County Antrim, Ireland. The reception is held at the Barbour family home at Conway House, Dunmurry.

The couple take up residence at 'Dunwallan' in Windsor Avenue, near Belfast. Their only child, Elizabeth Law Barbour Andrews – known in the wider family as “Elba” – is born on 27 November 1910.



Photos: Robert J. Welch, Andrews Family Collection

R. WELCH.

24 June 1998

A new and expanded permanent exhibition of *Titanic*-related material is opened at the Maritime Museum of the Atlantic in Halifax, Canada. Displayed are items associated with the recovery of *Titanic*'s victims and several objects retrieved from the ocean after 15 April 1912, including wood panelling and a deck chair.



Left: Mortuary bag to safeguard the possessions of victim No. 41, First Class steward Edmund Stone, age 33, who was buried at sea.

Photos: Maritime Museum of the Atlantic, Halifax, Canada



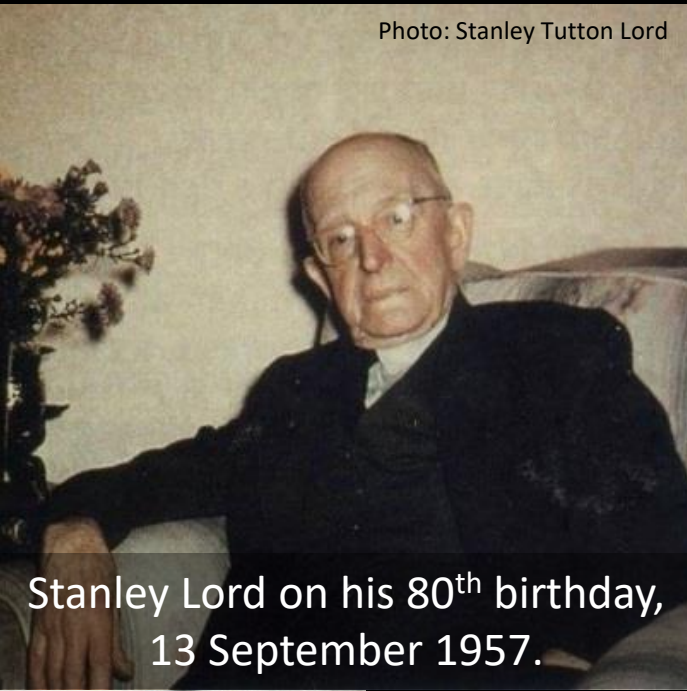
A model of *Titanic* greets visitors at the exhibition.



A replica deck chair. An original chair is displayed behind glass.

25 June 1959

Photo: Stanley Tutton Lord



Stanley Lord on his 80th birthday,
13 September 1957.

Captain Stanley Lord, age 81, makes a formal affidavit concerning his time in command of the Leyland Line steamer *Californian* and her involvement in the *Titanic* disaster of 1912. Supported by Leslie Harrison, General Secretary of the Mercantile Marine Service Association, Lord sets out his case that *Californian* could not have been the ship seen by those aboard *Titanic*.



1958

Leslie Harrison

'Being desirous of avoiding undue publicity, which owing to my present age and failing health would undoubtedly have serious effects, I am making this sworn statement as a final truthful and authoritative record of what occurred when I was in command of the Californian on the night of 14th April, 1912.'

Photo: Estate of Leslie Harrison

Image: ©Carlton International Media Ltd.



Russell Napier as Stanley Lord
in *A Night to Remember* (1958).

25 June 1977

The retired tender *Ingénieur Minard*, built in 1911 at the Harland & Wolff shipyard as *Nomadic* for the White Star Line, is officially opened as a restaurant and meeting/reception venue near the Eiffel Tower on the Seine in Paris.

Nomadic in the 1920s, during her tendering service with the White Star Line.



Ingénieur Minard at Cherbourg in July 1968.



Photo: Philippe Delaunoy Collection

Nomadic on the Seine in 1994.



Retired from tendering duties in November 1968, *Ingénieur Minard* was initially sold to French entrepreneur Roland Spinnewyn. Sold again in 1974, the conversion from tender to restaurant occupied almost three years. The ship regained her original name *Nomadic* and was opened at a ceremony attended by 1,000 guests on the occasion of the Paris Carnival.

25 June 1997

Jacques Cousteau and his team aboard the research vessel *Calypso* explored *Britannic's* wreck in 1976.



Photo: www.unifrance.org



The hospital ship *Britannic* was sunk by a German mine on 21 November 1916.



Digital artwork: ©William Barney (2021)

Jacques-Yves Cousteau, a renowned underwater explorer, conservationist and scientist, dies aged 87 in Paris, France. Jacques Cousteau led an expedition aboard *Calypso* which located the wreck of *Titanic's* sister ship, the 48,158-ton *Britannic*, in the Aegean Sea near Greece in November 1975.



Field Marshall
John Denton Pinkstone
French (1852-1925).

Photo: Library of Congress

26 June 1920



The *Titanic* Memorial in Donegall Square, Belfast, dedicated to all those lost in the disaster, including twenty-two men from Belfast and the Harland & Wolff shipyard, is unveiled by the Lord Lieutenant of Ireland, Viscount French.

"TITANIC" MEMORIAL.

ERECTED TO THE IMPERISHABLE MEMORY OF THOSE GALLANT BELFAST MEN WHOSE NAMES ARE HERE INSCRIBED AND WHO LOST THEIR LIVES ON THE 15TH APRIL, 1912, BY THE FOUNDERING OF THE BELFAST-BUILT R.M.S. TITANIC, THROUGH COLLISION WITH AN ICEBERG, ON HER MAIDEN VOYAGE FROM SOUTHAMPTON TO NEW YORK.

The memorial of four figures was sculpted by Sir Thomas Brock from Carrara marble.

1946

27 June 1924

Arundel Castle of the Union-Castle Line in the dock on opening day, 27 June 1924.

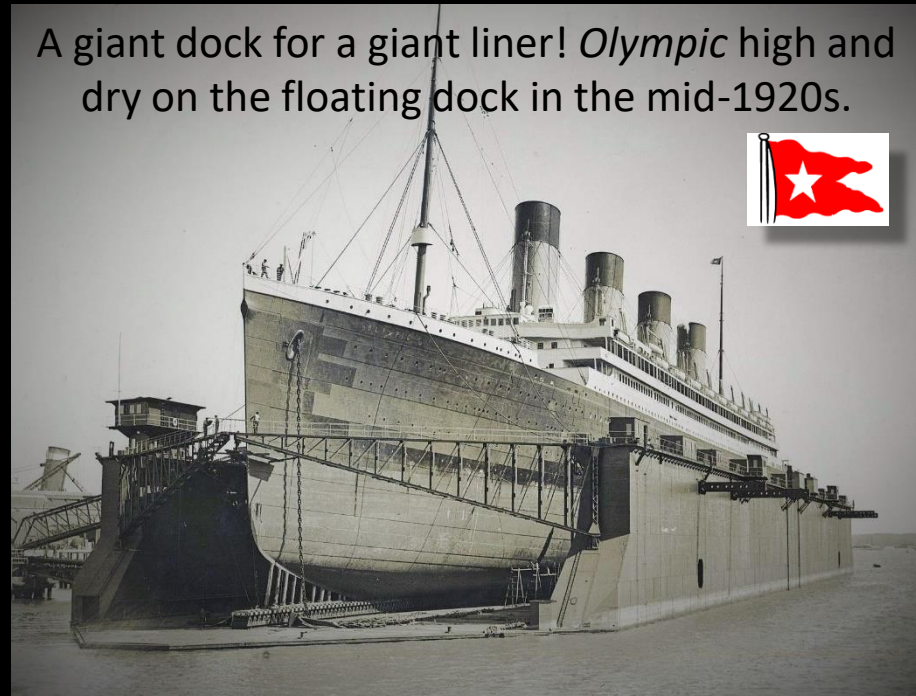


Britain's Prince of Wales opens the new floating dock at Southampton. A ribbon is ceremonially broken by the paddle steamer *Duchess of Fife* as it passes through the partially submerged dock. Later that day, the four-funnelled *Arundel Castle* is 'experimentally' raised in the dock.



Constructed by Armstrong Whitworth & Co. Ltd. at Newcastle-on-Tyne for the London & South Western Railway, the dock is 960 feet (293 m) long, 130 feet (40 m) wide, and capable of lifting a ship of up to 60,000 tons. During its trials at Newcastle in July 1923, the dock lifts the 46,439-ton White Star liner *Olympic*, which later becomes a regular 'customer' of the dock at Southampton.

A giant dock for a giant liner! *Olympic* high and dry on the floating dock in the mid-1920s.



27 June 2012

Her Majesty Queen Elizabeth II and His Royal Highness Prince Philip, Duke of Edinburgh, visit the 'Titanic Belfast' attraction as a part of a tour of the United Kingdom celebrating Her Majesty's Diamond Jubilee.



It is almost 167 years since Queen's Island was named, on 13 August 1845, in honour of Her Majesty's great-great grandmother, Queen Victoria.

The shipbuilding yard of Edward James Harland & Co. (later Harland & Wolff, Ltd.) was established on Queen's Island on 1 November 1858.



Queen Victoria
in 1845.

(by Alexander Melville)



28 June 1911 (1)



The White Star Line pennant flutters from her mainmast as tugs manoeuvre *Olympic* into the Hudson River.

OLYMPIC ALMOST DAMS THE HUDSON AS SHE BACKS OUT.

Ten Thousand Persons Jam Piers and Nearby Streets as Big Liner Stars on First Voyage Eastward—A Society Ship This Time; Many Notables on Board.

Headline from *The World*, 29 June 1911.

Newspaper clipping: David Lean Collection

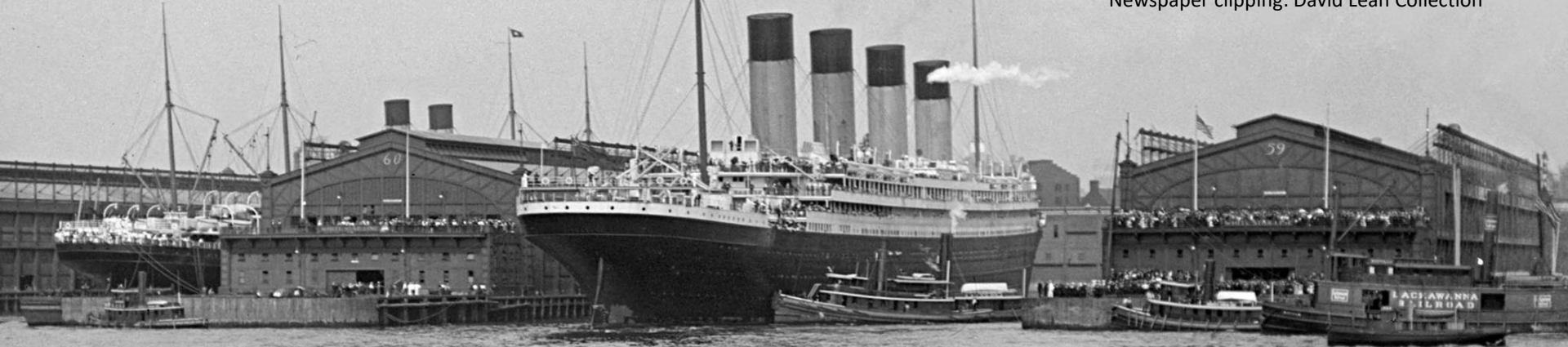
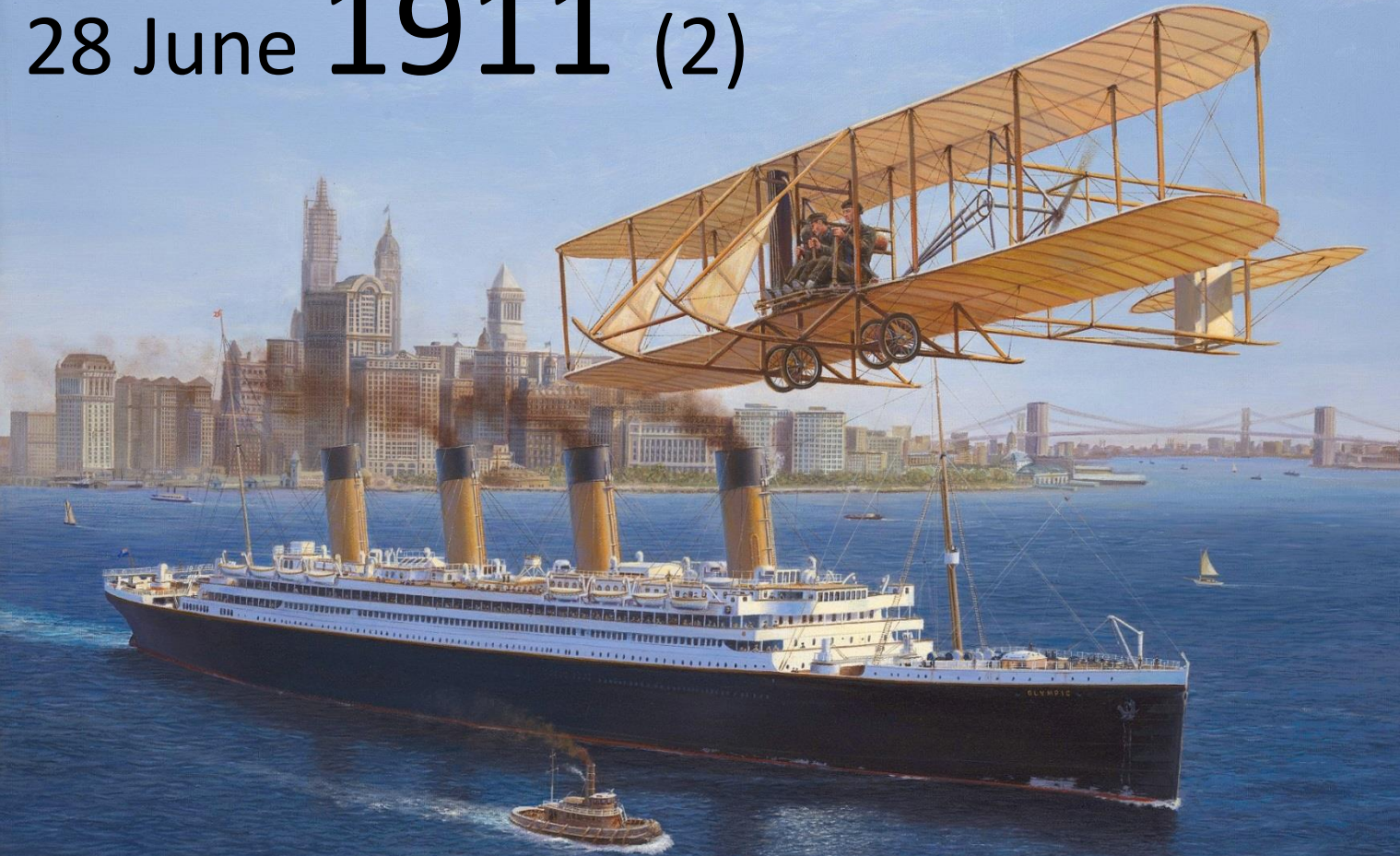


Photo: Digital Culture of Metropolitan New York Collection

Olympic departs New York's Pier 59 at 3:00 pm for Plymouth, Cherbourg and Southampton on the return leg of her maiden voyage. More than ten thousand spectators throng the pier and waterfront to view the huge liner.



28 June 1911 (2)



Painting: ©Barry Spicer (2009)
www.barryspicerart.com

Olympic is carrying 2,301 passengers on her first eastbound crossing of the North Atlantic.



Sir Thomas Sopwith
(1888-1989), c.1910.

Photo: Topical Press Agency



First Class passenger
Washington Atlee
Burpee (1858-1915).

Photo: postalmuseum.si.edu

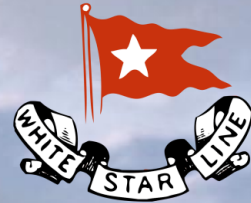
Aviator Tommy Sopwith, piloting a Howard-Wright biplane, attempts to drop a parcel aboard *Olympic*. The parcel contains spectacles for passenger W.A. Burpee, but it falls into the sea.

28 June 1928



Princess Mary, The Princess Royal (left) views the keel of *Oceanic* at Harland & Wolff, Belfast, in October 1928.

Construction begins in Belfast on the 60,000-ton, quadruple-screw *Oceanic* for the White Star Line. The ship will be the first 1,000-foot liner and largest fitted with diesel-electric engines.

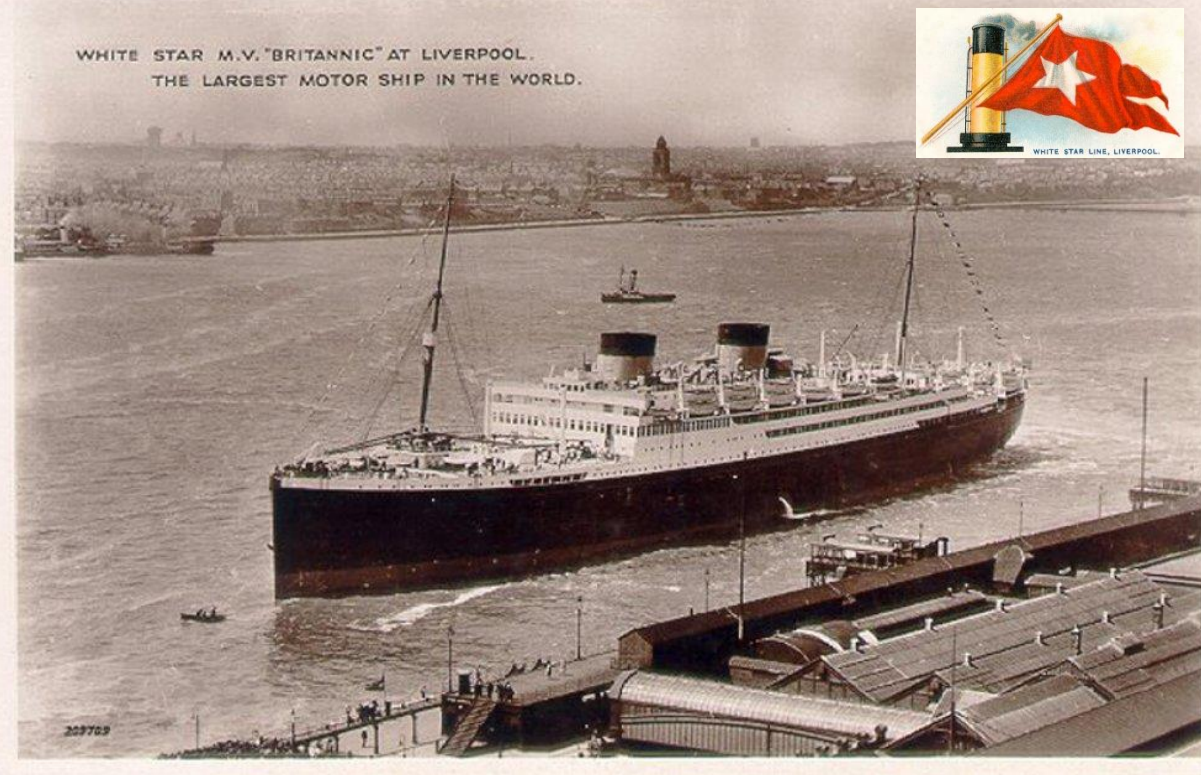


Digital artwork: ©Anton Logvynenko

Due to financial constraints and the collapse of its parent entity, the Royal Mail Steam Packet Company, the White Star Line suspends work on *Oceanic* on 23 July 1929. The project is abandoned altogether in 1930.

28 June 1930

Length: 712 feet (217 metres);
Beam: 82 feet (25 metres); Speed:
17½ knots; Passengers: 1,553.



A postcard of *Britannic*, Britain's largest motor ship, at Liverpool.

The 26,943-ton motor vessel *Britannic*, the third ship of the White Star Line to be so named, departs Liverpool on her maiden voyage to Belfast, Glasgow and New York. *Britannic's* keel was laid down at Harland & Wolff in Belfast on the fifteenth anniversary of the *Titanic* disaster – 14 April 1927 – and she was launched into the River Lagan on 6 August 1929.

29 June 1906

1891



Flag of Harland & Wolff, Ltd.,
Queen's Island, Belfast.

**William James Pirrie, businessman
and Chairman of Harland & Wolff.**

Original painting: Hubert von Herkomer
©Belfast Health and Social Care Trust Collection

William James Pirrie, Chairman of the Harland & Wolff shipyard in Belfast, Ireland, is made a British peer in the list of King's Birthday Honours. He is thereafter entitled to style himself as 'Baron Pirrie, of the City of Belfast'. Lord Pirrie's peerage recognises his major contribution to shipbuilding and business in Belfast along with his involvement in local politics. He was Lord Mayor of Belfast from 1896-1898.



Photo: White Star Photo Library

Left: Lord William Pirrie
aboard *Olympic*, prior to
the new liner's maiden
voyage in June 1911.

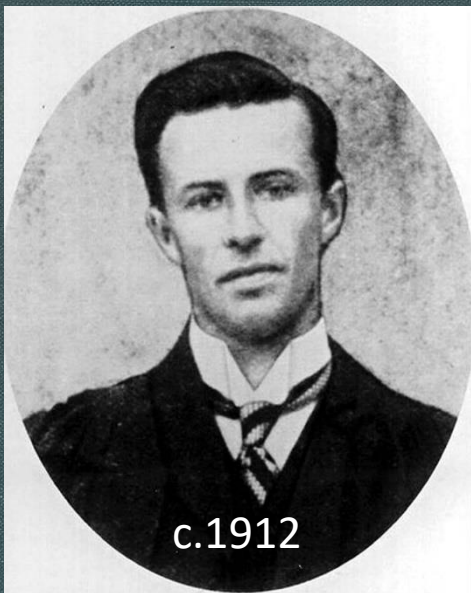
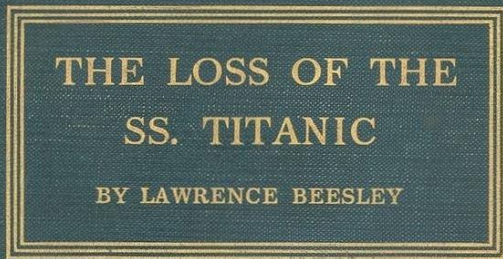
Right: King Edward VII
(1841-1910)

Original painting: Sir Luke Fildes
©National Portrait Gallery, London



1901

29 June 1912



Born on 31 December 1877, Lawrence Beesley was a Christian Science practitioner and author in London at the time of his voyage aboard *Titanic*.

Ten weeks after the *Titanic* disaster, the first book by a survivor is published by the Houghton Mifflin Company in the United States. Lawrence Beesley's *The Loss of the S.S. Titanic: Its Story and Its Lessons* relates his experience during *Titanic*'s tragic maiden voyage. He also expresses his views on the lessons that need to be learned from the disaster.

Thirty-four-year-old Lawrence Beesley travelled on ticket number 248698, paying £13. His stateroom was D-56.

Right: Advertisement from the Boston Evening Transcript, 28 June 1912.

Image: Courtesy Gregg Jasper

"A vivid picture of the whole occurrence from beginning to end."—*London Times*.

THE LOSS OF THE S.S. TITANIC

By One of the Survivors
LAWRENCE BEESLEY

AMONG all the stories of the disaster to the "Titanic" the narrative of Mr. Beesley stands out unique for vividness, completeness, convincing and authoritative reality. It gives the public an adequate, carefully considered account of what actually occurred, while at the same time it is hoped it may lead to constructive action of vital importance for the future. Illustrated. \$1.20 net. At all bookstores.

Book Room **HOUGHTON MIFFLIN CO.** 4 Park Street

29 June 1934



A panoramic view of New York's Hudson River on 8 August 1934. Flying the double-house flags of the recently formed Cunard White Star Line, *Olympic* (left) waits with tugs to be berthed at Pier 54. In the background is her fleet mate *Aquitania*, outward bound for Southampton, and berthed at the Chelsea piers are the three-funnelled *Leviathan* (ex-*Vaterland*) of the United States Lines, and *Paris* of the Compagnie Générale Transatlantique.

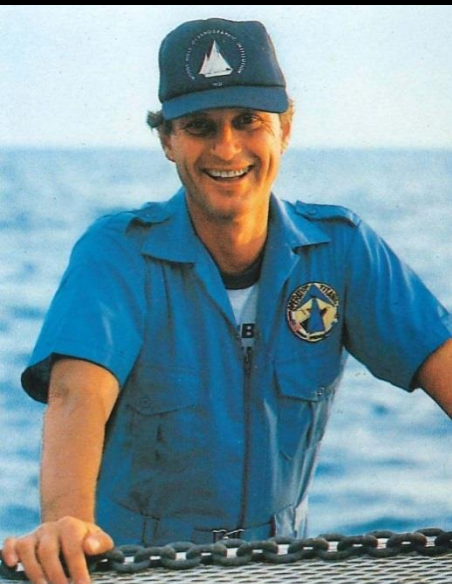
Photo: Percy Loomis Sperr (1890-1964), Stephen J. Card Collection



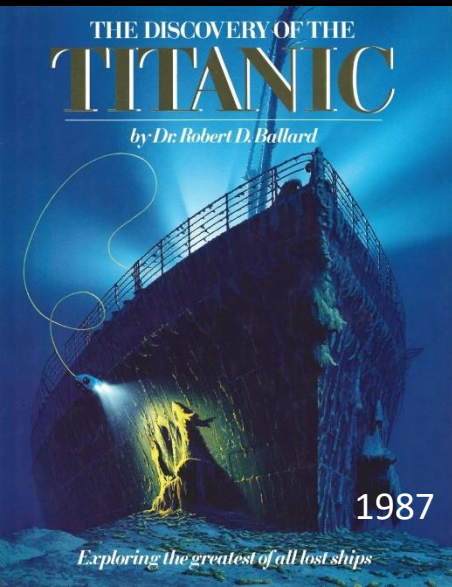
Olympic departs New York City on a voyage to Cherbourg and Southampton. It is her final departure from Pier 59 which had been her terminus since June 1911 (the pier was extended that year to accommodate her length of nearly 900 feet). The 23-year-old veteran of the White Star Line thereafter berths downriver at Pier 54, previously used only by Cunard liners.

30 June 1942

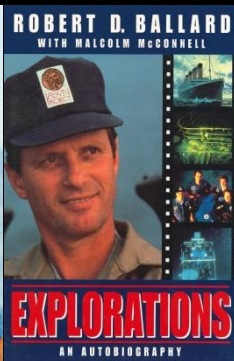
Robert Duane Ballard is born in Wichita, Kansas. Interested in underwater exploration from an early age, Robert Ballard earns a Ph.D. in marine geology and geophysics from the University of Rhode Island in 1974. He is best known as co-leader, with Jean-Louis Michel of Ifremer (France), of the expedition which located the wreck of *Titanic* in 1985. He also explored the wreck of *Titanic*'s younger sister ship *Britannic*.



Dr Robert Ballard in 1985.

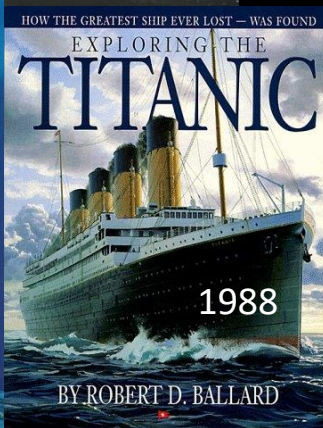
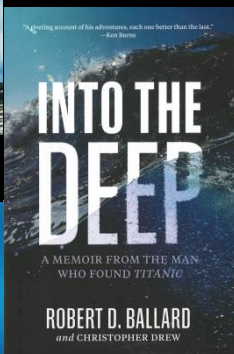


1987

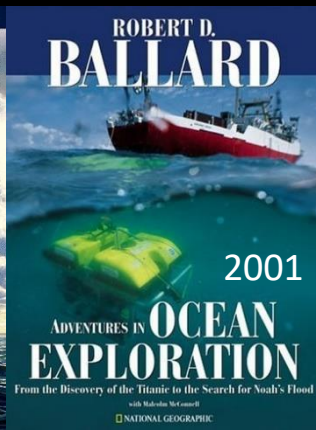


1995

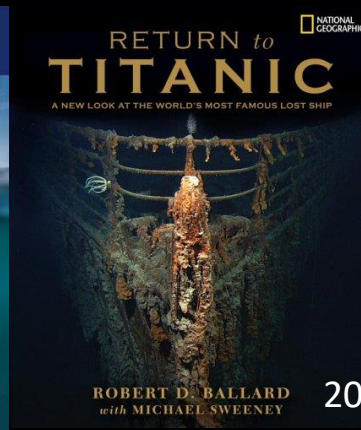
2021



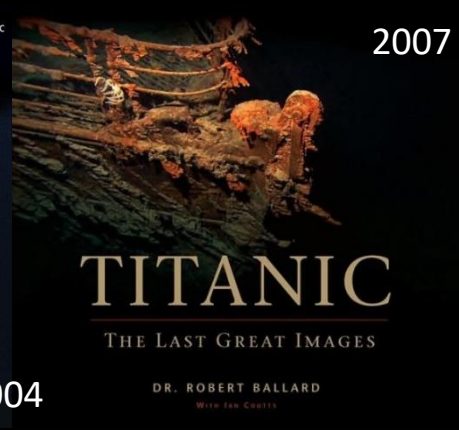
1988



2001



2004



2007

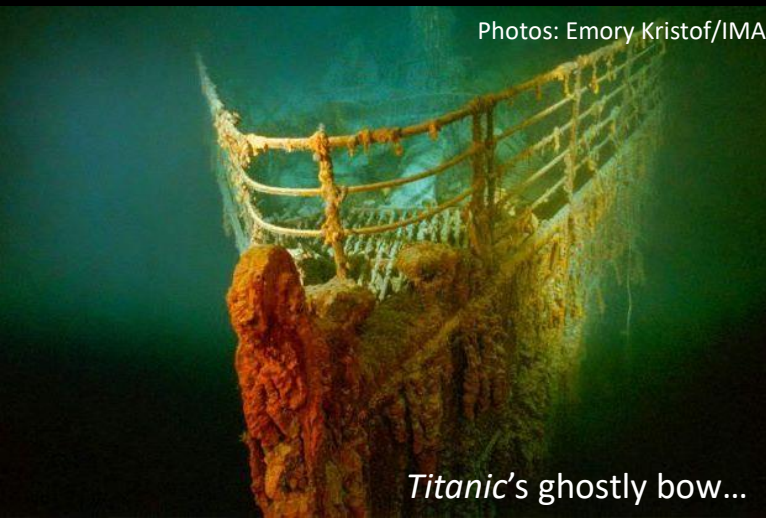
30 June 1991



Photo: Ocean Images/Terry Thompson

The two deep-diving submersibles *Mir-1* and *Mir-2* are deployed from the Russian scientific research vessel *Akademik Mstislav Keldysh*.

The first of seventeen dives on *Titanic* is made during a collaborative effort of scientists and filmmakers from the United States, Canada and Russia. The expedition's goal is to obtain footage using IMAX cameras for Stephen Low's documentary film *Titanica*. From 30 June to 16 July, some 40,000 feet of 65mm IMAX film is shot during 140 hours exploring *Titanic's* wreck.



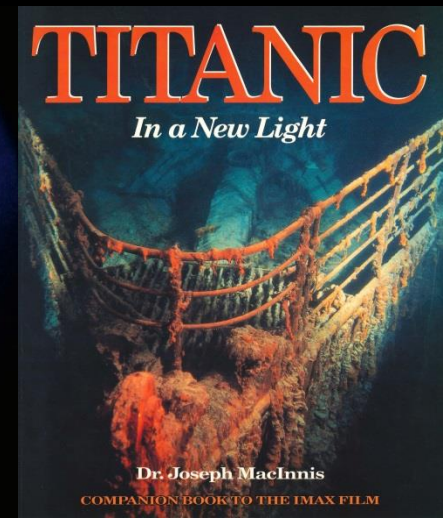
Titanic's ghostly bow...

Photos: Emory Kristof/IMAX Corporation/TMP I Limited Partnership

Boat Deck



Companion book by Dr Joseph MacInnis published in 1992.



Dr. Joseph MacInnis
COMPANION BOOK TO THE IMAX FILM

1 July 1912



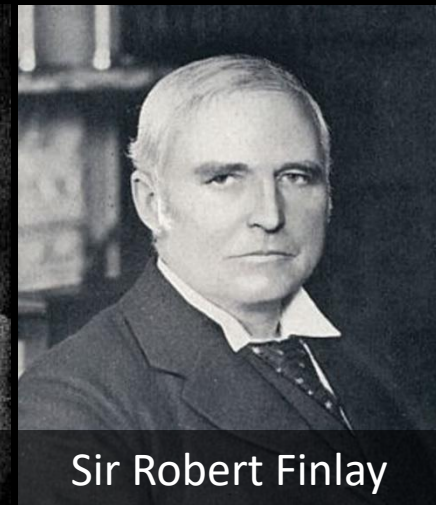
The British investigation into the *Titanic* disaster, which began at the Scottish Drill Hall in Buckingham Gate, London, on 2 May 1912, sits for its thirty-fifth – and penultimate – day at Caxton Hall in Westminster, London. The inquiry had to relocate for its final two days due to another booking at the original venue.



Lord Mersey



Sir Rufus Isaacs



Sir Robert Finlay

Designed in 1878, Caxton Hall was opened as 'Westminster Town Hall' in 1883. It was renamed in 1900.

Wreck Commissioner Lord Mersey, Attorney-General Sir Rufus Isaacs (representing the Board of Trade) and Sir Robert Finlay (counsel for the White Star Line) spend much of the day on 'Final Arguments' regarding testimony of eyewitnesses and other matters relating to the disaster.

1 July 1969

The Harland & Wolff shipyard in Belfast, Northern Ireland, commissions its first heavy-lift gantry crane. Known as 'Goliath' and designed by German engineering company Krupp-Ardelt, it stands 315 feet (96 metres) tall. The crane straddles a new building dock which was opened on 23 March 1970.



'Goliath' and its twin 'Samson', completed in 1974, each have a lifting capacity of 840 tons to a height of 230 feet (70 m). They span 459 feet (140 m) and run on 2,624 feet (800 m) of track.

The building dock is 1,824 feet (556 m) long, 305 feet (93 m) wide, and 27½ feet (8.4 m) deep.

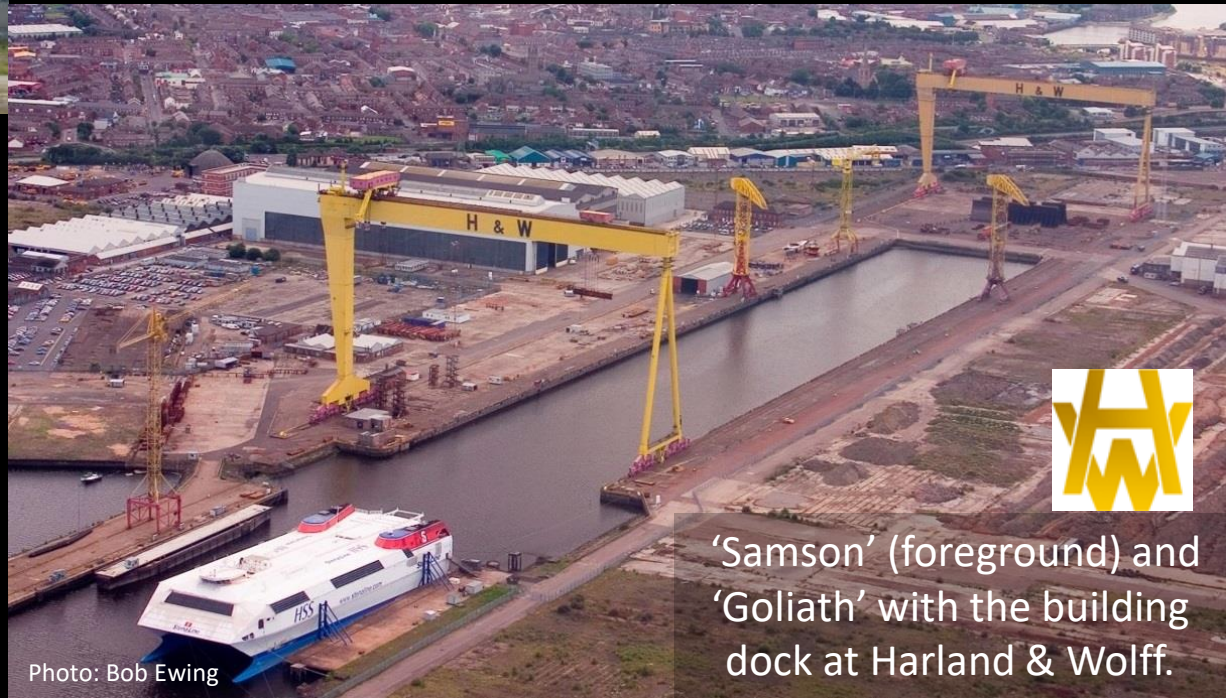
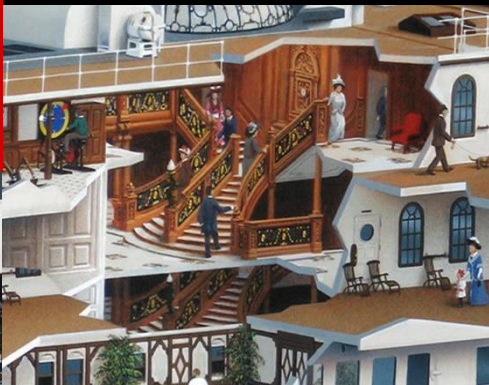
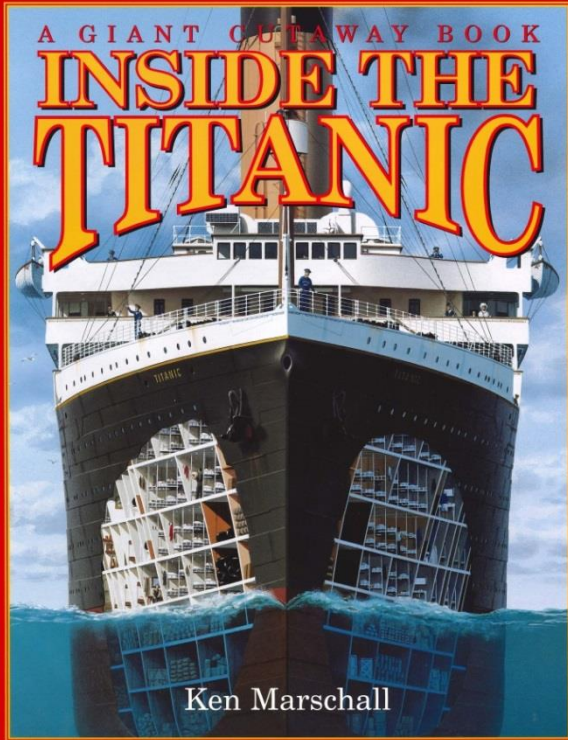


Photo: Bob Ewing

'Samson' (foreground) and 'Goliath' with the building dock at Harland & Wolff.

1 July 1997

Little, Brown and Company, in association with Madison Press Books, publishes *Inside the Titanic*. Written by Hugh Brewster for readers aged 5-9 years, and featuring cutaway paintings by artist Ken Marschall, the 32-page hardback is told through the eyes of First Class passenger Billy Carter, age 12, and nine-year-old Third Class passenger Frankie Goldsmith.

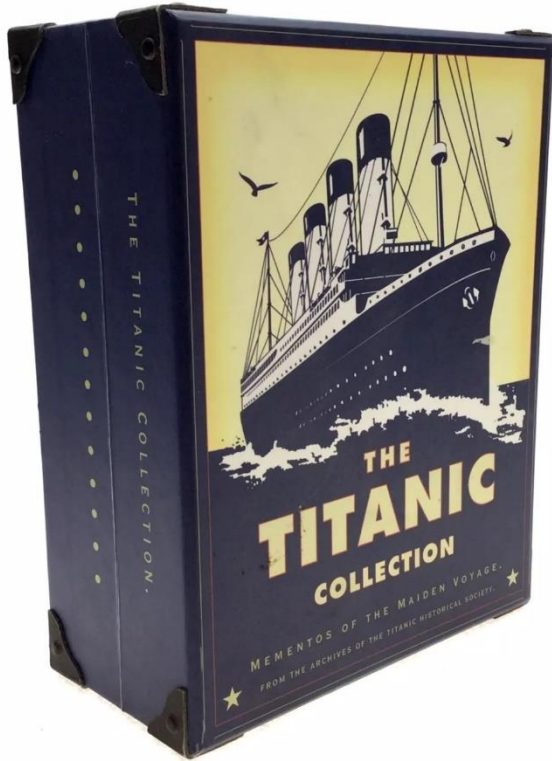


Ken Marschall's paintings showcase *Titanic's* interiors from the Boat Deck to the engine rooms.



Paintings: ©Ken Marschall (1997)

1 July 1998

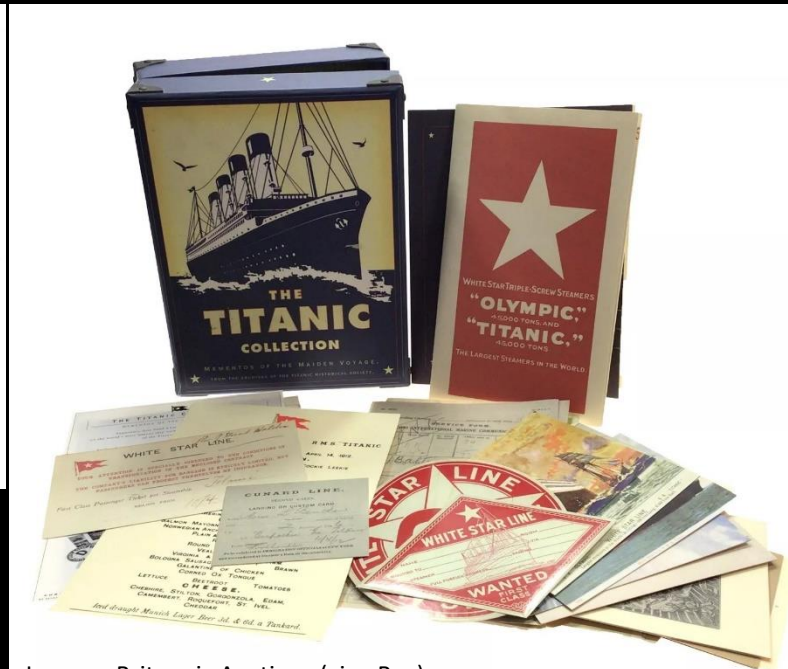


'Sometimes we lose touch with the human reality of the Titanic story. These fascinating and poignant artifacts vividly remind us that real people lived and died on the Titanic.' (Dr Robert D. Ballard, co-discoverer of *Titanic* in 1985).

Chronicle Books in the United States, in association with the Titanic Historical Society, releases *The Titanic Collection: Mementos of the Maiden voyage*. Included are twenty-one reproductions of tickets, postcards, menus, luggage stickers, wireless messages and a plan of *Titanic's* First Class accommodations.



The presentation box also features a 28-page guide booklet by historians Eric Sauder and Hugh Brewster.

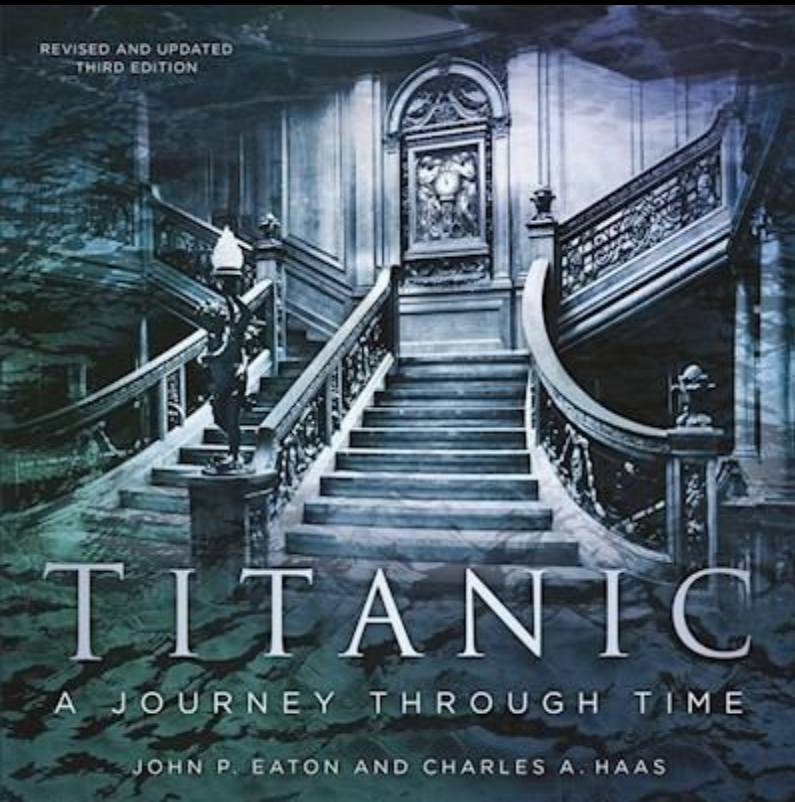


Images: Britannic Auctions (via eBay)

1 July 2020 (1)



The History Press in England publishes a revised and updated third edition of *Titanic: A Journey Through Time*. Originally published in 1999 and reissued by The History Press in hardback in 2017, the new paperback edition of 266 pages is fully updated with recent news and developments concerning the story of history's most famous ship.



'Titanic: A Journey Through Time is a book to look at, a book to read, but most of all, a book to enjoy.' (William MacQuitty, from his foreword to the first edition in 1999)

'Charlie and Jack have done an admirable job in revising their acclaimed original volume.' (Author David F. Hutchings, 2021)



Photo: *The Highlands Current*

Titanic historians John P. Eaton (left) and Charles A. Haas collaborated on several books between 1986 and 2020. John Eaton passed away on 29 January 2021.



Photo: Courtesy Charles A. Haas

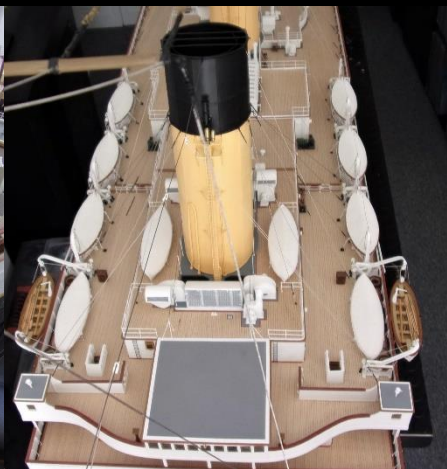
1 July 2020 (2)



Materials used to construct the model included MDF board and sheet styrene for the hull, shell plating, superstructure and deckhouses; Canadian maple veneer for the decks; resin for duplicate features like bollards, lifeboats and capstans; and brass, wire, wood and plastic.

British model-maker Jason King adds the finishing touches to his 1:72 scale scratch-built model of the White Star liner *Titanic*. The 12-foot-long highly detailed model took thousands of hours to build over four years and seven months from December 2015.

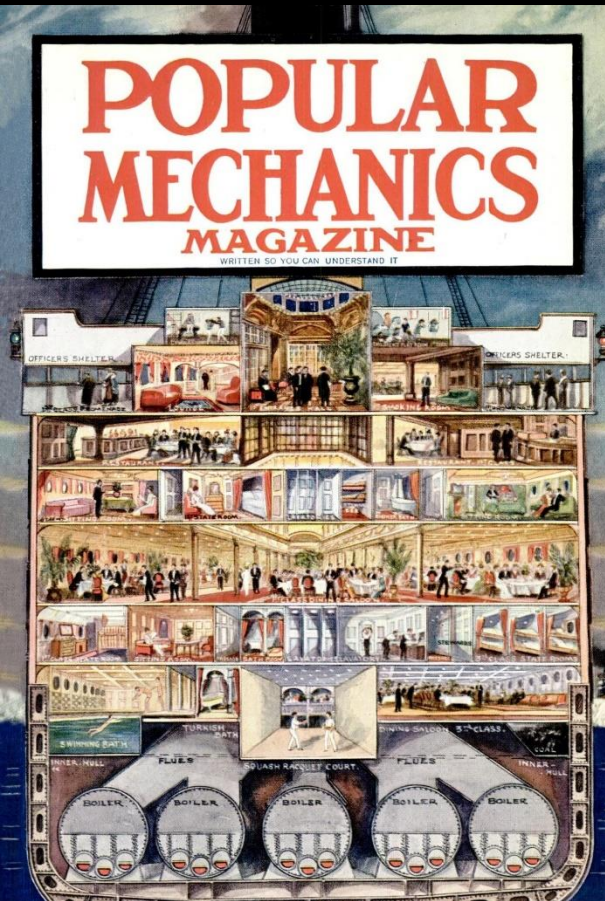
Jason King had earlier completed a 1:100 scale model of the ship along with models depicting the bow and stern sections on the ocean floor. The wreck models were displayed at *Titanic* exhibitions in Dublin and London with artefacts recovered from *Titanic's* wreck site.



Photos: Courtesy Jason King

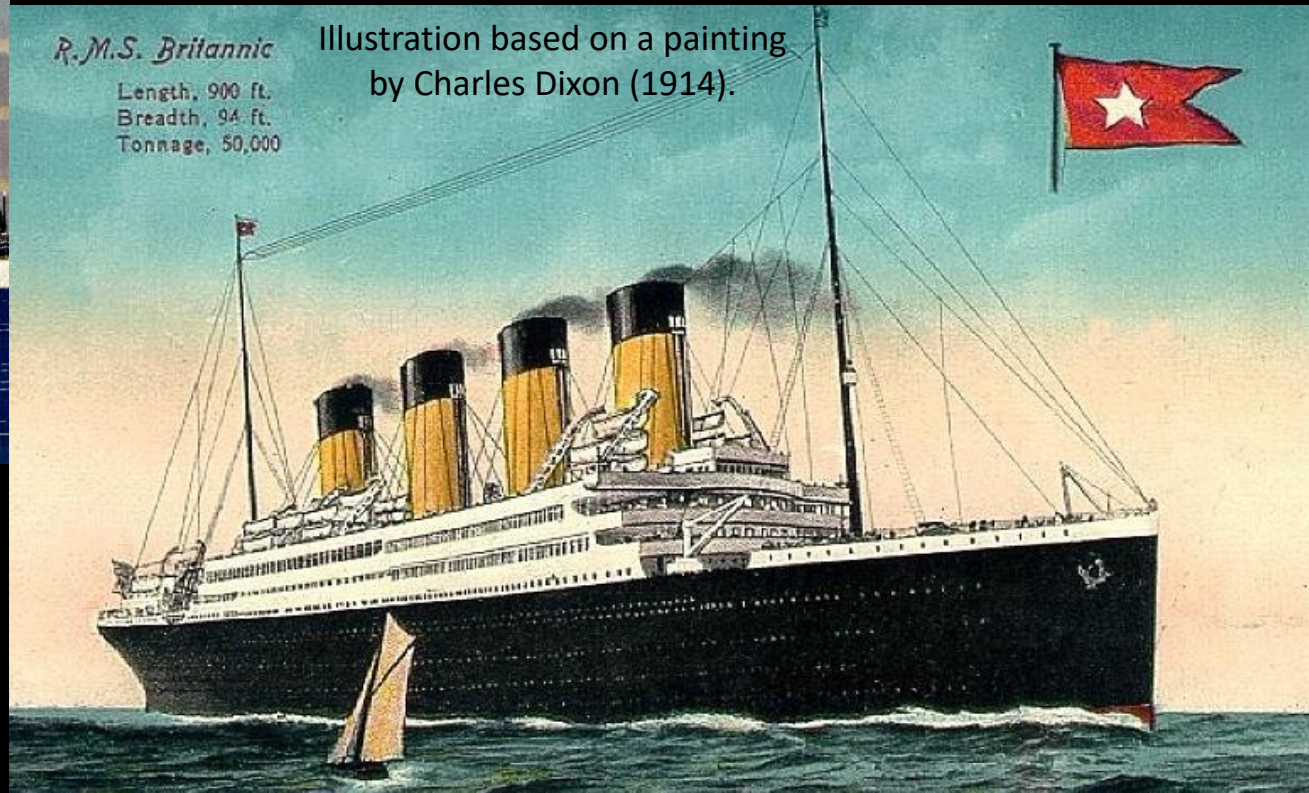
2 July 1914

The White Star Line announces that the third member of the 'Olympic'-class liners, the 48,158-ton *Britannic*, will enter service in the spring of 1915. Events in Europe a little over one month later will forever alter the course of *Britannic's* intended career on the North Atlantic.



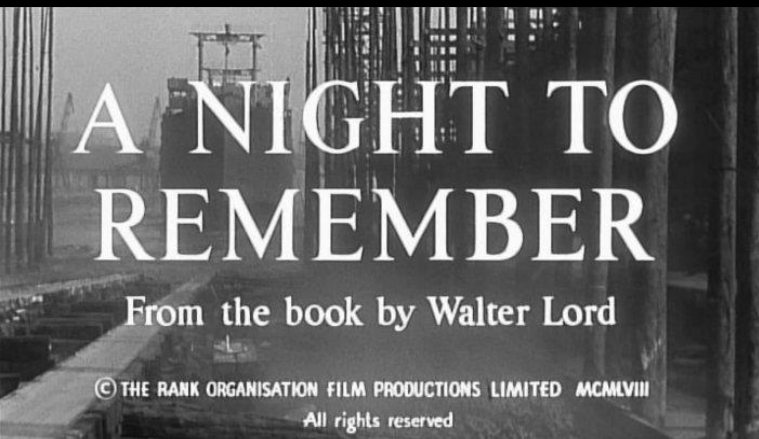
R.M.S. Britannic
Length, 900 ft.
Breadth, 94 ft.
Tonnage, 50,000

Illustration based on a painting
by Charles Dixon (1914).



The cover of the July 1914 issue of *Popular Mechanics* featured a cutaway view of the new White Star liner *Britannic*. The ship was being fitted out at Belfast for trans-Atlantic passenger service.

3 July 1958 (1)



The official premiere of The Rank Organisation's *A Night to Remember*, starring Kenneth More, is held at the Odeon Cinema in Leicester Square, London. In attendance are ten survivors of the *Titanic* disaster and members of the film's cast and crew.

The 123-minute motion picture is directed by Roy Baker and produced by William MacQuitty. Screenwriter Eric Ambler adapted Walter Lord's 1955 book and William Alwyn wrote the score.



A scene from opening night at the Odeon Cinema, 3 July 1958.



3 July 1958 (2)

'It claims high place among Britain's greatest pictures.' (Harold Conway, *Daily Sketch*, 3 July 1958)

'An intelligent spectacle.'
(Fred Majdalany, *Daily Mail*, 4 July 1958)

'While the British film industry can turn out films of this calibre, it's unthinkable that it should be sinkable.'

*This is a film to remember ...
It's brilliantly acted and directed.'*
(Ernest Betts, *The People*, 6 July 1958)



Passengers Lawrence Beesley, Gus Cohen, Marjorie Dutton (Collyer), Eva Hart and Edith Russell (Rosenbaum) join former crew members Joseph Boxhall, Sidney Daniels, Violet Jessop, Herbert Pitman and Fred Ray at the premiere of *A Night to Remember*. The film receives very positive reviews from critics for the drama and realism with which the disaster is depicted.

3 July 1961

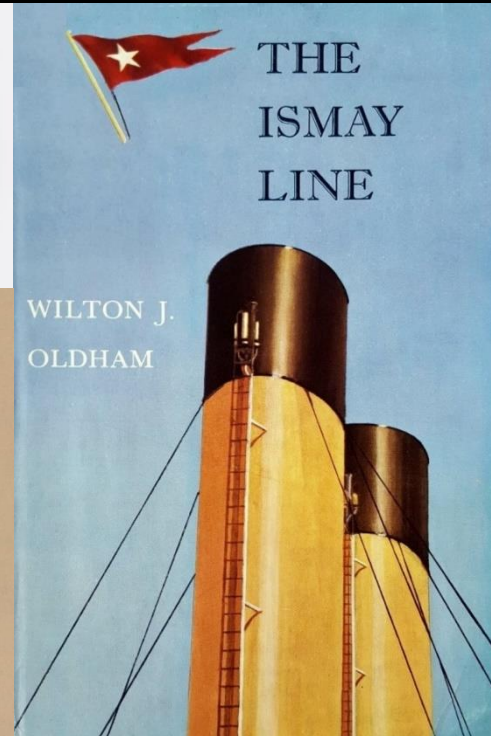
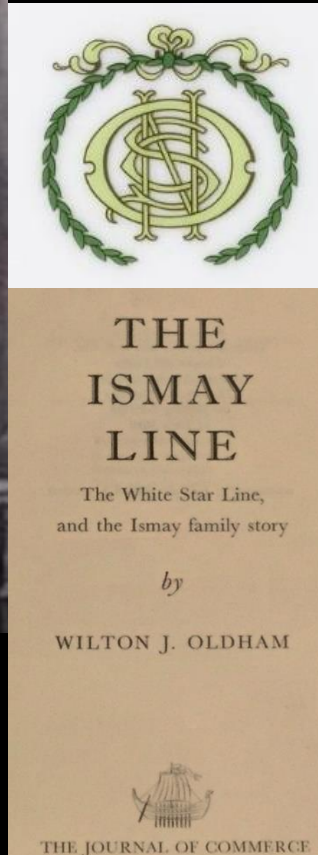
The Ismay Line is published by the Journal of Commerce in Liverpool, England. The 284-page hardback, by Wilton J. Oldham, is the first book to document the story of the Oceanic Steam Navigation Company (White Star Line) and the Ismay family.

1880s



Original painting: Hubert von Herkomer

Shipowner and entrepreneur Thomas Henry Ismay founded the Oceanic Steam Navigation Company at Liverpool in 1869.



Dust jacket with the line's famous funnels.



Photo: Wilton J. Oldham Collection

Wilton Joseph Oldham (1919-1987)

3 July 2009

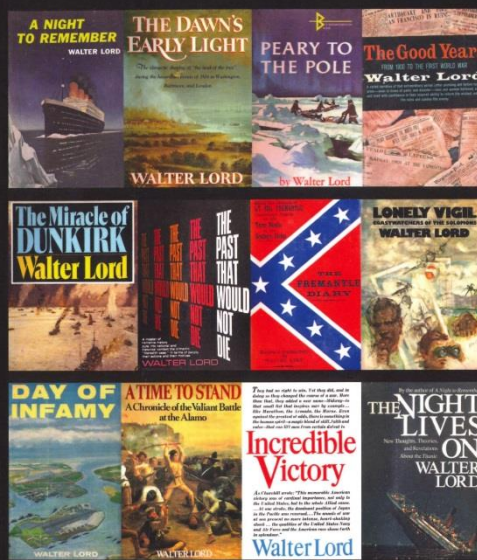


Walter Lord in 1982.

Photo: Wendy Barrows



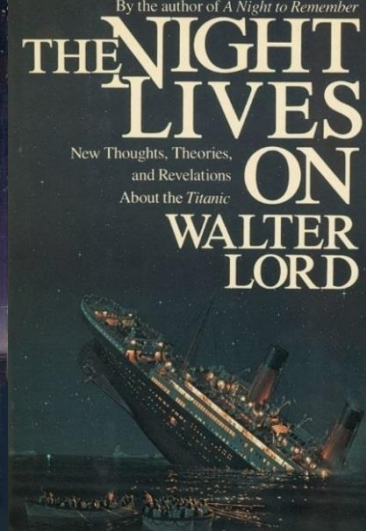
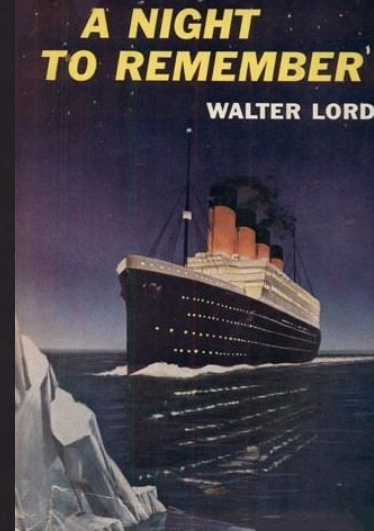
Bookplate
designed by
Walter Lord in
the 1950s.



THE WAY IT WAS

Walter Lord on His Life and Books

Edited by Jenny Lawrence



'Beginning with the Titanic, Walter developed an eye-witness-based approach to history that he honed to perfection in subsequent books and that arguably shaped the writing of popular history.' (Jenny Lawrence, 2009)

Seven years after his death at age 84, the unpublished talks and tape-recorded sessions with author and historian Walter Lord appear in print as *The Way It Was: Walter Lord on His Life and Books*. Compiled and edited by his friend Jenny Lawrence, the 294-page book chronicles the story behind each of Lord's twelve books, including the celebrated *A Night to Remember* (1955) and its 1986 sequel *The Night Lives On*.

4 July 2005

During the deepest penetration yet undertaken of *Titanic's* interior, the remotely operated vehicle *Gilligan* fails, and is abandoned, inside the cooling room of the Turkish bath. The loss of the 'X-bot' occurs during the third and final expedition led by James Cameron to film and document in detail *Titanic's* wreck.



The cooling room aboard *Titanic*.



The décor of *Titanic's* Turkish bath and cooling room remains remarkably intact after 93 years.

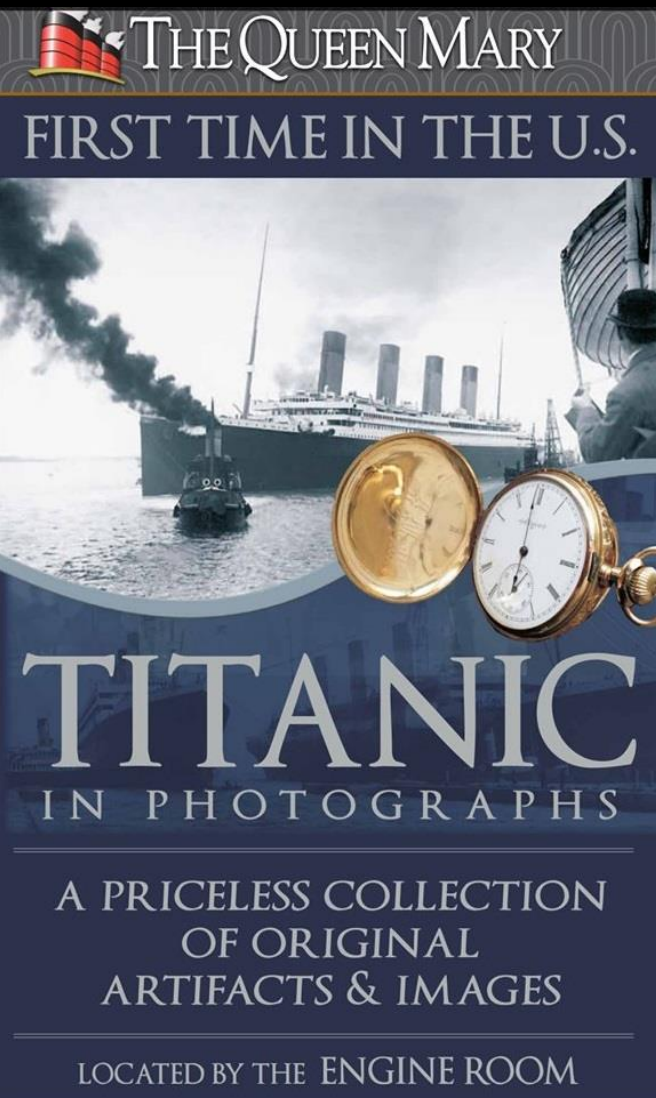


Digital rendering of the cooling room of *Titanic's* Turkish bath.



An 'X-bot' like the one abandoned during the 2005 expedition.

4 July 2017



Titanic in Photographs – The Exhibition opens aboard the retired Cunard liner *Queen Mary* at Long Beach, California. Based on the best-selling book *Titanic in Photographs* (2011) by historians Daniel Klistorner and Steve Hall, the exhibition includes almost 100 period images and more than 150 artefacts associated with *Titanic's* enduring story and legacy.

The exhibition premiered in Milton Keynes, England, on 28 May 2016.



Photo: White Star Memories Ltd.

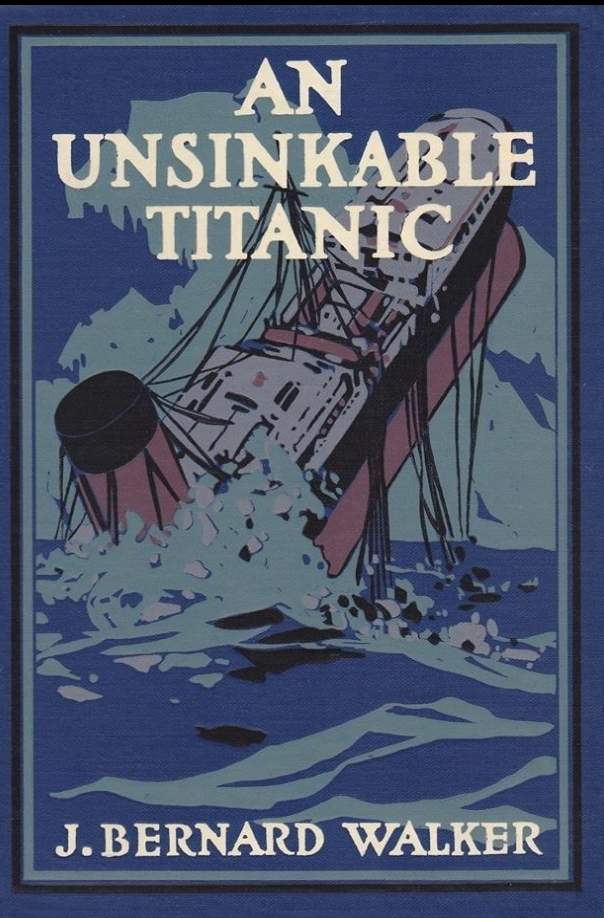
R.M.S. *Queen Mary* (81,237 tons), in service from 1936 to 1967.



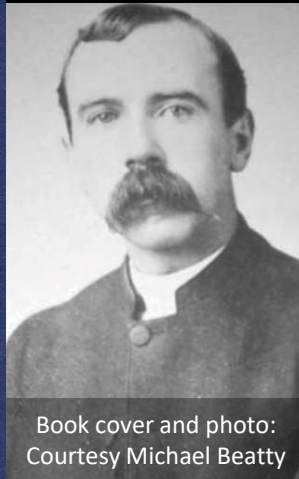
Photo: Graeme Jupp

'The exhibit offers a comprehensive, educational view of one of the most memorable moments in history; a story that continues to captivate the public's imagination over 100 years later.' (Sea magazine, 2017)

5 July 1912



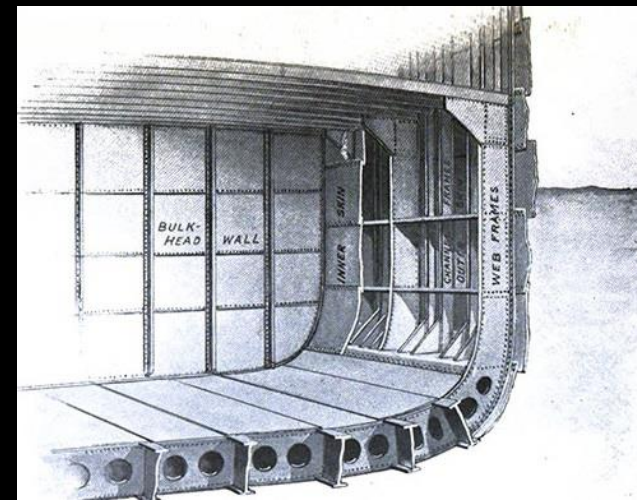
An Unsinkable Titanic: Every Ship Its Own Lifeboat is published by Dodd, Mead and Company in New York. Written by John Bernard Walker (1858-1928), a novelist and Editor of the monthly magazine *Scientific American*, the book is the first detailed analysis of *Titanic's* sinking.



Book cover and photo:
Courtesy Michael Beatty

'To the memory of the Chief Engineer of the Titanic John Bell [sic] ... and his staff of thirty-three assistants, who stood at their posts in the engine and boiler rooms to the very last, and went down with the ship, this work is dedicated.'

John Bernard Walker
in later life as the
Rev. George Dyson.



Like a number of books published in the immediate aftermath of the *Titanic* disaster, *An Unsinkable Titanic* has been reprinted several times since it first appeared in 1912.

Right: An illustration from chapter VI '*The Sinkable Titanic*', which detailed the physical structure of the ship, including framing, plating, double bottom and bulkheads.

5 July 1920

William Thomas Stead
Born in Embleton,
Northumberland,
England, 5 July 1849.



'This memorial to a journalist of wide renown was erected near the spot where he worked for more than thirty years by journalists of many lands in recognition of his brilliant gifts, fervent spirit & untiring devotion to the service of his fellow men.'

Sculpted by Sir George Frampton (1860-1928).



A commemorative plaque remembering William Thomas Stead, a noted spiritualist and journalist, and former editor of the *Pall Mall Gazette*, is unveiled on Victoria Embankment in London, England. W.T. Stead perished in the *Titanic* disaster.

5 July 1985

Photos: Ifremer

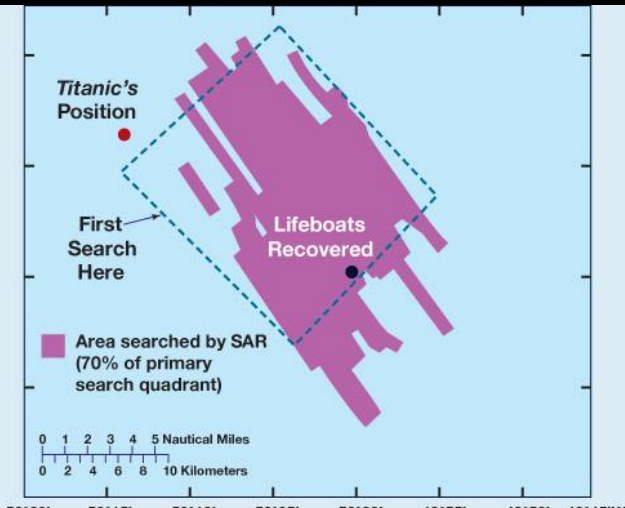
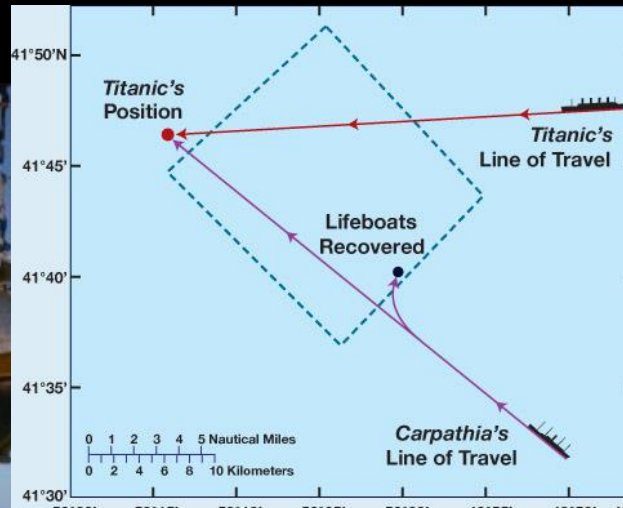


Built by Ateliers et Chantiers de la Manche, Dieppe, France, 1975.
Gross tonnage: 946; Length: 185 feet (56 m); Beam: 36 feet (11 m).

Launching SAR (built in 1984).



The research vessel *Le Suroît*, of the *Institut Français de Recherche pour l'Exploitation de la Mer* (Ifremer), arrives in the vicinity of the *Titanic* disaster to begin the first phase of a joint French-American expedition to locate the wreck. The deep-towed, side-scan vehicle *SAR* (*Système Acoustique Remorqué*) is launched from *Le Suroît* to 'mow the lawn' of an initial search area.



5 July 2024

American film producer Jon Landau, who won an Academy Award in 1998 for co-producing the 194-minute *Titanic*, dies aged 63 in Los Angeles, California. At the time of his passing, Jon Landau had been nominated for three of the four highest-grossing movies in cinema history: *Titanic* (1997) and two films in the *Avatar* franchise (2009 and 2022).



Photo: Landau Family Collection

Above: Jon Landau celebrates his 'Oscar' with wife Julie at the Academy Awards ceremony in Los Angeles on 23 March 1998.



Right: Producers Jon Landau and James Cameron are ecstatic at winning the 'Best Picture' Academy Award for *Titanic*.



Photo: Associated Press

6 July 1958

Original photo: *Liverpool Echo*
Enhanced and coloured by
Tatiana Yamshanova (2022)



1961

Stanley Lord, age 80, reads a review of the movie *A Night to Remember* in Liverpool's *Sunday Express* which refers to the involvement of his ship *Californian* in the *Titanic* disaster. Lord is unimpressed with what he reads and the next day visits the office of the Mercantile Marine Service Association, where he requests a meeting with the General Secretary...

'Only ten miles away the lights of another ship, the Californian, winked ... Her only radio operator was in bed. Her officers watched the Titanic's desperate flares and wondered why a big ship was firing rockets ... They did nothing.'
(Film critic, *Sunday Express*, 1958)



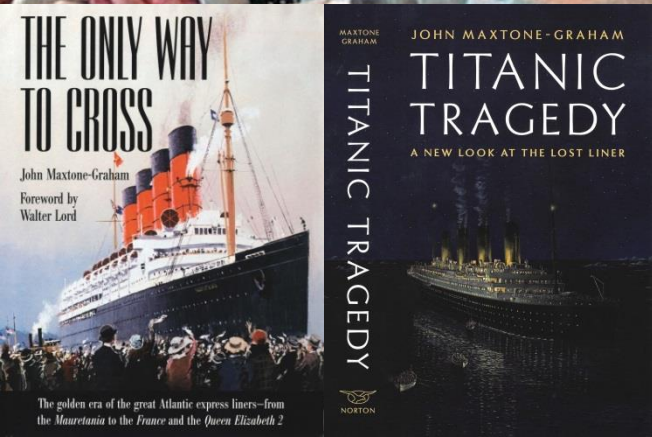
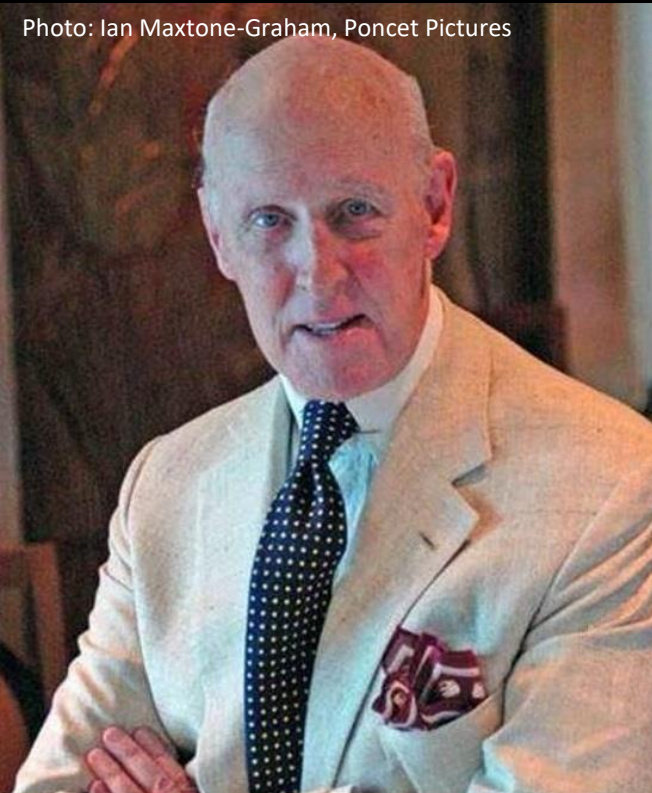
1958

Photo: Estate of Leslie Harrison

'A tall, spare man was shown in. He introduced himself briefly and authoritatively: "I'm Lord, of the Californian."'
(Leslie Harrison, from his book *A Titanic Myth: The Californian Incident*, William Kimber, 1986)

6 July 2015

Photo: Ian Maxtone-Graham, Poncet Pictures



Renowned ocean liner historian, author and lecturer John Maxtone-Graham passes away in New York City at the age of 85. His book *The Only Way to Cross*, published in 1972, included a foreword by *Titanic* historian and author Walter Lord and a chapter devoted to *Olympic* and *Titanic*. He also wrote *Titanic Tragedy*, published to coincide with the centenary of the disaster in April 2012.

'Although only a narrow slice in places, no more than inches wide, it extended a hundred yards aft from the bow. With no lateral bunkers, that design convenience that made coal passing so much simpler, there was nothing to impede the inrush of cold green sea; a fatal proportion of the Titanic's lower decks filled rapidly.'

(John Maxtone-Graham, *The Only Way to Cross*, 1972)

7 July 1963

A group of *Titanic* enthusiasts meet in Indian Orchard, Massachusetts, to form the world's first *Titanic* society. It is incorporated as the 'Titanic Enthusiasts of America' on 6 September 1963.



The first issue of the society's journal *The Marconigram*, later renamed *The Titanic Commutator*.

Image: Titanic Historical Society, Inc. Collection

Titanic passes through Victoria Channel at Belfast on 2 April 1912.

Photo: Topical Press Agency

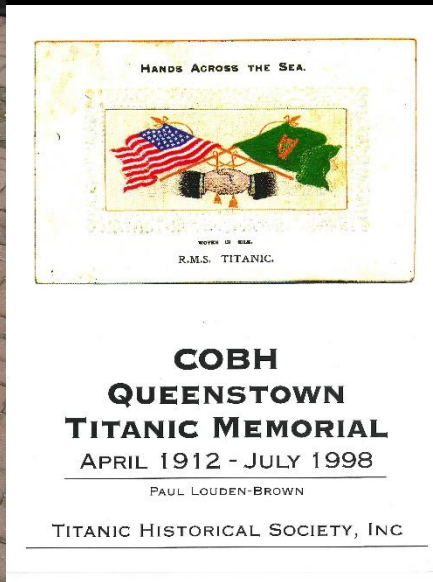


Photo: Barbara Kamuda/Titanic Historical Society, Inc. Collection

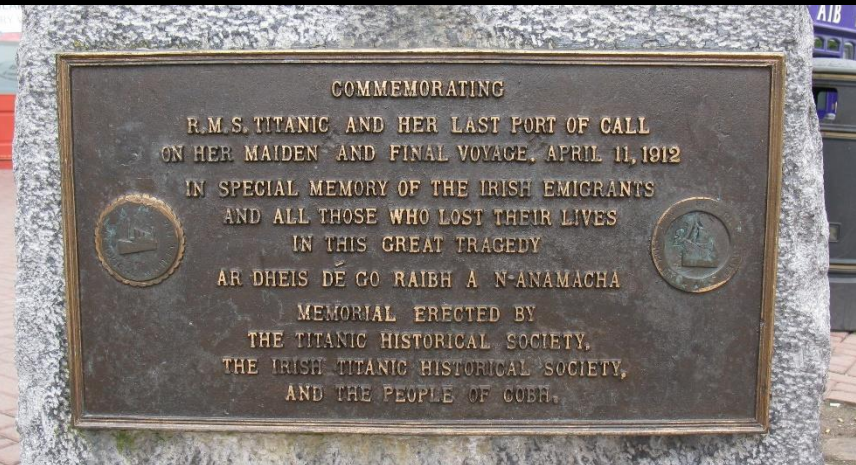
Frank Casilio, Joseph and Theresa Carvalho, Michael Ravetti and Edward S. Kamuda meet to share their mutual interest in the White Star liner *Titanic*.

7 July 1998

A memorial to R.M.S. *Titanic* and those who embarked at Queenstown, Ireland, on 11 April 1912 is unveiled in Pearse Square at Cóbh (formerly Queenstown). Of the 123 passengers who joined *Titanic* at her last port of call, 81 perished four days later in icy North Atlantic waters.



Booklet prepared by historian Paul Louden-Brown and published by the Titanic Historical Society, Inc.



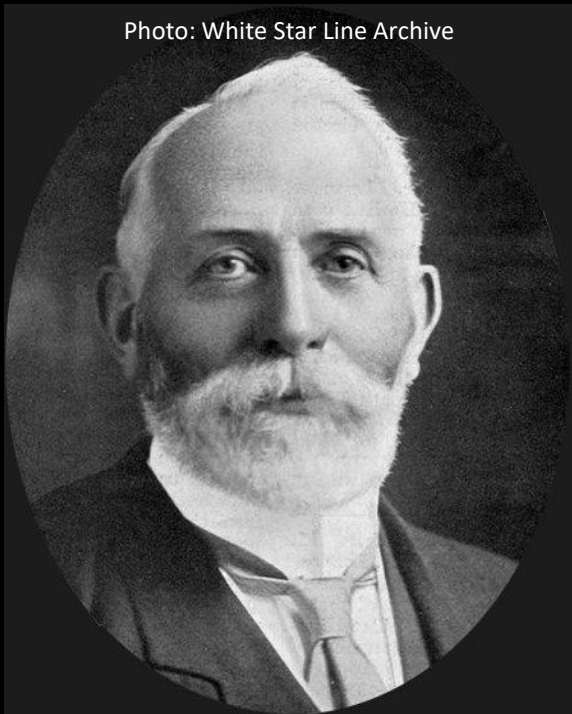
2012

Photos: Graeme Jupp

The Cóbh/Queenstown memorial is a collaborative effort of the Titanic Historical Society, Inc. (Massachusetts, USA) and the Irish Titanic Historical Society, in association with the Cóbh Titanic Memorial Committee, Cóbh Town Hall and Cóbh Urban District Council.

8 July 1854

Photo: White Star Line Archive



Alexander Montgomery Carlisle is born in Ballymena, County Antrim, Ireland. Apprenticed to Harland & Wolff in 1870, Carlisle is later promoted to Chief Naval Architect and General Manager. He is the principal designer of the 'Olympic'-class ships from 1907 to 1910, responsible for the internal arrangement and much of the décor of the three liners. Carlisle retires from Harland & Wolff on 30 June 1910.

THE WHITE STAR LINERS "OLYMPIC" AND "TITANIC."

CONSTRUCTED BY MESSRS. HARLAND AND WOLFF, LIMITED, SHIPBUILDERS AND ENGINEERS, BELFAST.

Fig. 12. BOAT DECK.

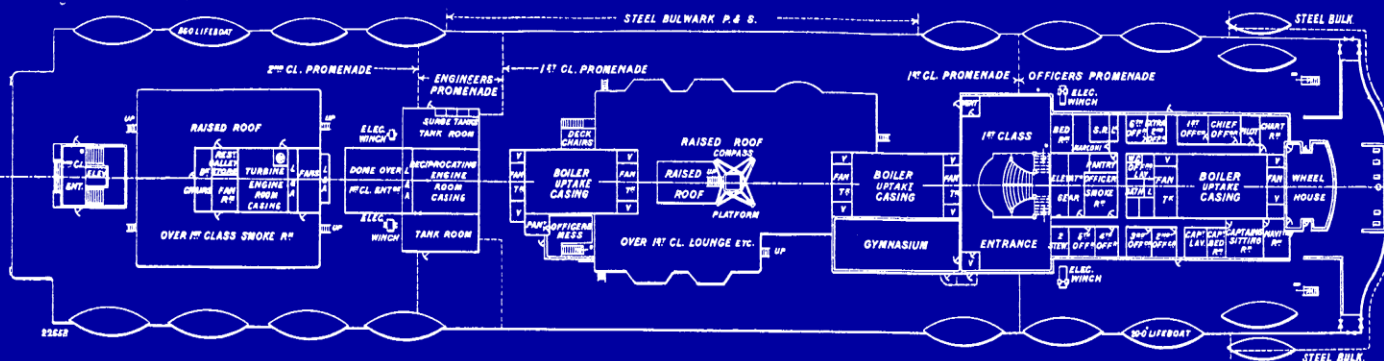
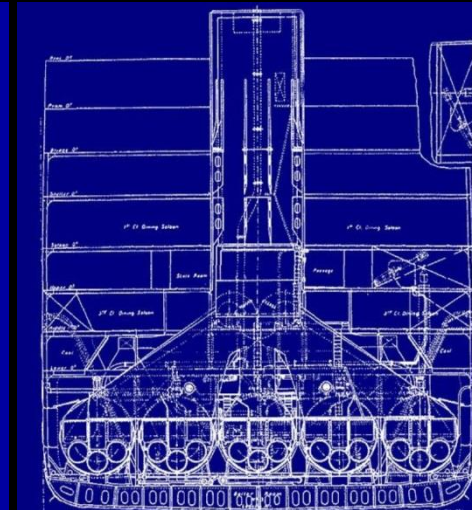


FIG. 12. THE BOAT-DECK.



9 July 1925



Photo: Gilman School Archives, Baltimore

Seven-year-old Walter Lord, with his mother and sister, embarks *Olympic* at New York for a voyage to Southampton. During the North Atlantic crossing and his family's vacation in Europe, young Walter learns more about *Olympic's* lost sister ship *Titanic*. His enduring interest in the *Titanic* will lead him to later write a best-selling account of the 'unsinkable' liner.

Olympic departing New York's Pier 59 in the mid-1920s.

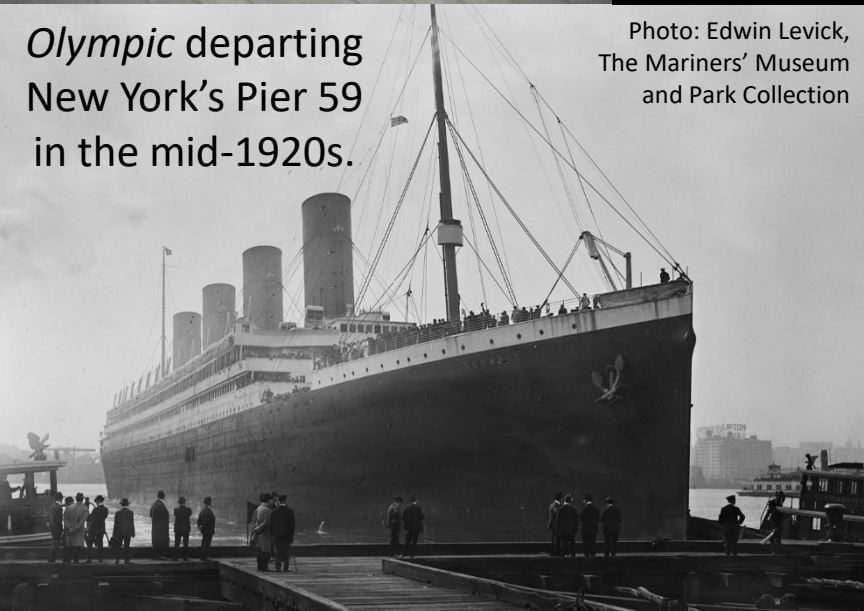


Photo: Edwin Levick, The Mariners' Museum and Park Collection



9 July 1990



Photo: Dave Caulkin/
Associated Press

The Hon. Cecil
Parkinson, M.P.
(1931-2016)

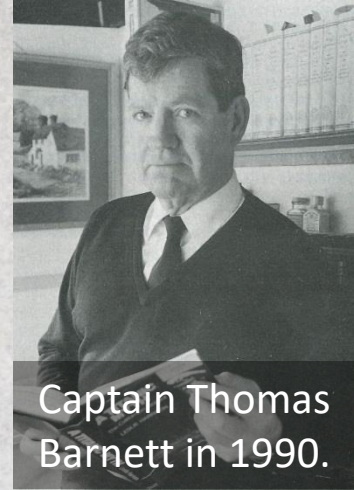
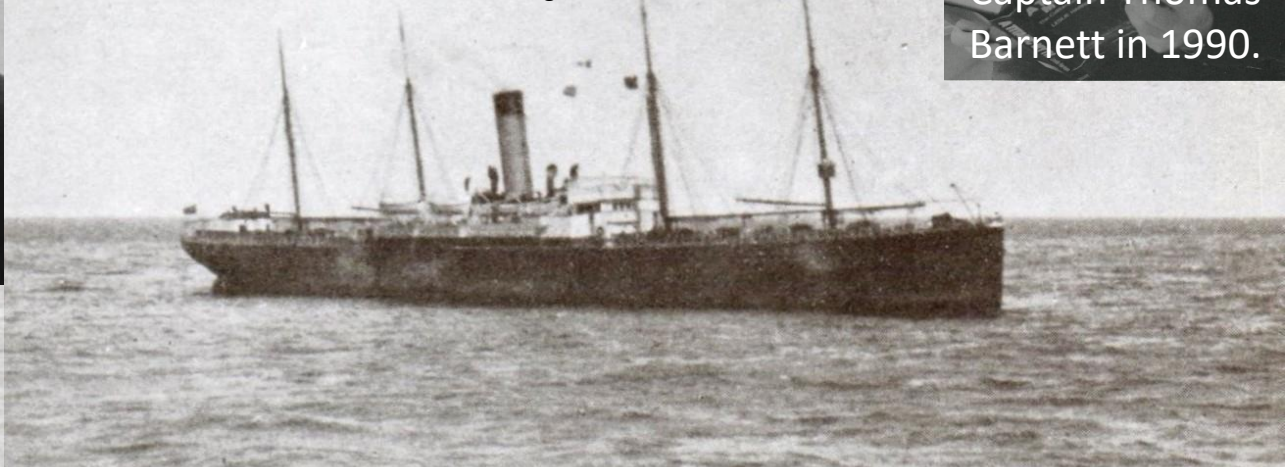


Captain
Stanley Lord
(1877-1962)

Captain Thomas W. Barnett, a former Principal Nautical Surveyor, is appointed to investigate the 'Californian Incident'. He will report to Captain Peter Marriott, the Chief Inspector of Accidents.

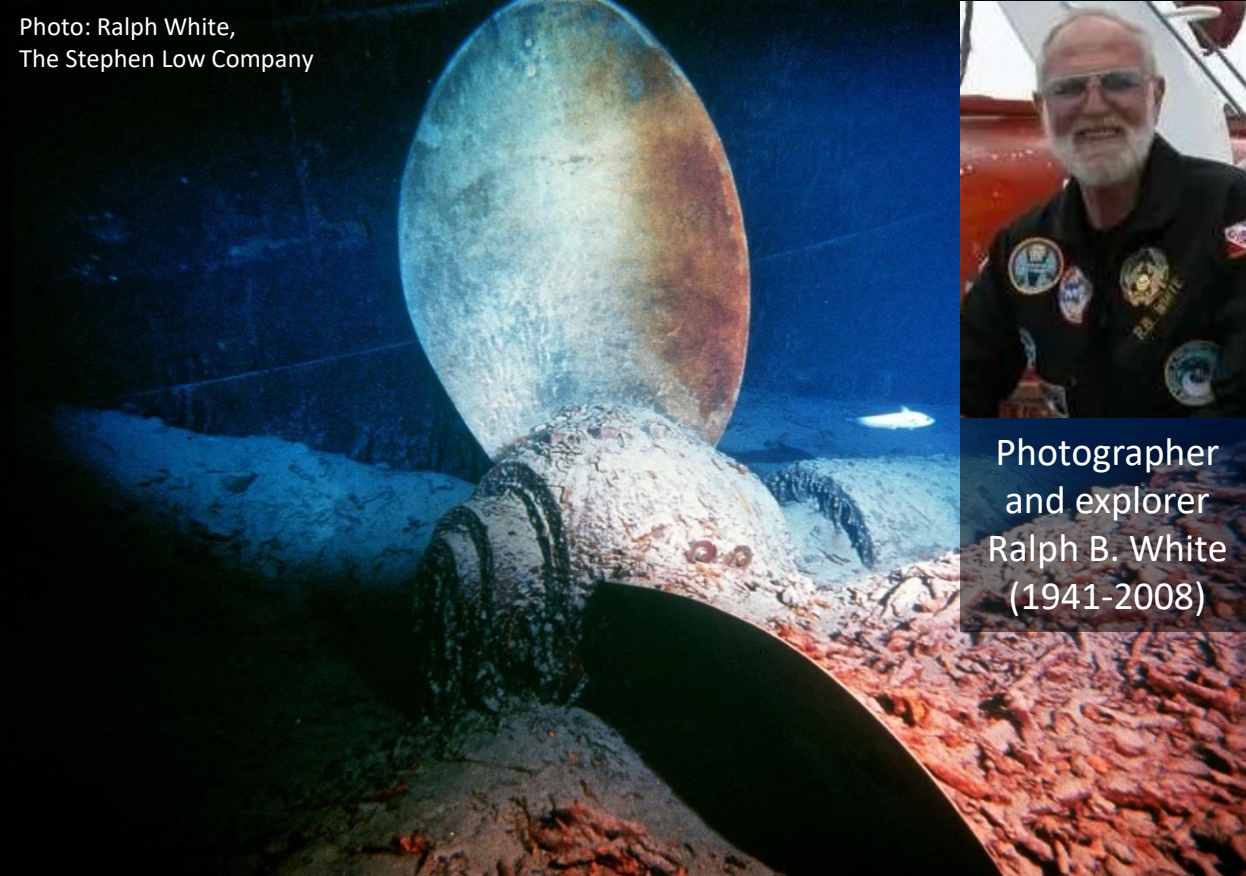
Californian as seen from the Cunard liner *Carpathia* on the morning of 15 April 1912.

Photo: Louis M. Ogden



Captain Thomas
Barnett in 1990.

The Secretary of State for Transport in the United Kingdom, Cecil Parkinson, M.P., announces that the Marine Accident Investigation Branch of his office will undertake a reappraisal of evidence concerning Captain Stanley Lord and the Leyland Line's 6,223-ton *Californian*. Captain Lord and his ship were controversially involved in the *Titanic* disaster in April 1912.



Photographer
and explorer
Ralph B. White
(1941-2008)

9 July 1991



Close-up view of the number '401'
on a starboard propeller blade.

Titanic's starboard propeller is photographed during a dive by the Russian 'Mir' submersibles. A closer examination reveals the Harland & Wolff shipyard number '401' on one of the manganese-bronze blades. The two wing propellers, each weighing thirty-eight tons, were wrenched upward when *Titanic's* stern section struck the ocean floor on 15 April 1912.

10 July 1945



1945



Born in Liverpool,
England, 15 July 1883.

Bromide print by Walter Stoneman,
National Portrait Gallery, London

Commodore James Bisset of the Cunard White Star Line is knighted by King George VI for services to the British Merchant Marine. Sir James joined Cunard in May 1907 and in April 1912 was Second Officer aboard *Carpathia* during the rescue of *Titanic's* survivors. He attained the rank of Captain in May 1931 and commanded *Queen Mary* and *Queen Elizabeth* during World War II.



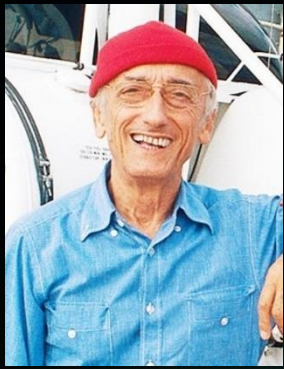
Photo: Angus and Robertson

Aboard *Nether Holme* in 1906 (left) and *Carpathia* as Second Officer in 1912.

James Gordon Partridge Bisset was promoted to Commodore of the Cunard White Star Line on 28 August 1944.



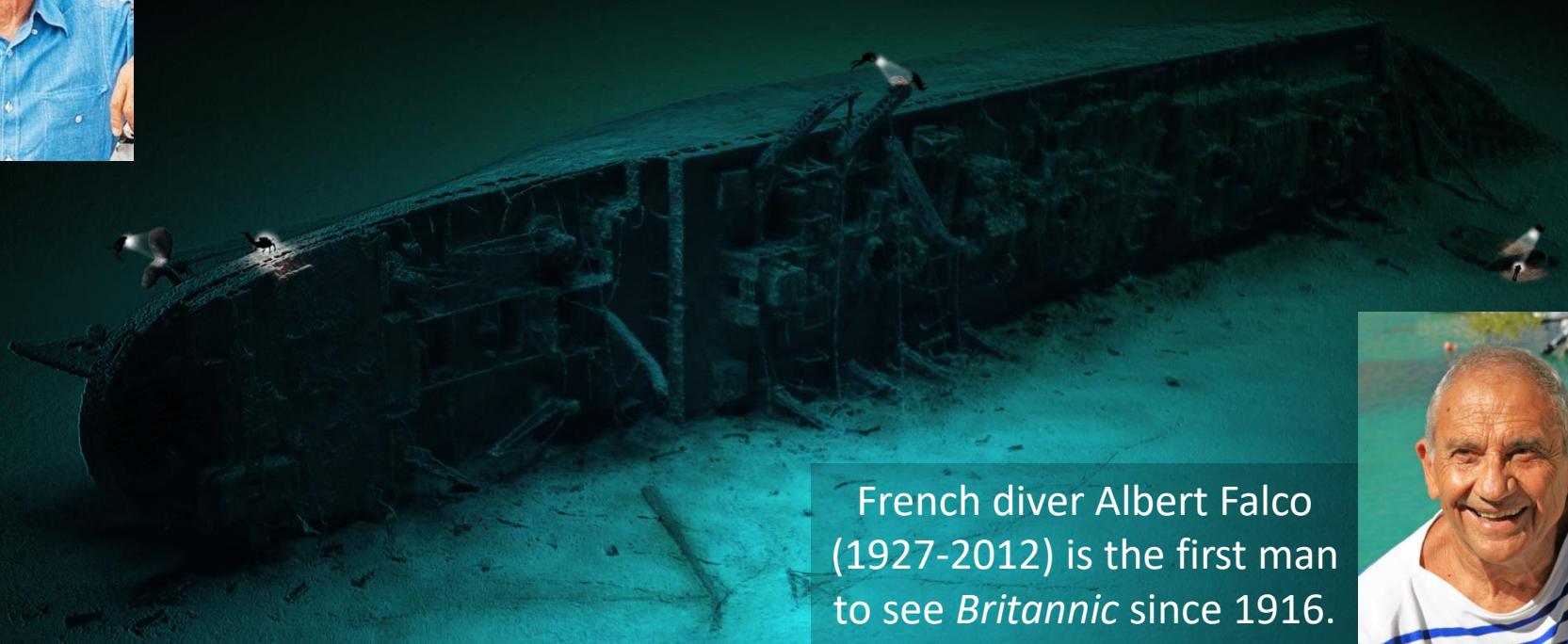
Photo: Angus and Robertson



Expedition leader Jacques-Yves Cousteau (1910-1997).

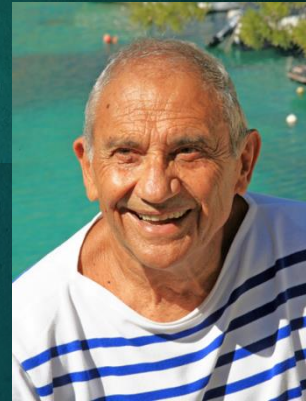
Photo: Jean-Michel Cousteau

10 July 1976



French diver Albert Falco (1927-2012) is the first man to see *Britannic* since 1916.

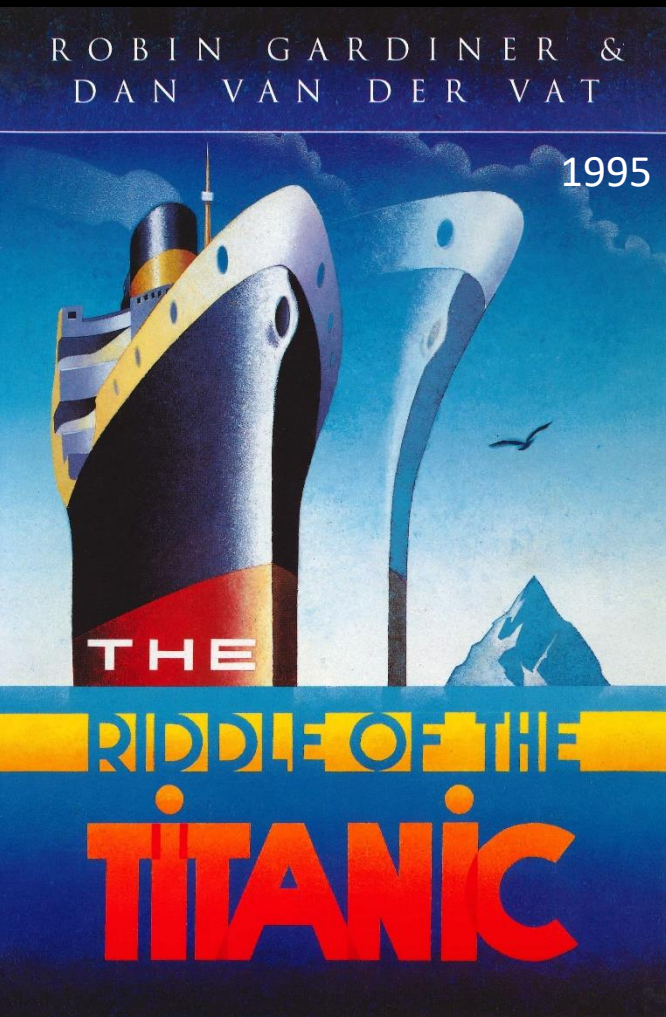
Photo: Alain Foret (2011)



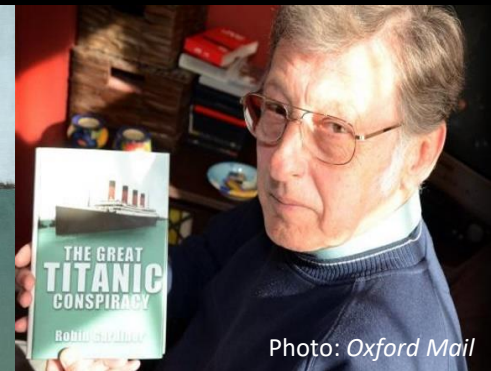
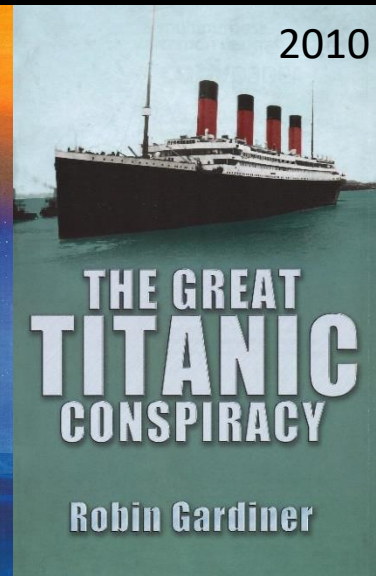
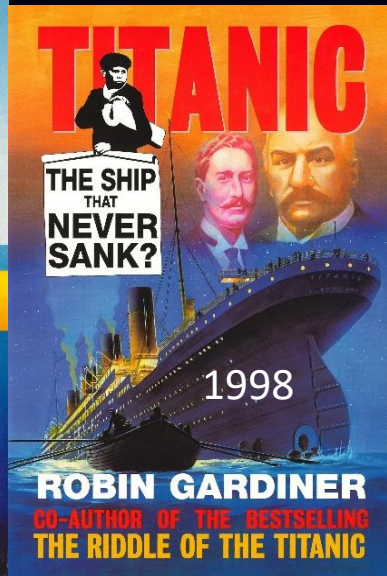
Digital artwork: ©William Barney

Seven months after her discovery in the Aegean Sea near Greece, the first scuba dive is made on the wreck of *Britannic*. Diver Albert Falco and his team descend from the research vessel *Calypso* to formally identify the wreck. The liner was sunk whilst serving as a hospital ship on 21 November 1916.

10 July 1995



Weidenfeld & Nicolson in England publishes *The Riddle of the Titanic*. It is the first of three titles over the next fifteen years that suggests *Olympic* and *Titanic* were switched at Belfast as part of an insurance cover-up for huge losses incurred by the White Star Line.



Robin Gardiner (1947-2017) with a copy of his third and last book, *The Great Titanic Conspiracy*, in 2010.

Despite extensive publicity in books and television documentaries, and on the internet and in social media, the so-called 'switch theory' is roundly dismissed and conclusively disproved by *Titanic* historians in subsequent research papers, articles and books.

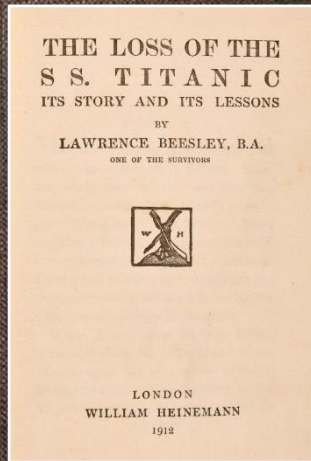
11 July 1912

Two weeks after it was published in the United States, Lawrence Beesley's *The Loss of the S.S. Titanic: Its Story and Its Lessons*, is released for sale in England by publisher William Heinemann. The former Science Master (34) of Dulwich College joined *Titanic* at Southampton and survived aboard lifeboat No. 13.

THE LOSS OF THE TITANIC



Photo: *The Sphere*,
27 April 1912

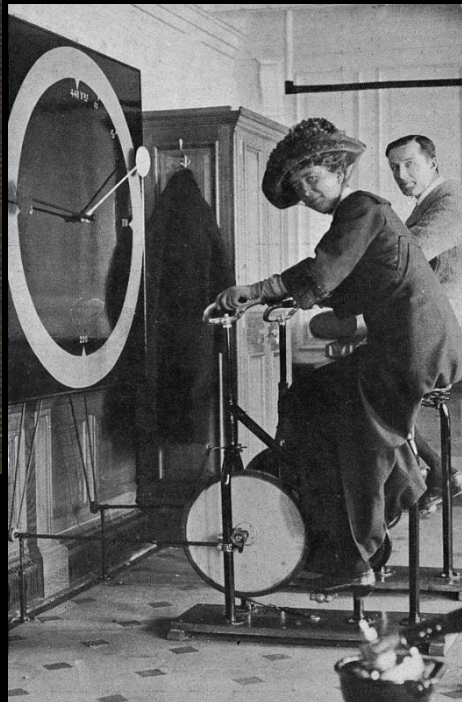


Title page.

LAWRENCE BEESLEY

Lawrence Beesley and friend ride the stationary bicycles in *Titanic's* gymnasium on 10 April 1912.

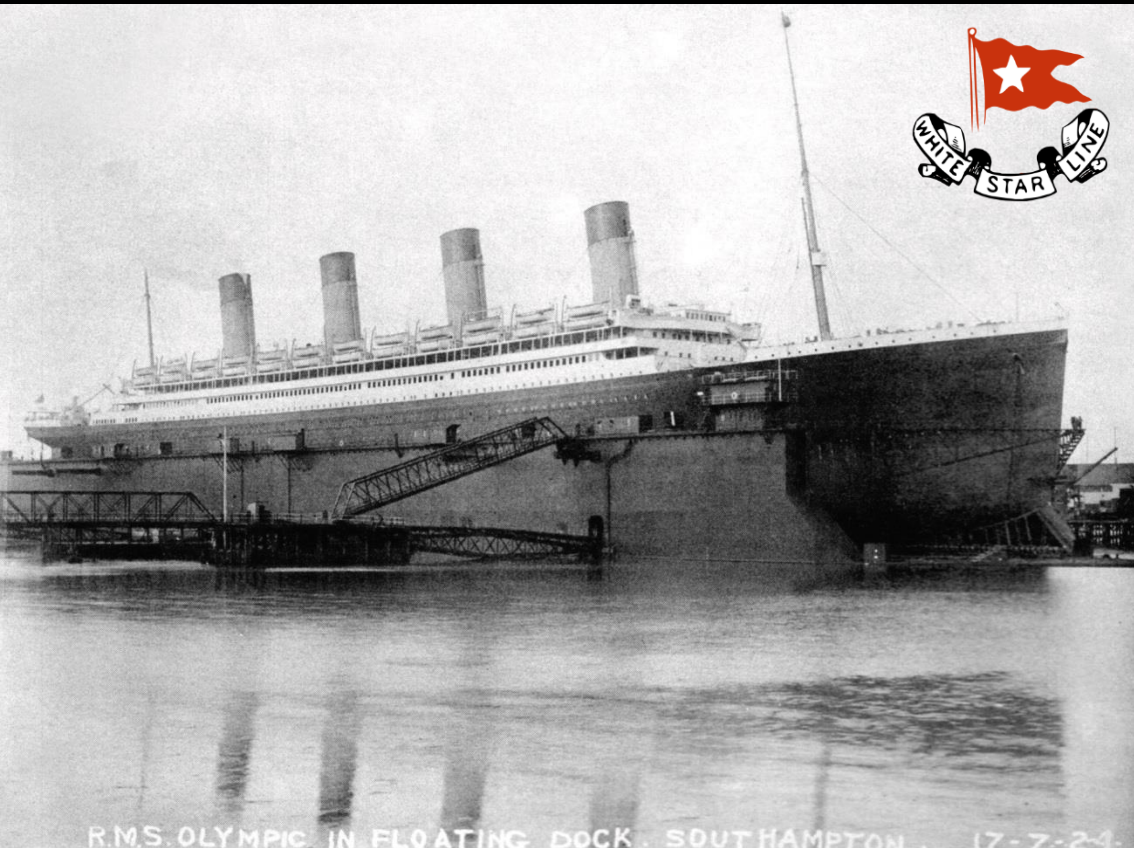
Photo: *The Illustrated London News*, 20 April 1912



'And then, as I read in the quietness of the night ... there came what seemed to me nothing more than an extra heave of the engines and a more than usually obvious dancing motion of the mattress on which I sat.' (Extract from page 54, in which Lawrence Beesley describes the sensation he felt when *Titanic* struck the iceberg at 11:40 pm on 14 April 1912).

12 July 1924

'An inert mass weighing 46,000 tons has been lifted forty feet into the air in three hours and forty-five minutes ... Nothing like this has been seen in our waters...' (Daily Express, 14 July 1924)



Olympic on the dock in September 1924.

Postcard: Clive Sweetingham
Collection

*Left: This photograph was taken on 17 July 1924 by Frederick Haisman. His wife, Edith Eileen Haisman, and her mother, Elizabeth Catherine Brown, survived the *Titanic* disaster on 14-15 April 1912.*

The day following the completion of her 98th round trip to New York, the 46,439-ton *Olympic* enters the floating dock at Southampton for her annual summer overhaul. The thirteen-year-old liner is the first express liner to use the new dock.

12 July 1982

British stage and screen actor Kenneth More, CBE, who starred as *Titanic's* Second Officer Charles Lightoller in the 1958 movie *A Night to Remember*, dies in London, England, at the age of 67.



'Listen to this, Sylvia...'

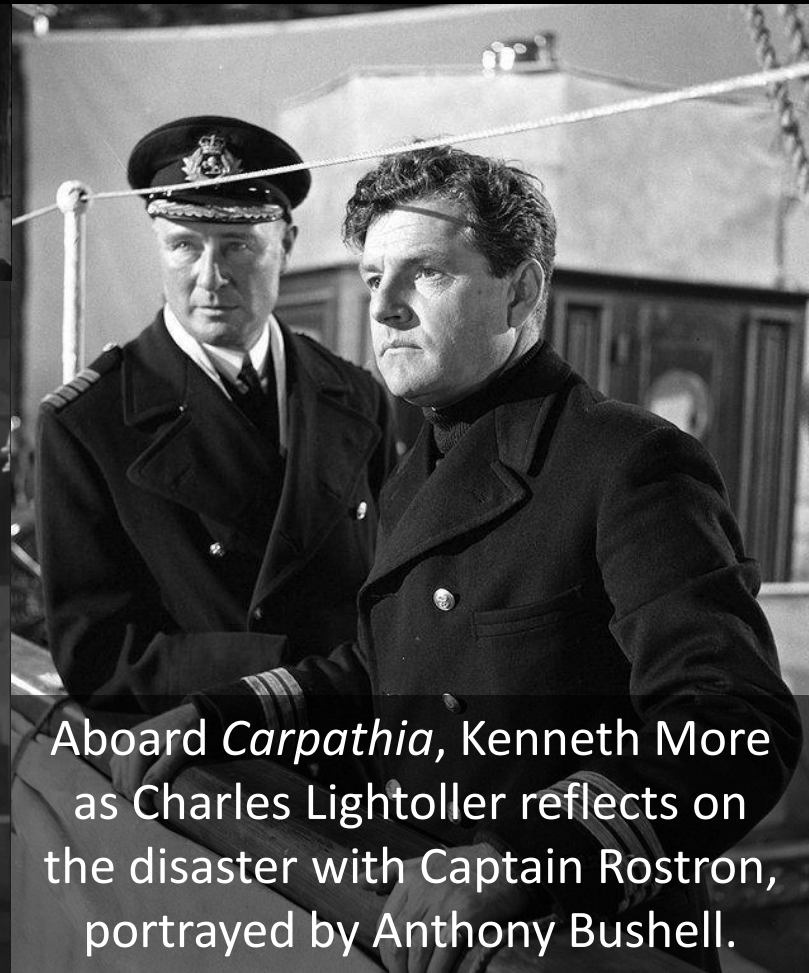


Images: ©Carlton International Media Ltd.



'Yes... put the women and children in and lower away.'

'Port side boats all swung out, sir. Shall I fill them?'



Aboard *Carpathia*, Kenneth More as Charles Lightoller reflects on the disaster with Captain Rostron, portrayed by Anthony Bushell.

13 July 1921



1898

Lord William James Pirrie is elevated to '1st Viscount Pirrie, of Belfast'.

He was accorded the title of 'Baron Pirrie, of the City of Belfast' in 1906, and made a Knight of the Order of St. Patrick in 1908. Chairman since 1895 of Belfast shipbuilding firm Harland & Wolff, Pirrie has also had a long involvement in business and political circles in Belfast and Ulster.

William James Pirrie, Lord Mayor of Belfast from 1896 to 1898.

Original painting: Hubert von Herkomer
©Belfast City Hall Collection



Ormiston House, Viscount Pirrie's home in Belfast, and his office at Harland & Wolff.

Photo: Harland & Wolff Collection,
National Museums Northern Ireland



13 July 1986



Photo: Martin Bowen, Woods Hole Oceanographic Institution

Pilot Dudley Foster (left) and Robert Ballard aboard *Alvin*.



"First Sight" ©Ken Marschall (1988)

'Ralph eases Alvin forward until he is stopped by an endless slab of black steel rising out of the bottom ... Titanic is a few inches away.'
(Robert D. Ballard, *National Geographic*, December 1986)



Alvin illuminates
Titanic's crow's nest.

Painting: ©Ken Marschall (1988)

An expedition led by scientist and oceanographer Dr Robert Ballard makes the first of twelve manned dives to the wreck of *Titanic* using the deep-submergence vehicle *Alvin*.

14 July 1902

Officers Charles Lightoller (left) and William Murdoch aboard the White Star liner *Medic* in 1900. Both would later serve aboard *Titanic*.



Photo: Maureen Landreth Collection

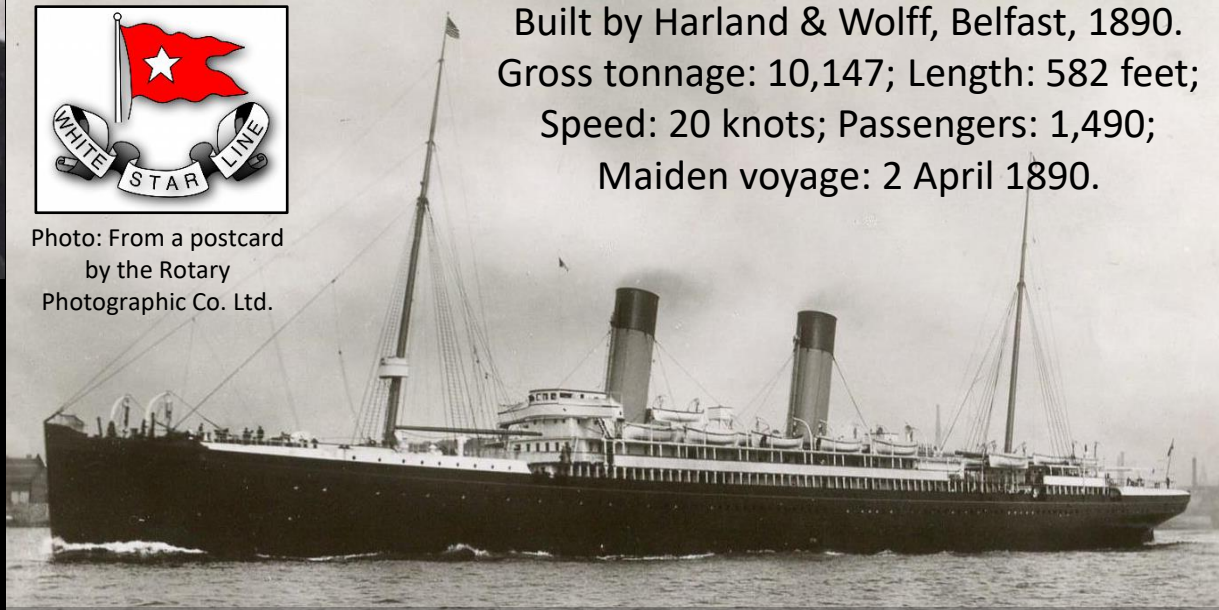
Born in March 1874, “Lights” went to sea as an apprentice in February 1888 aboard the four-masted barque *Primrose Hill*. Shipwrecked several times and cast away on an Indian Ocean island, he joined the White Star Line on 17 January 1900.

Charles Herbert Lightoller – known to his friends as “Lights” – is appointed Third Officer of the White Star liner *Majestic*. His commanding officer is Edward John Smith; the two officers will reunite almost ten years later aboard a much larger and more luxurious ship of the White Star Line...



Photo: From a postcard by the Rotary Photographic Co. Ltd.

Built by Harland & Wolff, Belfast, 1890.
Gross tonnage: 10,147; Length: 582 feet;
Speed: 20 knots; Passengers: 1,490;
Maiden voyage: 2 April 1890.



Photograph taken after *Majestic's* extensive refit in 1902-03.

14 July 1941

Built by Harland & Wolff, Belfast, 1932.

Gross tonnage: 27,759; Length: 711 feet;

Wartime capacity: 3,000 troops.

Georgic after being rebuilt at Harland & Wolff in 1943-44.



Photos: Australian War Memorial

Below: A fireboat attends to the beached and scorched hull of Georgic.



Georgic ablaze and listing at Port Tewfik on 14 July 1941.



The Cunard White Star liner *Georgic* is bombed and set ablaze by German aircraft at Port Tewfik, Egypt. Despite fires across her decks, *Georgic* is moved into Suez Bay and beached. The ship is re-floated later that year and towed to India in March 1942 and repaired. She is returned to Harland & Wolff at Belfast and fully reconditioned for further troopship service.

14 July 1980



Jack Grimm, explorer and businessman (1925-1998).

Photo: *The Daily Telegraph*

Financed by businessman Jack Grimm, an expedition aboard the research vessel *H.J.W. Fay* sets sail from Port Everglades, Florida, to locate the wreck of *Titanic*. Plagued by bad weather and equipment problems, the expedition is unsuccessful and the ship returns to port empty handed on 21 August 1980.

H.J.W. Fay, c.1980

Photo: United States Geological Survey



15 July 1986

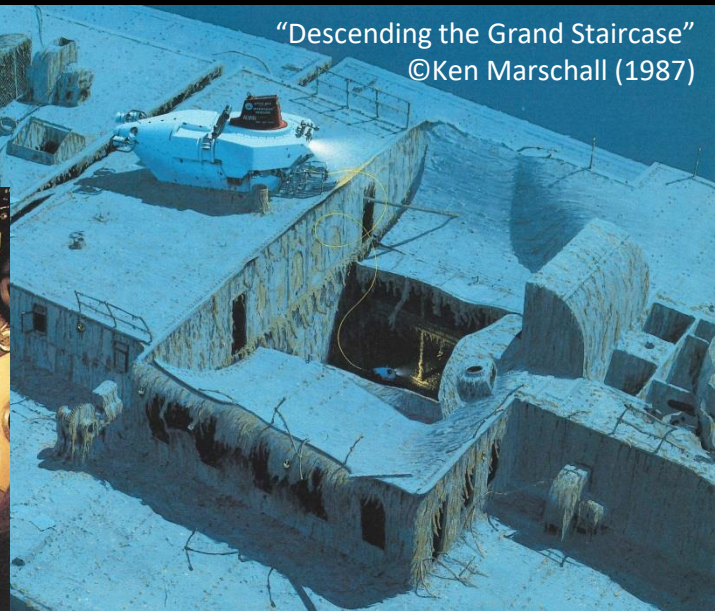
The remotely operated vehicle *Jason Junior* (“J.J.”) explores the interior of *Titanic*’s bow section for the first time. With the submersible *Alvin* resting on the roof of the elevator housing, operator Martin Bowen slowly manoeuvres “J.J.” down the shattered remains of *Titanic*’s First Class Grand Staircase.

Martin Bowen (1953-2007) is all concentration aboard *Alvin*.

“Descending the Grand Staircase”
©Ken Marschall (1987)

“J.J.” descends the Grand Staircase and illuminates a crystal light fixture still attached to its cable.

Painting: ©Ken Marschall (1992)



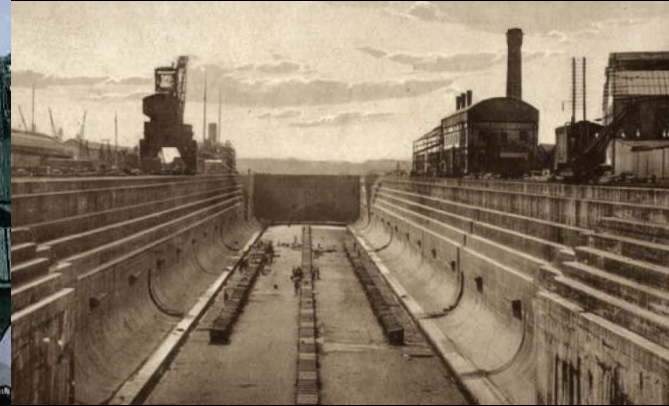
Photos: Woods Hole Oceanographic Institution/Robert D. Ballard

16 July 1913

The imposing counter stern of R.M.S. *Olympic* dominates this view.



Contractor Topham, Jones & Railton began alterations to enlarge the dock in October 1910, increasing its length from 875 feet to 897 feet, and width from 90 feet to 100 feet.

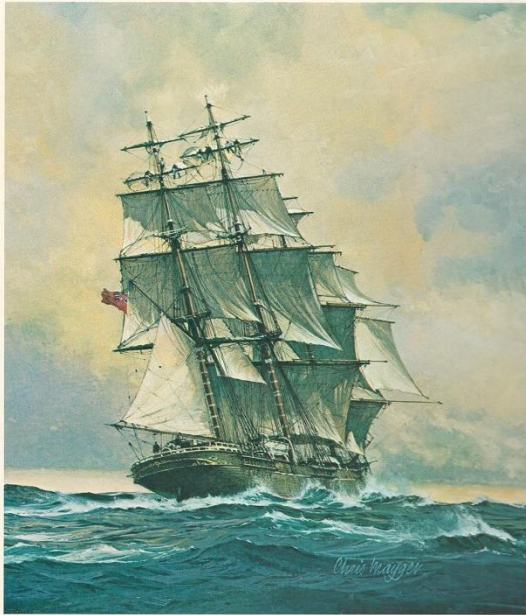


In July 1913, the Trafalgar Dock reclaims the title of the world's largest graving dock.

The White Star liner *Olympic* is the first ship to use the newly enlarged Trafalgar Graving Dock at Southampton. Opened on 21 October 1905 – the centenary of the Battle of Trafalgar – the dock is the largest of its kind in the world until completion of a new 887½-foot graving dock at Belfast in March 1911.

16 July 1976

THE MARINE PAINTINGS OF
**CHRIS
MAYGER**
INTRODUCED BY DAVID LARKIN



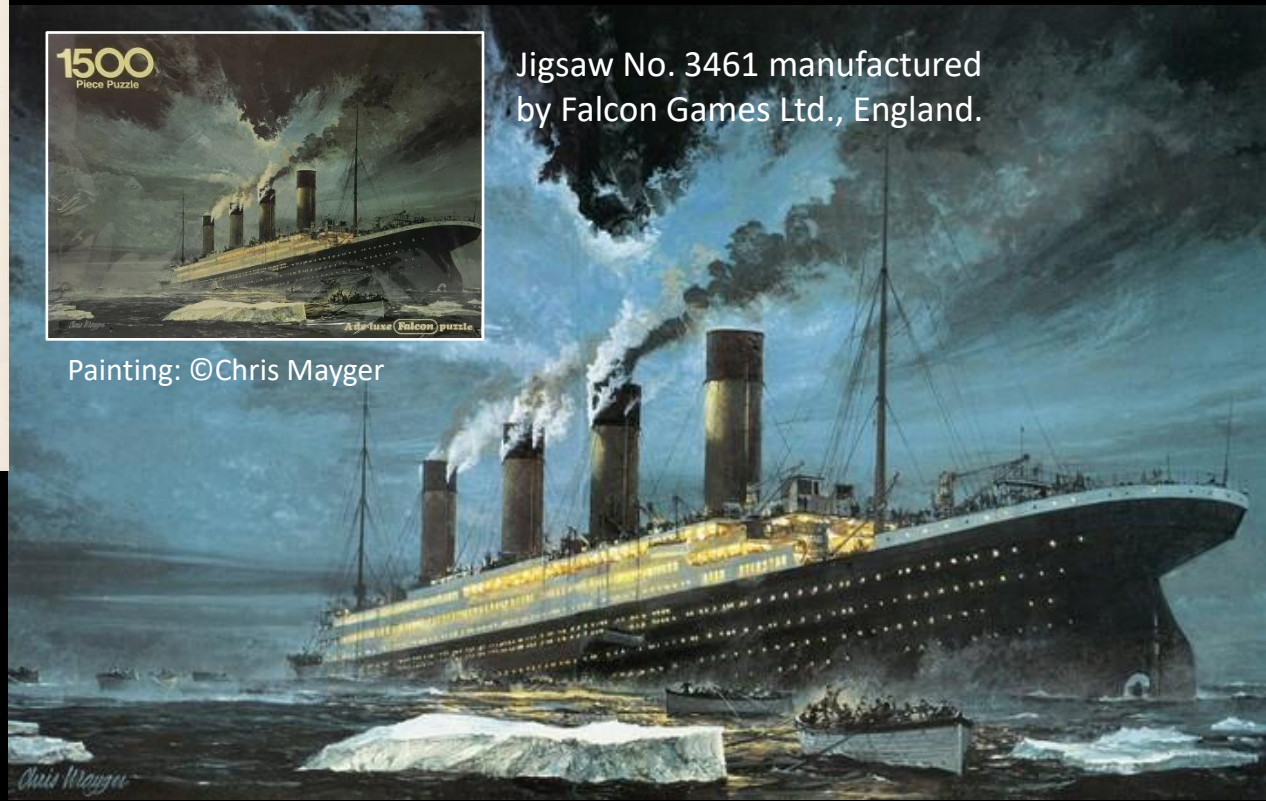
Chris Mayger's painting becomes one of the most widely recognised depictions of the sinking liner. It is later reproduced as a large format print and 1,500-piece jigsaw puzzle. The artist dies in 1994.

Charles Scribner's Sons, by arrangement with Peacock Press and Bantam Books in the United States, publishes a hardback edition of *The Marine Paintings of Chris Mayger*. The 96-page book includes a dramatic painting, with artistic license, titled '*The Maiden Voyage of the Titanic*'.



Painting: ©Chris Mayger

Jigsaw No. 3461 manufactured by Falcon Games Ltd., England.



16 July 1983



Jack Grimm in 1982 at the launch of the book
Beyond Reach: The Search for the Titanic.



A mosaic of images claimed by Jack Grimm
to show one of *Titanic*'s massive propellers.

The research vessel *Robert D. Conrad* departs Halifax, Canada, on Jack Grimm's third (and last) expedition to locate the wreck of *Titanic*. Scientists investigate several sites from the 1981 expedition, including Grimm's 'propeller', but fail to find the wreck. Poor weather and heavy seas result in an early return to port.



R.V. *Robert D. Conrad*
(1962-1989)

Photo: Richard Miller

17 July 1918



The Cunard liner *Carpathia*, famous for her rescue of *Titanic*'s survivors on 15 April 1912, is torpedoed and sunk off the south coast of Ireland by the German submarine *U-55*.

The end of a gallant rescue ship...

The sea claims *Carpathia* on 17 July 1918.



Photo: Eddie Lambrecht Collection



In command of *U-55* is Kapitänleutnant Wilhelm Werner (1888-1945).

Carpathia is en route from Liverpool to Boston when torpedoed by *U-55*. Five engine room crew are killed. The 275 survivors are rescued by H.M.S. *Snowdrop*.



Painting: ©Nevenka Žunić

17 July 1997



Models of *Titanic* and the tender *Nomadic* in a scene at Cherbourg, France.



Titanic steams through a digital ocean.

Images: ©Twentieth Century Fox/Paramount Pictures (1997)

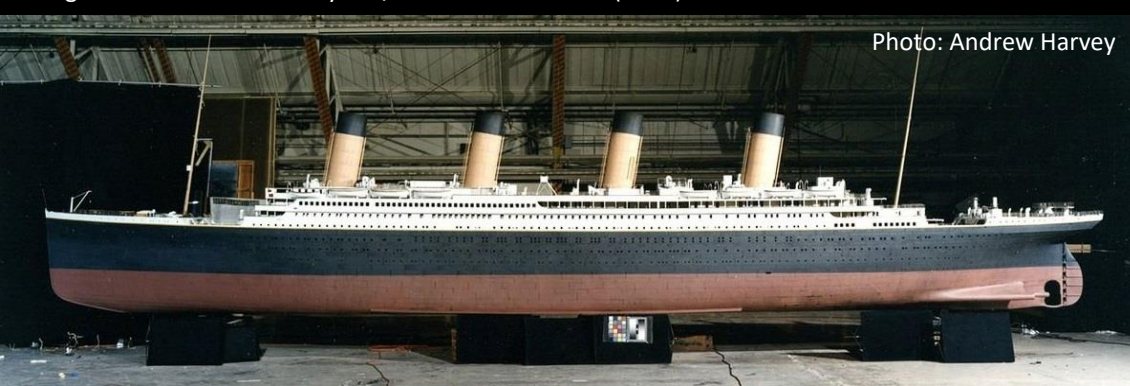


Photo: Andrew Harvey

Model-makers at Digital Domain in Los Angeles, California, add the finishing touches to a 44-foot-long, 1:20 scale highly-detailed replica of *Titanic* for use in James Cameron's forthcoming movie. One of the largest models ever constructed of the liner, it takes four months and 45,000 hours to complete.

The model features in several visual effects sequences, including *Titanic's* departure from Southampton. Ironically, the massive model never actually touches water.



Photo: Courtesy Tom Nicolai

The modelling team pose with the completed 44-foot-long *Titanic* and accompanying iceberg.

18 July 1867

Margaret Tobin is born to John and Johanna Tobin in Hannibal, Missouri.

Married on 1 September 1886 to J.J. Brown in Leadville, Colorado, Margaret Brown boards *Titanic* at Cherbourg as a First Class passenger on 10 April 1912.

She gains fame for her actions in the underfilled lifeboat No. 6 after *Titanic* sinks by challenging the behaviour of Quartermaster Robert Hichens and organising women to row. In the years following her death in October 1932, she becomes known as 'the Unsinkable Molly Brown'.



Right: At New York with Captain Arthur H. Rostron of the Cunard liner *Carpathia*, 29 May 1912.



Lifeboat No. 6

18 July 1993



More than forty years after he directed the 20th Century-Fox film *Titanic*, which premiered in April 1953, filmmaker and screenwriter Jean Negulesco dies in Marbella, Spain, at the age of 93. Born in Romania in February 1900, Negulesco worked for 20th Century-Fox from 1948 to 1970, directing twenty-two films.



Jean Negulesco, c.1955.

Photo: Hulton Archive

Clifton Webb (1889-1966) and Barbara Stanwyck (1907-1990) as Richard and Julia Sturges in *Titanic* (1953).

Image: ©Twentieth Century-Fox (1953)

19 July 1910

Keel laid: 22 December 1910

Launched: 27 April 1911

Delivered: 27 May 1911

Length: 175 feet (53 metres)

Beam: 35 feet (11 metres)

Passengers: 1,200

Speed: 12 knots



French postcard of
Traffic at Cherbourg.



Traffic (right) and *Nomadic* with *Titanic*
at Cherbourg, France, on 10 April 1912.

Painting: ©Jacques Mignon

The White Star Line instructs the Harland & Wolff shipyard to proceed with the design and construction of the tender *Traffic*. The 675-ton vessel is intended to partner the slightly larger *Nomadic* in tendering duties at Cherbourg, France.

20 July 1937

Guglielmo Marconi, Italian inventor and electrical engineer famous for his development of radio and wireless telegraphy, dies in Rome at the age of 63. Marconi's innovative technology received worldwide praise following the *Titanic* disaster in April 1912, and he testified at both *Titanic* inquiries.

1921



Born in Bologna, Italy,
25 April 1874.

Photo: Bassano Ltd., National Portrait Gallery, London



MARCONI IS DEAD OF HEART ATTACK

Wireless Inventor Succumbs
at His Home in Rome at
the Age of 63

HIS CAREER STARTED AT 21

He Patented His System in
1896 and Then Went From
Success to Success

Form No. 1-100-18,511.

Sent date *April 14th 1912*

The Marconi International Marine Communication Company, Ltd.

WATERGATE HOUSE, YORK BUILDINGS, ADELPHI, LONDON, W.C.

No. *2612* *Olympic* OFFICE *April 14th 1912*

Prefix *5G* Code Words *13* CHARGES TO PAY.

Office of Origin *Olympic* Marconi Charge ...

Service Instructions: Other Line Charge ...

Delivery Charge ...

Total ...

Office sent to Time sent By whom sent

To: *Commander Titanic*

Am lighting up all possible

boilers as fast as can

Haddock

PLEASE ASK FOR OFFICIAL RECEIPT.
Code Addresses registered on "C" with Cable Companies are not available for messages through British Post Office Stations.

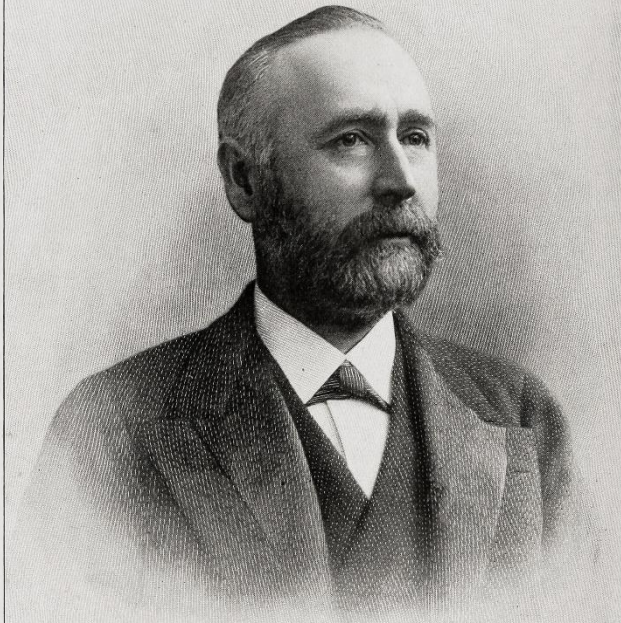
CONDORHAM BROS., Printers, etc., Lincolns, E.

'To: Commander Titanic. Am lighting up all possible boilers as fast as can. Haddock.'

(Marconigram from *Olympic* to *Titanic*, 15 April 1912)

21 July 1898

Photo: Lafayette Ltd., Dublin, Ireland



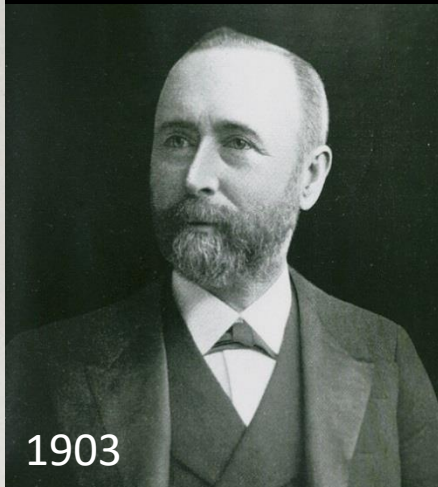
Portrait of William James Pirrie
from *Cassier's* magazine, 1899.

PHOTO BY LAFAYETTE, LTD., DUBLIN.

Yours very truly,
W. J. Pirrie

THE DESIGNER AND BUILDER OF THE WHITE STAR LINE STEAMER "OCEANIC," THE LARGEST VESSEL AFLOAT

William James Pirrie, Chairman since December 1895 of the shipbuilding firm of Harland & Wolff, Ltd., and Lord Mayor of Belfast for two terms from 1896 to 1898, is made the first 'Honorary Burgess or Freeman' of the city. A special dinner attended by over 150 guests is held in his honour at his home in East Belfast, Ormiston House.



1903

William James Pirrie
(1847-1924)



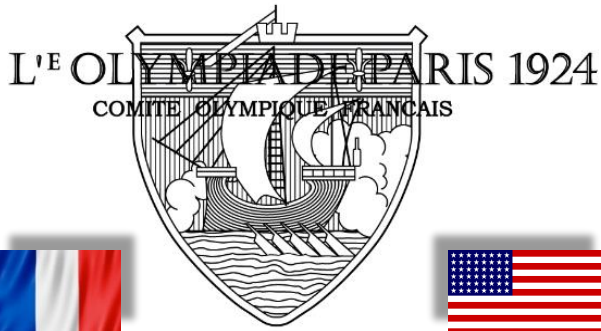
Ormiston House was designed by David Bryce of Edinburgh and built in 1865-67.

21 July 1924

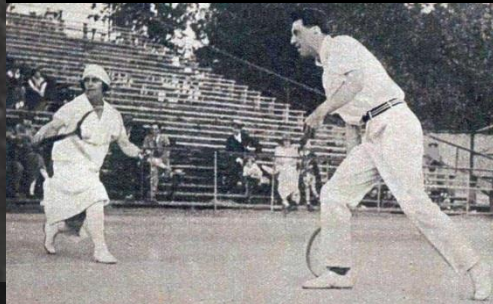
Photo: International
Tennis Hall of Fame



Born in Geneva, Switzerland,
29 January 1891.



Titanic survivor Richard “Dick” Norris Williams II wins a gold medal in tennis at the Summer Olympic Games in Paris, France. He partners Hazel Hotchkiss Wightman in the final of the mixed doubles, defeating Vincent Richards and Marion Jessup in straight sets 6-2, 6-3.



R. Norris Williams suffered from frost-bitten legs during the *Titanic* disaster in April 1912. He recovered to become an exceptional tennis player, winning multiple tournaments between 1912 and 1926, and served with distinction in the U.S. Army during the First World War. Williams was inducted into the International Tennis Hall of Fame in 1957. He died at the age of 77 on 2 June 1968.



Hazel Hotchkiss
(1886-1974) in 1910.

Photo: *Spalding's Tennis Annual*, 1911

21 July 1986

The submersible *Alvin* is manoeuvred under the overhang of *Titanic*'s stern to examine the ship's rudder and starboard propeller.



Painting: ©Ken Marschall (1987)

During his exploration of *Titanic*'s stern section, Dr Robert D. Ballard places a plaque on the Poop Deck as a memorial to all those lost in the disaster. It is dedicated to the memory of William H. Tantom IV (1930-1980) and his quest to locate the wreck of the legendary liner.

Hundreds of passengers and crew gathered at the stern and were swept into the freezing sea when *Titanic* sank on 15 April 1912.

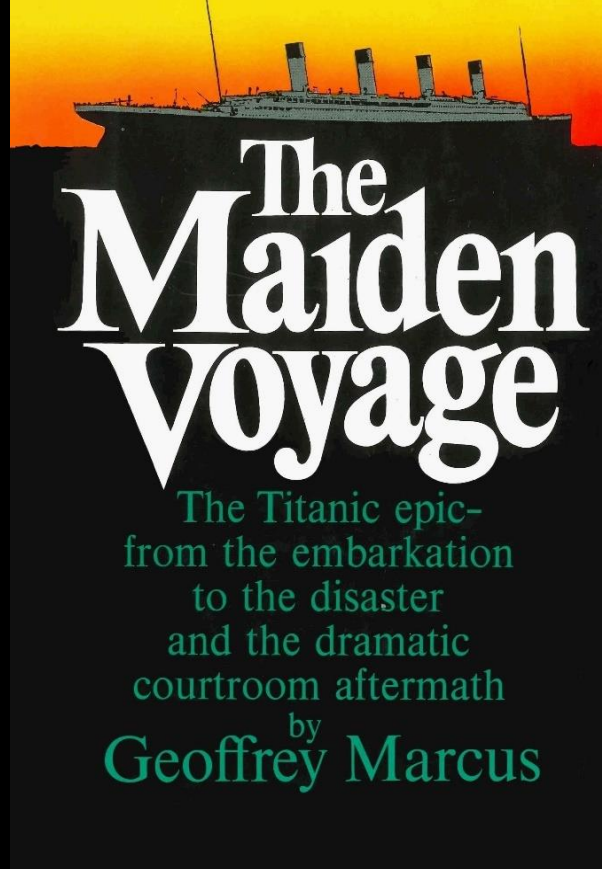


Photo: Woods Hole Oceanographic Institution

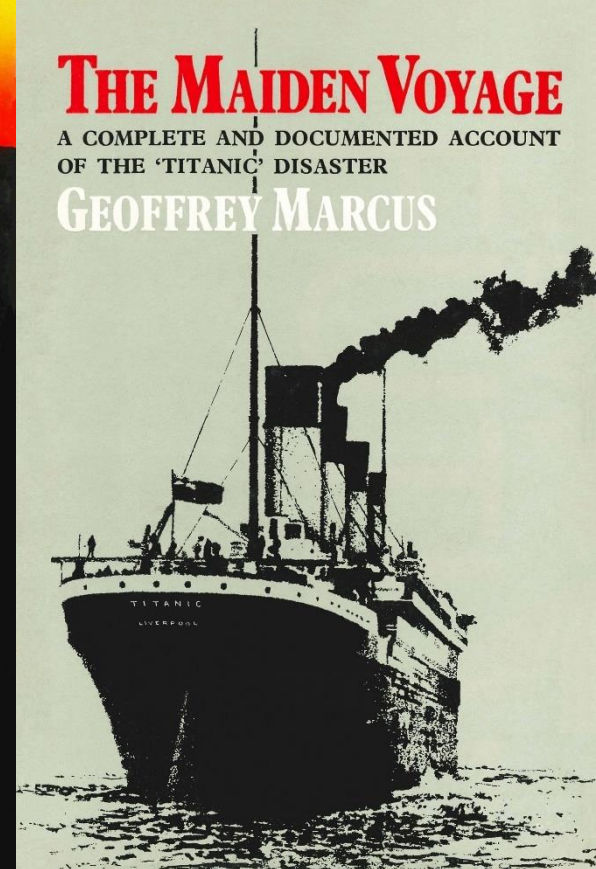
22 July 1969

'Now that the bustle and excitement of embarkation was behind them and they had time for reflection, some of the Irish passengers in the steerage stood silently gazing down from their promenade deck at the ever-lengthening trail of foam astern, and thought with aching hearts of the hills of home ... and of some small, white-walled farmstead which, as they well knew, they were unlikely to see again.'

(Geoffrey Marcus describing *Titanic's* departure from Queenstown, Ireland)



U.S. first edition.



British first edition.

The first American edition of *The Maiden Voyage* by Geoffrey Marcus (1906-1986) is published by The Viking Press, Inc. The 320-page hardback was first published on 1 March 1969 by George Allen & Unwin in England. The U.S. edition includes a detailed foldout plan of *Titanic's* First Class accommodations.

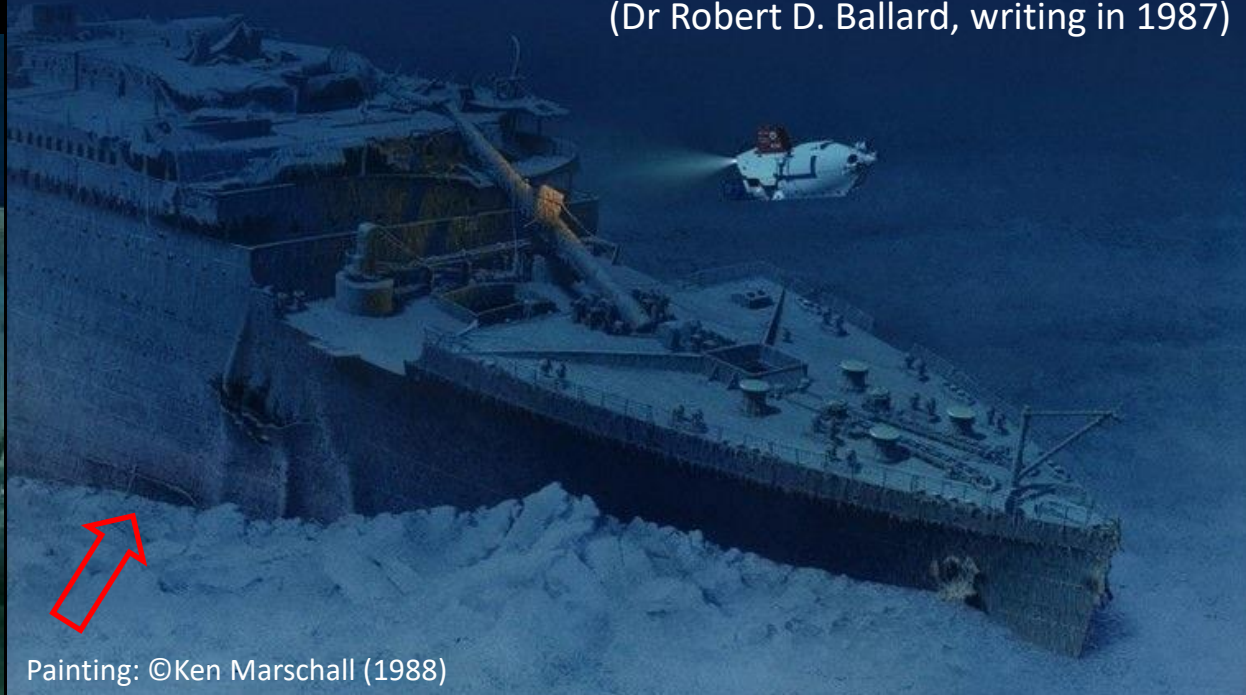
22 July 1986

Image: National Geographic Society



'... just above the turn of the bilge, we could see some horizontal buckling and creasing of hull plates, the plates themselves slightly separated at the seams, and we could see the holes where rivets had popped out...'

(Dr Robert D. Ballard, writing in 1987)



Painting: ©Ken Marschall (1988)

During a dive on *Titanic's* bow section, the three-man crew of the submersible *Alvin* examines the damage inflicted by the iceberg on 14 April 1912. Although most of the affected area is concealed in bottom mud, visible areas disprove the long-held belief that a continuous 'gash' along the starboard hull plating fatally compromised *Titanic's* watertight integrity.

23 July 1981



Photo: Mark Olsson

Jack Grimm and his team return to Boston, Massachusetts, aboard the research/survey vessel *Gyre* after a second expedition to locate *Titanic's* wreck. Scientists using the sonar system 'Deep Scripps Tow' are unable to locate any identifiable wreckage. Grimm, however, is certain that one of *Titanic's* propellers has been found.

Jack Grimm addresses
a press conference at
Boston on 23 July 1981.



Photo: TDI-Brooks
International

Photo: Anita Brosius



24 July 1928

Captain Sir Arthur Henry Rostron, age 59, is promoted to Commodore of the Cunard Line, succeeding the late Sir James Charles. Sir Arthur joined Cunard on 29 January 1895, and was knighted by King George V in July 1926 for his services to the British Merchant Marine.

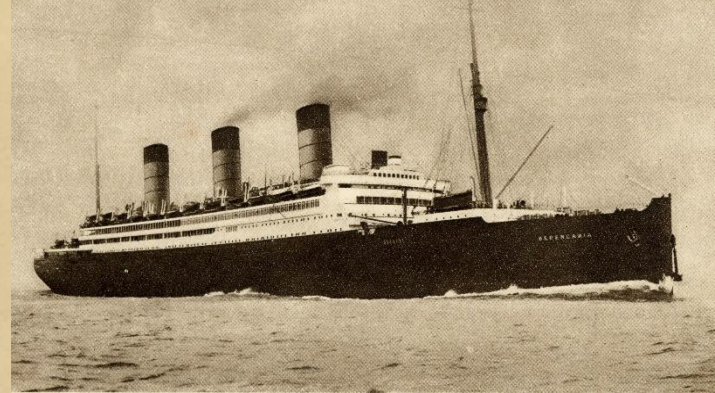


Arthur Henry Rostron in 1926, when in command of his favourite ship, the 31,938-ton *Mauretania* of 1907.

Four days after his promotion, Sir Arthur Rostron sails for the first time as Commodore of the Cunard Line aboard its flagship, the 52,226-ton *Berengaria*.



R.M.S. *Berengaria* (1921-1938)



Captain Arthur Henry Rostron serves as Royal Navy Reserve Aide-de-Camp to His Majesty King George V from February to May 1924. Rostron retires from the sea in May 1931.

24 July 1994

TITANIC

Produced by GREYSTONE COMMUNICATIONS, INC. in association with ARTS & ENTERTAINMENT NETWORKS. Executive Producers CRAIG HAFFNER and DONNA E. LUSITANA, Producer, Director and Writer MELISSA PELTIER. A&E Programming Executive MICHAEL CASCIO.

The "unsinkable" Titanic was a dream come true. Four city blocks long. A passenger list worth 250 million dollars. But on her maiden voyage in April 1912, that dream became a nightmare when the giant ship struck an iceberg and sank in the cold Atlantic. More than 1,500 lives were lost in one of the greatest disasters of the 20th century. Now, the sensational history of the premier liner is recounted definitively in TITANIC. Using newsreels, stills, diaries, and interviews with survivors, TITANIC charts the fateful history of the ship and its passengers in a gripping and authentic account of the legendary disaster.

● Death of a Dream,

Part 1: The largest ship ever built is christened in Ireland before a cheering crowd of 100,000.

● **Death of a Dream, Part 2:** Numerous warnings of icebergs go unheeded as the hulking ship cuts through the icy North Atlantic.



● The Legend Lives On, Part 1:

Over-packed lifeboats edge away from the crippled liner as futile SOS signals flare into the night.

● **The Legend Lives On, Part 2:** The extraordinary aftermath of the disaster is revealed in a courageous deep sea expedition.

Only the best...™ from A&E Home Video!



©1994 A&E Television Networks, HEARST/ABC/NBC. All Rights Reserved. Cover Illustration: Archive Photos. New York Times front cover reprinted by permission. Copyright © 1912 The New York Times Company. Art and Design ©1994 A&E Television Networks, HEARST/ABC/NBC. All Rights Reserved. Marketed in the U.S. by New Video Group, 250 Park Avenue South, Suite 201, New York, NY 10003-1402.

Color, approx. 200 mins., VHS, Documentary. Cat. # AAE-12900

The documentary *Titanic: Death of a Dream* is first broadcast on the Arts & Entertainment Channel in the United States. It is followed one week later by *Titanic: The Legend Lives On*. The two-part series is considered by many to be the definitive documentary on *Titanic*.



1958



VHS release, 1994



2016

Image: ©Carlton International Media Ltd.

The documentary is narrated by British actor David McCallum (1933-2023), who portrayed *Titanic's* Junior Wireless Operator Harold Bride in the 1958 movie *A Night to Remember*.

24 July 2022

British actor David Warner, known for sinister or villainous roles, dies at the age of 80 in London, England. Warner was cast as valet Spicer Lovejoy in James Cameron's *Titanic* (1997). He also starred as Second Class passenger and survivor Lawrence Beesley in the television movie *S.O.S. Titanic* (1979).

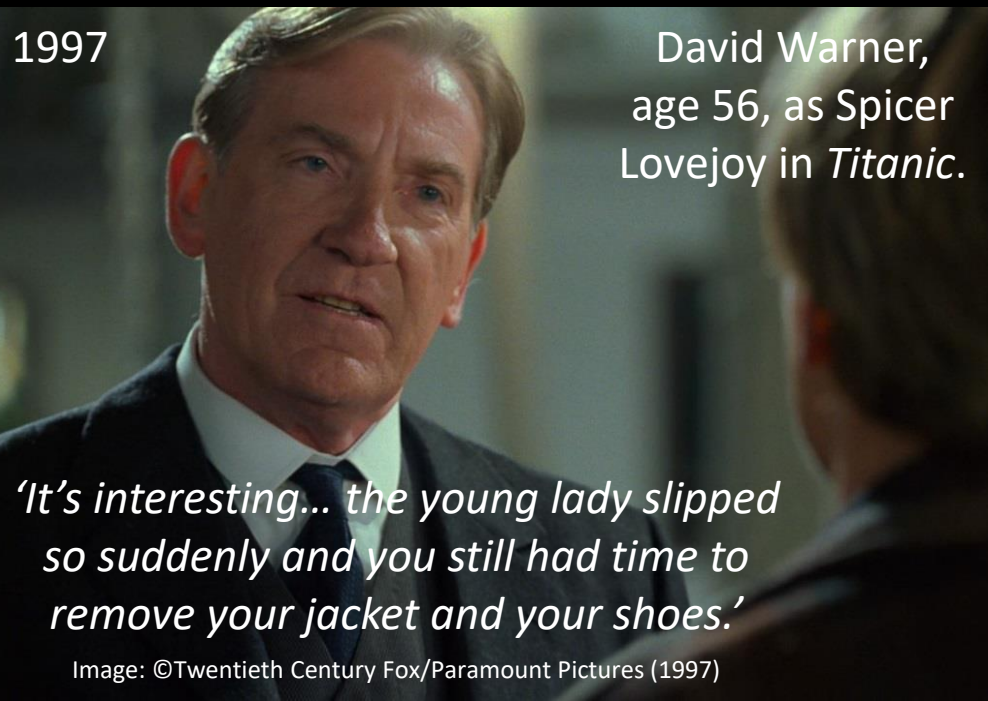


Thirty-eight-year-old David Warner as Lawrence Beesley, with co-star Susan Saint James, in the movie *S.O.S. Titanic*.



Images: ©Studiocanal Films Ltd.

1979



1997

David Warner, age 56, as Spicer Lovejoy in *Titanic*.

'It's interesting... the young lady slipped so suddenly and you still had time to remove your jacket and your shoes.'

Image: ©Twentieth Century Fox/Paramount Pictures (1997)

25 July 1987

During an expedition by a consortium of French and American interests, the submersible *Nautil*, deployed from Ifremer's research vessel *Nadir*, makes the first of thirty-two dives to the wreck of *Titanic*. *Nautil* and the remotely operated vehicle *Robin* retrieve a total of 1,892 artefacts over fifty-four days.

R.V. *Nadir*

Photo: Ifremer/Yves Gladu



Built by Ateliers et Chantiers C.
Auroux, France, 1974 (1,142 tons).



Suitcase



Megaphone



Cherub

The first artefacts are retrieved on 27 July 1987.



Photos: Titanic Ventures/RMS Titanic, Inc.

26 July 1968

The Californian Incident

Text of
Second
Petition addressed to
The President
of the
Board of Trade

Published by:
THE MERCANTILE MARINE SERVICE ASSOCIATION
NAUTILUS HOUSE, MARINERS PARK,
WALLASEY, CHESHIRE
(Telephones: 051-639 6139-6140)

The Right Honourable
Anthony Crosland, M.P.,
President of the Board
of Trade, 1967-1969.



Photo: Elliott & Fry, London

Britain's Board of Trade formally rejects a second petition to re-open the 1912 *Titanic* inquiry in respect of Captain Stanley Lord and his ship *Californian*. The petition was submitted on 4 March 1968 by the Mercantile Marine Service Association, the British shipmasters' union to which Lord had belonged from 1897 until his death in 1962.

'I am advised that the provisions of the Act do not impose upon me an obligation to order a re-hearing ... I see no reason to depart from my predecessor's view that a re-opening of the inquiry would serve no useful purpose.'

(Anthony Crosland, President of the Board of Trade, July 1968)



Leslie Harrison,
General Secretary
of the M.M.S.A.

27 July 1915

A memorial drinking fountain erected to the memory of the stewards, sailors and firemen of *Titanic's* crew is dedicated in Southampton Common.



The fountain is relocated to the ruins of Holyrood Church, Southampton, and re-dedicated there on 15 April 1972.

'This memorial fountain was erected in memory of the crew (stewards, sailors and firemen) who lost their lives in the S.S. Titanic disaster, April 15th 1912. It was subscribed for by the widows, mothers and friends of the crew. Alderman Henry Bowyer, Mayor 1912–1913.'

28 July 1916

Photo: Library of Congress

1904



Julius Marshuetz Mayer
(1865-1925)

Judge of the United States District
Court for the Southern District of
New York (1912-1921).

United States District Court judge Julius Mayer signs a decree ending all lawsuits brought against the Oceanic Steam Navigation Company (White Star Line) resulting from the loss of *Titanic* in April 1912. Claimants are paid US\$663,000 (£136,701) against claims originally totalling more than \$US16.8 million (£3.5 million).

United States District Court
for the Southern District of New York

IN THE MATTER
of

The Petition of the Oceanic Steam Navigation
Company, Limited, owner of the steamship
TITANIC, for limitation of liability

Extract from a *Titanic*
Survivors' Protective
Committee letter to its
claimants, August 1916.

*'A settlement of all the claims
filed against the White Star Line
arising out of the 'Titanic' disaster
has been made for \$663,000
(£136,701)... Second: \$565,039.42
(£116,503) is to be distributed
ratably among all the claimants
who were made parties in the
limitation proceeding in the
United States courts.'*

28 July 1986

The research vessel *Atlantis II* and her team of scientists and oceanographers makes a triumphant return to Woods Hole, Massachusetts, at the conclusion of an expedition to explore the wreck of *Titanic*. The expedition successfully deployed the remotely operated 'swimming eyeball' *Jason Junior* ("J.J.").

Jason Junior peers into a First Class stateroom on *Titanic*'s Boat Deck.

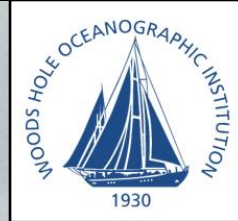
Photo: Woods Hole Oceanographic Institution



Success! *Atlantis II* returns to Woods Hole in July 1986.



Photo: Steve Liss/LIFE Images Collection



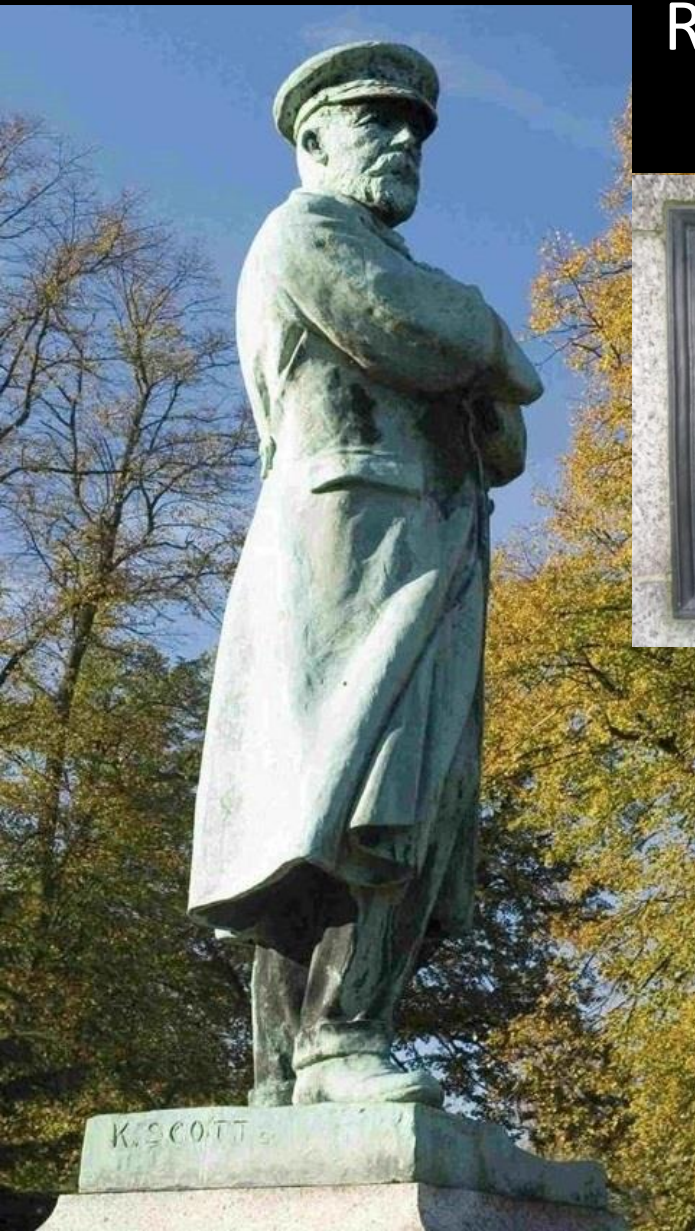
Expedition leader Dr Robert D. Ballard addresses a press conference at Woods Hole on 28 July 1986.



Photo: Ira Wyman/Sygma Collection

29 July 1914

A granite and bronze statue of Edward John Smith (1850-1912), captain of R.M.S. *Titanic*, is unveiled in the grounds of Beacon Park in Lichfield, England.



'Bequeathing to his countrymen the memory and example of a great heart.'

'Be British.'

Sculpted by Lady Kathleen Scott, widow of Captain Robert Falcon Scott, the £740 statue is unveiled by 16-year-old Helen Melville Smith, Captain Edward J. Smith's daughter.

29 July 1987



Mary Ann Charlotte Wilburn, née Davis, dies in Syracuse, New York, at the age of 104. Twenty-eight years old in April 1912, Mary Davis was emigrating from London to New York to join several of her siblings. She travelled Second Class aboard *Titanic*, sharing a cabin with nurse Lucy Ridsdale. Wilburn lived to be the oldest of *Titanic's* 712 survivors.



1912

Photo: Phillip Gowan Collection



1985

Photo: Fred Rueckert Collection

'I threw a coat on over my nightgown and put on some shoes. Then I gathered up a few trinkets and things my parents had given me ... The crew of the lifeboat sang "Pull for the Shore, Sailor" so they wouldn't have to hear the cries.'
(Mary Davis Wilburn)

Photo: *The Post-Standard*, Syracuse, New York

29 July 2019



Photo: Caladan Oceanic



Pilot Victor Vescovo at the controls of *Limiting Factor* in August 2019.

Photo: Reeve Jolliffe and Enrico Sacchetti

The first solo dive to the wreck of R.M.S. *Titanic* is made by 53-year-old Victor Vescovo, an American private investor, explorer and adventurer. Vescovo descends to the wreck using his deep-submergence vehicle *Limiting Factor*, designed and built by Triton Submarines in Sebastian, Florida. The expedition completes five dives to the wreck and its debris field from 29 July to 4 August.

Originally known as *Triton 36000/2*, the two-person, titanium submersible cost US\$37 million to construct and is certified to a designed operational maximum depth of 36,000 feet (10,973 m). It is deployed from its support ship *Pressure Drop* (1,914 tons).

Photo: Atlantic Productions



It is the first time in fourteen years that manned dives descend to *Titanic's* wreck.

30 July 1869



Photo: The Shipbuilder

Edward James Harland (left) and Gustav Wilhelm Wolff, partners since 11 April 1861 in the shipyard at Queen's Island, Belfast, Ireland.



Photo: National Portrait Gallery, London

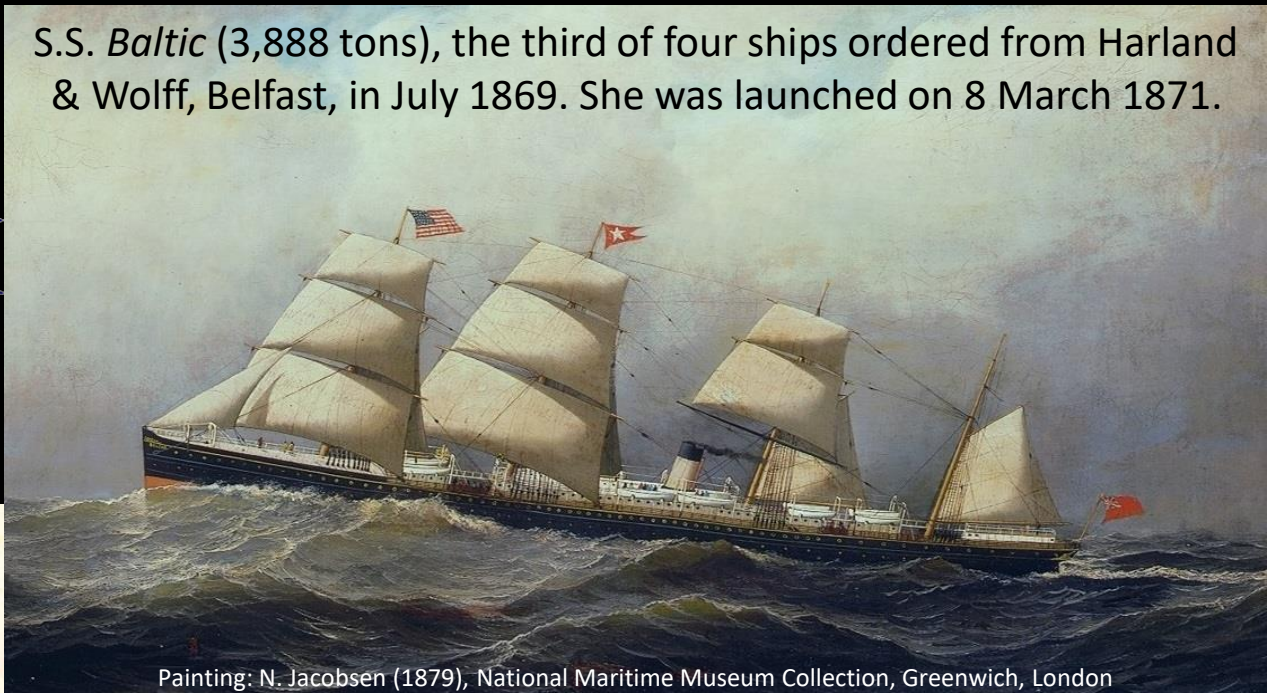


Shipowner
Thomas Ismay.



Thomas Henry Ismay, a 32-year-old Liverpool shipowner and founder of the Oceanic Steam Navigation Company, places an order for his first ships with the Belfast firm of Harland & Wolff, Ltd. The iron-hulled steamers are allocated yard numbers 73-76 and will be named *Oceanic*, *Atlantic*, *Baltic* and *Republic*.

S.S. *Baltic* (3,888 tons), the third of four ships ordered from Harland & Wolff, Belfast, in July 1869. She was launched on 8 March 1871.



Painting: N. Jacobsen (1879), National Maritime Museum Collection, Greenwich, London

30 July 1912 (1)



Lithograph: Fortunino Matania, *The Sphere*, 7 June 1912

Artist's impression of the British *Titanic* inquiry in session at the Scottish Drill Hall in Buckingham Gate, London.

The inquiry sat for thirty-six days from 2 May to 3 July 1912. A total of 25,622 questions were asked of ninety-seven witnesses, nautical experts, naval architects and Government officials.

Wreck Commissioner Lord Mersey and his five nautical assessors complete and sign the report of the British investigation into the loss of the White Star liner *Titanic*.

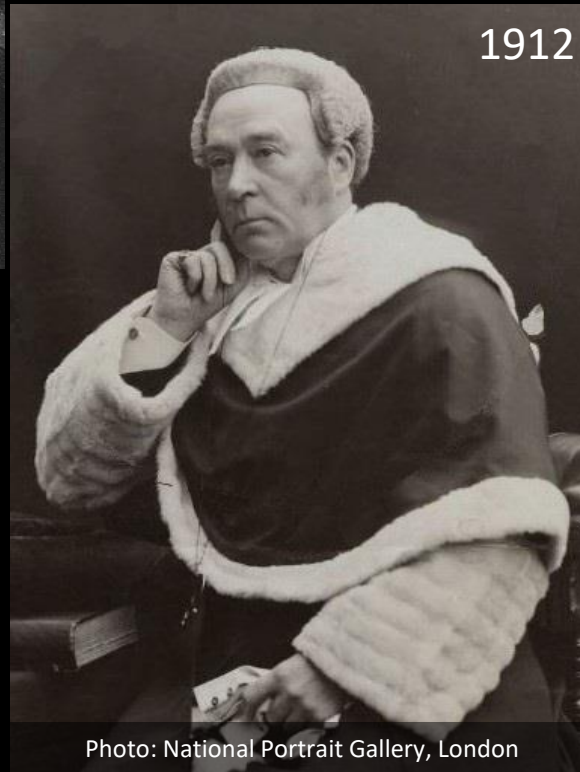


Photo: National Portrait Gallery, London

1912

Report on the Loss of the "Titanic" (s.s.)

THE MERCHANT SHIPPING ACTS, 1854 to 1906.

IN THE MATTER OF the Formal Investigation held at the Scottish Hall, Buckingham Gate, Westminster, on the 2nd, 3rd, 7th, 8th, 9th, 10th, 14th, 15th, 16th, 17th, 20th, 21st, 22nd, 23rd and 24th May, the 4th, 5th, 6th, 7th, 10th, 11th, 12th, 13th, 14th, 17th, 18th, 19th, 21st, 24th, 25th, 26th, 27th, 28th and 29th June, at the Caxton Hall, Caxton Street, Westminster, on the 1st and 3rd July, 1912, before the Right Honourable Lord Mersey, Wreck Commissioner, assisted by Rear Admiral the Honourable S. A. Gough-Calthorpe, C.V.O., R.N.; Captain A. W. Clarke; Commander F. C. A. Lyon, R.N.R.; Professor J. H. Bloor, D.Sc., LL.D., and Mr. E. C. Chaston, R.N.R., as Assessors, into the circumstances attending the loss of the steamship "Titanic," of Liverpool, and the loss of 1,490 lives in the North Atlantic Ocean, in lat. 41° 46' N., long. 50° 14' W. on the 15th April last.

REPORT OF THE COURT.

The Court, having carefully enquired into the circumstances of the above mentioned shipping casualty, finds, for the reasons appearing in the Annex hereto, that the loss of the said ship was due to collision with an iceberg, brought about by the excessive speed at which the ship was being navigated.

Dated this 30th day of July, 1912.

Mersey Wreck Commissioner.

We concur in the above Report.

Arthur Gough-Calthorpe

Arthur W. Clarke

John H. Bloor

Edward C. Chaston

Assessors.

Wk. 4192—292. 95. 7/12. J. T. A. S.

'The Court, having carefully inquired into the circumstances of the casualty, finds, for the reasons appearing in the annex hereto, that the loss of the said ship was due to collision with an iceberg, brought about by the excessive speed at which the vessel was being navigated.'

30 July 1912 (2)



Image: ©Twentieth Century Fox/
Paramount Pictures (1997)



S.S. *Traffic* (1911-1941)

Titanic at Cherbourg on 10 April 1912. The Nackid family were among 102 Third Class passengers who boarded from the White Star tender *Traffic*.

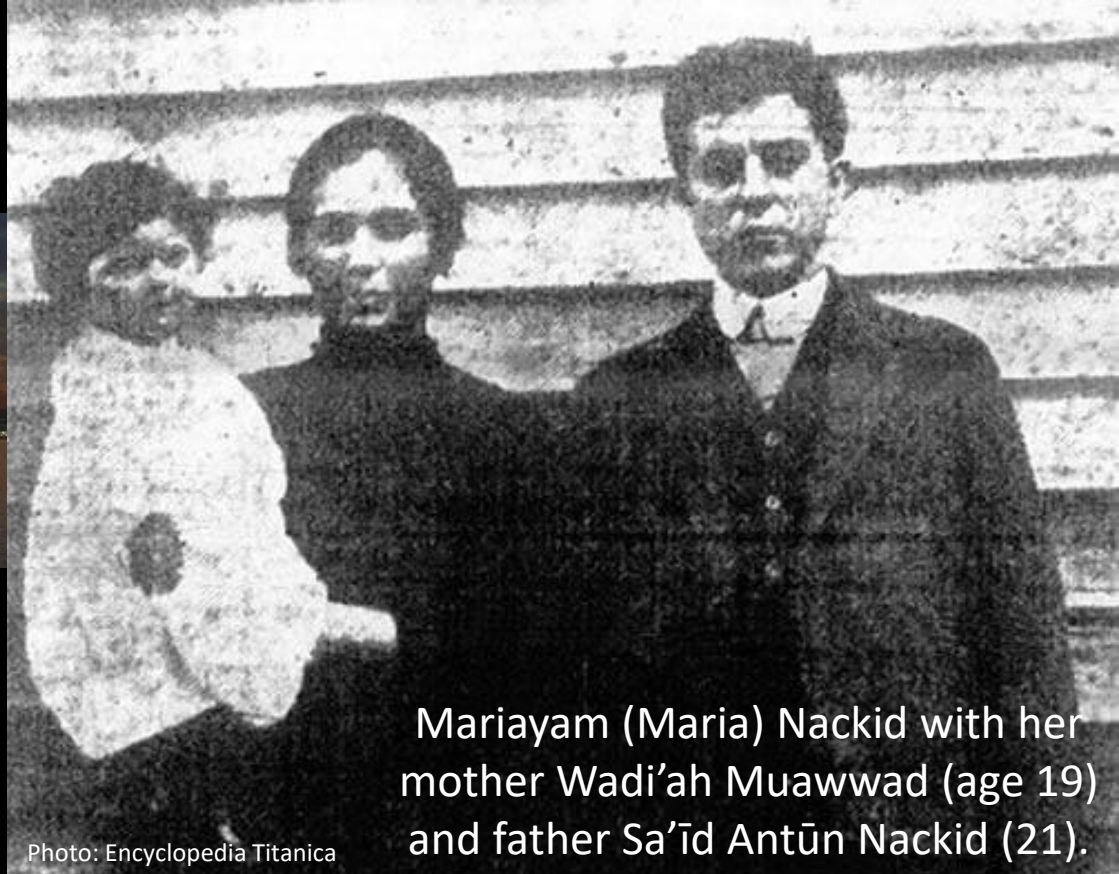


Photo: Encyclopedia Titanica

Mariayam (Maria) Nackid with her mother Wadi'ah Muawwad (age 19) and father Sa'id Antun Nackid (21).

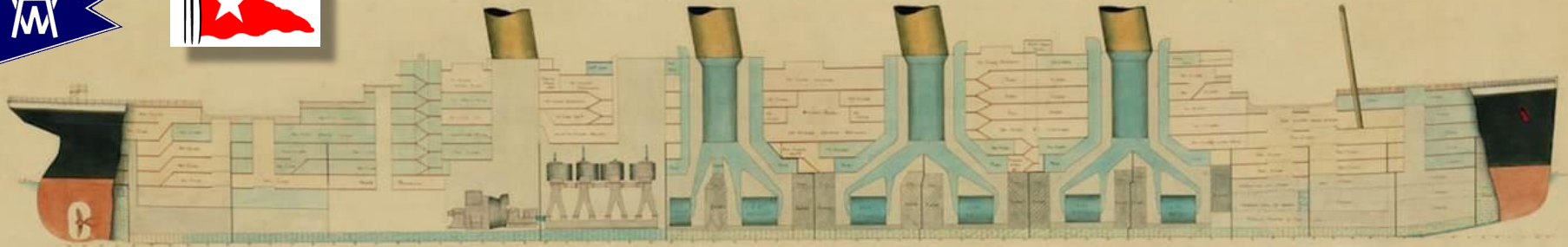
Two-year-old Mariayam Nackid becomes the first of *Titanic's* 712 survivors to die when she succumbs to meningitis in New York City. Mariayam and her parents were emigrating to the United States from their home in Lebanon and boarded *Titanic* as Third Class passengers at Cherbourg, France, on 10 April 1912. Mariayam's parents also survived the disaster.

31 July 1908

— GENERAL ARRANGEMENT —
— S.S. No. 400 —
— 850' x 92' x 64'6"; DESIGN 'D' —

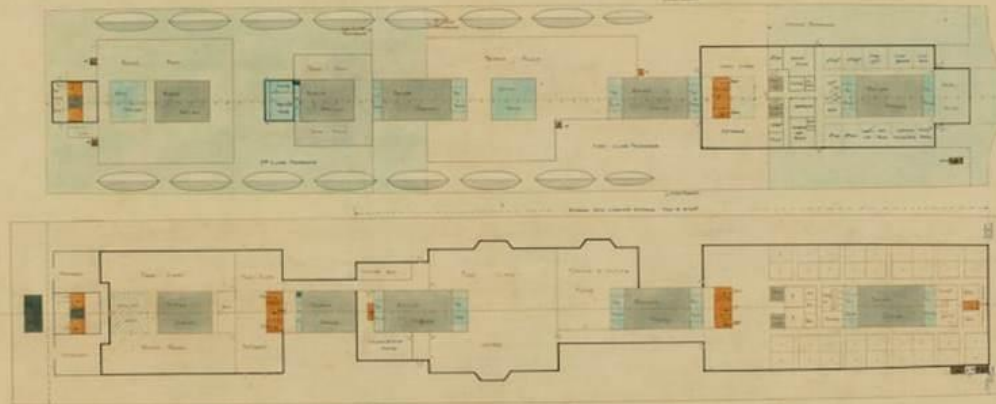
Representatives of Harland & Wolff, Ltd.
and the White Star Line sign a 'letter of
agreement' for the construction of the
first two 'Olympic'-class ocean liners.

Elevation and deck plans: Harland & Wolff Collection, National Museums Northern Ireland



William J.
Pirrie

J. Bruce
Ismay



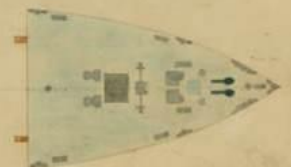
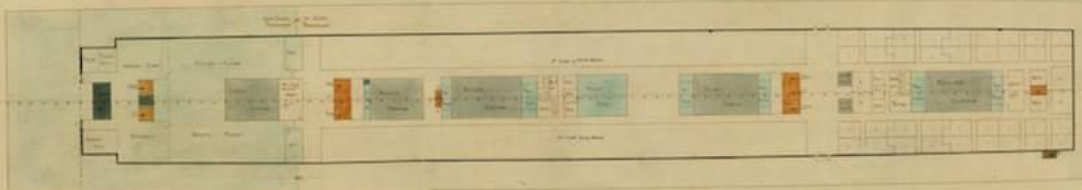
— GENERAL ARRANGEMENT —
S.S. No. 400.
850' x 92' x 64' 6" —
No. 8 —
No. 100 —

FIRST CLASS	
180 Single Berth Rooms	180 Beds
84 Two Berth Rooms	84 Beds
114 Three Berth Rooms	342 Beds
Total	606 Beds

SECOND CLASS	
100 Two Berth Rooms	200 Beds
18 Four Berth Rooms	72 Beds
Total	272 Beds

THIRD CLASS	
1000 Single Berth Rooms	1000 Beds
1000 Single Berth Rooms	1000 Beds
Total	2000 Beds

DECKS IN BALCONY	
FIRST CLASS	100
SECOND	200
THIRD	200



31 July 1970

Big gantry topples for scrap

One of Belfast's best-known landmarks fell 120 feet to its end to-day.

It is the 6,000-ton giant gantry at Harland and Wolff which was used to build the city's most famous ship—the ill-fated Titanic.

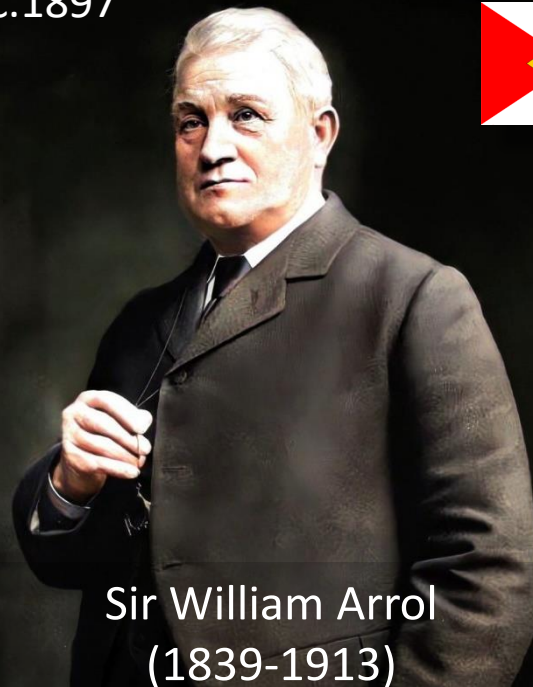
The gantry, which is 840 feet long, 270 feet wide and 214 feet high, was built in 1908, one of the first of its kind in Europe.

Belfast Telegraph, 31 July 1970.

Newspaper article: Courtesy Gregg Jasper

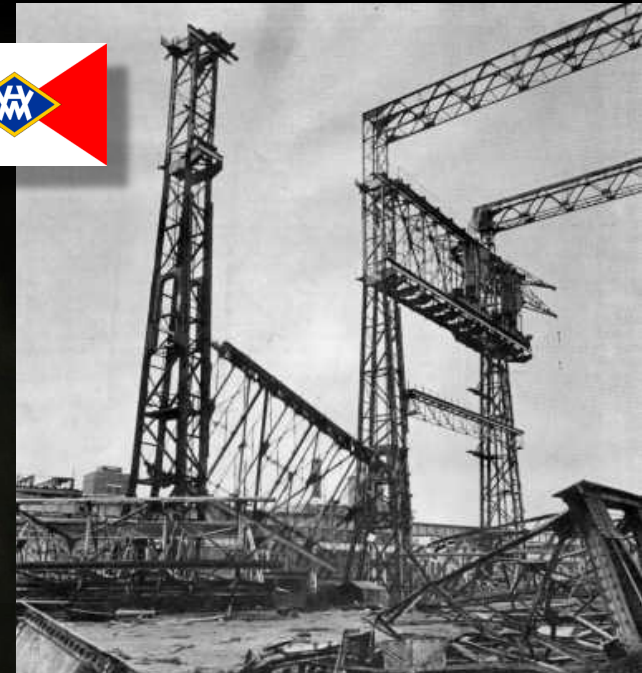
Demolition begins on the disused Arrol Gantry at the Harland & Wolff shipyard in Belfast, Northern Ireland. Erected in 1908 and named for Scottish civil engineer Sir William Arrol, the gantry was used to construct *Olympic*, *Titanic* and *Britannic* between 1908 and 1914.

c.1897



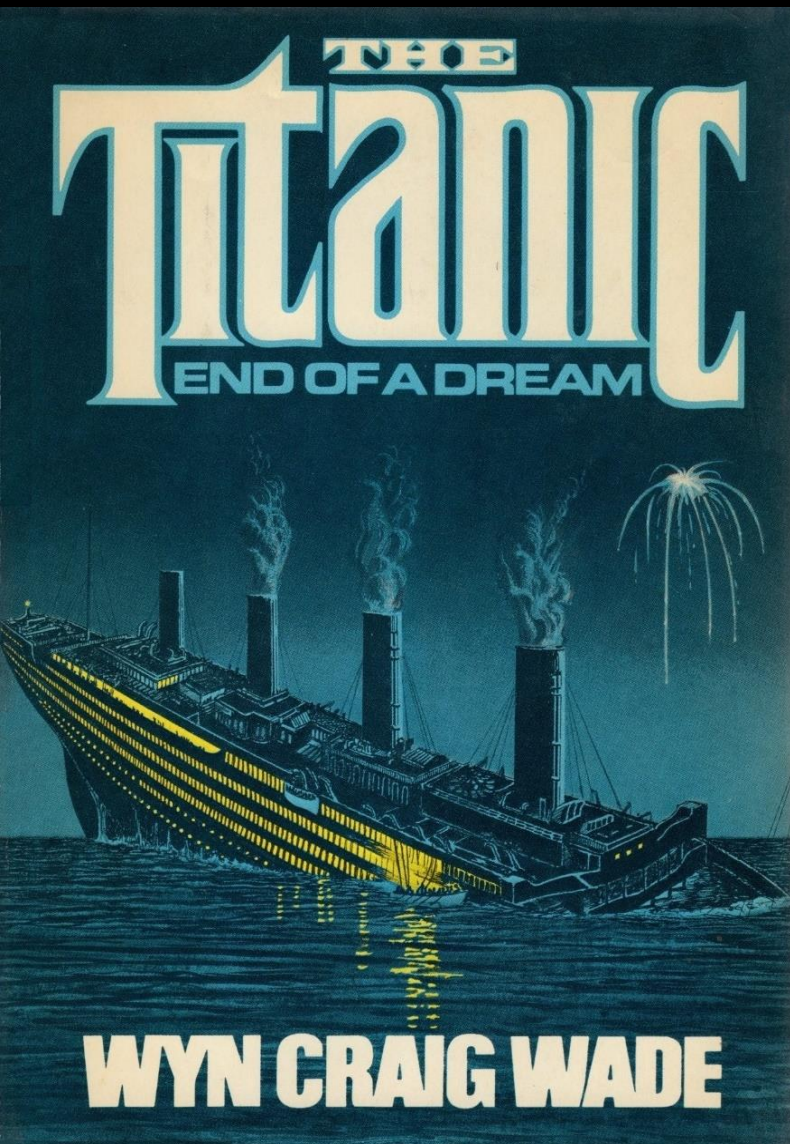
Sir William Arrol
(1839-1913)

Original photo: ICE Scotland Museum Collection



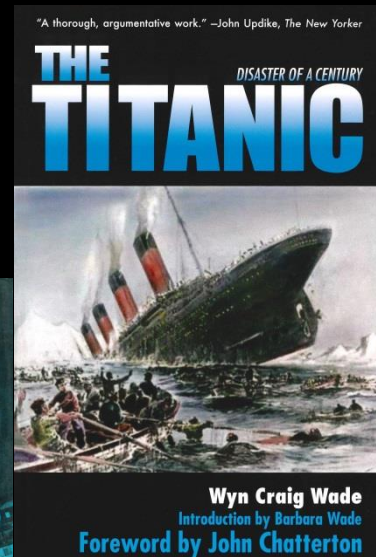
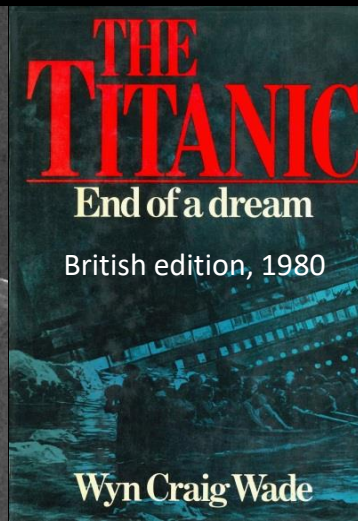
Six thousand tons of steel and iron are torn down and sold for scrap.

1 August 1979



The Titanic: End of a Dream, by American clinical psychologist Wyn Craig Wade, is released by Rawson Wade Publishers. The book focuses on the U.S. Senate hearings into the disaster held in New York City and Washington, D.C. in April-May 1912.

'A well-researched, scholarly and altogether riveting chronicle that many readers will find engrossing and enlightening.' (Associated Press)



Reprinted in April 2012 as *The Titanic: Disaster of a Century*.

1 August 1980

The movie *Raise the Titanic*, based on the 1976 novel by Clive Cussler, is released in theatres in America.

Original 'one sheet' theatre poster.

Once they said
God himself couldn't sink her.
Then they said
no man on earth could reach her.
Now—you will be there
when we...



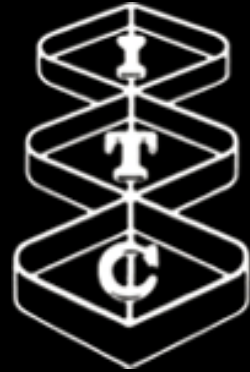
LORD GRADE Presents
A MARTIN STARGER PRODUCTION
"RAISE THE TITANIC"
STARRING JASON ROBARDS · RICHARD JORDAN · DAVID SELBY · ANNE ARCHER AND ALEC GUINNESS
Executive Producer MARTIN STARGER Produced By WILLIAM FRYE Directed by JERRY JAMESON
Screenplay By ADAM KENNEDY Adaptation By ERIC HUGHES Based On The Novel By CLIVE CUSSLER Music By JOHN BARRY
READ THE BANTAM BOOK

PG PARENTAL GUIDANCE SUGGESTED
SOME MATERIAL MAY NOT BE SUITABLE FOR CHILDREN

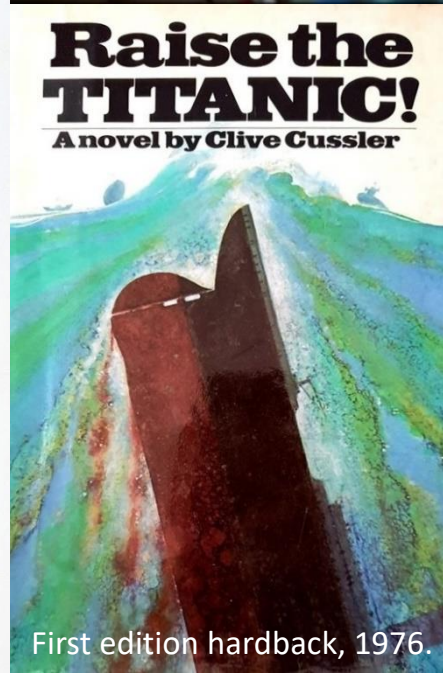
DOLBY STEREO 70MM
APC



Richard Jordan (left) as Dirk Pitt
with David Selby as Dr Gene Seagram



Images: ©ITC Films



First edition hardback, 1976.



Dirk Pitt (right) coordinates the
salvage operation with United
States Navy personnel.

2 August 1958

'The film is an excellent representation of what happened, and I cannot recall a single technical mistake.'

'I had no idea she was doomed. I thought she would take in a certain amount of water yet manage to stay afloat. But the damage was too much.'

(Herbert John Pitman, sailor and merchant seaman from 1895 to 1946)



Former *Titanic* officers Joseph Boxhall (left) and Herbert Pitman (right) with actor Kenneth More, who portrayed Second Officer Charles Herbert Lightoller in the movie *A Night to Remember*.

The *Somerset County Herald* in England publishes an article and interview with 80-year-old former *Titanic* officer Herbert John Pitman. The retired merchant seaman provides his views on the movie *A Night to Remember*, then showing in theatres, and recalls his time aboard *Titanic* on 14-15 April 1912.

3 August 2009



High and dry in the 1867 dock, *Nomadic* awaits her restoration.

Photo: McLaughlin & Harvey Contractors



Titanic at Cherbourg, France, with *Nomadic* alongside on 10 April 1912.

Image: ©Twentieth Century Fox/Paramount Pictures (1997)

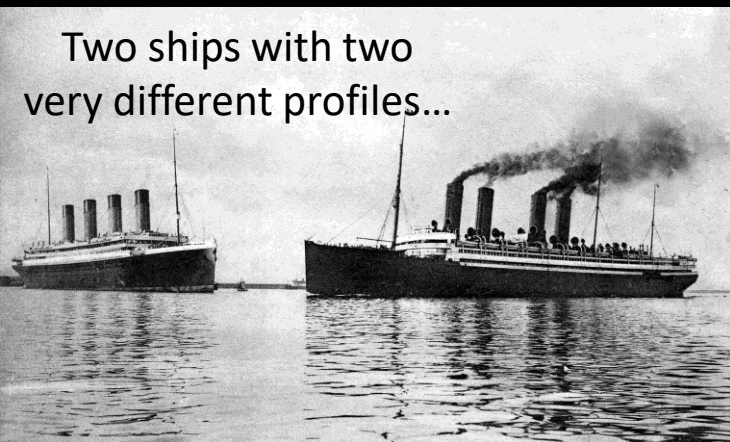
Three years after returning 'home' to Belfast aboard a barge from France, the former White Star Line tender *Nomadic*, built at Harland & Wolff in 1911, is moved into the historic Hamilton Graving Dock. A major restoration commences to return *Nomadic* to her 1911-1912 condition.

Nomadic under tow in Belfast's Abercorn Basin prior to her placement in the Hamilton Graving Dock.



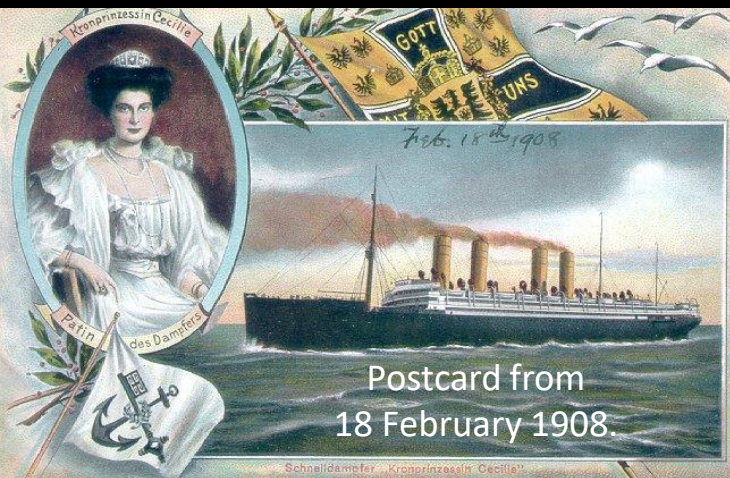
Photo: Belfast Telegraph

4 August 1914



Two ships with two
very different profiles...

Olympic (left) and *Kronprinzessin Cecilie* at Cherbourg, France, 1911.



Postcard from
18 February 1908.

Launched at Stettin, Germany, on 1 December 1906, the liner was named for Crown Princess Cecilie of Prussia.

On the day that Great Britain declares war on Germany, the North German Lloyd liner *Kronprinzessin Cecilie* (19,400 tons) seeks refuge in the neutral port of Bar Harbor, Maine. She is carrying 1,216 passengers and a fortune in silver and gold bullion. Her crew attempts to disguise the ship as the White Star liner *Olympic*.



Norddeutscher
Lloyd flag.

In Bar Harbor, Maine, with her funnel tops painted to resemble those of *Olympic*.

Photo: Steamship Historical Society of America



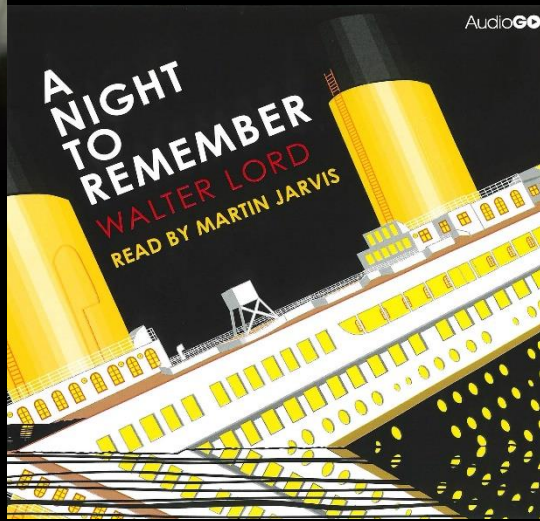
4 August 1941

Image: ©Twentieth Century Fox/Paramount Pictures (1997)



Martin Jarvis and his real-life wife, actress Rosalind Ayres, as First Class passengers Sir Cosmo and Lady Duff Gordon in James Cameron's *Titanic* (1997). The couple were married in London on 23 November 1974.

Martin Jarvis is born to Denis Jarvis and Margot Scottney in Cheltenham, England. A graduate of the Royal Academy of Dramatic Art, Jarvis's acting career includes performances in theatre, film and television. He is particularly well known for radio acting and voicing audiobooks, including a 305-minute reading of Walter Lord's *A Night to Remember*.



A four-CD recording of the 1955 bestseller *A Night to Remember*, read by Martin Jarvis, was produced by BBC Audiobooks in 1998. It was re-released by AudioGO on 10 April 2012, the centenary of *Titanic*'s maiden voyage.

5 August 1918

The new graving dock as seen from the deck of *Olympic* on 29 May 1911.
(*Titanic* under the Arrol Gantry in the background)

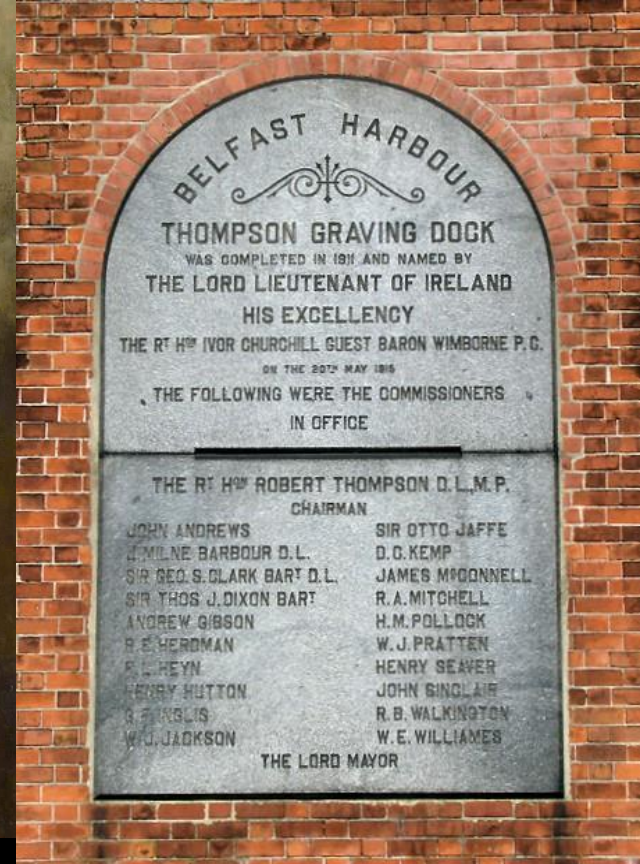


Photo: Harland & Wolff Collection,
National Museums Northern Ireland



Sir Robert Thompson
(1839-1918)

Original painting: Henrietta Rae (1913);
©Belfast Harbour Commissioners



This plaque is affixed to the
pumphouse at the Thompson
Graving Dock in Belfast.

The Right Honourable Sir Robert Thompson, Irish politician and Chairman of the Belfast Harbour Commissioners, passes away at the age of 79. The graving dock at Belfast, completed in March 1911, was named for Sir Robert on 20 May 1915.

5 August 2000



'Thank God for Southby.'



Images: ©ITC Films

Richard Jordan as Dirk Pitt (left) and Sir Alec Guinness in *Raise the Titanic*.



Acclaimed British actor Sir Alec Guinness, who portrayed fictional *Titanic* officer John L. Bigalow in the 1980 movie *Raise the Titanic*, dies aged 86 in Midhurst, Sussex, England.

Alec Guinness was born on 2 April 1914, two years after *Titanic* completed her trials at Belfast. In 1958, the year in which *A Night to Remember* was released, he won an 'Oscar' for his role in *The Bridge on the River Kwai* (1957).

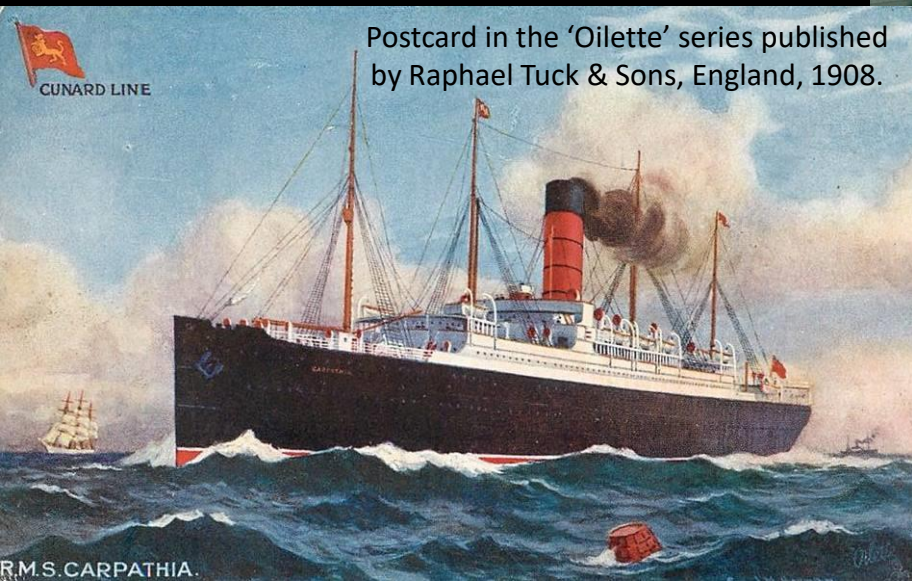
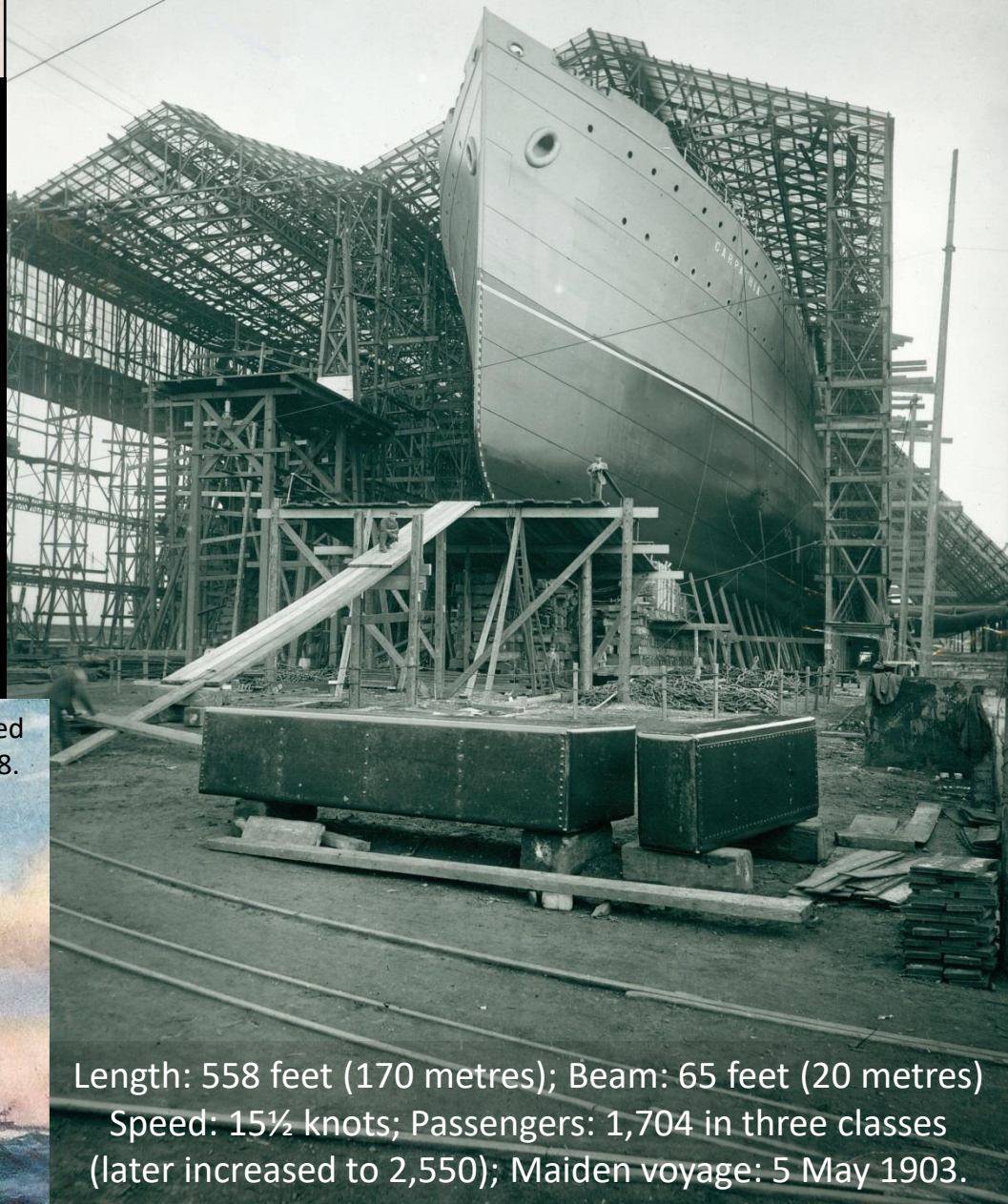
'This is my Titanic collection. All that's left of her except memories. What a lovely thing she was. Standing as high in the water as one of your skyscrapers ... I took the pennant off her before she went down. If you manage to bring her up again, maybe you'd put it back where it belongs.'

6 August 1902



Carpathia shortly before her launch in 1902.

The Cunard liner *Carpathia* is launched at the shipyard of C.S. Swan & Hunter in Newcastle, England. The 13,603-ton, four-masted ship will gain worldwide fame on 15 April 1912.



Postcard in the 'Oilette' series published by Raphael Tuck & Sons, England, 1908.

Length: 558 feet (170 metres); Beam: 65 feet (20 metres)
Speed: 15½ knots; Passengers: 1,704 in three classes
(later increased to 2,550); Maiden voyage: 5 May 1903.

Photo: Tyne & Wear Archives & Museums. Reference: DS.SWH/4/PH/3/274

6 August 2008



1911

Sidney Leslie Goodwin,
the 'unknown child'.



Photo: Graeme Jupp (2012)



1910

Members of the Goodwin family dedicate a plaque at Fairview Lawn Cemetery in Halifax, Nova Scotia. Forensic analysis of remains from the grave of the 'unknown child' in 2007 determined they belonged to 19-month-old Sidney Goodwin, who travelled aboard *Titanic* with his parents and five siblings. The entire family perished in the disaster.



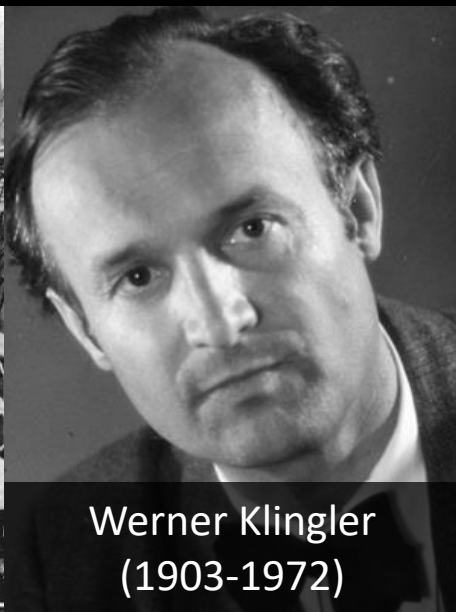
Photo: Goodwin Family Collection

7 August 1942



Filming scenes for the propaganda film *Titanic* aboard *Cap Arcona* in 1942.

Filming resumes aboard the German ocean liner *Cap Arcona* for the Nazi propaganda film *Titanic*. Production had been delayed after the arrest and imprisonment of the film's director Herbert Selpin. After Selpin's death, director Werner Klingler completes the film although he is not credited. The movie premieres in Paris in 1943.



Werner Klingler
(1903-1972)



S.S. *Cap Arcona*
(1927-1945)

8 August 1915



SPEEDEN CHILD AUTO VICTIM.

New Yorkers' Son Dies of his Injuries in Bar Harbor.

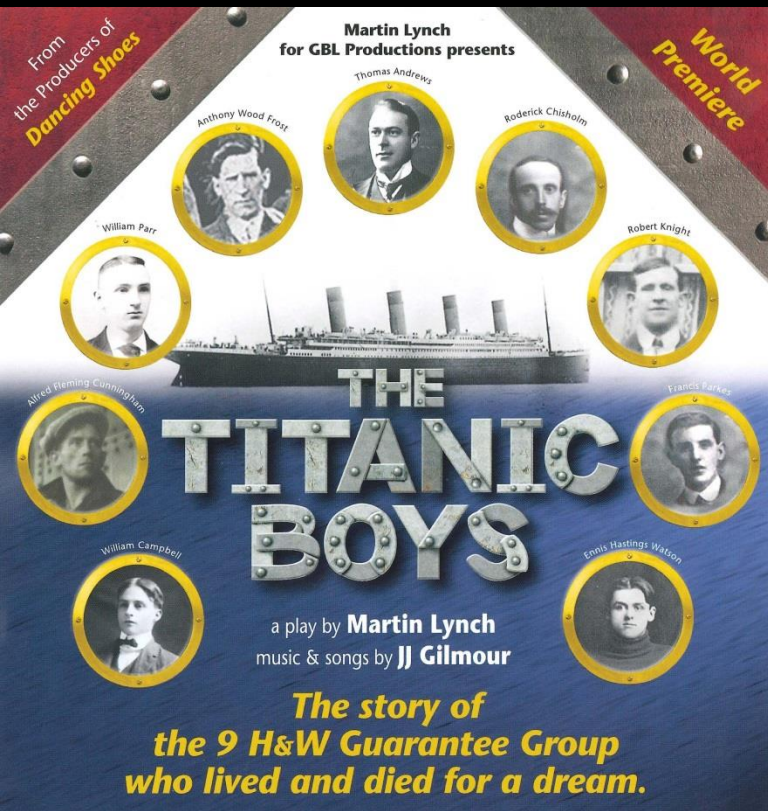
BAR HARBOR, Me., Aug. 8.—Robert Douglas Spedden, aged 9, only child of Mr. and Mrs. Frederic O. Spedden of New York, died to-day at the family's Winter Harbor cottage. An automobile, running fast on the wrong side of the road and not sounding its horn, knocked the boy down last Friday, fracturing his skull.

The body will be taken to-morrow to New York, where the funeral services will be held in the city home of the family.

Frederic Spedden (centre) watches his son Douglas, age 6, spin a top on *Titanic's* A-Deck.

Three years after he and his parents survived the *Titanic* disaster, nine-year-old Robert Douglas Spedden dies two days after being struck by an automobile in the U.S. state of Maine. He is best known for a photograph, taken by Francis Browne on 11 April 1912, of him spinning a top aboard *Titanic*.

8 August 2012



The Titanic Boys, a play by Martin Lynch with music and lyrics by J.J. Gilmour, opens at the Grand Opera House in Belfast. It tells the story of Harland & Wolff's 'Guarantee Group' of nine tradesmen who sailed with *Titanic* from Belfast on 2 April 1912.

'The Titanic Boys is the powerful true story of nine ordinary Belfast men who found themselves at the centre of an extraordinary world event ... They built it, sailed on it and died on it. This is their story.' (GBL Productions)

Photo: Elaine Hill A scene from *The Titanic Boys*.



Photo: GBL Productions

Playwright Martin Lynch (centre) with, from left, actors Terry Keeley, Ciaran Nolan, Michael Lavery and Brian Markey.

9 August 1987

American Jennifer Carter, expedition leader of a joint French-American effort to retrieve the first artefacts from *Titanic*, becomes the first woman to dive to the wreck. Her descent is made in the submersible *Nautilie* (built in 1984) of the French research institute Ifremer.



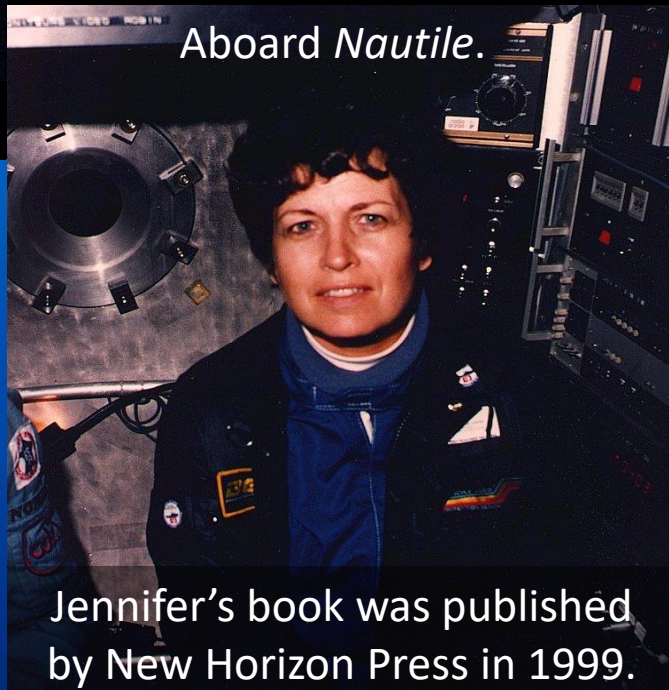
Photos: Jennifer Carter

Almost time to dive into the deep...

Photo: Ifremer

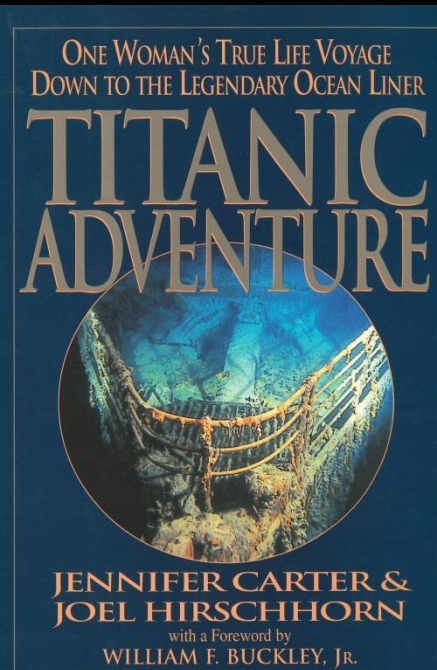


Nautilie begins its descent to *Titanic*.

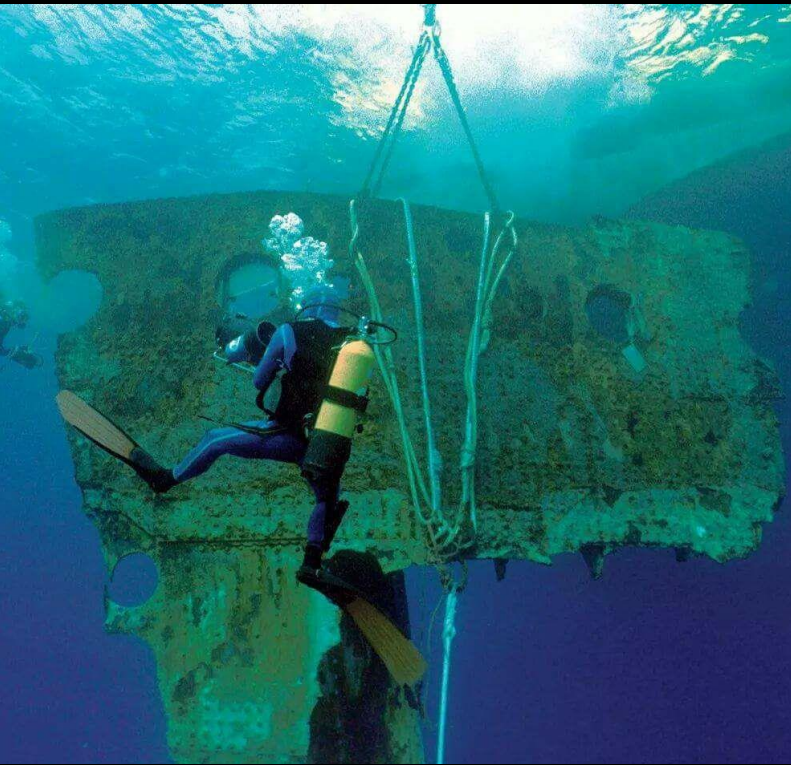


Aboard *Nautilie*.

Jennifer's book was published by New Horizon Press in 1999.



10 August 1998



After an abortive attempt in 1996, a 22-ton section of *Titanic*'s hull plating from C-Deck, known as the 'Big Piece', is successfully brought to the surface using diesel-filled flotation bags. The expedition utilises the French research vessel *Nadir*, offshore supply ship *Abeille Supporter* and submersible *Nautilus*.

A diver checks support lines as the 'Big Piece' prepares to break the surface of the North Atlantic.

Photos: RMS Titanic, Inc.

Raise the *Titanic*! The 'Big Piece' from *Titanic*'s hull sees daylight for the first time in 86 years.



11 August 1879

Thomas Millar is remembered at his wife's grave in Victoria Cemetery, Carrickfergus, Northern Ireland.

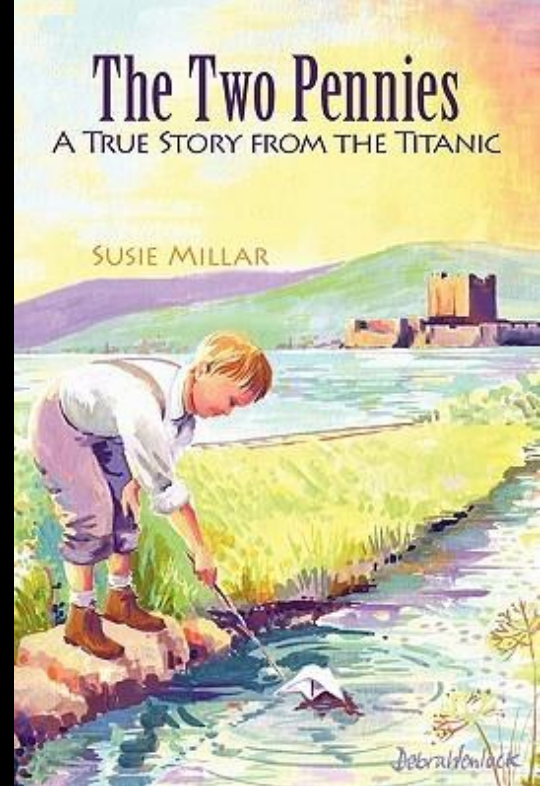


Photo: Irish Examiner



Photo: Susie Millar/Titanic Tours Belfast

The story of Thomas Millar, and the pennies he gave his two young sons prior to joining *Titanic's* maiden voyage, is told by his great-granddaughter Susie Millar in *The Two Pennies: A True Story from the Titanic*.



Thomas Millar is born to Thomas and Agnes Millar in County Antrim, Ireland. “Tommy” Millar marries Jeannie Ruddock on 1 October 1900 and the couple have two sons. Following his wife's death at age 32 on 18 January 1912, Millar, an engineer working at Harland & Wolff, decides to go to sea. On 6 April 1912 he signs aboard *Titanic* as one of thirty-five engineers, all of whom perish nine days later in the icy North Atlantic.

11 August 1986

The cover of *Time* magazine features artist Ken Marschall's first depiction of the submersible *Alvin* exploring *Titanic*'s wreck.

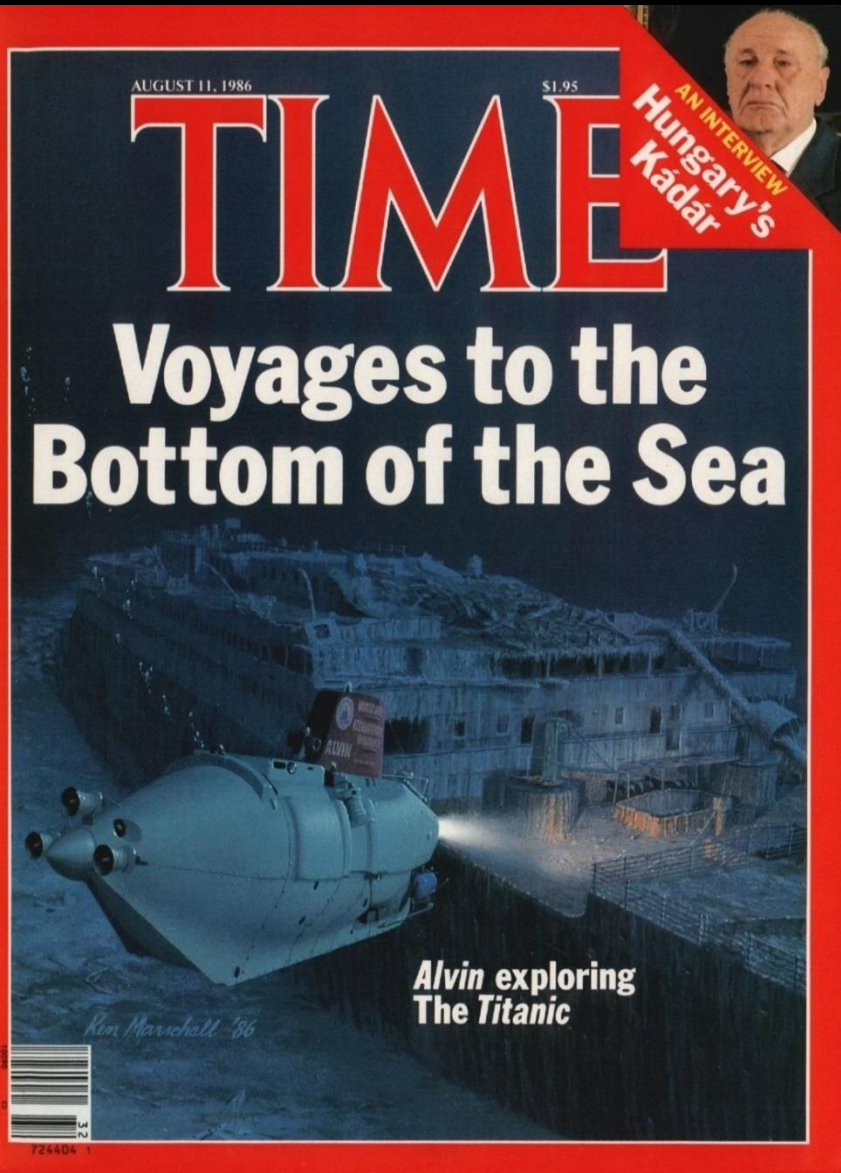
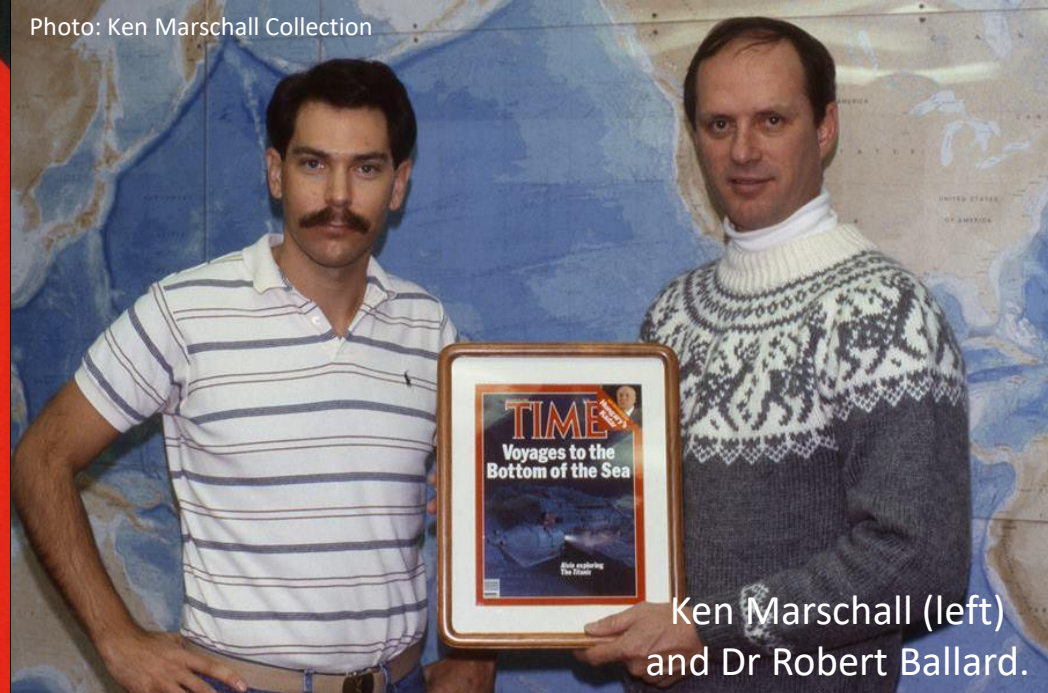


Photo: Ken Marschall Collection



'Someone handed me a copy of Time. It stopped me in my tracks. There on the cover was the Titanic. Not someone's idea of what it might it look like but a dead ringer of the ship.' (Dr Robert D. Ballard, writing in 1992)

12 August 1919

During the war *Olympic* earned the sobriquet 'Old Reliable' for safely carrying almost 148,000 Canadian, American and other allied servicemen.



Olympic at the fitting-out wharf in Belfast on 9 September 1919.



Olympic returns to Harland & Wolff at Belfast for a major refit following four years' duty as a troopship. The huge task of overhauling the liner for passenger service lasts until June 1920 and includes converting her boilers to burn oil instead of coal.

13 August 1912



Captain Stanley Lord, c.1920.

'The directors in London have decided that public opinion is against you and you must resign. We now have no say in the matter.'
(Harry Roper, Managing Director of the Leyland Line, August 1912)

Despite support from many quarters and evidence in respect of the events of 14-15 April 1912, Stanley Lord, former master of S.S. *Californian*, is compelled to resign from the Leyland Line. Lord is re-hired by the firm of Lawther Latta in February 1913, with whom he remains as a captain until taking early retirement at age 49 in 1927.



Photo: Louis M. Ogden

Right: Stanley Lord in 1926, one year before 'swallowing the anchor'.



14 August 1939

Philip Albright Small Franklin dies aged 68 in Locust Valley, New York. In April 1912, P.A.S. Franklin was head of the White Star Line's office and operations in New York City. He handled public and press relations in the wake of the *Titanic* disaster.

c.1930

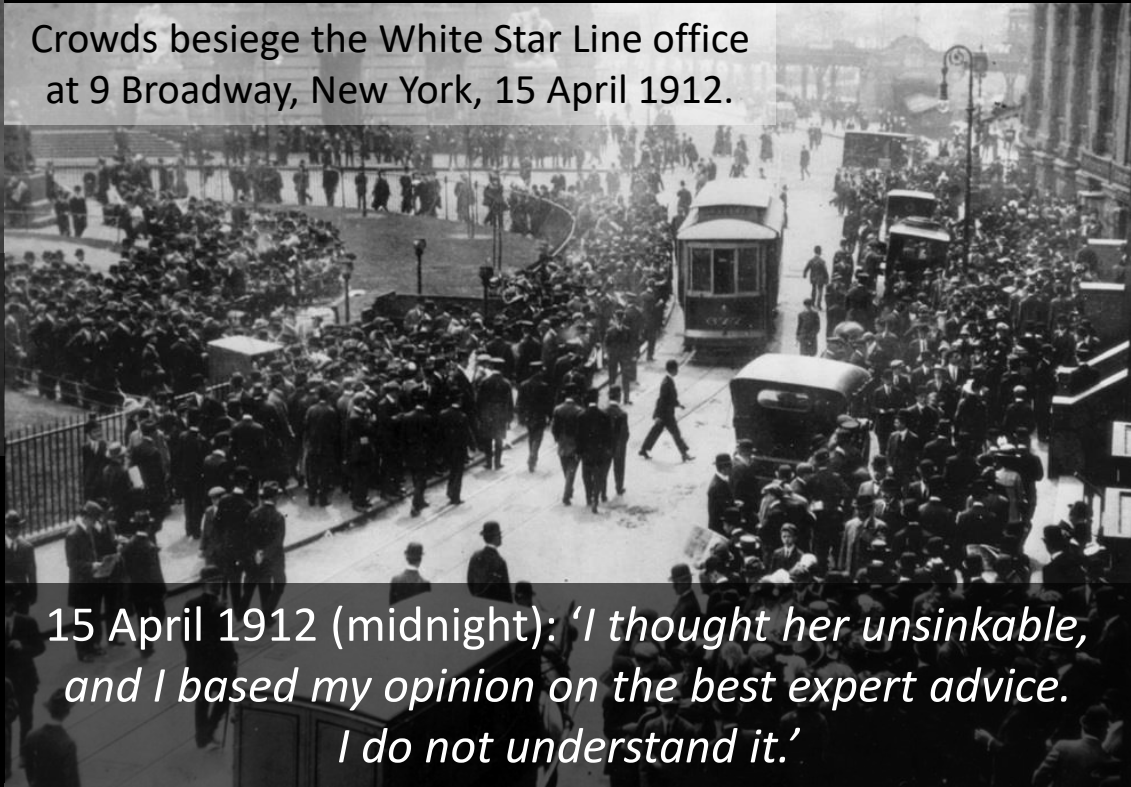
Photo: World Traveller



15 April 1912 (10:30 pm):
'There is no danger that Titanic will sink. The boat is unsinkable.'

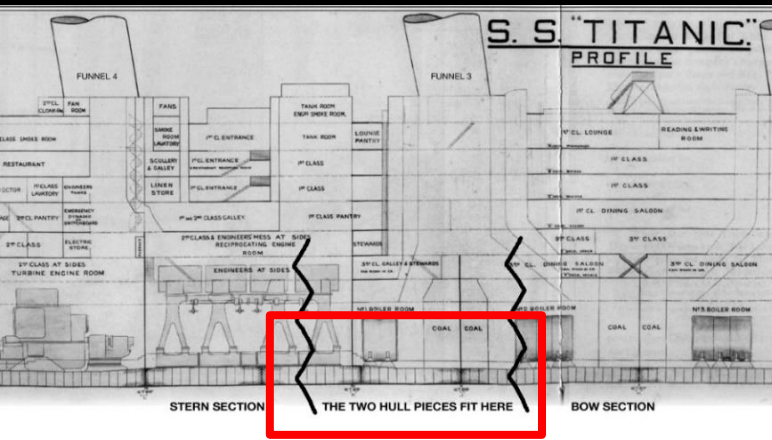
15 April 1912 (11:30 pm):
'We hope that reports from the Virginian and the Parisian will prove to be true, and that they will turn up with some of the passengers.'

Crowds besiege the White Star Line office at 9 Broadway, New York, 15 April 1912.



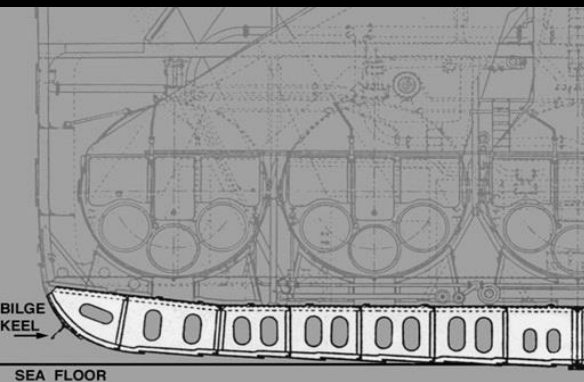
15 April 1912 (midnight): *'I thought her unsinkable, and I based my opinion on the best expert advice. I do not understand it.'*

15 August 2005

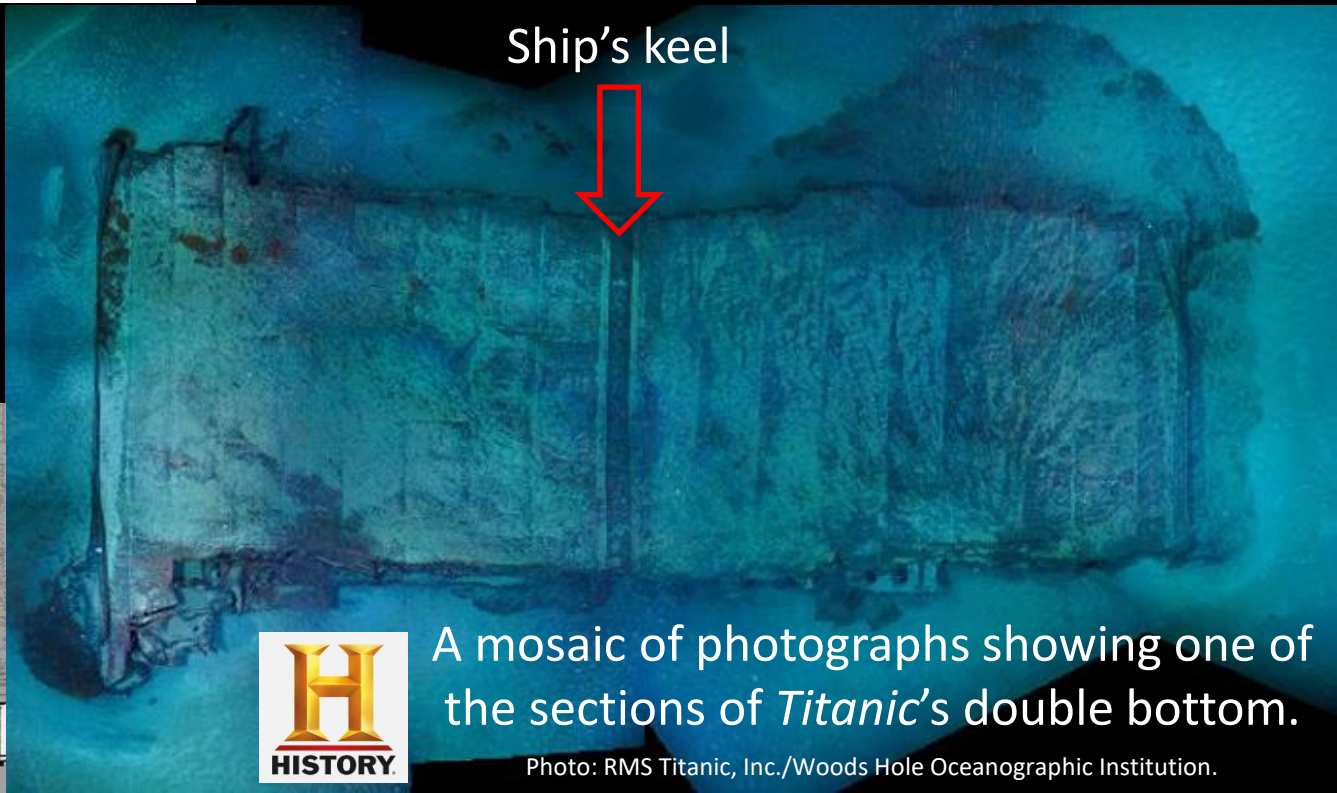


Above: A longitudinal view showing the location of the sections of double bottom.

Below: A cross-section of *Titanic's* hull, showing the profile of her double bottom.



Two sections of *Titanic's* double bottom, originally discovered and identified in 1986, are examined as part of an expedition sponsored by the History Channel. The sections provide important clues concerning the break-up of *Titanic's* hull.



Ship's keel



A mosaic of photographs showing one of the sections of *Titanic's* double bottom.

Photo: RMS Titanic, Inc./Woods Hole Oceanographic Institution.

15 August 2010

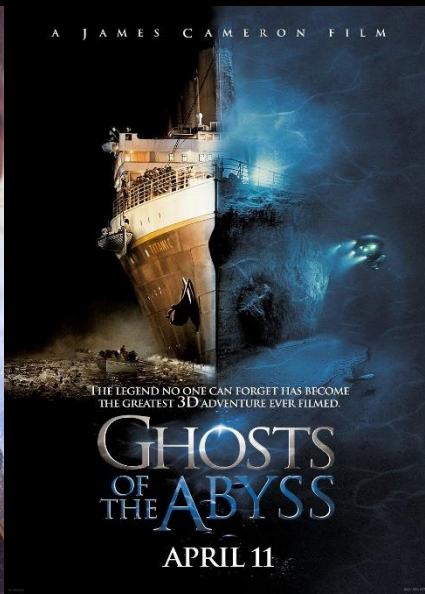
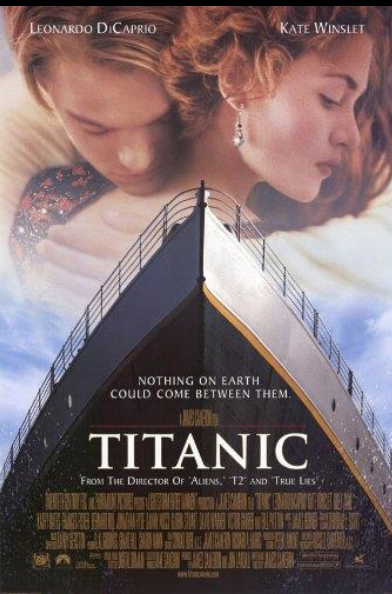
A replica of *Titanic's* 15¾-ton centre anchor, forged with traditional tools for the television series *Titanic: The Mission*, is hauled through the streets of Dudley and Netherton in England. The occasion recreates the journey (in reverse) of the original anchor from Noah Hingley & Sons to Dudley's railway station in 1911.



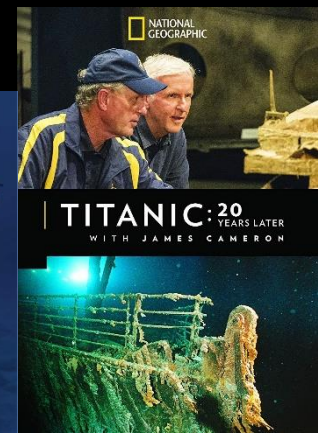
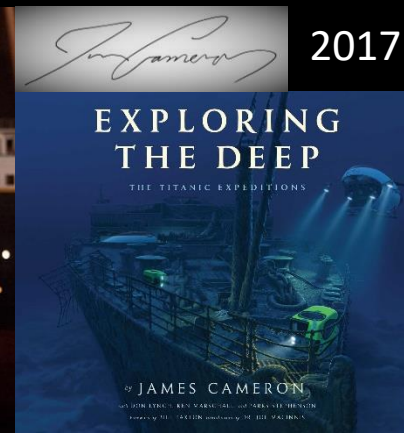
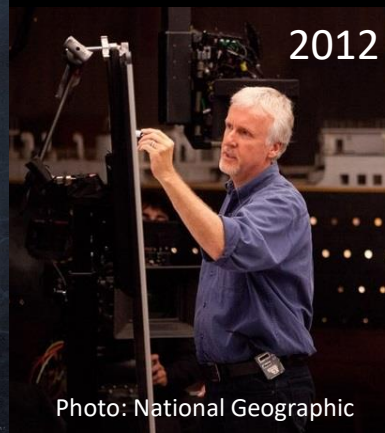
16 August 1954



James Cameron on 23 March 1998.



James Francis Cameron is born in Kapuskasing, Ontario, Canada. A hugely successful and influential filmmaker, Cameron is best known for his 194-minute movie *Titanic* (1997), for which he won three Academy Awards. His personal interest in *Titanic* results in three expeditions to the wreck, the 3D IMAX film *Ghosts of the Abyss*, and several books and documentaries.



17 August 1912



The German production company Continental-Kunstfilm releases the silent feature film *In Nacht und Eis* (*In Night and Ice*). Directed by Romanian-born Mime Misu (1888-1953), the 35-minute film is based on the *Titanic* disaster, with scenes filmed in a Berlin glasshouse studio and aboard the Hamburg-Amerika liner *Kaiserin Auguste Victoria*. The film stars Otto Rippert and Ernst Rückert as officers aboard *Titanic*.



Theatrical release poster from 1912. The film was also known as *Der Untergang der Titanic* (*The Sinking of the Titanic*).

17 August 1997

Millvina Dean on the bridge
of *Queen Elizabeth 2* with
Purser Jonathan Leaver.

Eighty-five years after the *Titanic* disaster, Millvina Dean (in blue) and her companion Bruno Nordmanis are welcomed at 3659 Harrison Street, Kansas City, Missouri, by owners Matt and Katie Levi (second and fifth from left). The occasion is recorded by the cameraman at right.



Photos: Michael Rudd,
Titanic Historical Society, Inc.

Millvina Dean, *Titanic's* youngest survivor, completes the journey her family began but never fulfilled in 1912. Millvina crosses the North Atlantic from Southampton to New York aboard Cunard's *Queen Elizabeth 2*, her first trans-Atlantic voyage since 1912. She is welcomed at the house in Kansas City, Missouri, her family's intended destination in April 1912.

18 August 1900

Jack Dudley Odell is born to Herbert and Lily Odell in London, England. In April 1912, Jack travels with family members aboard *Titanic* between Southampton and Queenstown. He and his aunt Kate Odell take several photographs of *Titanic* and her passengers, many of which remain unpublished until October 1987.

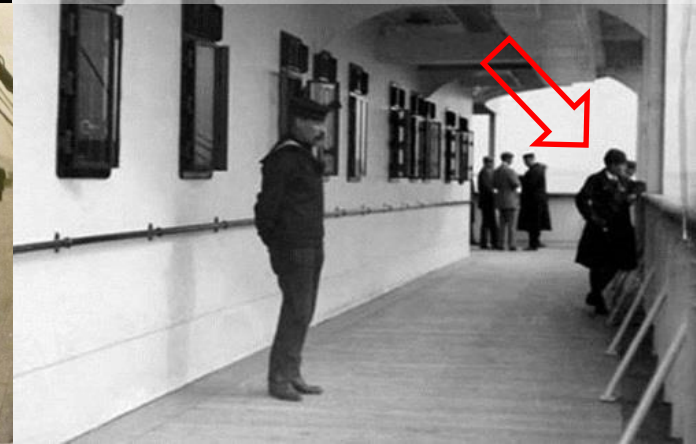
Eleven-year-old Jack Odell aboard *Titanic* at Queenstown, 11 April 1912.



First Class passengers Richard May, Lily Odell, Stanley May and Jack Odell aboard *Titanic*, 11 April 1912.



Jack Odell (arrowed) enjoys the view from the forward end of the open promenade on *Titanic's* A-Deck.



18 August 1914



Betsy Smith McLain Collection

c.1917

Titanic survivors Robert and Eloise Daniel in 1916 during his service with the U.S. Army. The couple separated in 1918 and were divorced in 1923.

Titanic survivors Mary Eloise Smith, née Hughes, and Robert Williams Daniel are married in New York City. The couple met aboard the Cunard liner *Carpathia* after their rescue on 15 April 1912. Eloise's first husband Lucian Philip Smith died aged 24 in the sinking and Eloise – aged 18 and pregnant at the time – gave birth to their son on 29 November 1912.



Lucian P. Smith
(1887-1912)



Eloise Daniel
(1893-1940)



Robert W. Daniel
(1884-1940)

1914

18 August 1973

Helen Melville “Mel” Russell-Cooke, née Smith, daughter and only child of Edward John Smith, captain of the sister ships *Olympic* and *Titanic*, dies at the age of 75 in Oxford, England.



When Helen Russell-Cooke visited the set of the film *A Night to Remember* in 1957, she was overcome by how much actor Laurence Naismith resembled her father.

Image: ©Carlton International Media Ltd.



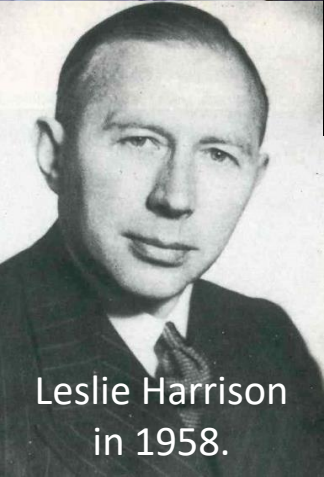
Helen Melville Smith as an infant with her mother Sarah Eleanor Smith, née Pennington, c.1899, and in later life as captured in a portrait by artist and friend David Rolt.

Helen's life was beset by tragedy. She was only fourteen when her father perished in the *Titanic* disaster. Her husband Sidney Russell-Cooke died in a shooting accident in 1930; her mother Eleanor Smith was struck and killed by a car in 1931; her son Simon was killed in action in World War II; and her daughter Priscilla died of polio in 1947.

19 August 1961

Captain Stanley
Lord in 1961.

Original photo: *Liverpool Echo*
Enhanced and coloured by
Tatiana Yamshanova (2022)



Leslie Harrison
in 1958.

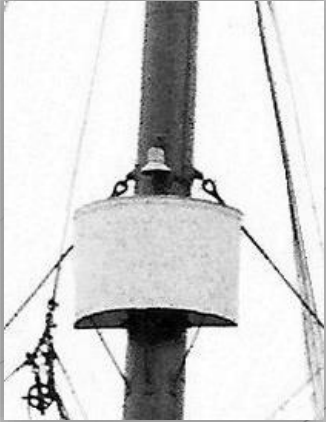
Leslie Harrison, General Secretary of the Mercantile Marine Service Association, conducts a second interview with Stanley Lord, former master of the Leyland Line steamer *Californian*. The interview follows one in February 1961, in which Lord recalled his time aboard *Californian* and the events of 14-15 April 1912.

Leslie Harrison is compiling material to bolster Captain Lord's case that he, and his ship, were unfairly censured by the two *Titanic* inquiries in 1912.

Californian's officers in April 1912:
Standing: Second Officer Herbert Stone and Third Officer Charles Victor Groves.
Seated: Captain Stanley Lord and Chief Officer George Frederick Stewart.



20 August 1911



*Titanic's
crow's nest
in 1986.*



Photo: Woods Hole
Oceanographic Institution

*Titanic's crow's
nest and foremast
bell in 1912.*

Titanic's steel foremast, which stands 176 feet (54 metres) from its base on D-Deck, is stepped into position during fitting out work at the Harland & Wolff shipyard in Belfast. The mast supports a cargo derrick and the crow's nest, which is accessed from C-Deck by a ladder mounted within the mast.

Titanic's masts are in position, but only one funnel stands proud, in this view taken on 7 October 1911.

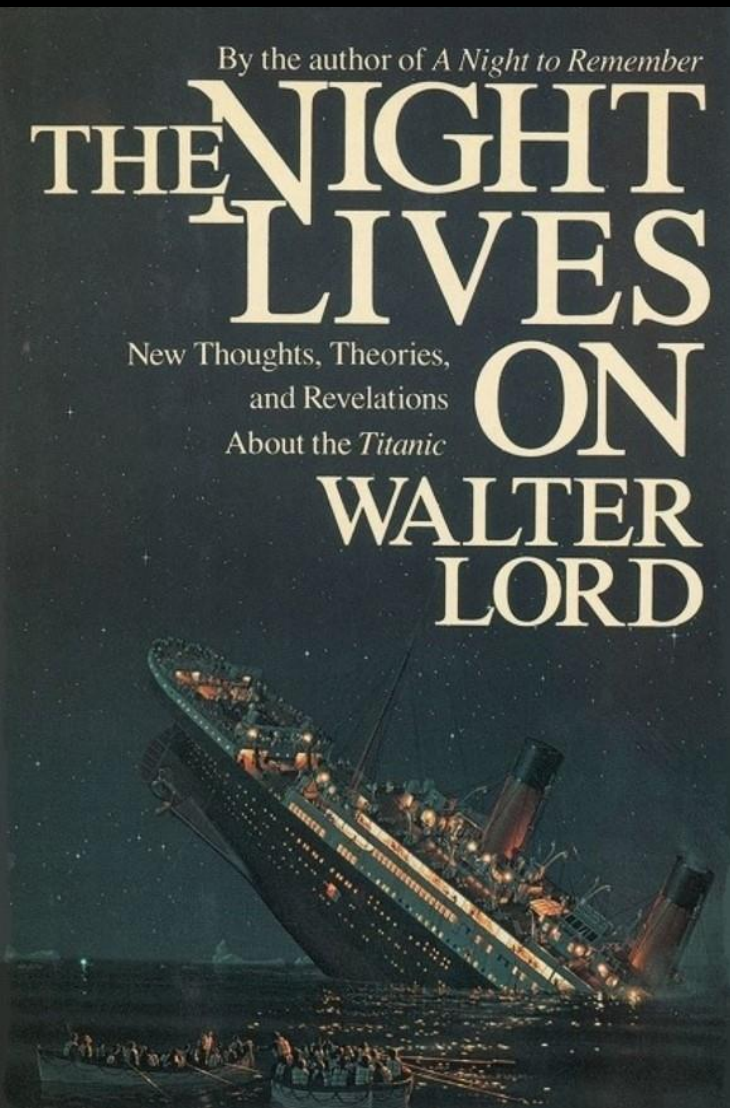


Olympic in the
background.

Photo: Harland & Wolff Collection,
National Museums Northern Ireland

Photo: Harland & Wolff Collection, National
Museums Northern Ireland. Courtesy Steve Hall

20 August 1986



First (hardback) edition published by William Morrow and Company, New York.

Almost thirty-one years after the publication of *A Night to Remember*, his best-selling account of the *Titanic* disaster in 1912, American historian Walter Lord revisits the tragedy in a new book titled *The Night Lives On*.

Photo: *Baltimore Sun*



1986

Following the success of *A Night to Remember* in 1955, Walter Lord wrote several books on other historical events, including *Day of Infamy* (1957), *A Time to Stand* (1961), *Incredible Victory* (1967), *The Dawn's Early Light* (1972), *Lonely Vigil* (1977) and *The Miracle of Dunkirk* (1982).

'*The Night Lives On* is a tour de force that I devoured in one sitting. It is a riveting sequel to *A Night to Remember* and an absolute must for anyone intrigued by the *Titanic*. This is vintage Walter Lord – lucid, compelling, authoritative, and impeccably researched.' (John Maxtone-Graham, 1986)

21 August 1887



Memorial to James Paul Moody in Woodland Cemetery, Scarborough.

Photo: Norman Murphy

'... Mr. Moody must have been standing quite close to me at the same time. He was on top of the [officers'] quarters clearing away the collapsible boat on the starboard side, whilst Mr. Murdoch was working at the falls. If that is so, we were all practically in the water together.' (Charles Lightoller, *Titanic's* Second Officer)

Sixth Officer Moody answered the telephone on *Titanic's* bridge at 11:39 pm on Sunday 14 April 1912. He asked lookout Frederick Fleet: *'What do you see?'*

Image: ©Carlton International Media Ltd.



Michael Bryant as James Moody in *A Night to Remember* (1958).

James Paul Moody is born to John and Evelyn Moody in Scarborough, England. Moody goes to sea as an apprentice in 1904 and earns his Ordinary Master's Certificate in 1911.

He is appointed Sixth Officer of *Oceanic* in August of that year, and in March 1912 joins *Titanic* at Belfast, also as Sixth Officer. James Moody is the most junior of *Titanic's* officers and perishes, aged 24, in the disaster on 15 April 1912.

21 August 1998

Built in 1975; in service as *Abeille Supporter* from 1982 to 2000.



The offshore supply ship *Abeille Supporter* arrives at Boston with the 'Big Piece', a 22-ton section of *Titanic*'s hull plating. Successfully raised eleven days earlier after an abortive attempt in August 1996, the arrival of the section of hull 'symbolically' completes *Titanic*'s maiden voyage of April 1912.

Photo: RMS Titanic, Inc.



Back from the deep... the 'Big Piece' of *Titanic*'s hull plating breaks the surface on 10 August 1998.



Titanic 'arrives' in the United States!

Photo: Associated Press

21 August 2001

In pitch darkness, 'Medusa' lights up the Forecastle Deck while *Mir-1* and *Mir-2* explore areas of *Titanic*'s largely intact bow section.



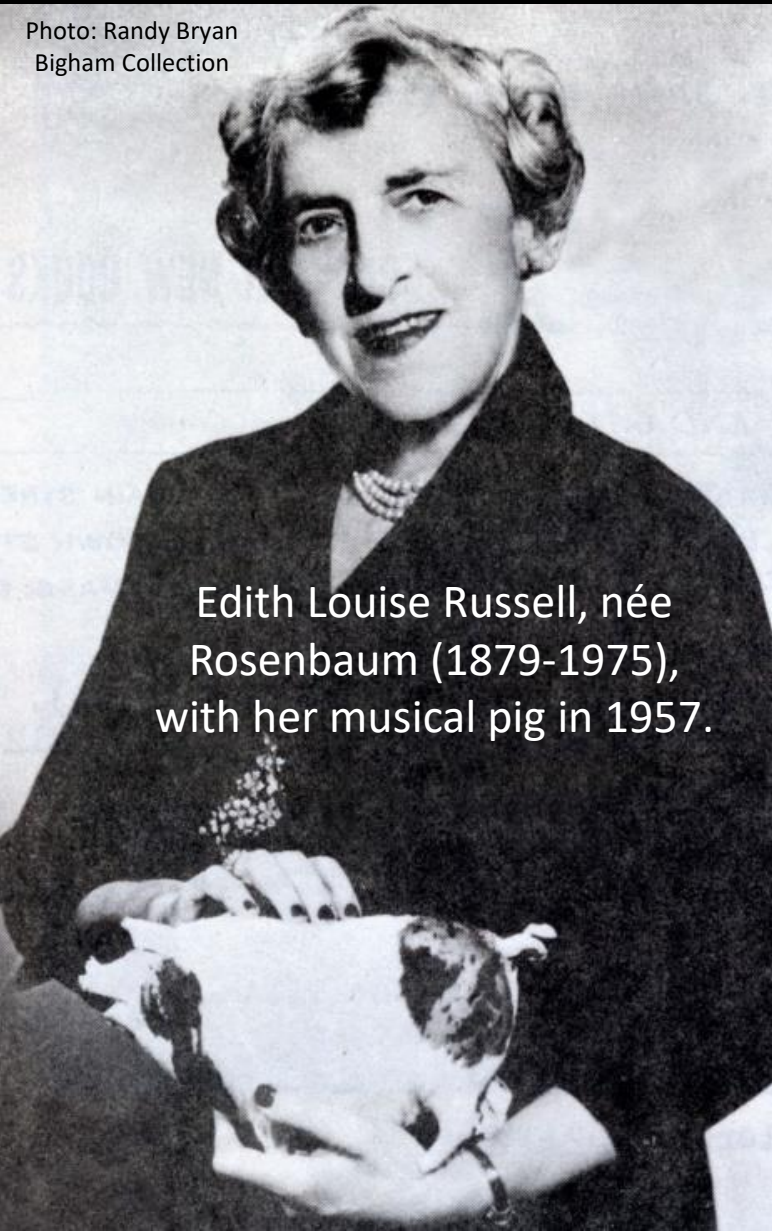
'Medusa' is prepared for a dive to *Titanic*.



First use is made of a specially designed lighting platform named 'Medusa' to illuminate the wreck of *Titanic* during a dive by the 'Mir' submersibles on James Cameron's second expedition.

21 August 2013

Photo: Randy Bryan
Bigham Collection



Edith Louise Russell, née Rosenbaum (1879-1975), with her musical pig in 1957.

A tune inside a toy pig once owned by *Titanic* survivor Edith Russell is heard for the first time in decades. Held in the Lord-MacQuitty Archive at the National Maritime Museum in Greenwich, London, the pig was X-rayed and a 3D model created to analyse its internal mechanism.

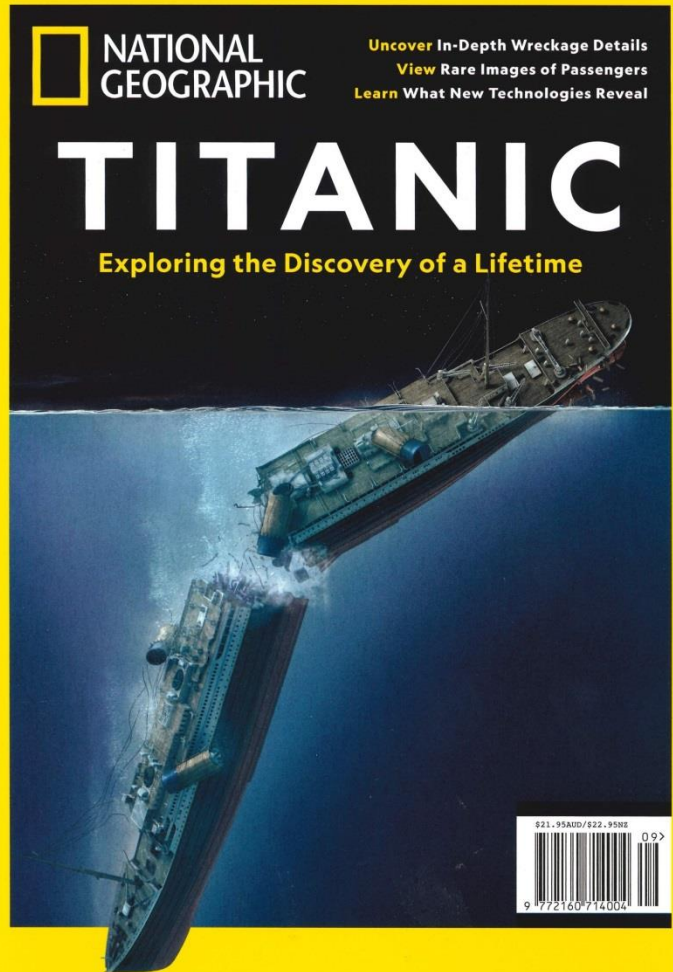


Photo: National Maritime Museum
Collection, Greenwich, London

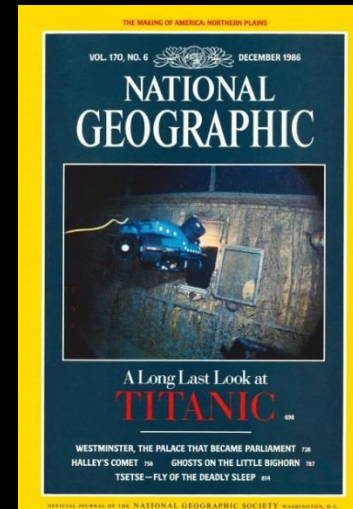
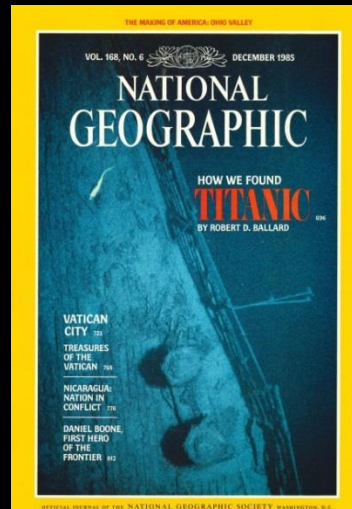
Experts were able to piece together almost every note of the march *La Sorella*, composed in 1905 by Charles Borel-Clerq. The song is also known as *La Matchiche* or *The Maxixe*.

Edith Russell's pig 'survived' the disaster with her in lifeboat No. 11, where she used it to amuse children. It passed to author and historian Walter Lord in 1975 and to the National Maritime Museum in 2002.

21 August 2020

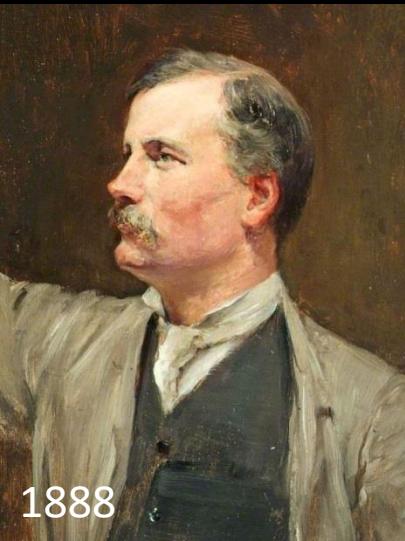


National Geographic Partners and the Meredith Corporation release a 96-page special edition of *National Geographic* devoted to *Titanic*. It includes photographs of artefacts recovered from the wreck site and of those remaining on the ocean floor, a map of the debris field, and articles describing the search for, and discovery of, the wreck in 1985.



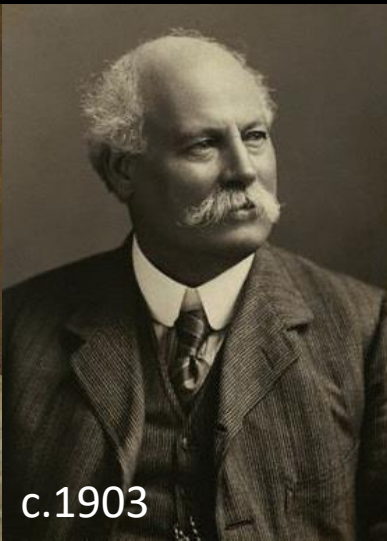
R.M.S. *Titanic* appeared on the cover of *National Geographic* in December 1985, December 1986 and April 2012.

22 August 1922



1888

Original painting: Theodore Wirgman
©Aberdeen Art Gallery & Museums



c.1903

Photo: Museum of Royal
Worcester Archive

Prominent British sculptor and medallist Sir Thomas Brock dies in London at the age of 75. Knighted in 1911, Sir Thomas was selected in 1913 to sculpt a *Titanic* memorial for Belfast. He had earlier produced sculptures of Queen Victoria and shipbuilder Sir Edward Harland in the grounds of Belfast City Hall.



1946

Born in Worcester,
England, 1 March 1847.

Left: The *Titanic* Memorial in
Donegall Square North, Belfast,
was dedicated on 26 June 1920.

Photo: National Museums Northern Ireland

Right: The unveiling of the statue
of shipbuilder Sir Edward James
Harland on 23 June 1903.

Photo: Robert J. Welch, *Belfast Telegraph* Collection



22 August 2002

I.B. Tauris & Co. in England publishes *A Night to Remember: The Definitive Titanic Film* in its 'British Film Guide' series. The 142-page paperback analyses what many consider to be the most accurate *Titanic* movie. It discusses the film's production and reception, and its subsequent impact on *Titanic* in popular culture.

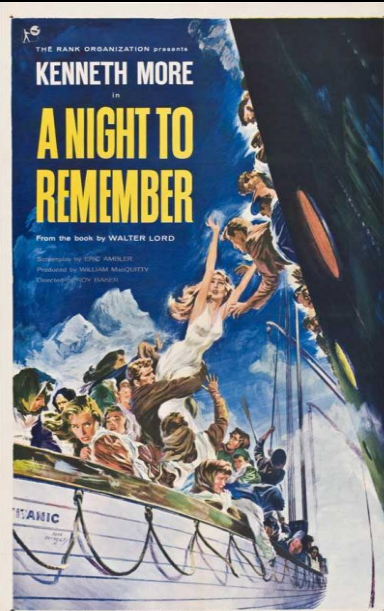
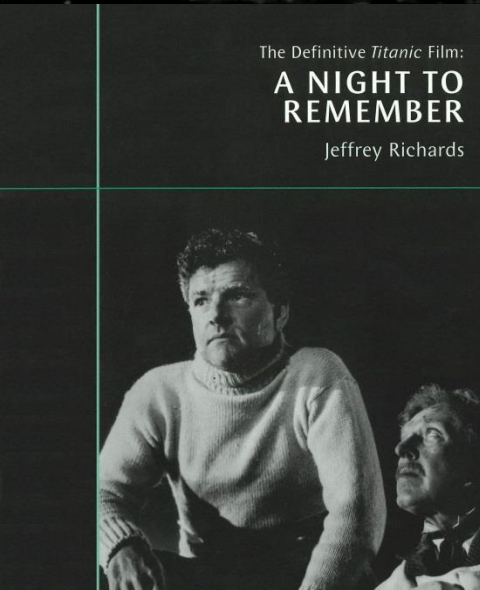
Images: ©Carlton International Media Ltd.



The book's cover illustration sees Second Officer Charles Lightoller (Kenneth More) and Colonel Archibald Gracie (James Dyrenforth) trying to make sense of the tragedy.

The Definitive *Titanic* Film:
A NIGHT TO REMEMBER
Jeffrey Richards

Theatre poster from
the U.S. premiere on
16 December 1958.



Titanic's Second Officer Charles Lightoller (Kenneth More) encourages women and children to enter the lifeboats.

23 August 1924

Olympic departs New York on her 200th crossing* of the North Atlantic. She crosses 3,200 nautical miles of ocean in six days and 20 minutes at an average speed of 22.17 knots.

A port side view of *Olympic* as she steams down the Hudson River outward bound from New York in the 1920s.

Photo: Edwin Levick, The Mariners' Museum and Park Collection



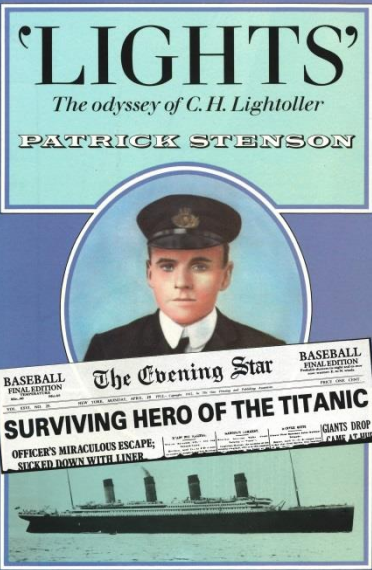
'Bon voyage!' *Olympic* reverses into the Hudson River from the White Star Line's Pier 59 at New York, c.1924.



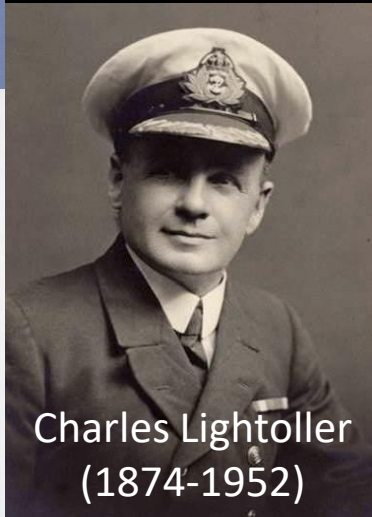
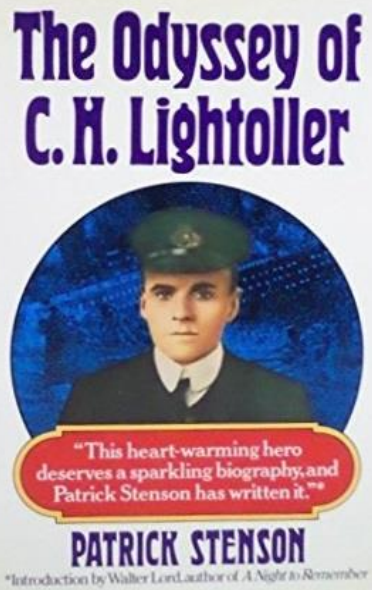
*Commercial crossings, according to official voyage numbering.

23 August 1984

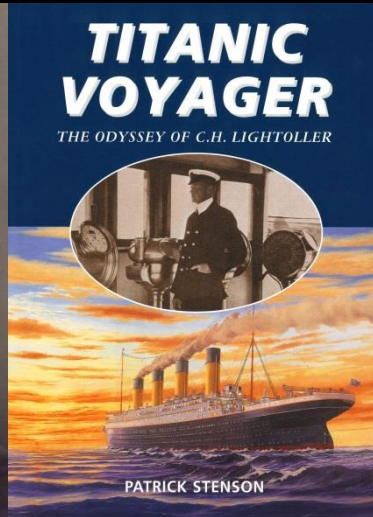
The Bodley Head Ltd. in England releases Patrick Stenson's biography of Charles Herbert "Lights" Lightoller. *'Lights': The Odyssey of C.H. Lightoller* chronicles the adventurous life of *Titanic's* First/Second Officer from his earliest days in sail in the 1880s to the evacuation of Dunkirk in 1940.



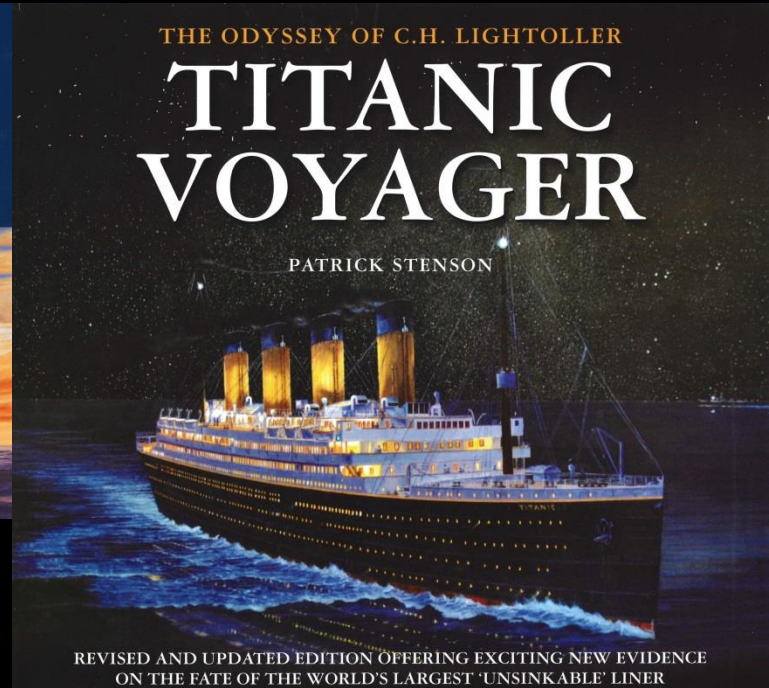
Patrick Stenson
Photo: Cheshire Design
and Photography



Charles Lightoller
(1874-1952)



Updated editions of the book, titled *Titanic Voyager*, are released by publisher Halsgrove in 1998 and 2011.



23 August 2010



'Expedition *Titanic*' begins...

Photo: RMS Titanic, Inc.

The research vessel *Jean Charcot* departs St. John's, Newfoundland, on an expedition to undertake a detailed 3D mapping survey of *Titanic*'s wreck site. The 20-day examination of the wreckage by remotely operated vehicles also aims to accurately assess the deterioration of the wreck.

Workers load equipment aboard *Jean Charcot* at St. John's on 20 August 2010.

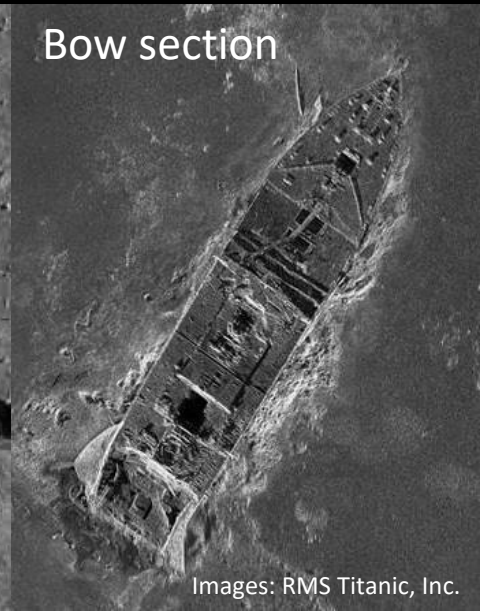


Photo: Paul Daly/
The Canadian Press

Stern section



Bow section



Images: RMS Titanic, Inc.

24 August 1985

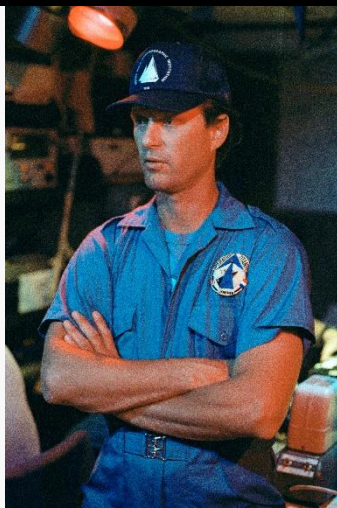
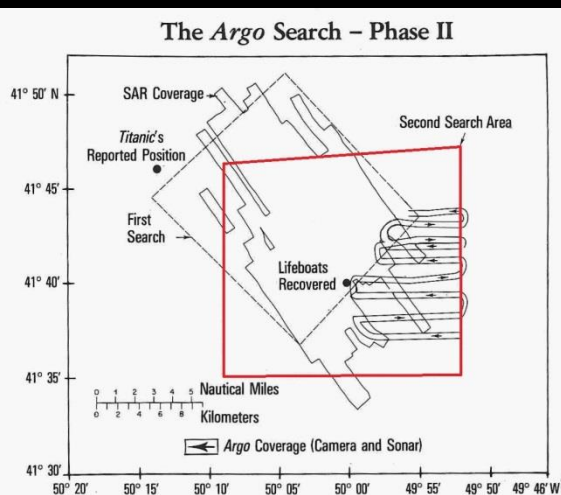
The research vessel *Knorr* arrives in the vicinity of the *Titanic* disaster to continue searching for the wreck. *Knorr* relieves Ifremer's *Le Suroît*, which had been searching the sea floor since early July, and deploys the deep-towed sled *Argo* to 'mow the lawn' of a second search area.



Commissioned in 1970, *Knorr* is owned by the U.S. Navy and operated by the Woods Hole Oceanographic Institution.



A diver supervises *Argo* as the sled begins its descent to search for the wreck of *Titanic*.



Expedition co-leader
Dr Robert D. Ballard
aboard R.V. *Knorr*.



Photo: Emory Kristof, National Geographic Society

25 August 1894

R.M.S. *Campania* (1893-1918) of the Cunard Line at Liverpool, c.1895.



Photochrom print: Library of Congress



The Cunard Line sister ships *Lucania* and *Campania* are the largest liners in the world (12,950 tons) in 1894.

Certified to accommodate 2,424 passengers and crew, they each carry 22 lifeboats with seats for 1,181 souls.

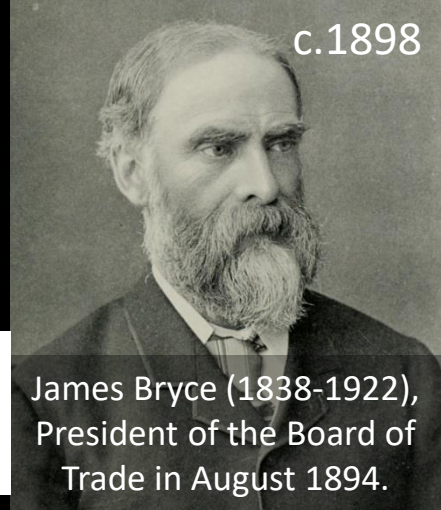
Merchant Shipping Act, 1894.

[57 & 58 VICT. CH. 60.]

Duties of owners and masters as to carrying life-saving appliances.

428. It shall be the duty of the owner and master of every British ship to see that his ship is provided, in accordance with the rules for life-saving appliances, with such of those appliances as, having regard to the nature of the service on which the ship is employed, and the avoidance of undue encumbrance of the ship's deck, are best adapted for securing the safety of her crew and passengers.

c.1898



James Bryce (1838-1922), President of the Board of Trade in August 1894.

The Merchant Shipping Act 1894 is enacted into law in Great Britain. The Board of Trade determines the number and type of life-saving appliances to be carried aboard British-flagged ships. In a table dated 9 March 1894, passenger ships up to 10,000 tons are required to carry a minimum of 16 lifeboats. This same legislation applies in April 1912 when *Titanic*, a liner of over 46,000 tons, sails on her maiden voyage.

25 August 1977



The elaborate wood fittings were acquired at auction in Jarrow, England, in November 1935 by the owner of the hotel, Algernon Smart. *Olympic* had arrived in the town for dismantling on 13 October that year. Thousands of items were auctioned prior to the liner's scrapping in 1936.

The White Swan Hotel in Alnwick, Northumberland, England, receives a 'Grade II' listed status as a historic building. The hotel's 'Olympic Suite' features original hand-carved panelling and columns, mirrors, a ceiling and stained-glass windows from the First Class lounge of the White Star liner *Olympic*. The hotel also has pieces of the liner's aft First Class staircase.

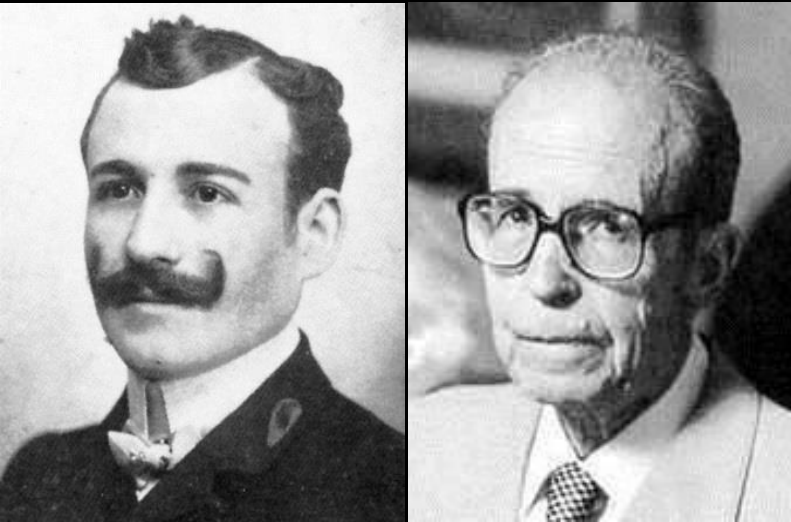
25 August 1996



Baron de Hirsch Cemetery, 1912.

Photo: Maritime Museum of the Atlantic, Halifax

Michel Navratil (left, 1880-1912) and his son Michel Marcel Navratil (1908-2001).



Titanic survivor Michel Marcel Navratil visits his father's grave for the first time at the Baron de Hirsch cemetery in Halifax, Nova Scotia. Michel Navratil's body, recovered from the Atlantic on 22 April 1912, was interred here on 15 May 1912.



Photo: Michael A. Findlay, Titanic International Society, Inc.

Survivors Edith Haisman (age 99) and Michel Navratil (88) at Fairview Lawn Cemetery, Halifax, on 25 August 1996.

26 August 1880



Photo: Bain Collection, Library of Congress

The Goldsmith family in 1906. The youngest member, Albert, died from diphtheria aged 6 in 1911. Shortly afterward, the Goldsmiths decided to emigrate and join family in Detroit.

Emily Alice Brown is born to Henry and Harriet Brown in Milton Regis, Kent, England. Emily marries Frank John Goldsmith in 1901 and in April 1912 the couple travel Third Class aboard *Titanic* with their son Frank J.W. “Frankie” Goldsmith. Emily and her son survive the tragedy, but her husband perishes.



The Goldsmith family's two companions, Thomas Theobald (age 34) and Alfred Rush (17) also lose their lives in the disaster.

Left: Emily and nine-year-old Frankie Goldsmith in Detroit, Michigan, on 26 April 1912.

Photo: Vintage Detroit Archive

27 August 1870

Gross tonnage: 3,707; Length: 432 feet (132 m);
Beam: 41 feet (13 m); Speed: 14½ knots; Passengers:
1,166; Crew: 143; Maiden voyage: 2 March 1871.

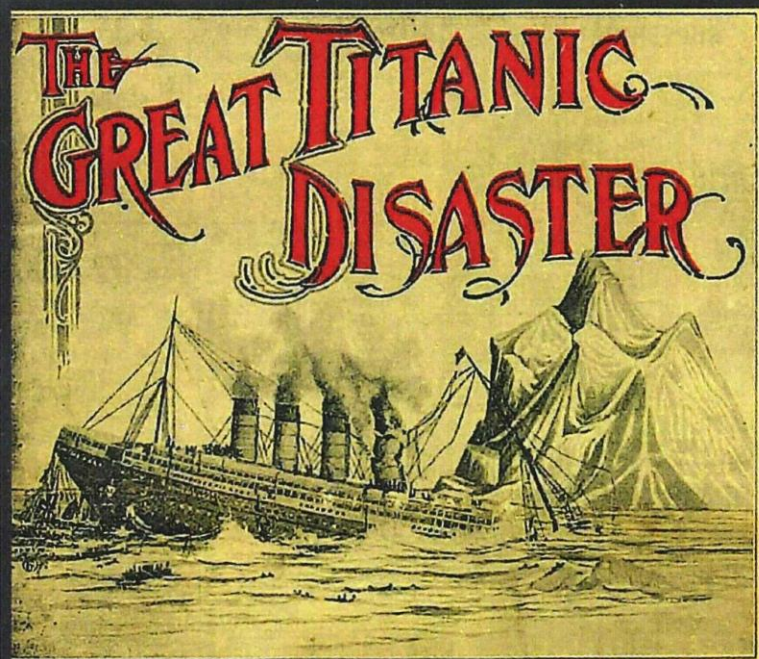
Oceanic off Queenstown, Ireland, on
her second homeward voyage from
New York, 12 June 1871. Her passage
from New York to Liverpool took
eight days, 7 hours and 18 minutes.

Original painting: William Lionel Wyllie, 1895.
Library of Congress Collection



The first ship built for the Oceanic Steam Navigation Company
(White Star Line) is launched at Harland & Wolff in Belfast.
R.M.S. *Oceanic* introduces the convention of names ending in
'ic' for White Star vessels. It is also the beginning of a 62-year
association between Harland & Wolff and the White Star Line.

28 August 1912



A Marvelously Realistic Scenic, Mechanical and Electrical Production in

MACHINERY HALL

First Performance 1:30 P. M., then every half hour.
Last performance after last concert
in the evening.

FIRST PRODUCTION IN AMERICA

The 20-minute production is staged for seven weeks in the Machinery Hall at the Pittsburgh Exposition Building. The success of the show results in an improved version at the same venue from 27 August to 18 October 1913.

The Pittsburgh Exposition Building following its reconstruction after a fire in 1901.

Photo: Library of Congress



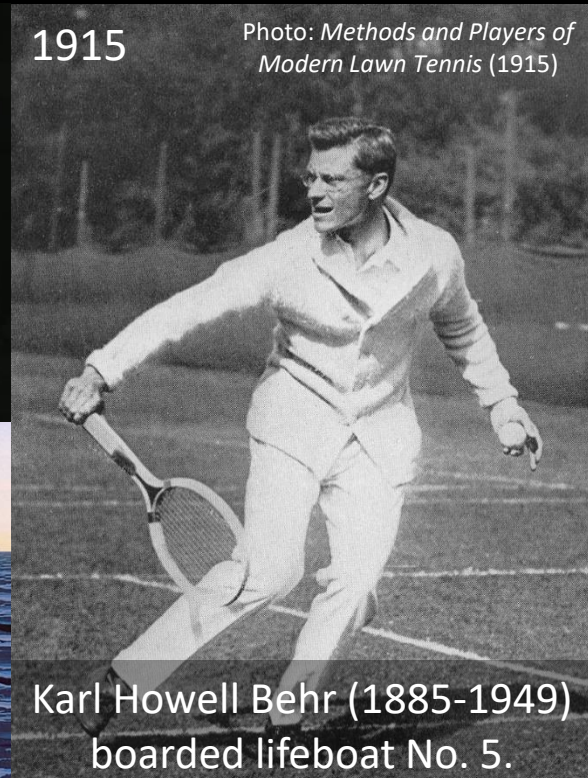
A large *Titanic* attraction premieres at the 'Pittsburgh Exposition' in Pittsburgh, Pennsylvania. Designed by New York artist and engineer Frederick Robinson, the attraction recreates the sinking of the *Titanic* with stage sets, electric lighting, sound effects, music and narration.

28 August 1914

Titanic survivors Richard Norris Williams and Karl Behr meet in the quarter-finals of the U.S. National Lawn Tennis Championships. Williams wins 6-1, 6-2, 7-5 and later defeats Maurice McLoughlin in the final of the men's singles.



Richard Norris Williams II (1891-1968) survived by reaching *Titanic's* partially-swamped collapsible 'A'.



28 August 1916



Britannic berthed at Southampton's White Star Dock in 1916. Her white-painted hull includes a green band interspersed with red crosses. Illuminated crosses on her superstructure are used for identification at night.



Digital artwork: ©Alexandr Filin (2019) www.instagram.com/fil.ax_artist/

The White Star liner *Britannic* is recalled by Britain's War Office to resume hospital ship duties. The 48,158-ton liner, with a capacity for 3,309 casualties, had been withdrawn from service on 21 May 1916 after completing three return voyages to the Greek island of Lemnos in the Mediterranean.

28 August 1996



Photo: Xavier Desmier, RMS Titanic, Inc.

Expedition co-leader P.H. Nargeolet of France (left) and Edwin Aldrin aboard the submersible *Nautilus* during their dive to the wreck. The two men are part of the eighth *Titanic* expedition, organised by RMS Titanic, Inc. in association with the French research institute Ifremer. George H. Tulloch co-leads a team of scientists, explorers, naval architects and *Titanic* authors and historians.



Right: Edwin “Buzz” Aldrin, age 39, on the Moon on 20 July 1969 during the historic mission of ‘Apollo 11’.

Retired astronaut Edwin “Buzz” Aldrin dives to the wreck of *Titanic* one day before an attempt is made to raise a large section of the liner’s hull plating. Aldrin was the second man to set foot on the surface of the Moon on 20 July 1969. He was immortalised in a photograph taken by fellow astronaut Neil Armstrong.

‘It’s one of the most exciting things I’ve done since walking on the Moon. This was an out of this world experience.’
(“Buzz” Aldrin, following his historic dive on *Titanic*)

Photo: NASA



29 August 1996



Nautilo is recovered by its support ship *Nadir* after a dive to *Titanic*.

Photos: RMS Titanic, Inc.



An expedition undertaken by RMS Titanic, Inc. attempts to raise a 22-ton section of *Titanic*'s hull plating. Diesel-filled flotation bags lift the 'Big Piece' to within 200 feet (61 metres) of the surface. Heavy seas cause support lines to break and the section falls back to the ocean floor. It is successfully raised during an expedition on 10 August 1998.

Right: The section of hull plating in September 1985.

Left: The 'Big Piece' landed upright after falling back to the ocean floor.



Photo: Woods Hole Oceanographic Institution

30 August 1993

American actor Richard Jordan, a versatile performer on stage and in films and television, dies aged 56. Jordan portrayed adventurer Dirk Pitt in the 1980 movie *Raise the Titanic*.

1980



*'We don't go to the mountain...
the mountain comes to us!'*



Born in New York City, 19 July 1937.

Images: ©ITC Films (1980)



Richard Jordan with Sir Alec Guinness as John Bigalow (above) and Jason Robards as Admiral James Sandecker in scenes from *Raise the Titanic*.

31 August 1887

Arthur John Priest, who served on all three 'Olympic'-class ships as a fireman, is born in Southampton, England. Arthur Priest was aboard *Olympic* on 20 September 1911 during the incident with H.M.S. *Hawke*. He survived the *Titanic* disaster in April 1912 and the loss of *Britannic* in November 1916. Two other ships were sunk under him during the 1914-1918 war.

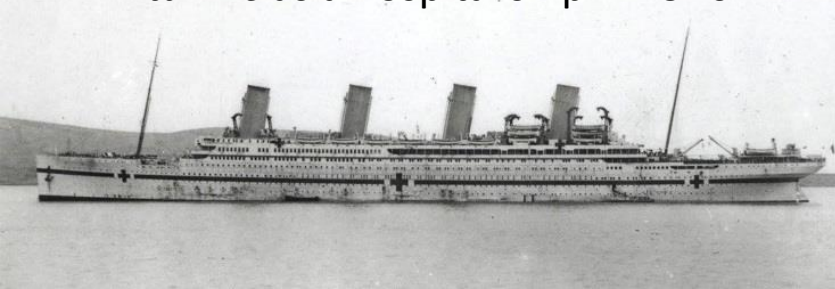
Olympic at Southampton in June 1911.



Titanic in Southampton Water, April 1912.



Britannic as a hospital ship in 1916.



Alcantara (1913), sunk with Arthur Priest aboard in 1916.



Priest died on 11 February 1937.

31 August 1986



TVS

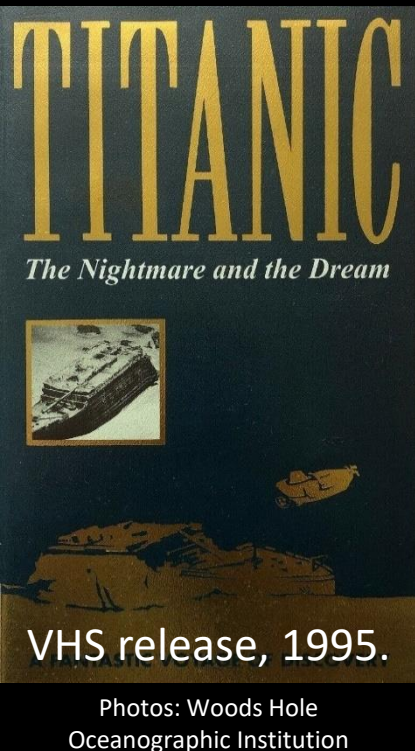
Serving trays



Purser's safe



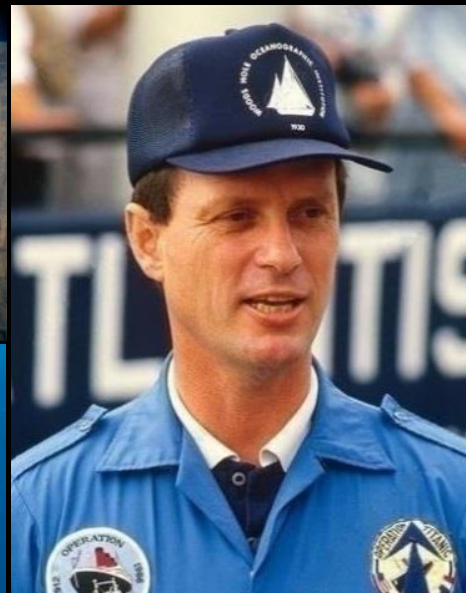
Bollards and railings



Jason Junior



D.S.V. Alvin



Dr Robert D. Ballard
on 28 July 1986.

Photo: Hank Morgan, Science Photo Library

The Television South production of *Titanic: The Nightmare and the Dream* premieres on the ITV network in England. Directed by Graham Hurley and narrated by Peter Williams, the 52-minute documentary tells the story of the expedition led by Dr Robert D. Ballard to explore *Titanic* in July 1986.

1 September 1985 (1)

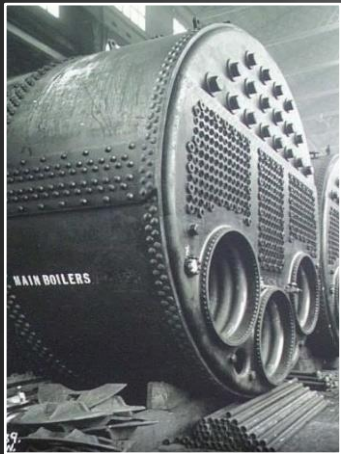


Photo: Harland & Wolff
Collection, National
Museums Northern Ireland

'The guys think you should come down to the van.' (Knorr's cook to Robert Ballard)

ALT 16.9 DEPTH 3785.8

Photos: Woods Hole Oceanographic Institution

'It's a boiler!' (Expedition member Bill Lange)



Wreckage is first sighted at 12:48 am. Seventeen minutes later, at 1:05 am, the unmistakable image of a ship's boiler – *Titanic's* – comes into view.

A French-American expedition searching for the wreck of the White Star liner *Titanic* receives footage of wreckage from the deep-towed vehicle *Argo* two-and-a-half miles beneath the surface. The 'graveyard' shift aboard the research vessel *Knorr*, transfixed by what it is seeing, dispatches the ship's cook to inform expedition co-leader Dr Robert D. Ballard.

1 September 1985 (2)



Photos: Woods Hole Oceanographic Institution

Left to right: Jean-Louis Michel, Lt. George Rey, Jean Jarry, Robert Ballard and Bernard Pillaud celebrate the discovery.



Photo: Emory Kristof, National Geographic Society

Expedition co-leaders Dr Robert Ballard of the Woods Hole Oceanographic Institution (second from right) and Jean-Louis Michel of Ifremer (far right) in the control 'van' of R.V. *Knorr*.

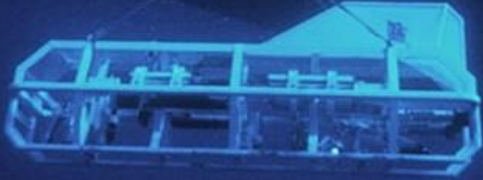


Crow's nest
on the
foremast.

Scientists and crew aboard *Knorr* celebrate the discovery of *Titanic's* wreckage. The expedition had begun aboard the research vessel *Le Suroît* on 24 June 1985. A total of fifty-six days were spent 'mowing the lawn' of two search areas.

1 September 1985 (3)

Argo begins its
12,500-foot
descent to
R.M.S. *Titanic*.



Forecastle Deck



Hatch and
crow's nest



Forward cargo cranes



A veteran of underwater
survey work...
the photographic 'sled'
ANGUS (Acoustically
Navigated Geological
Underwater Survey).

The deep-towed unmanned vehicles *Argo* and *ANGUS* commence a detailed photographic survey of *Titanic*'s wreck and debris field. Hundreds of hours of video and thousands of black-and-white and colour images are taken during the next four days. R.V. *Knorr* departs the wreck site on 5 September.

1 September 1995



Photo: Simon Mills Collection

'This plaque is placed in memory of those who perished in the sinking of H.M.H.S. Britannic November 21, 1916. And dedicated to all those who lost their lives in the war of 1914-1918. Not in battle, but still in service to their country.'



Dr Robert D. Ballard, leader of the 1995 expedition to explore H.M.H.S. *Britannic*.

On the tenth anniversary of the discovery of *Titanic*'s wreck, a plaque is placed adjacent to the wreck of her sister ship *Britannic* in the Aegean Sea, near Greece. It is presented by the Titanic Historical Society, Inc. of Indian Orchard, Massachusetts, and expedition leader Dr Robert D. Ballard.

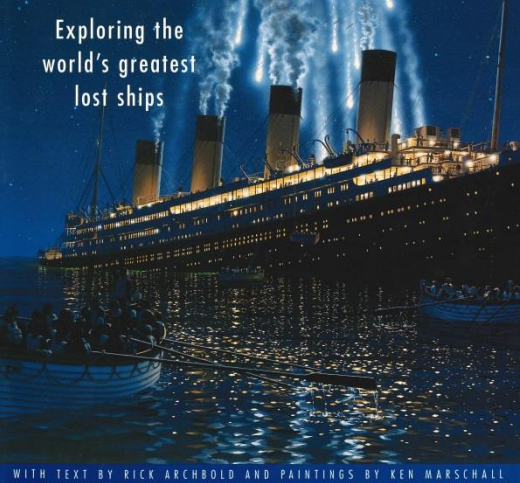
1 September 1998



BY ROBERT D. BALLARD, DISCOVERER OF THE *TITANIC*

Ghost LINERS

Exploring the
world's greatest
lost ships



TITANIC • LUSITANIA • BRITANNIC • EMPRESS OF IRELAND • ANDREA DORIA

"Bingo!" I was so excited
I was almost shouting... Like a ghost,
the bow of the *RMS Titanic*
materialized outside my viewport..."

Ghost LINERS

Robert Ballard was the first person to ever
see the eerie wreck of the lost *Titanic*. In
a tiny submarine he descended 2 1/2
miles beneath the sea and explored the
lost ship in detail. Now, Dr. Ballard takes
us on an astonishing deep-sea expedition to the
Titanic and other legendary ships — the mysteri-
ous *Lusitania*, the tragic *Empress of Ireland* and sister,
Andrea Doria, and the *Titanic*'s giant sister,
Britannic. Through words and amazing pictures,
we tour these great floating palaces as they once
were and as they appear today on the ocean floor.

A MADISON PRESS BOOK
produced for
LITTLE, BROWN & COMPANY



Paintings: ©Ken Marshall



The wrecks of *Lusitania* (left),
Empress of Ireland (below
left) and *Britannic*.



The authors receive assistance from historical consultants Don Lynch, Simon Mills, Mark Reynolds and Eric Sauder. Ken Marshall's paintings of the five liners are a prominent feature of the book.

Little, Brown and Company, in association with Madison Press Books, publishes *Ghost Liners*. The 64-page hardback, by Dr Robert D. Ballard and Rick Archbold, is designed for readers aged 9-11 years. It features historic photographs, underwater photography and paintings of the passenger liners *Titanic*, *Empress of Ireland*, *Lusitania*, *Britannic* and *Andrea Doria*.

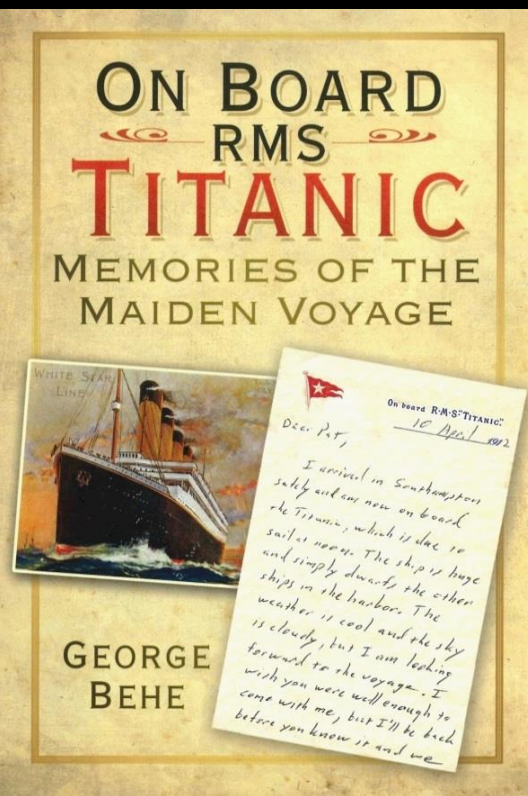
1 September 2011

The History Press publishes
*The White Star Collection:
A Shipping Line in Postcards.*
Featured are historic images,
menus, shipping rates and
schedules, and advertising
posters in postcard form
from the private collection
of author Patrick Mylon.



The 192-page hardback features postcards with photographs and artists' impressions of several White Star Line ships, including *Olympic*, *Titanic* and *Britannic*.

1 September 2012



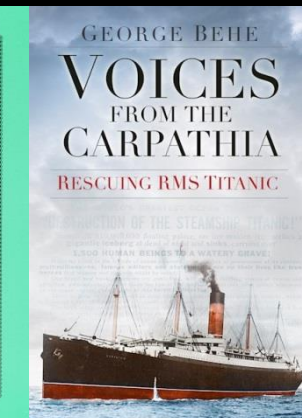
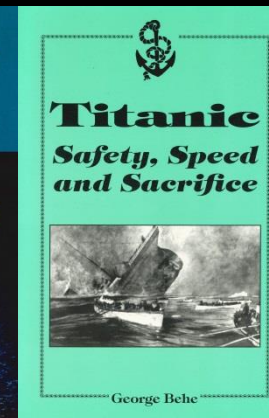
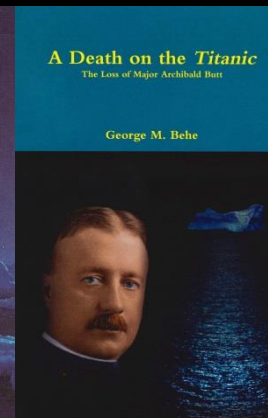
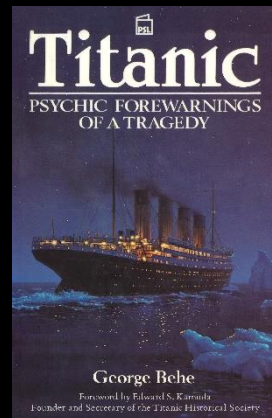
George Behe
Titanic author,
researcher and
historian.

Photo: Michael Standart

The History Press publishes *On Board RMS Titanic: Memories of the Maiden Voyage*. The 512-page hardback is the latest effort of *Titanic* researcher and historian George Behe. The book is a comprehensive record of original letters, postcards and first-hand accounts from crew and passengers before, during and after the maiden voyage.

'George Behe's new book is a treasure trove of first-person source material. No matter how much knowledge you may have of the events on Titanic the night of the sinking, this book has some gems you've never read about before.'

(Review by Bill Wormstedt, 2012)



2 September 1988

Eleven *Titanic* passengers, including ten survivors, are reunited during a convention of the Titanic Historical Society in Boston, Massachusetts.

Frank Aks (age 77) and Bertram Dean (78).



Back row, left to right:
Eileen Schefer (age 88)
(Cross-channel passenger)
Eleanor Shuman (78)
Marjorie Robb (99)
Ruth Blanchard (88)

Front row, left to right:
Louise Pope (80)
Eva Hart (83)
Millvina Dean (76)
Beatrice Sandström (78)
Michel Navratil (80)

It is the largest gathering of *Titanic* passengers since the premiere of *A Night to Remember* on 3 July 1958.

Photo: ©Abe Frajndlich, for the
Titanic Historical Society, Inc. (1988)

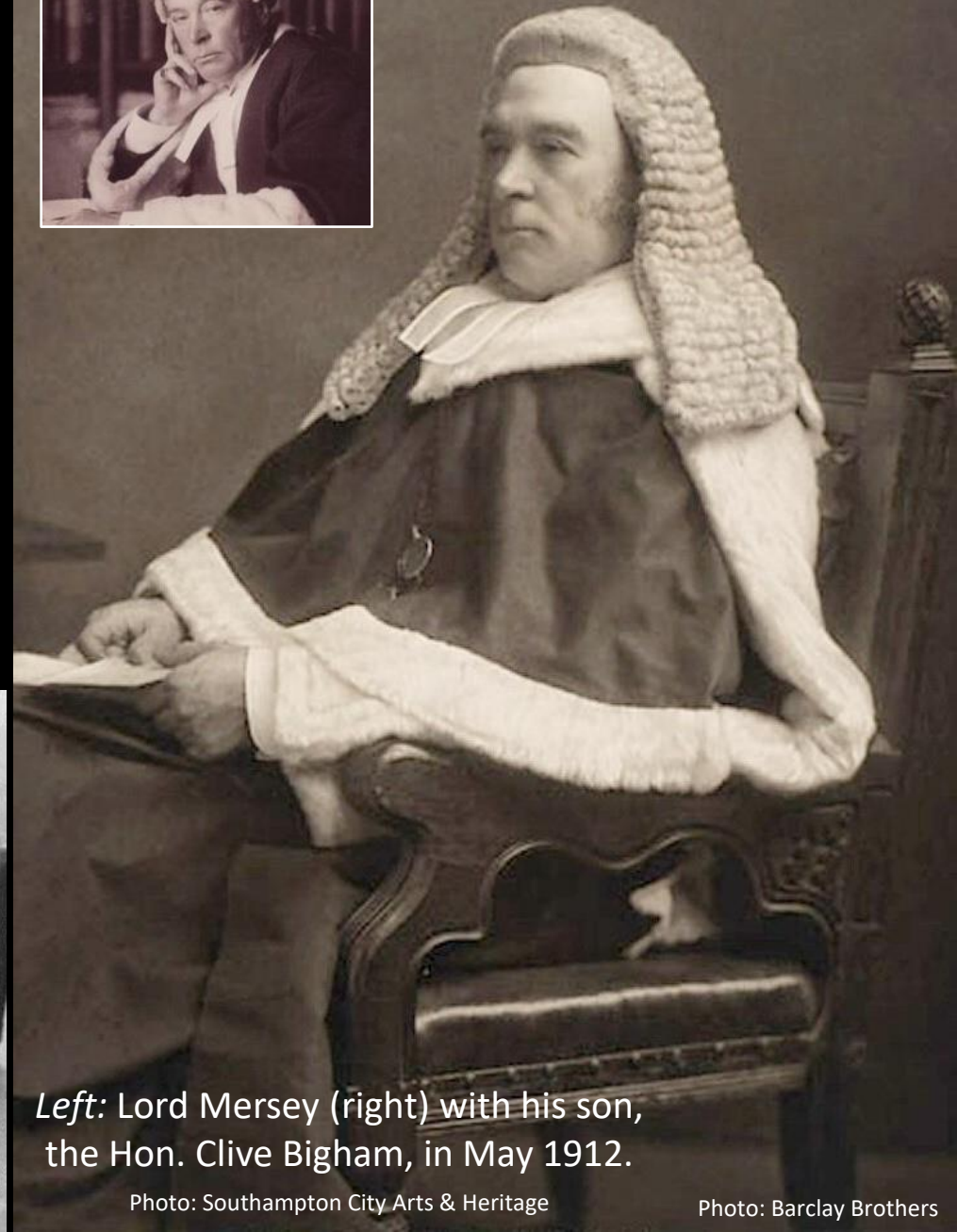
3 September 1929

John Charles Bigham, 1st Viscount Mersey, dies at the age of 89. Lord Mersey was Wreck Commissioner of the British investigation into the *Titanic* disaster, held from 2 May to 3 July 1912.



Photo: Elliott & Fry, London

1903



Left: Lord Mersey (right) with his son, the Hon. Clive Bigham, in May 1912.

Photo: Southampton City Arts & Heritage

Photo: Barclay Brothers

4 September 1918



U-53 is commanded from 18 August 1918 to 29 November 1918 by Kapitänleutnant Otto von Schrader (1888-1945).



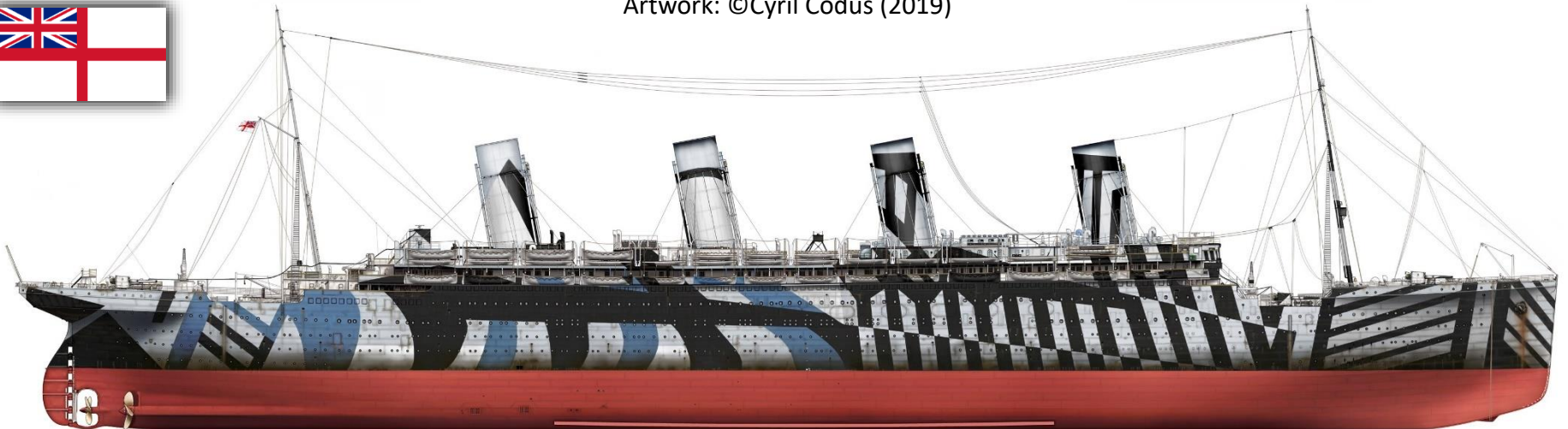
On troopship duty in the English Channel, *Olympic* is struck by a torpedo fired from the German submarine *U-53*. The warhead fails to detonate and *Olympic* continues her voyage without anyone aboard realising what had actually occurred.

Otto von Schrader as an Admiral in the Kriegsmarine in March 1942.

Designed to confuse the enemy... *Olympic* with her second scheme of 'dazzle' camouflage, which she carried from August 1918 until January 1919. Her war service ended in July 1919.

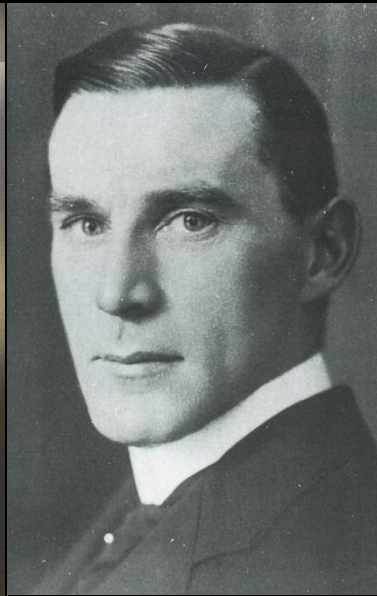


Artwork: ©Cyril Codus (2019)



4 September 1961

Painting: ©Tatiana Yamshanova



Charles Robertson
Dunlop (1876-1932)

Charles Victor Groves, former Third Officer of the Leyland Line steamer *Californian*, dies at the age of 73. On 14 April 1912, Groves, aged 24, was on watch from 8:00 pm until midnight. He observed what he described as a 'passenger steamer' approach the stationary *Californian* from 11:10 pm and stop at 11:40 pm.

Charles Robertson Dunlop (counsel for the Leyland Line):
'If this vessel which you did see was only some 4 or 5 miles to the southward of you, do you think she could have been the Titanic?'

Lord Mersey: *'That is a question I want this witness to answer ... Speaking as an experienced seaman and knowing what you do know now, do you think that steamer that you know was throwing up rockets, and that you say was a passenger steamer, was the Titanic?'*

Third Officer Charles Victor Groves: *'Most decidedly I do...'*

Charles Groves testified at the British Inquiry on 15 May 1912. When questioned by solicitor C. Robertson Dunlop and Lord Mersey, he believed that the vessel he saw on the night of 14-15 April 1912 was the White Star liner *Titanic*.

4 September 2016

Four years after it opened and having hosted almost four million visitors from all over the world, 'Titanic Belfast' is named Europe's leading visitor attraction at the World Travel Awards.

Image: Titanic Belfast



Photo: William Cherry/Press Eye



Titanic Belfast's Vice-Chairman Conal Harvey (left), Chief Executive Tim Husbands and First Minister Arlene Foster celebrate the award.



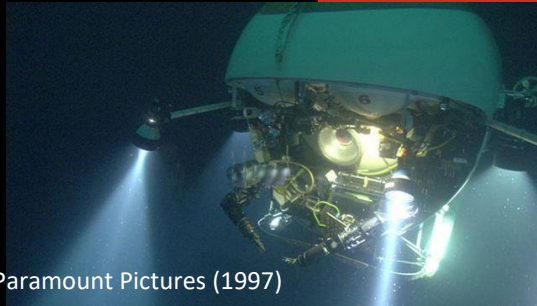
5 September 1938



Anatoly Mikhailovich Sagalevich is born in Chernigov, Ukraine, in the Soviet Union. An explorer with the Shirshov Institute of Oceanology (Russian Academy of Sciences), Dr Sagalevich made 53 dives to the wreck of *Titanic* from 1991 to 2005. He was part of the team which designed the 'Mir' submersibles in the 1980s.



Dr Anatoly Sagalevich had a minor role in James Cameron's movie *Titanic* (1997) as 'Mir' pilot Dr Anatoly Milkailavich.

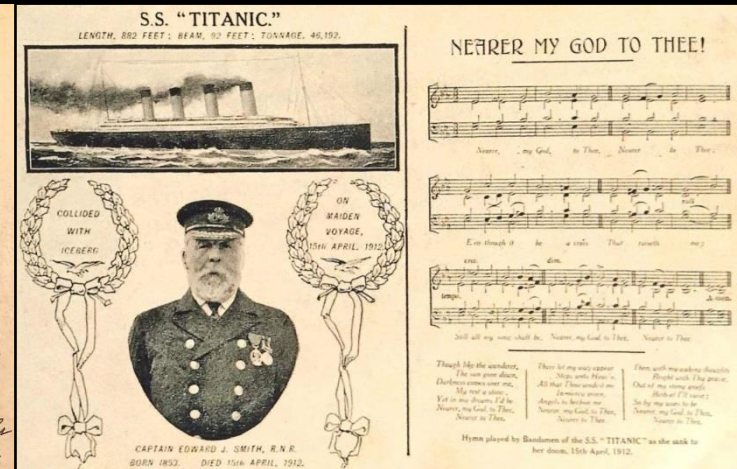
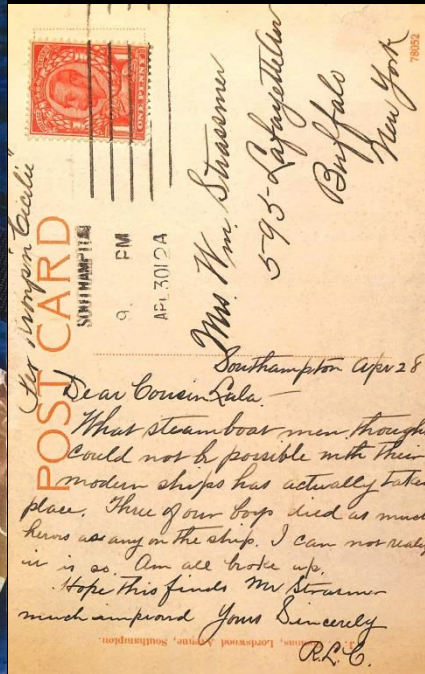
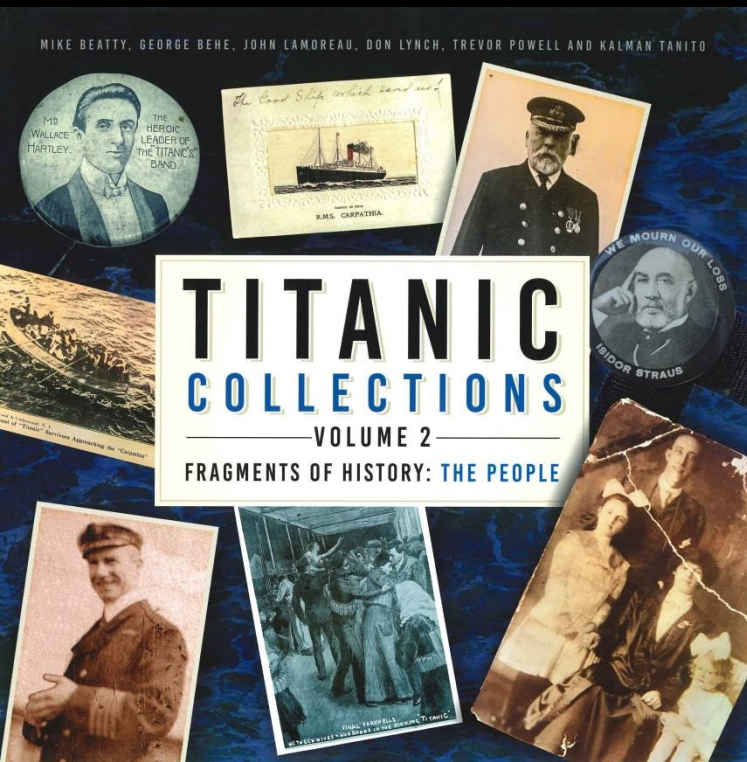


Mir-2 is launched.

5 September 2024

The objects and items of ephemera are drawn from the private collections of researchers, authors and historians Mike Beatty, George Behe, John Lamoreau, Don Lynch, Trevor Powell and Kalman Tanito.

The first volume was published on 19 October 2023.

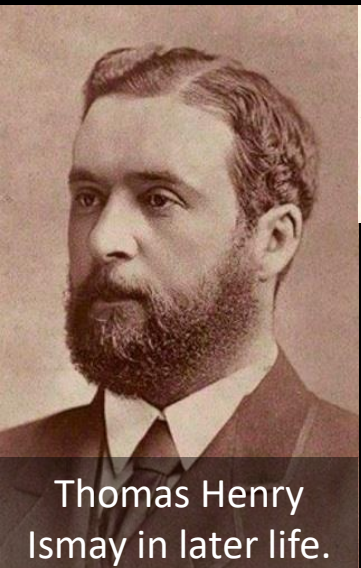


Left: A postcard dated 28 April 1912 in which an unknown Southampton resident laments the loss of 'three of our boys' in the *Titanic* disaster. Above: A post-disaster postcard honouring Captain Edward J. Smith. Postcards: George Behe Collection

The History Press publishes *Titanic Collections, Fragments of History: The People*. The 208-page hardback, the second of two *Titanic Collections* volumes, features letters, postcards, books and personal possessions relating to passengers, crew and others involved with the *Titanic* disaster in April 1912.

6 September 1869

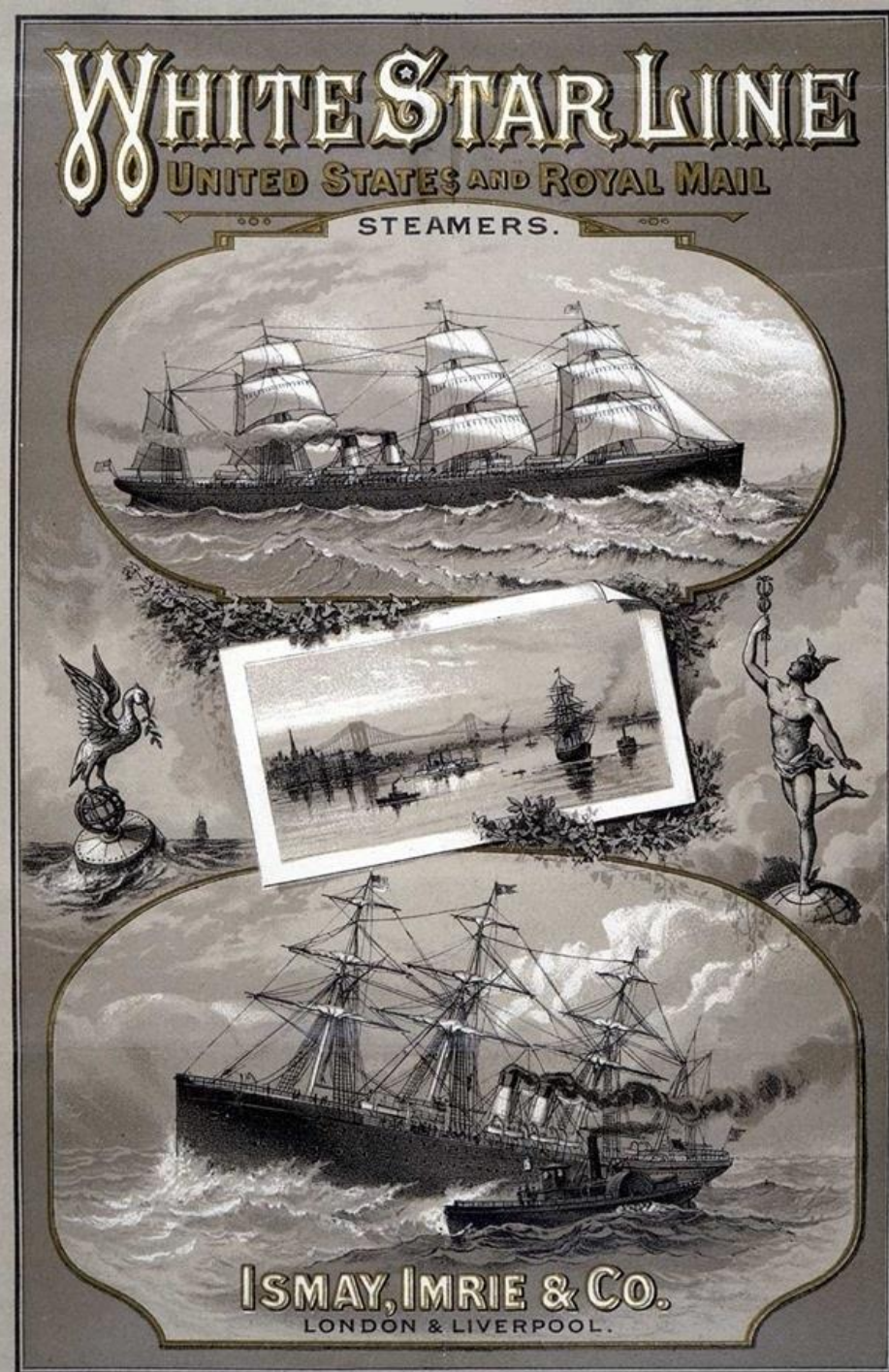
The Oceanic Steam Navigation Company Ltd., established by 32-year-old businessman and shipping entrepreneur Thomas Henry Ismay, is registered in Liverpool with a capital of £400,000 in £1,000 shares.



The company's funnel colours, house flag and monogram with its interwoven letters 'O.S.N.C.'

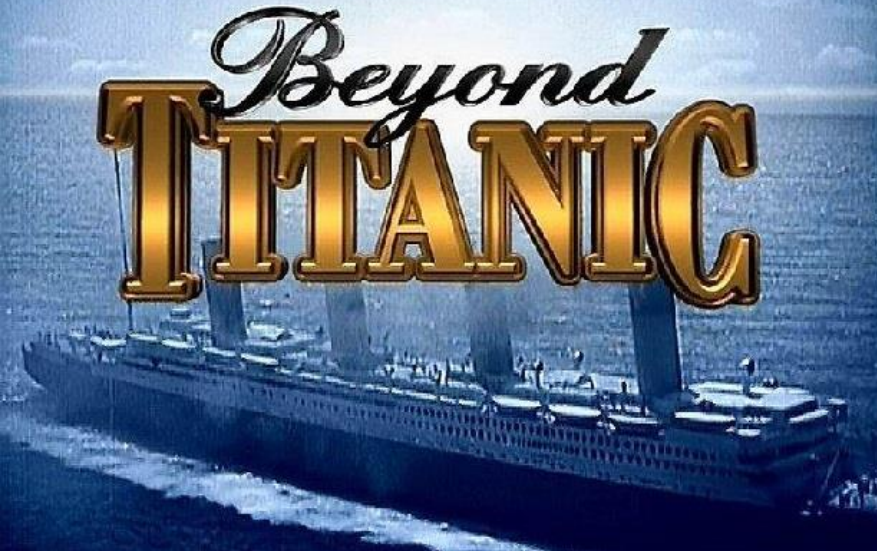
Born in Maryport, Cumbria, England, 7 January 1837.

Photo: National Portrait Gallery, London

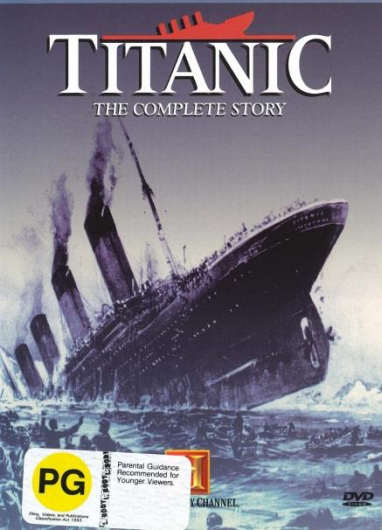


6 September 1998

The title sequence of *Beyond Titanic* features a scene from the 1943 German propaganda film *Titanic*.



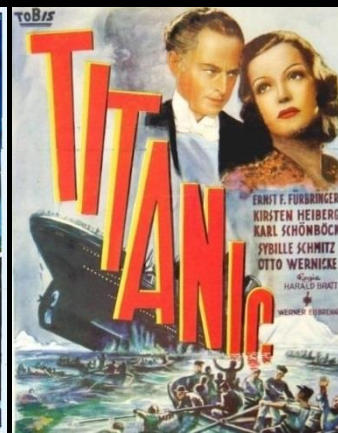
Special Commemorative Edition



Beyond Titanic is narrated by actor Victor Garber, who portrayed Thomas Andrews in *Titanic* (1997).

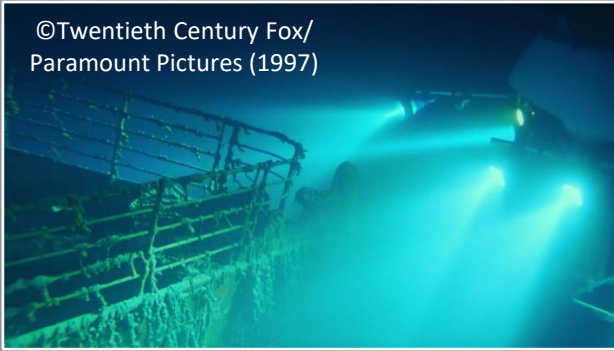
Beyond Titanic is released in a DVD box-set in 2002 with the two-part, 200-minute, 1994 documentary *Titanic: Death of a Dream/Titanic: The Legend Lives On*.

The Arts & Entertainment network in the United States first screens the documentary film *Beyond Titanic*. Produced by Van Ness Films and Foxstar Productions, the 94-minute programme surveys eighty-six years of *Titanic* in popular culture, with emphasis on the movies about, or inspired by, the disaster on 14-15 April 1912.

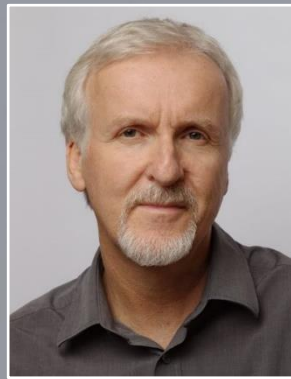


7 September 1995

©Twentieth Century Fox/
Paramount Pictures (1997)

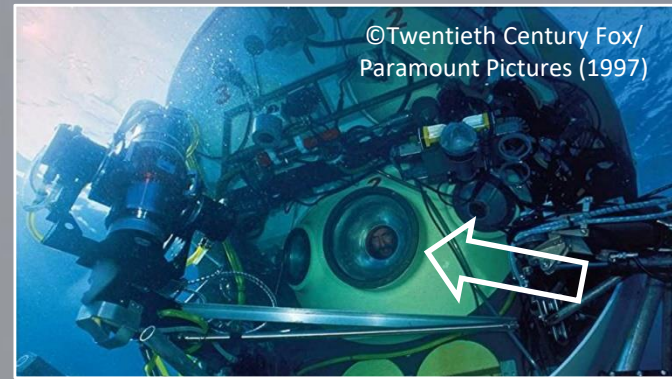


A 'Mir' illuminates *Titanic's* bow.



James Cameron

©Twentieth Century Fox/
Paramount Pictures (1997)



Filmmaker James Cameron looks out a viewport as *Mir-2* begins a dive to *Titanic*.



Photo: Digifruitella, Wikimedia Commons

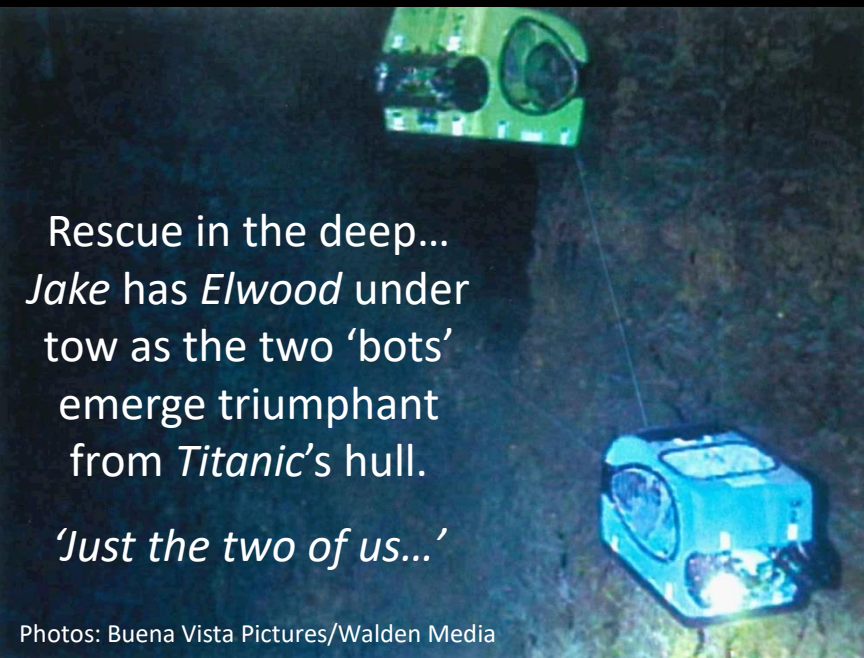
A team of filmmakers, led by director James Cameron, arrive at *Titanic's* wreck site aboard the Russian scientific research vessel *Akademik Mstislav Keldysh*. During twenty days on site, twelve dives are made using the two 'Mir' submersibles to obtain footage for use in Cameron's motion picture *Titanic*.

7 September 2001



'Bots' *Jake* (blue) and *Elwood* (green) with a 'Mir' submersible on *Titanic's* wreck during the five-week expedition in 2001.

During the fifth dive of James Cameron's second expedition to explore *Titanic*, the remotely operated vehicle (ROV) *Elwood* fails inside the entrance of the First Class Reception Room. It takes three attempts over four days using a second ROV known as *Jake* to successfully extract *Elwood* from *Titanic's* interior.



Rescue in the deep...
Jake has *Elwood* under tow as the two 'bots' emerge triumphant from *Titanic's* hull.

'Just the two of us...'



Ken Marschall with 'Bot 2' *Jake*, which rescued 'Bot 1' *Elwood* on 11 September 2001.

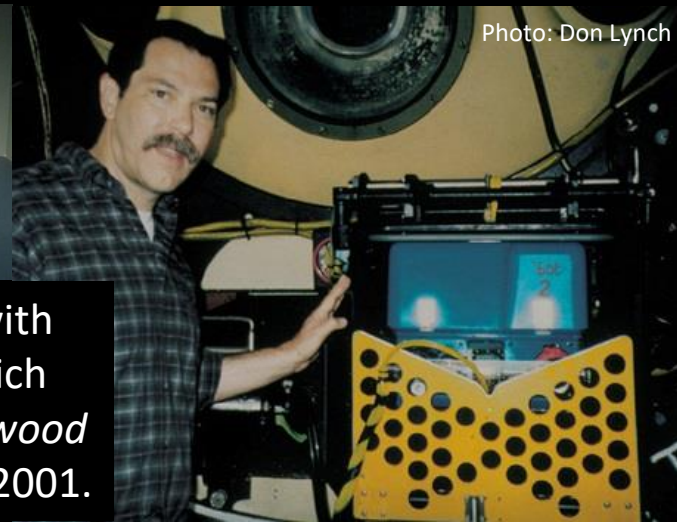


Photo: Don Lynch

8 September 1914 (1)



Photo: Philip Bell

Charles Lightoller
on 8 May 1909.



Photo: Philip Bell

David Blair on
29 May 1912.



Oceanic was
commissioned in
the Royal Navy on
11 August 1914.



While serving as an armed
merchant cruiser, and with
former *Titanic* officers
Charles Lightoller and David
Blair aboard, the White Star
liner *Oceanic* runs aground
near the Shetland Islands.

8.45. 'Vessel touched lightly.
Stopped both engines. Full
astern both. Sdgs [soundings]
... 5 fathoms [30 feet of water]
each side. Engines worked as
required to try to get ship off.'

(Entry from *Oceanic's* log,
8 September 1914)

8 September 1914 (2)

Lifeboats leave H.M.S. *Oceanic*, stuck fast on the 'Shaalds of Foula'.

'I know it nearly broke my heart to feel her going to bits under my very feet ... The sensation, as those knife-edged rocks ground and crunched their way through her bilge plates, was physically sickening.'

(Charles Herbert Lightoller, from his 1935 book *Titanic and Other Ships*)



Photo: *The Illustrated London News*

An attempt to free *Oceanic* from the reef fails and the crew abandon the ship. Guns and other salvageable materials are removed over ensuing days. *Oceanic* is abandoned as a total loss and quickly breaks up during strong gales and heavy seas.

8 September 1962

The research vessel *Atlantis II* in the 1970s.

Photo: Hank Morgan/
Science Resource

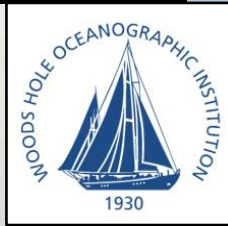


Photo: Woods Hole Oceanographic Institution

Left: Atlantis II at the time of the *Titanic* expedition in July 1986. The large A-frame at the stern supports the submersible *Alvin*.

Length: 210 feet (64 metres); Beam: 44 feet (13 metres); Draught: 17 feet (5.2 metres);
Speed: 12 knots; Crew: 33, Scientists: 25; Entered service: 1 February 1963.

The research vessel *Atlantis II* is launched at the Maryland Shipbuilding and Drydock Company in Baltimore. *Atlantis II* becomes the support ship for the deep-submergence vehicle *Alvin* in 1984, and the two vessels participate in an expedition to explore the wreck of the White Star liner *Titanic* in July 1986.

9 September 1907

Two days after the Cunard liner *Lusitania* commences her maiden voyage, newspapers announce that Harland & Wolff will construct two much larger liners for the White Star Line. The as yet unnamed ships will each measure 45,000 tons and offer unparalleled luxury.

The competition...

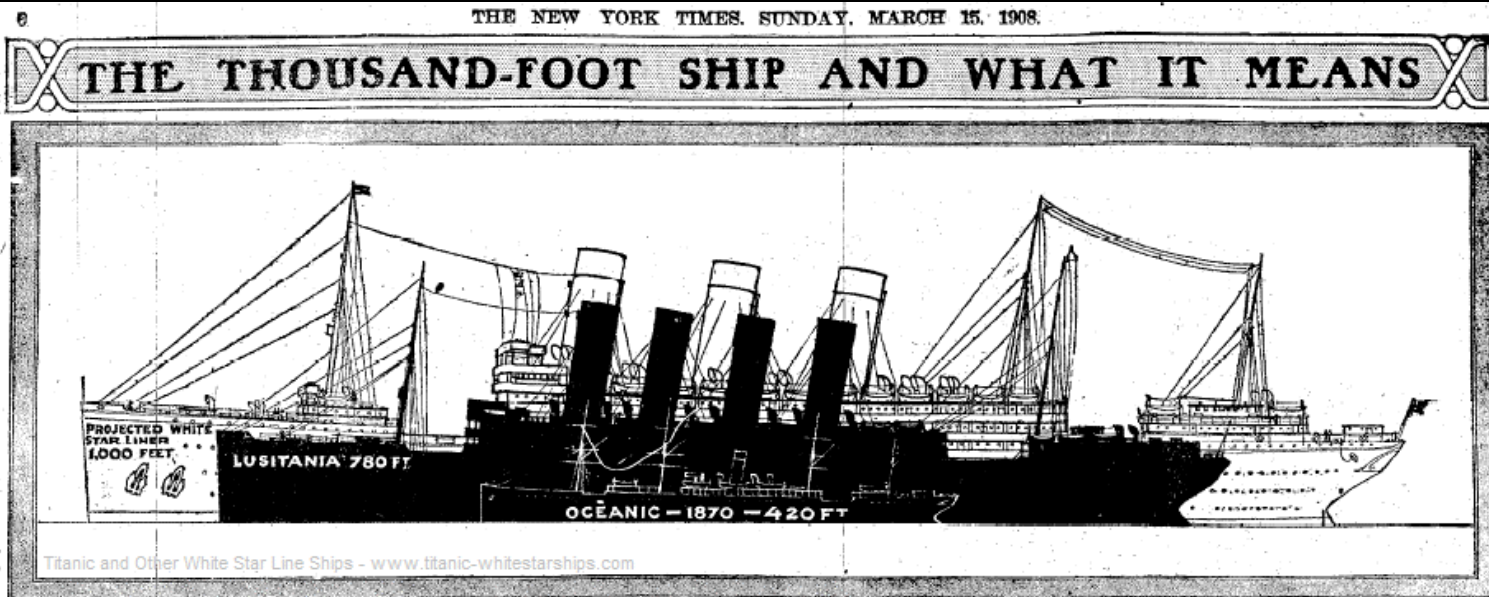
Photo: Library of Congress



Cunard's *Lusitania* (31,550 tons) arrives at New York's Pier 54 on 13 September 1907.

An exaggerated comparison of the 'projected White Star liner' and Cunard's *Lusitania* (*The New York Times*, 15 March 1908).

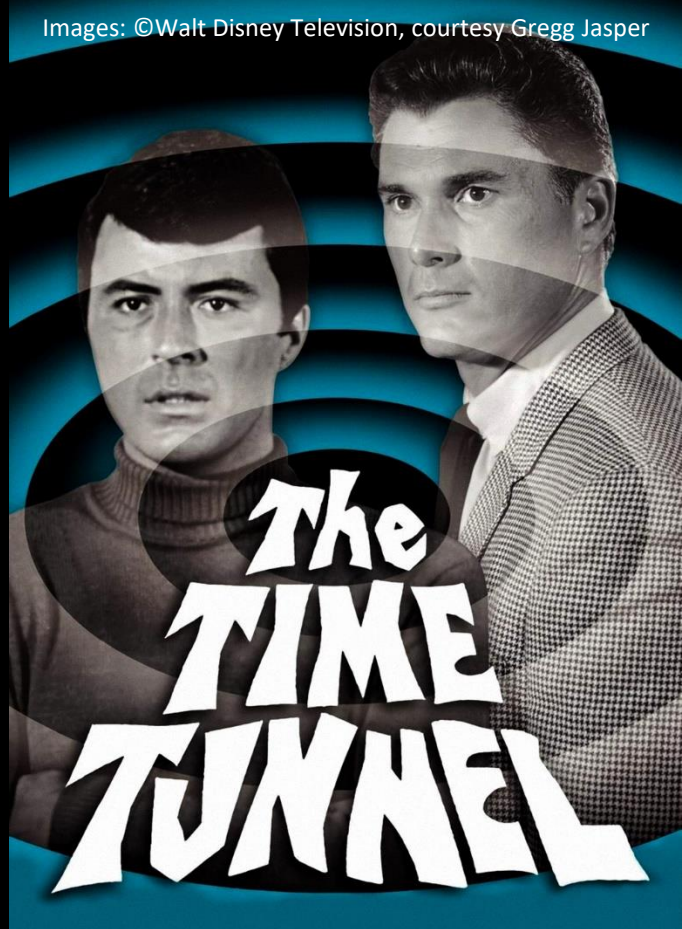
'A 1,000-foot liner bigger than the *Lusitania*.'



9 September 1966



The first episode is directed by series creator Irwin Allen and stars James Darren, Robert Colbert and Susan Hampshire.



The first episode of the science-fiction colour television series *The Time Tunnel* premieres on the ABC network in the United States. The episode '*Rendezvous with Yesterday*' features its principal characters being time-warped from the year 1968 to mid-Atlantic aboard the White Star liner *Titanic* on 13 April 1912.

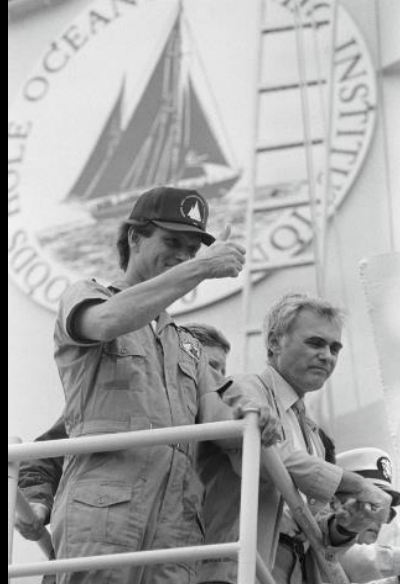


Dr Tony Newman (James Darren) speaks with *Titanic*'s captain (Michael Rennie).

abc

9 September 1985

The research vessel *Knorr*, with members of the French-American expedition which located the wreck of *Titanic*, makes a jubilant return to Woods Hole, Massachusetts.



Photos: Bettmann/Getty Images

Expedition co-leader Dr Robert D. Ballard (left) and Jean Jarry acknowledge the crowd welcoming R.V. *Knorr* at Woods Hole on 9 September 1985.



Photo: Emory Kristof, National Geographic Society

Expedition members celebrate on the fantail of R.V. *Knorr*.

'It is a quiet and peaceful and fitting place for the remains of this greatest of sea tragedies to rest. May it forever remain that way and God bless these found souls.'

(Dr Robert D. Ballard at a press conference on 11 September 1985)

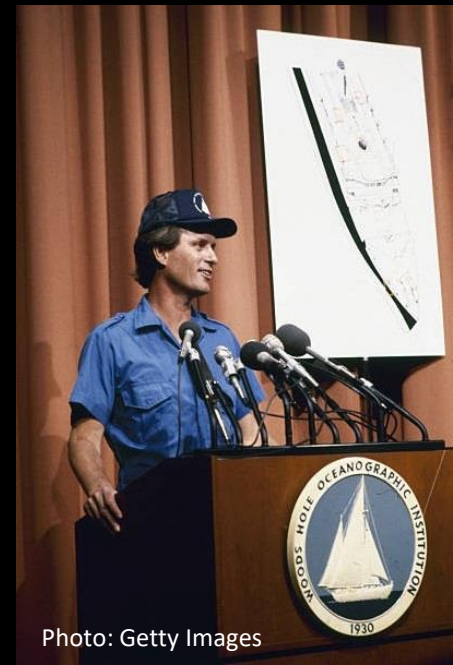
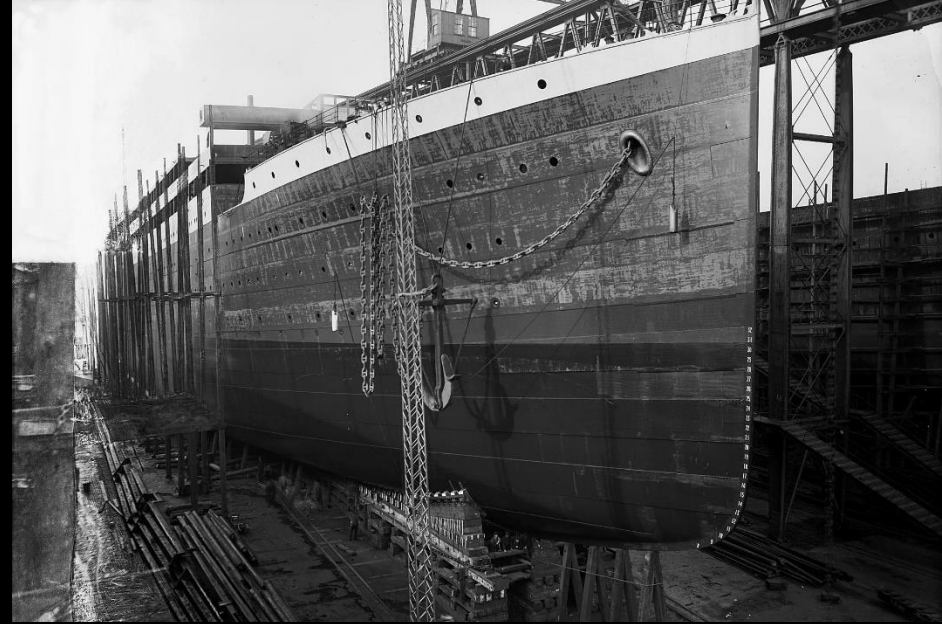


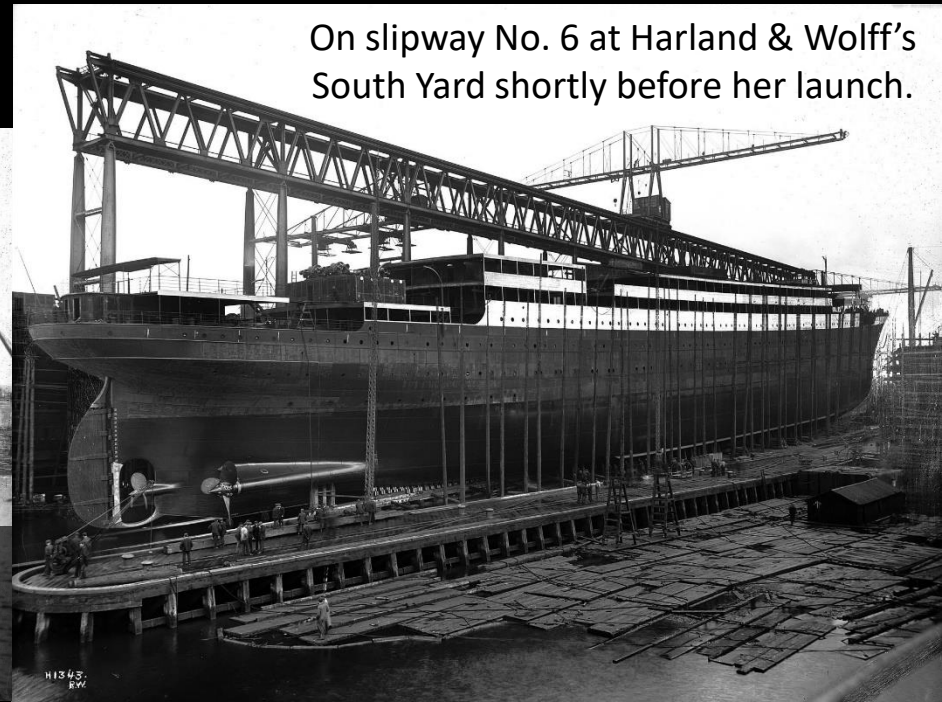
Photo: Getty Images

10 September 1908

The White Star liner *Laurentic* (14,892 tons) is launched at Harland & Wolff in Belfast. She is the first of the company's ships to be powered by a combination of reciprocating engines and a steam turbine.



Laurentic is delivered to the White Star Line on 15 April 1909, exactly three years before the *Titanic* disaster.



On slipway No. 6 at Harland & Wolff's South Yard shortly before her launch.

Photos: Harland & Wolff Collection, National Museums Northern Ireland



Laurentic enters service on 29 April 1909. The same arrangement of reciprocating and turbine machinery is later fitted to the much larger 'Olympic'-class liners.

10 September 1935



The retired Cunard White Star liner *Olympic*, laid up at Berth 108 in Southampton since 12 April 1935, is sold to British Member of Parliament Sir John Jarvis for £97,500. She is destined for Thomas Ward's shipbreaking yard at Jarrow in England to help relieve unemployment in the town.



Sir Joseph John Jarvis,
1st Baronet (1876-1950)

'Although the news of the sale of the famous White Star liner Olympic did not come as a surprise, it has most certainly occasioned a feeling of regret in the minds of a large number of local residents...' (Southern Daily Echo, Southampton, 11 September 1935)

Photo: *The Daily Telegraph*

10 September 2017



Pat Doherty, Chairman of Harcourt Developments, cuts a ribbon to declare open 'Titanic Hotel Belfast'.

Photos: Kelvin Boyes/Press Eye



After a £28 million restoration lasting two years, the former administration building and drawing offices of shipbuilder Harland & Wolff on Queen's Road, Belfast, are opened as the 'Titanic Hotel Belfast'.



Photo: Harland & Wolff Collection, National Museums Northern Ireland

Harland & Wolff drawing office, c.1900.

11 September 1919



Length: 661 feet (201 metres)
Beam: 72 feet (22 metres)
Speed: 17 knots; Passengers: 580

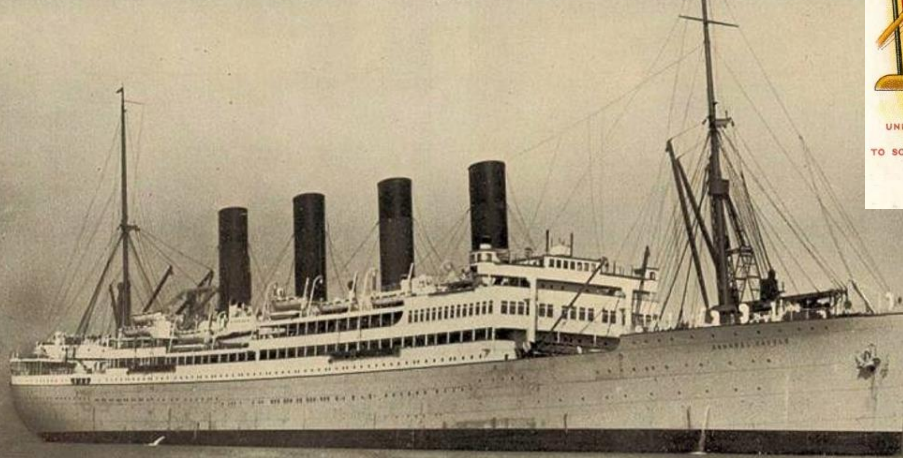


Photo: shipsnostalgia.com



The two-funnelled *Arundel Castle* after her modernisation in 1937.

Painting: ©Keith Byass (1992)

R.M.S. Arundel Castle (19,023 tons) of the Union-Castle Line is launched at Harland & Wolff, Belfast. Designed for service between Southampton and Cape Town, she is the shipyard's fourth and last four-funnelled liner, following *Olympic* (1911), *Titanic* (1912) and *Britannic* (1915). *Arundel Castle* is refitted in 1937 and remains in service until 19 December 1958.

12 September 1932

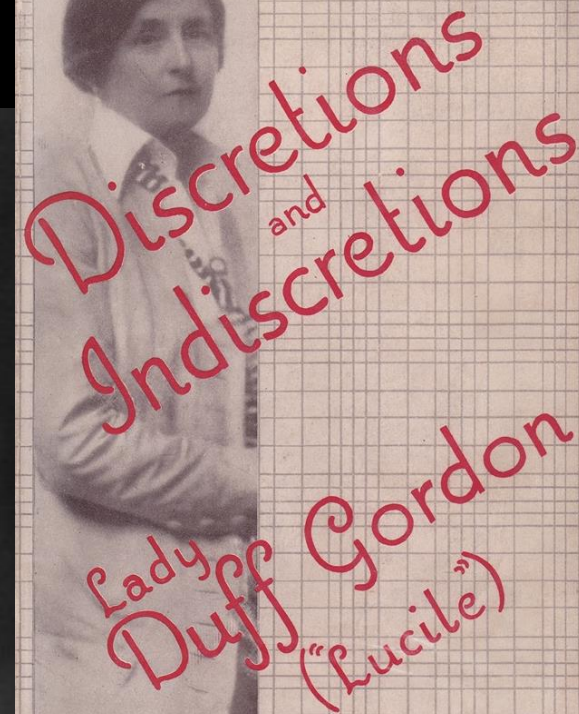
Lady Duff Gordon
dies aged 71 on
20 April 1935.

Lady Duff-Gordon's Latest Styles



Photo: Randy Bryan
Bigham Collection

1932



Lady Duff Gordon was the first British-based designer to achieve international acclaim. These sketches of her latest styles were produced by Marguerite Martyn of the *St. Louis Post-Dispatch* in April 1918.

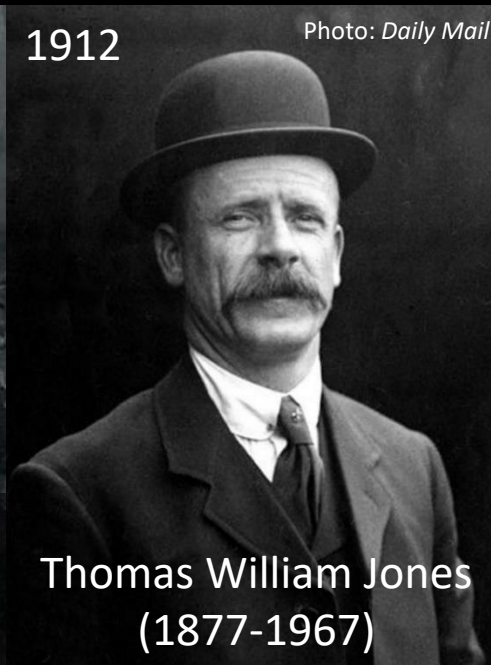
The autobiography of *Titanic* survivor Lucy Christiana, Lady Duff Gordon, is published in New York by Frederick A. Stokes. Known professionally as “Lucile”, Lady Duff Gordon was a leading British fashion designer in the late 19th and early 20th centuries, and in later years a fashion columnist and critic.

12 September 1956



Born in London, England,
25 December 1878.

Photo: National Portrait Gallery, London



Thomas William Jones
(1877-1967)

*'I was in command, but I had to row,
and I wanted someone at the tiller...
I saw the way she was carrying herself,
and I heard the quiet, determined way
she spoke to the others. I put her at the
tiller, and she was at the tiller when the
Carpathia came along five hours later.'*

(Able Seaman Thomas Jones,
The New York Times, 20 April 1912)



The brass number plate
from lifeboat No. 8,
presented to the Countess
of Rothes by Thomas Jones.

Lucy Noël Martha Leslie, Countess of Rothes, a First Class passenger aboard *Titanic* who survived aboard lifeboat No. 8, dies at the age of 77. Able Seaman Thomas Jones, in charge of the boat, handed the tiller to the Countess so he could help row. Jones maintained correspondence with the Countess and presented her with a number plate from the lifeboat.

13 September 1880



Photo: Wilton J. Oldham Collection



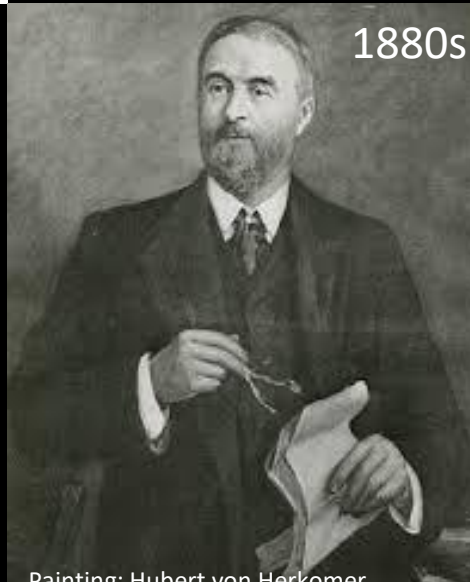
Line engraving by Charles Henry Granger

Joseph Bruce Ismay, age 17, begins a four-year apprenticeship at the firm of Ismay, Imrie & Company. His father Thomas Henry Ismay is senior partner in the firm, which is the parent company of the Oceanic Steam Navigation Company, founded by Ismay in September 1869.

Joseph Bruce Ismay, age 13, in early 1876, and as an employee in the firm of Ismay, Imrie and Company, c.1891.

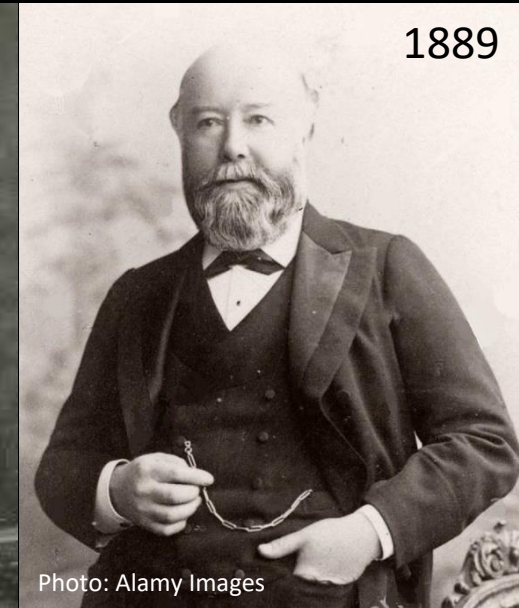


Thomas H. Ismay (left, 1837-1899) and William Imrie (1836-1906) of Ismay, Imrie & Co.



1880s

Painting: Hubert von Herkomer



1889

Photo: Alamy Images

14 September 1957



'They were breaking up the Asturias, which had the same davits as the Titanic. The port side was already being broken up, but the starboard side, next to the sea, was still intact. It was perfect for our purposes.'

(William MacQuitty, recalling the film in 2000)



R.M.S. *Asturias*, formerly of the Royal Mail Lines, arrives at Faslane on the River Clyde for scrapping. Later that year the shipbreaking yard permits The Rank Organisation to use the liner over ten nights to film sequences for the *Titanic* movie *A Night to Remember*.



Image: ©Carlton International Media Ltd.

Lowering a lifeboat down the starboard side of *Asturias* during the filming of *A Night to Remember* in the winter of 1957.

15 September 1908

The New White Star Liners TO COST BETWEEN THREE AND FOUR MILLION POUNDS.

An Exchange Telegraph Company's Liverpool telegram says it is officially announced that the names of the 60,000 ton White Star liners ordered from Messrs. Harland and Wolff, of Belfast, will be the *Olympic* and the *Titanic*. It is understood they will cost between three and four million pounds.

The Southern Daily Echo, 15 September 1908.

Right: 'IMMENSE LINERS... The White Star Line yesterday officially announced that the name of the second of the two great liners, which are to be built at Messrs. Harland and Wolff's yard at Belfast, will be the Titanic. It is also announced that the tonnage of each vessel will be about 60,000...'

British newspapers report the official announcement of the names of the two 'immense liners' to be built at the Harland & Wolff shipyard in Belfast. The White Star Line has chosen the names *Olympic* and *Titanic*...

IMMENSE LINERS

ONE LARGER THAN THE ARMADA.

The White Star Line yesterday officially announced that the name of the second of its two great liners, which are to be built at Messrs Harland and Wolff's yard at Belfast, will be the *Titanic*. It is also announced that the tonnage of each vessel will be about 60,000, which is nearly twice that of the *Mauretania*, the largest vessel now afloat.

15 September 1995

In a scene from the movie *Titanic*, *Snoop Dog* leaves its 'garage' on *Mir-2* and descends the remains of the First Class Grand Staircase.



'Snoop Dog's on the move... We're headed down the stairwell.'

Images: ©Twentieth Century Fox/Paramount Pictures (1997)

Snoop Dog illuminates a fireplace in a First Class stateroom (studio set).



The remotely operated vehicle *Snoop Dog* is deployed for the second time from a 'Mir' submersible during filming on the wreck of *Titanic*. It is the sixth dive by James Cameron and his crew to obtain footage for sequences in the US\$200 million motion picture *Titanic*.

16 September 1993



Photo: Karen Kamuda,
courtesy Don Lynch

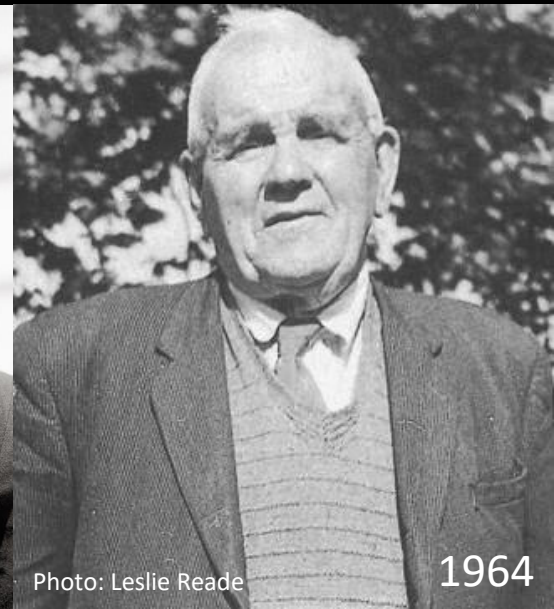
The Reverend Canon S.J. Roberts and
John Martin, Mayor of Southampton,
with the newly unveiled headstone.

During the inaugural '*Titanic*
Heritage Tour', members of the
Titanic Historical Society and
British Titanic Society dedicate
a headstone at Hollybrook
Cemetery, Southampton, for
the previously unmarked grave
of former *Titanic* lookout
Frederick Fleet (1887-1965).



1912

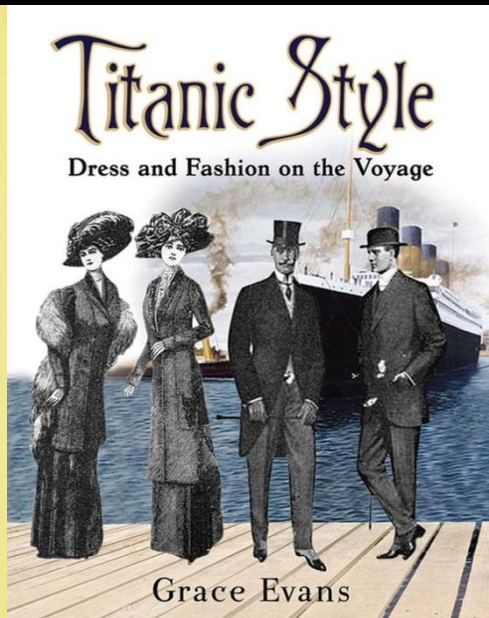
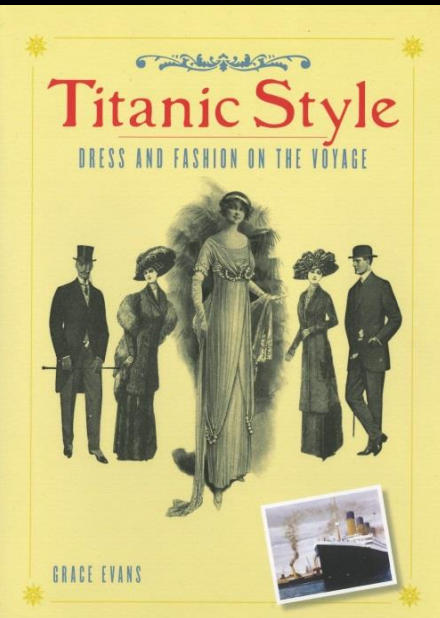
Photo: Harris &
Ewing Collection,
Library of Congress



1964

Photo: Leslie Reade

16 September 2011

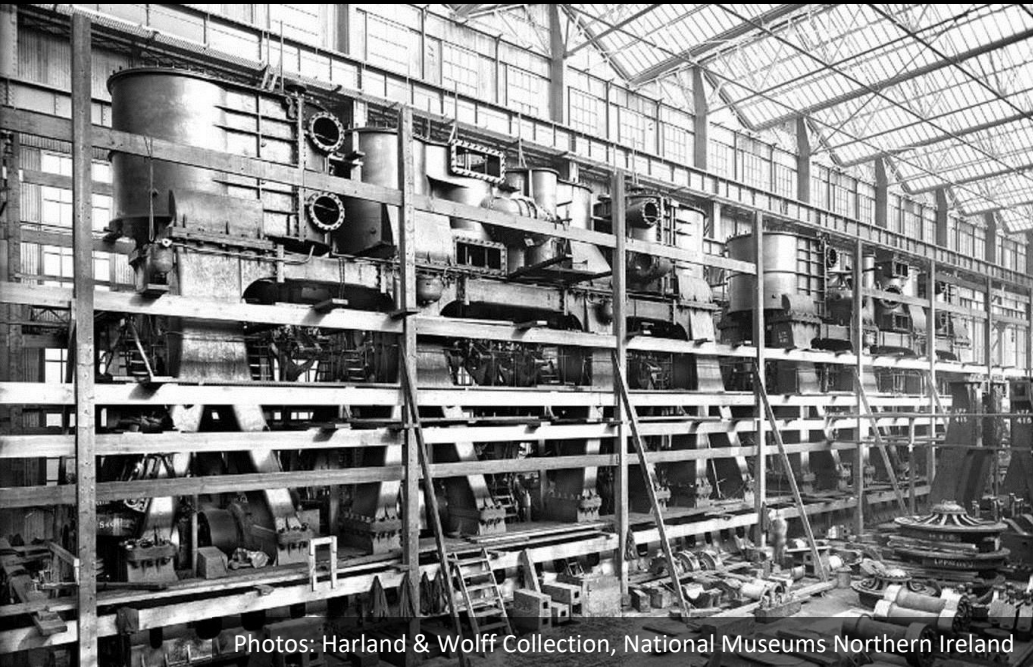


Images: ©Twentieth Century Fox/Paramount Pictures (1997)

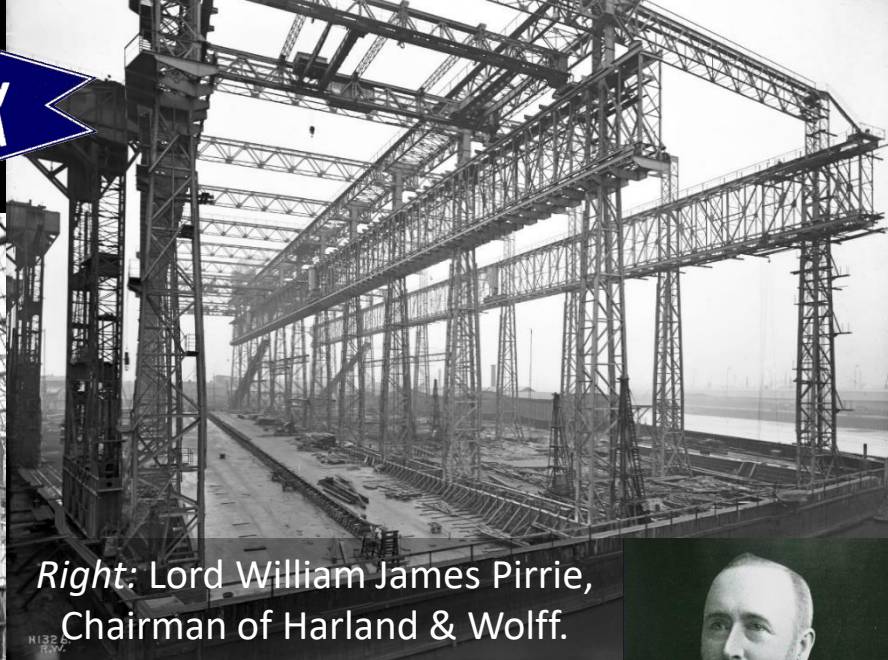
The 176-page hardback is released in the United States by Skyhorse Publishing in November 2012.

Moonrise Press in England publishes *Titanic Style: Dress and Fashion on the Voyage*. Grace Evans examines the wardrobes of crew members and passengers of three classes, including the glamorous evening gowns and tuxedos in First Class, and the more conservative attire worn in Second and Third Class.

17 September 1908



Photos: Harland & Wolff Collection, National Museums Northern Ireland



Right: Lord William James Pirrie, Chairman of Harland & Wolff.

Left: The Engine and Erecting Shop at Harland & Wolff in 1911.

Above: The Arrol Gantry over the slipways in December 1908.



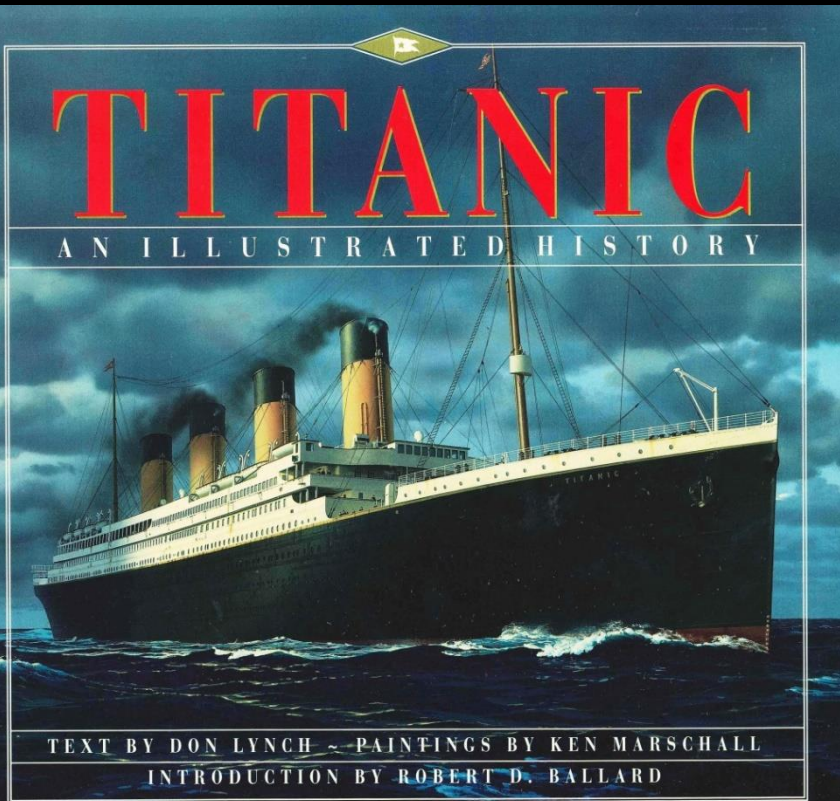
1903

The directors of Harland & Wolff, Ltd. in Belfast, Ireland, issue orders for the shipyard and engine works to proceed with preparations for the construction of yard numbers 400 and 401. A massive iron and steel gantry is erected over two new slipways during 1908, and it is here that the White Star Line's *Olympic* (No. 400) and *Titanic* (No. 401) will be constructed.

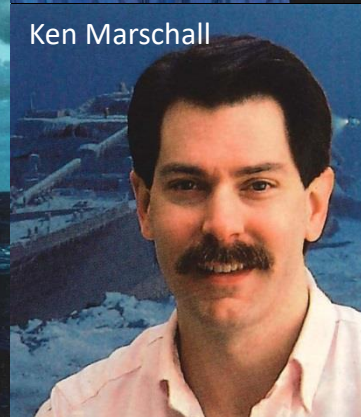
17 September 1992

'For Winnie and Ruth'

The authors dedicate the book to *Titanic* survivors Edwina Troutt MacKenzie (1884-1984) and Ruth Becker Blanchard (1899-1990).



Don Lynch



Ken Marschall



Photo: Don Lynch

Edwina MacKenzie (left, age 97) and Ruth Blanchard (age 82) on 6 June 1982, just over seventy years after the *Titanic* disaster.

Titanic: An Illustrated History is published in England by Hodder & Stoughton Ltd. The 224-page large format hardback is written by Don Lynch of the Titanic Historical Society and features paintings by maritime artist/historian Ken Marschall.

18 September 1986

The Bodley Head in England publishes *The Titanic: The Full Story of a Tragedy*. Michael Davie's 252-page book is one of the first to document the entire story of *Titanic*, from the shipyard at Belfast to the 1985 discovery of the wreck.

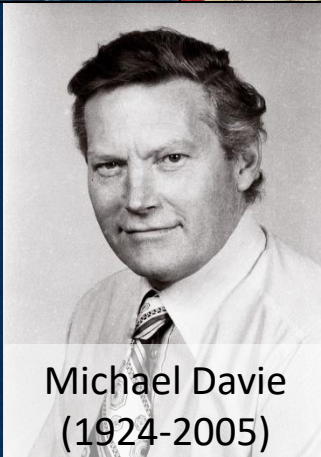
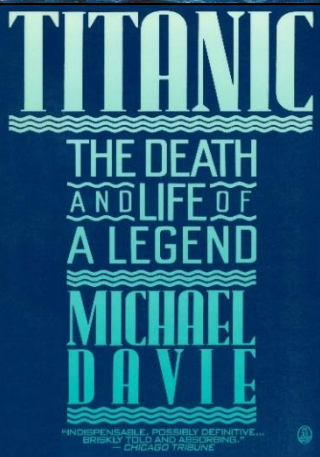
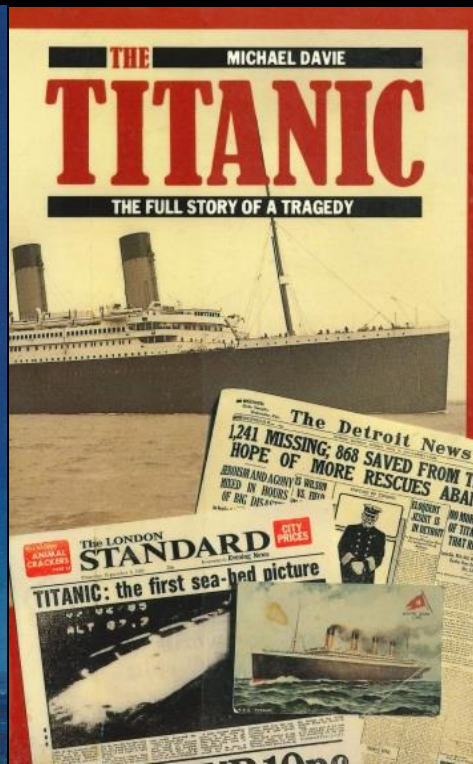
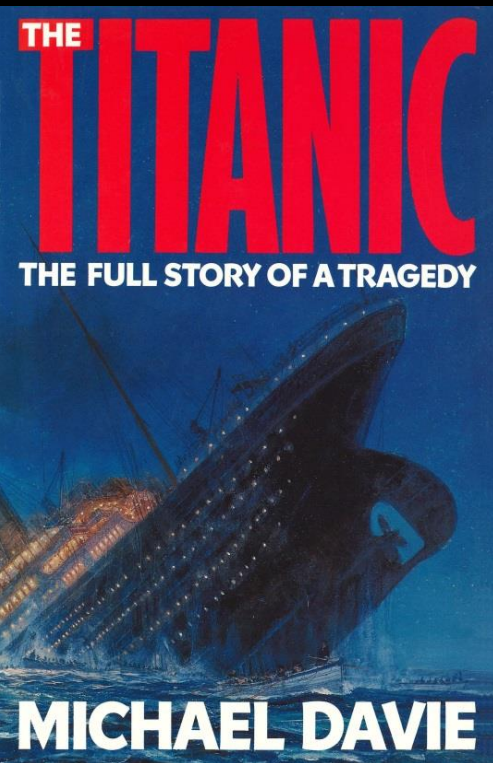
Anniversary edition published in 2012 with a new introduction by historian Dave Gittins.

'A judicious examination of the issues and controversies surrounding one of the most publicly remembered disasters of the twentieth century.'

(Booklist)

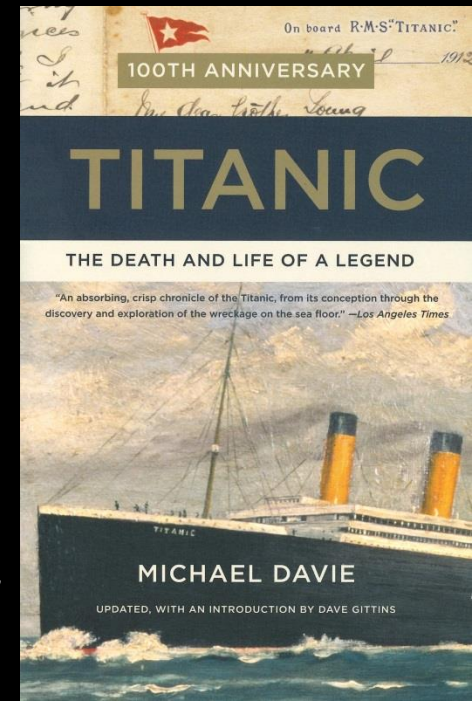
'Absorbing and broadly researched.'

(Publishers' Weekly)



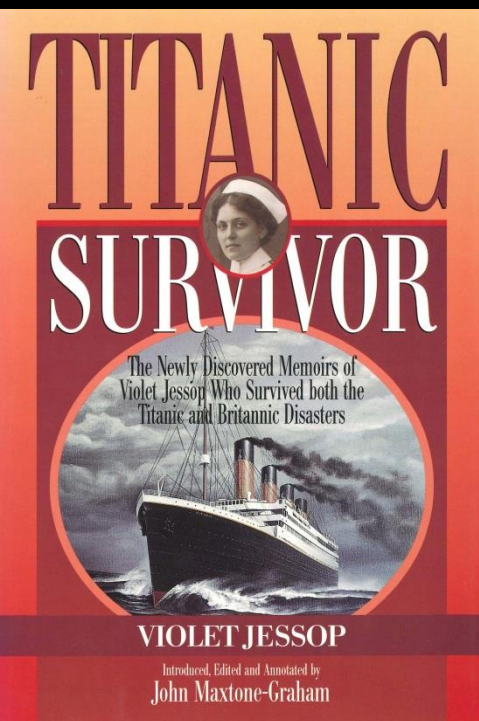
Michael Davie
(1924-2005)

Photo: ©Fairfax Syndication



18 September 1997

Sheridan House in the United States releases *Titanic Survivor*, the previously unpublished memoirs of Violet Constance Jessop, who served aboard *Olympic*, *Titanic* and *Britannic* between 1911 and 1916. Violet survived the losses of *Titanic* in 1912 and *Britannic* in 1916.

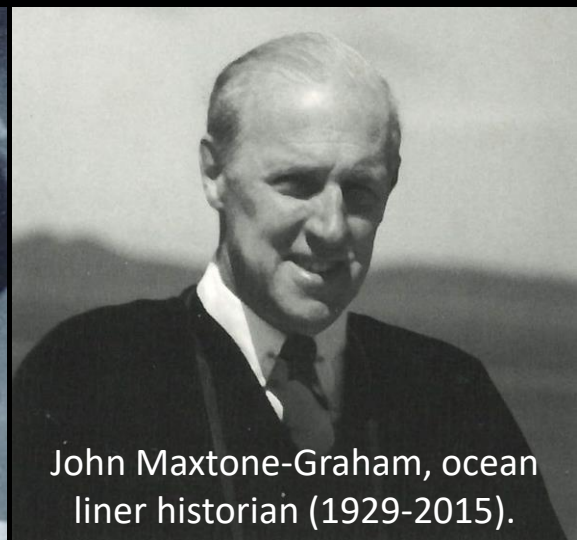


Violet Jessop with the British Red Cross in 1916.

The 248-page hardback is edited and annotated by author and historian John Maxtone-Graham, who interviewed Violet Jessop in July 1970 while researching material for his book *The Only Way to Cross*. Violet died aged 83 on 5 May 1971. The dust jacket of the book features a painting by maritime artist and visual historian Ken Marschall.



Photo: Margaret and Mary Meehan Collection



John Maxtone-Graham, ocean liner historian (1929-2015).

Left: Violet Jessop in the 1920s.

19 September 1937

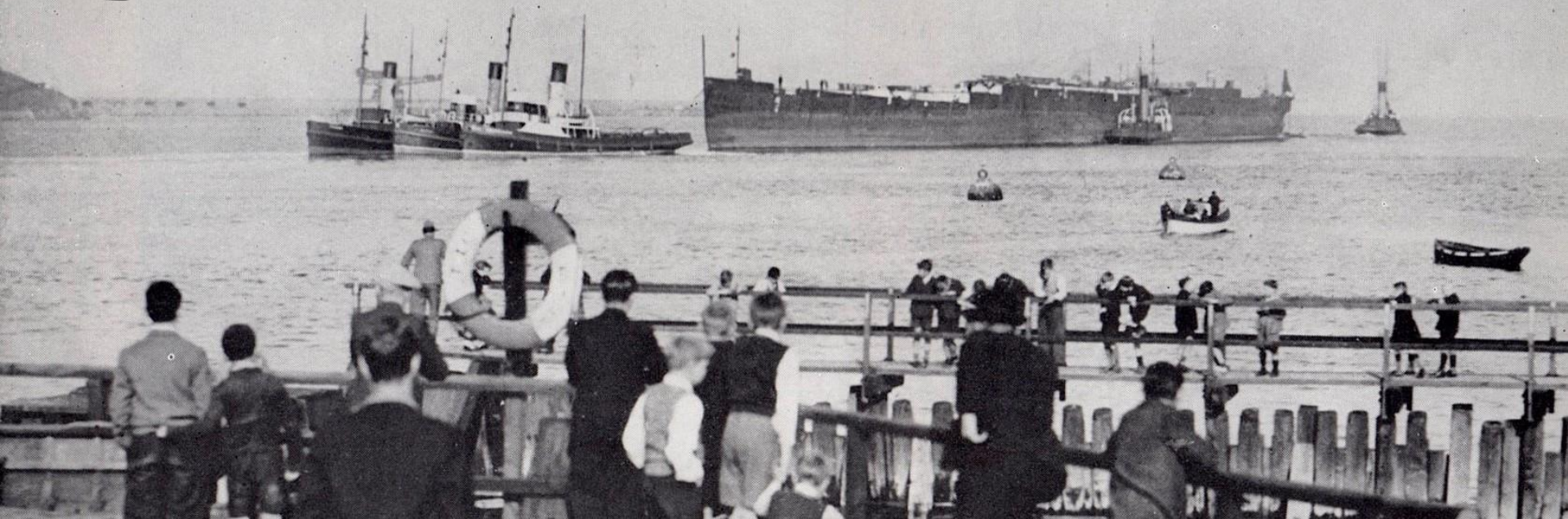
Last voyage of 'Old Reliable', the sole survivor of the 'Olympic'-class ships.

The partially scrapped hull of *Olympic* is towed from Jarrow, England, to Inverkeithing, Scotland, for final demolition.



'The finest ship in my estimation that was ever built, or ever will be.' (Sir Bertram Fox Hayes, former master of R.M.S. *Olympic*)

Photo: Newcastle Chronicle and Journal Ltd.

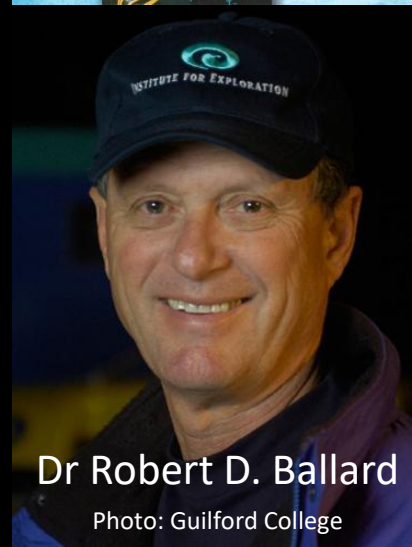
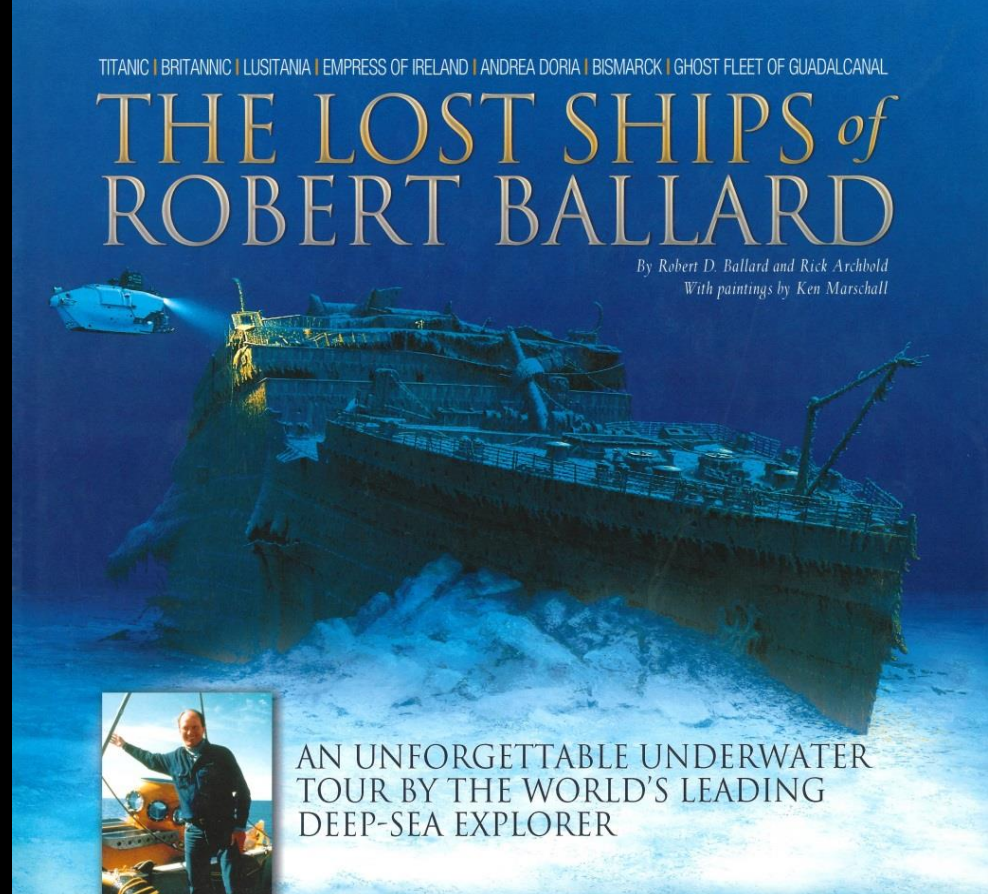


The scrapping of *Olympic* provided almost two years' employment for workers at Jarrow in the north of England. Upon completion of demolition work at Inverkeithing, Scotland, *Olympic* was struck from the British registry of ships on 4 February 1939.

19 September 2005

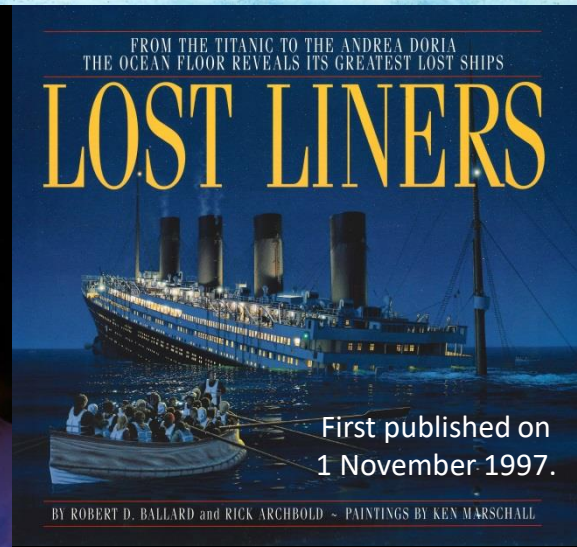
Madison Press Books releases
The Lost Ships of Robert Ballard. The 256-page, large format hardback includes reprinted chapters from *Lost Liners* (1997) and a chapter devoted to sunken warships from the Second World War.

Featured are the passenger liners *Titanic*, *Empress of Ireland*, *Lusitania*, *Britannic* and *Andrea Doria*; the German battleship *Bismarck*; and the American, Australian and Japanese warships *Quincy*, *Canberra* and *Kirishima*. The book features artwork by maritime historian Ken Marschall.



Dr Robert D. Ballard

Photo: Guilford College



20 September 1911 (1)

'He is starboarding and he is going to hit us. She is going to strike us in the stern.'
(Captain Edward J. Smith to Southampton harbour pilot George Bowyer)

Painting: ©Barry Spicer (2010)
www.barryspicerart.com

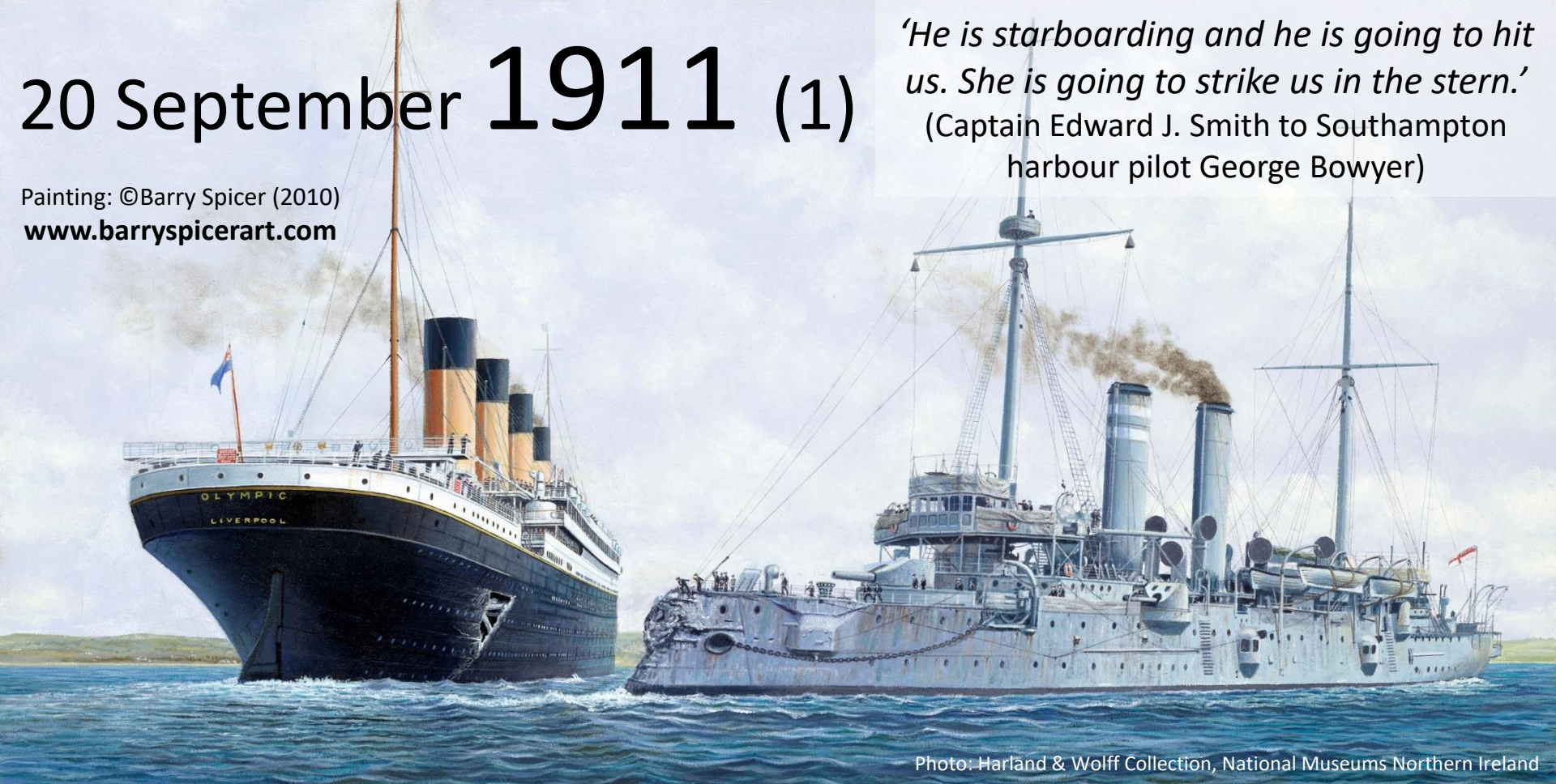
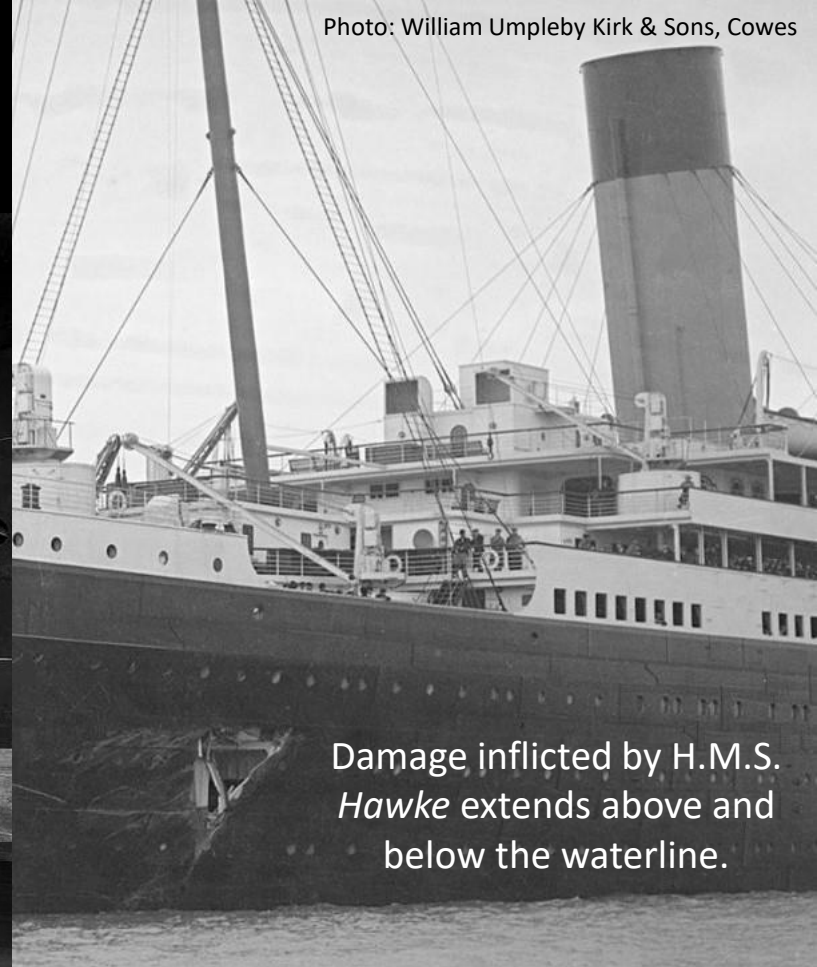


Photo: Harland & Wolff Collection, National Museums Northern Ireland

Outward bound from Southampton on her fifth North Atlantic voyage, *Olympic* is seriously damaged in a collision with the Royal Navy cruiser H.M.S. *Hawke*. The crossing to New York is cancelled.



20 September 1911 (2)



Olympic anchors off Cowes following the collision with H.M.S. *Hawke*. She returns to Southampton on the next morning's tide where she undergoes two weeks of temporary repairs to her hull. Permanent repairs are required at Harland & Wolff, Belfast, and *Olympic* departs Southampton on 3 October.

20 September 1945



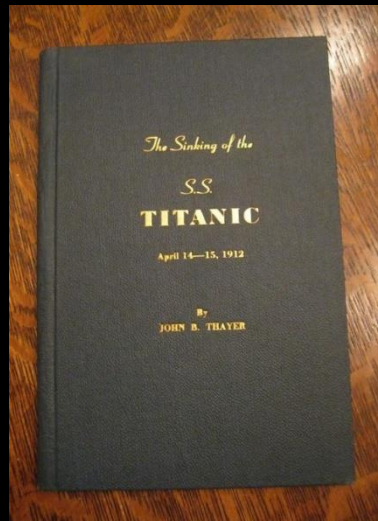
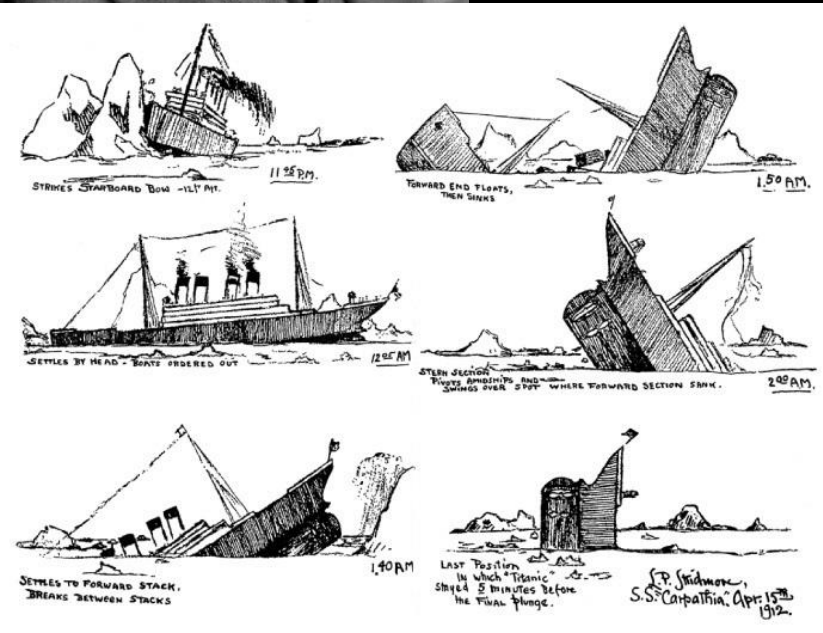
'This terrible continuing cry lasted for twenty or thirty minutes, gradually dying away, as one after another could no longer withstand the cold and exposure.'

Age 17 in April 1912.

John Borland "Jack" Thayer III, *Titanic* survivor and author of *The Sinking of the S.S. Titanic*, privately published in 1940, dies at the age of 50. Thayer survived aboard the upturned collapsible lifeboat 'B'. His mother Marian also survived and died on 14 April 1944, the anniversary of the disaster.

'To my mind the world of today awoke April 15th, 1912.'

Jack Thayer described the sinking of *Titanic* to *Carpathia* passenger Lewis Skidmore, who produced these sketches, although in later life Thayer disputed the accuracy of Skidmore's drawings.

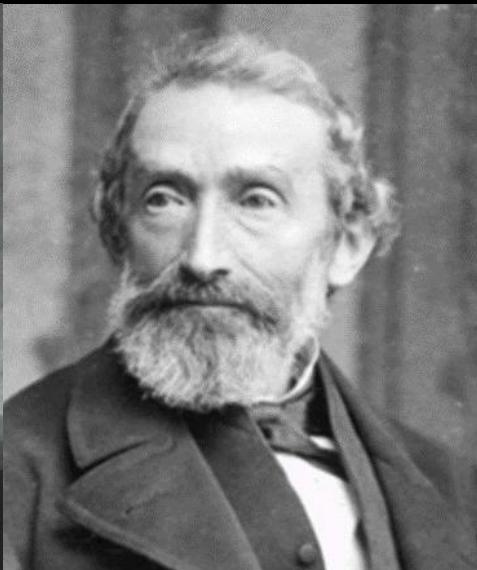


21 September 1858



Edward James Harland
as a young shipbuilder.

Photo: Courtesy V. Morrison Collection



Gustav Schwabe, who
financed Harland into
his new shipbuilding
venture in 1858.

A handwritten signature in dark ink, reading 'Yours sincerely E. J. Harland'.

*'I offer you my interest and goodwill
in the shipyard at the Queen's Island,
Belfast ... the steam engine boiler plant
tools, machinery and other appliances
for shipbuilding ... for the sum of five
thousand pounds.'* (Robert Hickson)

Belfast shipowner Robert
Hickson writes to his shipyard
manager Edward J. Harland
offering to sell his yard for
the sum of £5,000. Harland
accepts and forms 'Edward
James Harland & Company'
on 1 November 1858.

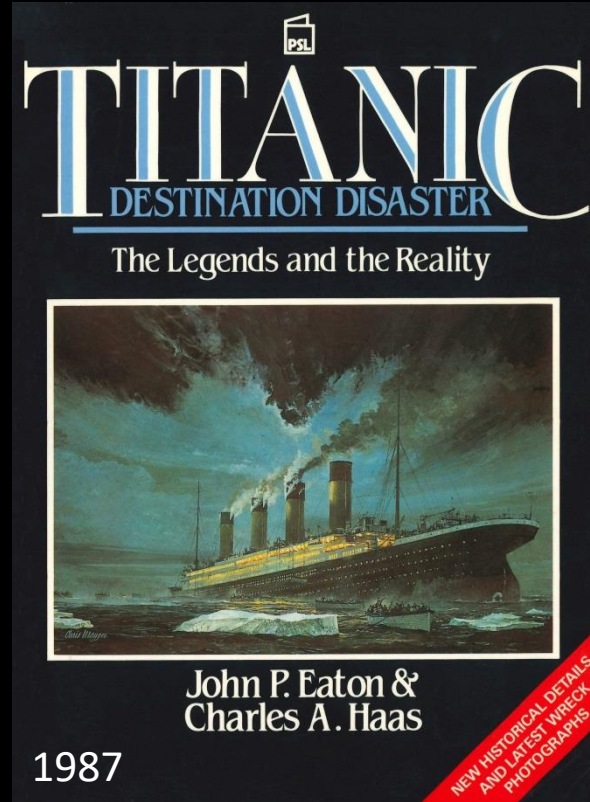
Launch of the *Norah Graeme* at Robert
Hickson's shipyard, Belfast, 1858.

Original painting: A.C. Stannus (1858)
©Belfast Harbour Commissioners



Photos: Courtesy Charles A. Haas

21 September 1987



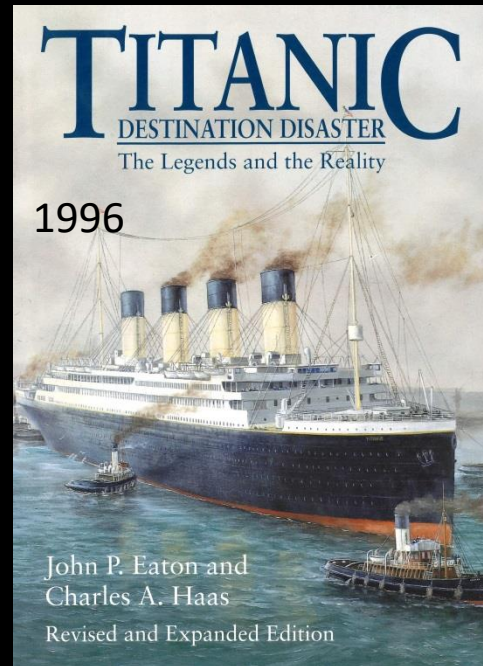
1987



John P. Eaton



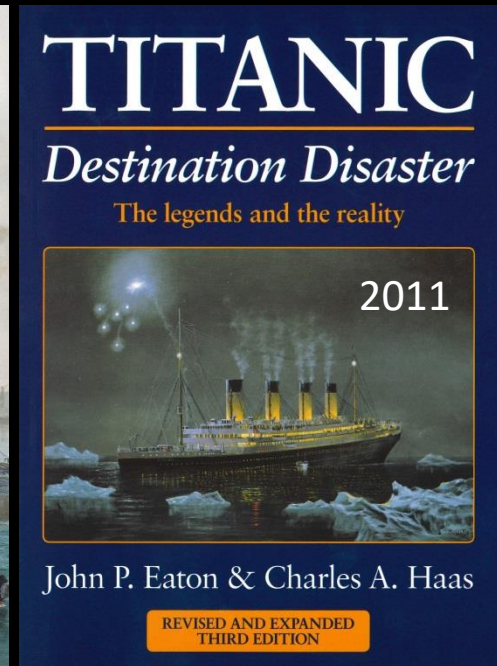
Charles A. Haas



1996

John P. Eaton and
Charles A. Haas

Revised and Expanded Edition



2011

John P. Eaton & Charles A. Haas

REVISED AND EXPANDED
THIRD EDITION

'Meticulously researched, the smooth and easy text will appeal to Titanic enthusiast and novice alike.' (Steamboat Bill, journal of the Steamship Historical Society of America)

Titanic: Destination Disaster, a 160-page paperback by *Titanic* historians John P. Eaton and Charles A. Haas, is published in England.

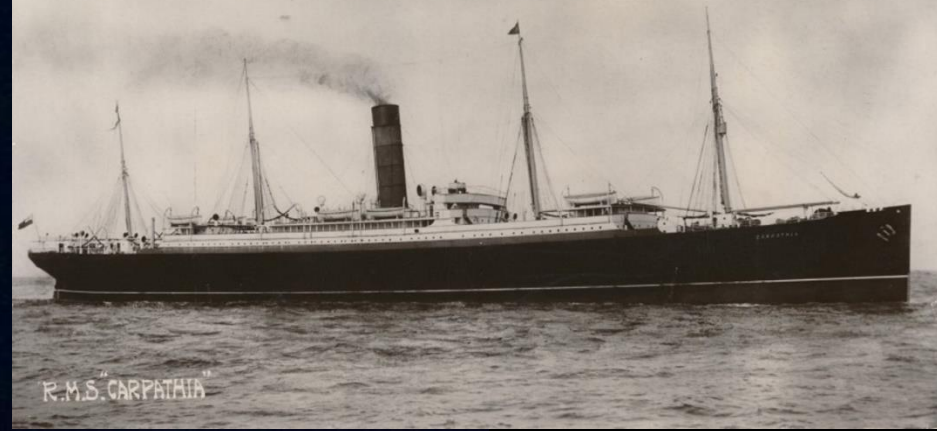
Ten chapters include *'Lights that Pass in the Night'* (Californian and Carpathia); *'A Burst of Cheering'* (construction and launch at Belfast); *'From the Four Corners of the Compass'* (Southampton); and *'City of Sorrow'* (Halifax and the recovery of victims).

22 September 2000

Painting: ©Stuart Williamson (2007)



Postcard of *Carpathia*, c.1912.



Carpathia lies upright at a depth of 502 feet (153 metres). The wreck was dived for the first time by a team of British technical divers in August 2001.

The National Underwater and Marine Agency (NUMA) announces that a wreck located 170 miles south of Fastnet, Ireland, on 22 May 2000 is that of the Cunard liner *Carpathia*. Famous for rescuing *Titanic*'s survivors on 15 April 1912, the 13,603-ton *Carpathia* was sunk by *U-55* on 17 July 1918.

23 September 1940

Wrapped in a blanket, Robert Hichens (arrowed) stands at the stern of lifeboat No. 6 on 15 April 1912.



Photo: *Daily Mirror*



Image: ©Twentieth Century Fox/
Paramount Pictures (1997)

Robert Hichens, c.1912 (left) and as portrayed by actor Paul Brightwell in James Cameron's movie *Titanic* (1997).

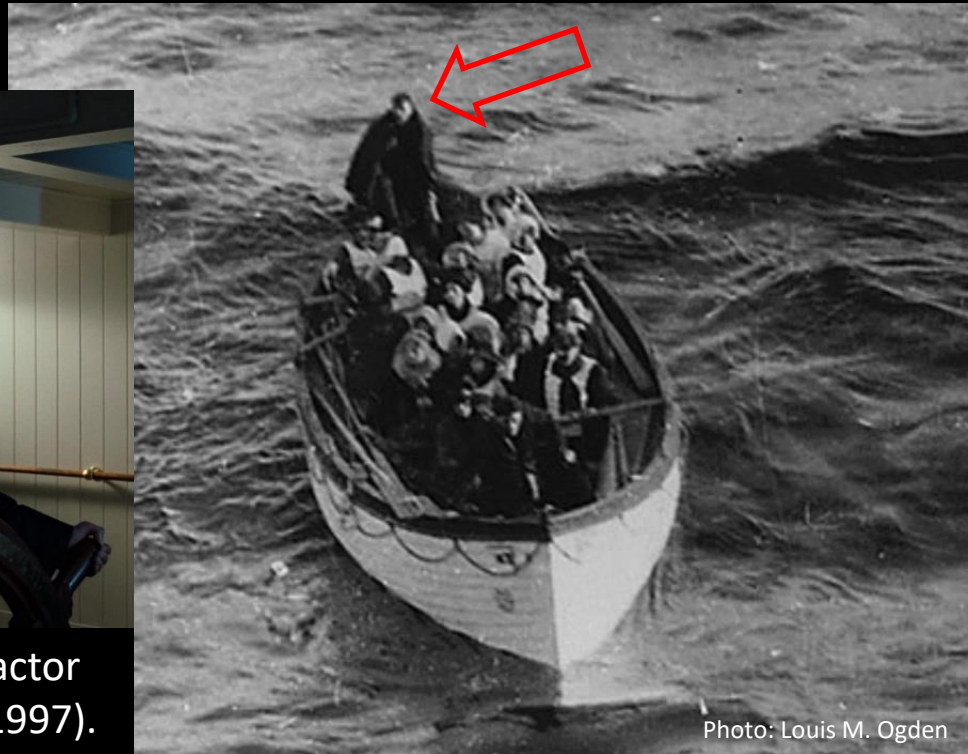


Photo: Louis M. Ogden

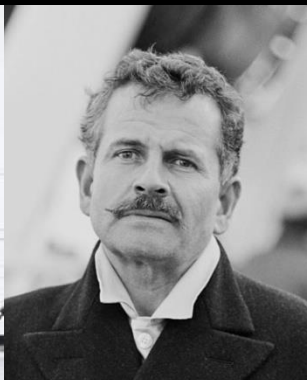
Robert Hichens dies of heart failure aboard the British cargo ship *English Trader*. The 58-year-old former *Titanic* quartermaster was at the liner's wheel at the time of the collision with the iceberg on 14 April 1912. He survived in command of the underfilled lifeboat No. 6, gaining notoriety for his verbal exchange with First Class passenger Margaret Brown.

23 September 1979

The first colour movie of the *Titanic* disaster, *S.O.S. Titanic*, premieres on ABC television in the United States. Directed by Billy Hale, the 144-minute film stars David Janssen, Cloris Leachman, Susan Saint James, David Warner and Ian Holm.



David Warner and Susan Saint James as Lawrence Beesley and Leigh Goodwin.



Ian Holm as J. Bruce Ismay.

Images: ©Studiocanal Films Ltd.



A theatrical version of 103 minutes is released in 1980.

24 September 1916



Photo: John Fleming Collection

'Britannic made a beautiful picture anchored with the evening sun glistening on the waters around ... showing up her white paint and the deep green band around her hull.'

(Ada Garland, nurse with the British Red Cross)



Digital artwork: ©Ken Marschall (2016)

Medical staff aboard *Britannic* in 1916.



His Majesty's Hospital Ship *Britannic* departs Southampton on her fourth voyage to the Mediterranean theatre of war. It is the start of her second round of voyages with medical staff and supplies to aid soldiers at the Greek port of Mudros.

25 September 1915

On His Majesty's service. *Olympic* at Mudros, Greece, in late 1915.

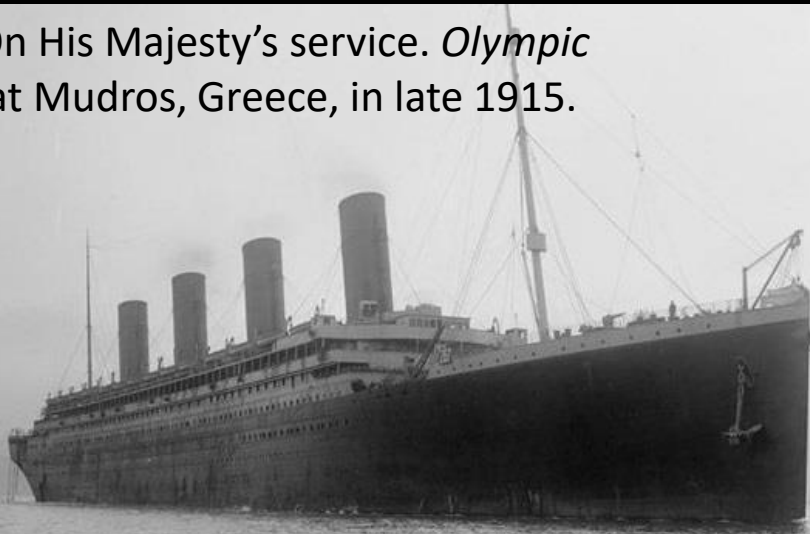


Photo: Imperial War Museum Collection

Having been commissioned as 'His Majesty's Transport No. T2810', *Olympic* departs Liverpool on her first trooping voyage to the Greek island of Lemnos. Aboard are more than 6,000 soldiers destined for combat with Turkish forces in the Dardanelles campaign.



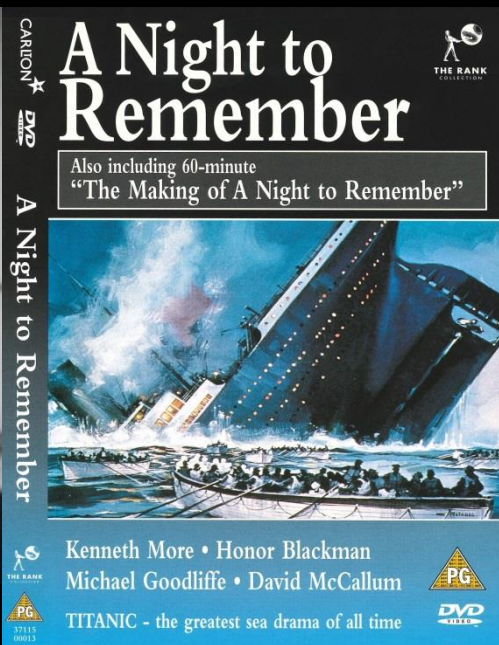
Olympic's livery from September 1915 to April 1917. Artwork: ©Michael C. Brady (2012)



25 September 2023



Twenty-four-year-old
David McCallum in
A Night to Remember.



Two-sided DVD release (1998)
of *A Night to Remember*.

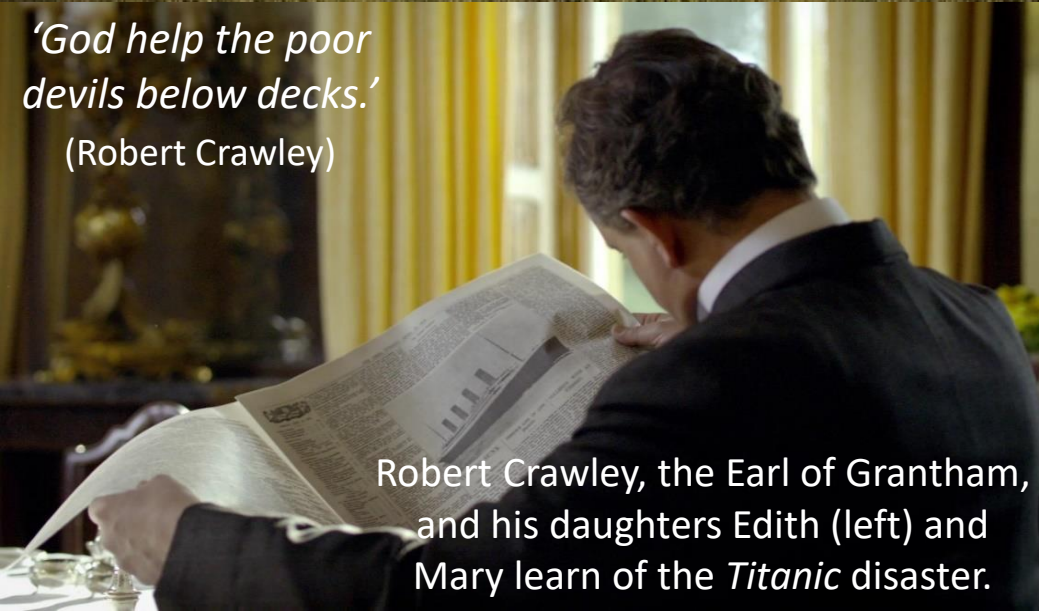


Kenneth Griffith as Jack Phillips (sitting) and David McCallum as Harold Bride in *A Night to Remember*.
Harold Bride: *'I can't sleep with this racket going on ... Do you think we'll have to turn back?'*

Jack Phillips: *'Oh, don't say it. If we do, we won't get a moment's peace in here.'*

British actor David McCallum dies at the age of 90. His career spanned 76 years on radio and in film and television, including the role of *Titanic's* Junior Wireless Operator Harold Bride in *A Night to Remember* (1958). McCallum also narrated the 1994 documentary *Titanic: Death of a Dream/The Legend Lives On*.

26 September 2010 (1)



Titanic features in the first episode of the television drama *Downton Abbey*. Members of the Crawley family learn of the death of their heir presumptive in the *Titanic* disaster. Set between 1912 and 1926, *Downton Abbey* becomes a huge success worldwide.



26 September 2010 (2)



*Left: Gloria Stuart
at the 70th Academy
Awards ceremony on
23 March 1998.*

Photo: Chris Pizzello/Associated Press

*'Fifteen hundred people went
into the sea when Titanic sank
from under us. There were
twenty boats floating nearby
and only one came back. One.
Six were saved from the water...
Six ... out of fifteen hundred.'*

Born in Santa Monica,
California, 4 July 1910.

*'Yes... I would like
to see my drawing.'*



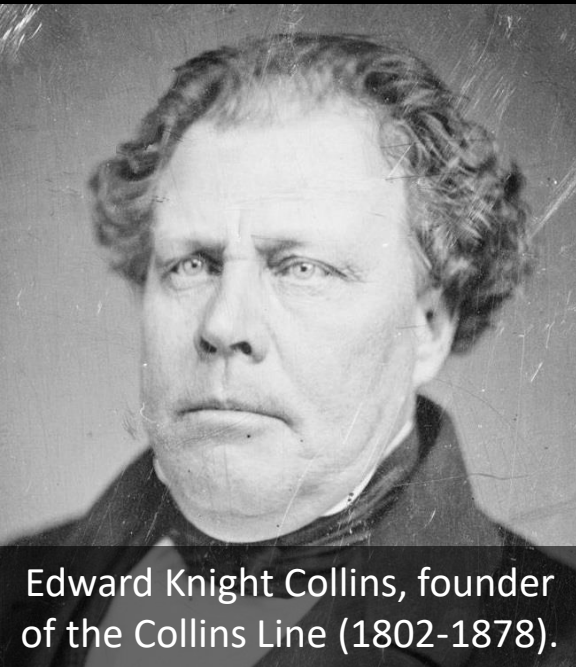
Images: ©Twentieth Century Fox/Paramount Pictures (1997)

American actress Gloria Frances Stuart dies three months after celebrating her 100th birthday. Although well established in theatre and film dating back to the 1930s, Stuart gained international acclaim and awards in later life for her portrayal of Rose Calvert in James Cameron's 1997 movie *Titanic*.

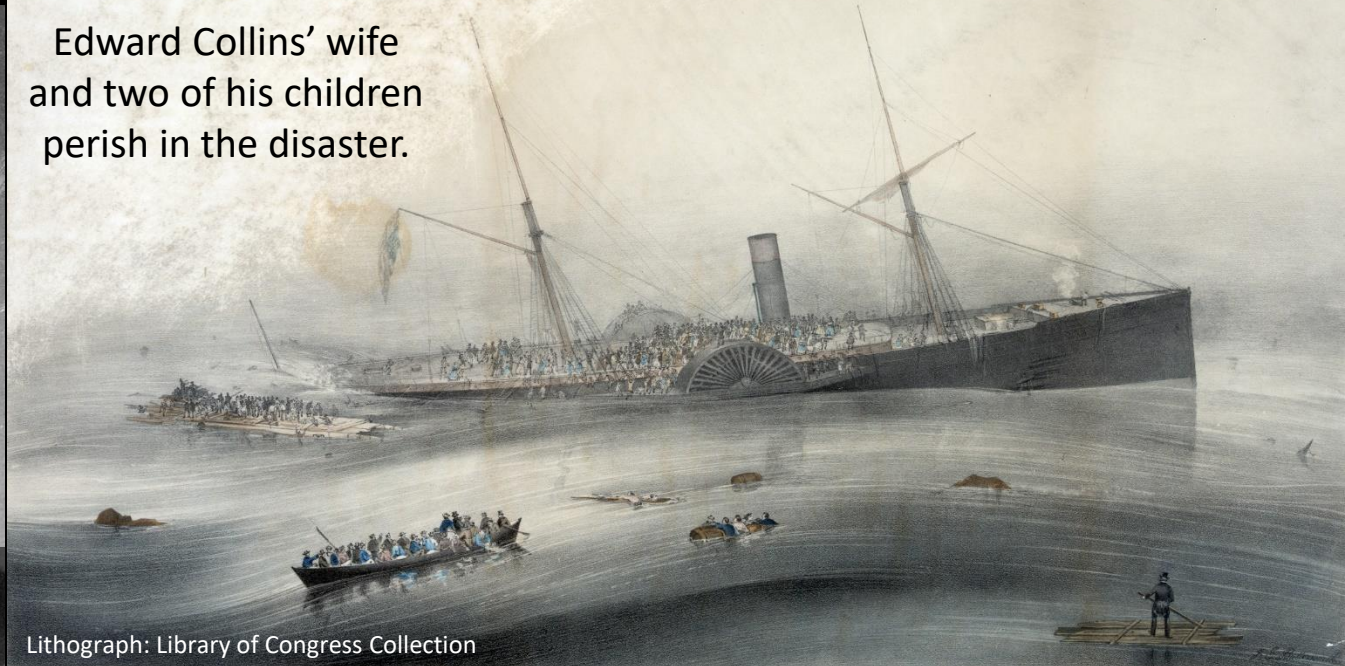
27 September 1854

'Wreck of the U.S.M. steamship "Arctic" off Cape Race, Wednesday, September 27th, 1854'.

From an original lithograph by Nathaniel Currier.



Edward Collins' wife
and two of his children
perish in the disaster.



The first major ocean liner disaster in the North Atlantic occurs when the 2,856-ton *Arctic* of the Collins Line collides with the French steamer *Vesta*. *Arctic* carries an insufficient number of lifeboats and of the estimated 400 souls aboard, only 61 crew and 24 male passengers survive. All the women and children aboard *Arctic* perish when the liner founders.

27 September 2010

Titanic: The Mission, a five-part television series in which four engineers authentically recreate aspects of *Titanic*, is first broadcast in England.



Replica of the 15¾-ton centre anchor.

Images: ©Twenty Twenty
Productions/Channel 4 (2010)

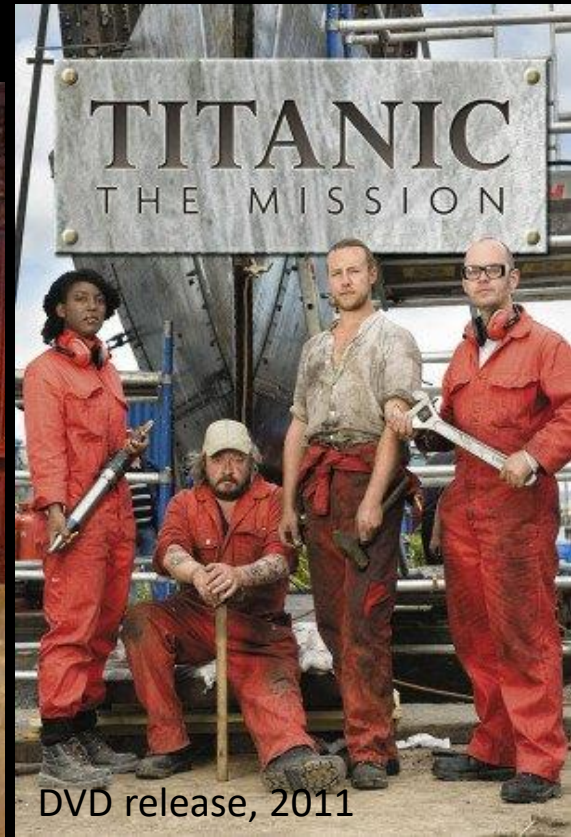


Photo: Graeme Jupp (2012)

Forefoot of *Titanic*'s bow.



First Class
Smoking Room.



DVD release, 2011

28 September 1936

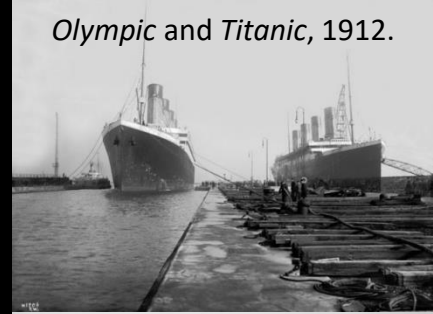
Robert John Welch, the Irish photographer contracted for many years by Harland & Wolff to document shipyard activities and shipbuilding, including the construction of *Olympic*, *Titanic* and *Britannic*, dies in Belfast at the age of 77.



Born in Strabane, County Tyrone, Ireland, 22 July 1859.

Photo: Alexander Hogg (1870-1939)
Source: The Dictionary of Ulster Biography

Olympic and Titanic, 1912.



Titanic, 31 May 1911.



Photos: Harland & Wolff Collection,
National Museums Northern Ireland

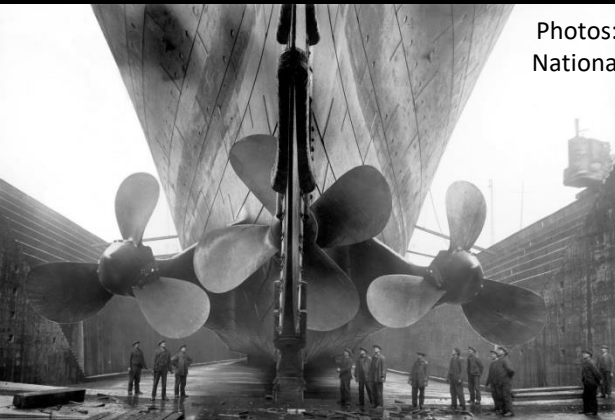
Titanic, 2 April 1912.



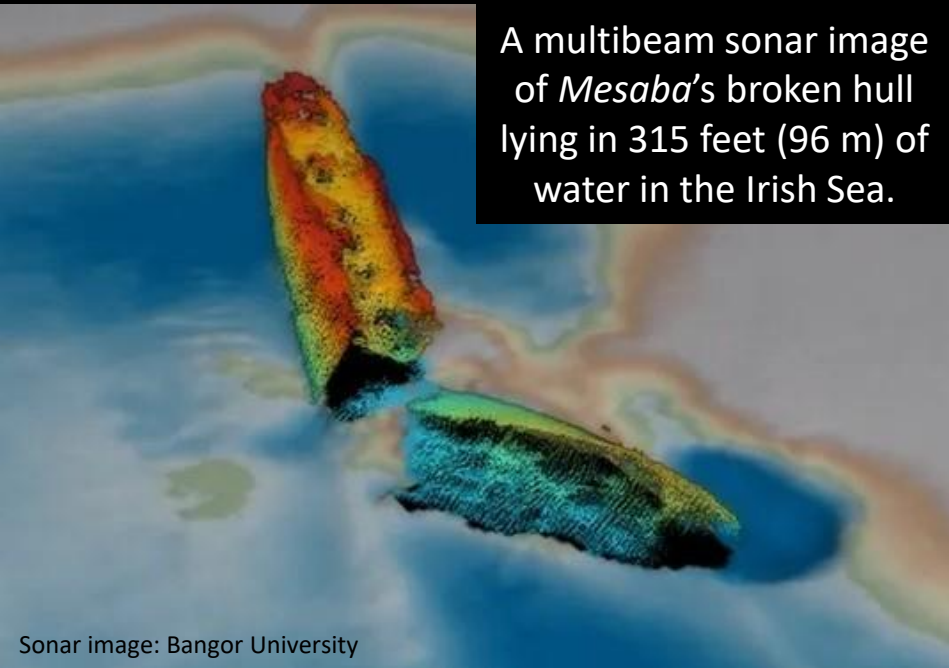
Titanic, January 1912.



Olympic in dry dock, 29 January 1924.



28 September 2022



A multibeam sonar image of *Mesaba's* broken hull lying in 315 feet (96 m) of water in the Irish Sea.

Sonar image: Bangor University

Built by Harland & Wolff, Belfast. Photo: Royal Museums Greenwich

Launched: 11 September 1897;

Maiden voyage: 3 March 1898.



Mesaba at anchor in the River Thames, early 1900s.

'In latitude 42° to 41°25'N, longitude 49° to 50°3'W. Saw much heavy pack ice and great number of large icebergs, also field ice. Weather good, clear.' (*Mesaba* to *Titanic*, 9:52 pm on 14 April 1912)

Researchers announce that the wreck of *Mesaba*, which sent an ice warning to the White Star liner *Titanic* on the evening of 14 April 1912, has been located and identified in the Irish Sea. The 6,833-ton passenger and cargo steamer, built in 1898 for the Atlantic Transport Line, was torpedoed and sunk by the German submarine *UB-118* on 1 September 1918.

29 September 1890



Photo: Encyclopedia Titanica



Daniel Buckley with the
69th New York Infantry
(later the 165th Regiment).

Daniel Buckley travelled aboard *Titanic* on ticket No. 330920, paying £7 15s 17d. This portrait was taken of the 24-year-old on 4 April 1915.

Daniel Buckley, who travelled Third Class aboard *Titanic* and survived the disaster, is born in Boherbue, County Cork, Ireland. Buckley and several companions joined *Titanic* at Queenstown, Ireland, on 11 April 1912. He testified at the U.S. Inquiry that Third Class passengers had initially been prevented from reaching the upper decks and the lifeboats.

U.S. Senate Inquiry, 3 May 1912... Senator William Alden Smith: *'Were you permitted to go on up to the top deck without any interference?'*

Daniel Buckley: *'Yes, sir. They tried to keep us down at first on our steerage deck. They did not want us to go up to the First Class place at all.'*

Daniel Buckley, age 26, enlisted with the 69th New York Infantry on 1 June 1917. He served in France and was killed in action on 15 October 1918. His body was repatriated and buried in Kingwilliamstown Cemetery, County Cork.

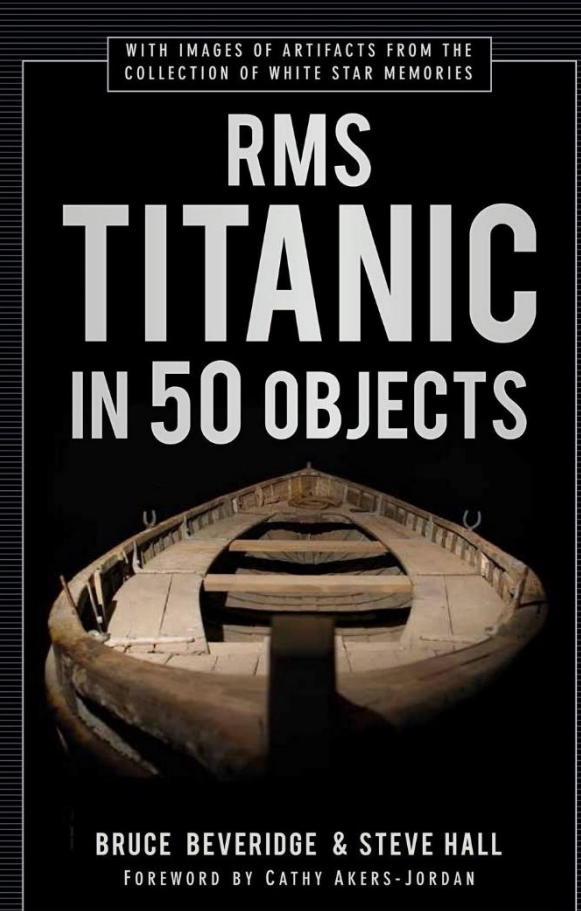
29 September 2022



Photos: White Star Memories



Authors Steve Hall
(above) and
Bruce Beveridge.



The History Press publishes *RMS Titanic in 50 Objects*, a 240-page hardback by historians Bruce Beveridge and Steve Hall. *Titanic's* story is told through selected objects, including sheet music, a bronze cherub and pedestal, a First Class bedstead and dressing table, and other original and facsimile items.

30 September 1998

Four weeks after its release on VHS in the United States, James Cameron's *Titanic* is released for sale in New Zealand. Unlike the U.S. two-cassette NTSC version of 194 minutes, the movie is on one cassette in VHS PAL format.

Celebrate The Most Beloved Motion Picture Of Our Time

THE WIDESCREEN COLLECTOR'S EDITION OF TITANIC

WINNER OF 11 ACADEMY AWARDS®
INCLUDING BEST PICTURE

Nothing on earth can rival the epic spectacle and breathtaking grandeur of Titanic. Winner of eleven Academy Awards®, including Best Picture, this sweeping love story sailed into the hearts of moviegoers around the globe, ultimately emerging as the most popular motion picture of all time.

International superstar Leonardo DiCaprio and Oscar nominee Kate Winslet light up the screen as Jack and Rose, the young lovers separated by social class yet destined to find each other on the maiden voyage of the "unsinkable" R.M.S. Titanic. But when the doomed luxury liner collides with an iceberg in the frigid North Atlantic, their passionate love affair becomes a thrilling race for survival!

From acclaimed filmmaker and multiple Oscar winner James Cameron comes a tale of forbidden love and courage in the face of disaster that triumphs as a true cinematic masterpiece.

WIDESCREEN COLLECTOR'S EDITION SET INCLUDES:

- Feature Film
- The Making of TITANIC Video with Academy Award™ Winning Song "My Heart Will Go On" Performed By Celine Dion
- Full-Length Script
- Original Theatrical Production Notes
- 5mm Film Cell
- 8 Collector Cards

TITANIC
LEONARDO DICAPRIO KATE WINSLET
JAMES CAMERON

THE MAKING OF TITANIC VIDEO WITH ACADEMY AWARD™ WINNING SONG "MY HEART WILL GO ON" PERFORMED BY CELINE DION

FULL-LENGTH SCRIPT

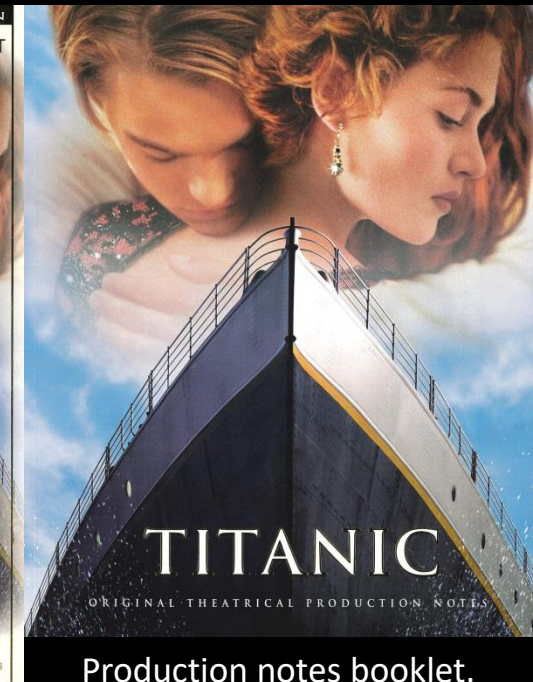
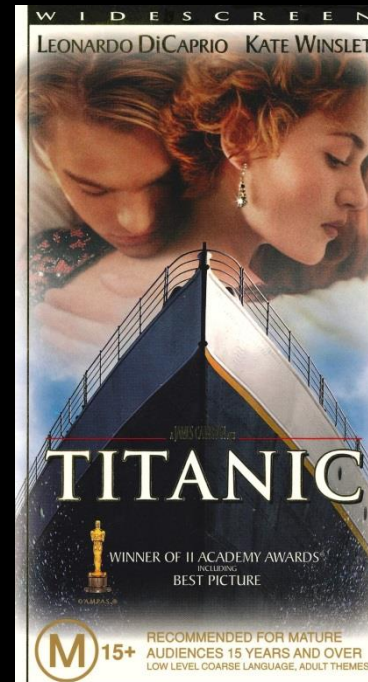
ORIGINAL THEATRICAL PRODUCTION NOTES

5MM FILM CELL

COLLECTOR CARDS

© 1998 Twentieth Century Fox Home Entertainment, Inc. All Rights Reserved. "Twentieth Century Fox," "Fox" and their associated logos are the property of Twentieth Century Fox Film Corporation and are used under license. Academy Award statuette and Oscar statuette are registered trademarks and service marks of the Academy of Motion Picture Arts and Sciences. Academy Award statuette logo is a registered trademark of Academy of Motion Picture Arts and Sciences. All other trademarks and service marks are the property of their respective owners. APRIL 20TH 2001

Three options are available: a single cassette in widescreen or 'pan-and-scan' formats; a boxed set with a film cell and lobby cards; and a collector's edition set with the documentary *Breaking New Ground: The Making of Titanic*, film cell, lobby cards, production notes and James Cameron's original 1996 screenplay.



30 September 2001

The Titanic Historical Society publishes a second, revised edition of *The White Star Line: An Illustrated History 1869-1934*. Researched by historian Paul Loudon-Brown, the book is considered one of the finest illustrated accounts of the famous Liverpool-based line.

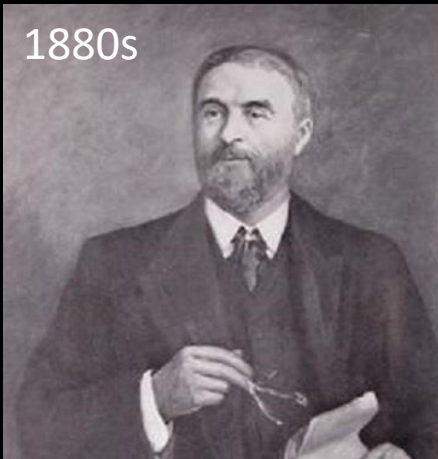
The White Star Line



An Illustrated History 1869-1934

Paul Loudon-Brown

1880s



Founder of the line...
Thomas Henry Ismay
(1837-1899)

Painting: Hubert von Herkomer

c.1898



Left: 30 James Street, Liverpool.
Below: R.M.S. *Oceanic* (1870).

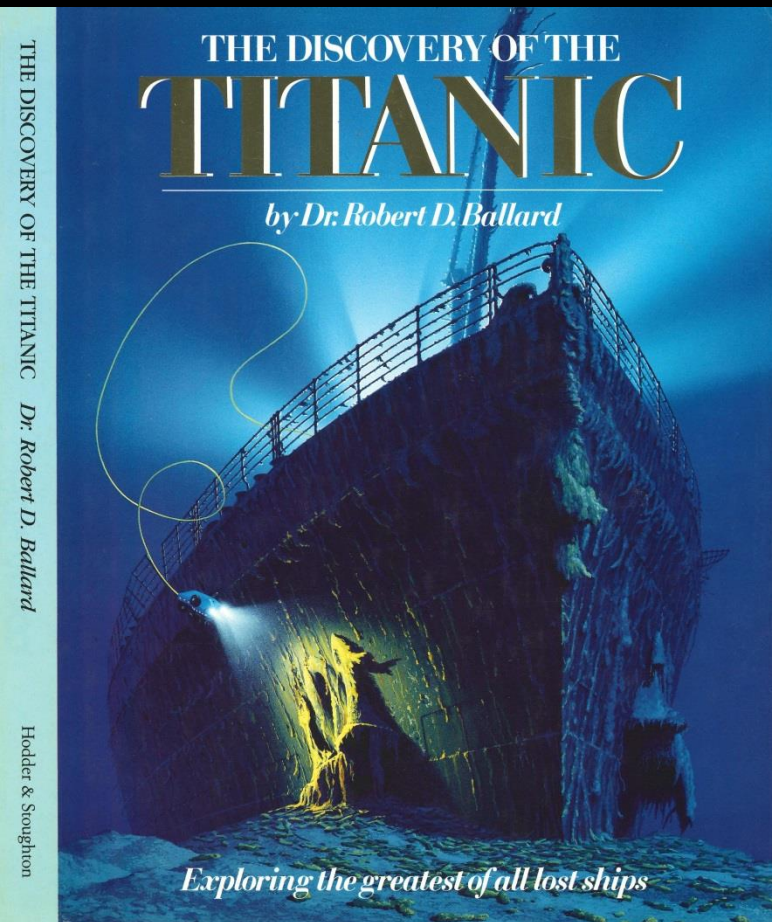


Original painting: William Lionel Wyllie, 1895.



The book is launched at the Titanic Historical Society's museum in Indian Orchard, Springfield, Massachusetts.

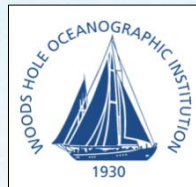
1 October 1987



Published in the United Kingdom by Hodder & Stoughton Ltd., and in Canada by Madison Press Books. The introduction was written by *Titanic* historian and author Walter Lord.

Dr Robert D. Ballard's *The Discovery of the Titanic* is released for sale in the United Kingdom. The 232-page hardback features Ken Marschall's realistic paintings of *Titanic* and reveals the exact co-ordinates of the wreck. The book is a huge success.

Photo: Woods Hole Oceanographic Institution

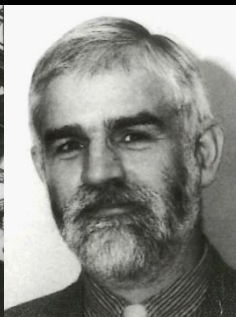
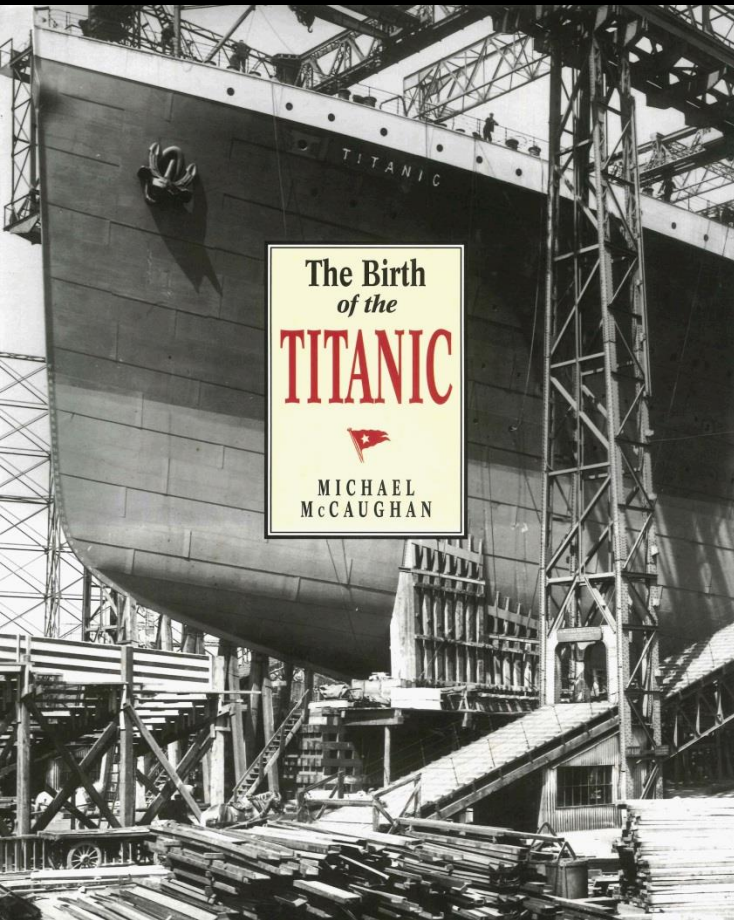


Robert D. Ballard with the research vessel *Atlantis II* in 1986.

1 October 1998

THE
BLACK
STAFF
PRESS

Produced in association with the National Museums and Galleries of Northern Ireland, The Blackstaff Press in Belfast publishes *The Birth of the Titanic*, a 192-page book by historian Michael McCaughan.



Michael
McCaughan

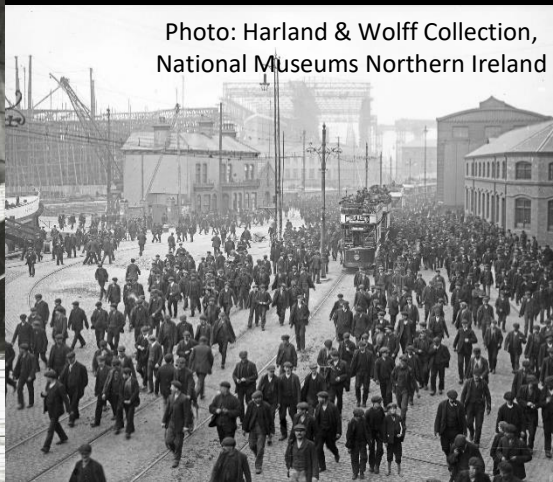
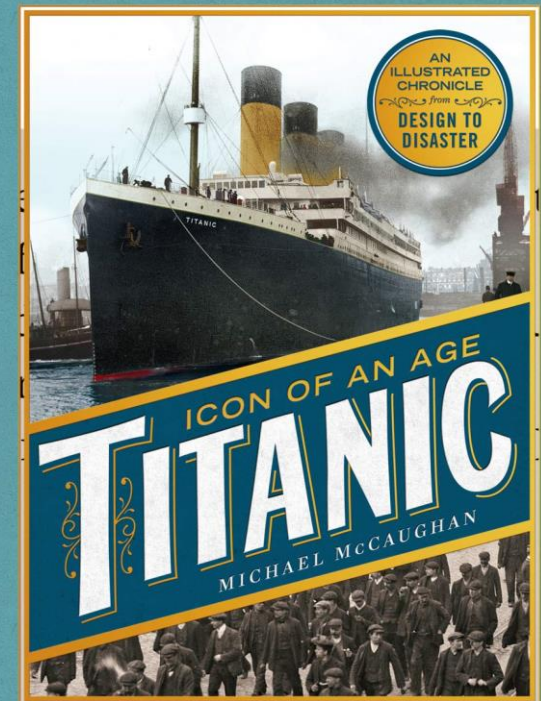
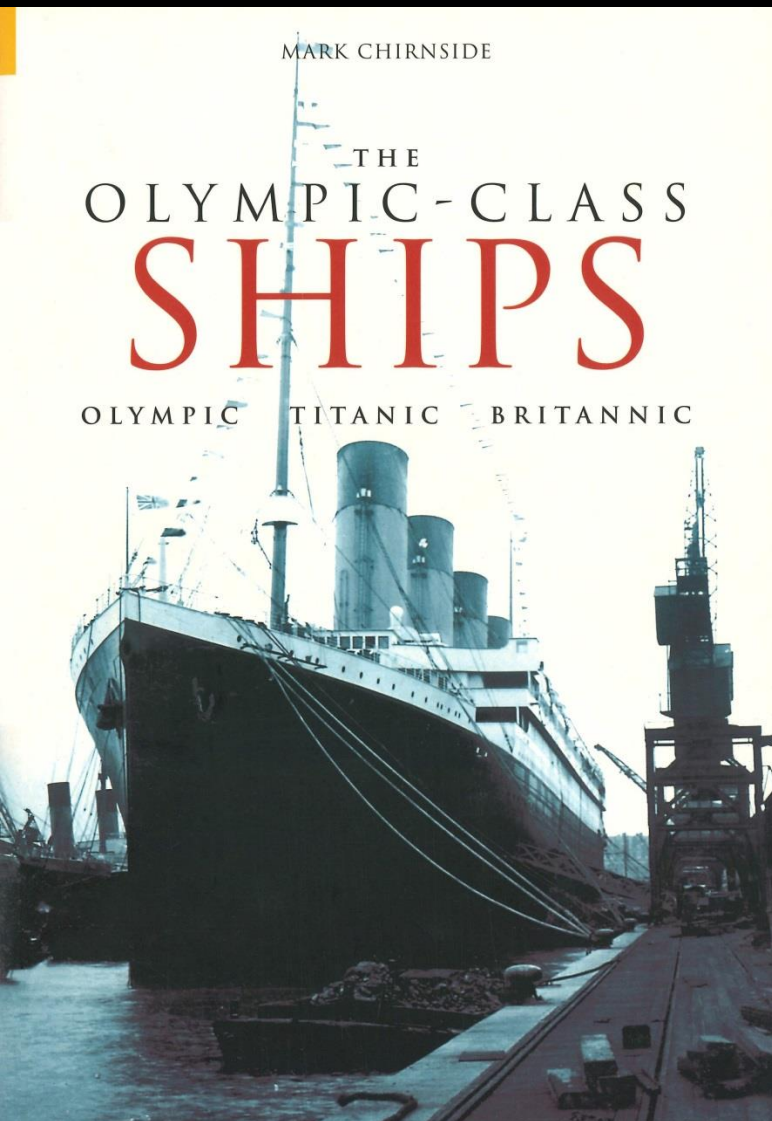


Photo: Harland & Wolff Collection,
National Museums Northern Ireland



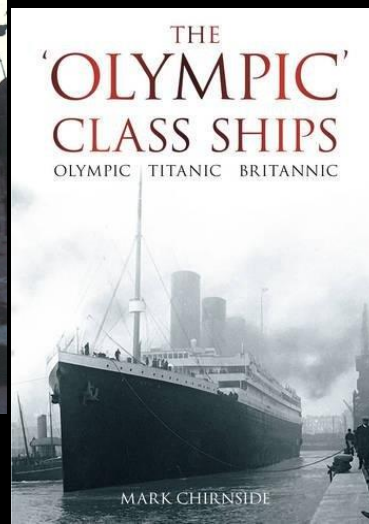
The book is lavishly illustrated with images from the Ulster Folk and Transport Museum's collection of the Belfast shipbuilding industry and the construction of *Olympic* and *Titanic*. A revised and expanded edition, titled *Titanic: Icon of an Age*, is published on 12 April 2012, in time for the centenary of the *Titanic* disaster.

1 October 2004

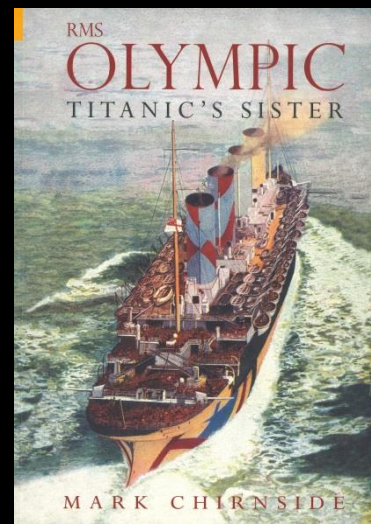


Right: A second, revised edition with additional material is published by The History Press in 2011.

Tempus Publishing Ltd. in England releases *The 'Olympic'-Class Ships: Olympic, Titanic, Britannic* by Mark Chirnside. The 352-page paperback chronicles the careers of the three 'Olympic'-class liners constructed at Harland & Wolff, Belfast, between 1908 and 1915. Also published by Tempus in 2004 is Mark Chirnside's *RMS Olympic: Titanic's Sister*.



'This book is a great addition to any library. There were many new facts and anecdotes about the Olympic, Titanic and Britannic that I did not know.' (Review by Michael Poirier)



Photos: Harland & Wolff Collection,
National Museums Northern Ireland

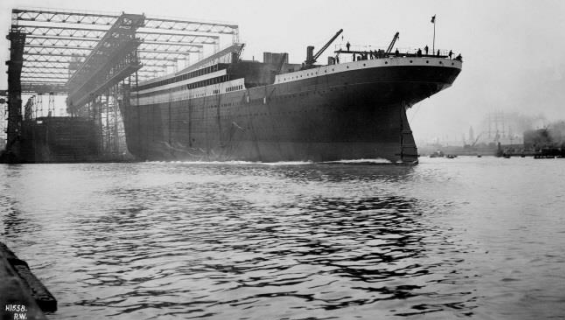


Photo: Beken of Cowes



1 October 2011

*'Rich with crystal clear and rare photographs,
it is by far the definitive photographic record
of the ship and her brief life.'* (Tad Fitch, 2012)

TITANIC IN PHOTOGRAPHS

TITANIC IN PHOTOGRAPHS

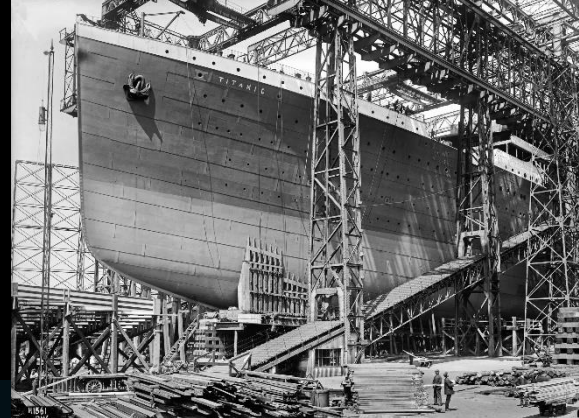
DANIEL KLISTORNER, STEVE HALL

BRUCE BEVERIDGE, ART BRAUNSCHWEIGER & SCOTT ANDREWS

FOREWORD BY KEN MARSHALL



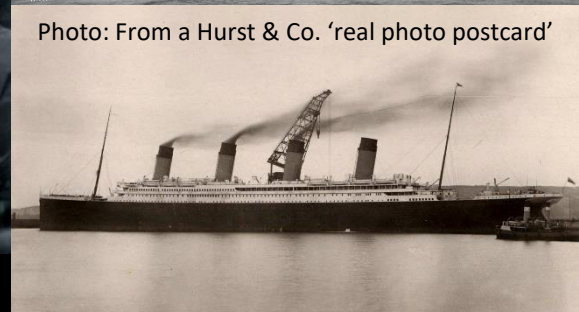
Front cover and spine of the first (hardback) edition.



Photos: Harland & Wolff Collection,
National Museums Northern Ireland



Photo: From a Hurst & Co. 'real photo postcard'



The History Press in England publishes *Titanic in Photographs*, one of the most comprehensive books dedicated to original images of the White Star Line's most famous passenger liner.

2 October 1867

The Hamilton Graving Dock at Belfast, destined in 2009 to be the permanent home of the preserved White Star Line tender *Nomadic*, is opened by James Hamilton, The Marquis of Abercorn.



c.1884

Photo: Alexander Bassano,
National Portrait Gallery, London

Right: Almost 150 years after it was opened, the Hamilton Graving Dock holds *Nomadic* and its original caisson gate.

Photo: Graeme Jupp

Left: James Hamilton,
The Marquess of
Abercorn (1811-1885).

1880s



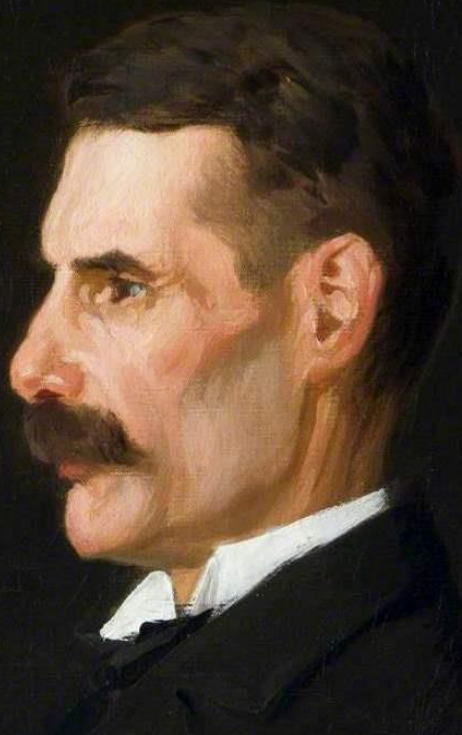
Photo: Titanic Belfast

2015



3 October 1912

1913



Shan Fadh Bullock (1865-1935)

Born John William Bullock
in Inisherk, County
Fermanagh, Ireland,
17 May 1865.

Original painting by Dermot O'Brien (1913)
©Queen's University Belfast, Northern Ireland

THOMAS ANDREWS
SHIPBUILDER
BY SHAN F. BULLOCK
WITH AN INTRODUCTION
BY SIR HORACE PLUNKETT

Thomas Andrews, Shipbuilder, a tribute to Thomas Andrews, Jr. of Comber, County Down, Ireland, is published by Maunsel & Company Ltd. in Dublin and London. Author Shan Bullock describes the life and legacy of the respected shipbuilder.



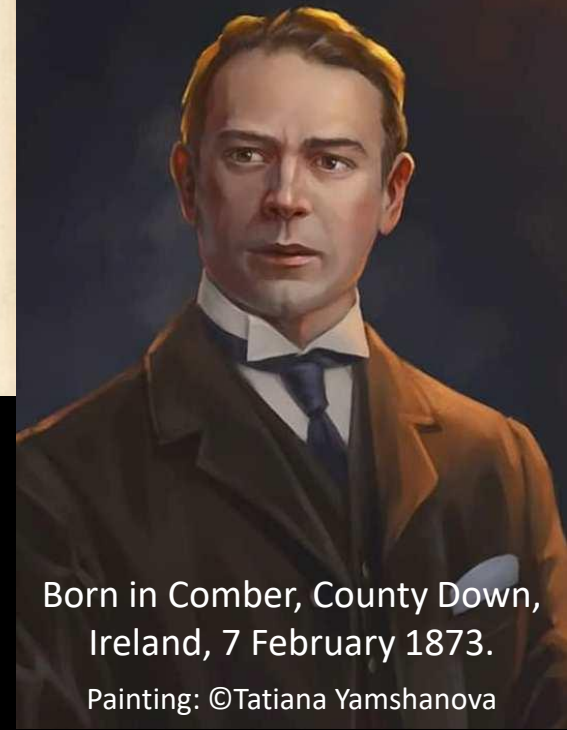
Thomas Andrews

THOMAS ANDREWS
SHIPBUILDER By Shan F.
Bullock With an Introduction
by Sir Horace Plunkett

*"...swallowed to the deep.
Then, then and all thy nation, to keep
An immemorial sleep." Wordsworth.*

MAUNSEL & COMPANY, LTD.
DUBLIN AND LONDON
1912

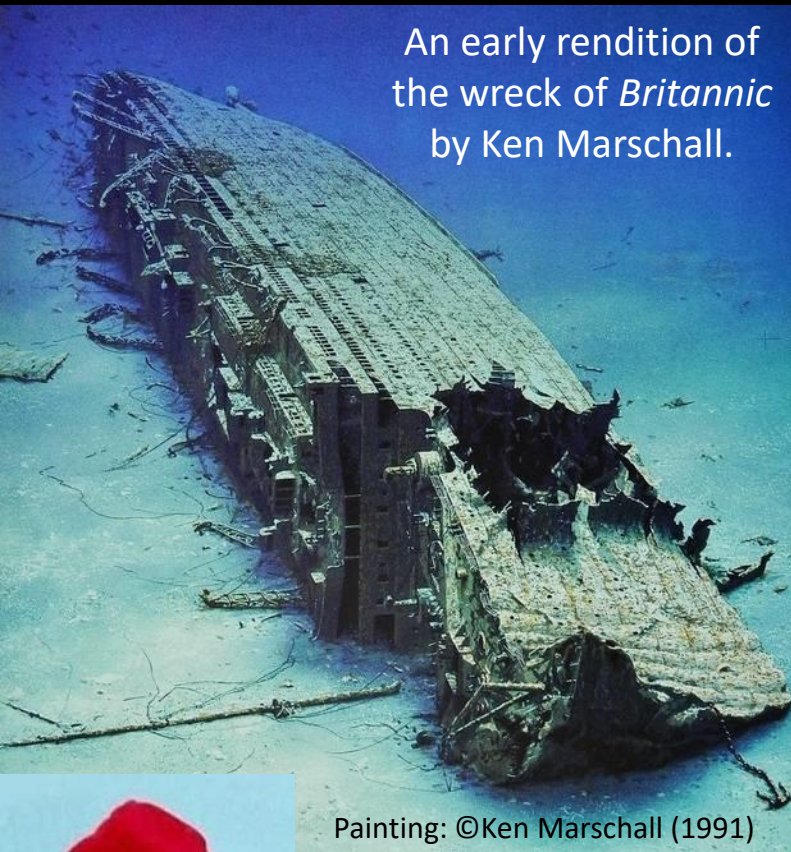
Thomas Andrews, age 39,
was Managing Director of
Harland & Wolff, Belfast,
in April 1912. He perished
in the *Titanic* disaster.



Born in Comber, County Down,
Ireland, 7 February 1873.

Painting: ©Tatiana Yamshanova

3 October 1976



An early rendition of the wreck of *Britannic* by Ken Marschall.

Painting: ©Ken Marschall (1991)

Above: *Britannic* lies largely intact on her starboard side at a depth of 387 feet (118 metres).

Left: Jacques-Yves Cousteau (1910-1997).



The first dive in a submersible to the wreck of *Britannic*, sunk in the Aegean Sea on 21 November 1916, is made by French oceanographer Jacques Cousteau using the saucer-shaped *SP-350*, built in 1959 and known as 'Denise'. *Titanic* historian William H. Tatum IV visits the wreck with Cousteau two days later.



Cousteau supervises the launch of *SP-350* 'Denise'.



William H. Tatum IV (1930-1980)

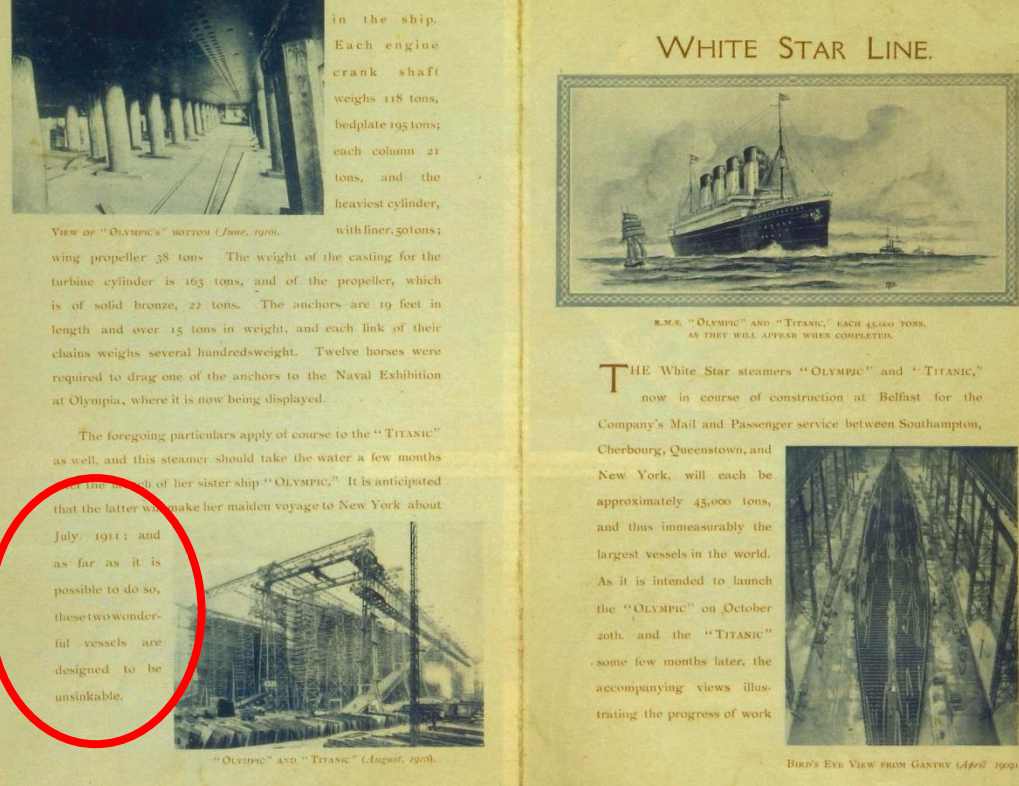
Photo:: Titanic Historical Society, Inc. Collection

4 October 1910

1910



Photo: Harland & Wolff Collection, National Museums Northern Ireland



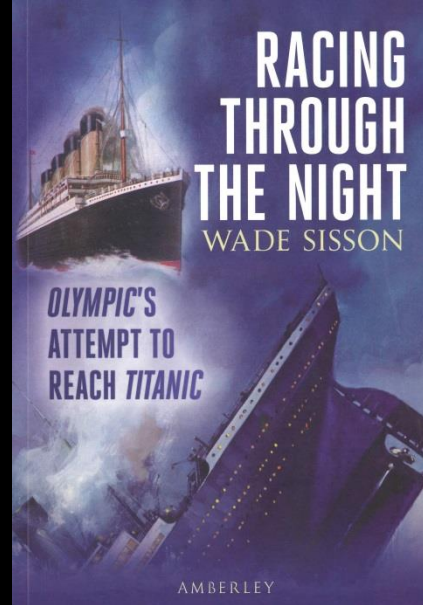
The word 'unsinkable' appears for the first time in British newspapers with reference to the two liners being built at Harland & Wolff, Belfast, for the White Star Line. A four-page advertising leaflet issued a few days earlier by White Star featured the construction of sister ships *Olympic* and *Titanic*. It stated in part: '... and as far as it is possible to do so, these two wonderful vessels are designed to be unsinkable.'

4 October 1946



Captain Herbert James Haddock (51) aboard the White Star liner *Olympic* at New York on 25 May 1912.

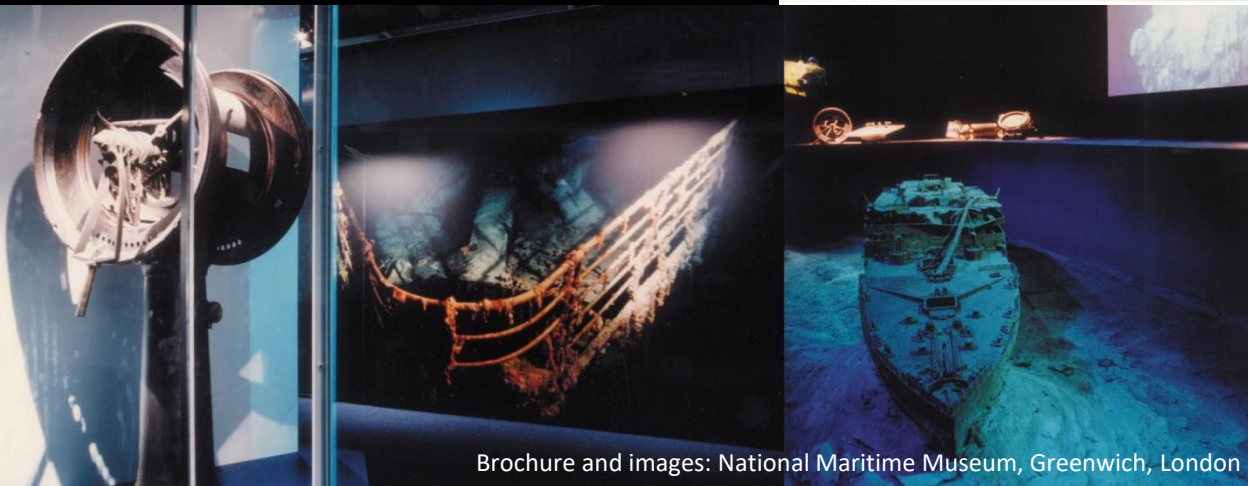
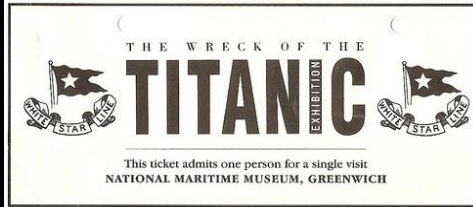
The attempt by *Olympic* to reach the stricken *Titanic* on 15 April 1912 was told in Wade Sisson's *Racing Through the Night*, released by Amberley Publishing in August 2011.



Painting: ©Tatiana Yamshanova

Retired captain Herbert James Haddock dies aged 85 in Southampton, England. Fifty-one years old in April 1912, Captain H.J. Haddock briefly commanded *Titanic* at Belfast before joining *Olympic*. Eastbound from New York on 15 April 1912, he received notification of *Titanic*'s distress call. Although some 500 miles distant, he altered *Olympic*'s course in a valiant attempt to reach the sinking liner.

4 October 1994



Brochure and images: National Maritime Museum, Greenwich, London

THE WRECK OF THE **TITANIC** EXHIBITION

NATIONAL MARITIME MUSEUM
GREENWICH · LONDON



4th OCT '94
UNTIL
2nd APR '95



Titanic survivor Millvina Dean
(1912-2009) with a porthole.



The first exhibition in England of artefacts recovered from the wreck site of R.M.S. *Titanic* opens at the National Maritime Museum in Greenwich, London. The exhibition is extended by popular demand and eventually closes on 1 October 1995, by which time it has been viewed by some 750,000 visitors.

5 October 1934



Painting: ©Robert G. Lloyd
www.robertglloyd.com

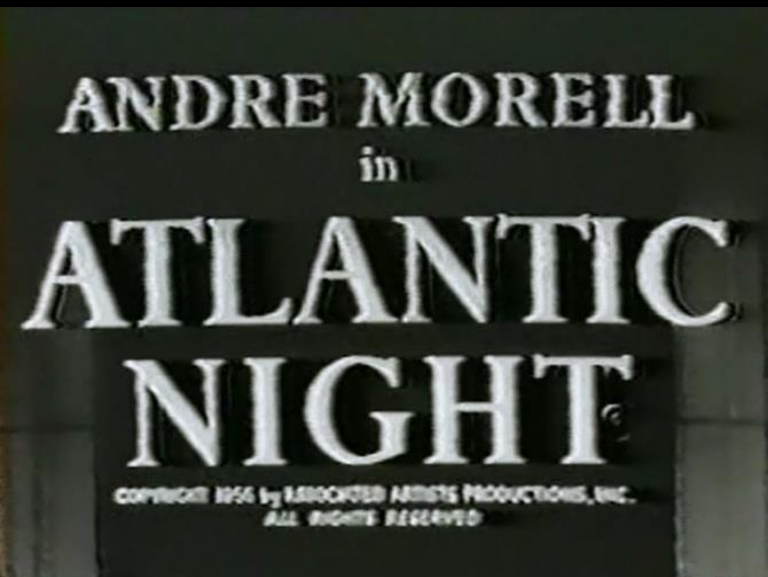
Now sailing for the Cunard White Star Line, formed on 10 May 1934, 'Old Reliable' is in her 24th year of service. She flies from her mainmast the double-house flags of the new company.



*Commercial crossings, according to official voyage numbering.

Olympic departs New York on her 500th crossing* of the North Atlantic. She steams 3,128 nautical miles in six days, three hours and 48 minutes at an average speed of 21.16 knots.

5 October 1955



Images: Courtesy Gregg Jasper

Three years after appearing in *Atlantic Night*, actor Michael Goodliffe, seen above in the left foreground, portrays shipbuilder Thomas Andrews in The Rank Organisation's movie *A Night to Remember*.

Atlantic Night is the 41st episode in the third season of an anthology series originally titled *Douglas Fairbanks, Jr. Presents*.



The screenplay was written by *Titanic* and *Californian* scholar Leslie Reade (1904-1989).

Rheingold Theatre's *Atlantic Night* screens on television in the United States. Presented by actor Douglas Fairbanks, Jr., the 23-minute drama is based on the controversial involvement of the Leyland Line steamer *Californian* in the *Titanic* disaster of April 1912. André Morell, Michael Goodliffe and Allan McClelland star as officers of the freighter *Caledonian* who witness *Titanic*'s distress signals and fail to render assistance.

5 October 1975

Kate Elizabeth Winslet is born in Reading, Berkshire, England. Kate Winslet is cast in 1996 as 17-year-old Rose DeWitt Bukater in James Cameron's film *Titanic* (1997). Her performance earns a 'Best Actress' Academy Award nomination.



Images: ©Twentieth Century Fox/
Paramount Pictures (1997)

'It doesn't look any bigger than the Mauretania.'

5 October 2010



1961

Filmmaker Roy Ward Baker, best known for his directorial work on the J. Arthur Rank production of *A Night to Remember* in 1958, dies in London, England, at the age of 93.



Photo: William MacQuitty Collection



Cinema poster from July 1958.

A publicity photograph from September 1957 in which director Roy Baker (left) and producer William MacQuitty examine a model of *Titanic*'s sister ship *Olympic* at Pinewood Studios.

'Although studio-bound and unable to compete in spectacle with James Cameron's 1997 blockbuster Titanic, A Night to Remember is full of solid virtues and excellent performances ... [Roy] Baker opted for a documentary approach that focused on the human interest without recourse to melodrama, making it both moving and exciting.' (Ronald Bergan, *The Guardian*, 8 October 2010)

6 October 1900



Charles Lightoller in 1900.

Photo: Maureen Landreth Collection



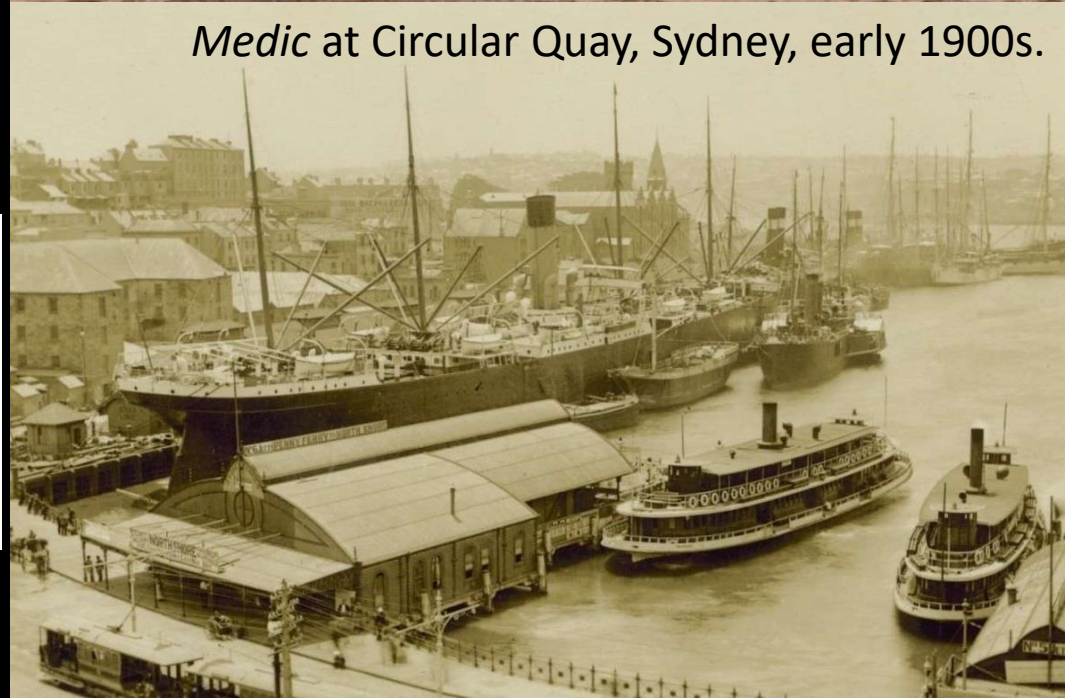
During the White Star liner *Medic*'s layover in Sydney, Australia, Fourth Officer Charles Lightoller (later of *Titanic*) and his shipmates fire as a prank the disused cannon atop the Martello tower on Fort Denison.



Fort Denison, c.1913.

Photos: State Library of New South Wales

Medic at Circular Quay, Sydney, early 1900s.



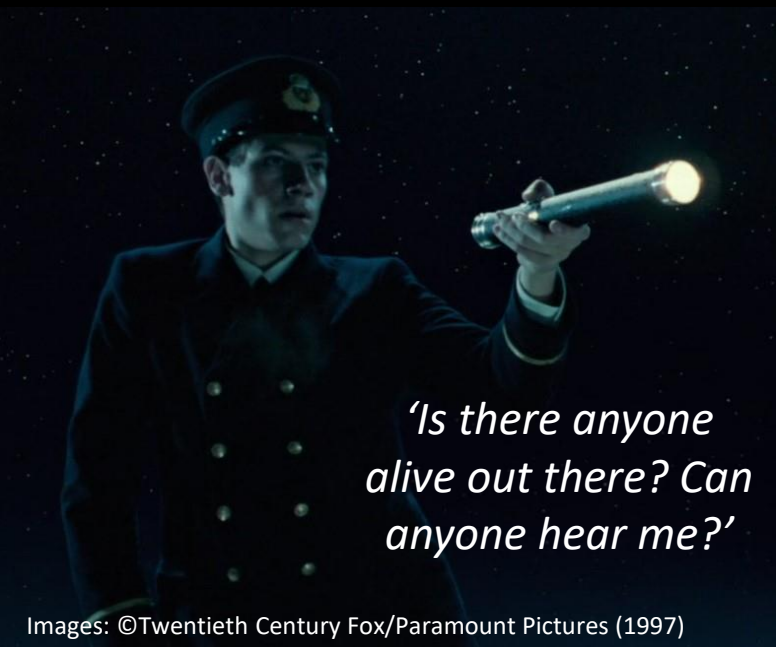
WHAT HAPPENED AT FORT
DENISON.

A STRANGE STORY.

WHO FIRED THE GUN?

Headline from *The Daily Telegraph*,
Sydney, Thursday, 11 October 1900.

6 October 1973



Harold Godfrey Lowe
(1882-1944)

British actor Ioan Gruffudd (surname pronounced 'Griffiths') is born in Aberdare, Wales. A graduate of the Royal Academy of Dramatic Art, Gruffudd portrayed *Titanic's* Fifth Officer, Harold Godfrey Lowe, in James Cameron's 1997 movie. Another role as a maritime officer followed in 1998 when he began a five-year run as Horatio Hornblower in the television series *Hornblower*.

'Right... listen to me, men, we have to go back!' Ioan Gruffudd as Fifth Officer Harold Lowe organises a rescue of those in the freezing sea in *Titanic* (1997).

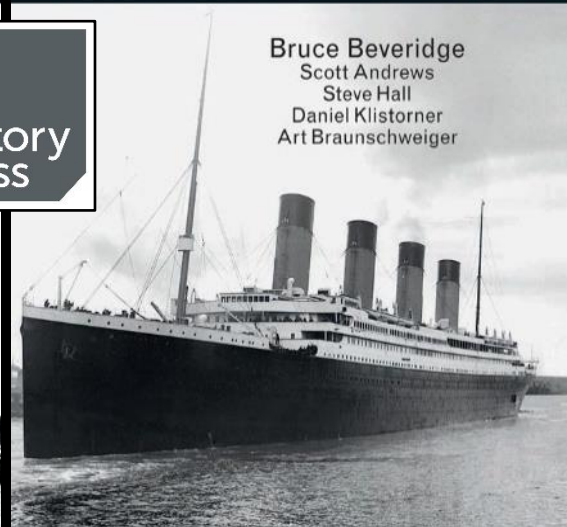
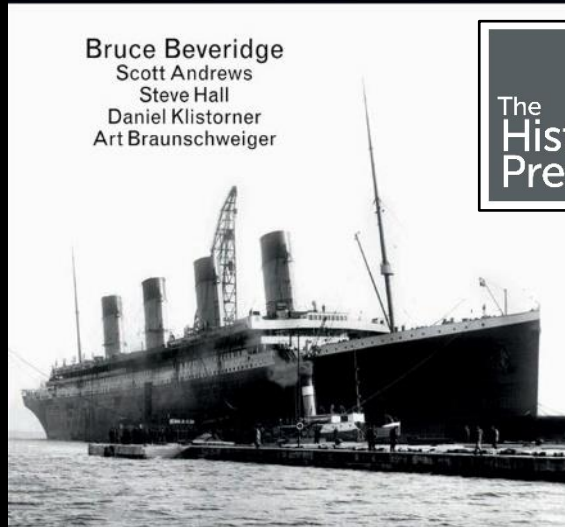


6 October 2016

As with previous editions, both volumes of the fifth edition are published in hardback. Volume One has 688 pages with 16 colour and over 900 black-and-white illustrations. Volume Two has 512 pages with 47 colour and over 500 black-and-white illustrations.

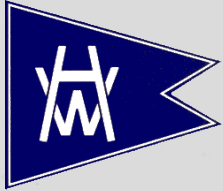


The principal author is American *Titanic* historian Bruce Beveridge.



Eight years after its original release, and four years after the centenary of the *Titanic* disaster, The History Press in England releases a fifth edition of the two-volume *Titanic: The Ship Magnificent*. The new edition features eight additional colour pages and numerous updates from earlier printings. Both volumes are also published in a slipcase box-set.

7 October 1911



A photographer climbs to the top of the Arrol Gantry at Harland & Wolff to view the first meeting of *Olympic* and her incomplete sister *Titanic*.

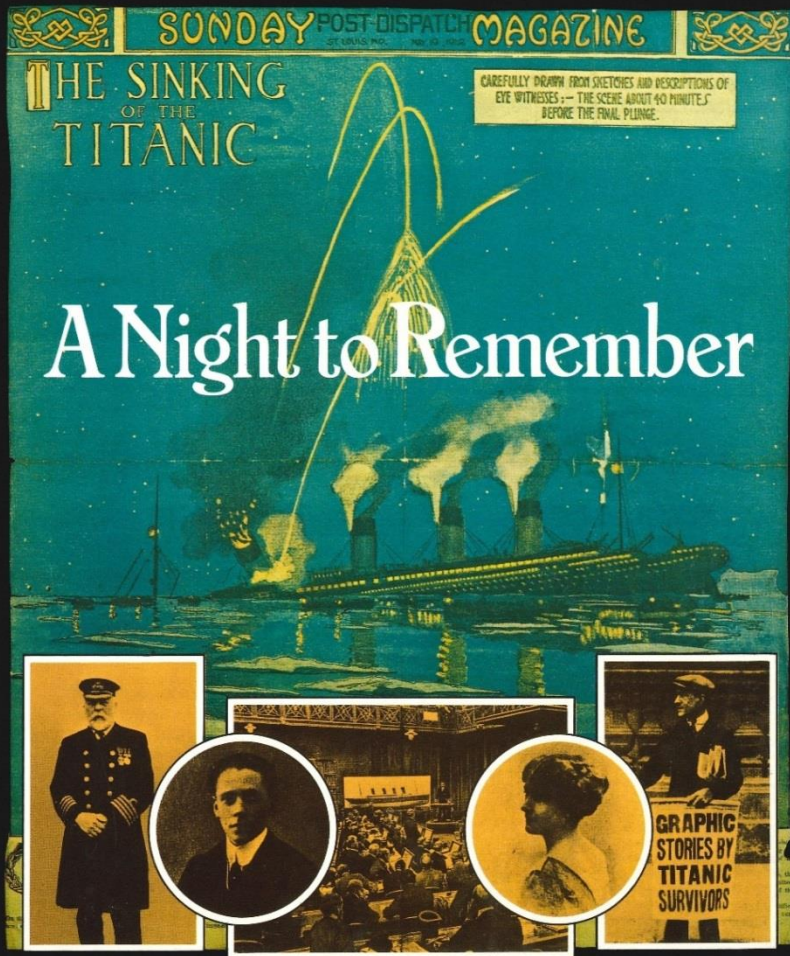


Photo: Harland & Wolff Collection, National Museums Northern Ireland. Courtesy Steve Hall

Olympic arrived at Belfast the previous day for repairs resulting from a collision with H.M.S. *Hawke* near Southampton on 20 September 1911. *Titanic* is moved from the fitting-out wharf to accommodate her sister.

7 October 1976

Walter Lord



Illustrated Edition

Originally published in hardback in the United States of America by Henry Holt & Company, Inc., 21 November 1955.

A 232-page illustrated edition of Walter Lord's best-selling *A Night to Remember*, first published in England in 1956 by Longmans, Green & Co., is released for sale by publisher Allen Lane. The new hardback edition features dozens of photographs, plans and other images. It is a resounding success.



Photo: Douglas P. Cooper

'Over the years letters have come from readers in their nineties and from children under ten. One thing many of them want is more illustrations, and it was with that wish in mind that this edition was conceived.'

Titanic historian Walter Lord in 1972.

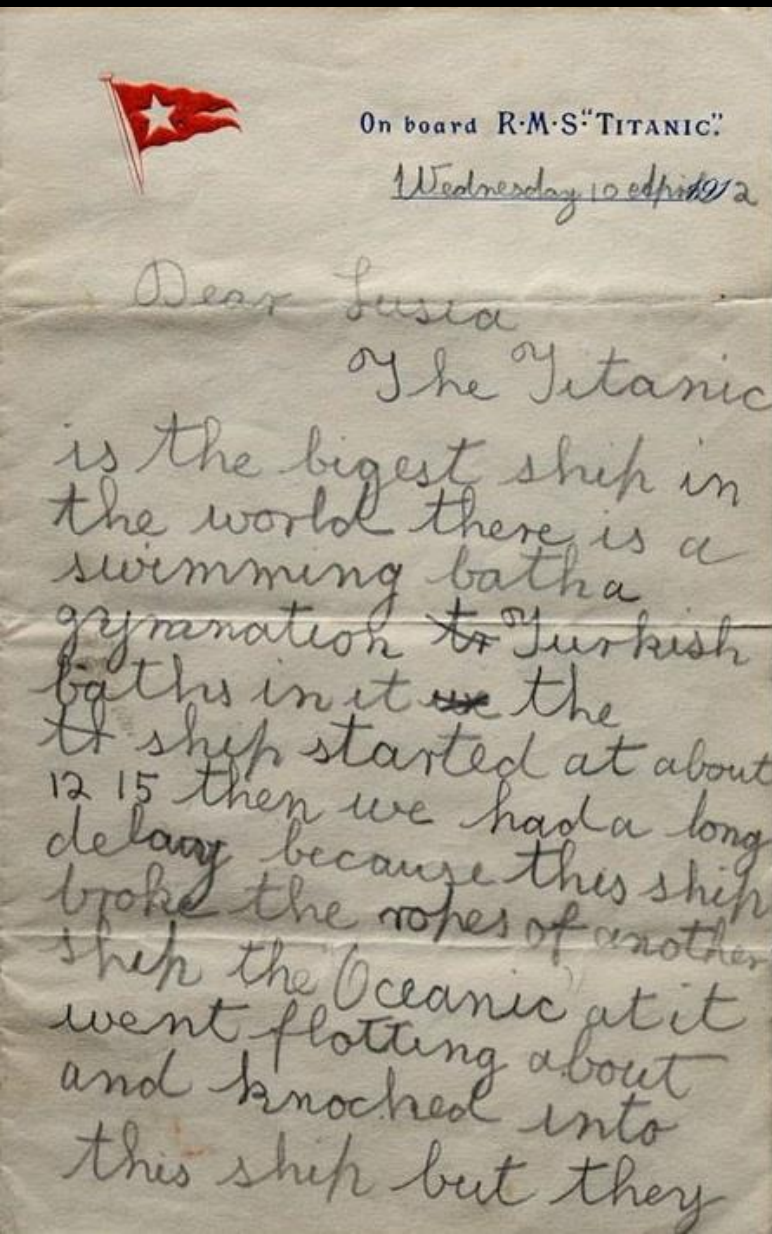
8 October 1993

Eileen Mary Schefer, née Lenox-Conyngham, passes away at the age of 93. On 10 April 1912, Eileen, aged 11, boarded *Titanic* at Southampton with her mother, aunt and brother for the cross-Channel passage to Cherbourg, France. The family disembarked *Titanic* to continue their holiday on the continent.

'In a family prone to seasickness, it was decided to take the largest vessel possible to cross the English Channel.'

(Historian Don Lynch, 1994)

*Left: The first page of Eileen's letter to her governess Louisa Stirling, written aboard *Titanic* on Wednesday, 10 April 1912.*



9 October 1914

1912



Born Elizabeth Annie Franklin in Bedford, Bedfordshire, England, 27 February 1865.

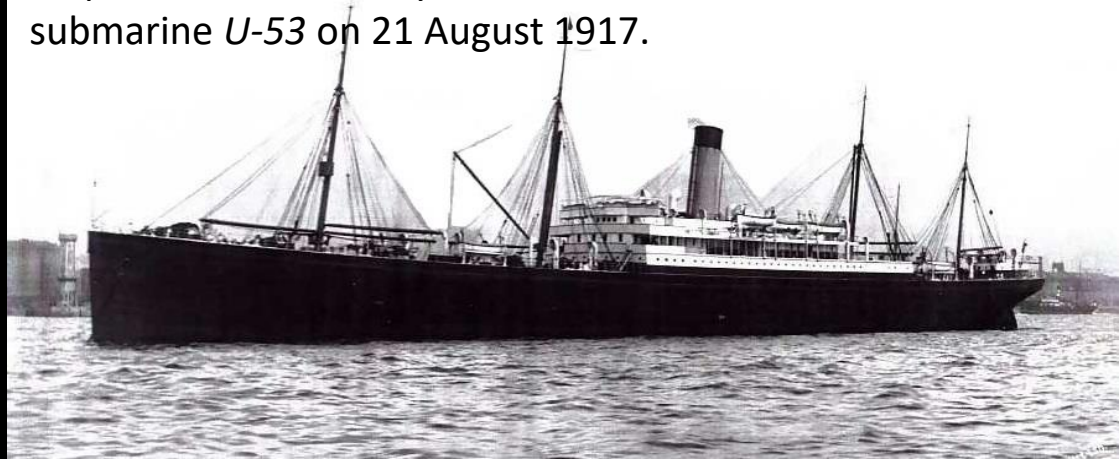
'Put your lifebelt on and walk about and let the passengers see you ... If you value your life put your belt on.'

(Thomas Andrews to Annie Robinson aboard *Titanic* on 15 April 1912)

Annie Robinson survived by boarding lifeboat No. 11 with its fifty occupants.

Former *Titanic* stewardess Annie Robinson, age 49, disappears while crossing the North Atlantic aboard the Leyland liner *Devonian*. It is later determined that she became distressed while the ship was passing through fog and jumped overboard. Annie Robinson is the first known of at least eleven *Titanic* survivors to take their own lives.

Torpedoed and sunk by the German submarine *U-53* on 21 August 1917. S.S. *Devonian* (1900-1917)



10 October 1912

Olympic arrives at Harland & Wolff for a major refit. In the aftermath of the *Titanic* disaster, structural alterations are made to her hull, including the addition of an inner skin. Additional lifeboats are added along the Boat Deck and the opportunity taken to upgrade passenger accommodations and public rooms. *Olympic* remains at the shipyard until 22 March 1913.



Diagram from *Harper's Magazine*, April 1913.

Image: National Museums Northern Ireland Collection



11 October 1911

Titanic's First Voyage.

It is officially announced that the new White Star triple-screw steamer Titanic, forty-five thousand tons, sister ship to the Olympic, and the largest vessel in the world, will leave Southampton and Cherbourg on her first voyage to New York on April 10th, 1912.

The Damaged Olympic.

Although the Olympic has not yet been docked, it is quite evident that the damage is more considerable than was at first anticipated. It now appears that the hole below the water line is very large, while the interior of the second class and adjoining cabins have suffered from the effects of the collision. Lloyd's estimate that the damage will amount to from anything like £150,000 to £170,000.

Above: '... It is quite evident that the damage is more considerable than was at first anticipated. It now appears that the hole below the water line is very large...'

Newspaper article: Courtesy Brad Payne

The White Star Line announces the revised date of *Titanic's* maiden voyage. Originally scheduled for 20 March 1912, the date is moved back three weeks to 10 April 1912 to allow for delays in the fitting out of the new liner at Harland & Wolff.

Left: 'It is officially announced that the new White Star triple-screw steamer Titanic, forty-five thousand tons, sister ship to the Olympic, and the largest vessel in the world, will leave Southampton and Cherbourg on her first voyage to New York on April 10th, 1912.'

(The Irish News and Belfast Morning News, 11 October 1911)

Sister ships *Olympic* (background) and *Titanic* at Belfast on 7 October 1911. *Olympic* will shortly enter the graving dock for repairs.

Photo: Harland & Wolff Collection, National Museums N.I.

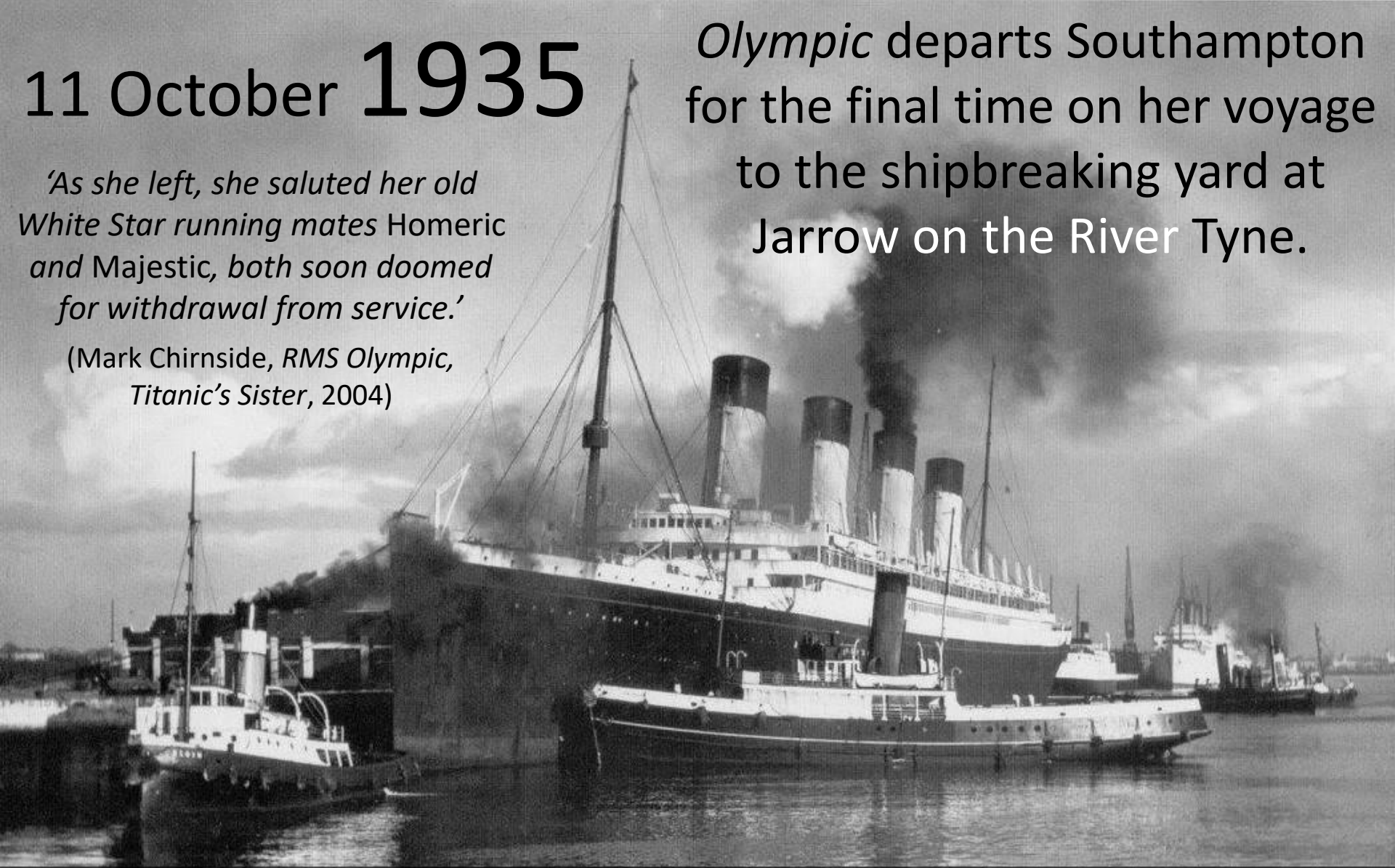


11 October 1935

Olympic departs Southampton
for the final time on her voyage
to the shipbreaking yard at
Jarrow on the River Tyne.

*'As she left, she saluted her old
White Star running mates Homeric
and Majestic, both soon doomed
for withdrawal from service.'*

(Mark Chirnside, *RMS Olympic,
Titanic's Sister*, 2004)



During commercial passenger and mail service from 14 June 1911 to 12 April 1935, *Olympic* made over 500 crossings of the North Atlantic, carrying more than 430,000 passengers and steaming 1.8 million nautical miles. Her wartime career included 36 voyages in Mediterranean and North Atlantic service transporting passengers and troops from 25 September 1915 to 21 July 1919.

12 October 1922

James Henry Moore, a retired captain and master mariner, dies in Brightholme, Saskatchewan, Canada, at the age of 63. In April 1912, Moore was captain of the Canadian Pacific passenger and cargo steamer *Mount Temple*, one of several ships which responded to *Titanic's* distress messages.



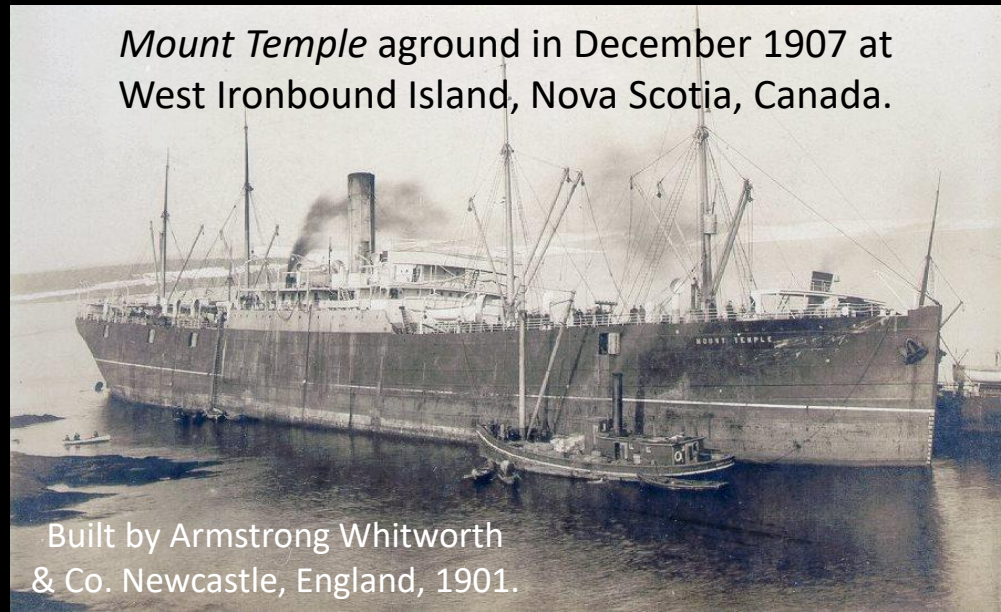
Captain Moore testified at the United States and British *Titanic* inquiries. He provided valuable evidence on the positions of ships and ice on the morning of 15 April 1912.

Photo: Captain Harry A. Moore Collection

Canadian Pacific Railway Co.
funnel and house flag.



Mount Temple aground in December 1907 at West Ironbound Island, Nova Scotia, Canada.



Built by Armstrong Whitworth & Co. Newcastle, England, 1901.

'The great ship made a strangely impressive picture moving in the dying light against the dark background of the stark industrial skyline.'

(Newcastle Journal, 14 October 1935)

13 October 1935



Photo: Tyne & Wear Archives & Museums

Olympic arrives at the shipbreaking yard in Jarrow, England, to be scrapped. It is almost twenty-five years since her launch at the shipbuilding yard of Harland & Wolff in Belfast, Ireland.

13 October 2022

OLYMPIC
TITANIC
BRITANNIC

THE ANATOMY AND EVOLUTION
OF THE
OLYMPIC CLASS

SIMON MILLS

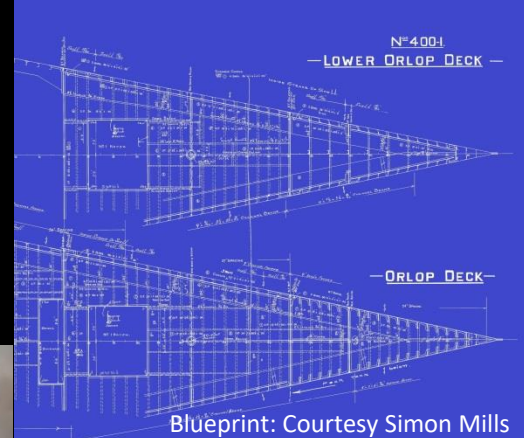


Author and historian
Simon Mills.

Photo: Courtesy Simon Mills

'This very well-produced book contains so much information about the 'Olympic'-class ships and is a must for all ocean liner enthusiasts.'
(Review in *Ships Monthly*)

Titanic artwork: ©Vasilie Ristovic



Blueprint: Courtesy Simon Mills



Titanic artwork: ©Cyril Codus

Adlard Coles in England publishes *Olympic, Titanic, Britannic: The Anatomy and Evolution of the Olympic Class*. Simon Mills chronicles the origin, design, development and evolution of the 'Olympic'-class passenger liners built between 1908 and 1915 at Harland & Wolff in Belfast. The 272-page hardback features photographs, original blueprints and plans, paintings and line drawings, and digital renderings of all three ships.

14 October 1903

Construction in progress, 1905.

Construction begins on a new
graving dock on Queen's Island in
Belfast. It takes almost eight years
to complete at a cost of £350,000.
The contractor is Middleton, Strott and Co. Ltd.



Photo: Courtesy Steve Hall



Photographer
Robert Welch
(1859-1936)

14 October 1996



'... just pretend like you own a gold mine and you're in the club.' (Margaret Brown to Jack Dawson when entering the dining saloon).



Actress Kate Winslet and director James Cameron.

The first day of filming on the 'Stage 2' set at Fox Baja Studios in Mexico occurs for scenes in James Cameron's movie *Titanic*. The spectacular recreation of the liner's First Class Dining Saloon sees the principal characters – real and fictional – come together for a formal dinner aboard *Titanic*.



Images: ©Twentieth Century Fox/Paramount Pictures (1997)

Dinner companions include the Countess of Rothes, J. Bruce Ismay, Archibald Gracie, Léontine Aubart, Benjamin Guggenheim, Sir Cosmo and Lady Duff Gordon, Thomas Andrews, and Margaret Brown.

14 October 2014

An album of 116 photographs taken by former Harland & Wolff electrical engineering manager John W. Kempster goes on display at the Ulster Folk and Transport Museum in Northern Ireland. The album contains 13 previously unseen images of *Titanic*'s launch on 31 May 1911 and departure from Belfast on 2 April 1912.

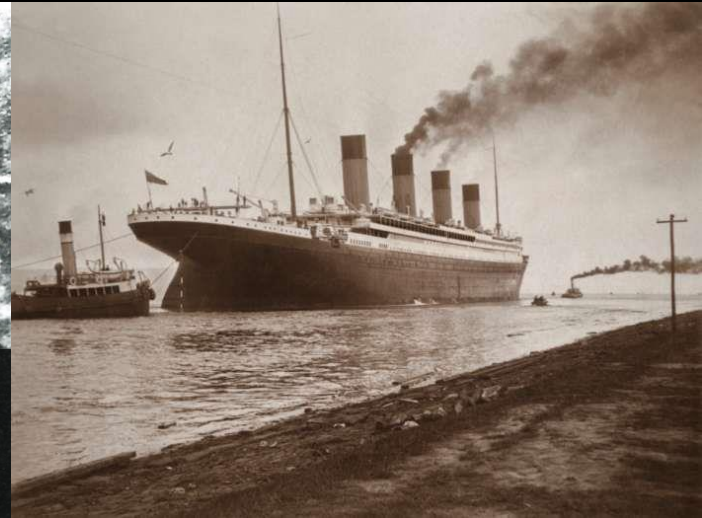


Photos: John Kempster,
Steve Raffield Collection



John W. Kempster
(1864-1947)

Photo: Nigel Harris Collection



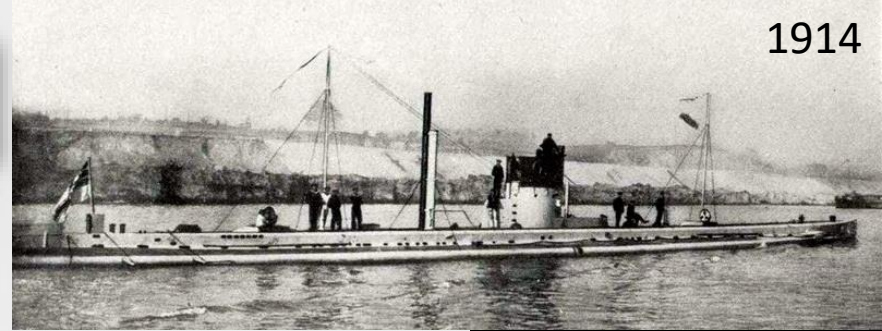
1914

15 October 1914



Built by Chatham Dockyard, Kent, England, 1893.
Launched: 11 March 1891; Completed: 16 May 1893.

Photo: Symonds & Co., Imperial War Museum Collection



SM U-9 (1910-1919)



c.1914



Kapitänleutnant Otto
Eduard Weddigen
(1882-1915)

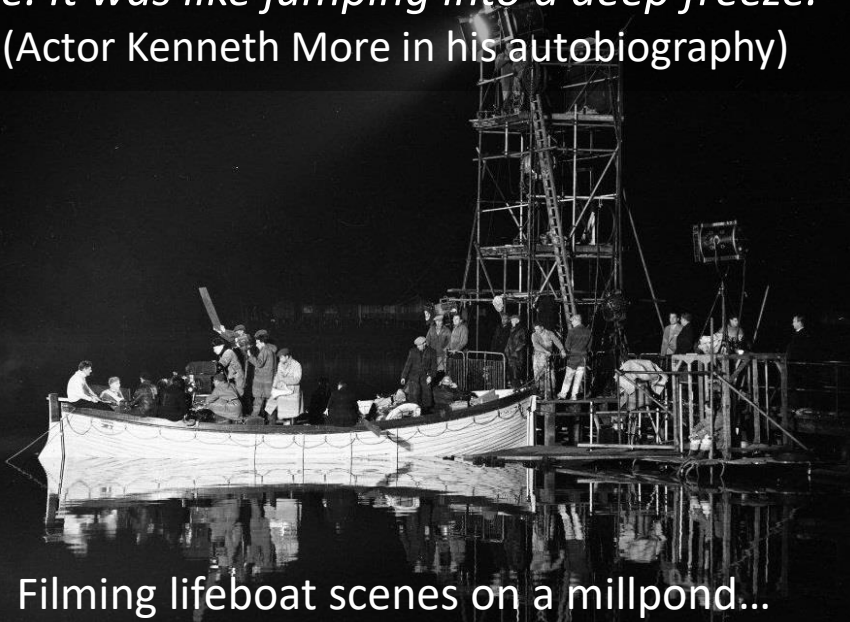
Three years after colliding with the White Star liner *Olympic* near Southampton, the British 'Edgar'-class protected cruiser H.M.S. *Hawke* is sunk with the loss of 524 lives. The ship is patrolling the North Sea near Aberdeen, Scotland, when she is struck by a torpedo fired from the German submarine *U-9*.

15 October 1957

'Lean left, Lean right...'



'Never have I experienced such cold in my life. It was like jumping into a deep freeze.'
(Actor Kenneth More in his autobiography)



Filming lifeboat scenes on a millpond...

Filming commences on outdoor scenes for the movie *A Night to Remember*. The first sequences involve actors and 500 extras jumping into freezing water over eight days at Ruislip Lido near Pinewood Studios, London.

Survivors scramble aboard collapsible 'B'.



16 October 2007



Barbara Joyce Dainton, née West, the second-to-last *Titanic* survivor and the last passenger who travelled Second Class, dies aged 96 in Truro, Cornwall, England. Eleven months old at the time of her family's voyage in April 1912, Barbara West in later life shunned virtually all association with the worldwide interest in *Titanic*.

Born in Bournemouth, England, 24 May 1911.

Barbara travelled aboard *Titanic* with her parents Edwy and Ada West and elder sister Constance. Her 36-year-old father saw his family safely into lifeboat No. 11 and perished when the ship sank on 15 April 1912.

'We were all asleep when the collision took place, but were only jolted in our berths – my husband and children not even being awakened ... The steward made us all get up and dress thoroughly with plenty of warm things.' (Ada West)

Photo: Bournemouth News & Picture Service



Barbara West in younger years.



Edwy Arthur West (1875-1912)

17 October 1912



Painting: ©Tatiana Yamshanova



Photo: *The Reformers' Yearbook*, 1905

Captain Stanley Lord (1877-1962) and
Alfred Henry Gill, M.P. (1856-1914).

Californian on the morning of 15 April 1912.



Photo: James and Mabel Fenwick

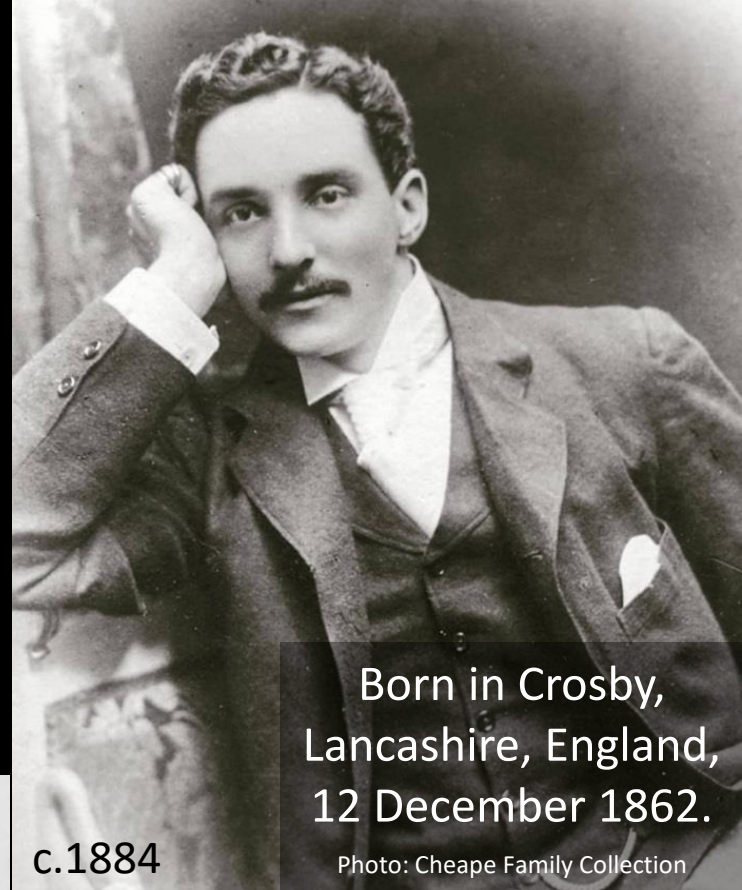
'As I mentioned to you in Boston some time ago, I admit there was a certain amount of 'slackness' aboard the Californian the night in question, but I strongly maintain that the position I gave at the inquiry was correct, and there hasn't been any evidence produced to prove the contrary.' (Captain Stanley Lord)

Captain Stanley Lord, former master of the Leyland Line's *Californian*, writes to his Member of Parliament, Alfred H. Gill, seeking a reversal of the British Inquiry's finding that his ship was close enough to aid the sinking *Titanic*. The inquiry had reported in July 1912: *'Had she [the Californian] done so, she might have saved many if not all of the lives that were lost.'*

17 October 1937



Joseph Bruce Ismay, former Chairman and Managing Director of the White Star Line (1899-1913), and former President of the International Mercantile Marine (1902-1913), dies in London, England, at the age of 74.



Born in Crosby,
Lancashire, England,
12 December 1862.

Photo: Cheape Family Collection

c.1884

From a photo several years old

J. BRUCE ISMAY, 74, TITANIC SURVIVOR

**Ex-Head of White Star Line Who
Retired After Sea Tragedy
Dies in London**

LONDON, Oct. 18 (P).—Joseph Bruce Ismay, former chairman of the White Star Line and a survivor of the Titanic disaster in 1912, died here last night. He was 74 years old.

Mr. Ismay was a passenger on

Only
her Su
Fahne
while
Winte
Massa
With
morn
Snow
ingto
law,
Sello
with
five
Mr.
by a
in C
Dru
land
drev
Mrs
ley-
grat
P.



The New York Times,
19 October 1937.

1937

'Of a reserved and extremely sensitive nature, he shrank from exposing to the world the kindness and sympathy which were in him, and no-one but those very close to him was permitted to be aware of his innumerable kindly and generous actions.'

(The Times correspondent, 1937)

18 October 2008



Henry Aldridge & Son auctions items belonging to Millvina Dean, the last survivor of the *Titanic* disaster. Age ninety-six and living in New Forest near Southampton, England, Dean sells her treasured items, including a 1912 suitcase, to help pay for her ongoing care. The auction raises over £30,000.

'The case was given to my mother when we were in New York and she brought it back with us ... It wasn't in too bad a condition and I used to take it away on holidays with me ... When the wreck of Titanic was found I was invited to conventions all over the world and I took it with me.'
(Millvina Dean, October 2008)



Photo: Ben Birchall/Associated Press

'The suitcase is a very emotive and unusual item and epitomises what the people of New York did for the Titanic survivors. It also highlights what state the survivors were in when they got to New York.'
(Andrew Aldridge, auctioneer)

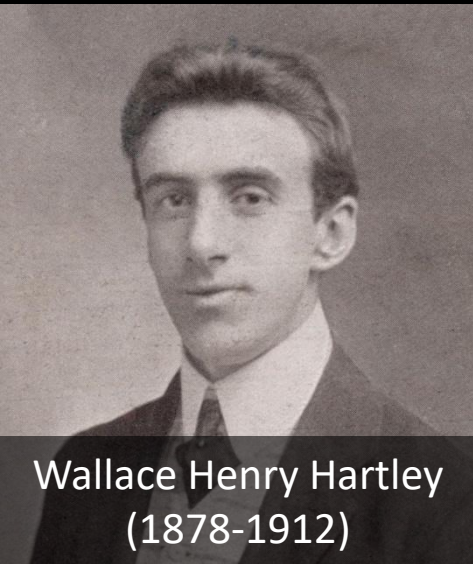
19 October 1910



Photo: Harland & Wolff Collection,
National Museums Northern Ireland

The final steel plates are riveted to the hull of *Titanic* (left),
one day before the launch of her elder sister *Olympic*.

19 October 2013



Wallace Henry Hartley
(1878-1912)



Photo: Cedar Bay
Entertainment, Inc.

A violin allegedly used aboard *Titanic* by bandmaster Wallace Henry Hartley becomes the most expensive item associated with *Titanic* to be sold at auction. The violin is sold to an anonymous British buyer for £900,000 (US\$1.78 million) at an auction hosted by Henry Aldridge & Son.

Despite claims by experts that extensive analysis and testing of the violin proves its authenticity, doubts persist among many historians that it was actually with Wallace Hartley, and played by him, aboard *Titanic* on the night of 14-15 April 1912.

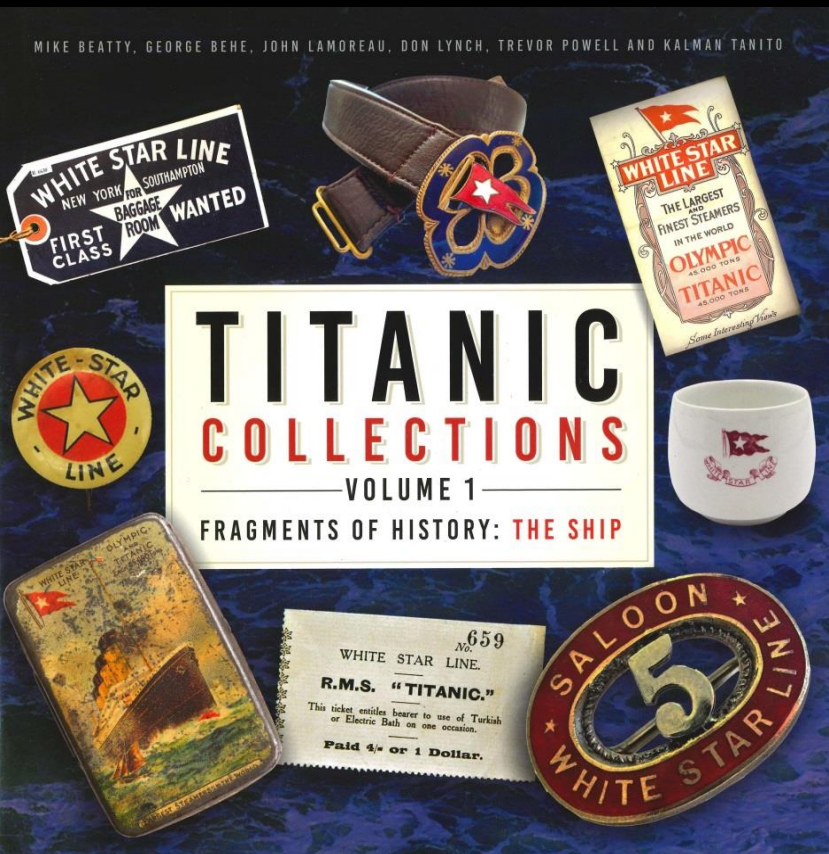
Right: Jonathan Evans-Jones portrays *Titanic*'s heroic bandmaster Wallace Henry Hartley in James Cameron's *Titanic* (1997).



'Gentlemen... it has been a privilege playing with you tonight.'

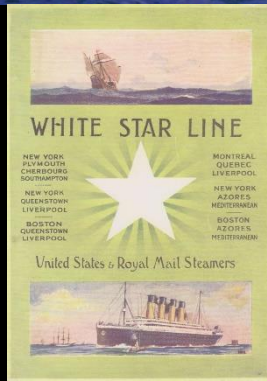
Image: ©Twentieth Century Fox/Paramount Pictures (1997)

19 October 2023



The History Press publishes *Titanic Collections, Fragments of History: The Ship*. The 176-page hardback is the first of two volumes which feature artefacts and rare items relating to the wider *Titanic* story. Included are advertisements, luggage labels, postcards, menus, tickets, crockery, medals, Marconigrams, photographs, programmes, books and other items of ephemera. They are drawn from the private collections of researchers, authors and historians Mike Beatty, George Behe, John Lamoreau, Don Lynch, Trevor Powell and Kalman Tanito.

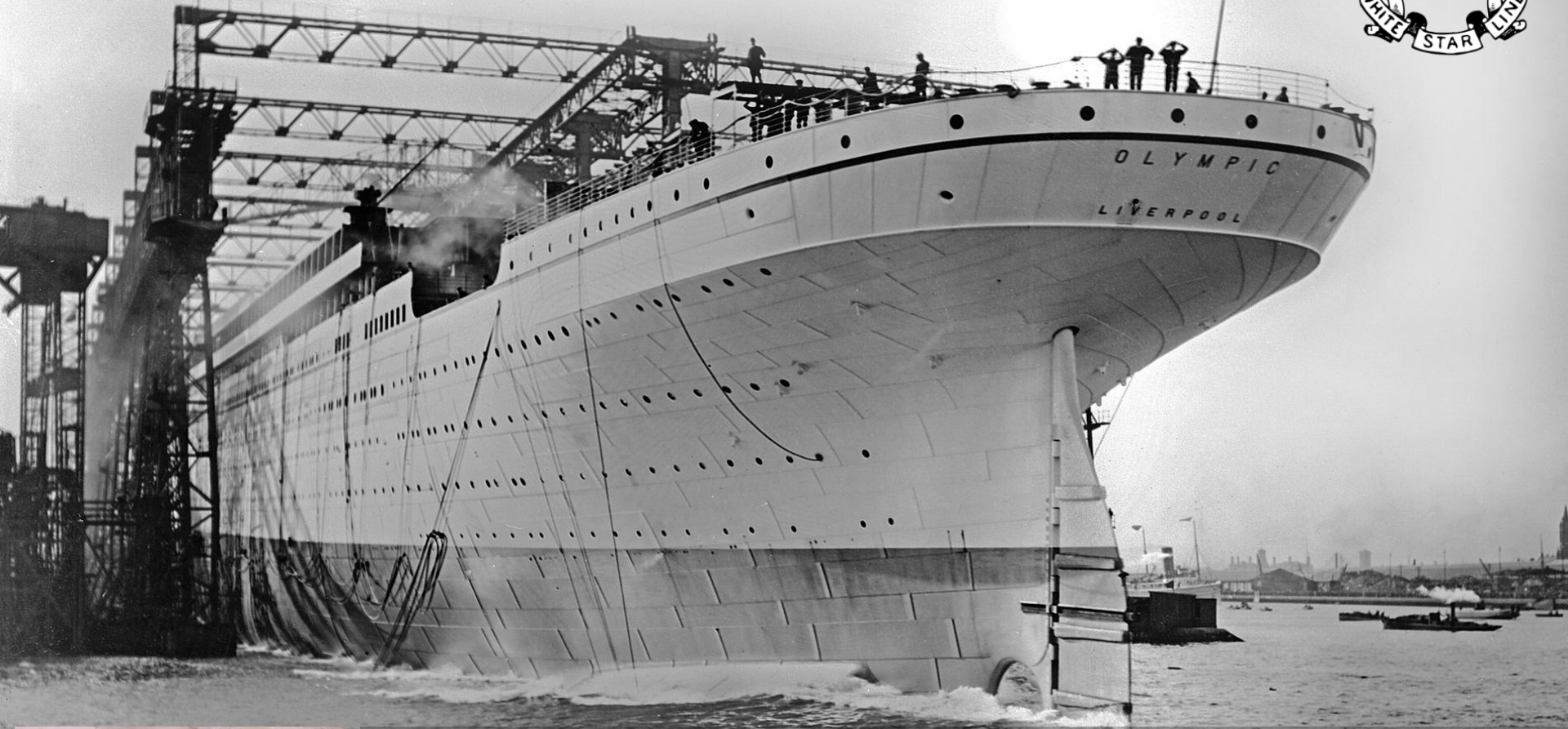
'In Titanic Collections: Fragments of History, the authors have shared generously from their extensive collections. We see rare objects which bring to life Titanic's story – her brief life and its disastrous end. Highly recommended!' (Mark Chirnside, author and historian)



20 October 1910 (1)

Photo: Harland & Wolff Collection, National Museums Northern Ireland

The 24,600-ton hull attains a maximum speed of 12½ knots and reaches the water in 62 seconds.



Launch



White Star Royal Mail Triple-Screw Steamer

"OLYMPIC,"

At BELFAST.

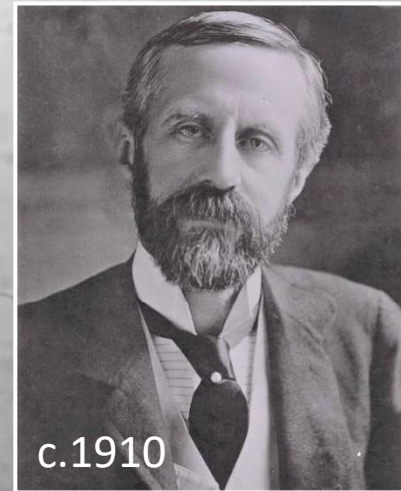
Thursday, 20th October, 1910, at 11 a.m.

Admit Bearer.

Olympic is launched into the River Lagan from slipway No. 2 at Harland & Wolff, Belfast. More than 100,000 spectators attend the occasion.

20 October 1910 (2)

Photo: E.H. Mills, National
Portrait Gallery, London



Among the dignitaries present at the launch is Lord Aberdeen, the Lord Lieutenant of Ireland, John Hamilton Campbell-Gordon (1847-1934).

'The arrangements for stopping her way acted admirably, and in less than twice her length the Olympic was brought to a standstill.'



Photo: Topical Press Agency/Getty Images

Following her launch, *Olympic* is slowly manoeuvred by four powerful Liverpool tugs – *Alexandra*, *Brocklebank*, *Formby* and *Herculaneum* – to the nearby fitting-out wharf. Seven months will be spent transforming the ship into a luxury liner.

20 October 1916

In addition to her crew, *Britannic* carries a total of 484 personnel and 2,711 packages of stores and medical supplies destined for Egypt, Malta, Salonika and India. These will be transshipped upon her arrival at Mudros on the Greek island of Lemnos.

Britannic departs Southampton on her fifth voyage as a hospital ship. She calls at Naples five days later to receive 3,000 tons of coal and 2,000 tons of fresh water. The ship proceeds on her course to Mudros, Greece, arriving on 28 October.

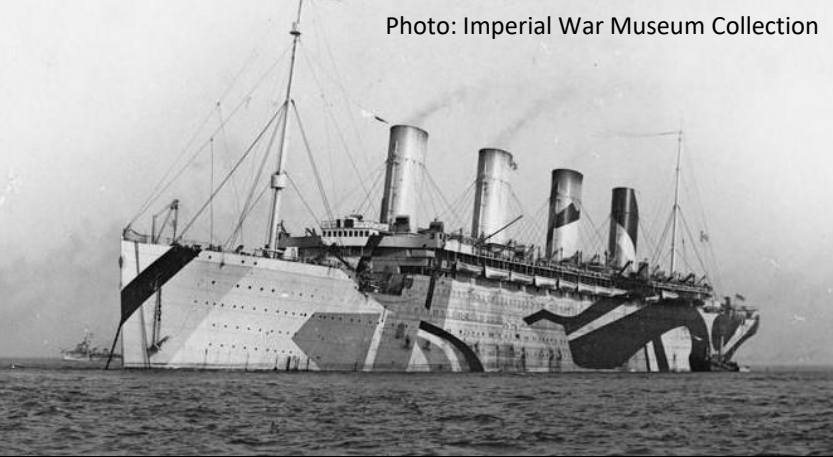
'The cooking was excellent, the dining room was a pretty sight ... The Britannic is just splendid. A lovely swimming bath, gym...' (Nurse Mrs. E.B. Moor)



21 October 1924

A port side view of *Olympic* in her first scheme of 'dazzle' camouflage in late 1917 or early 1918.

Photo: Imperial War Museum Collection



Lieutenant Commander
Norman Wilkinson
(1878-1971), c.1917.

Imperial War Museum Collection



Painting: ©David Olivera (2023)



Olympic in her second scheme of 'dazzle' camouflage, which she wore from August 1918 to January 1919.

A British 'Royal Commission on Awards to Inventors' declares, with royal approval, that Lieutenant Commander Norman Wilkinson be credited with the provenance of inventing the 'dazzle' paint scheme applied to ships during the Great War.

Three men had laid claim to the creation of 'dazzle': Norman Wilkinson, Professor John Graham Kerr and Archibald Phillips. The claims of Kerr and Phillips had earlier been dismissed by a Lords of the Admiralty inquiry chaired by Admiral Sir Arthur Farquhar. The Royal Commission of 1922-24 also rebuffed the claims of Kerr and Phillips.

1985

21 October 1986



The United States Congress approves the 'R.M.S. *Titanic* Maritime Memorial Act', which designates *Titanic's* wreck as an international maritime memorial. It is signed into law five days later by U.S. President Ronald Reagan.



Ronald Wilson Reagan
(1911-2004)
40th President of the
United States of America
(1981-1989)

100 STAT. 2082

PUBLIC LAW 99-513—OCT. 21, 1986

Public Law 99-513
99th Congress

An Act

Oct. 21, 1986
[S. 2048]

To encourage international efforts to designate the shipwreck of the R.M.S. *Titanic* as an international maritime memorial and to provide for reasonable research, exploration, and, if appropriate, salvage activities with respect to the shipwreck.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the "R.M.S. *Titanic* Maritime Memorial Act of 1986".

R.M.S. *Titanic*
Maritime
Memorial Act of
1986.
16 USC 450rr
note.

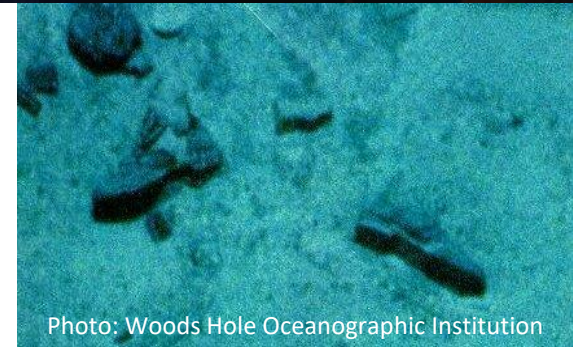


Photo: Woods Hole Oceanographic Institution

Where a victim once came to rest...
A pair of shoes photographed at
Titanic's wreck site in September
1985 provides a poignant reminder
of the tragedy on 14-15 April 1912.

22 October 1915

The *Titanic* Memorial Bandstand is unveiled in Ballarat, Australia. It is dedicated to *Titanic*'s eight heroic musicians who perished in the disaster on 15 April 1912.



Photo: Central Highland Library Archives



Photo: Hayden Walker



Hundreds gather in Sturt Street, Ballarat, for the dedication of the bandstand on 22 October 1915. The memorial was designed by C.W. Clegg and unveiled by Sir Ronald Ferguson, Governor-General of Australia.

1916

'It will be remembered that as the vessel was sinking, the band, with heroic fortitude, assembled on deck and played the well known hymn "Nearer, My God, to Thee."'
(Ballarat Star, 21 October 1915)

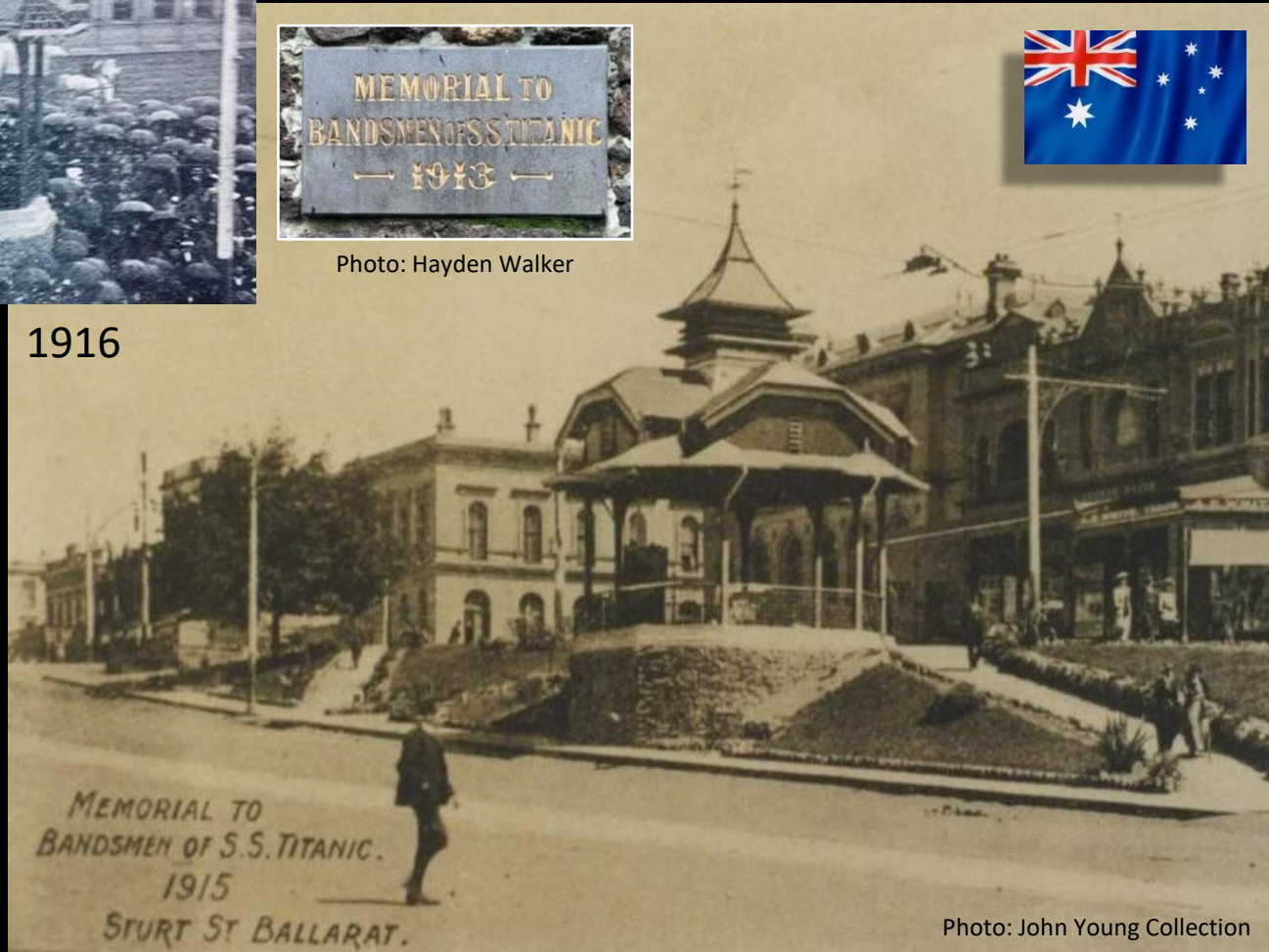


Photo: John Young Collection

22 October 1962



Photo: Phillip Bell



c.1919

Titanic's last surviving officer, 78-year-old former Fourth Officer Joseph Groves Boxhall, recalls on BBC radio his memories of the disaster on 14-15 April 1912.

Far left: Fifth Officer Joseph Groves Boxhall resplendent in his uniform aboard *Oceanic* (17,274 tons) on 6 June 1909.

Right: Acting as technical adviser on the film *A Night to Remember* in 1957.



Photo: William MacQuitty Collection



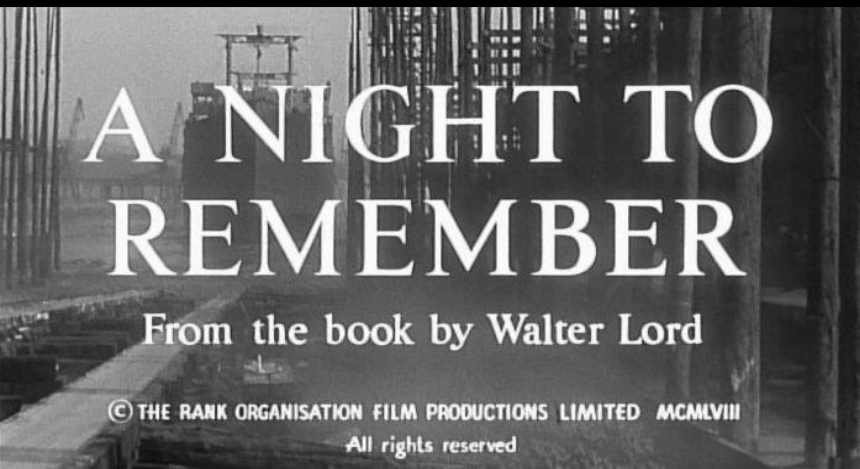
'I amended this position and took it along to the wireless room. I put the amended position down on the desk and said to Phillips, the wireless operator, "Now send that amended position ... send that off right away." That was the position the Carpathia came to.'

Commander Joseph G. Boxhall dies aged 83 on 25 April 1967. His remains are scattered in the North Atlantic at the coordinates he calculated fifty-five years earlier on 15 April 1912: Latitude 41°46'N, Longitude 50°14'W.

22 October 1998



Born in London, England, 28 June 1909.
Photographs of Eric Ambler by Mark Gerson.



English author and screenwriter Eric Clifford Ambler, OBE, dies in London, England, at the age of 89. Ambler wrote fifteen screenplays for movies produced between 1944 and 1959. He successfully adapted Walter Lord's best-selling 1955 book *A Night to Remember* for The Rank Organisation's movie of the same name in 1957-58.

'[The film] required a first-rate scriptwriter, one who could weave a seamless web out of Walter's book of hundreds of characters and situations. Roy [Baker] suggested Eric Ambler. He seemed the ideal choice and, luckily for us, was free and keen to take on the screenplay.' (William MacQuitty, producer of *A Night to Remember*, recalling the making of the film in the year 2000)

23 October 1911



c.1904



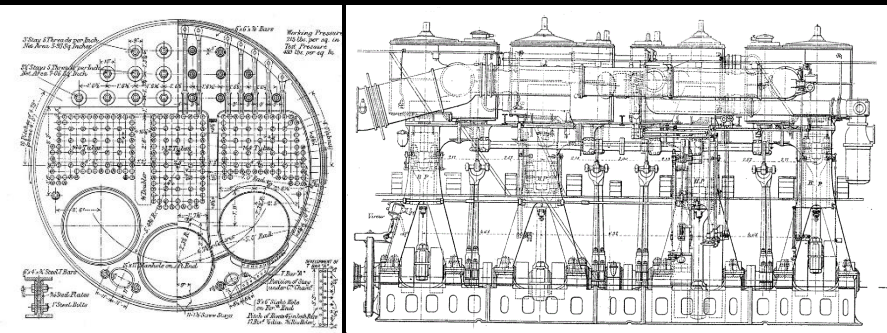
1903

Joseph Bruce Ismay,
Chairman of the
White Star Line.

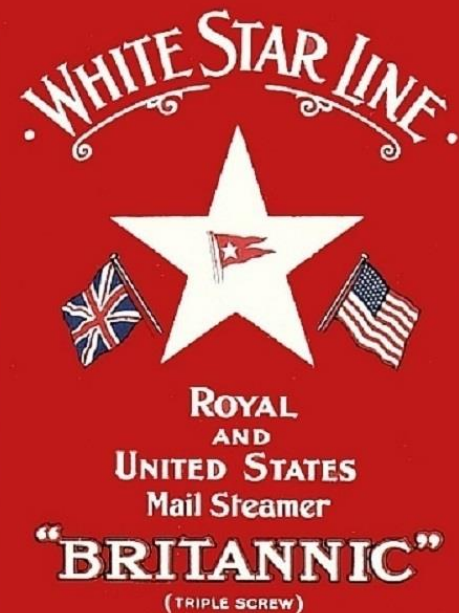
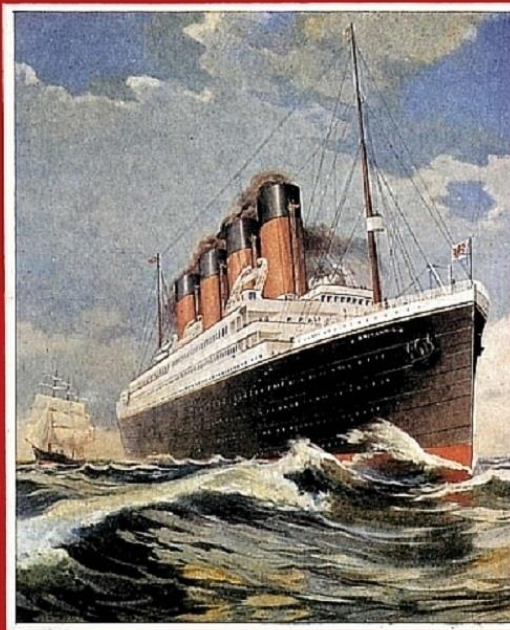
William James Pirrie,
Chairman of
Harland & Wolff.

'The new steamship, it is said, will contain improvements, the result of watching the operation of the Olympic and Titanic.'

(Report in *The New York Times*, July 1911)



A 'letter of agreement' is signed by the White Star Line and the Harland & Wolff shipyard for construction of the third member of the 'Olympic'-class liners. It is five months since the launch of *Titanic* and four months since the maiden voyage of *Olympic*.

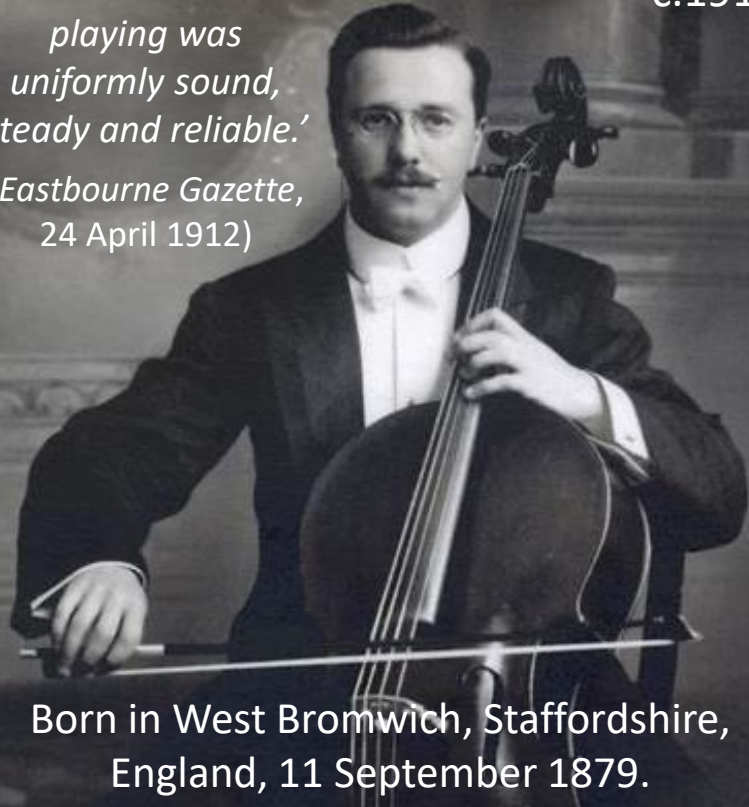


24 October 1914

'His orchestral playing was uniformly sound, steady and reliable.'

(Eastbourne Gazette, 24 April 1912)

c.1912



Born in West Bromwich, Staffordshire, England, 11 September 1879.

'This tablet is erected as a tribute to the self sacrifice and devotion of John Wesley Woodward, formerly a member of the Eastbourne Municipal Orchestra, the Duke of Devonshire's Orchestra and the Grand Hotel Eastbourne Orchestra.'

Residents of Eastbourne in East Sussex, England, unveil a granite tablet in memory of *Titanic* musician John Wesley Woodward. The 32-year-old cellist and former Eastbourne performer perished with his fellow musicians in the *Titanic* disaster on 15 April 1912.

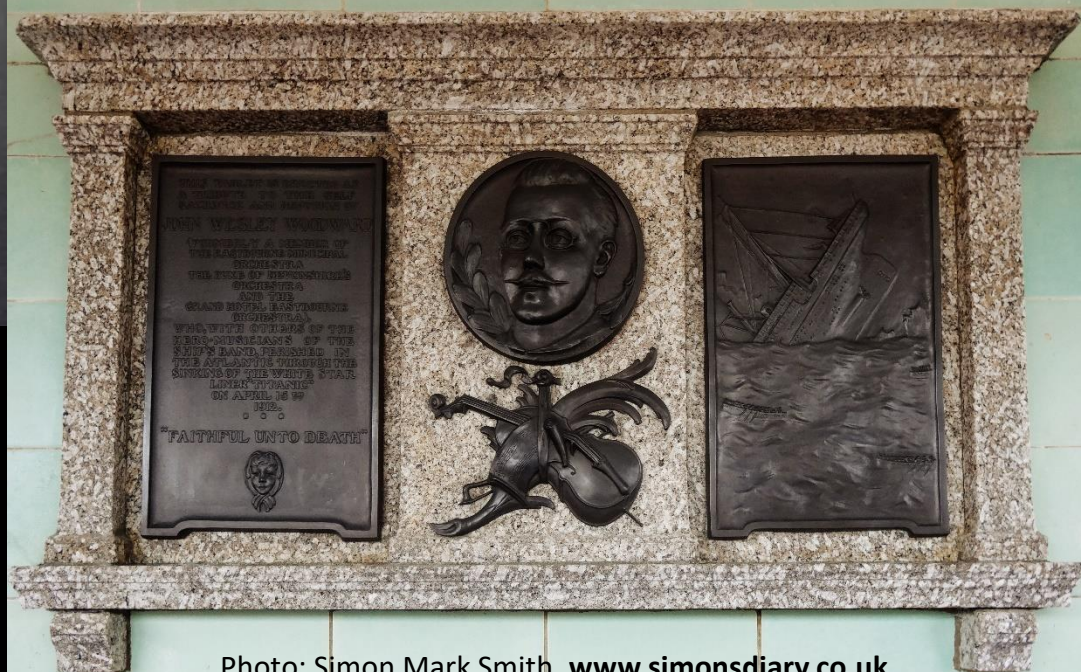
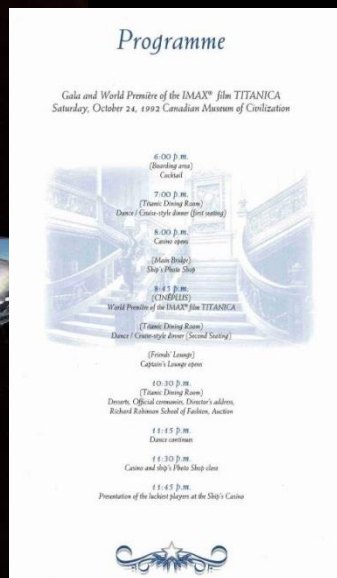
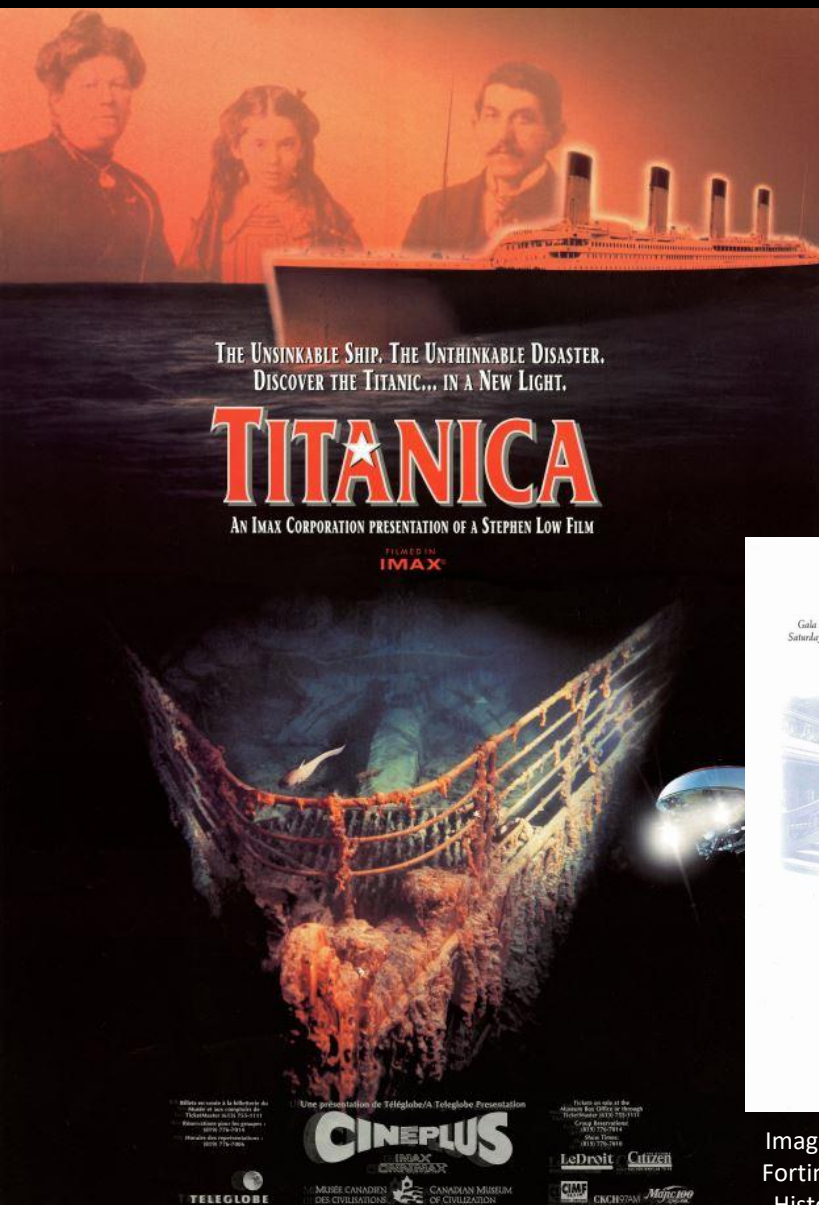


Photo: Simon Mark Smith, www.simonsdiary.co.uk

24 October 1992

The documentary film *Titanica* has its 'Gala World Premiere' at the Canadian Museum of Civilization in Hull, Quebec City. Designed for screening in IMAX theatres, the 95-minute production features footage of the wreck obtained during an expedition in 1991.



Images: Courtesy Stéphanie Fortin, Canadian Museum of History, Gatineau, Quebec



Director Stephen Low (at rear) with members of the 1991 expedition to film *Titanic's* wreck.

24 October 2009

Millvina Dean's ashes are scattered by her long-time companion Bruno Nordmanis. Representatives of various organisations and societies lay wreaths.



Millvina Dean in October 1994.
She died on 31 May 2009.



St. Mary's Church in Copythorne, Hampshire.



Photo: Southern Daily Echo, Southampton



Bruno Nordmanis
(1922-2020)

Photo: Johnny Green/PA

A service of remembrance is held at St. Mary's Church, Copythorne, in Hampshire, England, for Millvina Dean, the last survivor of the *Titanic* disaster. Her ashes are scattered later that day adjacent to Berth 44 in Southampton's Ocean Dock, where her family boarded *Titanic* as Third Class passengers ninety-seven years earlier on Wednesday, 10 April 1912.

24 October 2015 (1)

Photo: Henry Aldridge & Son



The sterling silver 'loving cup' presented on 29 May 1912 to Captain Arthur Henry Rostron of the Cunard liner *Carpathia* is sold at auction for £129,000 (US\$197,980). It is the third highest amount ever paid for an item of *Titanic* memorabilia.

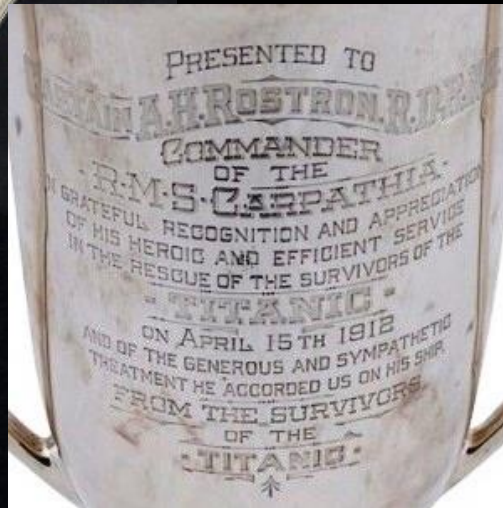


Photo: Bain Collection, Library of Congress



Captain Rostron with *Titanic* survivor Margaret Brown following presentation of the 'loving cup' in New York on 29 May 1912.

24 October 2015 (2)

Despite a supporting document from the photographer, some historians doubt that this was *the* iceberg which fatally crippled *Titanic*.



The photograph sells for £21,000.

Photo: Henry Aldridge & Son/Press Association

The photograph is accompanied by a previously unpublished statement from the photographer: '*On the day after the sinking of the Titanic, the steamer Prinz Adalbert passes the iceberg shown in this photograph. The disaster was not yet known by us. On one side red paint was plainly visible, which has the appearance of having been made by the scraping of a vessel on the iceberg.*'

A photograph purporting to show the iceberg *Titanic* collided with on 14 April 1912 is sold at auction by Henry Aldridge & Son. It was taken near the disaster scene on 16 April 1912 by M. Linoenewald, Chief Steward of the Hamburg-Amerika liner *Prinz Adalbert*.

Prinz Adalbert (6,030 tons, 1903-1914)
at Genoa, Italy, in April 1903.

Photo: wrecksite.eu



25 October 1913



The memorial has an octagonal grey base and Neoclassical column of granite with a golden-brown bowl of Tennessee marble. It stands 12 feet (3.7 metres) high.

TAFT IN TEARS AS HE LAUDS MAJOR BUTT

The New York Times, 6 May 1912.

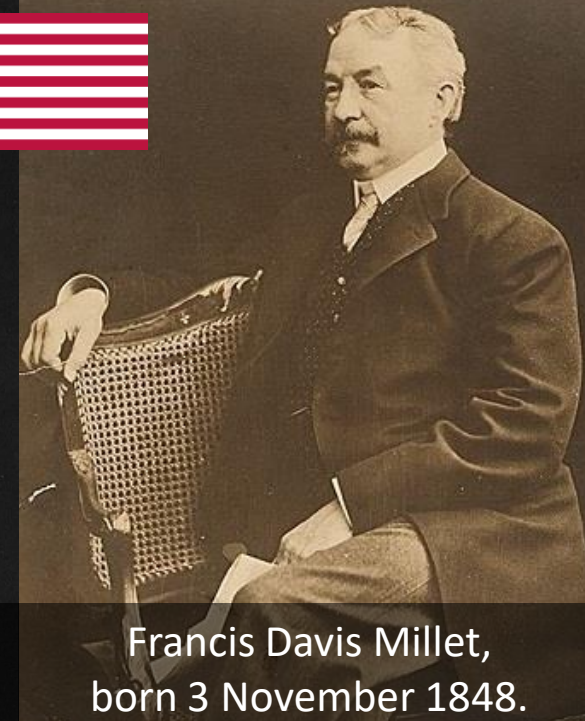
The Butt-Millet Memorial Fountain is dedicated in Washington, D.C. It remembers *Titanic* victims Major Archibald Willingham Butt (the military aide to U.S. President William Howard Taft) and Francis Davis Millet, a noted painter.

c.1910

Photos: Library of Congress



Archibald W. Butt,
born 26 September 1865.



Francis Davis Millet,
born 3 November 1848.

26 October 1865

c.1910

Photo: New York Public Library



Benjamin Guggenheim was 46 years old at the time of the *Titanic* disaster. His net worth in April 1912 was US\$4 million.

'We've dressed up in our best and are prepared to go down like gentlemen.'
(Attributed to Benjamin Guggenheim)

U.S. mining millionaire Benjamin Guggenheim, who travelled First Class aboard *Titanic* and perished in the disaster, is born to Meyer and Barbara Guggenheim in Philadelphia, Pennsylvania. He was accompanied on *Titanic* by his mistress Léontine Aubart (24).

Guggenheim also travelled with his valet Victor Giglio (age 23) and chauffeur René Pernot (39), neither of whom survived the sinking.

'If anything should happen to me, tell my wife in New York that I've done my best in doing my duty.' (Benjamin Guggenheim)



Benjamin Guggenheim was portrayed by Michael Ensign in James Cameron's *Titanic* (1997). The actor also appeared in a minor role in Lord Lew Grade's *Raise the Titanic* (1980).

Image: ©Twentieth Century Fox/Paramount Pictures (1997)

26 October 1908

At work lifting machinery
aboard *Laurentic* in 1908.

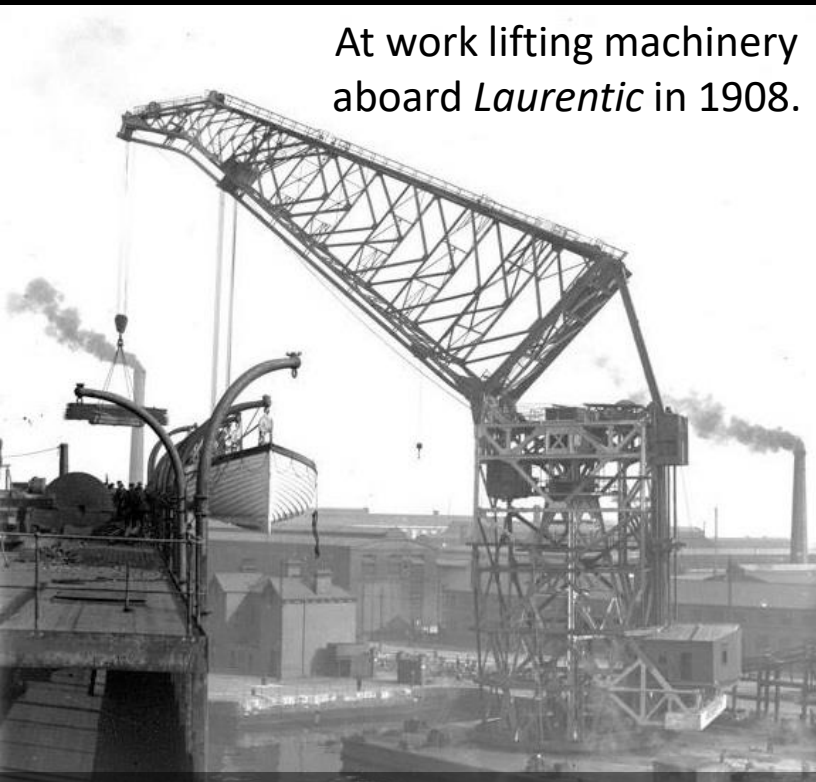


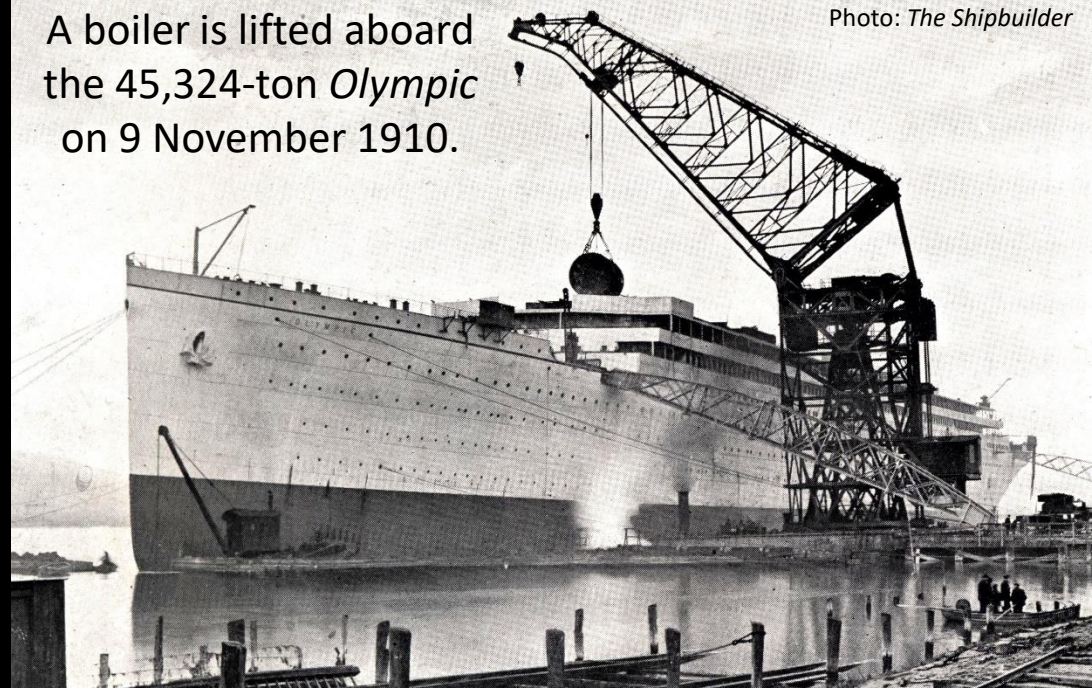
Photo: Harland & Wolff Collection, National Museums Northern Ireland

The rotary tipping crane has a lifting capacity of 150 tons to a height of 149 feet, with an outreach of 75 feet. It is later used, from 1910 to 1915, during the fitting out of sister ships *Olympic*, *Titanic* and *Britannic*.

First use is made at the Harland & Wolff shipyard in Belfast of a 200-ton floating crane. Manufactured by the *Benrather Machinefabrik Actiengesellschaft* of Benrath, near Dusseldorf, Germany, the crane hoists aboard heavy machinery for the new White Star liner *Laurentic*.

A boiler is lifted aboard
the 45,324-ton *Olympic*
on 9 November 1910.

Photo: *The Shipbuilder*



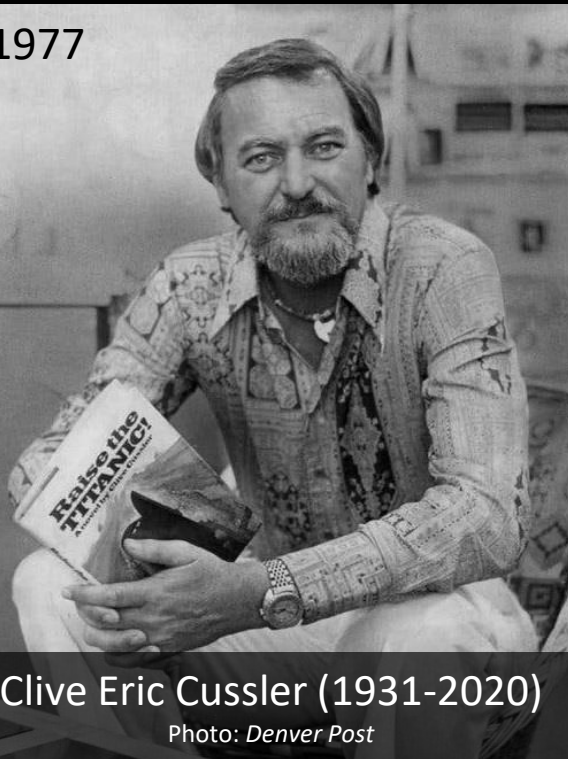
26 October 1976

'A tidal wave of pounding excitement from the first page to the last.' (Sphere Books edition, 1977)

Raise the TITANIC!

A novel by Clive Cussler

1977

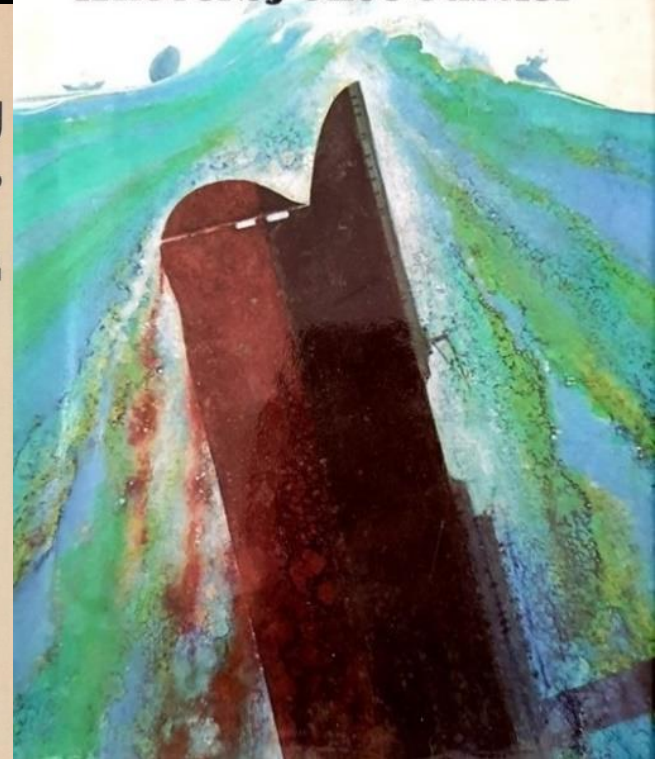


Clive Eric Cussler (1931-2020)

Photo: *Denver Post*



Photo: Glenn Cuerden



Clive Cussler's 312-page novel *Raise the Titanic!* is published in the United States. Set in 1987 during the 'Cold War', the U.S. Government attempts to recover the rare radio-active element byzantium from the wreck of *Titanic* to complete a national defense system known as the 'Sicilian Project'.

27 October 1914



Painting: ©Barry Spicer (2009)
www.barryspicerart.com



Lifeboats from *Olympic* assist with the evacuation of the Royal Navy's H.M.S. *Audacious*, after the battleship strikes a mine off the northern coast of Ireland. It later explodes and sinks.

27 October 1979



Photo: BBC Archive

'There was no impact as such, it was just like jamming your brakes on a car. And that was that, she stopped. We had a porthole open and I looked out. The sky was clear, the stars were shining and the sea was dead calm.'

'I hit the water with a terrific crack. Luckily, I didn't hit anything when I dropped in. There were bodies all over the place ... I didn't want to die, and I didn't see much chance in living. I was gradually getting frozen up and by the grace of God I came across a lifeboat [No. 4].'

Born in Downham, Norfolk,
England, 17 February 1889.



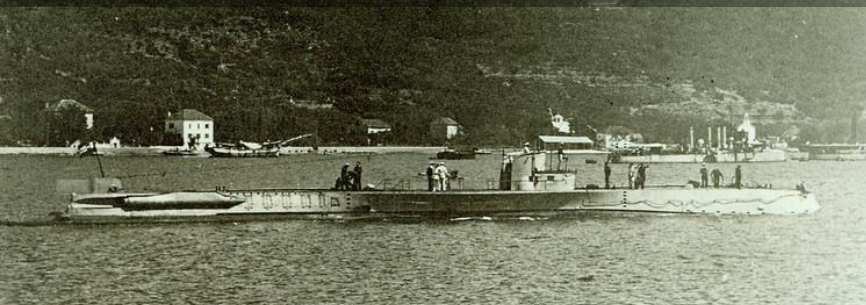
The first of three episodes in *The Great Liners* series screens on BBC 2 television in England. The documentary includes an interview with 90-year-old Frank Winnold Prentice, one of *Titanic's* last surviving crew members. A twenty-three-year-old storekeeper aboard the liner, Prentice vividly recalls his memories of that cold April night sixty-seven years earlier.

28 October 1916



U-73 was built by Kaiserliche Werft Danzig in Germany. It was launched on 16 June 1915 and commissioned on 9 October 1915.

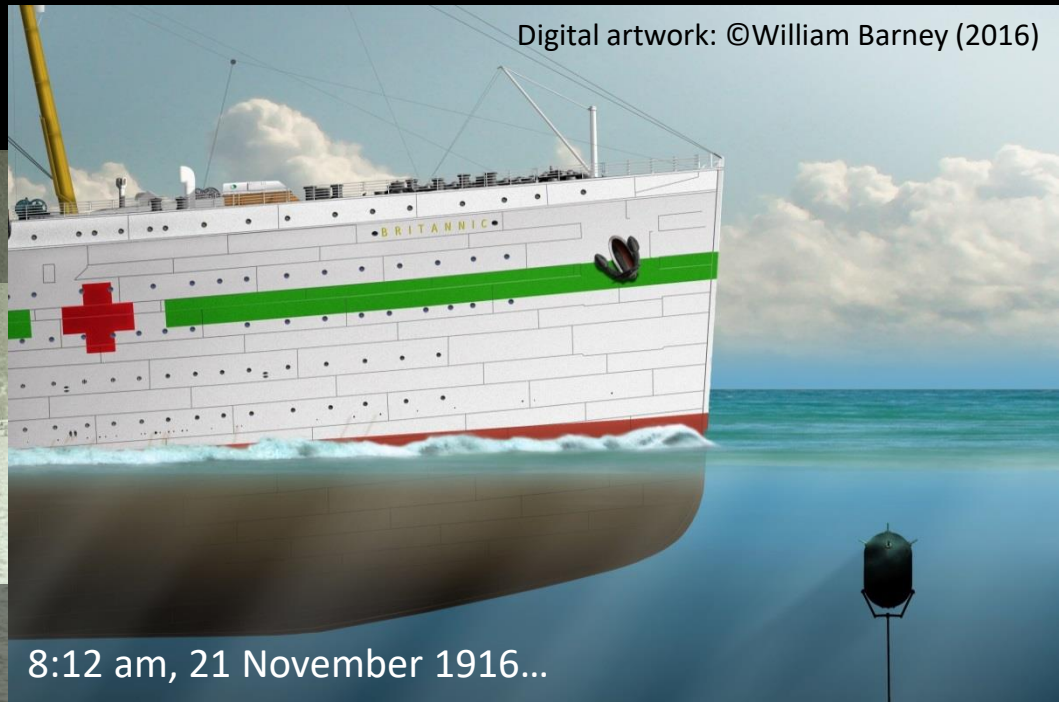
Kapitänleutnant Gustav Sieß (1883-1970), Captain of *U-73*, October 1915-April 1917.



Unterseeboot 73 during the spring of 1916.

Photos: International Maritime Museum, Hamburg, Germany

The German submarine *U-73* lays several mines through the Kea Channel in the Aegean Sea near Greece. Three weeks later one of the mines claims the largest ship lost to enemy action during the Great War – the 48,158-ton British hospital ship *Britannic*.



Digital artwork: ©William Barney (2016)

8:12 am, 21 November 1916...

RETURN TO THE TITANIC ...LIVE



Host: Telly Savalas

The venue in Paris is *La Cité des Sciences et de l'Industrie* (City of Science and Industry).

28 October 1987



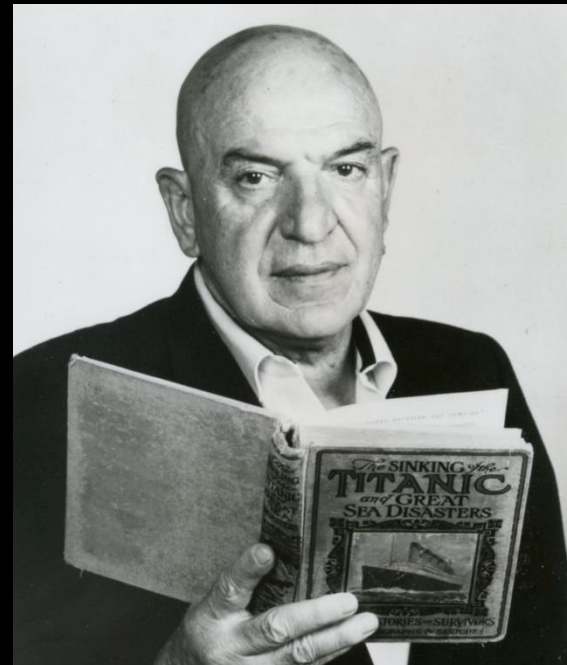
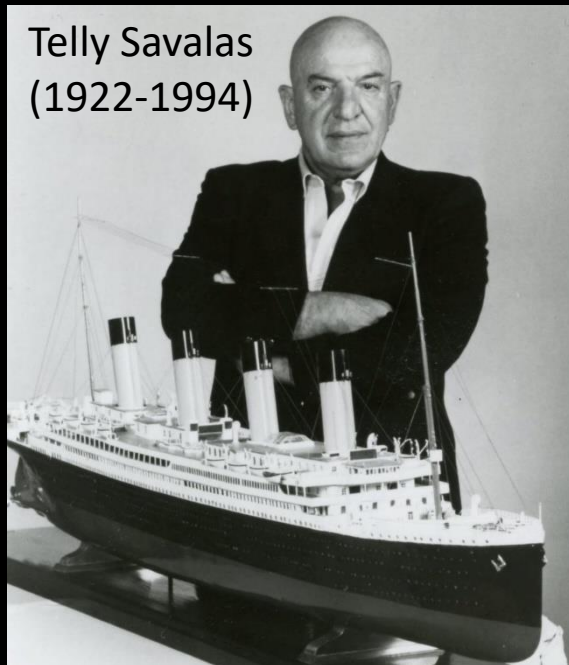
Advertisement from *The Boston Globe*, 28 October 1987.

TONIGHT 8PM ON



WNEV

Telly Savalas
(1922-1994)



Return to the Titanic... Live is broadcast from Paris, France.

The two-hour programme, hosted by actor Telly Savalas, displays artefacts recovered during the expedition of July-August 1987. The climax of the show features the opening of the Assistant Purser's safe, the contents of which prove to be disappointing. The programme is panned by television critics.

29 October 1918

Ned Parfett, age 15, outside Oceanic House on Cockspur Street, London, 16 April 1912.

Former newspaper boy Edward John “Ned” Parfett, age 22, is killed whilst serving as a gunner in the Royal Field Artillery on the Western Front.

‘Extra! Extra! Read all about it... Titanic sinks!’



Ned Parfett, age 21, in a family portrait taken in 1917.

Photo: Courtesy Dominic Walsh, great-nephew of Ned Parfett



Photograph colourised by Dana Keller



Born in London, England, 21 July 1896.

29 October 2009

Photo: CODAworx



A bronze sculpture known as 'Kit' is unveiled at 'Titanic Quarter' in Belfast. The £200,000 artwork was designed by English artist Tony Stallard and stands 44 feet (13.5 metres) tall. Engineers from the Harland & Wolff shipyard assisted with the construction of the sculpture, which was inspired by the plastic frames synonymous with 'Airfix' model kits.

The sculpture has a number of recognisable components. These include *Titanic's* hull split down the middle forming two sections, three of the four funnels and two of the three propellers. 'Kit' is illuminated at night with blue and white phosphorous lighting.

30 October 1965

Photo: Daly Family/Encyclopedia Titanica

1929



Eugene Daly married Lillian Caulfield on 17 February 1917. The couple's only child Marion was born in 1925.

Eugene Patrick Daly, who played the melody *Erin's Lament* on his uilleann (elbow) pipes as *Titanic* departed Queenstown, Ireland, on 11 April 1912, dies aged 82. Daly survived the disaster aboard the upturned collapsible lifeboat 'B'.

1921



Photo: Phillip Gowan Collection

Eugene Daly returned to America from Ireland following the death of his wife in 1961. He is seen here at New York with his nephew James in 1964.

Photo: David Daly



31 October 1997

The historic photographs of Fr. Francis M. Browne, S.J., who travelled aboard *Titanic* between Southampton and Queenstown, are published together for the first time in *Father Browne's Titanic Album*. The book is also released in the United States as *The Last Days of the Titanic*.

Father Browne's **TITANIC** Album

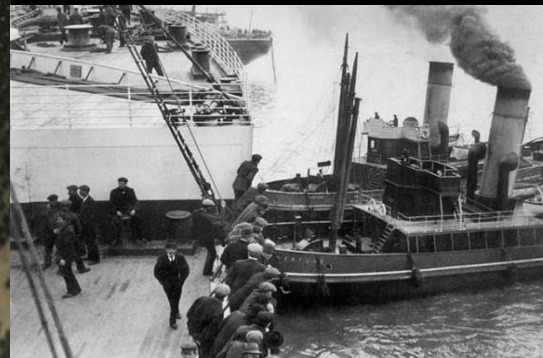
A passenger's photographs
and personal memoir

Foreword by
Dr. Robert D. Ballard



c.1903

E. E. O'DONNELL



Francis Browne was not to know in April 1912 how valuable his photographs would become in the years and decades following his short voyage aboard *Titanic*.

CENTENARY EDITION

FATHER BROWNE'S **TITANIC** ALBUM

A
PASSENGER'S
PHOTOGRAPHS
AND
PERSONAL
MEMOIR

FOREWORD BY
DR. ROBERT D. BALLARD

E. E. O'DONNELL

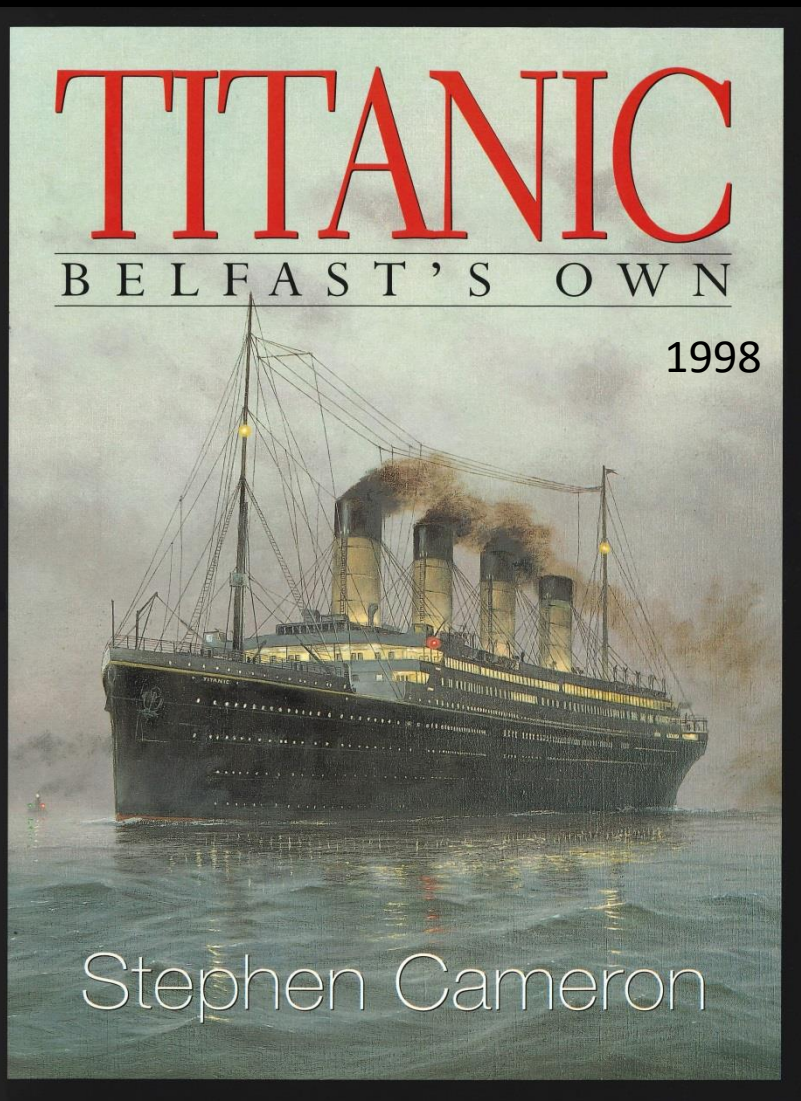


2011

1997

Published by Merlin Publishing/Wolfhound Press (United Kingdom/Republic of Ireland) and Roberts Rinehart Publishers (United States).

31 October 1998



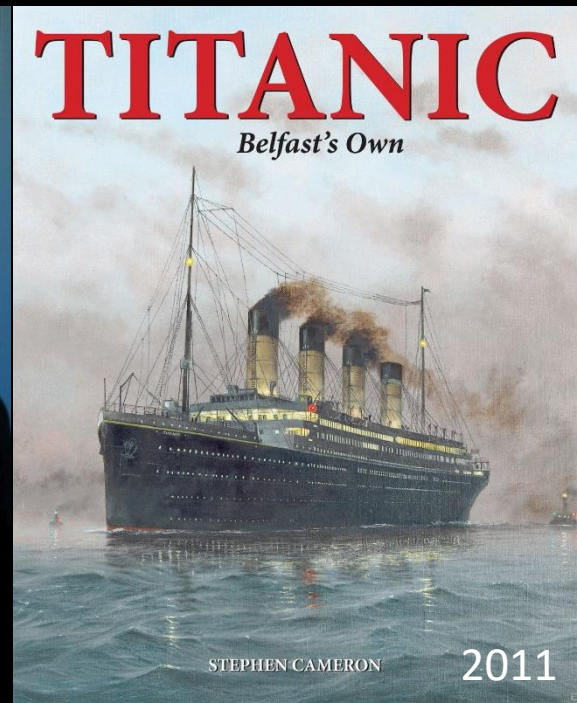
A second edition is published by Colourpoint Books, Northern Ireland, on 30 March 2011.

Wolfhound Press in the Republic of Ireland publishes Stephen Cameron's *Titanic: Belfast's Own*. The book focuses on Belfast's and Ulster's connections with the great liner and the thirty-six souls from the city and province who sailed on *Titanic's* maiden voyage.



Photo: tourguidesni.com

Stephen Cameron,
Chairman in 1998 of the
Ulster Titanic Society.



1 November 1913

A memorial tablet dedicated to *Titanic's* First Officer William McMaster Murdoch is unveiled in his home town of Dalbeattie, Scotland.



W. M. Murdoch.

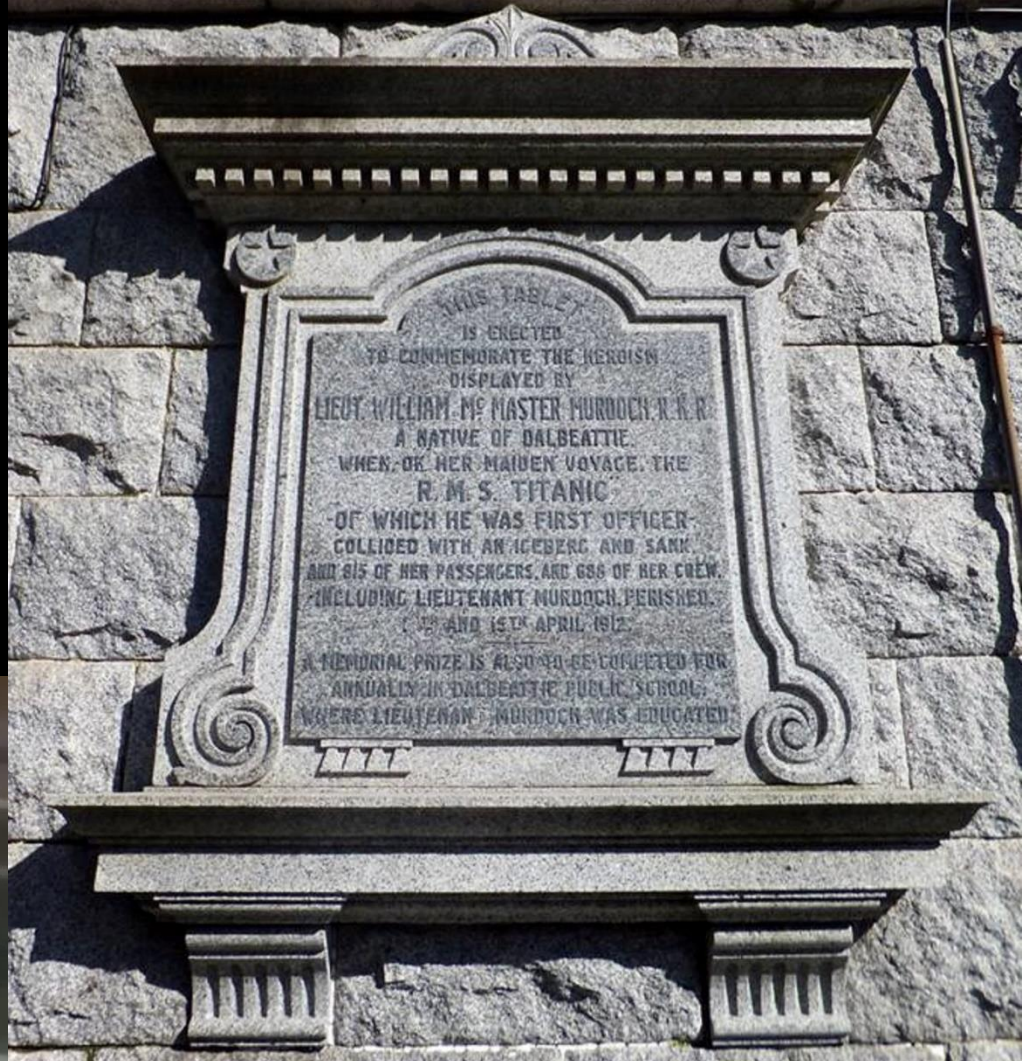
Signature from the 1911 census.



1911

Painting: © Tatiana Yamshanova

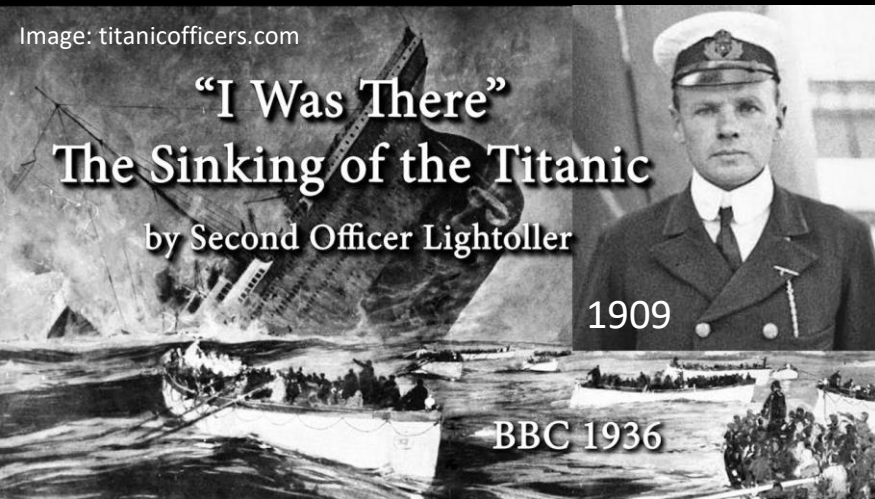
'To commemorate the heroism displayed by a native of Dalbeattie.'



WHEN, ON HER MAIDEN VOYAGE, THE
R. M. S. TITANIC
OF WHICH HE WAS FIRST OFFICER,
COLLIDED WITH AN ICEBERG AND SANK,
AND 815 OF HER PASSENGERS, AND 688 OF HER CREW,
INCLUDING LIEUTENANT MURDOCH, PERISHED.

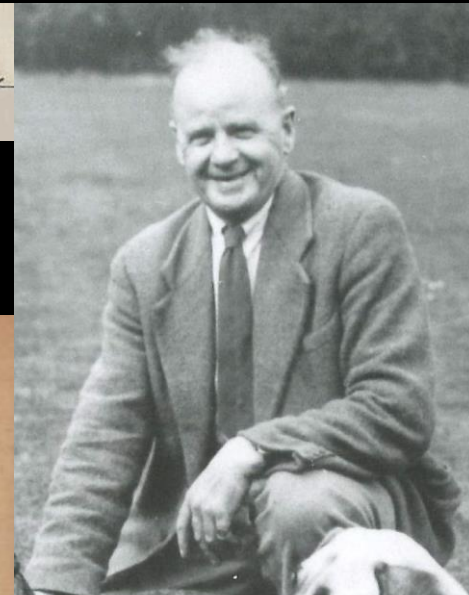
1 November 1936

Twenty-four years after he served as Second Officer aboard *Titanic*, retired Commander Charles Herbert Lightoller, now aged 62, recalls his memories of the *Titanic* disaster on the BBC radio programme '*I Was There*'.



'Altogether, I've had four shipwrecks and a fire during my thirty-odd years at sea, but by far in the way the worst of them all was the one I am going to tell you about now – the loss of the Titanic.'

Charles H. Lightoller, *Titanic* survivor, in a relaxed pose in 1933.



Extract from *The Radio Times*, London, 30 October 1936.

22

SUNDAY

Regional Programme

THE RADIO TIMES, ISSUE DATED OCTOBER 30

NOVEMBER 1

This programme will be broadcast on 877 kc/s, 342.1 m., and on 1,474 kc/s, 203.5 m. (Plymouth and Bournemouth).
Other Regional wavelengths will be found in the headings to the following pages.

12.30 National Programme

Time Signal, Greenwich, at 4.0

4.0 MANTOVANI AND HIS TIPICA ORCHESTRA

Fez Mascheroni
Serenade in the Night..... Bixio
Echoes from the Puszta..... Ferraris
The Dance goes on..... Carter

5.40 I Was There

The Sinking of the *Titanic*
Commander LIGHTOLLER

6.0 THE ABBAY COLLIERY BAND
Conductor, W. HAYDOCK

7.0 Selection, Rose Marie Friml and Stothart (From North)

THE BBC NORTHERN ORCHESTRA
Leader, ALFRED BARKER
Conductor, T. H. MORRISON

Prayers
Address by the Right Rev. the Lord Bishop of BRADFORD
Hymn, The Saints of God! their conflict past (A. and M. 428)
Blessing
Organist, H. Coates

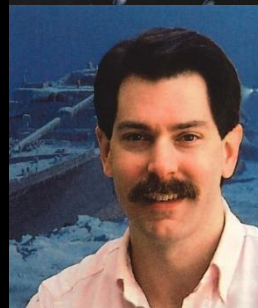
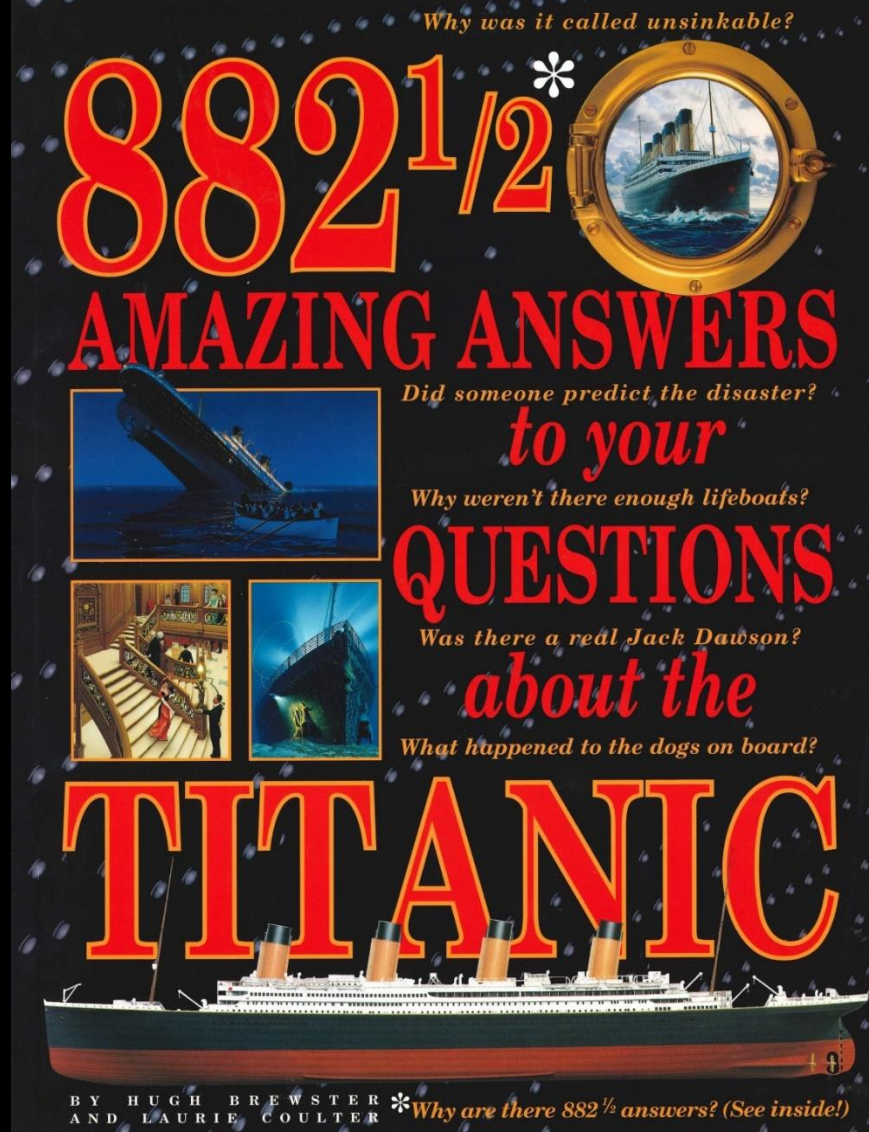
1 November 1998 (1)

Madison Press Books publishes
*882½ Amazing Answers to your
Questions about the Titanic.*

Designed for readers aged 8-12
years, Hugh Brewster and Laurie
Coulter share facts, photographs,
figures and events about *Titanic*
and the ship's fascinating history.

*'Here is the complete heart-stopping story of the
legendary ship – from its building, maiden voyage and
tragic sinking, to its high-tech discovery and exploration
on the ocean floor ... Illustrated with dozens of paintings,
diagrams and rare photographs.'* (Publisher's blurb)

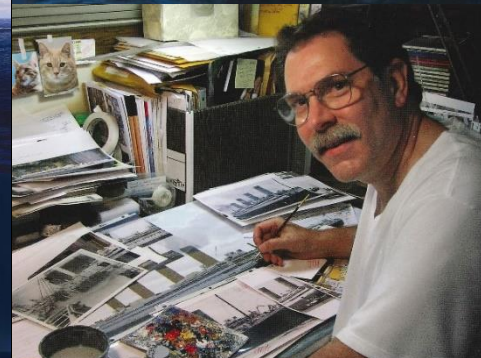
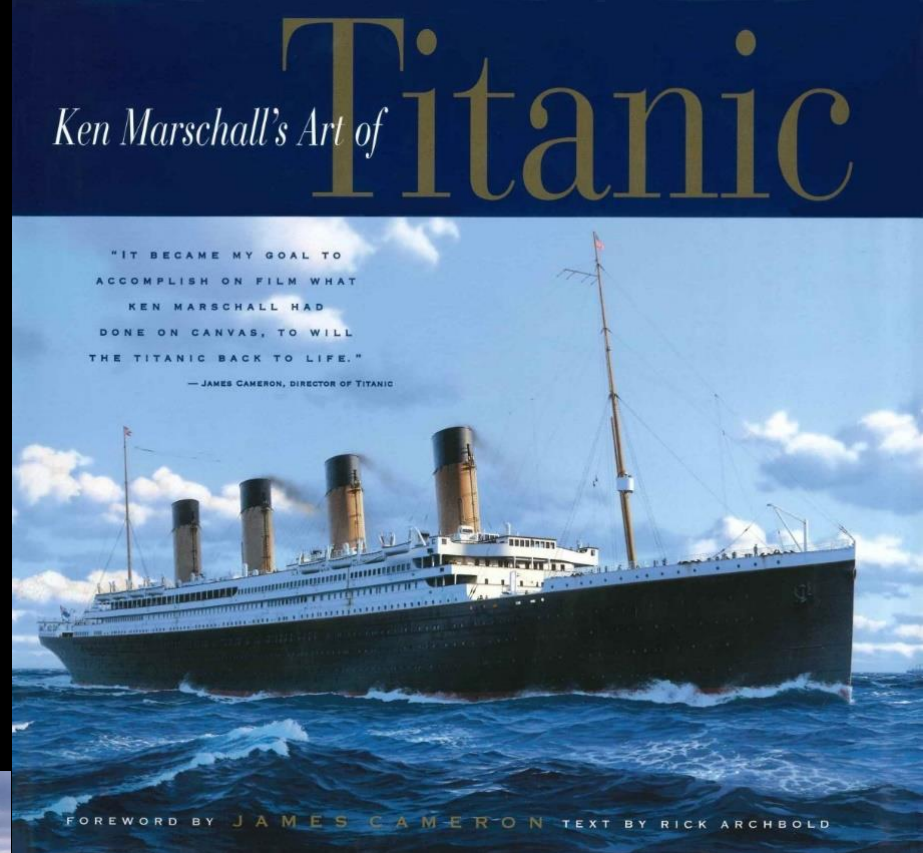
*'For those who love learning new details about the Titanic,
this is the book for you. I learned lots of things that I've
never heard or read anywhere else.'* (Review by Nikki Walton)



The 96-page publication, in
both hardback and paperback
formats, features paintings
by maritime artist and visual
historian Ken Marschall.

1 November 1998 (2)

U.S. publisher Hyperion releases
Ken Marschall's Art of Titanic.
The lavishly illustrated hardback
of 160 pages is devoted the
paintings of maritime artist and
visual historian Ken Marschall.



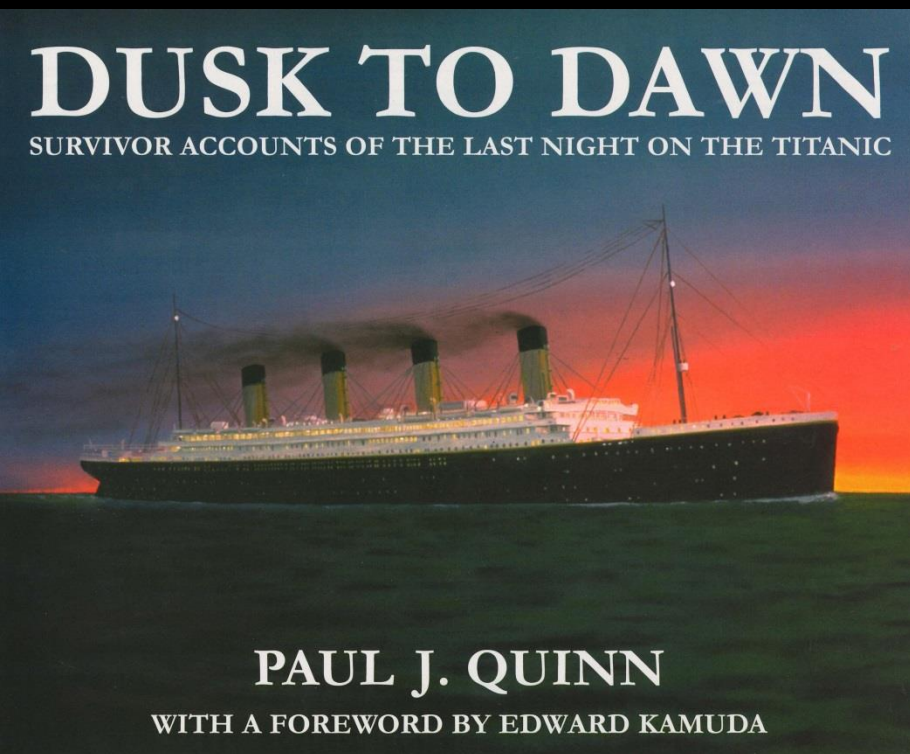
Ken Marschall with reference material/photographs at hand.



Images: Ken Marschall Collection

'It became my goal to accomplish on film what Ken Marschall had done on canvas, to will the Titanic back to life.' (James Cameron, director/producer of *Titanic*, 1997)

1 November 1999

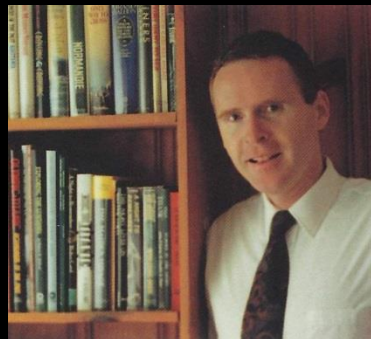


'In the elegantly furnished drawing room, no premonitory shadow of death was present to cast a cold fear over the gaiety of the evening ... for it was felt that no obstacle could stand in the way of this mighty Leviathan of the Seas.' (May Futrelle)

Paul J. Quinn also wrote *Titanic at Two A.M.* (1997), which covered the last twenty minutes of the sinking with illustrations, paintings and survivor accounts.

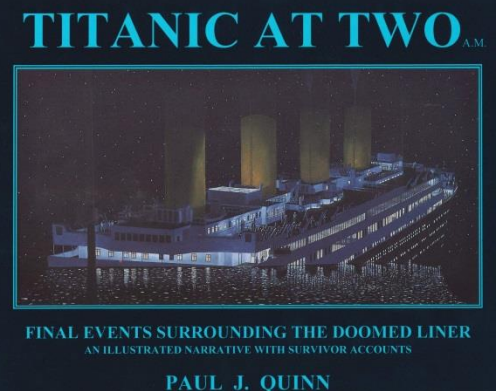
Fantail in the United States publishes Paul J. Quinn's *Dusk to Dawn: Survivor Accounts of the Last Night on the Titanic*.

The 288-page hardback covers the period from 8:00 pm on 14 April 1912 through to the last survivors arriving at *Carpathia's* side at around 8:30 am the following morning. Along with accounts from the passengers and crew, the book features the author's own diagrams and paintings of the sinking. Edward S. Kamuda, President of the Titanic Historical Society, contributes the foreword.



The author in 1997.

Photo: Courtesy Paul J. Quinn



1 November 2011

REPORT INTO THE LOSS OF THE SS TITANIC A CENTENNIAL REAPPRAISAL

Samuel Halpern

Cathy Akers-Jordan, George Behe, Bruce Beveridge,
Mark Chirnside, Tad Fitch, Dave Gittins, Steve Hall,
Lester J. Mitcham, Captain Charles Weeks, Bill Wormstedt

Foreword by J. Kent Layton

The History Press in England publishes the 384-page *Report into the Loss of the S.S. Titanic: A Centennial Reappraisal*. Designed to follow the format of the 1912 British Inquiry report, principal author Samuel Halpern and eleven of the world's foremost historians pool their research and knowledge to produce one of the finest books ever published on the 'unsinkable' White Star liner.

'This is no re-hash but pure, in-depth research by the authors.' (Michael V. Ralph, 2012)

'This book has immediately secured a permanent place on my bookshelves, handy for quick reference and thoughtful browsing.' (Bruce Trinque, 2012)

2 November 2000



A plaque remembering *Titanic* cellist Roger Marie Bricoux, who perished with his fellow musicians on 15 April 1912, is unveiled in his home town of Cosne-sur-Loire, France.



Photo: Olivier Mendez Collection

Roger BRICOUX

premier prix du Conservatoire de Monaco,
et violoncelliste de l'orchestre du paquebot de la White Star Line

« TITANIC »

est né le 1^{er} juin 1891, rue de Donzy, à Cosne-sur-Loire.

Il est mort à son poste, comme les sept autres musiciens de l'orchestre de bord.

Cette plaque commémorative a été posée par
la Ville de Cosne-sur-Loire et l'Association Française du Titanic
le 2 novembre 2000,

après que l'acte de naissance du musicien cosnois ait été complété:

« Par jugement rendu le 11 août 2000, la Chambre de la Famille du Tribunal
de Grande Instance de NEVERS a dit que l'intéressé,
membre de l'équipage du TITANIC, est décédé en mer,
dans la nuit du 14 au 15 avril 1912 »



Born Roger Marie
Joseph Léon Bricoux
in Cosne-sur-Loire,
France, 1 June 1891.

Roger Bricoux worked
as a cellist aboard the
Cunard liner *Carpathia*
from 10 February to
29 March 1912.

3 November 1906



The distress call 'SOS' – three dots, three dashes, three dots – is officially adopted for maritime use after being ratified at the first International Radiotelegraph Convention in Berlin, Germany.



'That's our position.'



'Try sending SOS. That's the new call. It may be the only chance you'd ever have.'

Above: Captain E.J. Smith (Laurence Naismith) instructs Senior Wireless Operator Jack Phillips (Kenneth Griffith) to send a distress call in the 1958 movie *A Night to Remember*.

No.	Words	Origin Station	Time handed in	Via	Remarks
To	Titanic				
CQ SOS SOS CQd CQd - m 57					
We are sending fast passengers on being put into boats m 57					
J.L. Gannon					
J.A. Ward					

Marconigram from 15 April 1912.

• • • - - - • • •

Harold Bride (David McCallum) jokes with Jack Phillips (Kenneth Griffith) concerning the 'SOS' distress call.

3 November 1914



Olympic (left), still in her peacetime livery, rests alongside the incomplete *Britannic* in the summer of 1915. The liner behind *Britannic* is the Holland America Line's 32,234-ton *Statendam*, built by Harland & Wolff and launched on 9 July 1914.



Photo: Emil Gut Collection

Olympic arrives at Belfast and is laid up pending a decision for her use in wartime. The 46,358-ton liner lies alongside her 48,158-ton sister ship *Britannic*, which is being fitted out for future North Atlantic service. It will not be the last time that the surviving sisters of the 'Olympic'-class liners will meet.

3 November 1960

Directed by Dore Schary
with choreography by
Peter Gennaro.

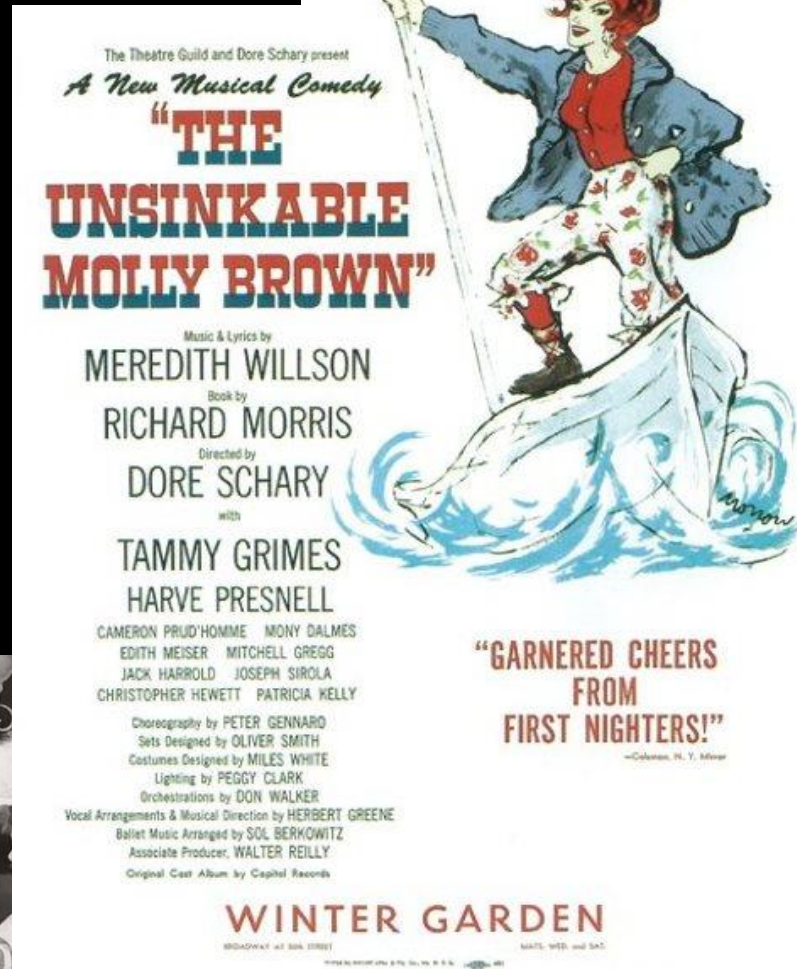
The Unsinkable Molly Brown, a fictionalised account of the life of *Titanic* survivor Margaret Brown, premieres on Broadway at New York's Winter Garden Theatre. The musical runs for 532 performances and closes on 10 February 1962.



Margaret Tobin Brown
(1867-1932)

Photo: Molly Brown House Museum

Music and lyrics by Meredith Willson.



Margaret Brown is portrayed by actress and singer Tammy Grimes (1934-2016), who won a Tony Award for her lead performance in the production.

3 November 1973



The second episode in Series 3 of the popular television drama *Upstairs, Downstairs* features one of its principal characters, Lady Marjorie Bellamy, as a passenger on *Titanic's* maiden voyage. She dies in the disaster.

Images: London
Weekend Television/ITV

Rachel Gurney as
the ill-fated Lady
Marjorie Bellamy.



Produced by London Weekend Television for the Independent Television service (ITV), *Upstairs, Downstairs* ran for five series (68 episodes) from 10 October 1971 to 21 December 1975.



4 November 1940

Retired Cunard Commodore
Sir Arthur Henry Rostron,
captain of *Carpathia* during
the heroic rescue of *Titanic's*
survivors on 15 April 1912,
passes away at the age of 71.



c.1912

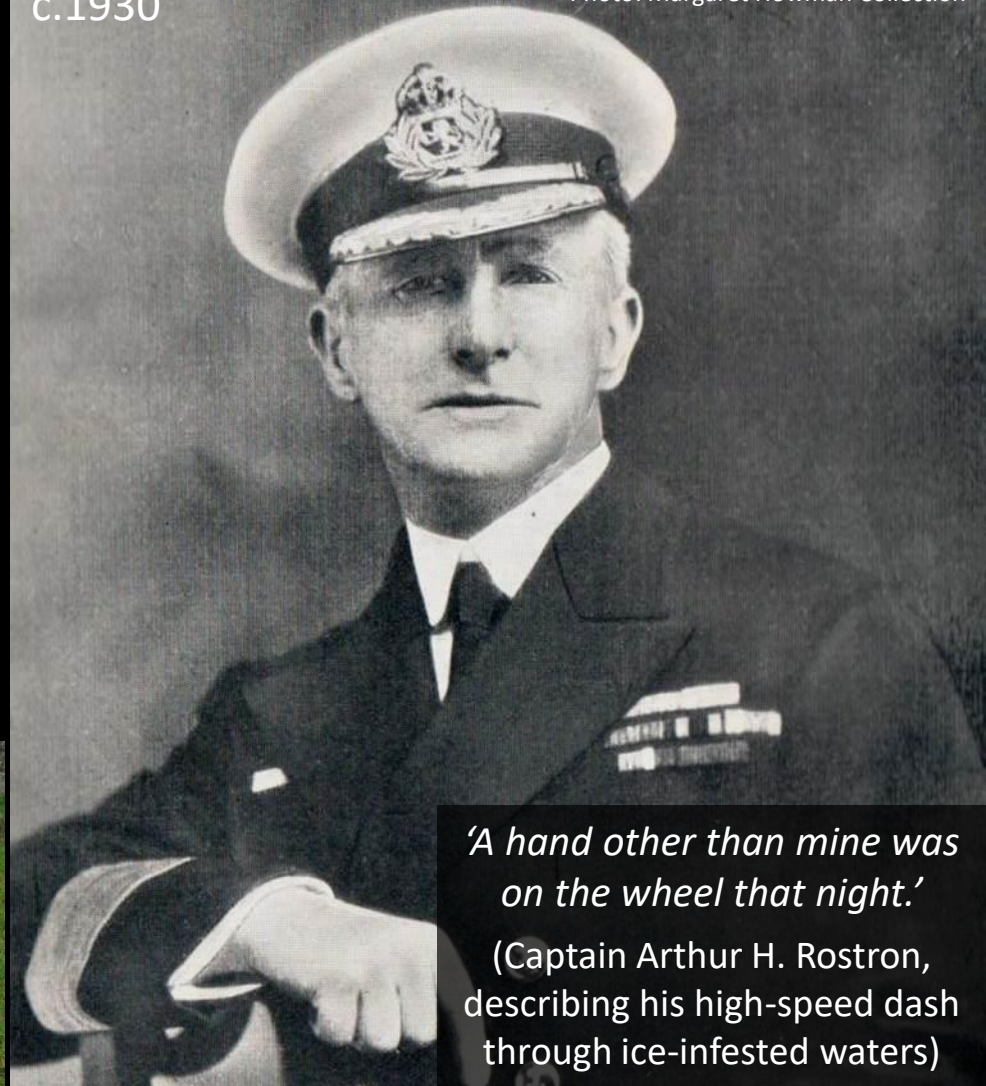
Photo: Library of Congress



Photo: Graeme Jupp (2012)

c.1930

Photo: Margaret Howman Collection



*'A hand other than mine was
on the wheel that night.'*

(Captain Arthur H. Rostron,
describing his high-speed dash
through ice-infested waters)

*'In any nautical crisis or routine work he was
excellent in his profession; one of the greatest
merchant sea captains of his time.'*

(Commodore Sir James Bisset, who served with
Sir Arthur Rostron on four Cunard Line ships)

4 November 1968



Ingénieur Minard (arrowed)
is operated by the *Société
Cherbourgeoise de Sauvetage
et de Remorquage* (Cherbourg
Tow & Rescue Society).

Ingénieur Minard alongside
Queen Mary (81,237 tons)
at Cherbourg in the 1960s.

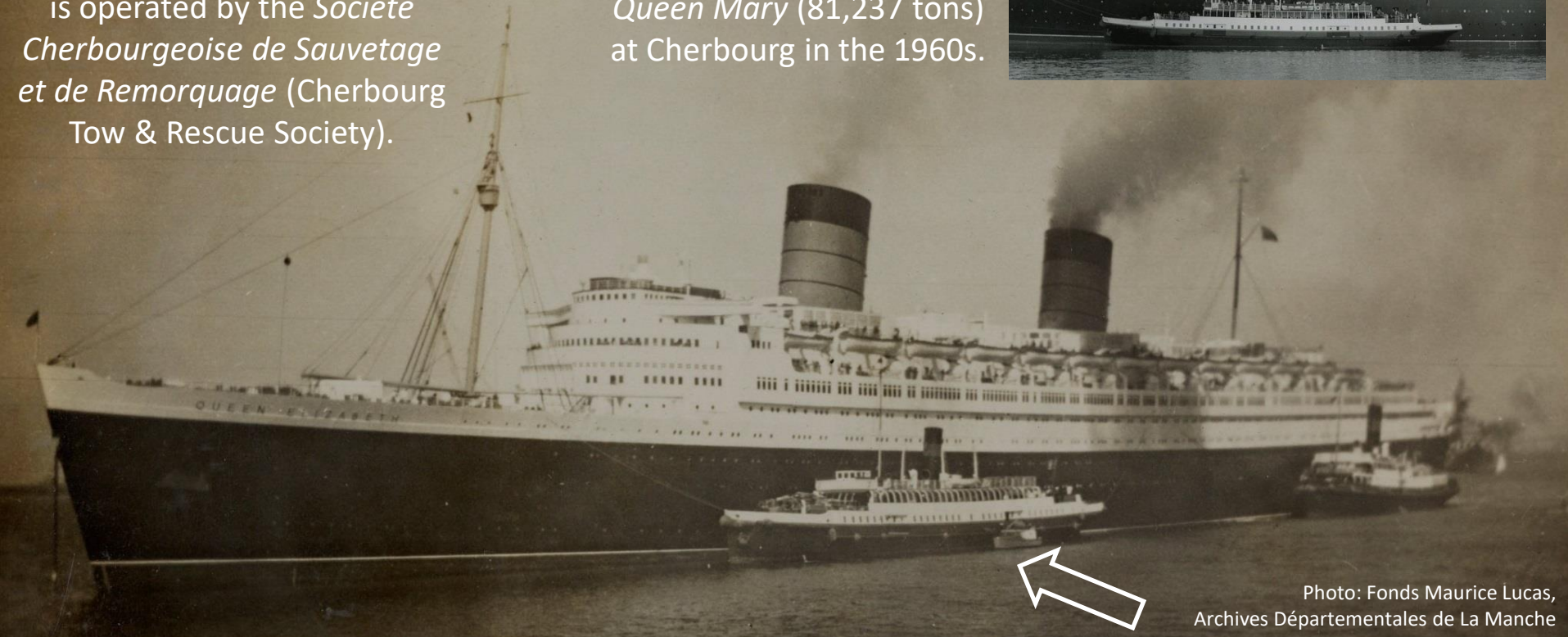


Photo: Fonds Maurice Lucas,
Archives Départementales de La Manche

The tender *Ingénieur Minard*, built in 1911 as *Nomadic* for the White Star Line, is retired from duties at Cherbourg, France. Her last 'client' is the 82,998-ton *Queen Elizabeth*, bound for Southampton on her final scheduled crossing of the Atlantic.

5 November 1930

Eighteen years after his ship *Carpathia* rescued *Titanic*'s survivors, and having risen to Commodore of the Cunard Line, Sir Arthur Henry Rostron completes his last voyage in command of *Berengaria* and retires at the age of sixty-one.



Photo: University of Liverpool Library

'Farewell old friend, superior officer and shipmate'. Staff Captain James Bisset (left) bids goodbye and good luck to Commodore Sir Arthur Rostron aboard Cunard's *Berengaria* at Southampton on 5 November 1930. Both men were aboard *Carpathia* on 15 April 1912.

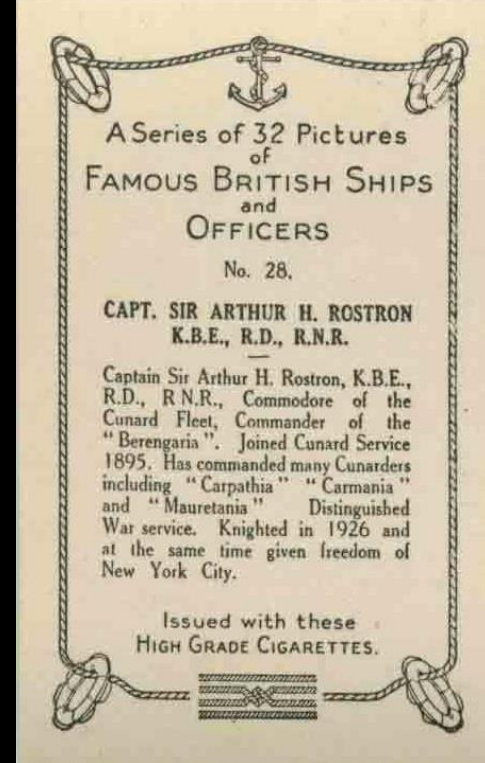
Images: New York Public Library



CAPT. SIR. ARTHUR H. ROSTRON.

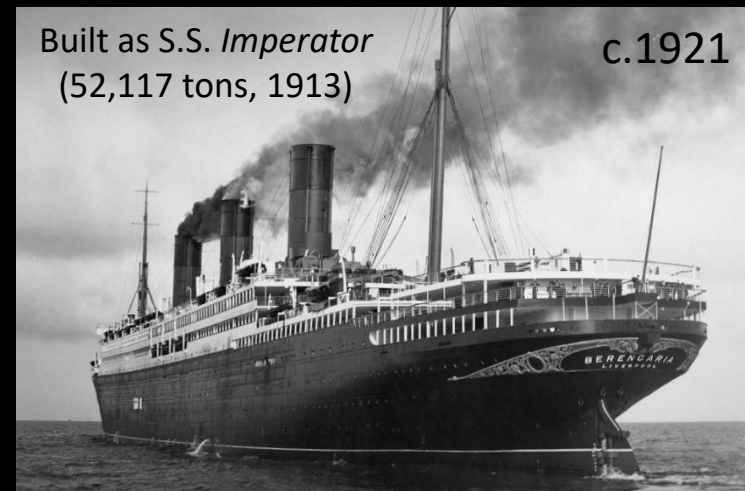
Cigarette card collection featuring Sir Arthur Rostron.

Photo: Tyne & Wear Archives & Museums



Built as S.S. *Imperator*
(52,117 tons, 1913)

c.1921



R.M.S. *Berengaria* (1921-1938), flagship of the Cunard Line from 1921 to 1934.

5 November 1935

SALE OF OLYMPIC'S FITTINGS

Oak Staircase Brings £30

At the second day's sale of the Olympic fittings on board the vessel at Jarrow to-day 431 lots were offered.

These comprised the contents of the cabins, bath-rooms, etc., kitchen, pantries, wine room, larders, Italian room, Louis XV room, Dutch room, modern room, cafes, first-class restaurant, etc, on A. deck and also some of the cabins on B. deck.

The oak staircase fitted from A. deck to D. deck was sold for £30.

An auction of 4,456 fittings and furnishings from the retired Cunard White Star liner *Olympic* (46,439 tons) begins at the shipbreaking yard of Thomas W. Ward Ltd. in Jarrow, England.

The auctioneer is Knight, Frank and Rutley.

The end of the line... *Olympic* arrives at Jarrow on 13 October 1935. Scrapping will soon commence.

Photo: Central Library, South Shields



Lot Nos. 498-928 are offered on the second day of the auction, Wednesday, 6 November 1935.

6 November 1916

Harley Crossley's painting is based on a photograph taken of *Britannic* at Southampton on 9 January 1916.

Britannic departed Naples, Italy, after refuelling, on 27 October 1916. During a three-day stay at Mudros, Greece, she embarked patients from smaller ships before weighing anchor for Southampton on 31 October.



"*Britannic* as a Hospital Ship" ©Harley Crossley (1987), Southampton City Museums Collection

The 48,158-ton hospital ship *Britannic* arrives in Southampton at the end of her fifth voyage to the Mediterranean. She departs her home port six days later, destined never to return.

6 November 1935



Photos: Tyne & Wear Archives & Museums

The desolation of *Olympic*'s hull is evident in this view looking aft from the Forecandle Deck in 1936.



Photo: Mirrorpix/NCJ Archive

The scrapping of *Olympic*, long-serving sister ship of the ill-fated *Titanic* and *Britannic*, begins at Jarrow in England. The former flagship of the White Star Line, launched at Harland & Wolff's Belfast yard on 20 October 1910, is slowly dismantled over the next twenty-two months.



6 November 1995

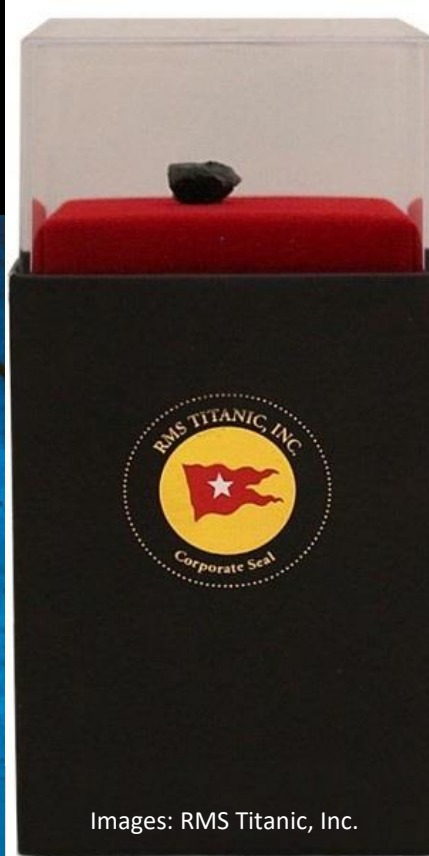
'My company will use its share of the proceeds from the sale of about 400,000 pieces of coal to help pay for a worldwide exhibition of artefacts.'

(George H. Tulloch, RMS Titanic, Inc., November 1995)



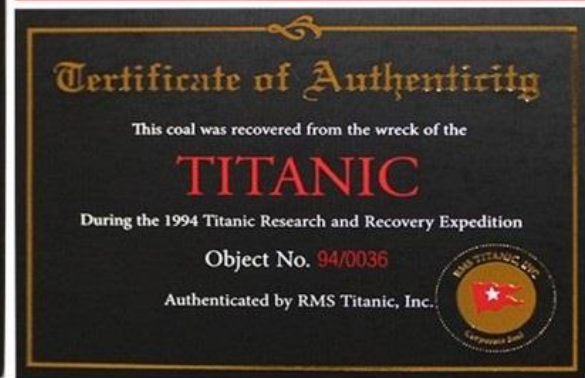
Coal in the debris field in 1985.

Photo: Woods Hole Oceanographic Institution

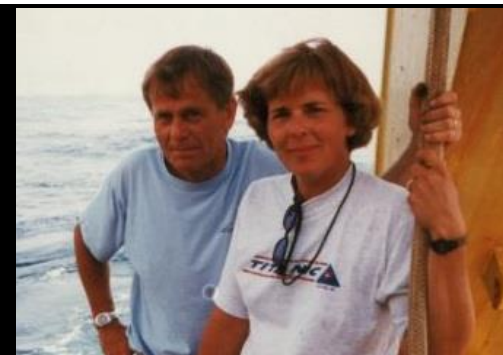


Images: RMS Titanic, Inc.

Coal is sold with a certificate of authenticity for US\$25.00 at artefact exhibitions throughout the world.



Thimble-sized chunks of coal from *Titanic* are released for sale in the United States. Larger lumps of coal were recovered from the debris field during an expedition in 1994. Coal is the only item authorised to be sold by 'salvor-in-possession' of the wreck, RMS Titanic, Inc.

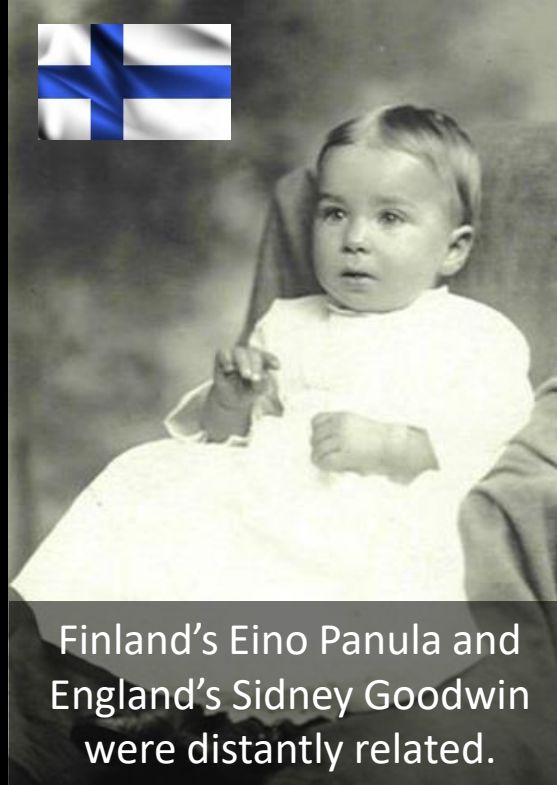


George Tulloch (1944-2004) and his wife Cindy aboard Ifremer's *Nadir* during the 1998 *Titanic* expedition.

6 November 2002

MALE – Estimated age, 2. HAIR – Fair. CLOTHING – Grey coat with fur on collar and cuffs; brown serge frock; petticoat; flannel garment; pink woollen singlet; brown shoes and stockings. No marks whatever. PROBABLY THIRD CLASS.

Eino Panula (born 10 March 1911) on 23 March 1912, three weeks before he perished with his mother and four brothers in the *Titanic* disaster.



Finland's Eino Panula and England's Sidney Goodwin were distantly related.



Photo: Christopher Sibley (2007)

Following DNA testing of teeth and bone fragments from the grave of the 'unknown child' at Fairview Lawn Cemetery in Halifax, Nova Scotia, the remains are identified as those of 13-month-old Finnish Third Class passenger Eino Viljami Panula. However, doubts persist as to the identity of the child until further DNA analysis in 2007 proves conclusively that the remains are in fact of 19-month-old Sidney Leslie Goodwin.

7 November 1879



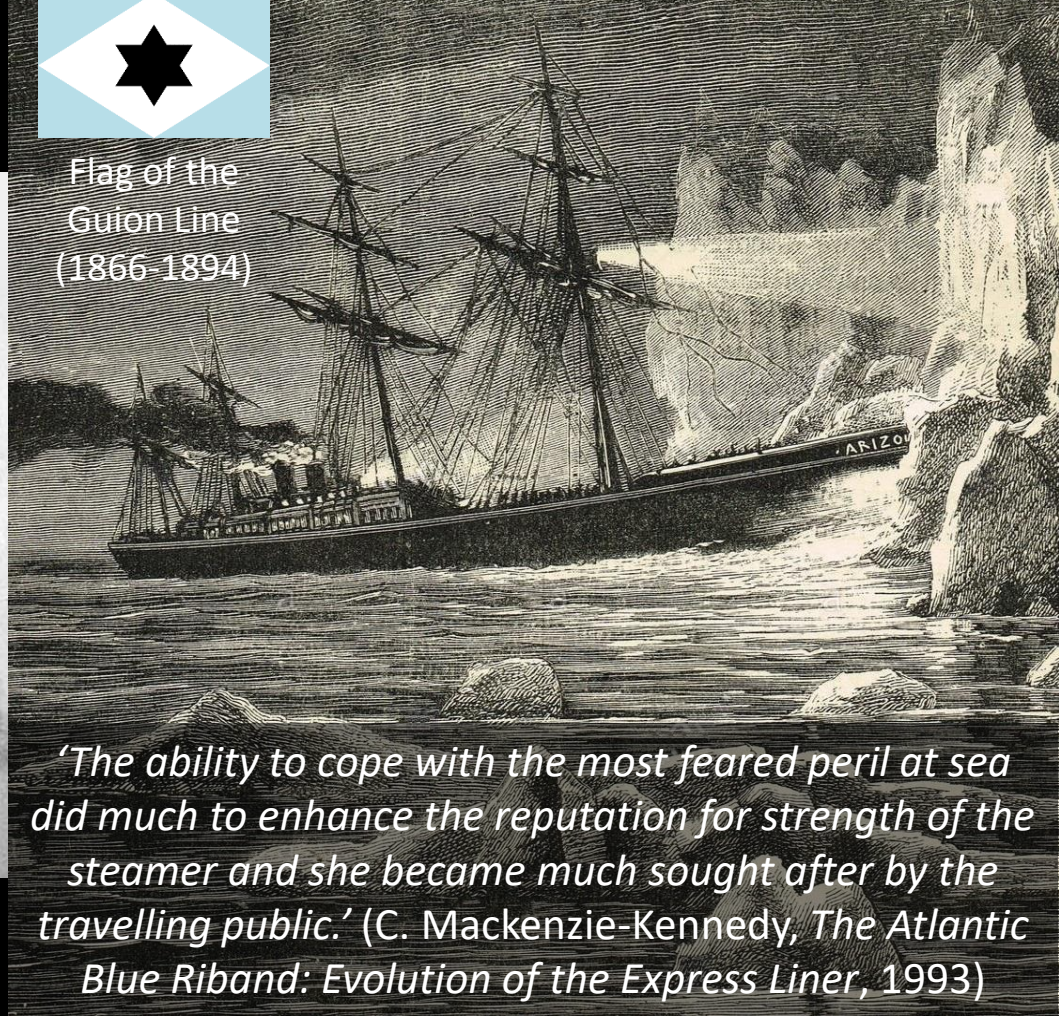
Photo: clydeships.co.uk

Arizona awaiting repairs at St John's, Newfoundland in November 1879.



Flag of the
Guion Line
(1866-1894)

Image: Pictorial Chronicles of the Mighty Deep, c.1887



'The ability to cope with the most feared peril at sea did much to enhance the reputation for strength of the steamer and she became much sought after by the travelling public.' (C. Mackenzie-Kennedy, *The Atlantic Blue Riband: Evolution of the Express Liner*, 1993)

The Guion Line's *Arizona* (5,147 tons), en route from New York City to Liverpool, collides with an iceberg in thick fog. The liner's bow is crumpled and she makes port at St John's, Newfoundland for repairs. No lives are lost in the accident.

7 November 2005

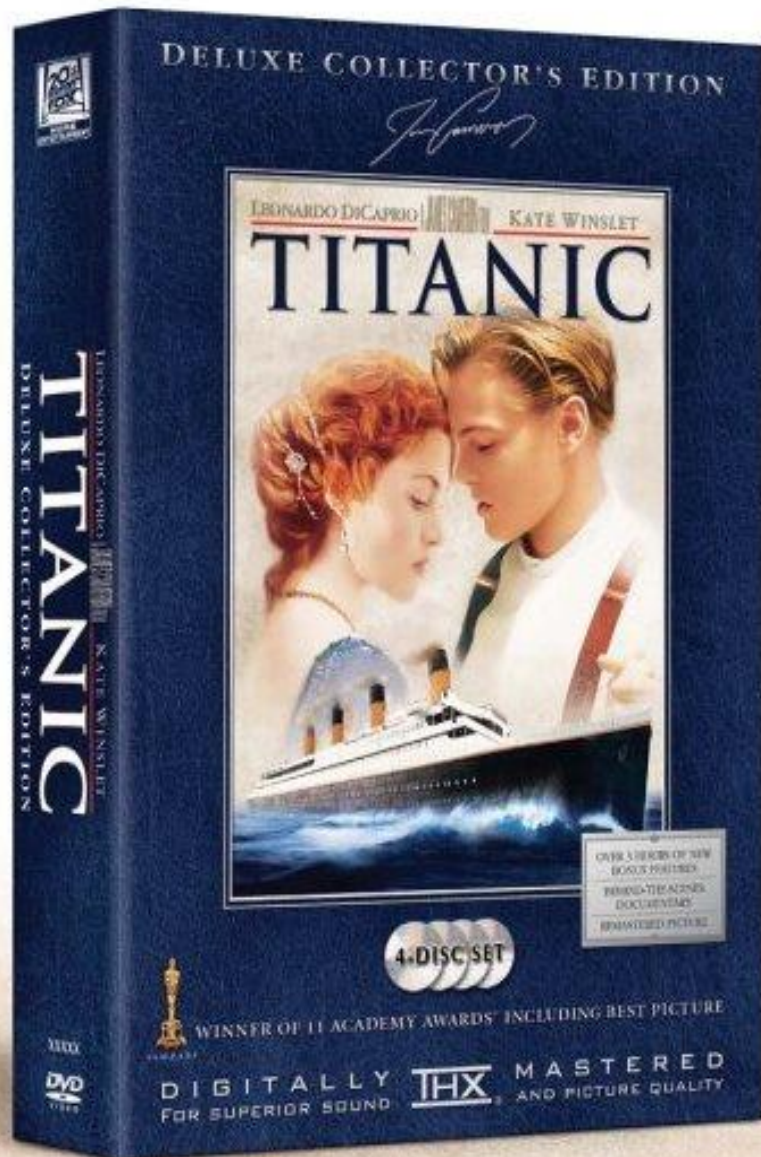
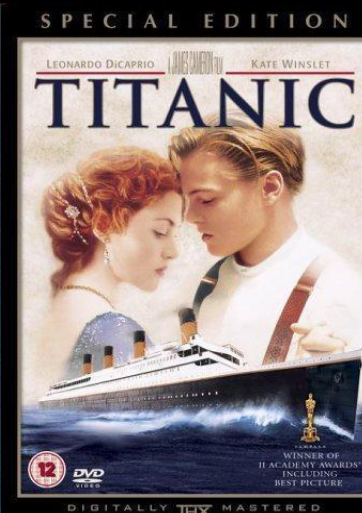


Image: Amazon.co.uk

James Cameron's movie *Titanic* is released on DVD in 2-disc and 4-disc special editions. The latter is billed as the 'Deluxe Collector's Edition'. It includes an alternate ending, 29 deleted scenes, a music video of the song *My Heart Will Go On*, behind-the-scenes footage, and three commentaries from cast, crew and historians.



8 November 2010

Titanic Port: An Illustrated History of Belfast Harbour is launched at the historic office of the Belfast Harbour Commissioners. The 400-page hardback, researched and written by Alf McCreary, chronicles the 400-year history of Belfast Harbour and its links with the city and its people.

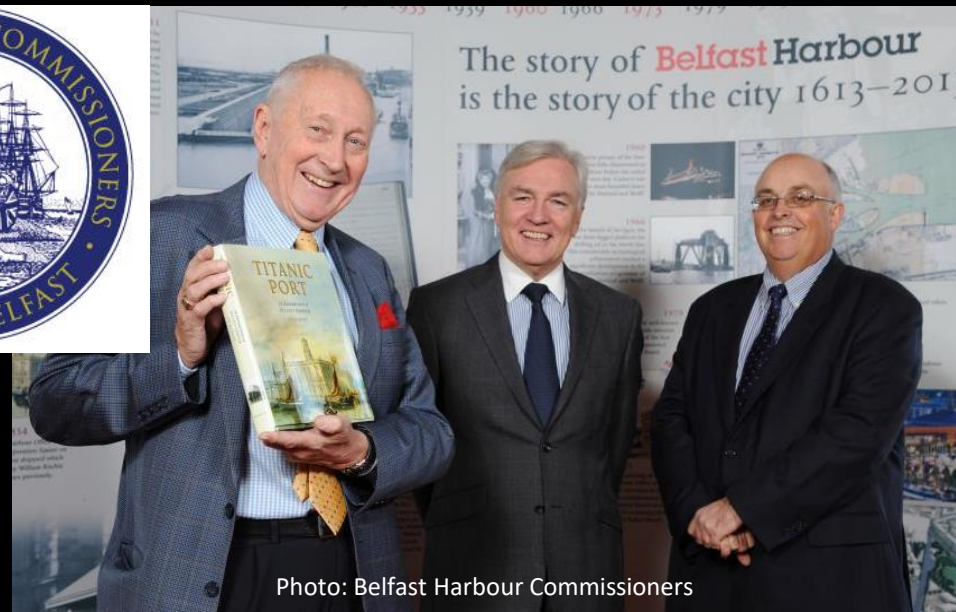
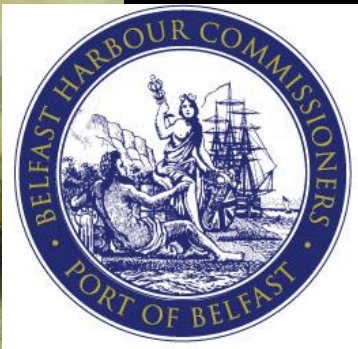
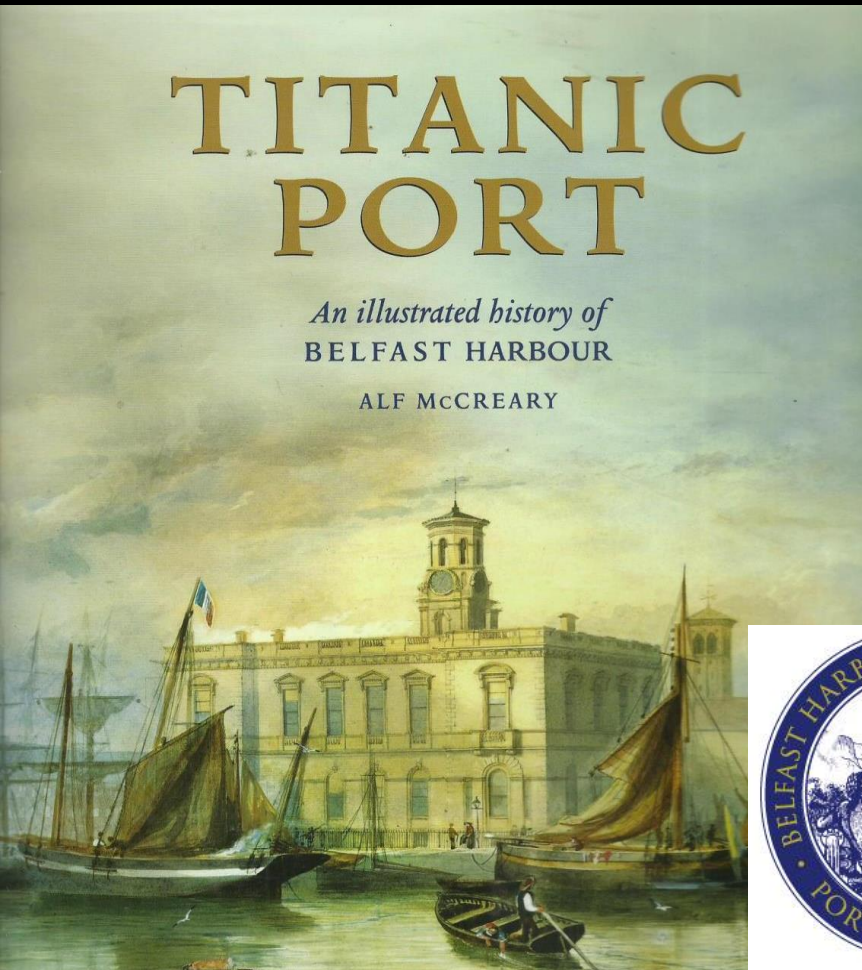


Photo: Belfast Harbour Commissioners

Author Alf McCreary (left) with Dr Len O'Hagan (centre) and Roy Adair, Chairman and Chief Executive, respectively, of the Belfast Harbour Commissioners on 8 November 2010.

9 November 1915



The Leyland Line's *Californian*, controversially involved in the *Titanic* disaster in April 1912, is torpedoed and sunk near Cape Matapan, Greece, by the German submarine *U-35*.

Funnel and house flag
of the Leyland Line.

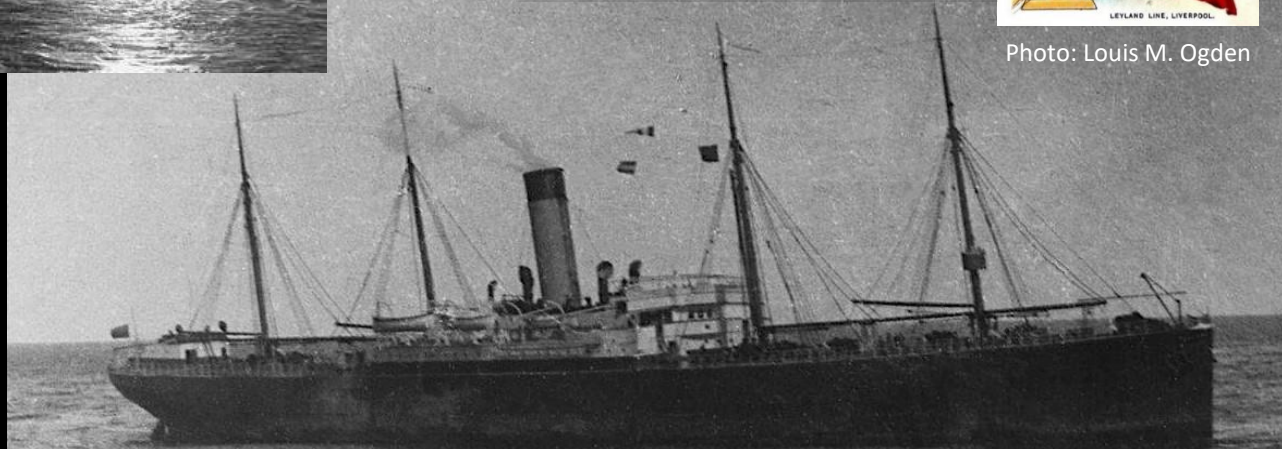


Photo: Louis M. Ogden

U-35 (685 tons) cruising in the Mediterranean on 1 April 1917.

Photo: Imperial War Museum Collection

Californian is initially attacked by the German submarine *U-34* at 7:45 am. The ship is taken in tow by a French patrol boat until *U-35* fires a second torpedo at 2:15 pm. *Californian* rapidly settles and sinks later that day in water 10-13,000 feet deep.



Californian as seen from *Carthia* on 15 April 1912.

Built by Caledon Shipbuilding & Engineering Company, Dundee, Scotland, 1902.

9 November 1994



Born Ralph Champion Shotter in London, England, 26 September 1907.

‘Then what shall we play now, gentlemen? “Happy Families?”’

Ralph Michael’s character in *A Night to Remember* was based on real-life gamblers travelling aboard *Titanic* under assumed names. He is seen here (second from right) playing cards in *Titanic*’s First Class Smoking Room.

British actor Ralph Michael dies in Brighton, Sussex, England. The 87-year-old veteran of film and television starred as fictional First Class passenger and ‘card sharp’ Jay Yates in the 1958 movie *A Night to Remember*.

‘I don’t know much about ships, but I am beginning to think that we are in a tight corner.’
(Card player in *A Night to Remember*, 1958)



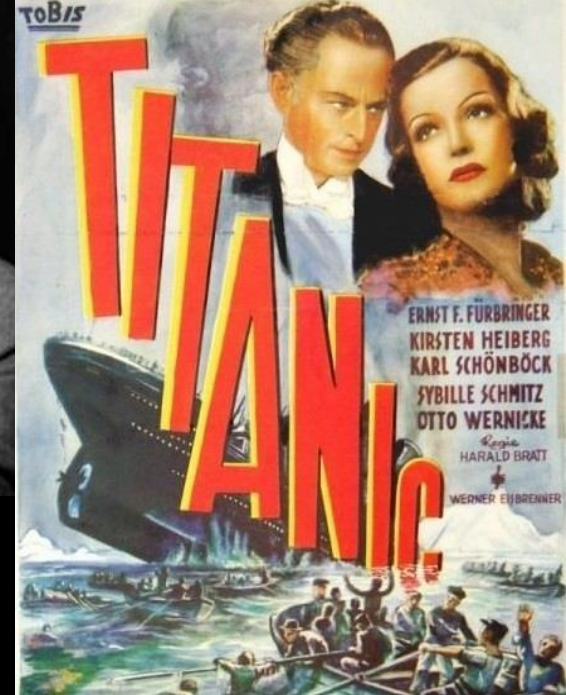
Images: ©Carlton International Media Ltd.

10 November 1943

German-occupied Paris hosts the premiere of the film *Titanic*. Personally commissioned by Nazi Minister of Propaganda Joseph Goebbels, it costs almost 4 million Reichsmarks. Goebbels is unimpressed with the film and bans it from being screened to German audiences.



Herbert Selpin, the film's original director. He was arrested during filming in 1942 for criticising German naval personnel. Selpin was later 'found' dead.



Scenes from *Titanic*.



Werner Klingler, the director (uncredited) who completed the film after Herbert Selpin's arrest and death in 1942.

11 November 1974

Leonardo Wilhelm DiCaprio is born in Los Angeles, California.

In 1996, 21-year-old DiCaprio is cast as Jack Dawson in James Cameron's movie *Titanic*. His role alongside British actress Kate Winslet (age 20) catapults him to international stardom.

'I'm the "King of the World!"'



'God, look at that thing! You would have gone straight to the bottom.'



Images: ©Twentieth Century Fox/Paramount Pictures (1997)

'I saw that in a Nickelodeon once and I always wanted to do it.'



12 November 1913



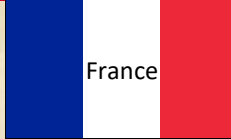
Austria-Hungary



Belgium

Denmark

Signatories
to SOLAS.



France

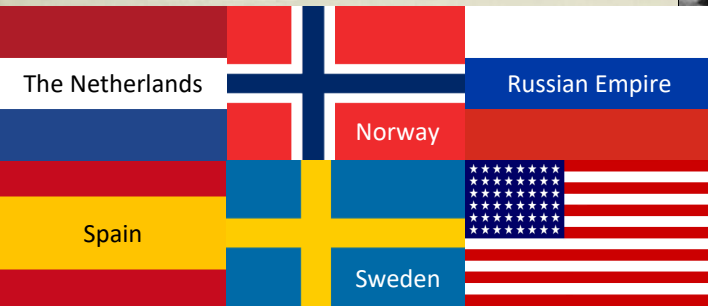
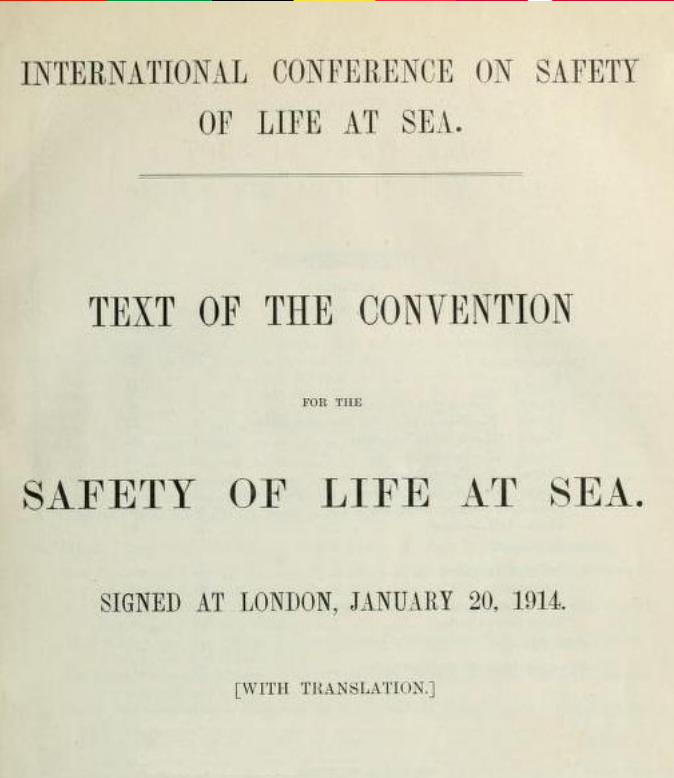
German Empire



Great Britain



Italy



The Netherlands

Russian Empire

Norway

Spain

Sweden

USA

In response to the *Titanic* disaster, the first international convention on 'Safety of Life at Sea' (SOLAS) opens in London. Delegates from thirteen nations discuss safety procedures and equipment, and the monitoring of wireless messages and ocean hazards. The 49-day convention concludes on 20 January 1914.



Chapter VI of SOLAS 1914, Article 40: '*At no moment of its voyage may a ship have on board a total number of persons greater than that for whom accommodation is provided in the lifeboats and the pontoon life-rafts on board.*'

12 November 1916

The glory that never was... *Britannic* in her intended peacetime livery of the White Star Line.



Painting: Charles Dixon (1914)

Britannic departs Southampton on her sixth round trip to the Mediterranean. It will prove to be her final voyage flying the red cross, almost exactly one year since being requisitioned and fitted out for duty as a high-capacity hospital ship.



Painting: ©Ken Marschall (2019), Richie Kohler Collection

13 November 1915

His Majesty's Hospital Ship *Britannic*
in the Mediterranean, 1916.

Painting: ©Jeremy Day (2012)

www.artistjeremyday.com



'With the unrelenting pressure in the Mediterranean [from the stalled Dardanelles campaign] ... official word was received at Belfast that Britannic was urgently required for service as a hospital ship.'

(Simon Mills, *The Unseen Britannic*, 2014)



The White Star liner *Britannic*, scheduled to enter passenger and mail service on the North Atlantic in the spring of 1915, is formally requisitioned by the British Admiralty to serve as a hospital ship. She is allocated the transport number 'G608'.

14 November 1886

Bess Waldo Daniels is born in Milwaukee, Wisconsin. Bess marries Hudson J.C. Allison in 1907 and in April 1912 they travel aboard *Titanic* with their children Loraine (2) and Trevor (11 months), along with a nurse, cook, maid and chauffeur.



c.1910 Photo: *New York Herald* (1912)

Bess, Hudson and Loraine Allison, and their chauffeur, perish in the *Titanic* disaster. Their son Trevor and the family's nurse, cook and maid all survive the tragedy.



Painting: ©Ken Marshall (1992)

A frantic Bess Allison, concerned for the whereabouts of son Trevor, follows her husband and daughter up *Titanic*'s First Class Grand Staircase on 15 April 1912.

14 November 1911

Photos: Harland & Wolff Collection, National Museums Northern Ireland



Olympic (background) with her incomplete sister *Titanic* at Belfast on 7 October 1911.



Serious damage was inflicted on *Olympic's* hull plating, steel ribs, starboard propeller shaft and blades. The liner spends more than five weeks under repair at Harland & Wolff.

Olympic is removed from the graving dock at Belfast after a month-long stay for repairs.

The liner had returned to Belfast on 6 October following a collision with H.M.S. *Hawke* on 20 September 1911.

A worker inspects the damage to the aft starboard hull plating.

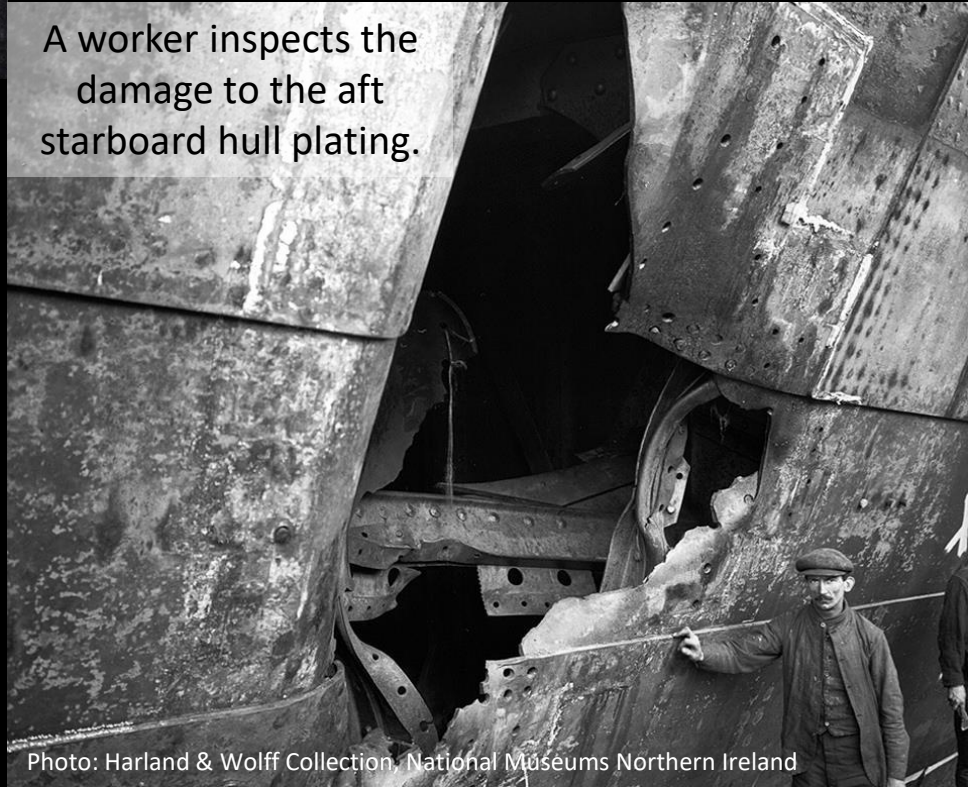


Photo: Harland & Wolff Collection, National Museums Northern Ireland

15 November 1929

The 'talkie' film *Atlantic*, based on the *Titanic* disaster of 1912, premieres in England at Regal Cinema, Marble Arch, London.



Ewald Dupont
(1891-1956),
German-born
director of
Atlantic.

A German-language version of the film (*Atlantik*) is also released in 1929, followed in 1930 by a French version titled *Atlantis*. A silent version is also made.



15 November 1996



Wednesday, 10 April 1912
Hundreds of extras in period costume create a busy scene at Southampton.



Images: ©Twentieth Century Fox/Paramount Pictures (1997)

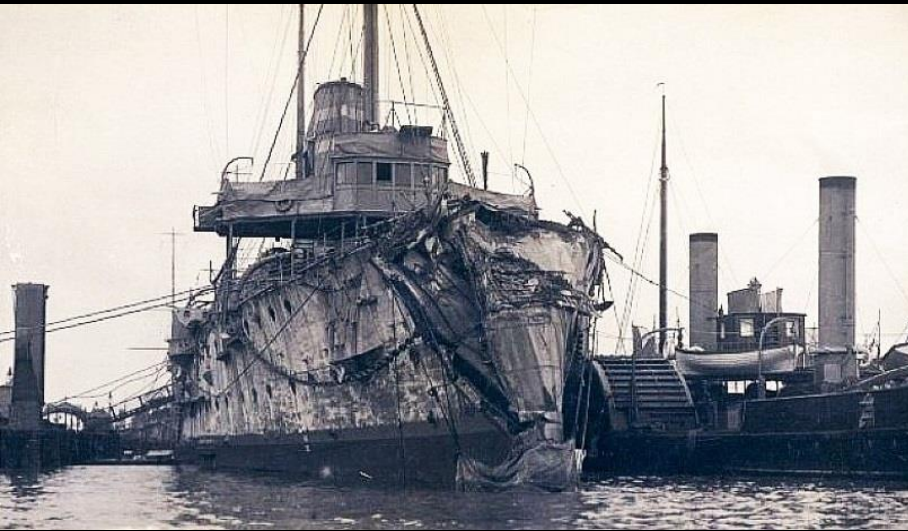
Filming commences on dockside and boarding scenes for James Cameron's movie *Titanic* at Fox Baja Studios in northern Mexico. Scenes are filmed with reversed signage and props to correctly show *Titanic*'s port side at Berth 44 in Southampton (only the starboard side of the ship was completed for the movie set).



Ruth DeWitt Bukater (Frances Fisher) boards *Titanic*, followed by her daughter Rose (Kate Winslet) and Rose's fiancé Cal Hockley (Billy Zane).



16 November 1911



The case of '*Olympic vs Hawke*' opens in the High Court of Justice, London. The White Star Line sues the British Admiralty concerning its judgement that *Olympic* was to blame for the collision with H.M.S. *Hawke* on 20 September 1911. The case ends four weeks later with the original verdict upheld.



Photo: *The Times History of the War*

H.M.S. *Hawke* with her crushed bow at Southampton in September 1911.



The presiding judge is Sir Samuel Evans (1859-1918), President of the Probate, Divorce and Admiralty Division of the High Court of Justice, Great Britain.



Damage to *Olympic's* hull, photographed on 20 September 1911.

16 November 2024



Captain Arthur Henry Rostron (1869-1940) in March 1913.

'Presented to Captain Rostron with the heartfelt gratitude and appreciation of three survivors of the Titanic. April 15th, 1912. Mrs. John B. Thayer Mrs. John Jacob Astor Mrs. George D. Widener.'

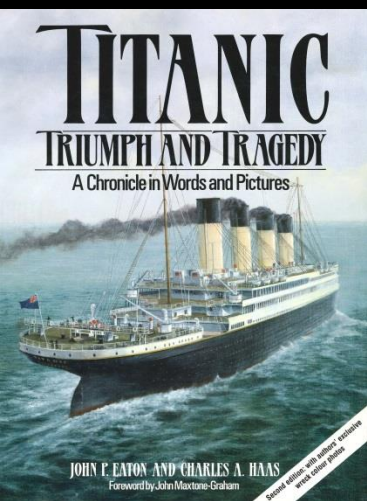
Originally manufactured by Tiffany & Co. in the United States, the watch was presented to Captain A.H. Rostron by Marian Thayer, Madeleine Astor and Eleanor Widener, whose husbands perished in the disaster.



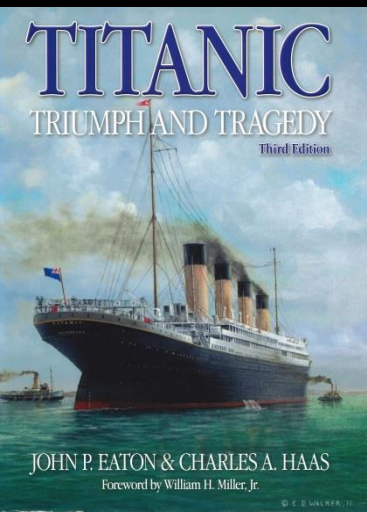
Photos: Henry Aldridge & Son

At an auction of Henry Aldridge & Son in England, an 18-carat gold pocket watch, once owned by Captain Arthur Henry Rostron of the Cunard Line, is sold to a buyer in the United States for £1.56 million (US\$1.97 million). It is the highest amount ever paid for a *Titanic*-related object, surpassing the £1.175 million for John Jacob Astor's gold watch in April 2024.

17 November 1986



Updated editions,
also in hardback,
are published in
1994 and 2011.



TITANIC TRIUMPH AND TRAGEDY

A Chronicle in Words and Pictures



JOHN P. EATON AND CHARLES A. HAAS
Foreword by John Maxtone-Graham

The book is published in the United States by W.W. Norton & Company, with noted ocean liner historian and author John Maxtone-Graham providing the foreword. Artwork by E.D. Walker graces the dust jackets of the 1994 and 2011 editions.

Titanic: Triumph and Tragedy is published in England by Patrick Stephens Ltd. The 320-page hardback by historians John P. Eaton and Charles A. Haas is the most comprehensive book yet released on the liner, with more than 1,000 illustrations.

John P. Eaton (left) and Charles A. Haas in 1986.

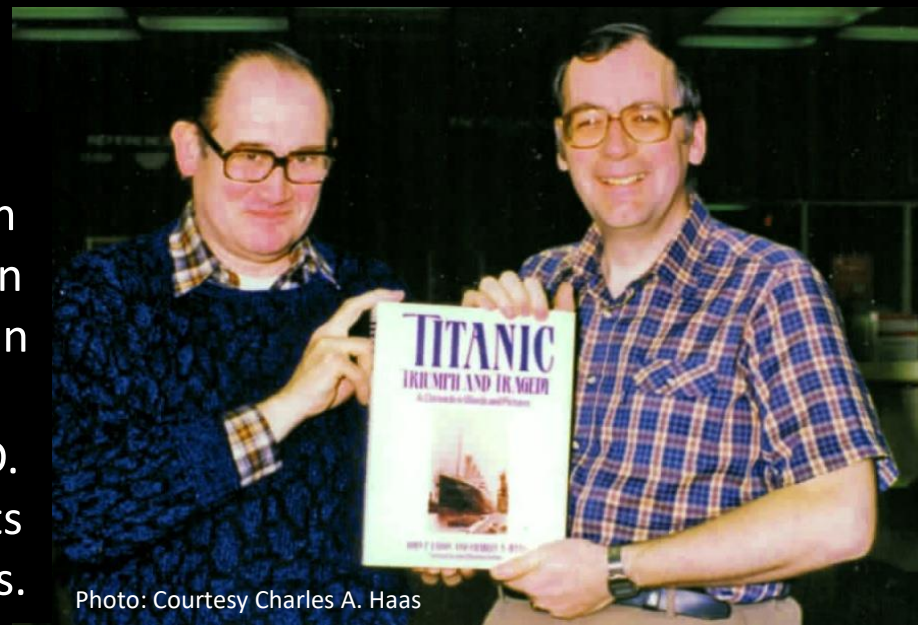


Photo: Courtesy Charles A. Haas

17 November 1996 The two-part mini-series *Titanic*, directed by Robert Lieberman, premieres on CBS television in the United States. The US\$13 million production stars Peter Gallagher, Catherine Zeta-Jones and George C. Scott. The second part screens two nights later. The series receives negative reviews from critics and *Titanic* historians.



Image: Cade M. Sikora/Sonar Entertainment, Inc.

18 November 1929



Photo: ©Beken of Cowes

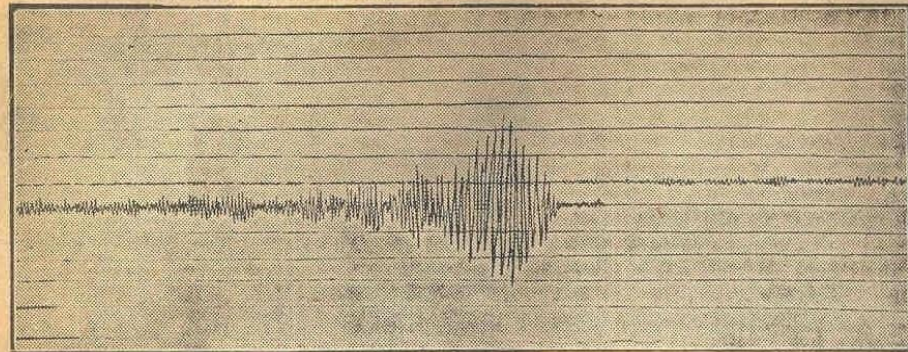
Aerial view of *Olympic* near the Isle of Wight, England, in 1933.

'The shock put out the electric lights in the mail room and the engineers on watch described the vibration through the ship as if the anchors forward had been suddenly let go and the cable was tearing through the hawsepipes.'
(Newspaper report from November 1929)

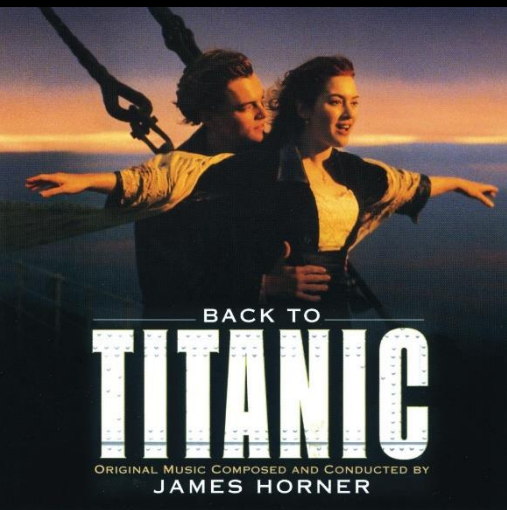
Right: A seismograph in Toronto, Canada, recorded that the magnitude 7.2 earthquake was the largest ever experienced in that area.

Steaming at 22 knots on a westbound crossing to New York, *Olympic* suffers a violent tremor and sustained vibration for two minutes. An inspection of her hull results in no signs of damage. Radio messages soon determine that a magnitude 7.2 earthquake, northeast of Nova Scotia, Canada, caused the tremor and vibration.

EARTHQUAKE AS RECORDED IN TORONTO



18 November 1997

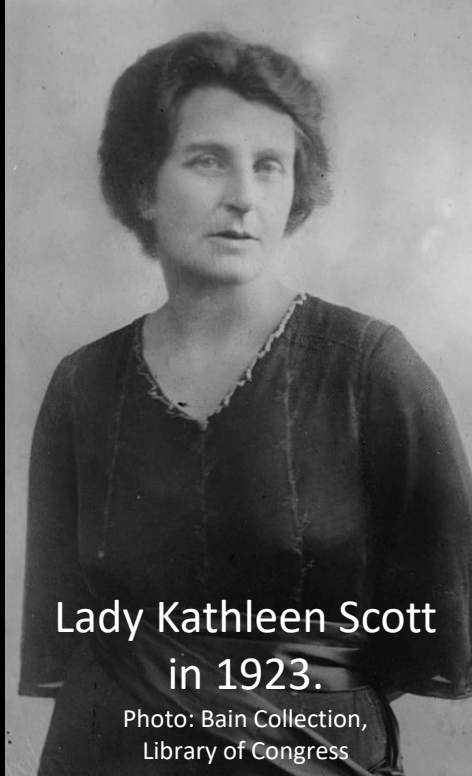


A second album, *Back to Titanic*, is released on 25 August 1998. A two-disc edition with additional music is released on 26 March 2012, the centenary year of the disaster.

Sony Classical/Sony Music Soundtrax releases on CD the album *Titanic: Music From the Motion Picture*. The music is composed and conducted by James Horner and includes the theme song *My Heart Will Go On* performed by Céline Dion. The album is a spectacular worldwide success, selling over 30 million copies and attaining 'No. 1' on charts in 15 countries.

19 November 1913

British sculptor Kathleen Scott, widow of renowned Antarctic explorer Robert Falcon Scott (1868-1912), is selected to create a statue of *Titanic's* captain, Edward John Smith.



Lady Kathleen Scott
in 1923.

Photo: Bain Collection,
Library of Congress



Captain Scott aboard
Terra Nova, 1910.

Photo: Herbert Ponting,
Scott Polar Research Institute



Captain Smith aboard *Olympic*, 1911.



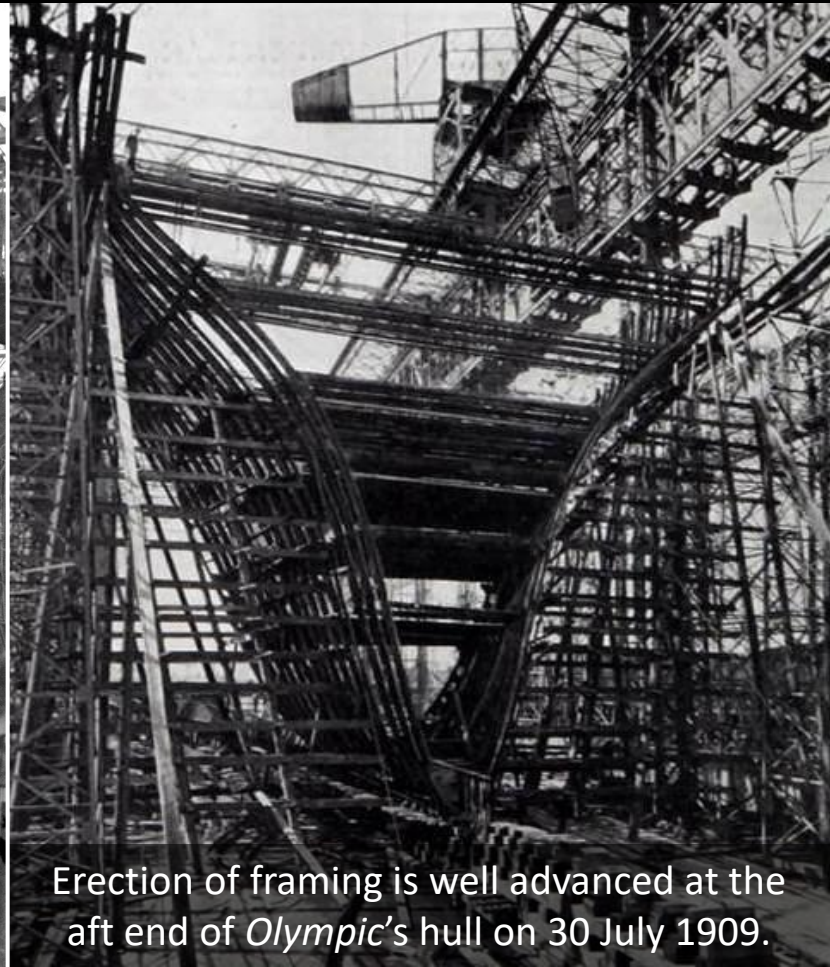
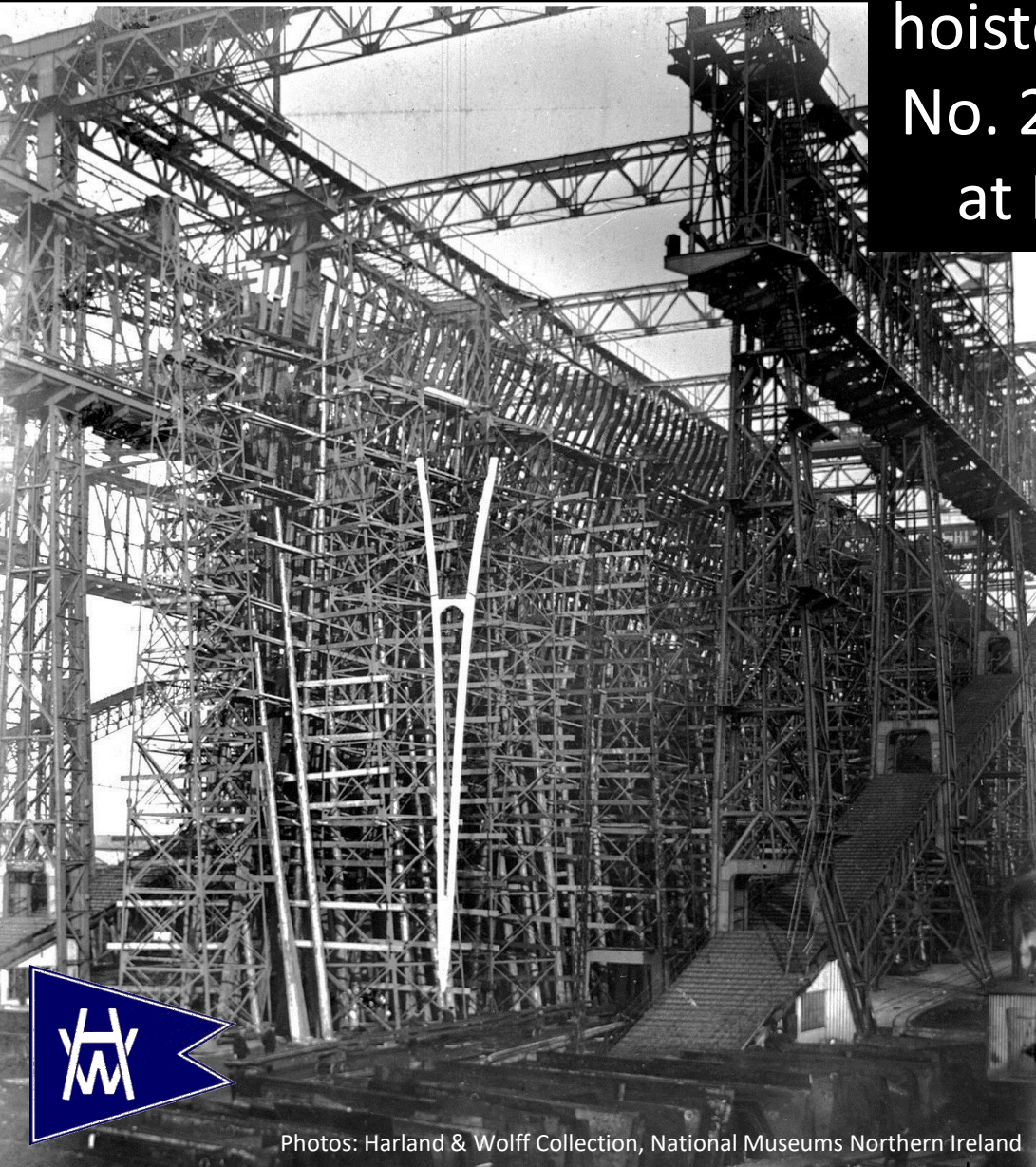
Photo: statues.vanderkrogt.net

Born Edith Agnes Kathleen Bruce on 27 March 1878, she married Captain Robert Falcon Scott on 2 September 1908. The explorer died during his return from the South Pole in March 1912, three weeks before the *Titanic* disaster.

Kathleen Scott's granite and bronze statue of Captain Edward J. Smith, costing £740, was unveiled on 29 July 1914. She died in London aged 69 on 25 July 1947.

20 November 1909

The last frame of the hull of the White Star liner *Olympic* is hoisted into position on slipway No. 2 beneath the Arrol Gantry at Harland & Wolff, Belfast.



Erection of framing is well advanced at the aft end of *Olympic's* hull on 30 July 1909.



20 November 1996



The front and rear covers of the North American edition.

Developed by Cyberflix International and produced by Andrew Nelson, the video game takes place in a virtual representation of *Titanic*. The player assumes the role of a former British spy in London in 1942. He travels back in time to 1912 to complete a previously failed mission to prevent the Russian revolution and two world wars. The gameplay involves exploring *Titanic* and solving puzzles. There are multiple outcomes and endings depending on the player's interaction with characters and use of terms.

GTE Entertainment in North America and Europress in the United Kingdom release the adventure video game *Titanic: Adventure Out of Time* for Microsoft Windows and Macintosh platforms.



Front cover of the British edition.

21 November 1912

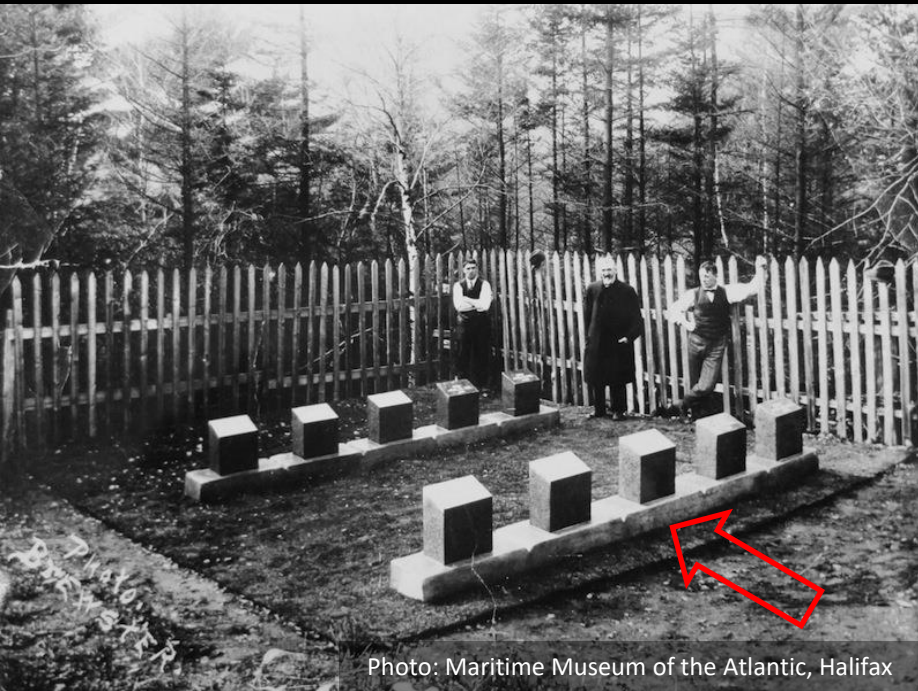


Photo: Maritime Museum of the Atlantic, Halifax

Stonecutter Frank Fitzgerald (left), Alexander McDougall (centre), and local contractor and monument maker Fred Bishop with the new headstones at Baron de Hirsch Cemetery.

'The stones are cut from what is known as ebony granite ... Each headstone has the simple and graphic description "Died April 15, 1912," thus fixing in stone the date of the great disaster.' (Novascotian, Halifax, 22 November 1912)

Headstones are placed on the graves of ten *Titanic* victims at the Baron de Hirsch (Hebrew) Cemetery in Halifax, Nova Scotia, Canada. Interred here were Saloon Steward Frederick W. Wormald (3 May 1912) and Second Class passenger Michel Navratil (15 May 1912), along with eight unidentified victims.

Right: Headstone for Frederick Wormald, body No. 144 (see arrow in main photo).



Photo: Graeme Jupp

2012

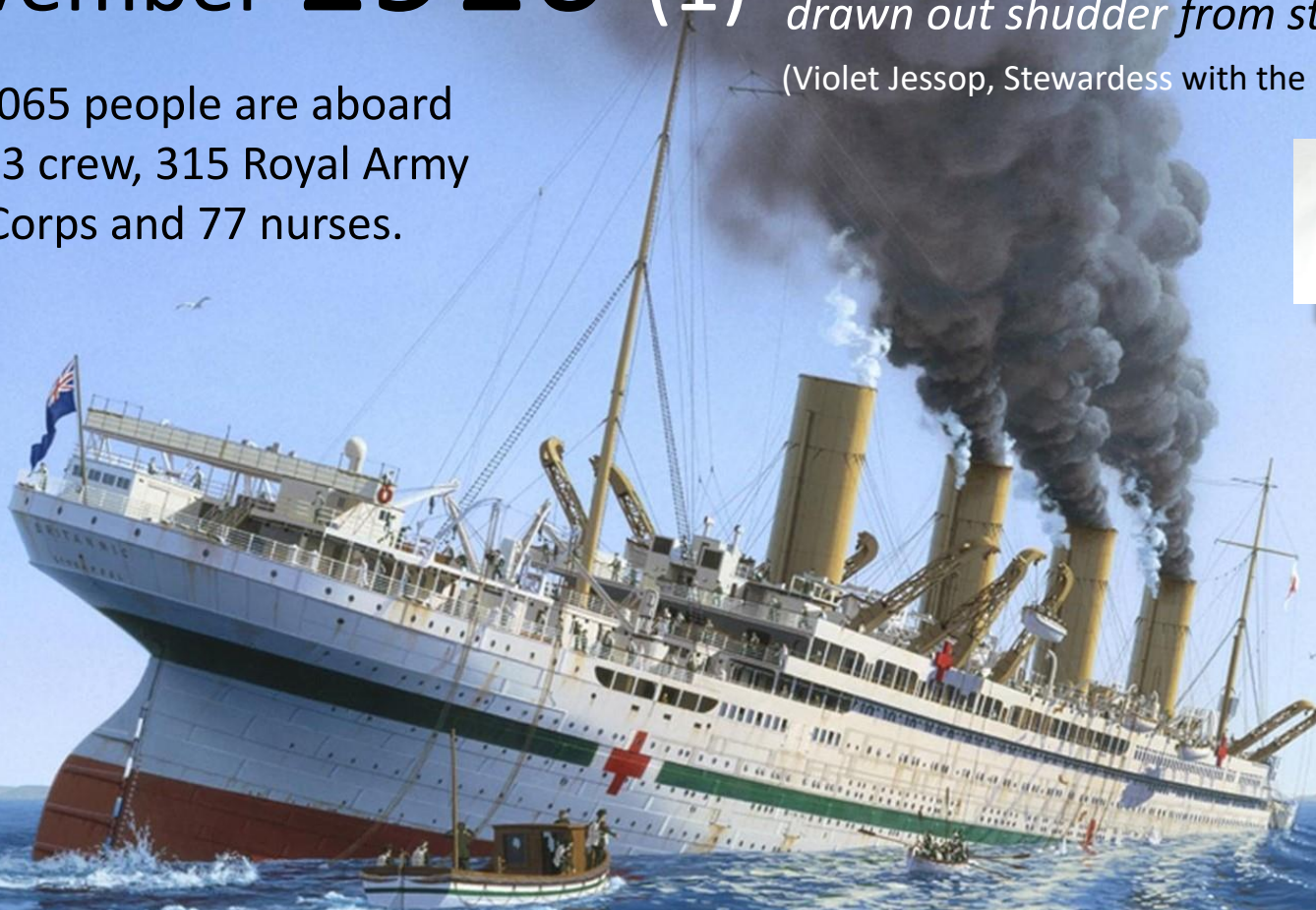
21 November 1916 (1)

'Suddenly, there was a dull, deafening roar. Britannic gave a shiver, a long drawn out shudder from stem to stern.'

(Violet Jessop, Stewardess with the British Red Cross)



A total of 1,065 people are aboard
Britannic: 673 crew, 315 Royal Army
Medical Corps and 77 nurses.



Painting: ©Ken Marschall (1997)

Outward bound on her sixth voyage to return wounded Allied personnel to England, His Majesty's Hospital Ship *Britannic* (G.618) strikes a German mine in the Aegean Sea, near Greece.

21 November 1916 (2)

Among those who survive the loss of *Britannic* are three who also survived the *Titanic* disaster on 14-15 April 1912.

Britannic slips beneath the surface in this screenshot from the YouTube video *Forgotten Titan: The Sinking of Britannic*.

Image: ©Oceanliner Designs/
Titanic Honor and Glory

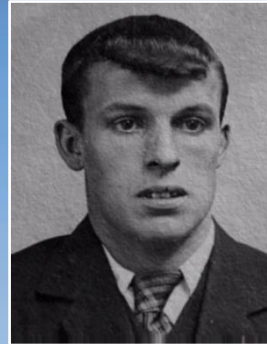


Photo: Imperial War
Museum Collection



Left to right: Lookout Archie Jewell (1888-1917); Violet Jessop, Stewardess with the British Red Cross (1887-1971); and Fireman Arthur John Priest (1887-1937).

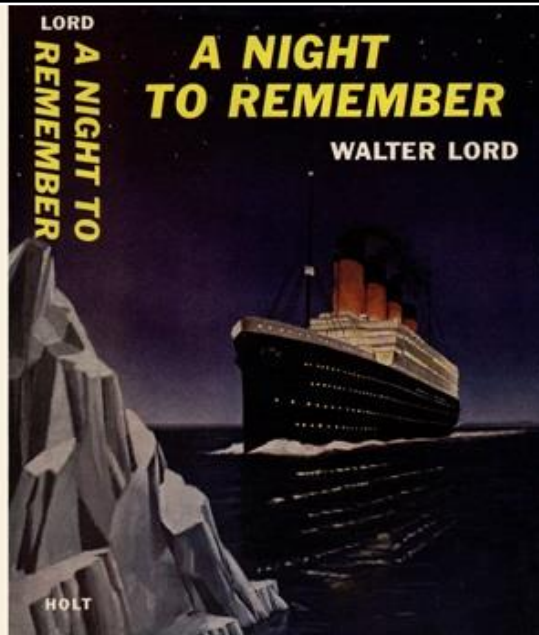
Britannic sinks only fifty-five minutes after striking the mine. Thirty lives are lost from two lifeboats struck by the ship's port propeller blades. The 48,158-ton liner settles on her starboard side in 387 feet (118 metres) of the Aegean Sea. She is the largest vessel lost to enemy action in World War I.

21 November 1955

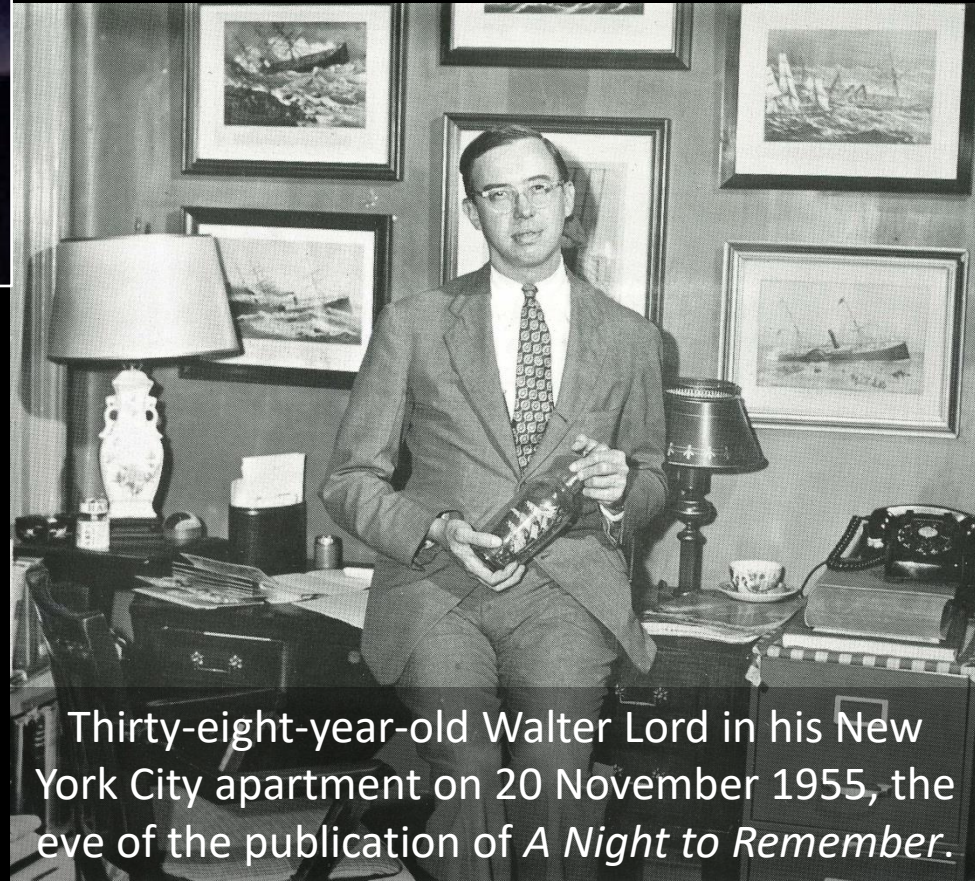


When Walter Lord was ten years old he persuaded his family to go abroad on the *Olympic*, sister ship to the *Titanic*, so he could learn more about the lost liner. In the 28 years since, he has carried on his research with unflagging devotion. He has tracked down, met, and corresponded with scores of survivors, rescuers, relatives of victims, steamship officials, and others intimately connected with the disaster. He has pored over blueprints, builders' specifications, cargo manifests, and the thousands of pages of testimony given at the official investigations in London and Washington. Today he probably knows more about the *Titanic*, and about the incredible night of April 14, 1912, than anyone alive. He has scrupulously pieced the facts together, and with consummate skill and restraint he has permitted the story to tell itself.

HENRY HOLT AND COMPANY, INC.
385 Madison Avenue, New York City 17
Chicago San Francisco



Henry Holt and Company, Inc. in New York publishes *A Night to Remember*, Walter Lord's account of the sinking of the *Titanic*. It is a huge success and international bestseller.

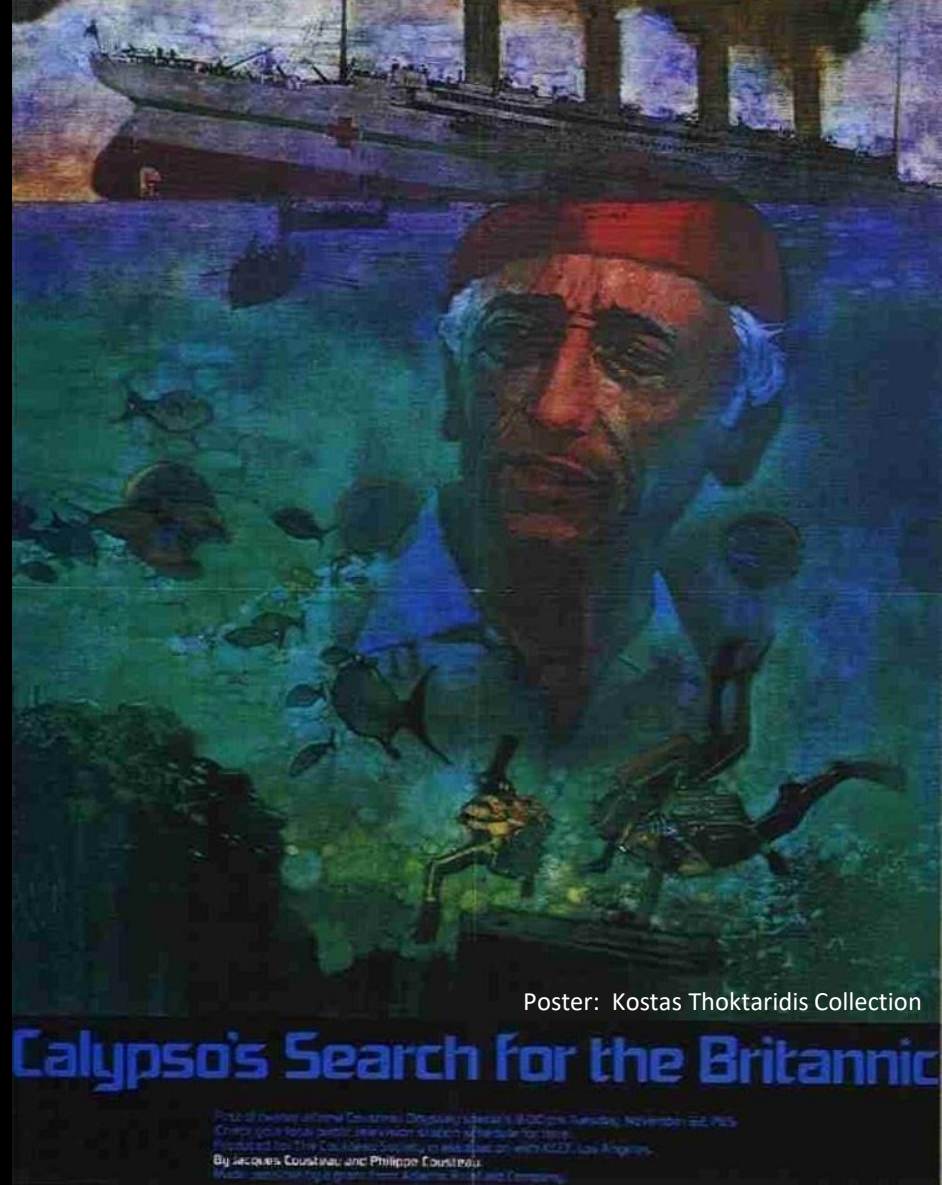


Thirty-eight-year-old Walter Lord in his New York City apartment on 20 November 1955, the eve of the publication of *A Night to Remember*.

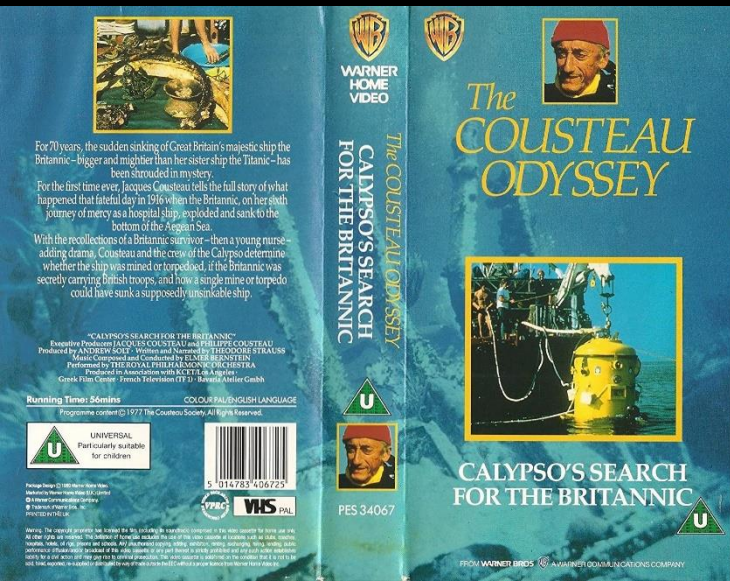
'High in the crow's-nest of the new White Star liner Titanic, lookout Frederick Fleet peered into a dazzling night. It was calm, clear and bitterly cold. There was no moon, but the cloudless sky blazed with stars. The Atlantic was like polished plate glass; people later said they had never seen it so smooth.'
(The opening paragraph of Chapter 1, "Another Belfast Trip", from *A Night to Remember*)

22 November 1977

The documentary *Calypso's Search for the Britannic* is first broadcast in the United States. It is 61 years and one day since the British hospital ship was sunk by a German mine in the Aegean Sea, near Greece.



Left: Warner Home Video Release on VHS cassette (1989).



The 56-minute programme documents the 1975 and 1976 expeditions led by French oceanographer and explorer Jacques Cousteau, which successfully located and explored *Britannic's* wreck in 387 feet of water in the Aegean Sea.

23 November 1899

Respected businessman and shipowner Thomas Henry Ismay, founder in 1869 of the Oceanic Steam Navigation Company, dies at his home in Thurstaston, near Liverpool, England. He is 62 years old.



Flag, funnel colours and monogram of the White Star Line.

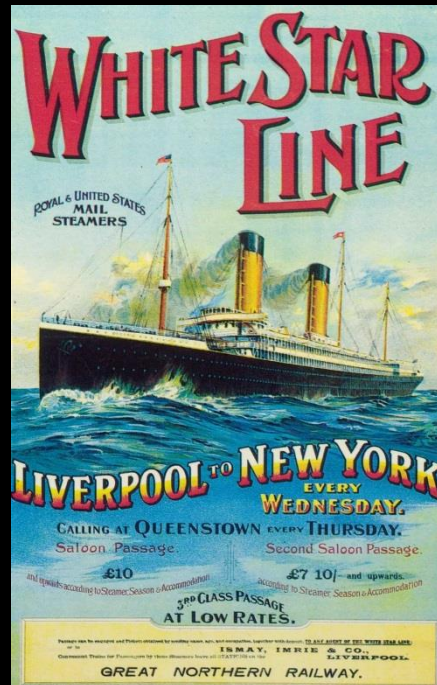


'A staircase ascending upward, straight, regular, well ordered, firm in its setting, perfect in its surroundings.'

(Liverpool journalist commenting on Thomas Henry Ismay's career following his death in 1899)



Photo: The Shipbuilder



Advertising poster, c.1900.



Caricature from *Vanity Fair*, 15 November 1894.

A TITANIC MYTH

The Californian Incident

LESLIE HARRISON

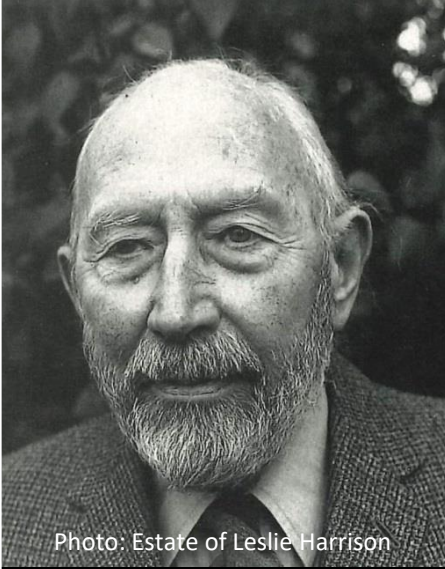
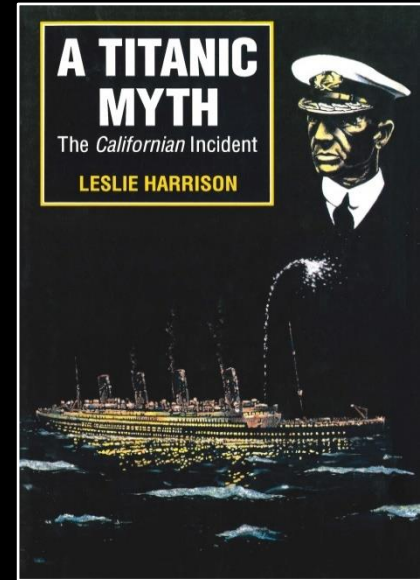


Photo: Estate of Leslie Harrison

24 November 1986

Right: A second edition of Leslie Harrison's book, with additional material, is published by the Self Publishing Association and released on 31 July 1992.

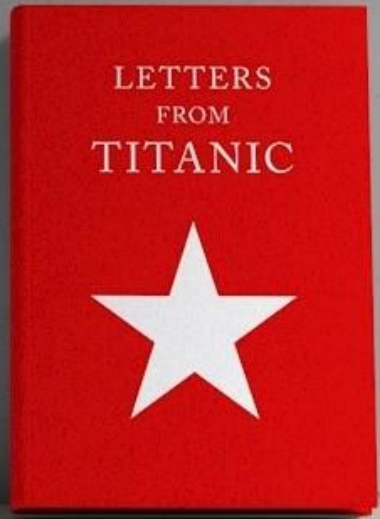


Leslie Harrison (31 July 1912 - 19 April 1997)

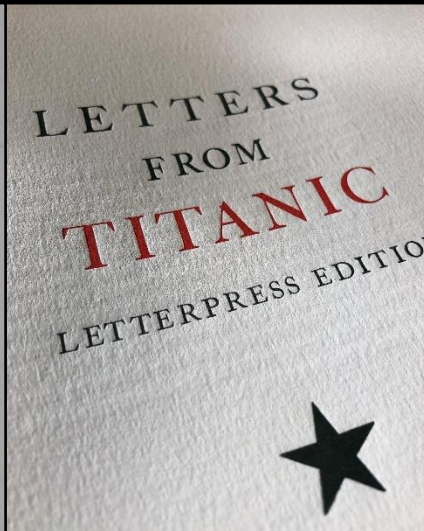
'To the late Captain Stanley Lord who endured a gross injustice with fortitude and dignity.'

William Kimber & Co. Ltd. publishes *A Titanic Myth: The Californian Incident*. The book is a spirited defence of Captain Stanley Lord (1877-1962) and his involvement – and that of his ship, *Californian* – in the *Titanic* disaster of 1912. Author Leslie Harrison, a retired General Secretary of the Mercantile Marine Service Association, has been defending Captain Lord's reputation since first meeting him on 7 July 1958.

24 November 2022



Images: Gareth Parry, The History Press

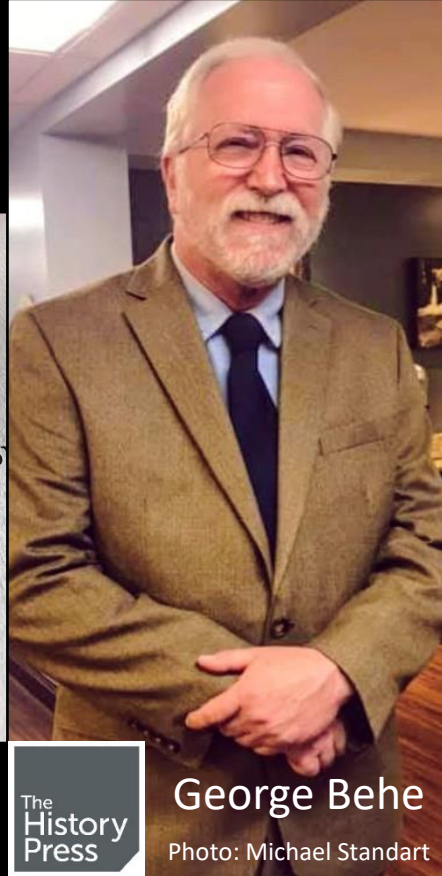


Set and cast in 'Monotype' Imprint with Gill Sans Light and Caslon display.



George Behe

Photo: Michael Standart



'This going away from home will make me a better man and try and lead a good life. The Titanic is a marvel I can tell you I have never seen such a sight in all my life, she is like a floating palace, everything up to date.'

(Percy Bailey, Second Class passenger and victim)

Only 250 numbered copies of the book are produced. Each one is enclosed in a special presentation box.

The History Press publishes *Letters from Titanic*, a selection of thirty-three letters written by *Titanic*'s passengers during and after the maiden voyage in April 1912. Curated by *Titanic* author, researcher and historian George Behe, the letters are presented in a limited edition, letterpress-printed, 128-page hardbound volume with a menu card and 12 colour plates.

25 November 1960



The twilight of her career...
M.V. *Britannic* berthed at
New York in the late 1950s.
She retains her original
White Star Line livery.

*'Her going is like pulling a tooth from some of the
White Star men who still work for the Company.'*

(Captain Eric Divers, master of *Britannic*)

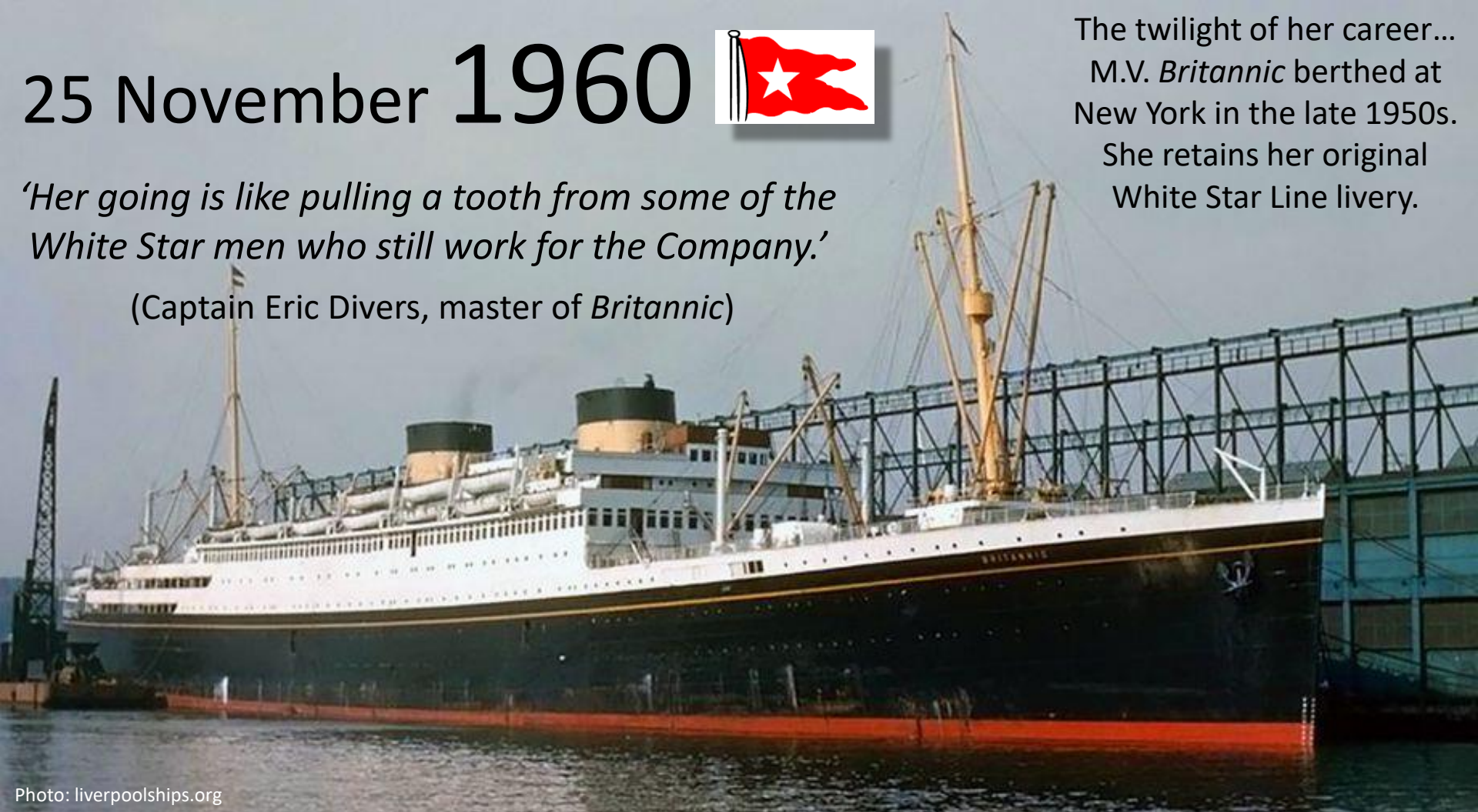


Photo: liverpoolships.org

The Cunard Line's *Britannic*, launched in August 1929 for the White Star Line, departs New York on her final North Atlantic crossing. Her withdrawal after 30 years' service in peace and war marks the end of the line for the famous White Star fleet.

26 November 1901

The 6,223-ton Leyland Line steamship *Californian*, later to be involved in the *Titanic* disaster, is launched at the Caledon Shipbuilding & Engineering Company's yard in Dundee, Scotland.

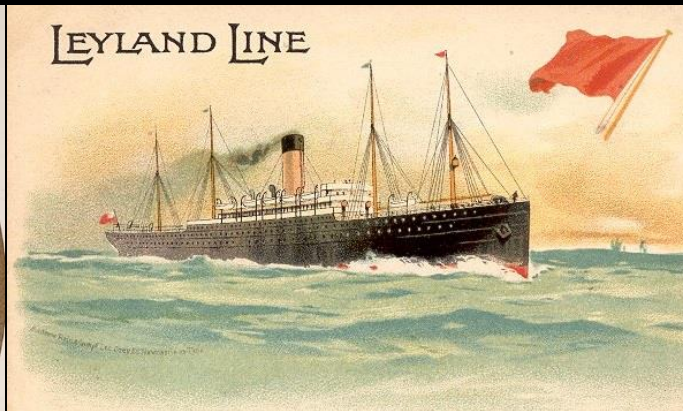
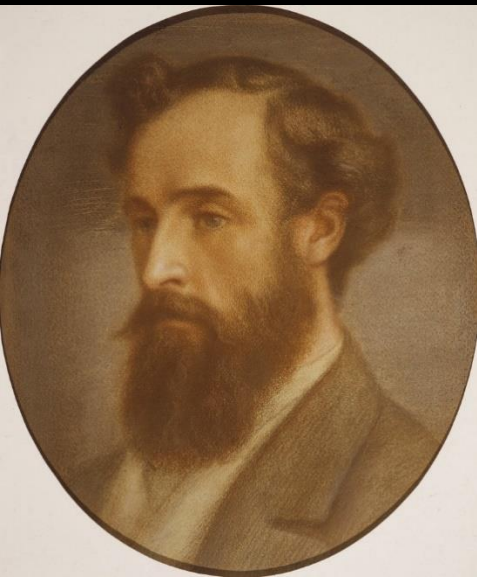


Yard No. 159;
Cost: £105,000



Photo: Dundee City Archives

Length: 447 feet (136 m); Beam: 53 feet (16 m).
Passengers: 47, Crew: 55; Speed: 12 knots.
Maiden voyage: 31 January 1902.



Frederick Richards Leyland (1831-1892),
founder of the Leyland Line in 1873.

Original painting: Dante Gabriel Rossetti (1879)



Photo: Dundee City Archives

NATIONAL
GEOGRAPHIC
CHANNEL

NATIONAL
GEOGRAPHIC

TITANIC | 20 YEARS LATER

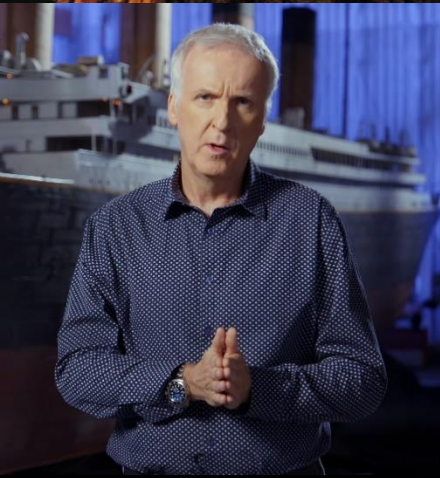
WITH JAMES CAMERON

Images: National Geographic Channel

'After decades of exploration and scientific analysis, we know a lot more than we did when we made the film ... We'll see where we were right, and where we got it wrong...' (James Cameron)

James Cameron is joined by oceanographer Dr Robert Ballard, co-discoverer of the wreck in September 1985, historians Don Lynch and Ken Marschall, naval systems engineer Parks Stephenson, and family members of *Titanic* passengers.

26 November 2017



The documentary *Titanic: 20 Years Later with James Cameron* premieres on the National Geographic Channel in the United States. The filmmaker revisits the 1997 movie and considers whether his depiction of *Titanic's* last hours was accurate. He also reflects on certain events of that night in April 1912.

27 November 1956

Images: BBC Archive. Screenshots courtesy Gregg Jasper



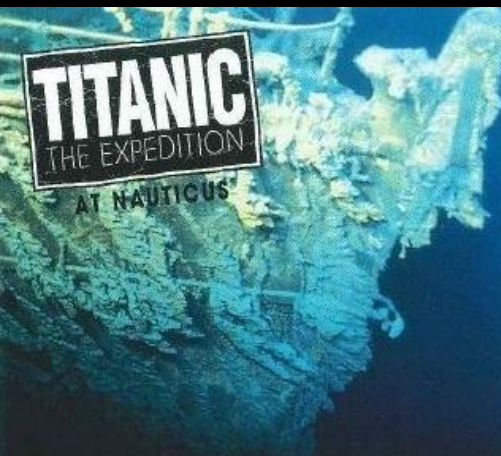
Clockwise from left: Quartermaster George Rowe, Fireman Walter Hurst, First Class passenger Edith Russell, Second Class Smoking Room Steward James Witter and Third Class passenger Gus Cohen.



Right: Harold Cottam recalls his actions of forty-four years earlier when he picked up *Titanic's* distress call.

The BBC screens a programme in which five *Titanic* survivors recall their memories of 14-15 April 1912. Also appearing is Harold Cottam, former wireless operator of the Cunard liner *Carpathia*. Cottam demonstrates with a wireless set how he communicated with *Titanic* after receiving the distress call.

27 November 1996



**BUT DON'T LET THAT
STOP YOU FROM SEEING IT.**

Now at Nauticus, The National Maritime Center, you can experience *Titanic: The Expedition*, the fascinating exhibit which explores the most famous shipwreck of all time, and the extraordinary stories and events which have mystified the world for decades. See the first *Titanic* artifacts ever shown in the US. And the technological breakthroughs which make their recovery possible. *Titanic: The Expedition*. You won't believe what's down there. Unless you see it.

ADMISSION PRICES: Admission includes both the *Titanic* exhibit and admission to Nauticus, The National Maritime Center. Nauticus features over 150 exhibits and hands-on experiences for exploring the world's oceans.

Adults... \$12.95 Ages 6-17... \$9.95

\$1 discount for Senior Citizens, Military, AAA

Children 5 and under free with paying guest.

For information on group rates and reservations call (757) 664-1000 or 1-800-664-1080.

NAUTICUS is located in Norfolk on the Virginia Waterfront, 20 minutes west of the Virginia Beach Oceanfront, via 44 West, Waterside Drive exit, and just 40 minutes east of Colonial Williamsburg via 64 East to 264 West, Waterside Drive Exit.

NAUTICUS HOURS:

Tues., Thurs., Sun., 10-5, Wed., Fri., Sat., 10-8.

Special hours Dec. 26-30, 10-8.

Closed Christmas Day and New Year's Day.



THE NATIONAL MARITIME CENTER
NAUTICUS

One Waterside Drive, Downtown Norfolk, Virginia
(757) 664-1000 or 1-800-664-1080

Tickets available at Nauticus, all TicketMaster locations, or charge by phone (804) 671-8100. Prices and schedules subject to change.

*Not including tax/service fees.



Publicity brochure from 1996.

Courtesy Shelia Harrison,
Nauticus, The National
Maritime Center, Norfolk, VA.

The first exhibition in America featuring artefacts recovered from *Titanic's* wreck site opens at Nauticus, The National Maritime Center in Norfolk, Virginia. The artefacts, some of which are displayed in special 'wet' cases, were recovered on four expeditions between 1987 and 1996. The exhibition runs until 31 March 1997.



Photo: E. Welch (2009)

November 27, 1996 – March 31, 1997

THE NATIONAL MARITIME CENTER
NAUTICUS

Norfolk on the Virginia Waterfront

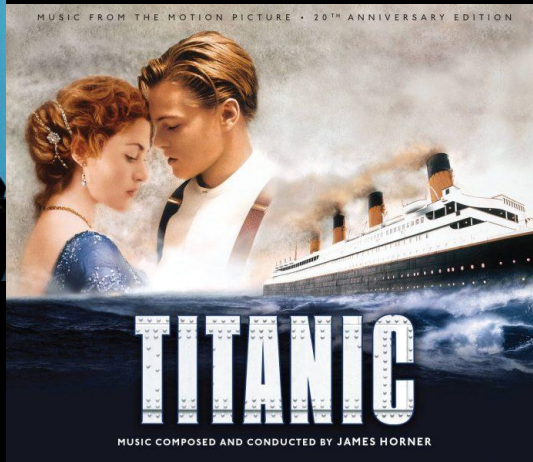
28 November 2017



Photo: Academy of Motion Picture Arts and Sciences

James Horner was tragically killed in a plane crash in 2015.

Composer and conductor James Horner with his 'Oscars' at the Academy Awards ceremony in Los Angeles on 23 March 1998.



MUSIC FROM THE MOTION PICTURE • 20TH ANNIVERSARY EDITION

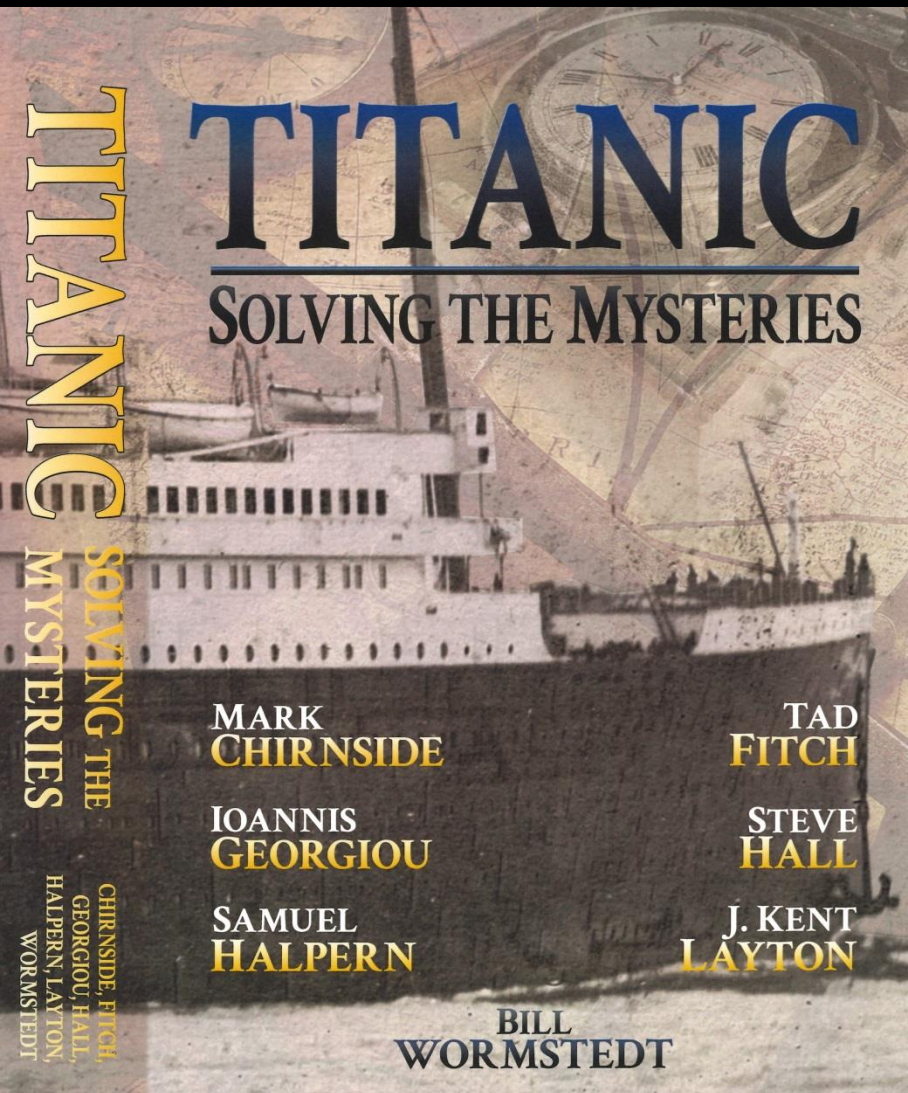
TITANIC

MUSIC COMPOSED AND CONDUCTED BY JAMES HORNER



Twenty years after the release of the soundtrack from *Titanic*, La-La Land Records releases an expanded version of the score on four discs. The set features the original movie soundtrack on two discs, with additional music and source material on the third and fourth discs. Total running time is over 4 hours.

28 November 2019



Titanic: Solving the Mysteries is published by print-on-demand company Blurb, Inc. The 424-page hardback addresses the theory that a fire smouldering in one of *Titanic*'s coal bunkers allegedly contributed to the loss of the ship. It also includes detailed research on the clocks and time-keeping aboard the liner during the maiden voyage.

The seven authors present their combined knowledge and research in '*Fire & Ice (Or What You Will)*' (94 pages) and '*Time & Again: Titanic's Final Hours*' (279 pages).

The 'coal bunker fire' theory is conclusively dismissed. The book determines that on the night of 14-15 April 1912, the clocks aboard *Titanic* were 2 hours and 2 minutes ahead of New York time.

29 November 1911

R.M.S. *Olympic* in
Southampton Water
in late 1911.



Photo: Imperial War Museum Collection;
Colourised by Daryl LeBlanc

THE OLYMPIC HELD
UP BY FOG ON FIRST
TRIP SINCE CRASH

The Steamship, with Record
Throng Aboard, Unable to
Leave Southampton.

500 ARE AWAITING
HER AT CHERBOURG

New York Herald,
30 November 1911.

Workers attend to *Olympic's*
damaged starboard propeller
blades at Belfast, October 1911.

Photo: Harland & Wolff Collection,
National Museums Northern Ireland



Olympic's scheduled return to service is
delayed for almost twenty hours by fog
at Southampton. Damage inflicted by
H.M.S. *Hawke* on 20 September 1911
resulted in five weeks of repairs at
Harland & Wolff. The cost to the White
Star Line was estimated at £284,000.

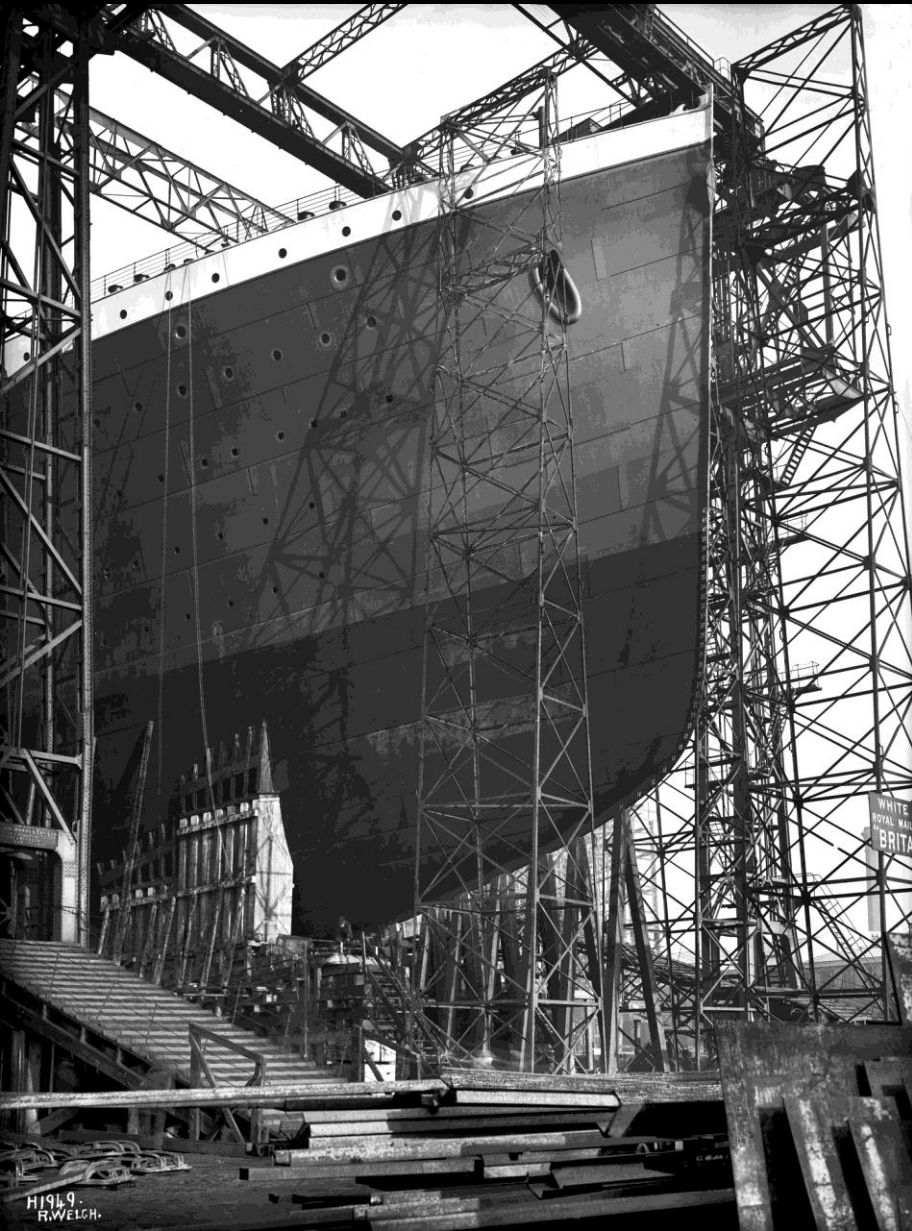
29 November 1959



Thirty-nine years after it was unveiled in Donegall Square North, Belfast, the city's *Titanic* memorial is moved to a new location in the grounds of Belfast City Hall. It is dedicated at its new site, close to a statue of shipbuilder Sir Edward James Harland, on 24 March 1960.



30 November 1911



The first keel plates of the third member of the 'Olympic'-class ships, the 48,158-ton *Britannic*, are laid on slipway No. 2 at the Harland & Wolff yard in Belfast.



Above: The keel of *Britannic's* elder sister *Olympic* being hydraulically rivetted in February 1909.

Left: *Britannic's* massive hull dominates the slipway on 16 January 1914, just over month before her launch.

30 November 1981



In Search of... was first telecast on 17 April 1977 and ran for 144 episodes until 1 March 1982.

U.S. television first broadcasts '*The Titanic*', the thirteenth episode in the sixth season of the weekly series *In Search of...* Actor Leonard Nimoy hosts the half-hour programme which investigates the *Titanic* disaster. It includes interviews with *Titanic* survivor Eva Hart (76) and maritime historians Peter Padfield and Charles A. Haas.



Leonard Nimoy



Eva Hart



Peter Padfield



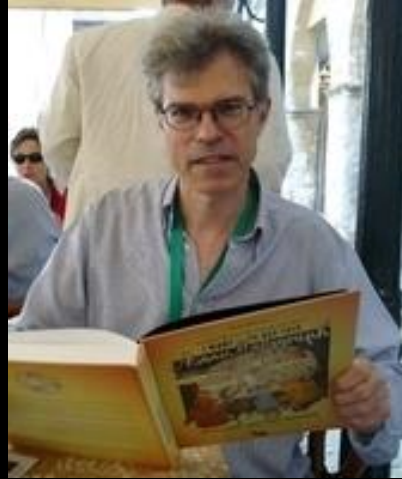
Charles Haas

30 November 2000

The Titanic and Silent Cinema is published by The Projection Box in England. Film historian Stephen Bottomore draws on extensive primary research to tell the full story of the films, lantern slides and newsreels produced in the wake of the *Titanic* disaster in April 1912.

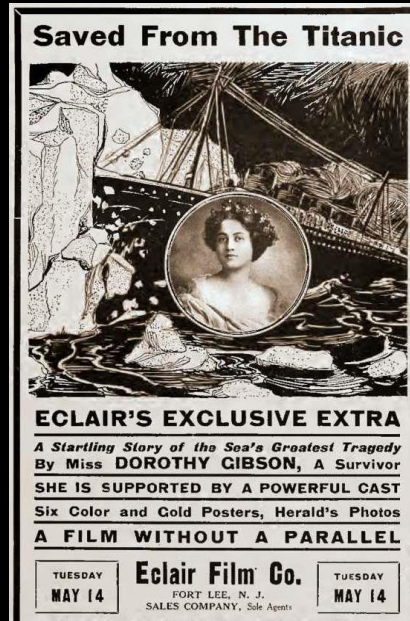
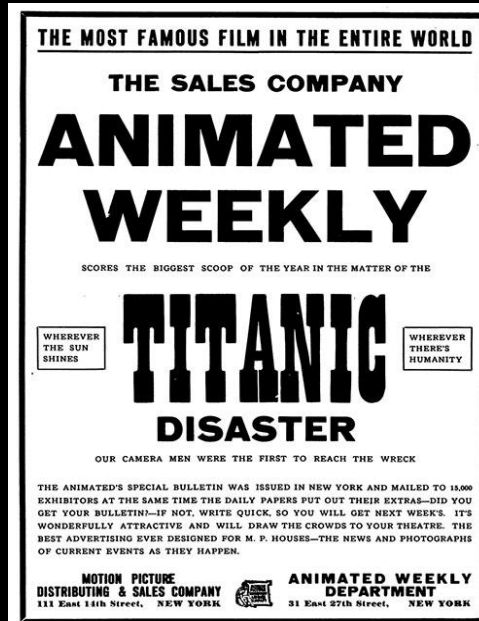
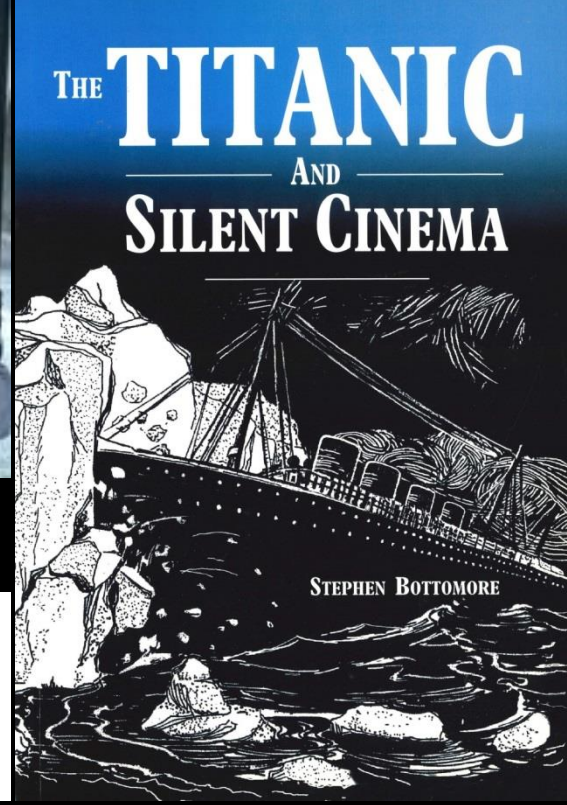
'Quite different ... the tragic maiden voyage as told to audiences through early film ... an excellent and well-written account.' (White Star Monthly, 2000)

'Many copies of rare early cinematographic advertisements. An excellent and very interesting book.' (Atlantic Daily Bulletin, British Titanic Society)



Stephen Bottomore

Photo: Independent Academia

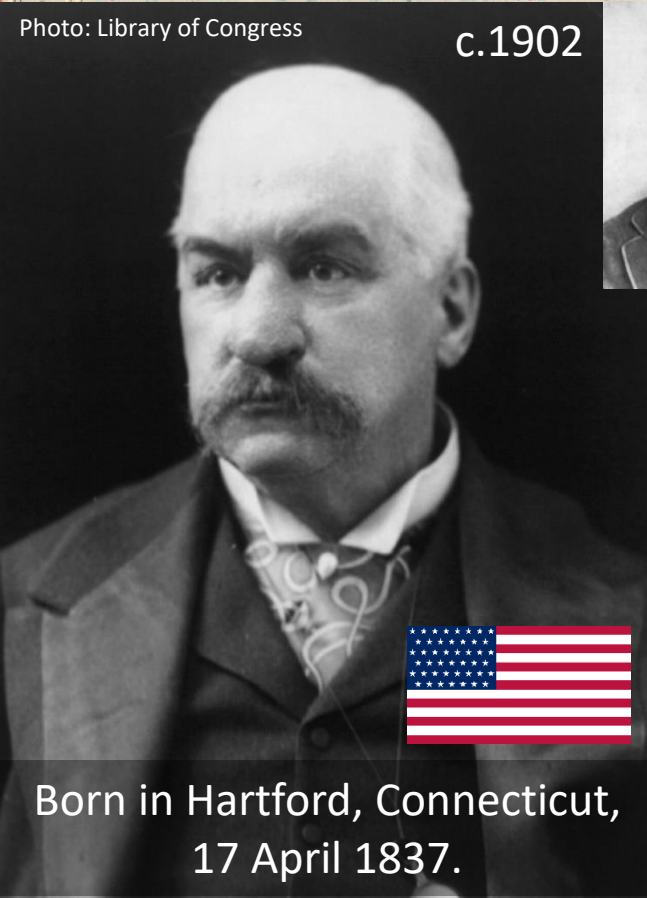


1 December 1902

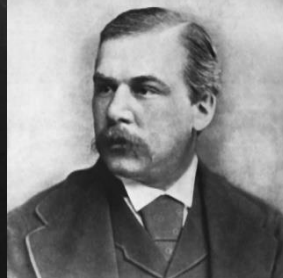


Photo: Library of Congress

c.1902

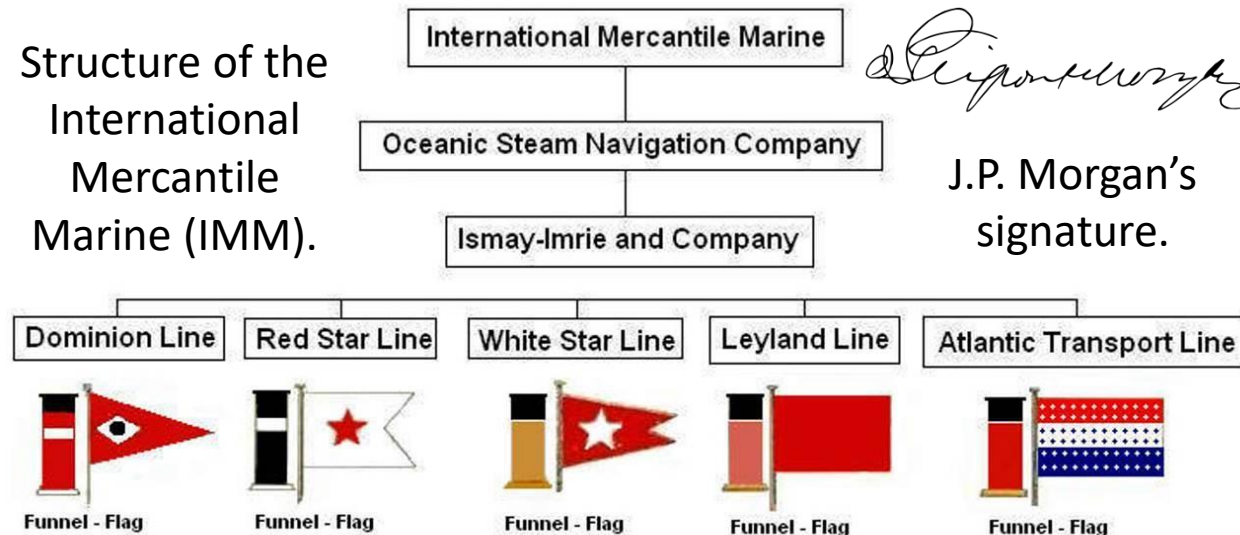


Born in Hartford, Connecticut,
17 April 1837.



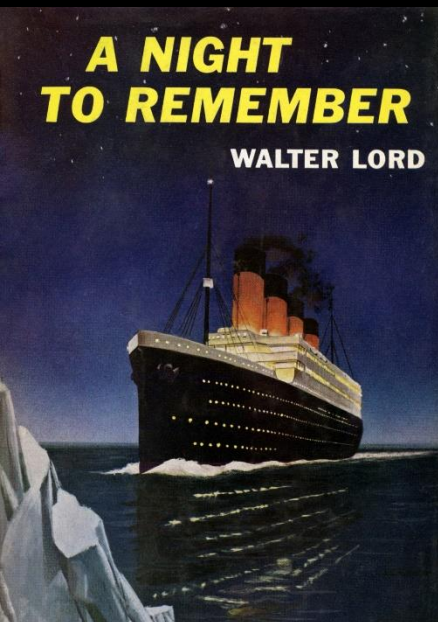
The International Mercantile Marine, established by American multi-millionaire industrialist John Pierpont Morgan in 1901, formally acquires the White Star Line following payment of £10 million to the remaining shareholders of the Oceanic Steam Navigation Company.

Structure of the International Mercantile Marine (IMM).



J.P. Morgan's signature.

2 December 1956



1965

Walter Lord (1917-2002)

Photo: Philippe Halsman,
Alan Fox Collection

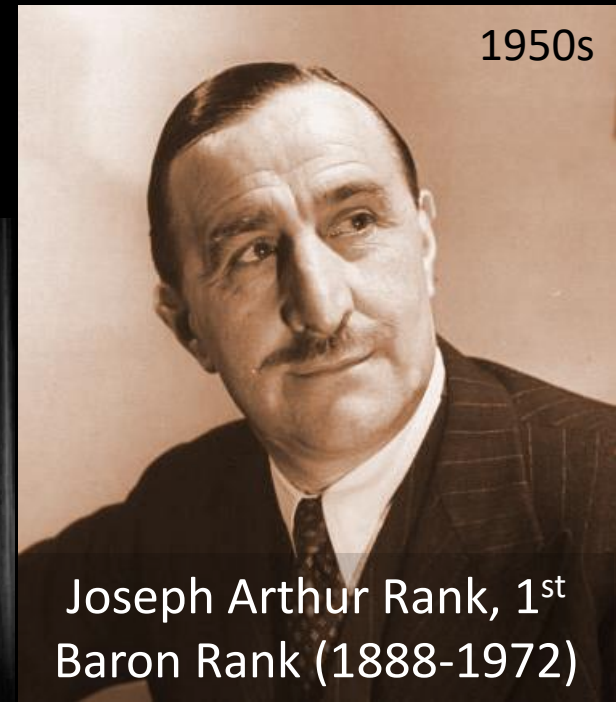


William MacQuitty (1905-2004). At the age of six, he witnessed the launch of *Titanic* at Belfast on 31 May 1911.



Image: ©Carlton International Media Ltd.

The film rights to Walter Lord's best-selling 1955 book *A Night to Remember* are acquired by William MacQuitty, a producer with the well-known British film company The Rank Organisation. It was founded by industrialist J. Arthur Rank on 23 April 1937.



1950s

Joseph Arthur Rank, 1st
Baron Rank (1888-1972)

3 December 1913

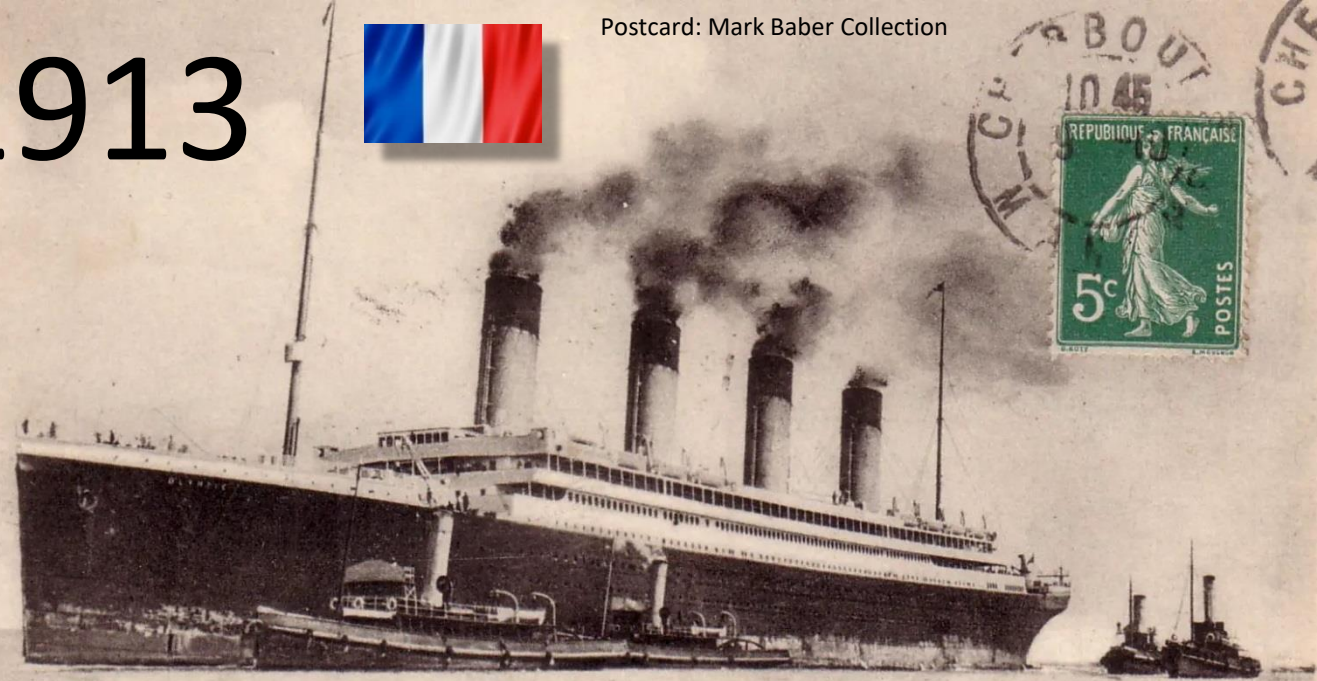


Postcard: Mark Baber Collection



Edith Rosenbaum in 1911.

Photo: Randy Bryan Bigham Collection



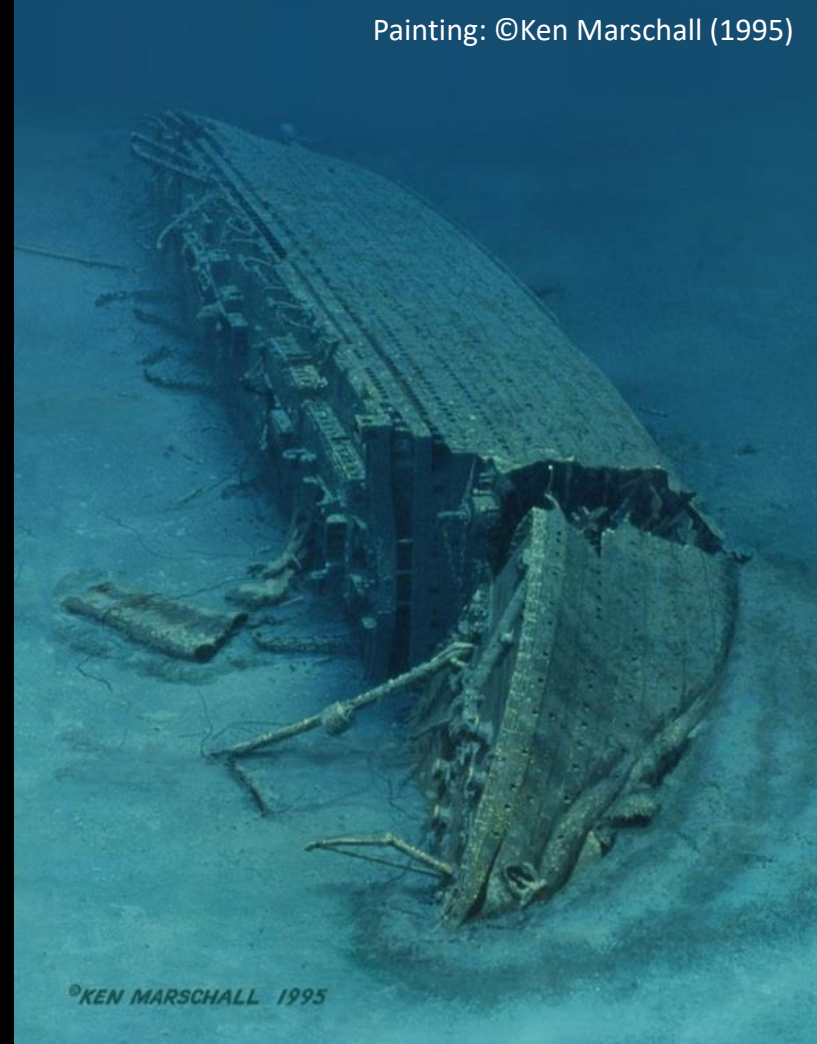
A French postcard of *Olympic* at Cherbourg in June 1911.

200 CHERBOURG. — Le Transatlantique *Olympic* de la White Star Line 45.000 tonnes, vitesse 21 nœuds. Longueur, 258 mètres; largeur, 28 mètres; profondeur, 29 m. 50. — LL.

The White Star liner *Olympic* departs Cherbourg, France, enroute from Southampton to New York. Aboard is 34-year-old Paris-based fashion stylist Edith Rosenbaum. Twenty months earlier, in April 1912, Edith had survived the *Titanic* disaster. Edith anglicised her German surname to 'Russell' in 1918 and travelled aboard *Olympic* again in December 1922.

3 December 1975

French underwater explorer and oceanographer Jacques Cousteau confirms that a large wreck located on 13 November 1975 during an expedition in the Aegean Sea, near Greece, is the British hospital ship *Britannic*. The 48,158-ton sister of *Olympic* and *Titanic* was sunk by a German mine in November 1916.



Undisturbed for almost sixty years, *Britannic* lies at a depth of 387 feet.

Jacques-Yves Cousteau (1910-1997) leads an expedition aboard the research vessel *Calypso*, seen here arriving at Montreal, Canada, on 30 August 1980.

4 December 1884

Thomas Henry Ismay, age 47, and members of his family move into 'Dawpool', their new home in the village of Thurstaston, on the Wirral Peninsula near Liverpool.



Picture Room at 'Dawpool'



Photo Cheape Family Collection

The Ismay family in 1899. Thomas Henry Ismay (1837-1899) is standing third from right. Next to him is his son, Joseph Bruce Ismay, who survived the *Titanic* disaster in April 1912. Thomas Ismay's wife Margaret (1838-1907) is sitting in the middle of the front row.



Photos: English Heritage

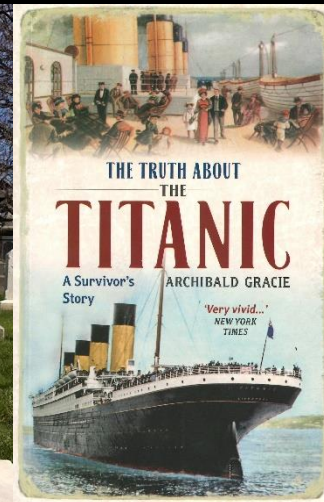
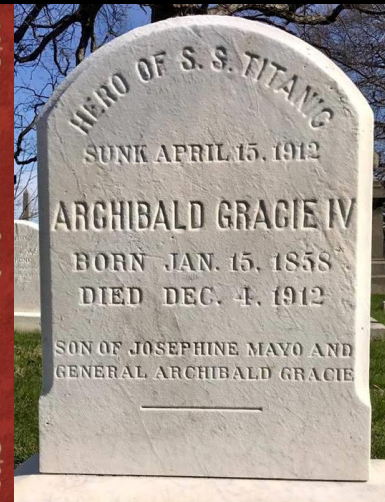
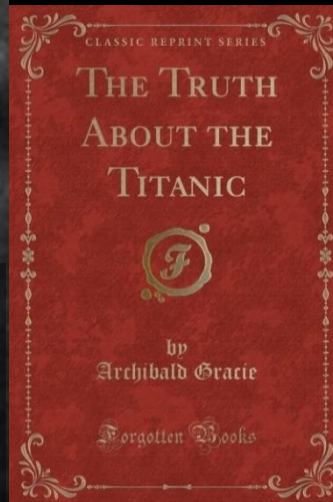
Built from 1882 to 1886, 'Dawpool' was designed by R. Norman Shaw. Sold by the Ismay family in 1907, it was demolished in 1927.

4 December 1912



'The agonizing cries of death from over a thousand throats, the wails and groans of the suffering, the shrieks of the terror-stricken and the awful gaspings for breath of those in the last throes of drowning, none of us will ever forget to our dying day.' (Colonel Archibald Gracie)

Eight months after his ordeal aboard *Titanic*, Colonel Archibald Gracie IV dies in New York aged 54. His book *The Truth About the Titanic*, published in May 1913, is considered by many as one of the finest first-hand accounts of the maiden voyage and sinking.



Gracie was the first adult survivor to die. Originally published by Mitchell Kennerley in New York, his book has been reprinted many times since 1913.

4 December 1980

Norwegian-born Olaus Jørgensen Abelseth, who survived the *Titanic* disaster aboard the half-swamped collapsible lifeboat 'A', dies in Hettinger, South Dakota, at the age of ninety-four.



Photo: wikitree.com



Photo: Gavin Bell Collection

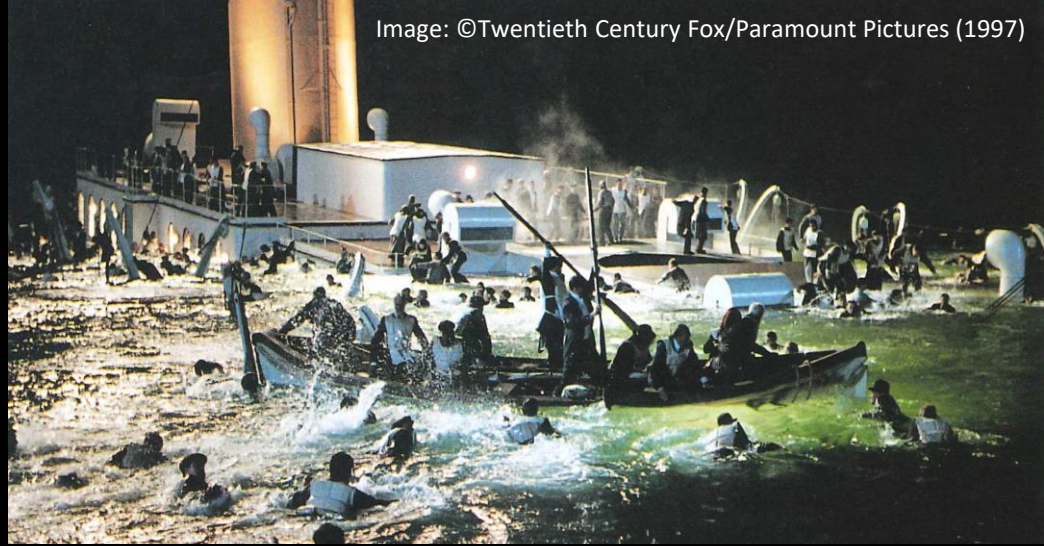


Image: ©Twentieth Century Fox/Paramount Pictures (1997)

Passengers and crew desperately scramble to board collapsible 'A', which has floated off the forward end of *Titanic*'s starboard Boat Deck.



Image: ©Carlton International Media Ltd.

Olaus Abelseth, age 25, boarded *Titanic* in Southampton on ticket No. 348122, paying £7 13s.

5 December 1910



Sir William Arrol
(1839-1913)

Scottish engineer
and bridge builder.

End elevation of the
Arrol Gantry from
The Shipbuilder (1911).

A small travelling crane on the
Arrol Gantry above the hull of
Titanic collapses when a pin
holding it gives way. A large iron
plate plunges to the floor of the
slipway, though no injuries are
sustained by the workforce.

Titanic under the Arrol Gantry, May 1911.

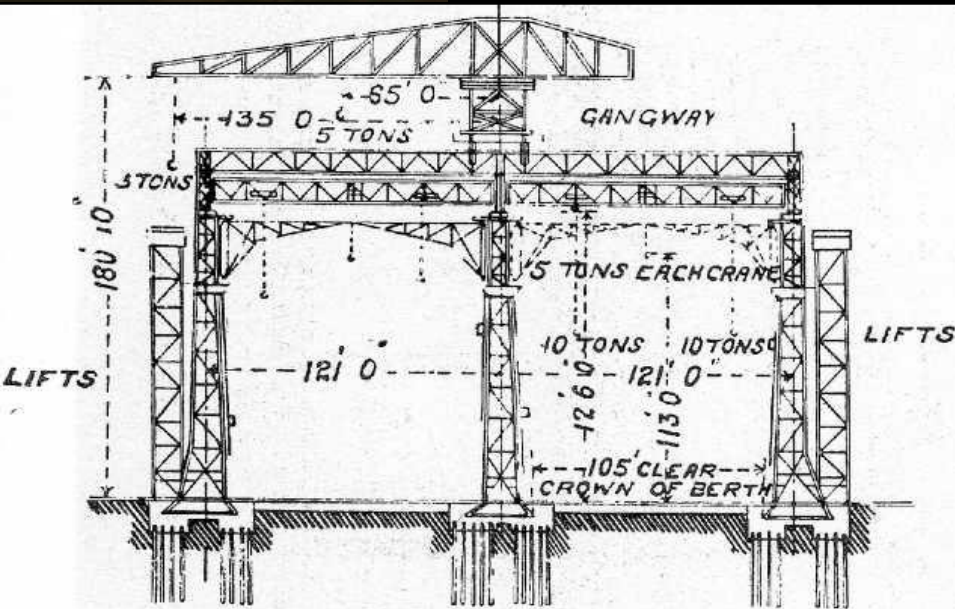


Fig. 7.—Section of Gantry over Slips
Nos. 2 and 3.

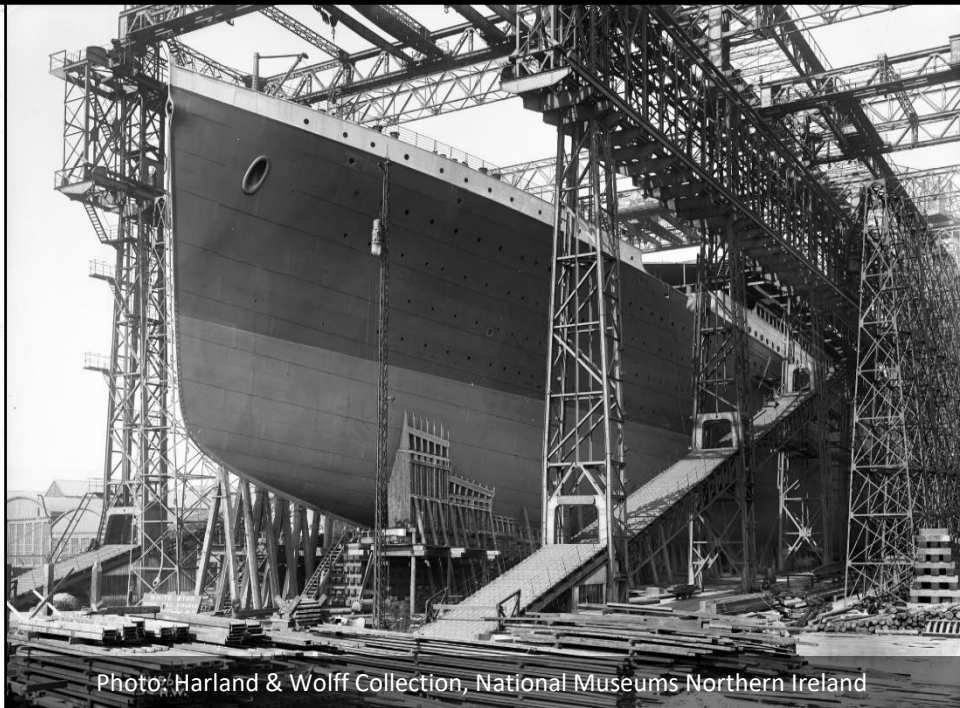


Photo: Harland & Wolff Collection, National Museums Northern Ireland

6 December 1912

Century Theatre in New York
hosts a service to raise funds
in aid of a *Titanic* memorial
from the women of the
United States of America.

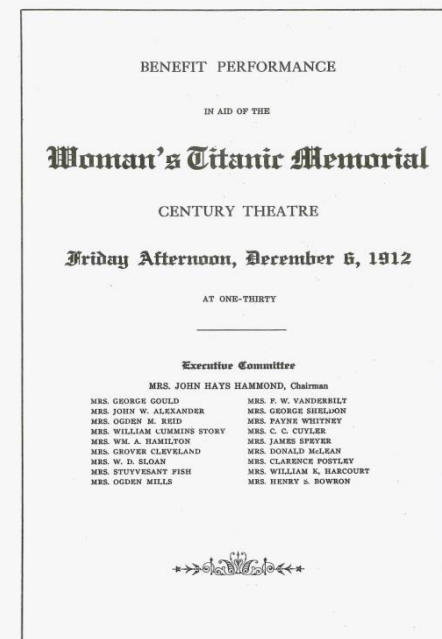
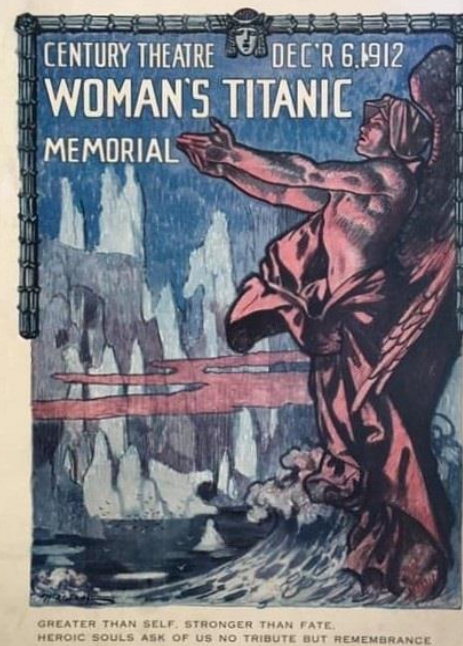
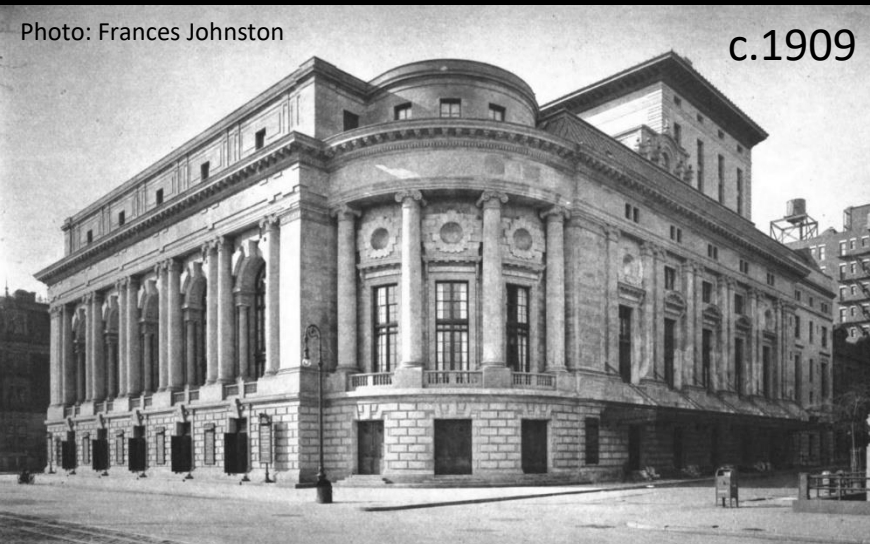


Photo: Frances Johnston



c.1909

Located at 62nd Street and Central Park West,
Century Theatre was designed by architects Carrère
and Hastings and opened on 6 November 1909.
Financially unsuccessful, it was demolished in 1931.

Above: Cover and title page
of the memorial programme.

The performance was led by
American theatrical producer
and manager Daniel Frohman
and raised over US\$10,000.

*'A gorgeous symbolic
pageant typifying the spirit of
the sea. Other features of the
programme were several
one-act plays performed by
prominent actors.'* (Town
Talk, 6 December 1912)

1907

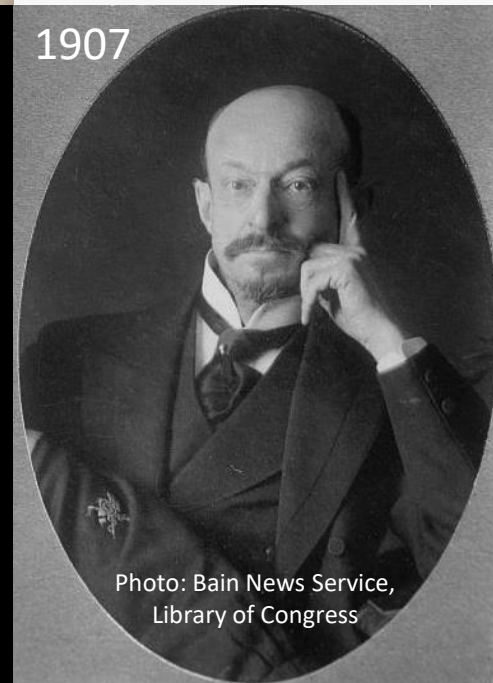


Photo: Bain News Service,
Library of Congress

Daniel Frohman (1851-1940)

7 December 1929



Drawing on his seagoing experience and handling of small boats and yachts, Arthur Peuchen volunteered to assist with manning lifeboat No. 6. Second Officer Charles Lightoller, in charge of boats on the port side, permitted 52-year-old Peuchen to slide down the falls into the boat.

Second Officer Charles Lightoller (1874-1952).

Canadian businessman and yachtsman Major Arthur Godfrey Peuchen, who travelled First Class aboard *Titanic* on his 40th trans-Atlantic crossing, dies at the age of 70. Arthur Peuchen survived as a 'crew' member of lifeboat No. 6, one of few male passengers allowed to enter lifeboats on *Titanic's* port side.



7 December 1961

Herbert John Pitman, former Third Officer of *Titanic* who was placed in charge of lifeboat No. 5 on 15 April 1912, passes away aged 84.



Herbert Pitman
at 34 years of
age in April 1912.



Herbert "Bert"
Pitman in 1918.

Lifeboat No. 5, with Third Officer Herbert Pitman at the tiller, nears *Carpathia* and safety on 15 April 1912.



H. J. Pitman.

Born in Sutton Montis, Somerset,
England, 20 November 1877.



Pitman in the late 1950s.

Painting: ©Ken Marschall (1992)



In command of *Britannic*
during her trials is Captain
Joseph Barlow Ranson.

8 December 1915

His Majesty's Hospital Ship *Britannic*
at Mudros, Greece, on 3 October 1916.

Photo: University History Archive

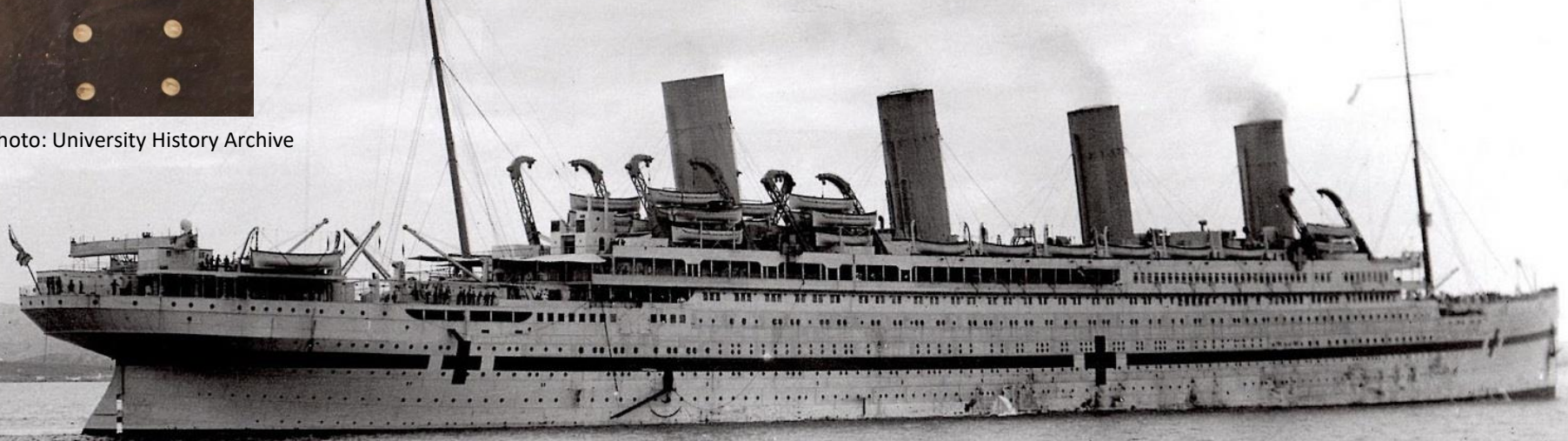


Photo: National Maritime Museum Collection, Greenwich, London

The White Star liner *Britannic*, the third and largest member of the 'Olympic'-class ships at 48,158 tons, completes her sea trials at Belfast. Painted in hospital ship livery, she is entered into the British registry of ships as official number 137,490.

8 December 1952

Retired Commander Charles Herbert “Lights” Lightoller, former Second Officer of *Titanic* and senior surviving member of the ship’s crew, dies in London at age 78.



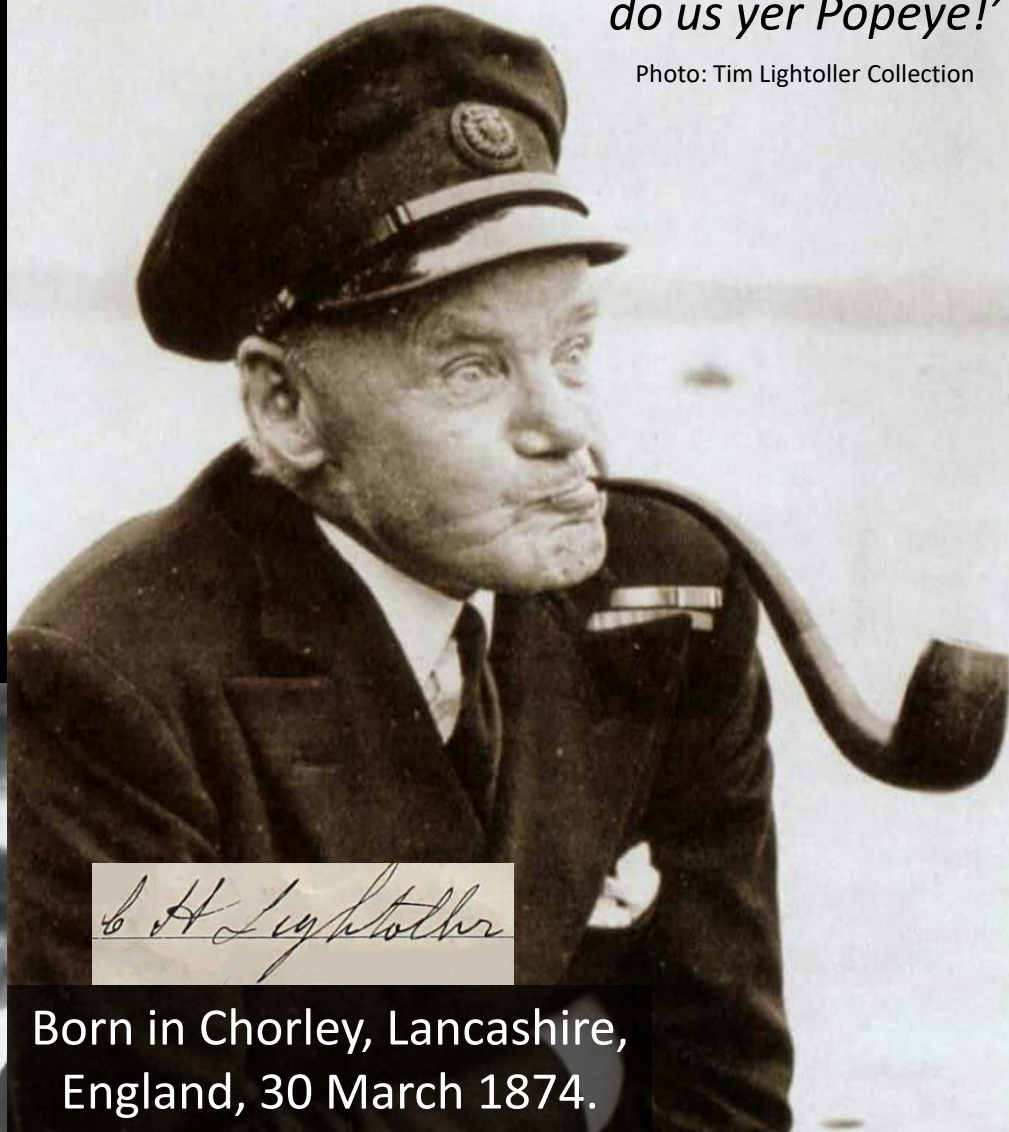
Photo: Hulton Archive

1912

1940s

‘C’mon “Lights,”
do us yer Popeye!’

Photo: Tim Lightoller Collection



C. H. Lightoller

Born in Chorley, Lancashire,
England, 30 March 1874.

Left: Charles Lightoller (right) speaks with
Third Officer Herbert John Pitman during the
British *Titanic* Inquiry in London, May 1912.

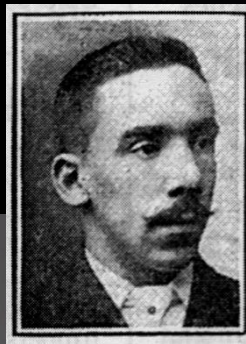
9 December 1956



c.1912



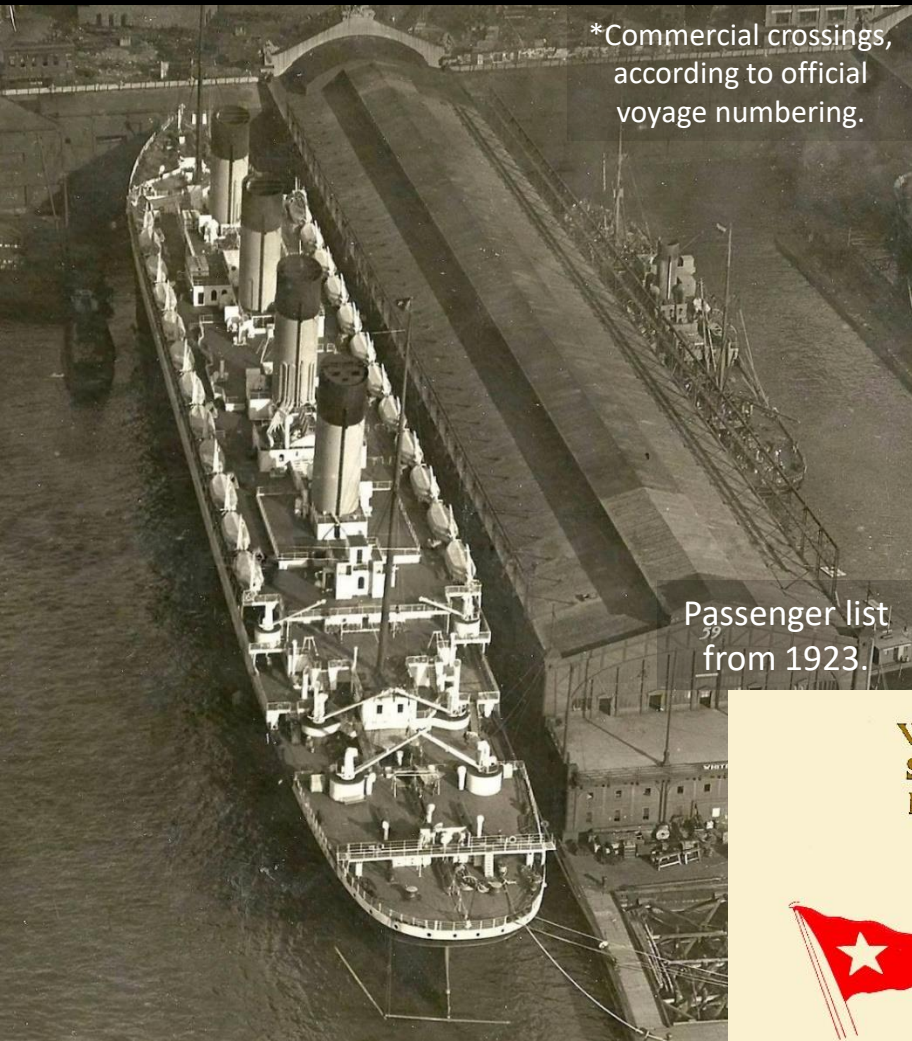
George Rose as Charles Joughin in *A Night to Remember* (1958).



Liam Tuohy as Charles Joughin in *Titanic* (1997).

Charles John Joughin, former Chief Baker of *Titanic*, passes away aged 78. Joughin assisted with the lowering of lifeboats and actually refused a place in his assigned boat. He threw deck chairs overboard to aid those in the water, fortified himself with liquor, and rode the upended stern section down like an 'elevator' before stepping off into the frigid water. He later found refuge aboard upturned collapsible lifeboat 'B'.

10 December 1927



*Commercial crossings,
according to official
voyage numbering.

Passenger list
from 1923.

An aerial view of the 46,439-ton
Olympic at the White Star Line's
Pier 59 in New York, mid-1920s.

Olympic departs New York City
on her 300th crossing* of the
North Atlantic. The liner steams
3,129 nautical miles to Bishop
Rock, England, in five days,
22 hours and 45 minutes at an
average speed of 21.92 knots.

The four-funnelled *Olympic* is among five liners
docked at New York's Chelsea piers in this scene
from the late 1920s. The French Line's *Paris* (1921)
and *De Grasse* (1924) are in the foreground.

WHITE
STAR
LINE.



R.M.S. OLYMPIC
PASSENGER LIST



10 December 1997

The photographs in the book were taken by Douglas Kirkland and Merie W. Wallace.

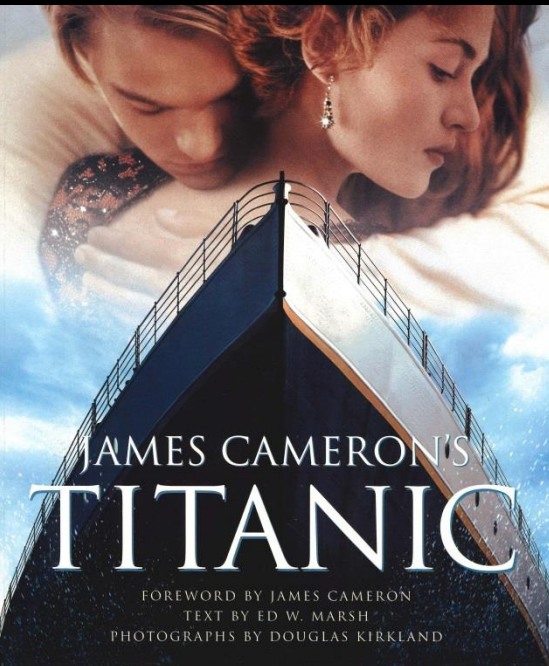
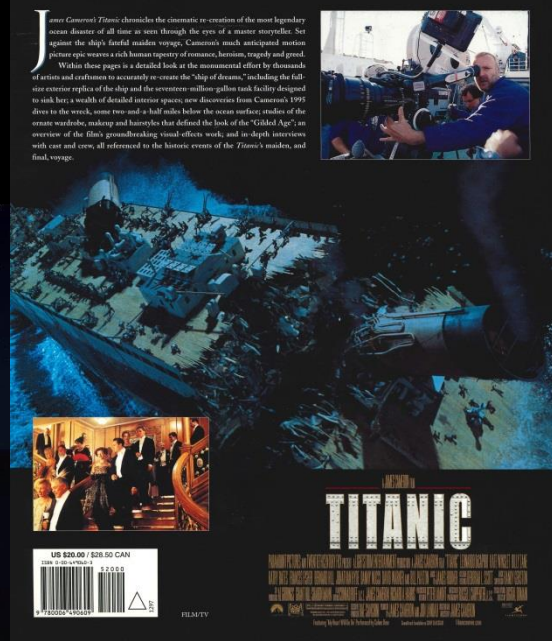


Image: ©Twentieth Century Fox/
Paramount Pictures (1997)



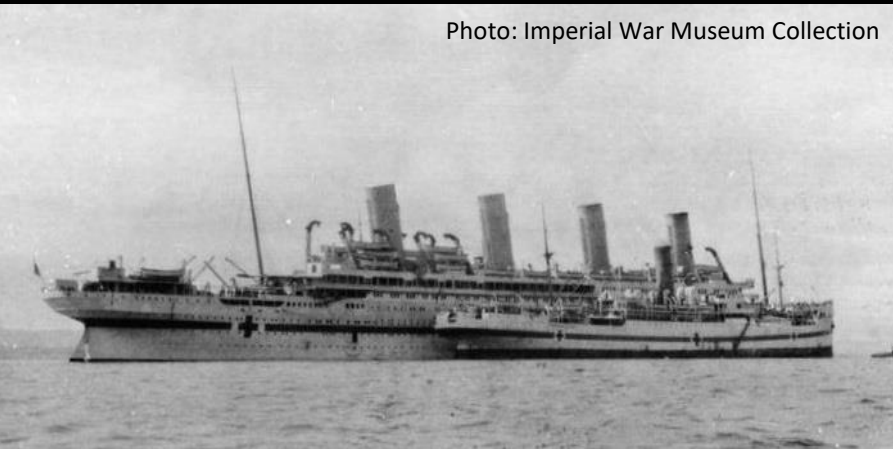
'I have no idea how the film will be received critically and commercially, but I know that my team and I have given our hearts to it and tried to pass on the baton of telling Titanic's story with respect, with dedication, with humility and with love.' (Producer, editor and director James Cameron)

HarperPerennial publishes *James Cameron's Titanic* in both hardback and paperback editions. The 190-page title features full colour photographs of the cast and crew and dozens of behind-the-scenes images from the making of the movie. An updated edition with a new foreword by James Cameron is published in time for the centenary of the disaster in 2012.

11 December 1915

Britannic departs Harland & Wolff at Belfast, three days after completing her official trials. At Liverpool the next day she is formally commissioned with the British Admiralty as a hospital ship, capable of carrying 675 crew, 489 doctors and medical staff and up to 3,309 casualties.

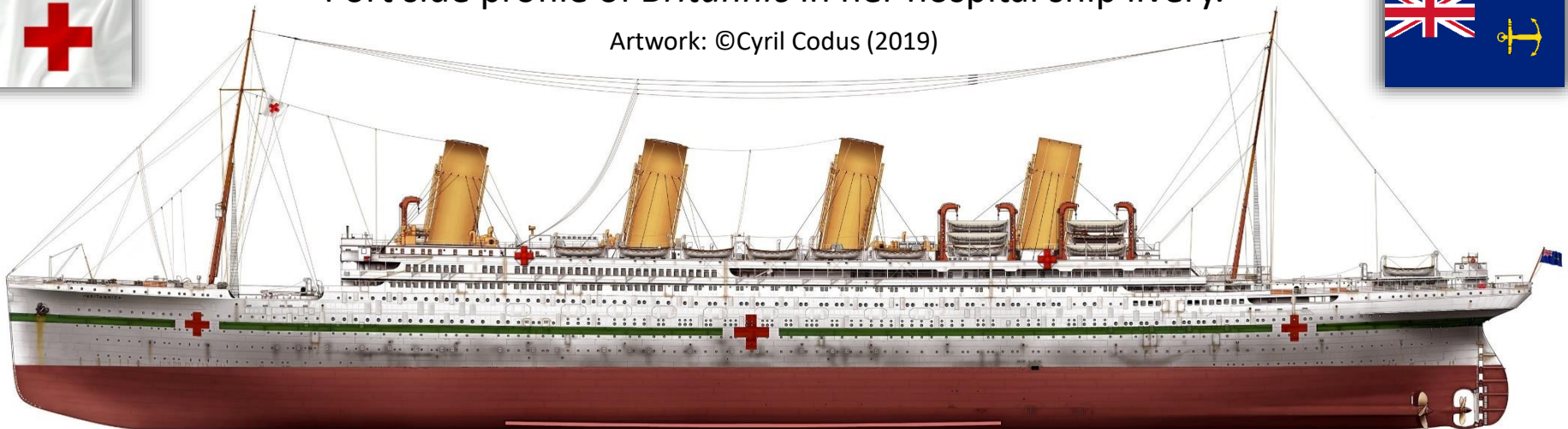
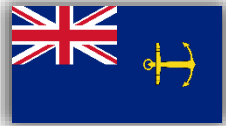
Photo: Imperial War Museum Collection



Britannic at Mudros, Greece, in October 1916. Patients are being transferred from the hospital ship *Galeka* (6,767 tons) of the Union-Castle Line.

Port side profile of *Britannic* in her hospital ship livery.

Artwork: ©Cyril Codus (2019)



11 December 2015



An exhibition titled *Depth* is opened at the Museum of the World Ocean in Kaliningrad, Russia. Featured in the displays is *Mir-1*, one of the two 'Mir' submersibles built in Finland in the 1980s for the Soviet Union's Shirshov Institute of Oceanology.



Among the guests at the opening of the exhibition is Dr Anatoly Sagalevich, veteran underwater explorer and pilot of the 'Mir' submersibles. Dr Sagalevich made fifty-three dives to the wreck of *Titanic*.

Photo: Shirshov Institute of Oceanology



Mir-1 and its twin *Mir-2* were chartered for several expeditions to explore the wreck of *Titanic* from June 1991 to August 2005.

The exhibition marks the 28th anniversary of the testing of the two submersibles to depths of more than 20,000 ft (6,170 m) in the North Atlantic on 11 December 1987.

12 December 1909

The upper section of *Olympic's* stern frame (rudder post) at West Hartlepool in August 1909. The entire assembly weighed 70 tons.



Photo: *The Engineer*

DARLINGTON FORGE Co., LTD.
DARLINGTON.

**STEEL
CASTINGS.
Steel & Iron
FORGINGS.**

London Office:
70, FENCHURCH STREET.

Telegrams: "FORGE, DARLINGTON."
Telephone: No. 2010.



HOLLOW FORGED STEEL DRUM.
10 feet diam. 9 feet 6 inches long.
Weight, 27 tons.

Titanic's aft shaft brackets (73¾ tons) in the erecting shop prior to shipment to Harland & Wolff in February 1910. The boss arm brackets held the two wing propeller shafts.

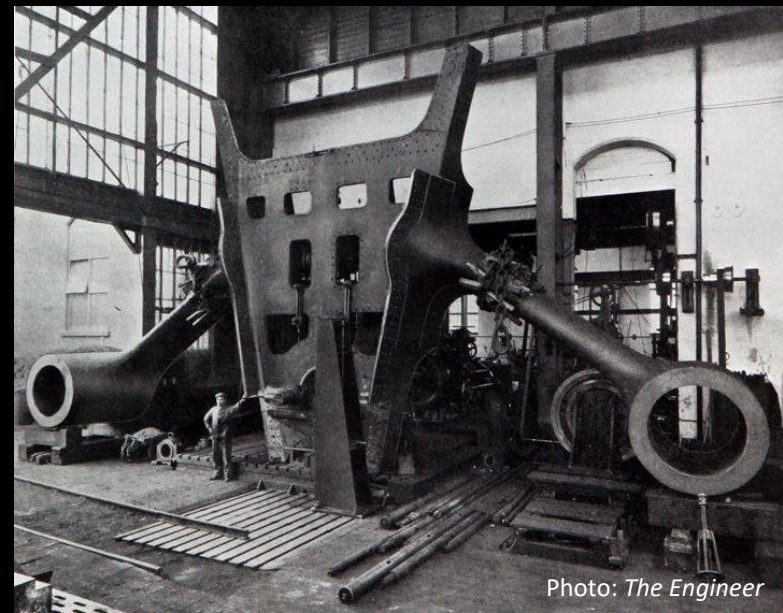
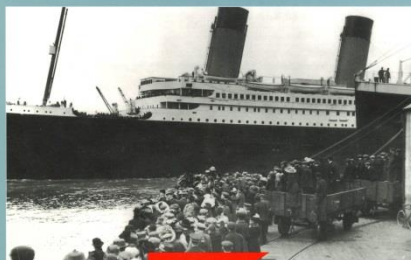


Photo: *The Engineer*

Components of *Titanic's* stern frame, in total weighing 280 tons, are loaded aboard railway wagons and moved to the port of West Hartlepool, England, for transshipment to Belfast aboard the steamer *Glenravel*. The frame is manufactured by the Darlington Forge Company Ltd.

TITANIC VOICES

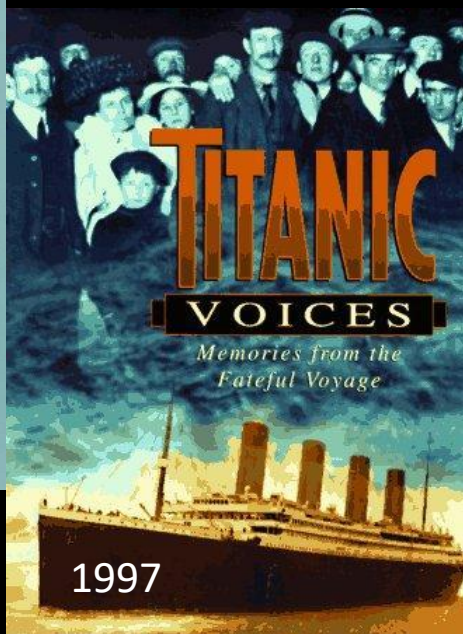


The story of the
White Star Line, Titanic and Southampton

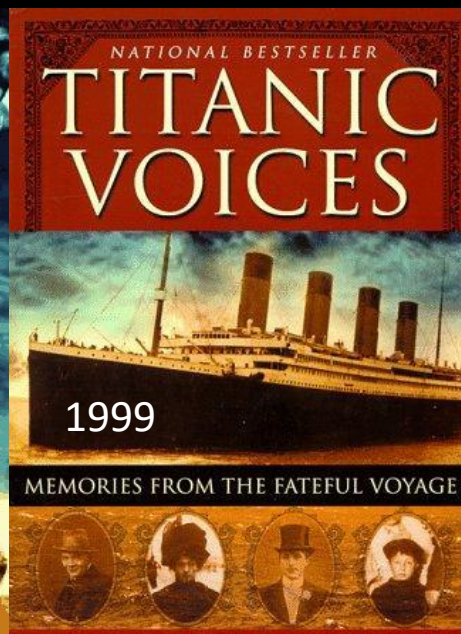
Donald Hyslop, Alastair Forsyth & Sheila Jemima

Dust jacket of the first
edition from 1994 with
the original subtitle.

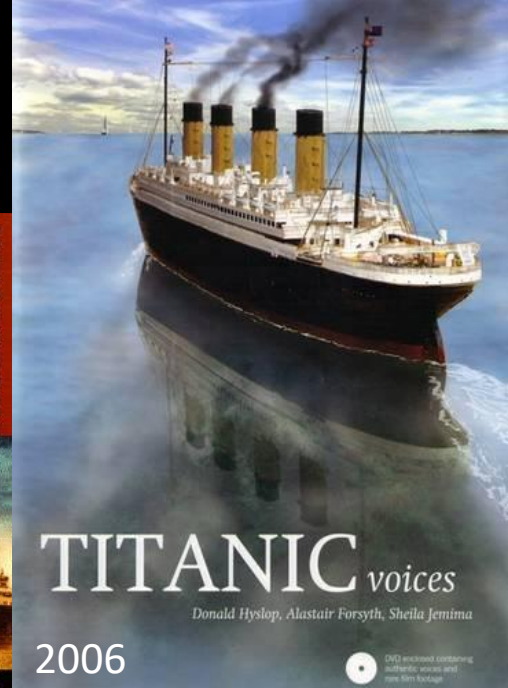
12 December 1994



DONALD HYSLOP, ALASTAIR FORSYTH, SHEILA JEMIMA



DONALD HYSLOP, ALASTAIR FORSYTH, SHEILA JEMIMA



Subsequent editions are
subtitled *Memories
from the Fateful Voyage*.

Titanic Voices: The Story of the White Star Line, Titanic and Southampton is published by Southampton City Council. Researched and written by Donald Hyslop, Alastair Forsyth and Sheila Jemima, the book includes letters, diary entries, photographs and oral histories of Southampton's connection with *Titanic* and those who sailed on the maiden voyage.

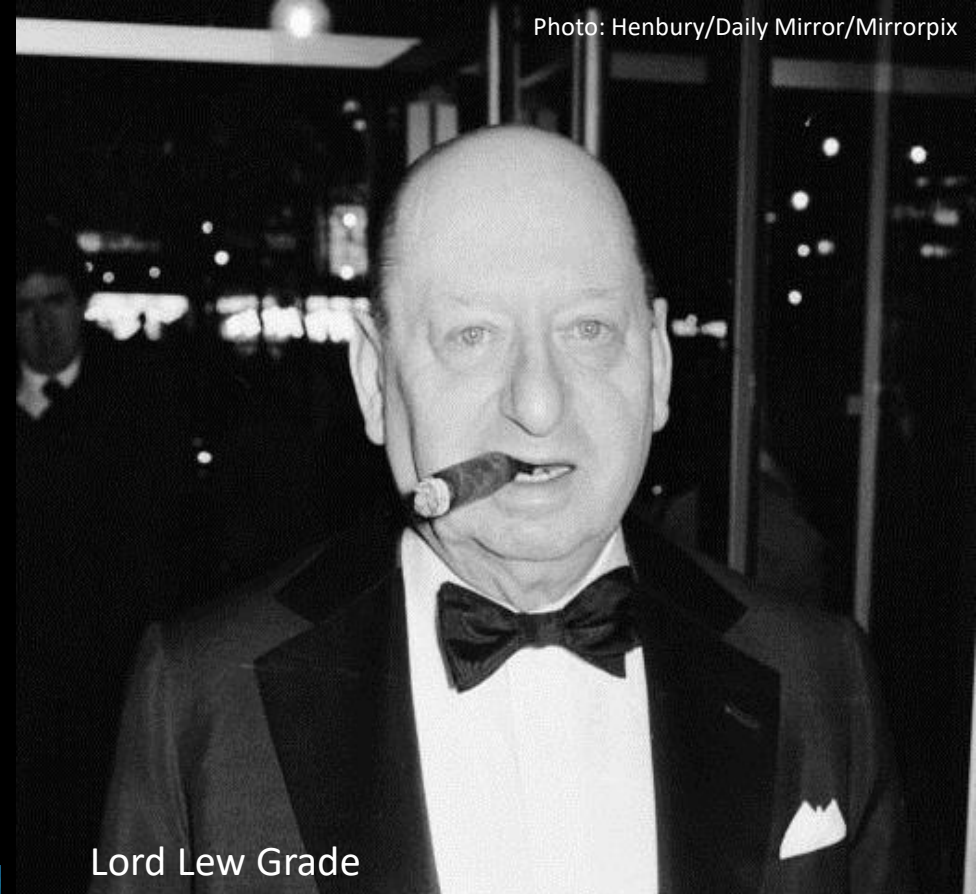
13 December 1998

Media proprietor and impresario Lord Lew Grade, who financed the 1980 movie *Raise the Titanic*, dies at the age of 91. The US\$35 million film managed a return of only US\$7 million at the box office.



Image: ©ITC Films (1980)

Photo: Henbury/Daily Mirror/Mirrorpix



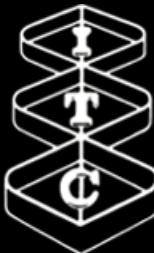
Lord Lew Grade
at a charity event
screening of *Raise the
Titanic* in Leicester
Square, London, on
12 November 1980.

**LORD GRADE
PRESENTS**

**RAISE THE
TITANIC**

Born Lev Winogradsky in
Tokmak, Berdyansky Uyezd, Russian
Empire, 25 December 1906.

Titanic emerges from the deep in *Raise the Titanic*.



14 December 1915

Charles Bartlett was appointed a captain in the Royal Naval Reserve on 22 June 1914. He had earlier commanded several White Star ships.



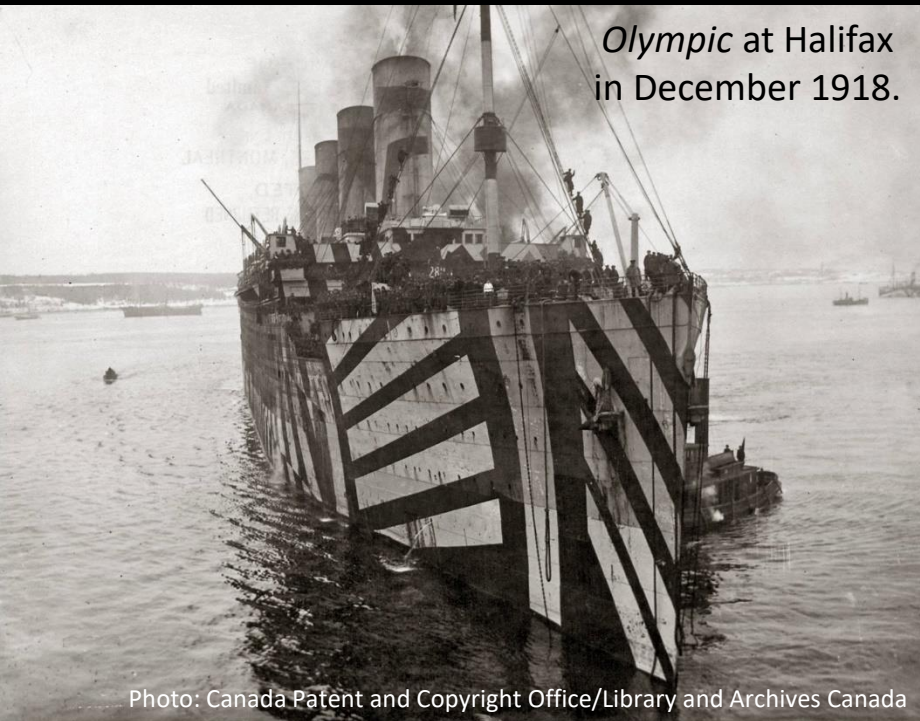
Born in London, England,
21 August 1868.

A starboard quarter view of His Majesty's Hospital Ship
Britannic, taken by nurse H.K. Moore in 1916.



At Liverpool, forty-seven-year-old Captain Charles Alfred Bartlett assumes command of the 48,158-ton hospital ship *Britannic*. Bartlett joined the White Star Line in 1894, attaining the rank of Captain in October 1903. In January 1912 he was appointed as White Star's marine superintendent at Belfast.

14 December 1918



With thousands of Canadian troops aboard, *Olympic* arrives to a hero's welcome on her first post-war call at Halifax, Canada. 'Old Reliable' remains as popular as ever and she is welcomed by cheering crowds and dozens of small boats.



'The scene was simply indescribable. Every ship in the harbour, moving or stationary, was decked with flags, and every one of them kept their whistles blowing all the time ... The ends of the piers were crowded with people who added to the noise by their shouts of welcome.'

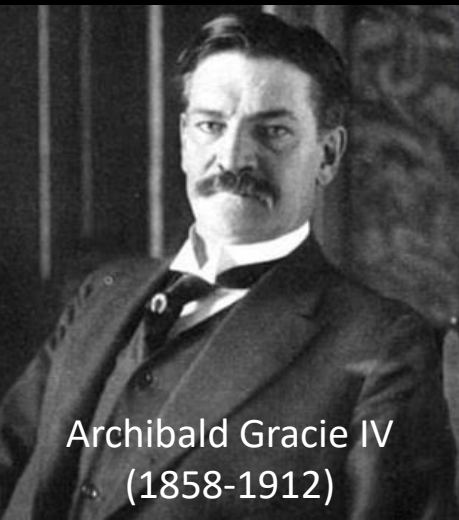
(Captain Bertram Fox Hayes of *Olympic*)

14 December 2016



Image: ©Carlton International Media Ltd.

'Iceberg dead ahead, sir!' Bernard Fox (right) reports from *Titanic's* crow's nest in the 1958 movie *A Night to Remember*.



Archibald Gracie IV
(1858-1912)



British actor Bernard Fox, one of only five actors to appear in two *Titanic* movies, dies in Van Nuys, California at the age of 89. Fox portrayed lookout Frederick Fleet (uncredited) in *A Night to Remember* (1958) and First Class passenger Col. Archibald Gracie IV in James Cameron's *Titanic* (1997).

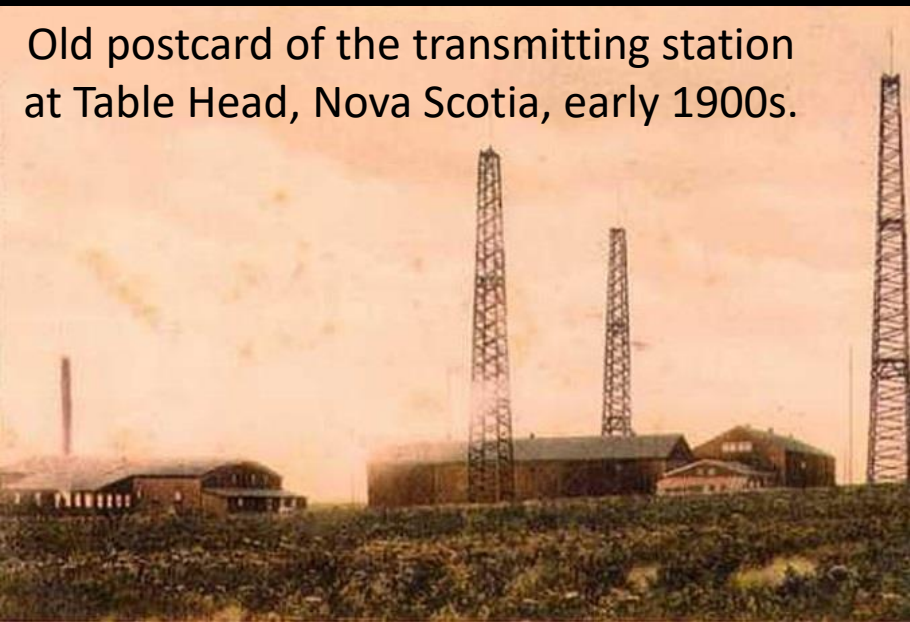
'Good for you son, well done ... So, it's all's well and back to our brandy, eh.'

Bernard Fox as Archibald Gracie in *Titanic* (1997).

Images: ©Twentieth Century Fox/
Paramount Pictures (1997)

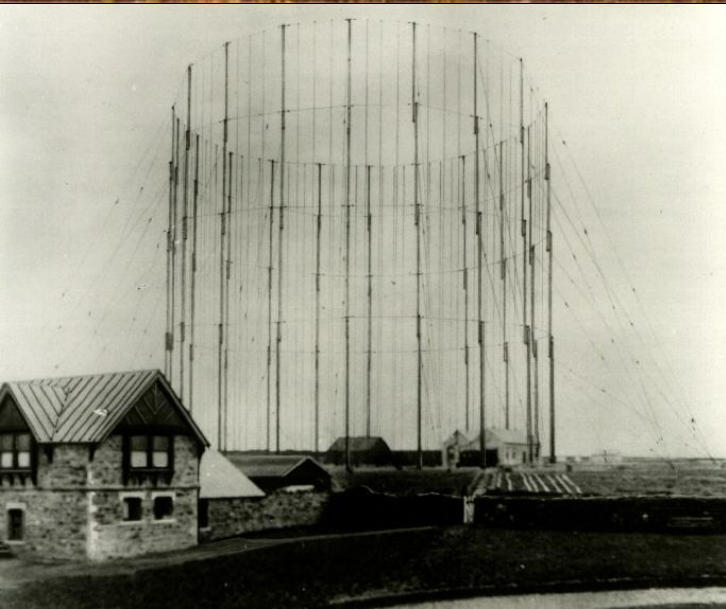


15 December 1902



Old postcard of the transmitting station at Table Head, Nova Scotia, early 1900s.

One year after the first wireless signal (the letter 's') was sent across the North Atlantic, on 12 December 1901, the first actual message is transmitted from the Table Head station on Cape Breton Island, Nova Scotia, to the station at Poldhu on the coast of Cornwall, England.



Left: Antenna system at Poldhu, Cornwall, December 1901.

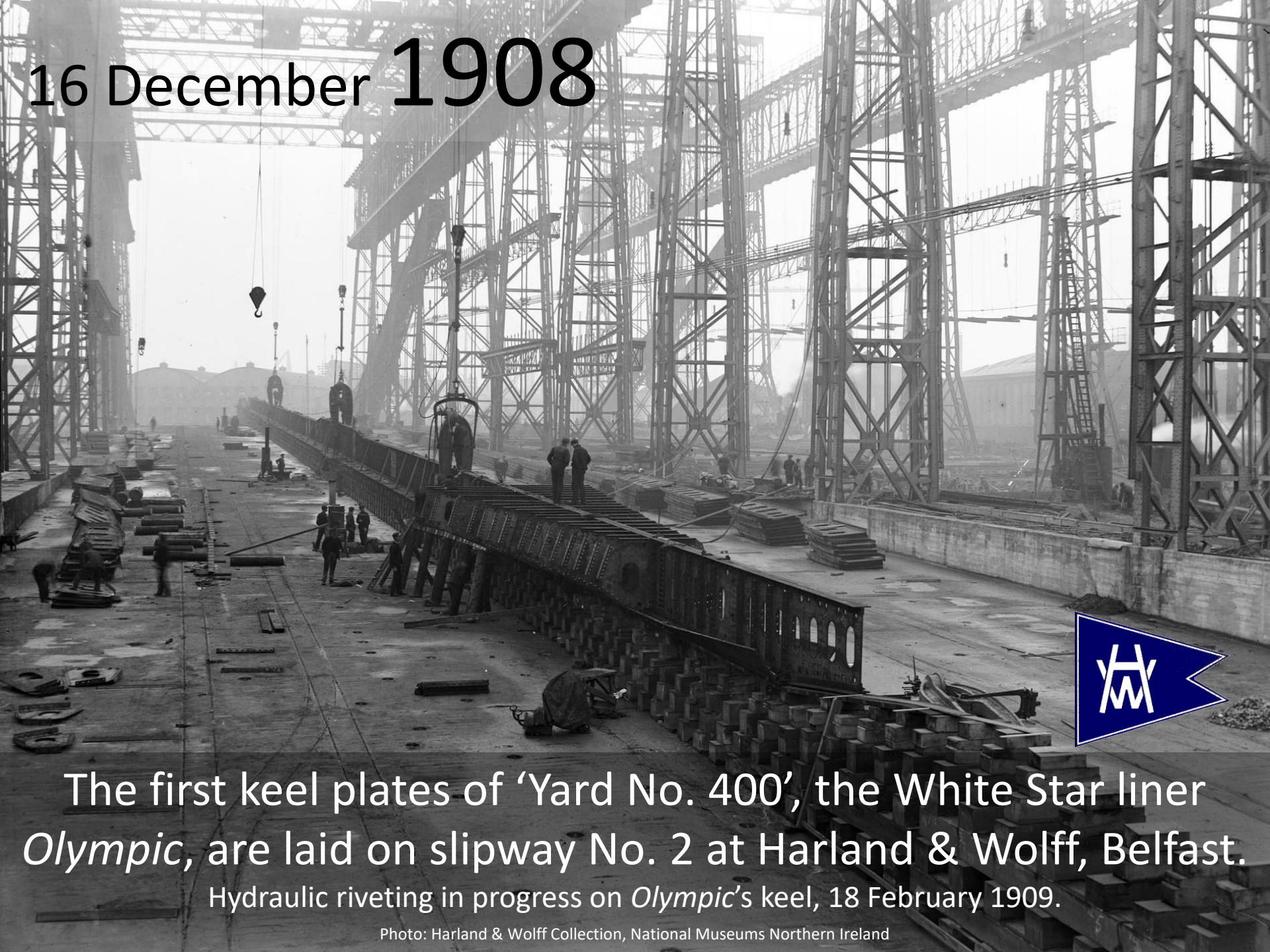
Photo: Archive of Marconi Corporation

'Times, London: Being present in Marconi's Canadian station, have the honour to send through Times inventor's first transatlantic message of greetings to England and Italy.'



Guglielmo Marconi
(1874-1937)

16 December 1908

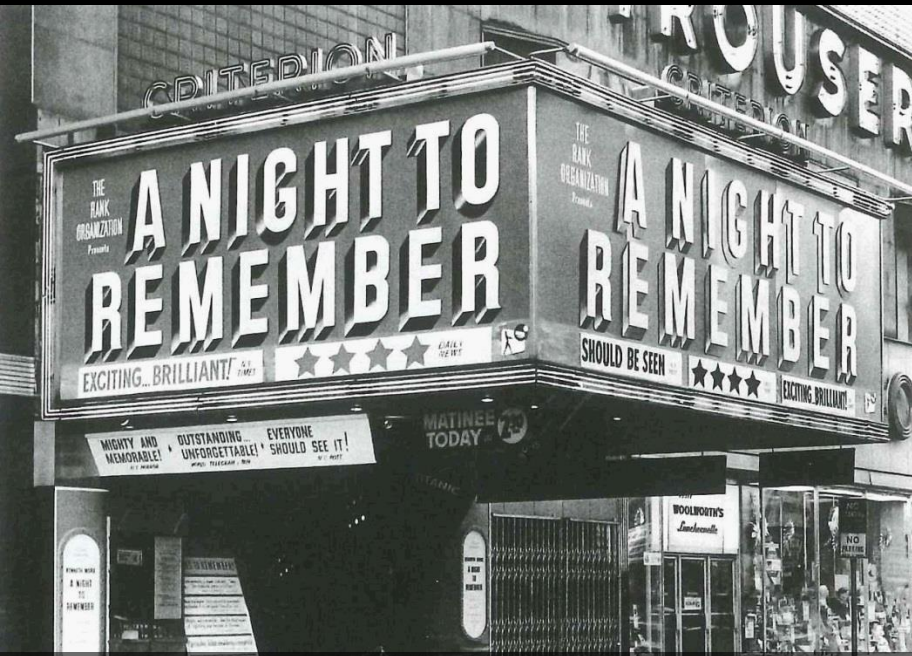


The first keel plates of 'Yard No. 400', the White Star liner *Olympic*, are laid on slipway No. 2 at Harland & Wolff, Belfast.

Hydraulic riveting in progress on *Olympic's* keel, 18 February 1909.

Photo: Harland & Wolff Collection, National Museums Northern Ireland

16 December 1958



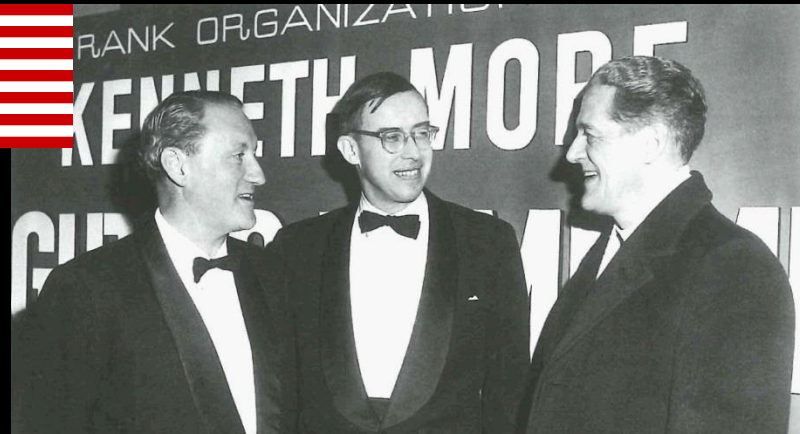
'Tense, exciting and supremely awesome drama...'
(Bosley Crowther, film critic for *The New York Times*)



Five months after it opened in London, *A Night to Remember* premieres in the United States at New York's Criterion Theatre. Several survivors and author Walter Lord are in attendance. It is exactly fifty years since construction began in Belfast on *Titanic's* sister ship *Olympic*.

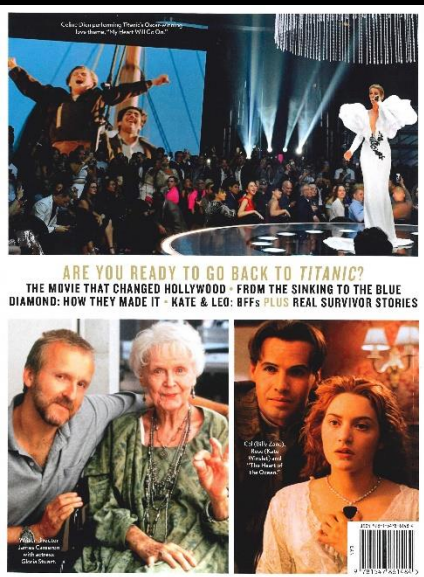


William MacQuitty (left), author Walter Lord (centre), and Dr J. William Stitt at the U.S. premiere of *A Night to Remember*.



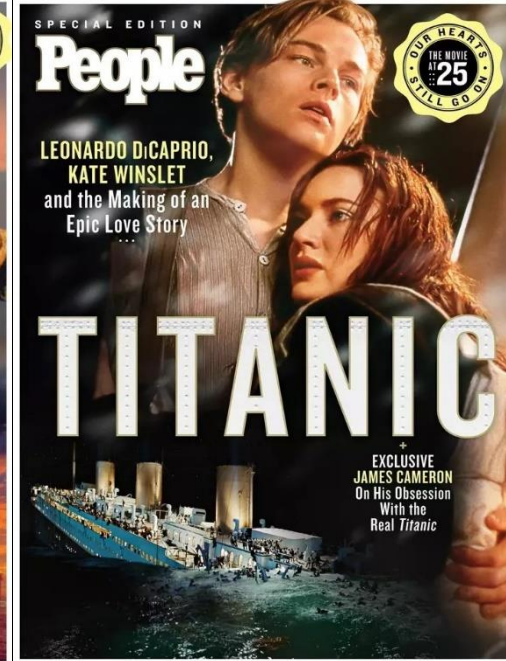
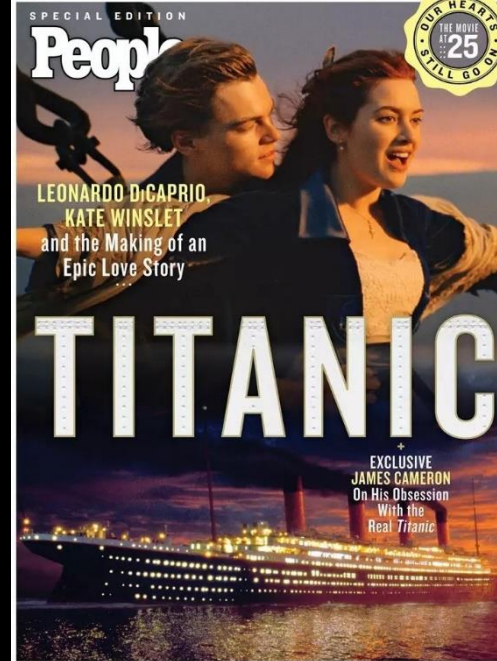
'The opening was given as a benefit for a charity and several big names in the movies turned up ... When the film ended there was applause.'
(Producer William MacQuitty, recalling the premiere in 2000)

16 December 2022



'[Before Titanic] I spent a year researching because I wanted it to be as accurate as possible. Of course, history is a bit elusive, and people had differing accounts. But we got pretty close.'

(James Cameron, interviewed by Bill Keith)



The 96-page special edition features two collectible covers with stars Leonardo DiCaprio and Kate Winslet.

People magazine releases a special edition celebrating the 25th anniversary of James Cameron's *Titanic*. Fifteen chapters feature colour photographs of the making of the movie, the production and costume design, James Horner's music and the song *My Heart Will Go On*, and the film's success at the Academy Awards. Also included are descendants of *Titanic*'s passengers and crew, and an interview with James Cameron.

17 December 1912

Right: The wreck of
Endurance in the
Weddell Sea on
1 November 1915.

Photo: Frank Hurley,
State Library of New
South Wales, Australia



1915



Sir Ernest Shackleton
(1874-1922) testified
at the British *Titanic*
Inquiry on 18 June 1912.

Photo: Royal Geographical Society



Eight months after the *Titanic* disaster, another ship destined to encounter ice is launched in Sandefjord, Norway. The 350-ton barquentine *Polaris* is sold in January 1914 to explorer Sir Ernest Shackleton and renamed *Endurance*. The ship will sink after being crushed by pack ice in the Weddell Sea during the Imperial Trans-Antarctic Expedition on 21 November 1915.

17 December 1942



Born on 15 June 1861.

Photo: Phillip Gowan Collection



Born on 27 July 1895.

Photo: Encyclopedia Titanica

Elizabeth and Mary Lines' stateroom was D-28. They travelled on ticket No. 17592.

Elizabeth Lindsey Lines, a First Class passenger aboard *Titanic*, dies at the age of 81 in Topsfield, Massachusetts. Elizabeth Lines and her daughter Mary (age 16) boarded *Titanic* at Cherbourg on 10 April 1912. They survived the disaster aboard lifeboat No. 9. Mary married Sargent Holbrook Wellman in 1919 and had three children. She died in 1975.

In a sworn deposition on 22 November 1913, Elizabeth Lines recalled a conversation she overheard between Captain Edward J. Smith and White Star Line Chairman J. Bruce Ismay in *Titanic's* First Class Reception Room on 13 April 1912: *'At first I did not pay any attention to what they were saying, they were simply talking and I was occupied, and then my attention was arrested by hearing the day's run discussed, which I already knew had been a very good one in the preceding twenty-four hours, and I heard Mr. Ismay - it was Mr. Ismay who did the talking - I heard him give the length of the run, and I heard him say "Well, we did better today than we did yesterday ... we will make a better run tomorrow" ... and then I heard him make the statement: "We will beat the Olympic and get in to New York on Tuesday."*

18 December 1912

Image: Courtesy Steve Hall

*for ident
Ref. Ex. Dec. 11/1912.*

INVENTORY OF "TITANIC" LIFE BOATS:

-----0-----

BOAT NO: 1.		BOAT NO: 2	
CONTENTS:	PRICE:	CONTENTS:	PRICE
5 Oars	6.00 3.50	1 Number	1.10 .03
1 Pender	1.25	1 Sail cover	1.00
1 catch anchor	5.00 1.75	8 Life belts	12.00 4.00
3 Life belts	4.50 1.50	1 catch anchor	5.00 1.75
Mast sail & rigging	22.50 14.05	1 Dipper	1.05 .15
1 Rudder	1.00	3 Oars	5.50 2.10
1 Water keg	1.75 1.50	1 stretcher	.75
7 Thole pins	1.40	1 Water keg	.75 1.50
2 Numbers	.20 .06	2 Boat Painters	.50 1.60
2 Liverpool plates	3.00 .36		11.13
2 Boat Painters	.50 1.60		
	24.32		

BOAT NO: 3		BOAT NO: 5	
CONTENTS:	PRICE:	CONTENTS:	PRICE
Mast sail & rigging	22.50 14.05	Mast sail & rigging	22.50 14.05
8 Oars	9.60 5.60	1 Draft plate	1.50
1 Boat hook	1.75 .50	1 Number	1.10 .03
1 Rudder	1.00	1 Rudder	1.00
2 Water kegs	1.50 3.00	8 Oars	9.60 4.00



Thirteen of *Titanic's* lifeboats arrived at New York aboard *Carpathia* on 18 April 1912. Collapsible lifeboat 'A' was recovered by the White Star liner *Oceanic* four weeks later. The lifeboats were assessed at White Star's Pier 59 in October 1912.

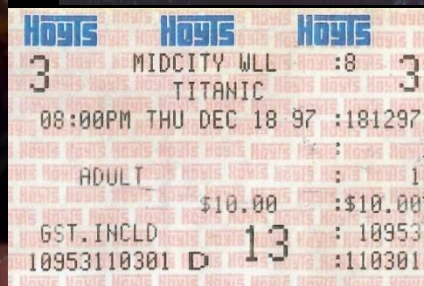
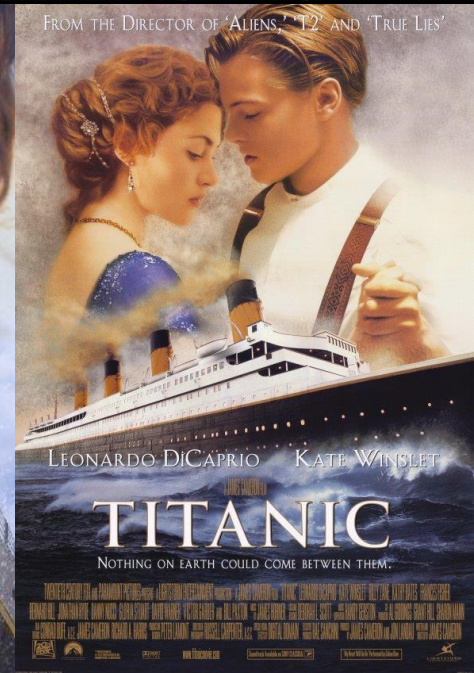
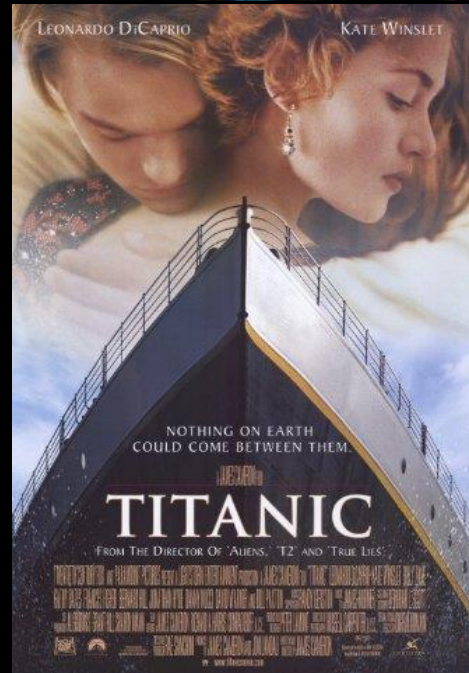
The C.M. Lane Lifeboat Company in Brooklyn, New York City, presents an inventory and valuation of *Titanic's* fourteen surviving lifeboats to aid lawsuits against the White Star Line. The lifeboats and their contents are valued at US\$5,446.31. The fate of the lifeboats after December 1912 is unknown.

18 December 1997

James Cameron's *Titanic* is released for general exhibition in theatres in New Zealand, Australia, Malaysia, Hong Kong and Singapore, one day before its release in the United States. Official premieres had earlier been held in Tokyo, London, Los Angeles and Sydney.



Images: ©Twentieth Century Fox/
Paramount Pictures (1997)

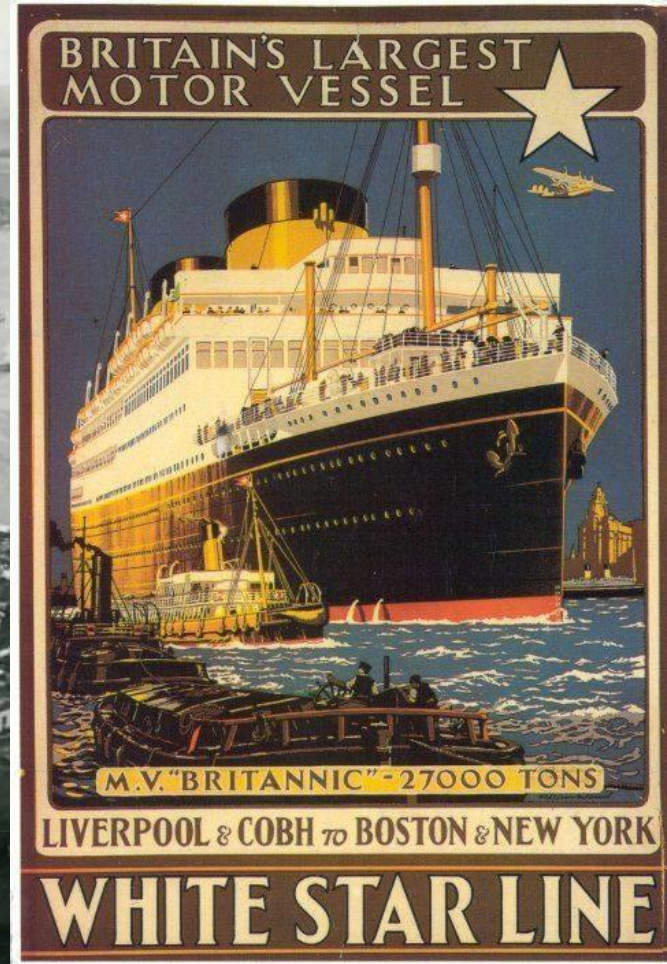


Ticket from Hoyts
Cinemas, Wellington,
New Zealand, Thursday
18 December 1997.

19 December 1960



Britannic awaits demolition at Inverkeithing in 1960.
The advertising poster dates from the early 1930s.



The last ship built for the now-defunct White Star Line, the 27,666-ton motor vessel *Britannic*, arrives at the shipbreaking yard of Thomas W. Ward Ltd. in Inverkeithing, Scotland. Thirty years of service in peace and war ended with her final North Atlantic crossing for Cunard at Liverpool on 4 December 1960.

19 December 1995



Leslie Reade (1904-1989)

Photo: Estate of Leslie Reade

The Ship That Stood Still



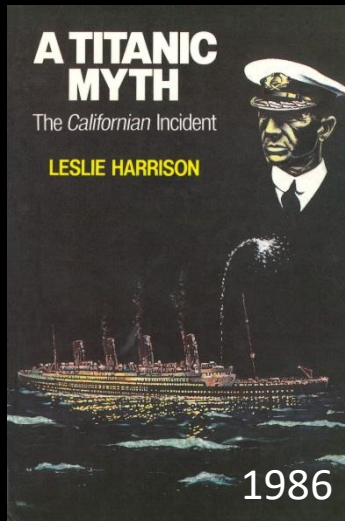
The Californian and her mysterious role in the Titanic disaster

Leslie Reade

Edited and updated by EDWARD P. DE GROOT

The case of 'Leslie Harrison vs Patrick Stephens Ltd./Haynes Publishing' is settled in the High Court of Justice, London. Leslie Harrison is granted a formal apology and awarded compensation concerning alleged defamatory passages in the controversial book *The Ship That Stood Still* (1993).

Although Leslie Reade died in 1989, publication of his book in 1993 caused lasting bitterness with Leslie Harrison. The two authors had been rivals since the mid-1960s concerning their mutual interest in the hotly debated 'Californian Incident'.



1986

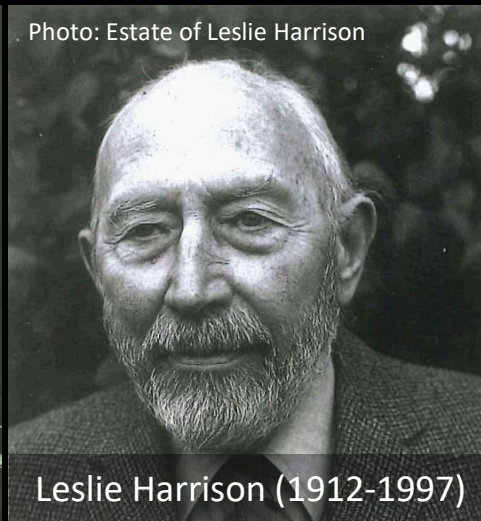
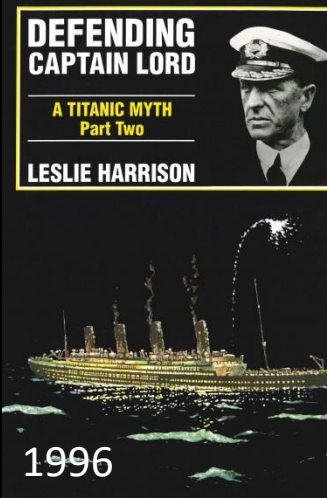


Photo: Estate of Leslie Harrison

Leslie Harrison (1912-1997)



1996

20 December 1868



Drawing office, c.1900

Photo: Harland & Wolff Collection, National Museums Northern Ireland



Photo: Maureen Richardson Coll.

Blueprint of *Titanic's* Nos. 1 and 2 boiler rooms.



Roderick Chisholm is born to James and Sophia Chisholm in Dumbarton, Scotland. A skilled and long-serving draughtsman at Harland & Wolff, Chisholm travels aboard *Titanic's* maiden voyage as a member of the shipyard's 'Guarantee Group'. All nine tradesmen, including Roderick Chisholm and Thomas Andrews, perish in the disaster.

Chief Draughtsman Roderick Chisholm is remembered with this memorial plaque on Sandford Avenue in Belfast.



Photo: Albert Bridge (August 2017)

20 December 1987

Fire engulfs *Doña Paz* in a screenshot from the 2009 National Geographic documentary *Asia's Titanic*.



Photo: Sulpicio Lines

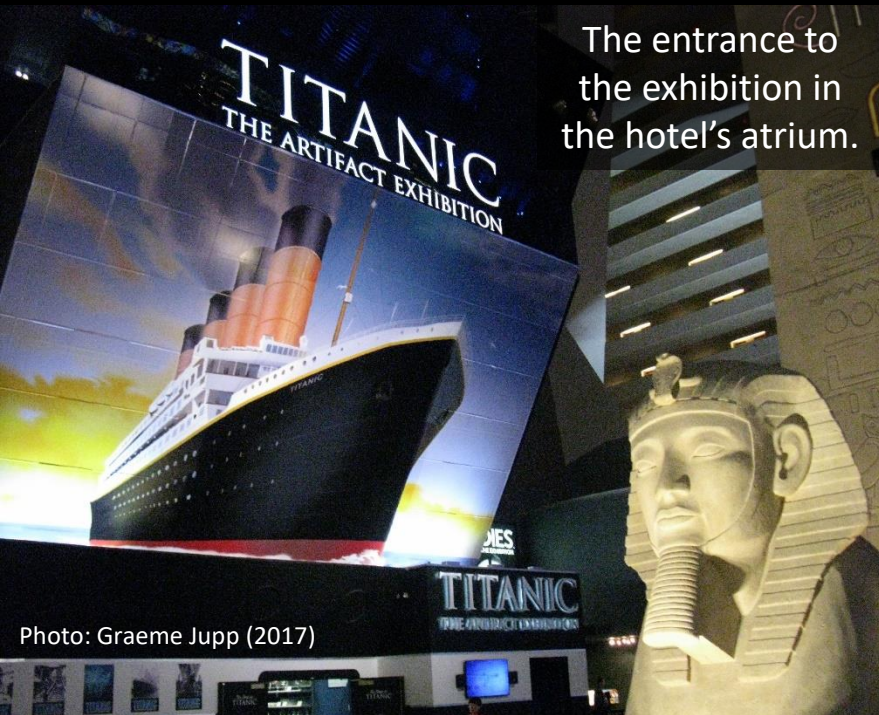
Built in 1963 as *Himeyuri Maru* for Japan's RKK Line, the 2,324-ton ferry was sold in 1975 to Sulpicio Lines and renamed *Don Sulpicio*. After a fire in July 1979, the ship was refurbished and renamed *Doña Paz* in 1981.

The ferry *Doña Paz*, carrying an estimated 4,399 passengers and crew on a voyage between Tacloban and Manila in the Philippines, collides with the tanker *Vector* in the Tablas Strait.

Vector's cargo of gasoline and petroleum products ignites causing a fire which rapidly engulfs *Doña Paz*. Both ships later sink with a combined death toll of 4,385. Only twenty-seven people survive the tragedy. It is the worst maritime disaster in peacetime since the sinking of the *Titanic* on 15 April 1912.

20 December 2008

Titanic: The Artifact Exhibition opens at the Luxor Hotel & Casino in Las Vegas, Nevada. Created by Premier Exhibitions, the 25,000-square-foot exhibition features some 350 items recovered from *Titanic's* wreck site, including luggage, crockery and floor tiles, a window frame and a 15-ton section of the liner's hull plating.



The entrance to the exhibition in the hotel's atrium.

Photo: Graeme Jupp (2017)



The 'Big Piece' of hull plating from C-Deck.

Photos: Premier Exhibitions

A replica of the A-Deck area of *Titanic's* First Glass Grand Staircase.



Ceramic dishes.



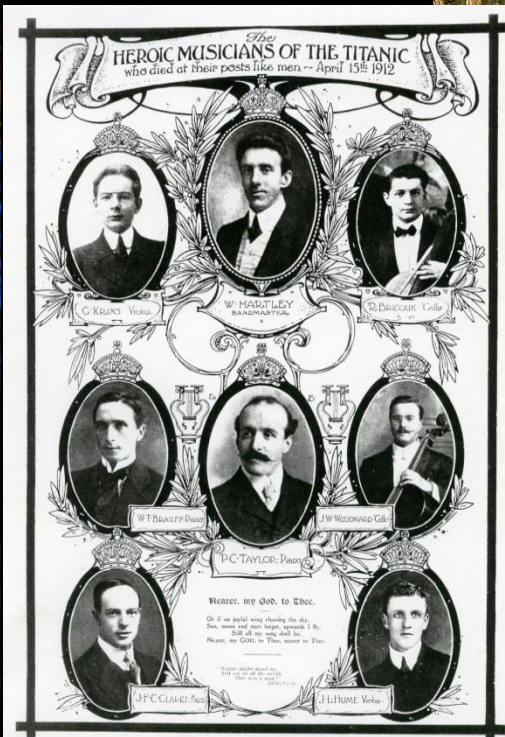
Ticket for the exhibition on 31 January 2017.



21 December 1913

A marble column erected as a monument to *Titanic's* eight heroic musicians is dedicated in Sturt Park, Broken Hill, New South Wales, Australia.

'Nearer, My God, to Thee... Nearer to Thee.'



'The idea originated with the local bandsmen, and was taken up by the public, who subscribed in many ways ... The unveiling ceremony was performed by the Mayor, Alderman T.F. Hynes.'

(The Journal, Adelaide, 23 December 1913)

22 December 1904



The Allan Line's *Virginian* (10,757 tons) is launched at the shipyard of Alexander Stephen & Sons in Glasgow, Scotland. Wireless messages on 15 April 1912 lead newspapers to report that *Virginian* is towing *Titanic* to Halifax, Canada, and that all passengers and crew are safe.

TITANIC'S WIRELESS

46,000-Ton Ship, with 2,300 Aboard, in Peril.

EVERYONE SAFE.

Morning of Suspense Ends in Message of Relief

PASSENGERS TAKEN OFF.

Helpless Giant Being Towed to Port by Allan Liner.

THE EVENING SUN Last Edition Showers--Warmer

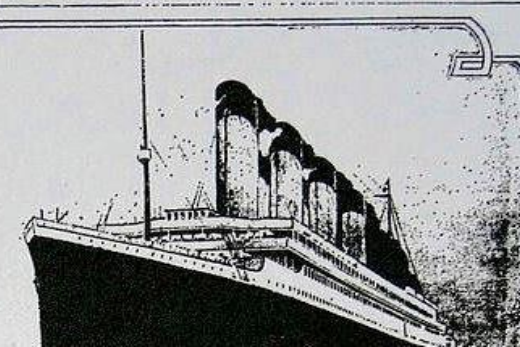

VOLUME IV--NO. 154. BALTIMORE, MONDAY, APRIL 15, 1912. 14 PAGES. PRICE ONE CENT

ALL TITANIC PASSENGERS ARE SAFE; TRANSFERRED IN LIFEBOATS AT SEA

PARISIAN AND CARPATHIA TAKE HUMAN CARGO

Steamship *Virginian* Now Towing Great Disabled Liner Into Halifax

ALL DOUBT AS TO STEAMER REACHING PORT SET AT REST



22 December 1910

Traffic at Cherbourg, France, in 1911.



Nomadic shortly before her launch on 25 April 1911.

Plan from *The Shipbuilder* journal (1911) showing the location of slipway No. 1.

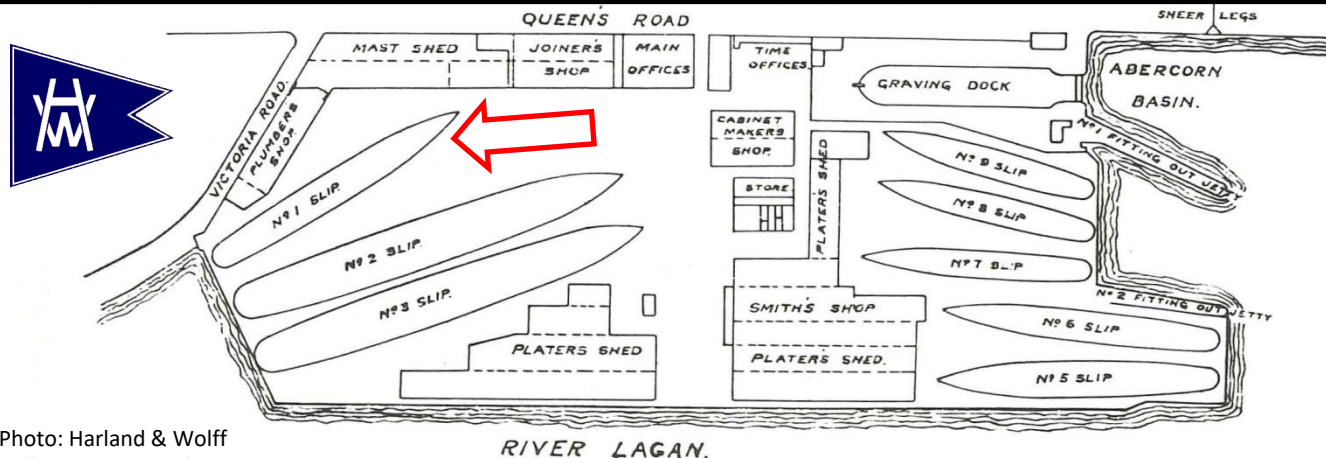


Photo: Harland & Wolff Collection, National Museums Northern Ireland

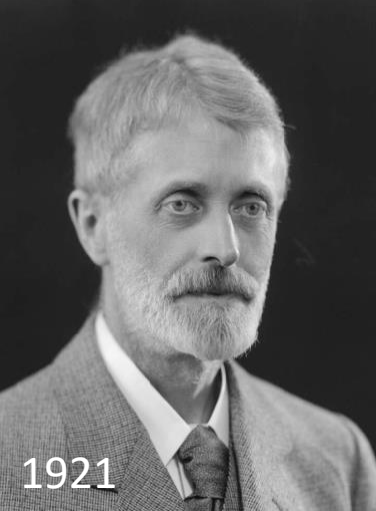
Fig. 3.—Plan of the Queen's Island Works.

The keels of the White Star Line tenders *Nomadic* and *Traffic* are laid down at Harland & Wolff in Belfast. The 1,273-ton *Nomadic* and 675-ton *Traffic* share slipway No. 1 with the Belfast Steamship Company's passenger ferry *Patriotic*. The two tenders are yard numbers 422 and 423 at Harland & Wolff.

23 December 1912

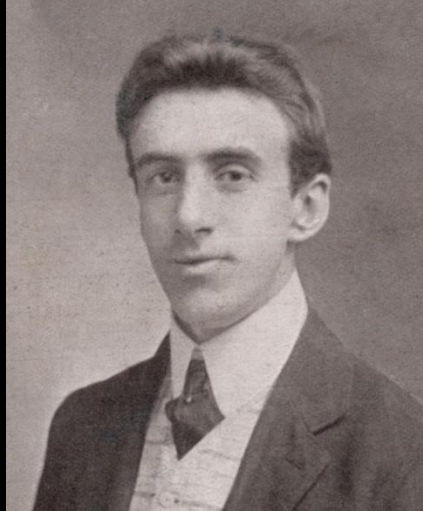


The Leeds City Art Gallery unveils '*The Outward Bound*', a painting by Frederick Cayley Robinson dedicated to *Titanic*'s musicians, including bandmaster Wallace Hartley. The painting was funded from proceeds of a memorial concert held in the musicians' honour at the Leeds Theatre Royal on 28 April 1912.

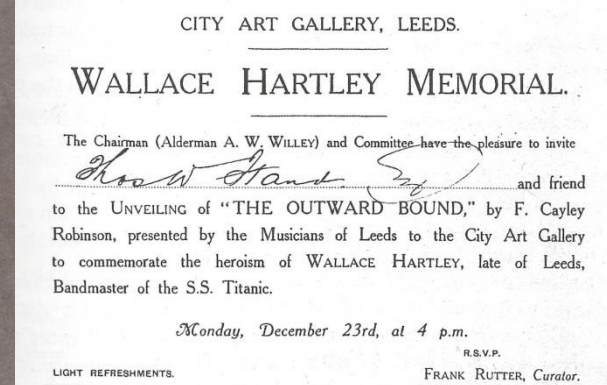


Left: Frederick Cayley Robinson (1862-1927).

Photo: National Portrait Gallery, London



Right: Wallace Henry Hartley (1878-1912). His body was recovered and interred in Colne, Lancashire, England.



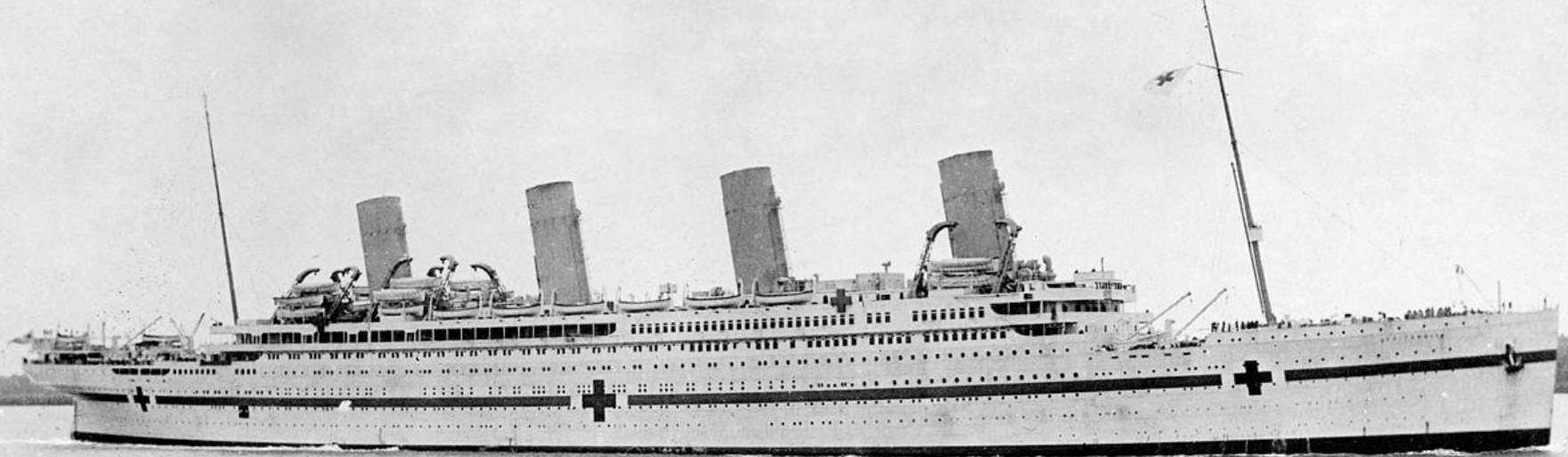
An official invitation to the unveiling on 23 December 1912.

23 December 1915

'Slipping away in darkness just before Christmas, it was a very different departure to her sisters' maiden voyages.'

(Mark Chirnside, *The 'Olympic'-Class Ships*, 2004)

Photo: Allan C. Greene Collection, State Library of Victoria, Australia



Captain Charles Alfred Bartlett (1868-1945), seen here in later life.

Flag of the Admiralty Transport Division.



His Majesty's Hospital Ship *Britannic*, under the command of Charles Alfred Bartlett, departs Liverpool, England, on her first 'voyage of mercy' to the Greek island of Lemnos.

24 December 1895

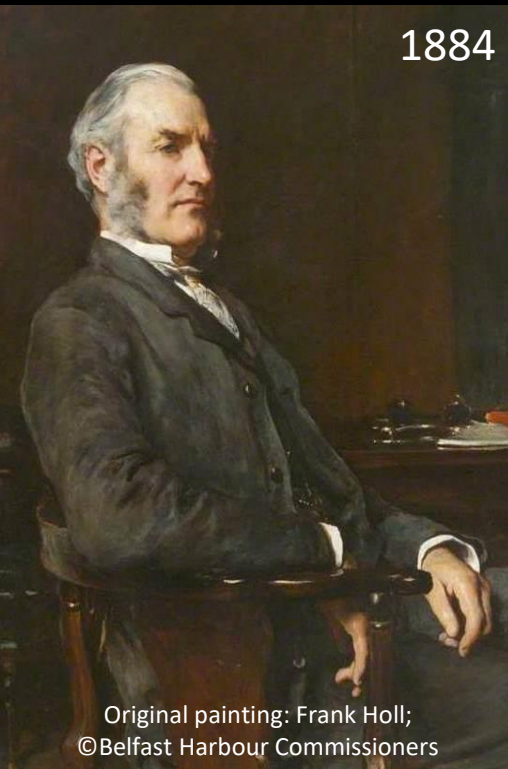
Sir Edward James Harland, founding partner in 1861 of the Harland & Wolff shipyard, and former Lord Mayor of Belfast, dies at the age of 64.



Early Harland & Wolff house flag



Belfast City Coat of Arms



1884

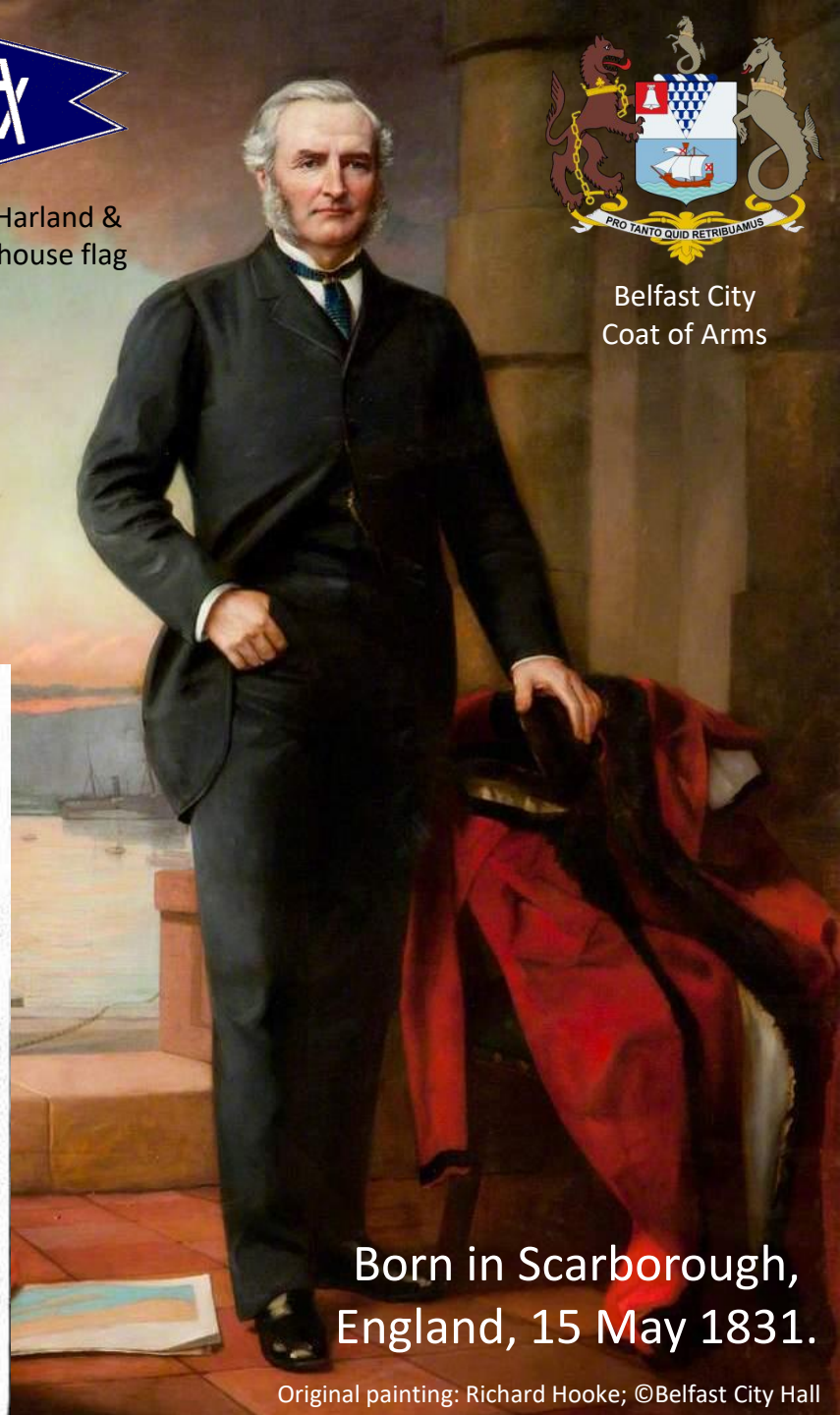
SIR E. J. HARLAND, M.P.

London, December 25.

The death is announced of Sir E. J. Harland, Bart, the Conservative member for the Northern Division of Belfast.

[The deceased was 64 years old. Born in Scarborough, he was educated at the Scarborough Grammar School and Edinburgh Academy. He was the head of the well-known ship-building firm of Harland and Wolff, Belfast. He was the Mayor of Belfast in 1885-6 and High Sheriff of County Down for the year 1887. From 1875 to 1886 he was chairman of Belfast Harbour Commissioners, and was a member of the Labour Commission appointed in 1891. He was created a baronet in 1885.]

Original painting: Frank Holl;
©Belfast Harbour Commissioners



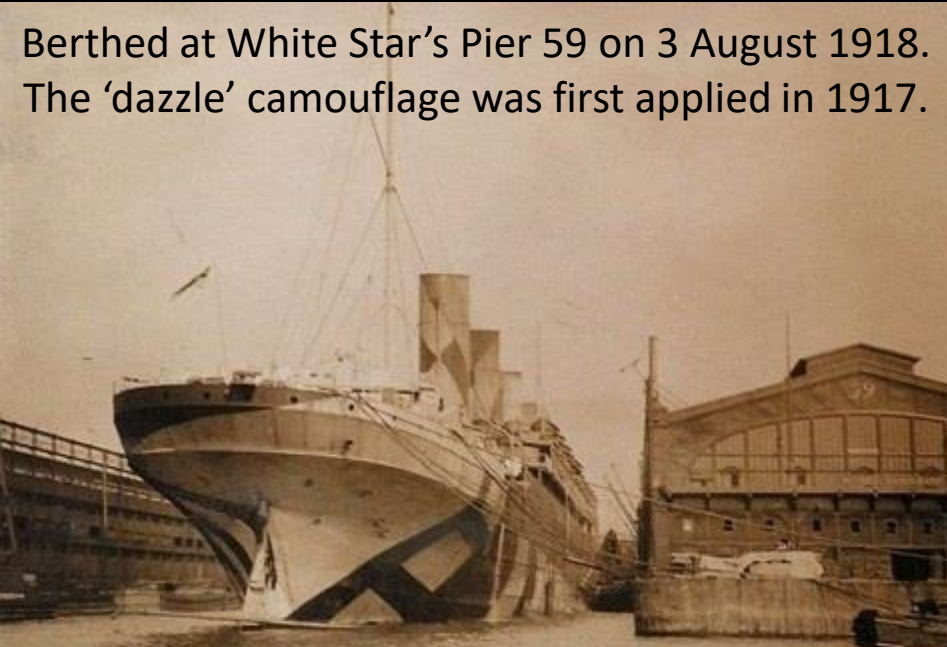
Born in Scarborough,
England, 15 May 1831.

Original painting: Richard Hooke; ©Belfast City Hall

25 December 1917

His Majesty's Transport
Olympic arrives at New York
for the first time in more than
three years to begin trooping
duties with U.S. 'doughboys'.

Berthed at White Star's Pier 59 on 3 August 1918.
The 'dazzle' camouflage was first applied in 1917.

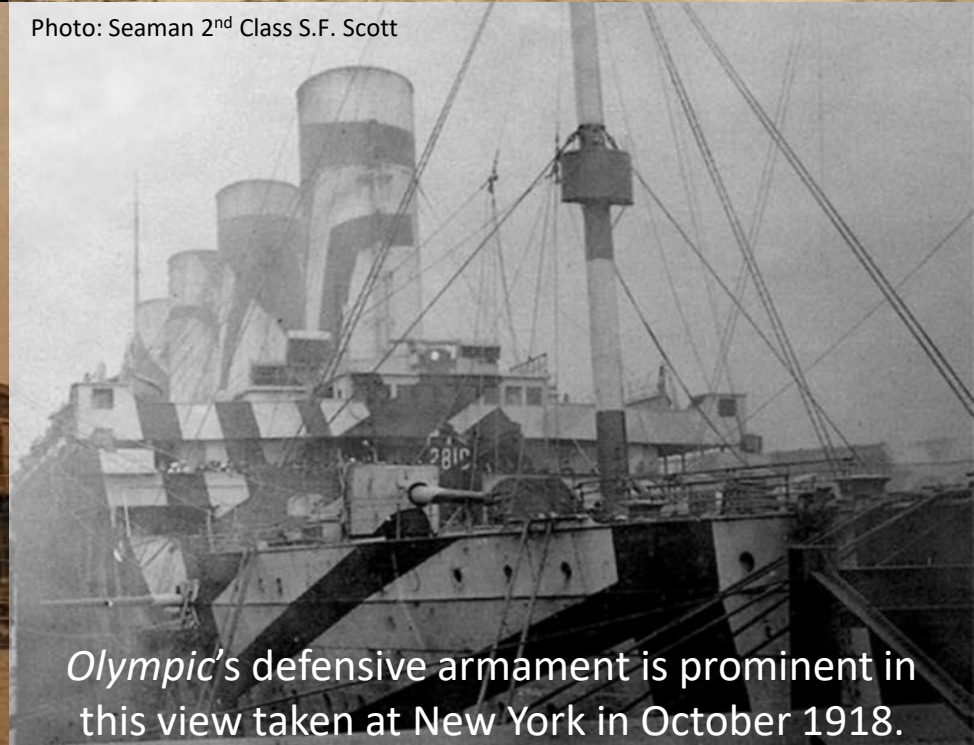


Photos: National Archives and Records Administration, Washington, D.C.

Arriving at Pier 59 on 10 November 1918,
the day before the signing of the Armistice.



Photo: Seaman 2nd Class S.F. Scott



Olympic's defensive armament is prominent in
this view taken at New York in October 1918.

26 December 2000

Jason Nelson Robards, Jr., an American actor of stage, film and television, dies at the age of 78. Robards appeared as Admiral James Sandecker in the movie *Raise the Titanic*.



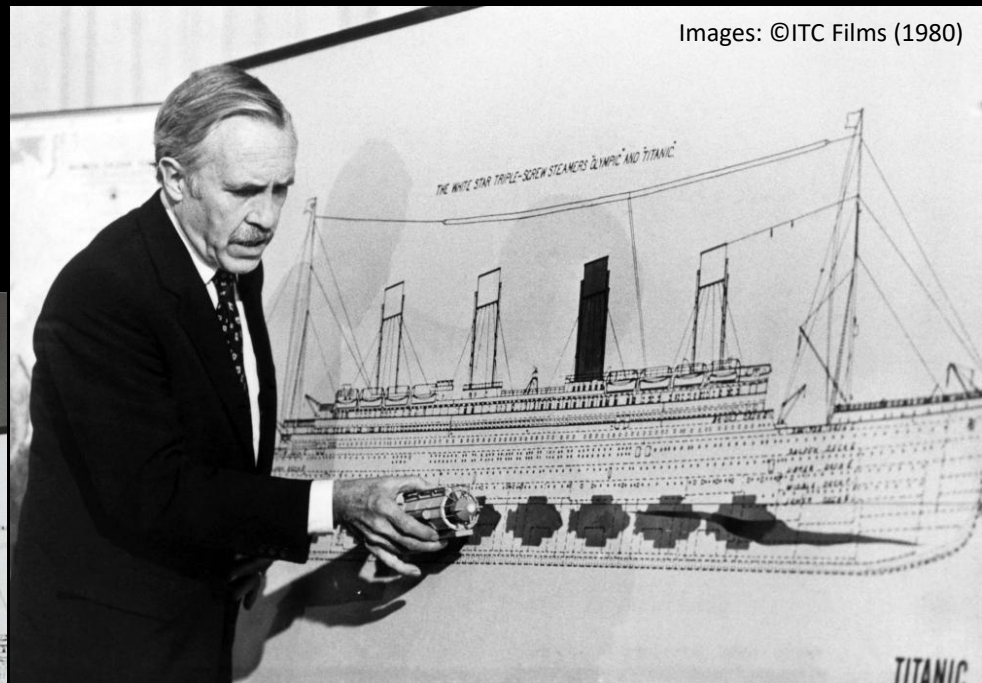
As Admiral Sandecker in *Raise the Titanic* (1980).



Born in Chicago, Illinois, 26 July 1922.



A still from the opening credits of the 114-minute film.



Images: ©ITC Films (1980)

'It's the biggest marine salvage operation anybody's heard of ... If Dirk says he can handle it, I'm willing to go to the President and do my best to push it through.'

27 December 2013

Photos: Lawrence and Katie Kenwright, Signature Living



The 'White Star Grand Hall' at 30 James Street before and after refurbishment in 2013-14.



Work begins on refurbishing the disused Albion House at 30 James Street, Liverpool, into a hotel and events centre. The heritage-listed building was originally constructed as the head office of the Oceanic Steam Navigation Company (White Star Line) in 1896-98.



Photos: Graeme Jupp



2008

28 December 1980



Akademik Mstislav Keldysh in the North Atlantic in 1995 during filming for James Cameron's movie.



The ship is named for Soviet academic scientist Mstislav Vsevolodovich Keldysh (1911-1978), who was born in the year *Titanic* was launched.

Image: ©Twentieth Century Fox/
Paramount Pictures (1997)

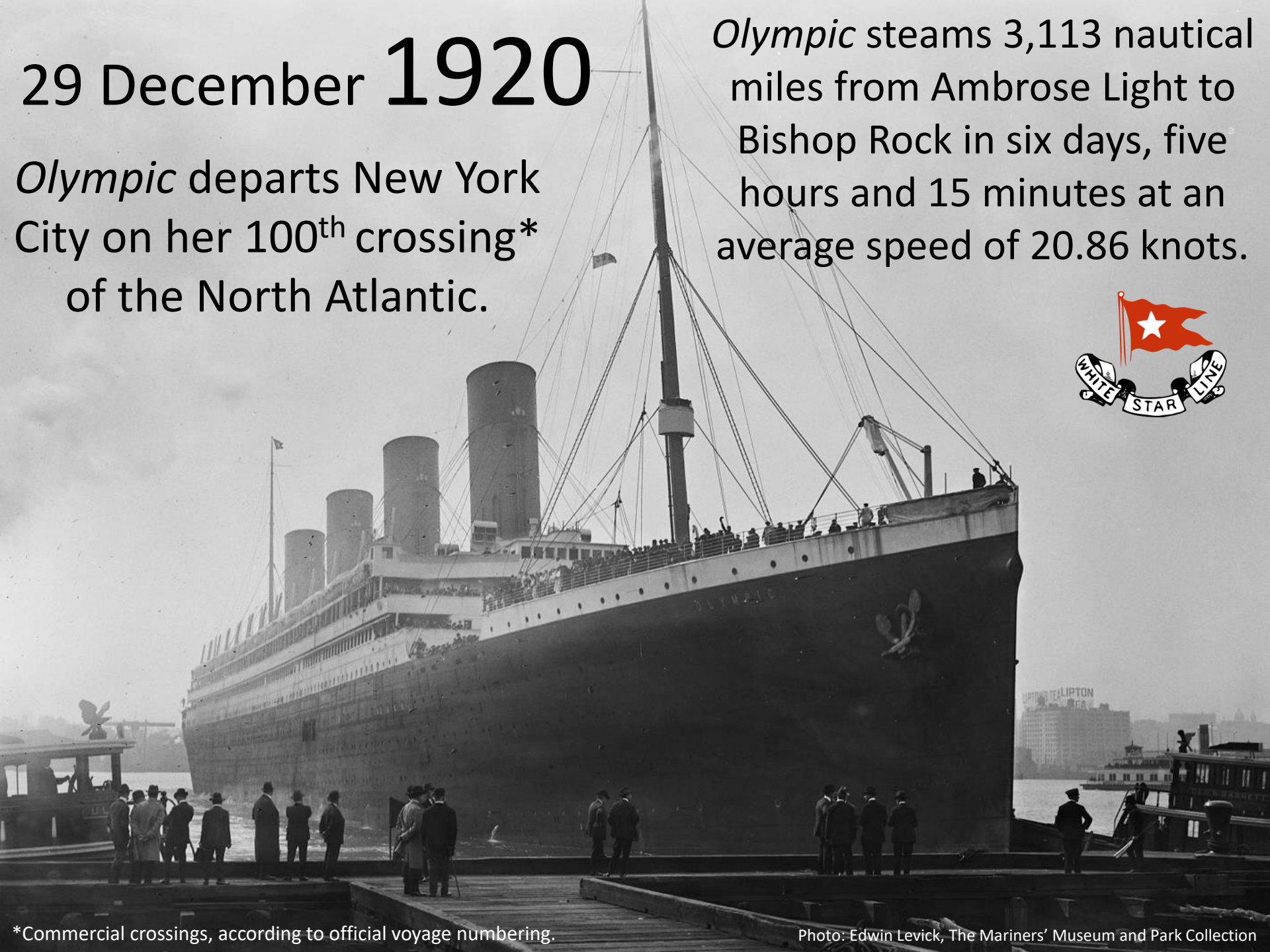
The Russian scientific research vessel *Akademik Mstislav Keldysh*, later to become synonymous with expeditions to the wreck of R.M.S. *Titanic*, is launched in Rauma, Finland.

Support ship of the 'Mir' submersibles. Displacement: 6,240 tons; Crew: 90; Length: 400 feet (122 metres); Beam: 59 feet (18 metres); Speed: 12.5 knots; Entered service: 15 March 1981.

29 December 1920

Olympic departs New York City on her 100th crossing* of the North Atlantic.

Olympic steams 3,113 nautical miles from Ambrose Light to Bishop Rock in six days, five hours and 15 minutes at an average speed of 20.86 knots.



*Commercial crossings, according to official voyage numbering.

Photo: Edwin Levick, The Mariners' Museum and Park Collection

30 December 1935

Rufus Daniel Isaacs, 1st Marquess of Reading, dies in London at the age of 75. As Attorney-General for England and Wales in 1912, Sir Rufus Isaacs represented the Board of Trade at the British Inquiry into the *Titanic* disaster.

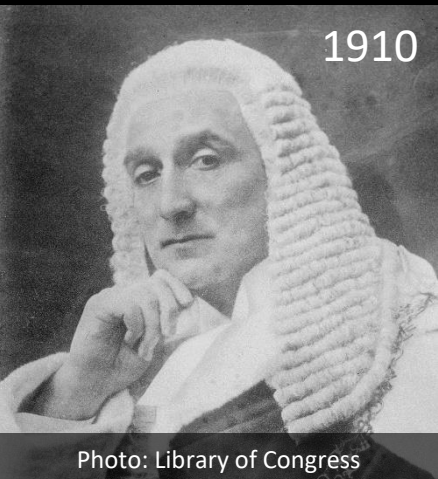
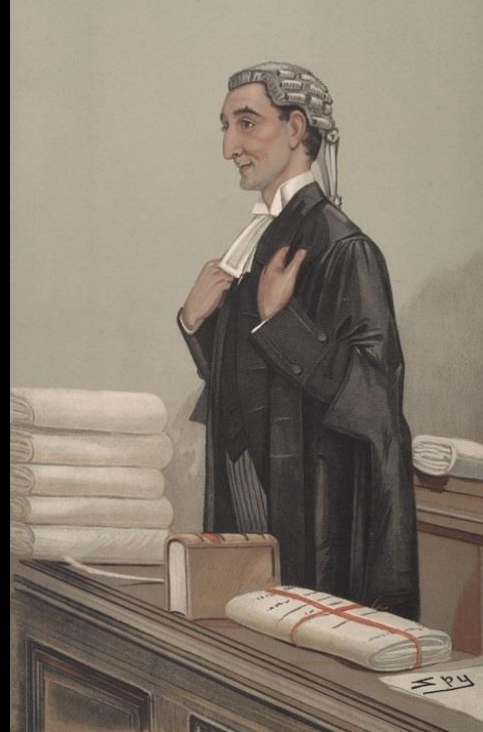


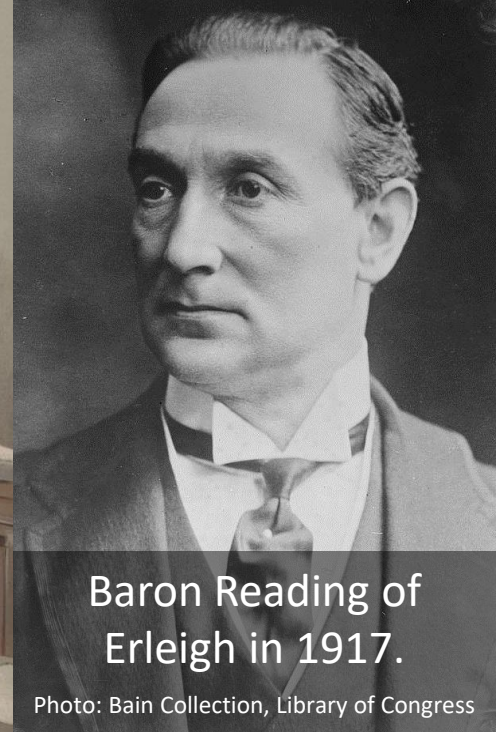
Photo: Library of Congress

'My Lord, before this inquiry begins, I desire on behalf of His Majesty to express our deepest sympathy with all those who have to mourn the loss of relatives or friends amongst the passengers, the officers or the crew of this ill-fated vessel.'

(Sir Rufus Isaacs, British Inquiry, 2 May 1912)



Caricature by Leslie Ward from *Vanity Fair*, 18 February 1904.



Baron Reading of Erleigh in 1917.

Photo: Bain Collection, Library of Congress

Born in Tower Hamlets, London, England, 10 October 1860.



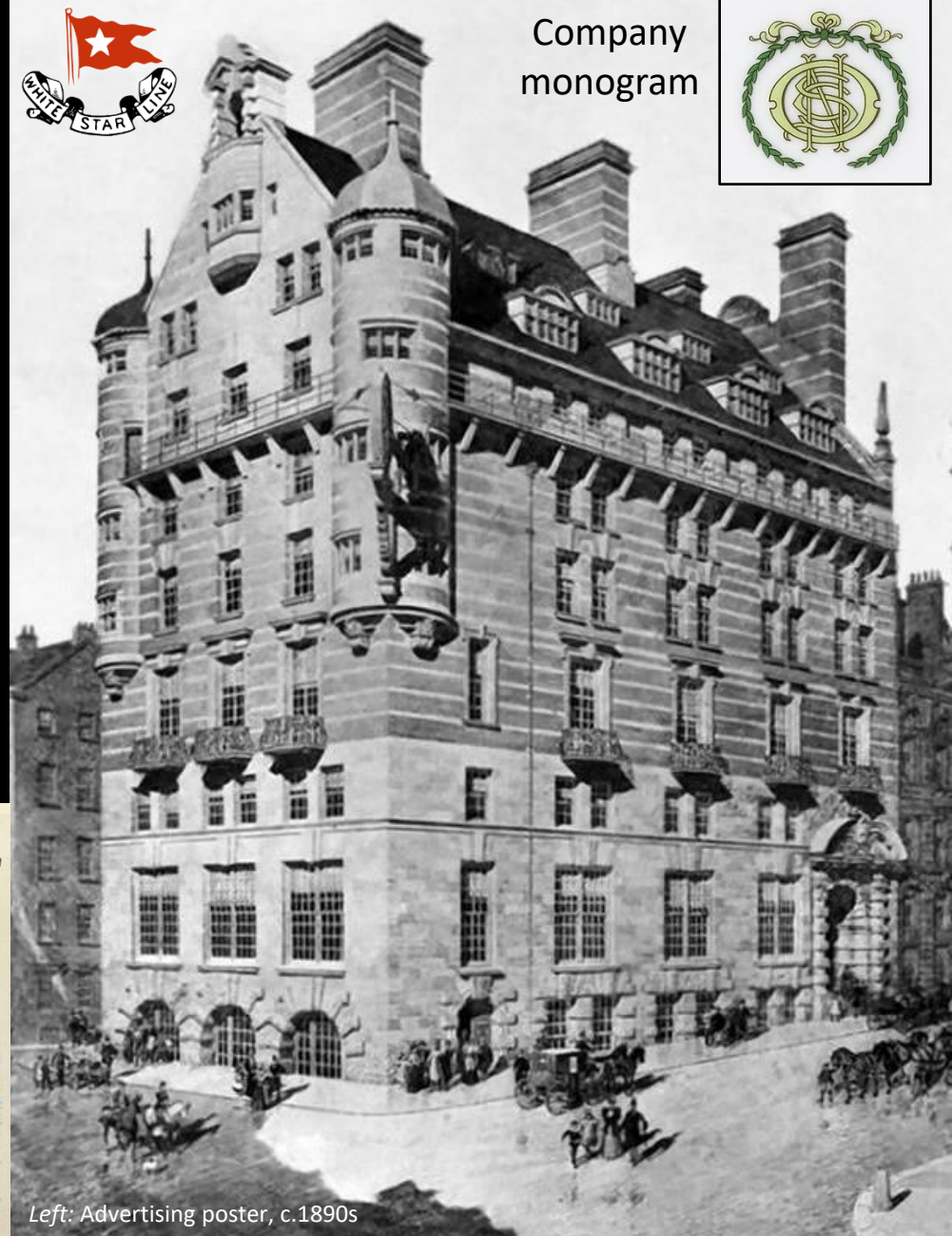
Photo: Harris & Ewing Collection, Library of Congress

31 December 1897

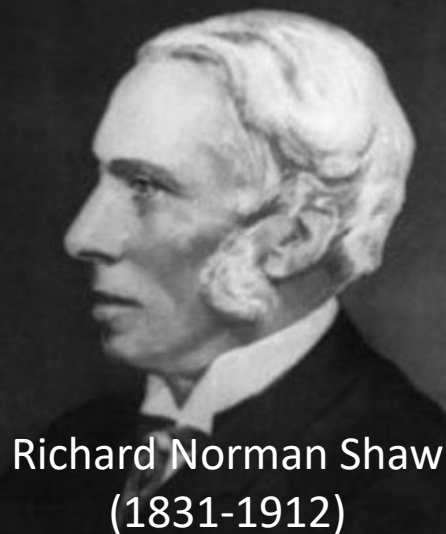
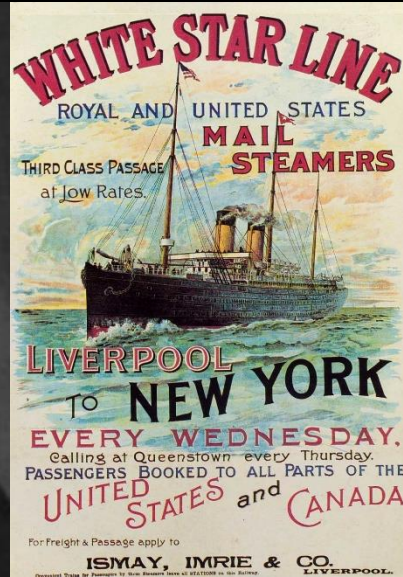
Staff of the Oceanic Steam Navigation Company move to a new head office at 30 James Street, Liverpool, a building designed by noted architects R. Norman Shaw and James Francis Doyle.



Company
monogram



Left: Advertising poster, c.1890s



Richard Norman Shaw
(1831-1912)

The building's façade is made from white Portland stone and red brick. This artist's impression dates from c.1898.

31 December 1912



Photo: Phyllis Lucas Gallery

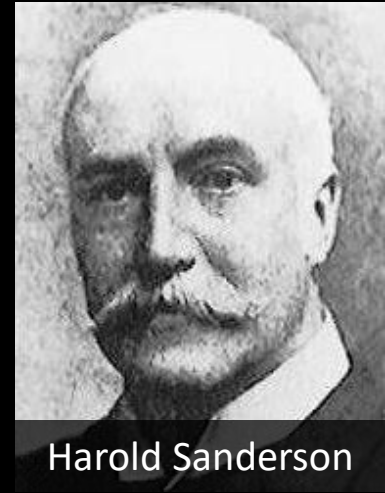
Ismay at the
U.S. Senate
Inquiry in
April 1912.



Painting: ©Tatiana Yamshanova

'Mr. Ismay, after rendering assistance to many passengers, found the last boat on the starboard side being lowered ... There was room for him and he jumped in. Had he not jumped in he would merely have added one more life, namely, his own, to the number of those lost.' (British Inquiry report, 1912)

J. Bruce Ismay had been considering retirement as early as January 1912. His successor from June 1913 is long-time friend and associate Harold A. Sanderson (1859-1932).



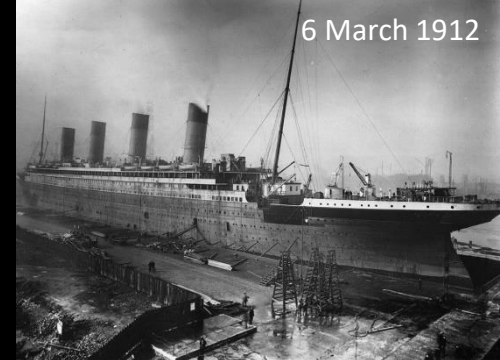
Harold Sanderson

The retirement is announced of J. Bruce Ismay, Chairman and Managing Director of the White Star Line and President of the International Mercantile Marine. Ismay survived the *Titanic* disaster in 1912 and received severe criticism in British and American newspapers. His retirement date is 30 June 1913.

3 February 1912



6 March 1912



TITANIC IN 366 DAYS

Inspired by the book
Titanic: A Journey Through Time
by John P. Eaton and Charles A. Haas

31 May 1911



14 April 1912

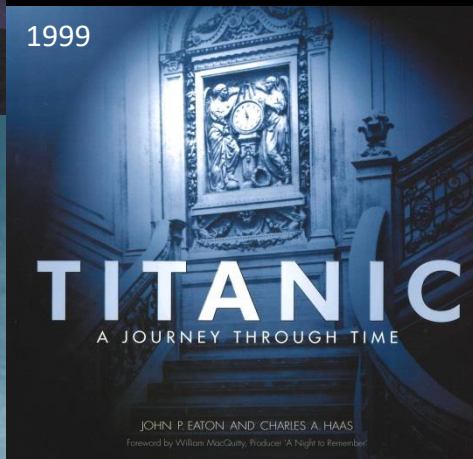


Paintings: ©Ken Marschall

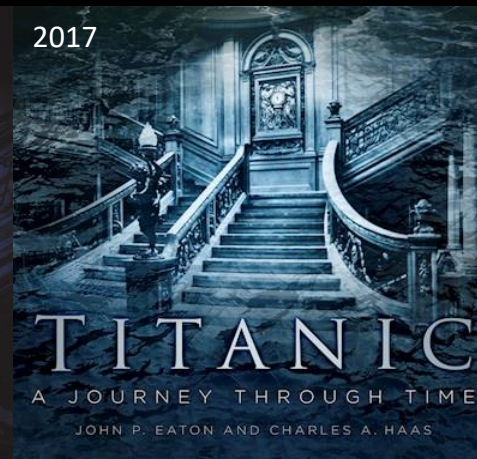
13 July 1986



1999



2017



1 September 1985



When Walter Lord was ten years old he persuaded his family to go abroad on the Olympic, alone ship to the Titanic, so he could learn more about the sea liner. In the 20 years since, he has carried on his research with unflagging devotion. He has tracked down, met, and corresponded with scores of survivors, rescuers, relatives of victims, assembly officials, and others intimately connected with the disaster. He has poured over blueprints, hull-plate specifications, cargo manifests, and the thousands of pages of newspaper clippings in the official investigations in London and Washington. Today he probably knows more about the Titanic, and about the incredible night of April 14, 1912, than anyone alive. He has scrupulously poured the facts together, and with common sense and narrative he has permitted the story to tell itself.

HENRY HOLT AND COMPANY, INC.
305 Madison Avenue, New York City 17
Chicago San Francisco

**A NIGHT
TO REMEMBER**
WALTER LORD



21 November 1955



First edition published by Patrick
Stephens Ltd., England (1999).

Second edition published by
The History Press, England (2017).

Third edition published by
The History Press, England (2020).



18 December 1997



Acknowledgements



Titanic in 366 Days: A Calendar of Events was compiled over an eight-year period, involving more than 3,000 hours of research, writing, editing and checking. It was completed with considerable input from many of the world's foremost *Titanic* researchers, historians and authors. I am especially indebted to Cathy Akers-Jordan, Günter Bähler, George Behe, Randy Bryan Bigham, Mark Chirnside, David Dyer, Steve Hall, Gregg Jasper, Céleste Laframboise, Dr Paul Lee, Don Lynch, Simon Mills, Brad Payne and Bill Wormstedt for reviewing drafts of the original 'PowerPoint' slides. Their collective knowledge of the 'Olympic'-class ships, especially *Titanic* and her passengers and crew, is the result of decades of careful study and research. Each provided helpful comments, suggestions and corrections to improve the text and captions. Several images were also supplied from their collections. Any inadvertent errors contained herein are mine alone.

There are no surviving photographs of *Titanic* after she departed Queenstown, Ireland, on 11 April 1912. Her voyage and last hours can only be recorded visually in illustrations and paintings – manual and digital – by artists who have devoted countless hours to their hobby and life's work. *Titanic* is perhaps the most painted ship in history and I am indebted to the following artists who granted permission for their paintings and digital artwork of *Olympic*, *Titanic* and *Britannic*, and other vessels, to feature in this project: William Barney, Yves Bérubé, Michael C. Brady, Stephen J. Card AFNI, Cyril Codus, Jeremy Day, Neil Egginton, Elang Erlangga, Alexandr Filin, Simon Fisher, Stephen Gjertson, Robert G. Lloyd, the late Anton Logvynenko, David A. Kilborn, William G. Muller, David Olivera, Jeff Rigby, Vasilije Ristovic, Barry Spicer, Stuart Williamson and Tatiana Yamshanova.

The author especially acknowledges maritime artist and visual historian Ken Marschall.

I extend an appreciation to the following for their assistance in answering questions, providing information and for the inclusion of photographs and other illustrative material from their collections: Roy Anderson, Michael Beatty, Kenneth Beken, Anthony Cunningham, Guy D'Astous/Société d'histoire du Bas Canada, Philippe Delaunoy, Tad Fitch, Michael A. Findlay, Ioannis Georgiou, João Gonçalves, Samuel Halpern, Clifford Ismay, Jason King, J. Kent Layton, David Lean, Paul Loudon-Brown, Campbell McCutcheon, Phillip Massaad, Olivier Mendez, Susie Millar, Michael Poirier, Paul J. Quinn, Inger Sheil, Cade M. Sikora, Jonathan Smith, Simon Mark Smith, Michael Standart, Tarn Stephanos, Parks Stephenson, Les Streater, Kalman Tanito and Jason Delos Tiller. I also acknowledge the following artists whose paintings and artwork appear in this book: David Bredis, Keith Byass, the late Harley Crossley, Michael Coleman, the late Carl G. Evers, Michel Guyot, the late Chris Mayger, Jacques Mignon, Julia Quenzler, Tom Robertson, Robert Taylor, the late Edward D. Walker, Rodney Wilkinson and Nevenka Žunić.

My research included email enquiries and correspondence with a number of institutions, museums, agencies and societies. I acknowledge the following for their assistance and support: Joan Adler and Paul A. Kurzman, Straus Historical Society, New York, USA; Christopher Burns, Belfast City Council, Northern Ireland; Stéphanie Fortin, Canadian Museum of History, Quebec City, Canada; Helen Gibson, Thomas Hardy Archive & Collection, Dorset, England; Charles A. Haas, Titanic International Society, New Jersey, USA; Sheila Harrison, Nauticus: The National Maritime Center, Norfolk, Virginia, USA; Donald Henderson, Dalbeattie Museum, Scotland; Barbara and Karen Kamuda, Titanic Historical Society, Inc., Springfield, Massachusetts, USA; Peter Lindeman, *The Age*, Melbourne, Australia; Ralph Magee, Andrews Memorial Primary School, Comber, Northern Ireland; Paula McMillan, Belfast Harbour Commissioners, Northern Ireland; Christopher Moore, Phoenix International Holdings, Maryland, USA; Desi Rainey, Comber Historical Society, Comber, Northern Ireland; Brock Switzer, The Mariners' Museum and Park, Newport News, Virginia, USA; Lloyd Thomas and Gareth Parry, The History Press, England; John White, White Star Memories Ltd., England; www.encyclopedia-titanica.org; Woods Hole Oceanographic Institution, Massachusetts, USA.

The Author



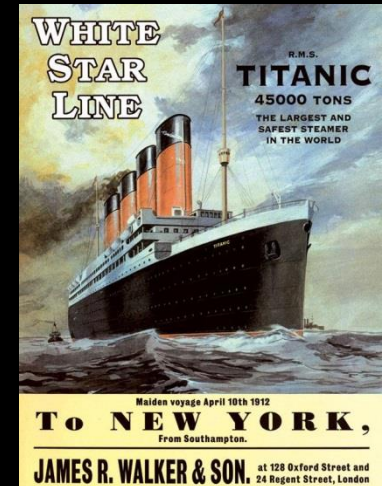
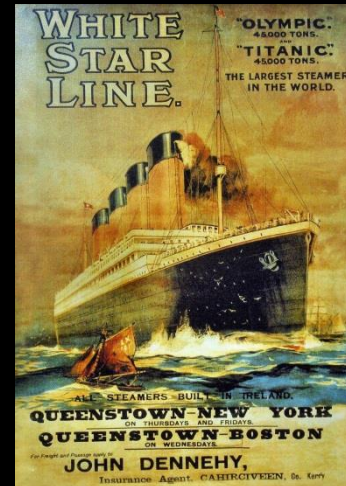
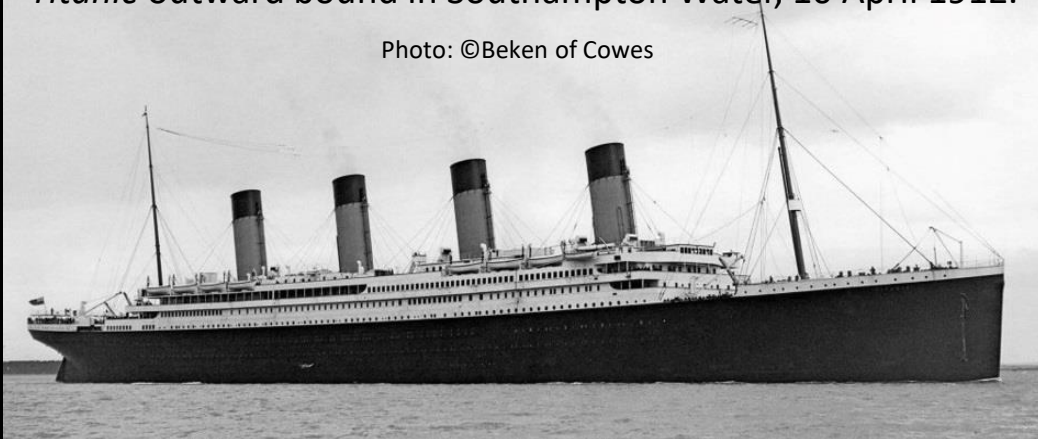
Photo: Cunard Line

Graeme Jupp aboard Cunard's 90,901-ton *Queen Elizabeth* during a voyage from San Francisco to Auckland in February 2017.

GRAEME JUPP has been interested in passenger liners for more than forty years. His fascination with the White Star liner *Titanic* began in the late 1970s when he first read the illustrated edition of Walter Lord's *A Night to Remember*. Since then, he has compiled an extensive library of *Titanic* books, journals, newspaper articles and related material. Graeme has also lectured on the *Titanic* and other passenger liners. He met *Titanic* survivor Millvina Dean in April 1997 and in April-May 2012 undertook a seven-week 'Titanic Centenary Tour' of the United States, Canada, England and Ireland, including a memorial voyage to the wreck site aboard *Azamara Journey*. Graeme has travelled aboard the Cunard Line's *Queen Elizabeth 2*, *Queen Mary 2* and *Queen Elizabeth*. His other interests include New Zealand railways, World War II history, aircraft of the two world wars and cricket statistics. Graeme is a member of the Titanic International Society (USA) and the New Zealand Railway and Locomotive Society. He lives in Wellington, New Zealand.

Titanic outward bound in Southampton Water, 10 April 1912.

Photo: ©Beken of Cowes

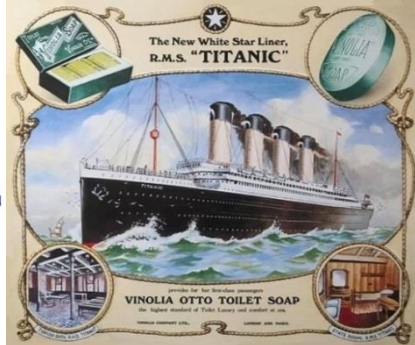
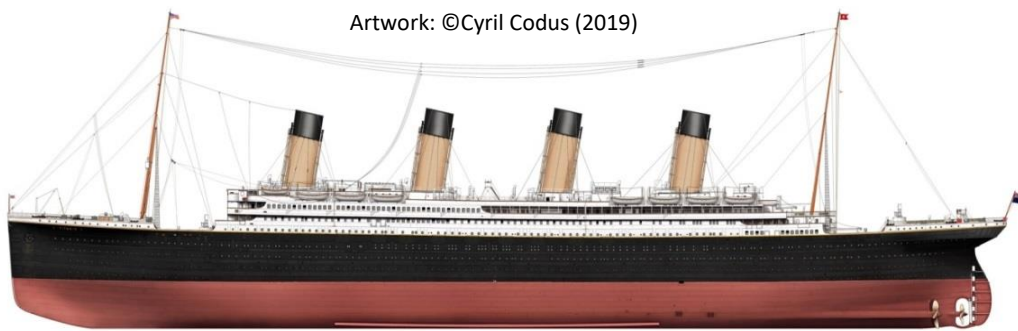


HARLAND & WOLFF, LIMITED.
Builders of the "OLYMPIC" and "TITANIC," the largest
steamers in the World, 45,000 tons each.



BELFAST WORKS.

Artwork: ©Cyril Codus (2019)



3 July 1958 22 March 1909

1 January to 31 December...



4 June 1912 16 May 1907

15 March 2012
11 August 1986

15 April 2012
10 March 1909

17 August 1997
19 April 1912

21 March 1999
15 April 1912

25 March 1954 21 November 1916
20 September 1911 5 May 1971 28 October 1987 29 July 1914 4 November 1940

19 May 7 July 1963 10 August 1998 21 December 1913 6 May 1916 14 June 1911
28 March 1956 14 February 1967 10 April 1912

21 November 1955

2002 7 March 1990 3 February 1912 23 March 1998 1 August 1980 5 May 1903 30 April 1911 23 March 1914 11 April 1953
1 January 1862 31 July 1908 14 April 1912 13 July 1986 1 June 1940 20 October 1910 22 April 1914 27 July 1915 19 September 1937
23 September 1979 12 May 1944 2 April 1912 4 October 1994 18 December 1997 31 May 1911 2 March 1912 1 September 1985 11 June 1964
23 July 1981 17 February 1915 12 November 1913 12 June 1912 10 January 1965 22 May 1912 6 January 1913 3 July 1961 25 October 1913
26 June 1920 4 May 1912 5 July 1920 25 August 1894 17 October 1937 24 August 1985 12 May 1918 8 December 1952
31 May 2009 25 April 1967 31 March 2012 26 May 1931 2 September 1988 25 July 26 February 1914 17 September 1992 19 March 1913
6 September 1869 28 June 1911 9 July 1925 1 August 1986 1987 11 April 1912 2 February 1912 17 September 1992
24 July 1994

