



TITANIC

THE ARTIFACT EXHIBITION

1912 **100TH** 2012
ANNIVERSARY

Produced By



RMS TITANIC, INC.
A Division of Premier Exhibitions, Inc.
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The 
Mahaffey
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the logo of the elite White Star Line Oceanic Steam Navigation Company, even a set of perfectly preserved *au gratin* dishes offer haunting, emotional connections to lives abruptly ended or forever altered.

Visitors are quickly drawn back in time to 1912 upon entrance to the exhibit, as each visitor receives a replicated boarding pass held by an actual passenger on board *Titanic*. Visitors then begin their chronological journey through the life of *Titanic*, moving through the ship's construction, to life on board, to the ill-fated sinking and amazing artifact rescue efforts. Guests will marvel at the re-created first-and third-class cabins, and press their palms against an iceberg while learning of countless stories of heroism and humanity.

Titanic: The Artifact Exhibition allows visitors to conduct personalized explorations of the wreck site utilizing an interactive tool to explore photo mosaics of *Titanic* in her final resting place. The recent technological advances utilized on Expedition 2010, the most recent recovery expedition, have allowed scientists to piece together, from thousands of sequential images, a full picture of *Titanic* as it lies today. The interactive device includes components from the *Titanic* Mapping Project,TM

showing the exact locations of artifacts recovered from the wreck site that had been scattered on the ocean floor; video footage explaining in detail how Expedition 2010 came to fruition and the technological breakthroughs that guided the expedition.

Over the past 15 years, more than 25 million people have seen this powerful exhibition in major museums worldwide — from Chicago to Los Angeles and from Paris to London. RMS *Titanic*, Inc. is the only company permitted by law to recover objects from the wreck site of *Titanic*.

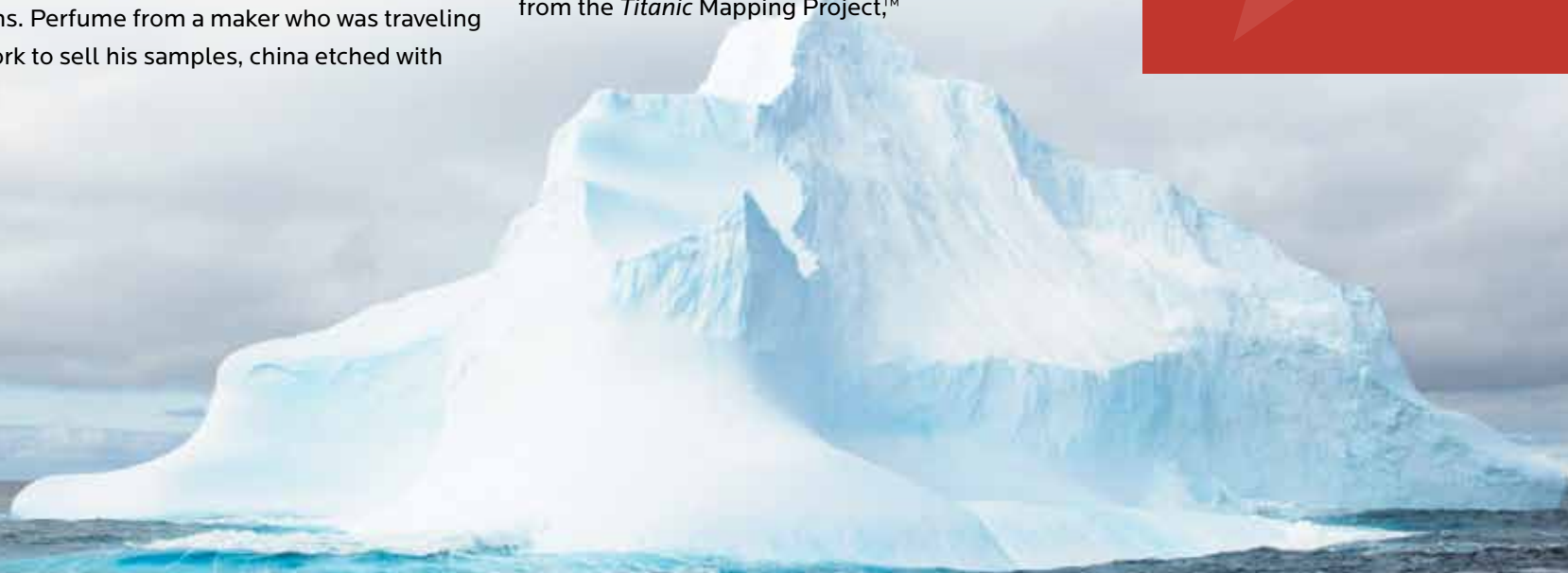
RMS *Titanic*, Inc.

RMS *Titanic*, Inc., a wholly owned subsidiary of Premier Exhibitions, Inc., is the only company permitted by law to recover objects from the wreck site of *Titanic*. The company was granted salvor-in-possession rights to the wreck site of *Titanic* by a United States federal court in 1994, and has conducted eight research and recovery expeditions to *Titanic's* debris field, recovering more than 5,500 artifacts. Premier Exhibitions, Inc. is a major provider of museum-quality touring exhibitions throughout the world. For more information, go to RMSTitanic.net.

On April 15, 1912, RMS *Titanic*, the world's largest ship, sank after colliding with an iceberg, claiming more than 1,500 lives and subsequently altering the world's confidence in modern technology. One hundred years later, the Mahaffey Theater pays tribute to the tragedy which continues to resonate through ***Titanic: The Artifact Exhibition***, where more than 125 legendary artifacts, conserved from the ship's debris field, are showcased, offering visitors a poignant look at this iconic ship and its passengers.

Running through March 3, 2013, the five-month exhibition features artifacts never before seen in Tampa Bay.

The exhibition is designed to focus on the legendary RMS *Titanic's* compelling human stories as best told through authentic artifacts and extensive room recreations. Perfume from a maker who was traveling to New York to sell his samples, china etched with





Today's news is tomorrow's history. The newspaper provides us with a chronicle of important daily events. In the future, some of the events will have been considered important while others will be considered of little consequence. The historian decides what is and is not important. Assume that you are going to write a history book about your community from its beginnings to the present day. Examine the *Tampa Bay Times* for a period of one week. Is there any news about your community that you are likely to include in your history book? Identify the stories and indicate why you would include the information in your book. Since space in your book will be limited, you must be selective. Create an outline for the contents of your book. You must include specific quotes and examples from the articles to show their importance.



"... I jumped out, feet first. I was clear of the ship; went down, and as I came up I was pushed away from the ship by some force. I came up facing the ship, and one of the funnels seemed to be lifted off and fell towards me about 15 yards away, with a mass of sparks and steam coming out of it. I saw the ship in a sort of a red glare, and it seemed to me that she broke in two just in front of the third funnel. ...The partly filled lifeboat standing by about 100 yards away never came back. Why on Earth they never came back is a mystery. How could any human being fail to heed those cries?"

— Jack B. Thayer,
Titanic survivor, age 17

ON BOARD *TITANIC*

- The cost of a first-class ticket to New York on *Titanic* was \$2,500, approximately \$57,200 today. The most expensive rooms were more than \$103,000 in today's currency.
- A third-class ticket on *Titanic* cost \$40, which is approximately \$900 in today's currency. Up to 10 people resided in third-class rooms. The rooms were divided by male and female, oftentimes splitting families.
- First-class passengers had the luxury of paying for their leisure while on board: a ticket to the swimming pool cost 25¢, while a ticket for the squash court (as well as the services of a professional player) cost 50¢.
- Sixty chefs and chefs' assistants worked in *Titanic's* five kitchens. They ranged from soup and roast cooks to pastry chefs and vegetable cooks. There was a kosher cook, too, to prepare meals for Jewish passengers.
- Titanic* had its own newspaper, the *Atlantic Daily Bulletin*, prepared aboard the ship. In addition to news articles and advertisements, it contained a daily menu, the latest stock prices, horse-racing results and society gossip.
- There were only two bathtubs for the more than 700 third-class passengers on board the ship.
- The forward part of the boat deck was promenade space for first-class passengers and the rear part for second-class passengers. Thus, people from these classes had the best chance of getting into a lifeboat simply because they could get to them quickly and easily.

THE MAIDEN VOYAGE

On April 10, 1912, RMS *Titanic* embarked on its maiden voyage, sailing from Southampton, England, to New York City. *Titanic*, one of the largest and most luxurious passenger liners at the time, also was considered by many to be unsinkable. However, on April 14, the ship struck an iceberg, and early the next day it sank. Approximately 1,500 people died. Because of the tragedy, *Titanic* became perhaps the best-known ship in the world, capturing the public imagination and inspiring popular books and movies.

Source: Encyclopedia Britannica

The plan

The intensely competitive trans-Atlantic steamship business had seen recent major advances in ship design, size and speed at the onset of the 20th century. White Star Line, one of the leaders, was determined to focus on size and elegance rather than pure speed. In 1907, White Star Line's managing director, J. Bruce Ismay, and Lord James Pirrie, a partner in Harland & Wolff (White Star Line's shipbuilder) conceived of three magnificent steamships that would set a new standard for comfort, elegance and safety. The first two were to be named *Olympic* and *Titanic*, the latter name chosen by Ismay to convey a sense of overwhelming size and strength. The third would be named *Britannic*.

Construction of *Titanic* started in March 1909. Harland & Wolff's Belfast shipyards had to be redesigned to accommodate the immense projects, while White Star's pier in New York had to be lengthened to

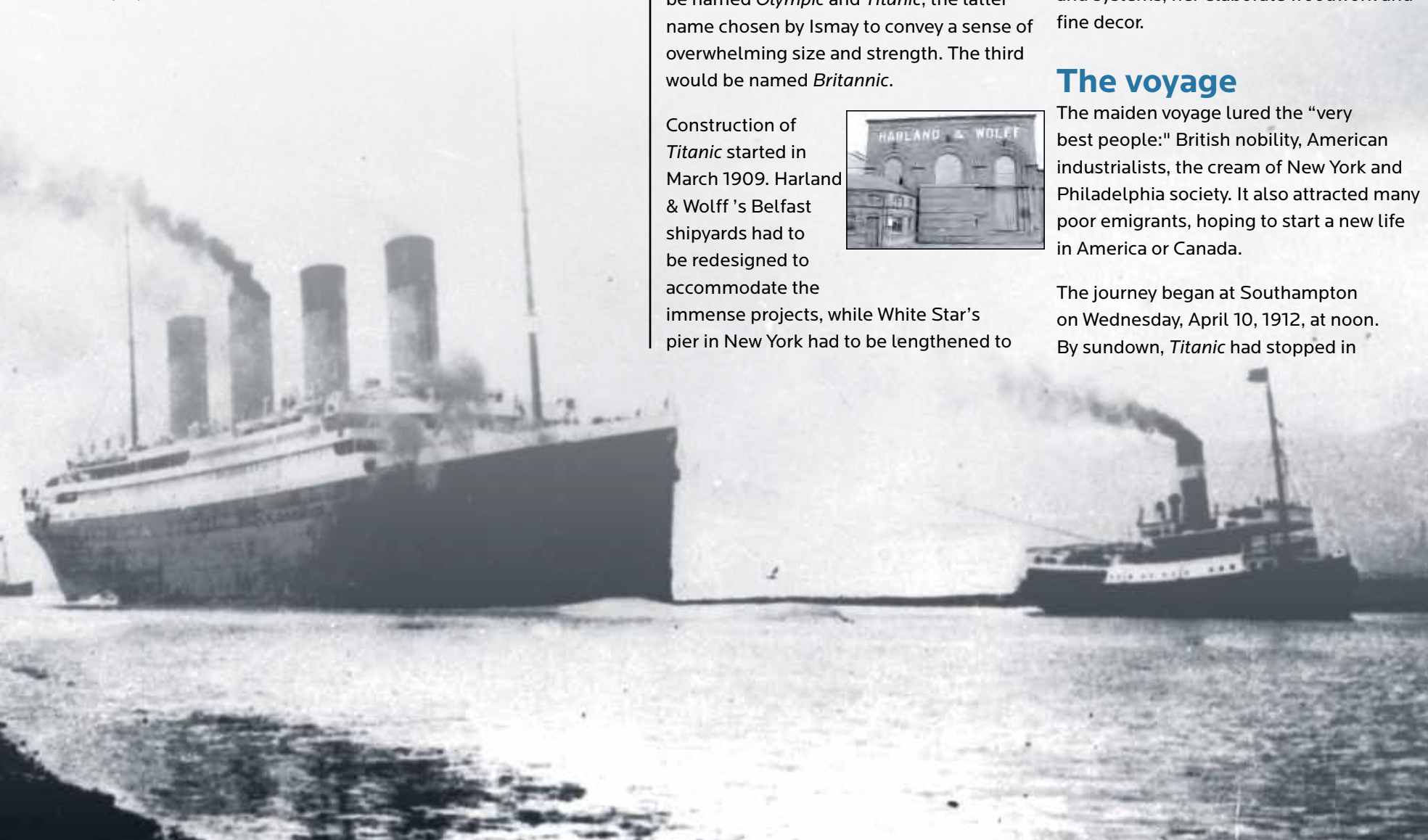


enable the ships to dock. The launch of the completed steel hull in May 1911 was a heavily publicized spectacle. She was then taken for fitting out, which involved the construction of the ship's many facilities and systems, her elaborate woodwork and fine decor.

The voyage

The maiden voyage lured the "very best people:" British nobility, American industrialists, the cream of New York and Philadelphia society. It also attracted many poor emigrants, hoping to start a new life in America or Canada.

The journey began at Southampton on Wednesday, April 10, 1912, at noon. By sundown, *Titanic* had stopped in



Cherbourg, France, to pick up additional passengers. That evening she sailed for Queenstown, Ireland, and at 1:30 p.m. on Thursday, April 11, she headed out into the Atlantic.

The warnings

The winter of 1912 had been unusually mild, and unprecedented amounts of ice had broken loose from the arctic regions. *Titanic* was equipped with Guglielmo Marconi’s new wireless telegraph system, and her two Marconi operators kept the wireless room running 24 hours a day.

On Sunday, April 14, the fifth day at sea, *Titanic* received five different ice warnings, but the captain was not overly concerned. The ship steamed ahead at 22 knots, and Ismay relished the idea of arriving in New York a day ahead of schedule.

The night

On the night of April 14, wireless operator Jack Phillips was busy sending chatty passengers’ messages to Cape Race, Newfoundland, where they could be relayed inland to friends and relatives. He received a sixth ice warning that night and put that message under a paperweight at his elbow. It never reached Captain Edward J. Smith or the officer on the bridge.

By all accounts, the night was uncommonly clear and dark, moonless but faintly glowing with an incredible

“Oh at daybreak, when we saw the lights of that ship, about 4 miles away, we rowed like mad and passed icebergs like mountains, at last about 6:30 a.m. the dear *Carpathia* picked us up. Our little boat was like a speck against that giant. Then came my weakest moment, they lowered a rope swing, which was awkward to sit on... Then they hauled me up, by the side of the boat. Can you imagine, swinging in the air over the sea? I just shut my eyes and clung tight saying “Am I safe.” At last I felt a strong arm pulling me onto the boat... we lived in for the next four days and nights on the darling *Carpathia*. Oh but they were so kind to us, everybody lent us everything and their beds, but of course, all had to sleep on tables, floors or anywhere.”

— Laura Mabel Francatelli,
Titanic survivor

sky full of stars. The sea was, likewise, unusually calm and flat; “like glass” said many survivors. The lack of waves made it even more difficult to spot icebergs since there was no telltale white water breaking at the edges of the bergs.

At 11:40 p.m., Frederick Fleet, the lookout in the crow’s nest, spotted an iceberg dead ahead. First Officer William Murdoch ordered the ship turned hard to port. The ship turned slightly, but it was much too large and moving much too fast, and the iceberg



was much too close: 37 seconds later, one of the greatest maritime disasters in history began.

During that night of heroism, terror and tragedy, 705 lives were saved, 1502 lives were lost and many legends were born.

In distress

At 12:10 a.m., the first distress signals were sent from *Titanic*. At that time, the distress code was CQD. That Morse code distress signal has been replaced by SOS. Although several ships heard the warning, most were not very close. The closest ship was *Carpathia*, which missed the first distress signal.

Carpathia was only 58 miles away and was “coming hard.”

At 12:25 a.m., the order was given to put women and children into lifeboats. The first lifeboat was lowered at 12:45 a.m. The *Titanic* crew was nervous that the lifeboats would buckle in the middle if they were fully loaded, so they did not put a passenger in every seat. The first lifeboat held 19 people, even though the capacity was 65. One lifeboat contained only 12 people.

There were only 20 lifeboats on *Titanic*. It was Ismay who made the decision to have only 20 lifeboats.

For more information about the details of the fateful events of *Titanic*, go to nieteacher.org/nie2/_Social_Studies-Govt/titanic.pdf.



Knots is how the speed of aircraft and boats is measured. Both miles per hour

and knots is a speed which is the number of units of distance that is covered for a certain amount of time.

A nautical mile is based on the circumference of the planet Earth. Picture the Earth as a large ball. If you were to cut the Earth in half at the equator, you could pick up each half and view the equator as a circle. You could divide that circle into 360

degrees. Then, you could divide a degree into 60 minutes. A minute of arc on Earth is one nautical mile. This unit of measurement is used by all nations for air and sea travel.

A knot is a unit of measure for speed. If you are traveling at a speed of one nautical mile per hour, you are said to be traveling at a speed of one knot.

1 knot = 1 nautical mile per hour
= 6,076 feet per hour

1 mph = 1 mile per hour
= 5,280 feet per hour

Sources: How Stuff Works and NASA



Learning with the *Times*

Fact or opinion

Not everything in the newspaper, on the Internet or in movies is 100 percent factual. On the editorial page, you will find quite a few facts and a lot of opinions. However, in the news section, there will be a high concentration of facts. A fact is something that can be proved. An opinion is a judgment on the part of the speaker. Find a news article, a feature story and an editorial in the *Tampa Bay Times*. Draw a line down the middle of a piece of paper. Put the heading “Facts” on one side of the page and put “Opinions” on the other side. List the facts and opinions you find in each article. While you are reading about *Titanic*, keep a chart to write down the facts and opinions that are presented. Share your information with your class.

DISCOVERY AND RECOVERY

Visitors to *Titanic: The Artifact Exhibition* begin their journey in the present day, seeing *Titanic* as she currently rests, 100 years after her tragic sinking. The content in this gallery is newly released outputs from the most recent dive to *Titanic*, Expedition 2010. This includes some of the most complete and intimate photo mosaics, maps, images and video ever seen of the famous wreck.

RMS *Titanic* sank at 2:20 a.m. on April 15, 1912. *Titanic* lies in two separate sections, four kilometers (2.4 miles) deep in the North Atlantic and is surrounded by debris filled with personal items and pieces of the actual ship. For 73 years, *Titanic* was alone and lost. Since the wreck was discovered in 1985, RMS Titanic, Inc. has made eight expeditions to recover more than 5,500 objects, which were carefully cataloged and preserved.

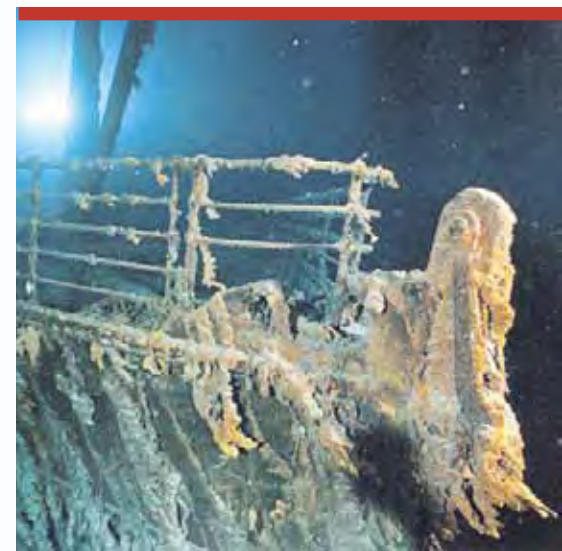
Conservation Q & A

Is *Titanic* in danger of collapse?

Yes, but it is uncertain when this will take place. Already in the years since the ship's discovery, there has been a compaction of the decks on the stern section and decay of the superstructure in the area of the officers' quarters, gymnasium and enclosed promenade.

What is the condition of the ship's interiors?

Most of the soft woods used in the construction of *Titanic*, such as the pine walls between cabins and staterooms, have disappeared throughout the vessel. This has turned most of the ship's interiors into enormous steel caverns, with a thick layer of brown ooze covering the decks. There are, however, some remnants of the once-opulent décor, mostly in the quiet-water parts of the wreck where the lack of circulation inhibits wood-digesting organisms. Ceiling and wall panels, wainscoting and decorative window coverings are best preserved in the first-class reception room and a few of the deluxe suites on the decks above.



Who owns the wreck?

Under admiralty law, the owner of a ship retains rights to its wreck unless the owner abandons it or an unusually long period of time has passed since the vessel sank. It is generally accepted that when the White Star Line sold their company to Cunard that *Titanic* was not included in the sale because it had sunk and could not be recovered. A portion of the hull was insured by several insurance companies, none of which have ever stepped forward to claim ownership. To date, no court has awarded ownership rights, due to abandonment, to another entity.

"Icebergs loomed up and fell astern and we never slackened. It was an anxious time with the *Titanic's* fateful experience very close in our minds. There were 700 souls on *Carpathia*, and those lives, as well as the survivors of the *Titanic* herself, depended on the sudden turn of the wheel. When day broke, I saw the ice I had steamed through during the night. I shuddered and could only think that some other hand than mine was on that helm during the night."

— Captain Arthur H. Rostron,
commander of *Carpathia*



How did RMS Titanic, Inc. (RMST) gain salvor-in-possession rights to *Titanic*?

RMST, in compliance with admiralty law, recovered objects from the wreck site in 1993 and brought them into an admiralty court in Norfolk, VA. On June 7, 1994, the United States District Court for the Eastern District of Virginia declared RMST salvor-in-possession of the wreck and wreck site of RMS *Titanic*, excluding all others from going to the site for the purpose of recovery.

How many expeditions has RMS Titanic, Inc. conducted?

RMS Titanic, Inc. has conducted seven research and recovery expeditions to *Titanic*'s wreck site: in 1987, 1993, 1994, 1996, 1998, 2000 and 2004. In the summer of 2010, RMS Titanic, Inc. completed its eighth expedition to the wreck site of *Titanic*. In this most recent expedition, no artifacts were recovered, and the mission objectives were to use the most recent technology, including 3D and HD imaging, to map the entire wreck site of *Titanic*, document her current condition and virtually raise *Titanic*, preserving her legacy for all time.

Why is it important to recover and conserve artifacts from *Titanic*'s wreck site?

The bottom of the deep ocean is a hostile environment. Over time, man-made objects will be consumed by bacteria, abraded by sediments and corroded by salt and acids. Even the ship itself is slowly being destroyed by iron-eating microorganisms and will one day collapse on the ocean floor. Artifacts that are not recovered from the wreck site will eventually be lost. RMS Titanic, Inc. is committed to recovering, conserving and exhibiting artifacts from *Titanic*'s wreck site to help preserve the physical memory of the ship and the people who perished in the disaster. Through these activities, people all over the world have the opportunity to see 3D objects that bore witness to the sinking and to gain new insights into the human dimensions of the tragedy.

DID YOU KNOW?

- ★ *Titanic* needed only three funnels, but the ship's designers thought that a fourth funnel would make the ship look grander.
- ★ The youngest passenger on board *Titanic* was 2-month-old Millvina Dean, who was traveling in Third Class with her parents and 1-year-old brother. Dean passed away on May 31, 2009, at the age of 97.
- ★ Captain Smith was supposed to retire after *Titanic*'s maiden voyage.
- ★ There was one known murderer on board *Titanic*. One of the ship's stokers had served time in prison for murdering his wife.
- ★ There were at least 15 passengers traveling under fake names. One of them was Alfred Nourney, who grandly called himself "Baron von Drachstedt" to get himself a first-class room with a second-class ticket.
- ★ *Titanic* hit the iceberg on the starboard (right) side of the bow. It has been speculated that *Titanic* might have suffered only minor damage and minimal loss of life had it hit the iceberg head-on.
- ★ Canadian passenger Hugo Ross was lying ill in his cabin and reportedly said, "It will take more than an iceberg to get me out of bed" when told of the collision. He then went back to sleep.
- ★ Of the nine dogs that were passengers on *Titanic*, only three made it safely to rowboats.
- ★ The first newspaper headline about the disaster read "All saved from 'Titanic' after collision... Liner is being towed to Halifax."
- ★ Some of the men who survived *Titanic* were shunned because many people thought it was cowardly or "unmanly" for them to have survived when so many women and children died.
- ★ Many creatures have found a home in the wreck. Some of the animals inhabiting *Titanic*'s hull include Galathea crabs, starfish, sponges and anemones.
- ★ In 1898, 14 years before *Titanic* sank, Morgon Robertson wrote *Futility*, a novel about a luxury cruise liner that was called unsinkable. It sailed across the North Atlantic in April with many rich and famous passengers aboard. The ship's name was *Titan*. In the novel, hundreds of passengers lost their lives because there weren't enough lifeboats.



Learning with the *Times*

Cause and effect

Cause and effect is a common method of organizing and discussing ideas. Cause-and-effect relationships are concerned with why things happen (causes) and what happens as a result (effects). Find a news article in the *Tampa Bay Times* that focuses on an event (positive or negative). Read the article and write a brief summary of the article. Think about the cause-and-effect relationship in the article. Draw a line down the middle of a piece of paper. Label the left column "Cause" and label the right column "Effect." List all of the causes in the article on the left side of the paper. On the right side, list the effects. Now that you understand the cause-and-effect relationship, research the *Titanic* catastrophe and list the causes and effects of what happened and why. Use this NIE publication as well as the History Channel publication nieteacher.org/nie2/_Social_Studies-Govt/titanic.pdf with your research.

TITANIC

TIMELINE:

DEPARTU

THE EDWARDIAN ERA (1901-1919)

Titanic, embodying human progress, opulence and material excess, epitomizes the Edwardian era. The era, often called the “Gilded Age,” is defined by the reign of King Edward VII in Great Britain.

Tremendous technological and social change, as well as modern industrialization and mass-produced abundance, took place. Britain was at its imperial height, with one in three of the world's population her subjects. Americans experienced newfound wealth and indulged in cuisine, fashion, entertainment and travel as never before.

It was also a time of great inequality. The privileges of the aristocracy were made possible by the labor of their working-class servants. Inequalities between wealth and poverty were stark. Class status and even one's occupation were rigidly defined. Mobility of the lower or middle classes to the upper class was restricted by tradition and sometimes even by law.

Source: *Titanic: 100 Years of History* created by the History Channel

“Many brave things were done that night but none more brave than by those few men playing minute after minute as the ship settled quietly lower and lower in the sea...the music they played serving alike as their own immortal requiem and their right to be recorded on the rolls of undying fame.”

— Lawrence Beesley,
Titanic survivor



April 2, 1912, 8:00 p.m.

The crew of *Titanic* participates in sea trials before leaving Belfast, where the ship was built, for Southampton.

April 10, 1912, 6:00 a.m.

Just after sunrise, the first members of the crew begin to board *Titanic*. All of the officers except Captain Smith spent the night on board. Captain Smith arrives later that morning, around 7:30.

April 10, 1912, Noon

Titanic starts maiden voyage, leaving Southampton, England, steaming to Cherbourg, France (this is the official sailing date).

April 11, 1912, 1:30 p.m.

Titanic raises anchor for the last time in Queenstown.

April 14, 1912, Morning

Lifeboat drills are neglected at Queenstown, although the crew has to complete them.

April 14, 1912, 10:55 p.m.

Californian, completely surrounded by ice in the evening and warns *Titanic* of the danger.



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April 14, 1912, 11:40 p.m.

Lookout Frederick Fleet sights an iceberg.

First Officer Murdoch gives the “hard a-starboard” order while having the engines stopped and reversed; activates a lever that closes watertight doors.

The ship, traveling at approximately 20 knots (23 miles per hour), turns slightly to the left, avoiding a head-on collision. Below the water, the iceberg punctures the hull.

Five, possibly six, of *Titanic*’s watertight compartments flood.

Captain Smith assesses the damage.

He orders his telegraph operators to send the distress signal after estimating the ship will remain afloat for two hours.

April 15, 1912, 12:05 a.m.

Captain Smith gives the order to uncover the lifeboats and evacuate the women and children.

April 15, 1912, 12:45 a.m.

First lifeboat leaves the ship with only 19 aboard, although it could carry 65.



April 15, 1912, 2:05 a.m.

Titanic’s bow begins sinking as the last of the lifeboats are lowered into the water. An estimated 1,500 people are left stranded on the sinking ship.

April 15, 1912, 2:20 a.m.

Titanic sinks.

Sources: The Mahaffey Theater and RMS Titanic, Inc.

THINK ABOUT IT

This chart shows a breakdown of the passengers on *Titanic*. American and British inquiries never reached a final conclusion as to whether third-class passengers were discriminated against or whether the crew and the policies were just not prepared to deal with the enormity of the disaster. As you can see from the chart, third-class passengers lost their lives at a much higher rate than other passengers.

Passenger	Category	Saved	% Saved	Lost	% Lost
Children	First Class	5	83%	1	17%
Children	Second Class	23	100%	0	0%
Children	Third Class	26	40%	53	60%
Women	First Class	139	97%	4	3%
Women	Second Class	79	84%	15	16%
Women	Third Class	76	46%	89	54%
Women	Crew	18	86%	3	14%
Men	First Class	57	33%	118	67%
Men	Second Class	14	8%	154	92%
Men	Third Class	75	16%	381	84%
Men	Crew	193	22%	684	78%
	Total	705	32%	1502	68%

Source: Titanic: 100 Years of Mystery

Meet some of the **NOTABLE PASSENGERS**



Captain Edward J. Smith, commodore, White Star Line

From his humble origins as a potter's son, Smith, 62, had steadily climbed the ranks within the White Star Line and had become Commodore of the White Star Fleet in 1904. By 1908, company tradition called for Smith to command the White Star Line's newest ships on their maiden voyages. Charismatic and quietly flamboyant, Smith captured the hearts of countless travelers; in fact, many White Star Line passengers only sailed on ships commanded by Smith. Smith was planning to retire in 1911, but the White Star Line convinced him to stay in order to oversee *Titanic's* first transatlantic crossing. Smith promised his wife, Eleanor, and his daughter, Helen, that he would retire after *Titanic's* much-anticipated first voyage.



Mr. J. Bruce Ismay, chairman and managing director, White Star Line, *First Class*

Joseph Bruce Ismay, 49, was born near Liverpool, England, in 1862. His father, Thomas Henry Ismay, was the founder and president of the Oceanic Steam Navigation Company — commonly known as the White Star Line. J. Bruce became head of the White Star Line following his father's death in 1899, and the company flourished under his directorship. In 1901, Ismay was approached by American interests regarding the formation of an international conglomerate of shipping companies, which led to an agreement with J.P. Morgan in which the White Star Line became part of the International Mercantile Marine Company. Six years later, Ismay entered into an agreement with Lord William J. Pirrie, a partner in the shipbuilding firm Harland & Wolff, to design three of the largest and most luxurious ships in the world, one of which became *Titanic*.



T Learning with the *Times* **Reading between the lines**

According to the National Museums Northern Ireland website, J. Bruce Ismay, chairman and managing director of the White Star Line, was vilified for being a coward and escaping the sinking ship while fellow passengers drowned. However, Ismay did help with loading and lowering several lifeboats. Although Ismay was exonerated by the British inquiry for his actions, he never recovered from the stigma of *Titanic*. Usually there is more than one side to a story. Look for an article in the *Tampa Bay Times* that can be viewed from multiple perspectives. Read the article and write down the main facts. Then look for areas that may be viewed from another perspective. Write down your thoughts. Be sure to use specific statements from the article to support your ideas. Share your thoughts with your classmates.

Mr. Thomas Andrews Jr., managing director of design, Harland & Wolff, *First Class*

Still a young man of 36, Andrews, a Belfast native, had already earned a reputation as a genius due to his innovative and brilliant ship designs. Overseeing dozens of draftsmen, Andrews was ultimately responsible for the thousands of plans that became *Titanic*. His design stressed both progress and tradition: incorporating new technologies while including proven equipment to support them. A perfect example of his approach was *Titanic*'s triple-screw propulsion system: The ship's center propeller was powered by relatively new turbine technology, while its two outer propellers were turned by the giant pistons of reciprocating engines. Even while at sea, Andrews took constant notes about the minor and major improvements that *Titanic* needed. Surprisingly, Andrews had been asked at the last minute to travel on *Titanic* because Harland & Wolff's managing director, Lord William J. Pirrie, had taken ill.

"What do you think I am? Do you believe that I'm the sort that would have left that ship as long as there were any women and children on board? That's the thing that hurts, and it hurts all the more because it is so false and baseless. I have searched my mind with deepest care. I have thought long over each single incident that I could recall of that wreck. I'm sure that nothing wrong was done; that I did nothing that I should not have done. My conscience is clear, and I have not been a lenient judge of my own acts."

— J. Bruce Ismay,
managing director of the White Star Line

Mr. Frederick Fleet lookout, RMS *Titanic*

Born in Liverpool in 1887, Fleet practically grew up at sea. He never knew his father, and his mother abandoned him. At the age of 12, he was sent to a training ship, where he stayed until he was 16. In 1903, he went to sea as a deck boy and worked his way up to able bodied seaman. Fleet was scheduled for lookout duty on *Titanic*'s 10 p.m. to midnight watch the night of April 14, 1912. He received repeated instructions from his commanding officers that he and his fellow lookout, Reginald Lee, must keep very alert because the ship was in the vicinity of icebergs. The moonless conditions and calm sea made sighting icebergs more difficult than normal; icebergs were usually located at night by their reflection in the moonlight or by waves crashing against them.

Mr. Jacob Astor IV, industrialist/builder, *First Class*

John Jacob Astor IV, 48, was one of the world's richest men. He managed his family's fortune from his home on Fifth Avenue in New York City. A dabbler in the realms of art and invention, Astor wrote a novel, helped to develop the turbine engine and was part owner of the Waldorf-Astoria Hotel. Following a divorce from his first wife in 1911, he married Madeleine Force, who was 30 years younger. The difference in the couple's ages and the quickness with which they were married caused a bit of a scandal. The newlyweds went on a European honeymoon to let the gossip subside. They traveled with two servants, a nurse and their pet Airedale, named Kitty. Upon learning that Madeleine was pregnant, the Astors decided to return to America as first-class passengers on *Titanic*.

Mrs. Margaret "Molly" Brown, women's suffragist and human rights organizer, *First Class*

Although she was married to one of the wealthiest miners in the United States, Margaret Brown, 44, never forgot her roots.

The daughter of Irish immigrants, Brown worked tirelessly for her two greatest causes: literacy and women's rights. She and her daughter, Helen, who was a student at the Sorbonne in 1912, had been traveling throughout Europe and had met the John Jacob Astor party in Egypt. When Brown received word that her first grandchild was ill, she decided to leave for New York immediately and booked passage on the first available ship: *Titanic*. Due to her quick decision to leave Europe, very few people, including most of her family, knew that she was on board *Titanic*.

Sir Cosmo and Lady Duff-Gordon, nobleman and fashion designer, *First Class*

Cosmo Duff Gordon, 49, was the fifth baron of his family estate. In addition to his great wealth and many investments, Duff-Gordon was also a proficient fencer; he represented Great Britain at the 1908 Olympics. In 1900, Duff-Gordon married Lucy Wallace, a famous fashion designer with several



boutiques in Europe and America. The Duff-Gordons spent very little time together due to Lady Duff-Gordon's busy travel schedule, but because of urgent business in April 1912, both were obliged to sail to America on *Titanic*. As was her custom, Lady Duff-Gordon took a separate stateroom. She wrote in her journal that all of *Titanic*'s modern conveniences made her feel completely at ease.

Father Thomas R. Byles, Roman Catholic priest, *Second Class*

The eldest of seven children, Thomas Byles, 42, was raised in a Protestant family

known for its social consciousness. After converting to Catholicism while at school in Oxford, England, Byles went to Rome, where he was ordained in 1902. Byles' younger brother William also converted to Catholicism, but moved to America and fell in love with a woman in New York. Byles was en route to America to officiate at his brother's wedding, which was planned for the Sunday after his arrival. Initially scheduled to travel on another White Star liner, Byles switched to *Titanic* at the last minute. In a letter he mailed from Cherbourg to his housekeeper, Byles commented on the size of the tenders bringing passengers from the French shore: "The tender is good sized, but by the side of *Titanic* she looks as though we could lay her on deck without feeling any inconvenience."

Frederick Goodwin Family, immigrants, *Third Class*

Frederick Goodwin, 40, his wife, Augusta, 43, and their six children left their home in Fullham, England, bound for Niagara Falls, New York. Goodwin, an electrical engineer, had learned from his brother of an opening at the power station there. Although they may have been able to afford the price of a second-class ticket, the Goodwins booked third-class passage on a small steamer in order to save money. Their sailing was canceled due to a coal strike, and the entire family – Frederick, Augusta, and their children, Lillian, 16, Charles, 14, William, 11, Jessie, 10, Harold, 9, and baby Sidney – was transferred to *Titanic* as third-class passengers.

Source: The Mahaffey Theater

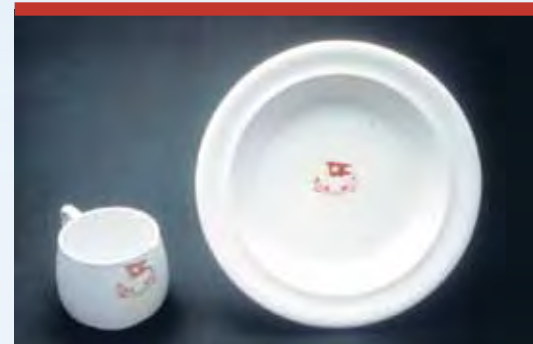




ST. PETERSBURG EXHIBITION ARTIFACT HIGHLIGHTS

Third-class china

During the Edwardian period, a table set with third-class dishes looked very plain in comparison to a first-class or second-class table. This pattern of dishes was used for third class and probably for the crew, as well. Third-class china was open-stock, white pieces with the White Star Line logo printed in a single, red pattern, which eliminated the need for expensive hand decorating. Heavy and serviceable, the third-class dishware was branded with the White Star Line's logo to prevent theft. Like all china onboard, the name "*Titanic*" never appeared, allowing its use on other White Star Line ships, if necessary. Additionally, there are no maker's marks on the back in order to keep costs to a minimum. However, some third-class dishes carried the Stonier Co. trade name, which is one of the known suppliers of dishes for the White Star Line.



LUXURIOUS ACCOMMODATIONS

Titanic's accommodations were the most modern and luxurious on any ocean and included:

- ★ Electric lights and heat in every room
- ★ Electric elevators
- ★ Swimming pool and Turkish bath
- ★ Squash court
- ★ Two barber shops
- ★ Gymnasium with mechanical horse and camel
- ★ Six-story, glass-domed grand staircase
- ★ Two musical ensembles
- ★ Two libraries

Au gratin dishes

In 1987 and 1994, hundreds of these perfectly preserved *au gratin* dishes were recovered from the sand, where they were found lined up like dominoes. The cabinet in which they were kept protected them during the sinking. Over time, the cabinet's wood rotted away, leaving the dishes stacked neatly together in the sand. The plates, made from special fireproof clay, allowed *Titanic's* cooks to prepare meals under a searing heat and then serve the same dish at the table.



Source: Premier Exhibitions, Inc.

In 2000, a small, leather case was brought up from the ocean floor holding 62 sample-size perfume vials with their labels and outer, protective metal cases. Although some of the vials had broken and lost their perfume, some still emit the scent of the samples they contained – despite lying for almost 100 years on the ocean floor. Some labels are still legible and identify the scents, such as musk, carnation, lily of the valley and cashmere bouquet. The labels measure only 1 inch by $\frac{3}{4}$ inches, smaller than a postage stamp.

Glass bottle

Source: Premier Exhibitions, Inc.



"Not until the last five minutes did the awful realization come that the end was at hand. The lights became dim and went out, but we could see. Slowly, ever so slowly, the surface of the water seemed to come towards us. So gradual was it that even after I had adjusted the life jacket about my body, it seemed a dream. Deck after deck was submerged...I was far up on one of the top decks when I jumped. About me were others in the water. My bathrobe floated away, and it was icily cold. I struck out at once. I turned my head, and my first glance took in the people swarming on the *Titanic's* deck. Hundreds were standing there helpless to ward off approaching death. I saw Captain Smith on the bridge. My eyes seemingly clung to him. The deck from which I had leapt was immersed. The water had risen slowly, and was now to the floor of the bridge. Then it was to Captain Smith's waist. I saw him no more. He died a hero. The bow of the ship was far beneath the surface, and to me only the four monster funnels and the two masts were now visible. It was all over in an instant. The *Titanic's* stern rose completely out of the water and went up 30, 40, 60 feet into the air. Then, with her body slanting at an angle of 45 degrees, slowly the *Titanic* slipped out of sight."

— Robert W. Daniel, Philadelphia banker



Extra! Extra! Read all about it!

Titanic had its very own newspaper, the *Atlantic Daily Bulletin*, published aboard the ship. Working with classmates, your group is going to produce its own issue of the paper. Your articles should explain what children did for fun on the ship, the biographies of the ship's crew, biographies of some of its famous passengers, connections to your own community and anything else you can think of that would be appropriate for a newspaper in 1912. Include illustrations and advertisements. Use the *Tampa Bay Times* as a model for your newspaper.





PREPARING TO VISIT THE EXHIBITION

Titanic was conceived in 1907 and met with disaster in 1912. The story has been told and retold, but never more poignantly and passionately than by the artifacts in this current exhibition. Painstakingly recovered from the debris field surrounding the wreck site and artfully conserved, these three-dimensional objects represent the vessel and the 2,228 souls who journeyed with her into history. The galleries in the exhibition — featuring real artifacts, room re-creations and personal histories — each highlight a different chapter in the compelling story of *Titanic's* maiden voyage.

The Construction Gallery focuses on the design and invention of *Titanic*. It showcases the shipyards of Harland & Wolff, who hoped to be the most technologically advanced and progressive shipbuilder in the world.

The Departure Gallery allows students to feel what it was like to set sail that fateful day, April 10, 1912. After boarding *Titanic*, students enter the First Class Gallery. Brass railings and a rich carpet runner lead down an elegant hallway and past a series of numbered doors. The focal point of this gallery is the first-class stateroom. This cabin contains re-creations of *Titanic* furniture along with clothing and personal belongings of first-class passengers.

The Verandah Café Gallery features first-class china, crystal, dinnerware and silverware. Menus from the restaurants of *Titanic* are displayed.

In the Passenger Gallery, students learn individual stories and view personal artifacts recovered from the ocean floor.

The Third-Class Cabin Gallery includes a re-creation of the simple accommodations offered to those passengers traveling in steerage. Though basic, these cabins provided much greater comfort than any other ship at that time.

"The sounds of people drowning are something that I cannot describe to you, and neither can anyone else. It's the most dreadful sound and there is a terrible silence that follows it."

— Eva Hart, *Titanic* survivor, age 7

By touching the frigid wall of ice in the **Iceberg Gallery**, students will discover how cold it was in the North Atlantic on the night *Titanic* sank. In -2 degrees Celsius (28 degrees Fahrenheit) water, there was little chance for survival. Death from hypothermia came quickly.

The Discovery Gallery shows how *Titanic* was found and what lies in her debris field. Students will learn about artifact recovery and conservation efforts.

The Memorial Gallery lists more than 2,200 names of those who were lost and those who were saved. Students will find the name from their boarding pass on this wall.



TITANIC

ARTI-FACTS...

Q: How are these artifacts recovered from *Titanic*?

A: Nautilie and MIR submersibles are used to recover artifacts from the ocean floor. These machines are equipped with mechanical arms capable of scooping, grasping and recovering the artifacts, which are then either collected in sampling baskets or placed in lifting baskets.

The crew compartment of each submersible accommodates three people — a pilot, a co-pilot and an observer— who each have a 1-foot-thick plastic porthole between themselves and the depths. Both submersibles have the capabilities of operating and deploying a remotely operated vehicle, or ROV, from a 110-foot tether which is then flown inside the wreck to record images.

It takes over two and a half hours to reach the *Titanic* wreck site. Each dive lasts about 12 to 15 hours, with an additional two hours to ascend to the surface.

Q: How are the artifacts conserved?

A: The conservation treatment begins once the artifact is exposed to the air, undergoing an immediate stabilization process. Once removed from the water, the artifact is cleaned with a soft brush and placed in a foam-lined tub of water. It then goes to the conservation laboratory, where contaminating surface salts are leached out.

Metal objects are placed in a desalination bath and undergo the first steps of electrolysis, a process that removes negative ions and salt from the artifact. Electrolysis is used to remove

salts from paper, leather and wood as well. These materials also receive treatments of chemical agents and fungicides that remove rust and fungus.

Once artifacts made of wood and leather begin to dry, they are injected with a water-soluble wax which fills artifact capillaries previously occupied by water and debris.

Artifacts made of paper are freeze-dried to remove all the water and then treated to protect against mold. At this point, conservation for exhibition is complete. All recovered artifacts are carefully maintained in an environment of controlled temperature, humidity and light.

Q: Why did so many third-class passengers die in the sinking?

A: The forward part of the boat deck was promenade space for first-class passengers and the rear part for second-class passengers. People from these classes had the best chance of getting into a lifeboat simply because they could get to them more quickly and easily than passengers in third class, whose cabins and common areas were located on the ship's lower levels.

Q: Are there still dead bodies on the bottom of the ocean?

A: No skeletons remain at the wreck site. Any bodies carried to the seabed with the wreck were eaten by fish and crustaceans.

THINK ABOUT IT

Even if all 20 lifeboats had been filled to capacity, there would only have been room in them for 1,178 people. There were 2,223 people on board.

At first, most of the passengers did not believe *Titanic* was really sinking, hence the low number of 19 on board the first lifeboat, even though it could carry 65.

Titanic was one of the first ships in distress to send out an SOS signal; the radio officer used SOS after using the traditional code of CQD followed by the ship's call letters.

Dorothy Gibson, a 28-year-old silent screen actress, was the resident movie star for *Titanic*. She would later star in *Saved from the Titanic*, a movie made one month after the disaster. Her costume was the dress she wore on the night of the sinking.

Tennis player R. Norris Williams and his father, Charles D., felt it was too cold to remain out on deck as the ship went down, so they went into the gym to ride the exercise bikes.

At the time of *Titanic*'s destruction, the temperature of the water was only 28°F (-2°C). Most of those struggling in the water in their life jackets would have succumbed to hypothermia, while others may have had heart attacks.

THE AFTERMATH

Initial headlines of the *Titanic* disaster claimed all passengers survived and the ship was being towed to land.

The White Star Line was not blamed for *Titanic*'s sinking because the Board of Trade feared that this would result in lawsuits that would hurt the line's profits, damage the reputation of British shipping, and cause thousands of customers to switch to German or French liners.



Learning with the *Times* Heroes

The men of *Carpathia* could be considered heroes. A hero is a person noted for feats of courage or nobility of purpose, especially one who as risked or sacrificed his or her life. Peter Garrett, lead singer for the band Midnight Oil, defines a hero as having a "core set of values which include thinking about and doing things for others; self-belief without boasting; the capacity to accept setbacks without giving in; and a sense of humility." What is your definition of a hero? Look through the *Tampa Bay Times* for people who are heroes. On a piece of paper, define what a hero is to you. Then list the people in the *Tampa Bay Times* who fit this description. List the newsmaker's attributes.

★ THE EXHIBITION

In the summer of 2010, RMS Titanic, Inc. completed its eighth expedition of the wreck site. The mission objectives were to use the most recent technology, including sonar and 3D and HD imaging, to map the entire wreck site of *Titanic*, document her current condition and virtually raise *Titanic*, preserving her legacy for all time. The Mahaffey Theater is one of the first venues to showcase the interactive elements from Expedition 2010. Running through March 3, 2013, the five-month exhibition features artifacts never before seen in Tampa Bay. The exhibition is designed to focus on the legendary RMS *Titanic's* compelling human stories as best told through authentic artifacts and extensive room re-creations.

★ THE MAHAFFEY THEATER

The Mahaffey Theater, under the management of Big3 Entertainment, is one of Tampa Bay's top-rated performing arts venues. Home to the Florida Orchestra, the Mahaffey Theater hosts top-quality national and international artists and performances — pop, rock, comedy, dance, classical and interactive engagements and exhibitions.

Located in the heart of downtown St. Petersburg, the theater supports the highly successful Class Acts program, which enables schoolchildren to experience the performing arts through in-theater performances as well as in-school outreach and extension programs.

★ CLASS ACTS

The Mahaffey Theater has a passion for arts education. The Mahaffey Theater at the Progress Energy Center believes arts education is for everyone — from educators to students, from children to adults, from business professionals to seniors. A belief in the power of the arts to educate, inspire and expand knowledge, self esteem and creativity in students and adults propels Class Acts and provides the focused vision for this crucial and vital educational opportunity. For more information, go to stpeteclassacts.com.

★ VISIT THE MAHAFFEY

Book your field trip now! Pricing starts at \$7 per student. For more information, contact 727-892-5716 or groups@themahaffey.com. Individual event tickets for children 6-12 start at \$16.

Location:

400 First Street S
St. Petersburg, FL 33701

Hours:

Monday – Saturday: 10 a.m. to 6 p.m.
Sunday: 12 p.m. to 6 p.m.

For more information, go to TheMahaffey.com.



Learning with the Times

Compare and contrast

The Edwardian era is represented by opulence and material excess. Research this time period in your school media center or local library. Write down the defining characteristics of the time period. Next, using the *Tampa Bay Times*, research the time period in which you live. Compare our economy to Britain's during the Edwardian era. Be sure to highlight your points with specific examples from your research.

In the know. In the Times.

The Tampa Bay Times Newspaper in Education (NIE) program is a cooperative effort between schools and the Times to promote the use of newspapers in print and electronic form as educational resources. Since the mid-1970s, NIE has provided schools with class sets of the newspaper, plus our award-winning original curriculum, at no cost to teachers or schools.

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Credits

Curriculum written by Jodi Pushkin, NIE manager
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This publication and its activities incorporate the following Next Generation Sunshine State Standards Social Studies: SS.6.W.1.1-6; Language Arts: LA.4.1.4.1-3; LA.4.1.5.1-2; LA.4.1.6.1-9; LA.4.1.7.3-4; LA.4.2.2.2-3; LA.4.3.1.1-3; LA.4.3.2.1; LA.4.3.3.1; LA.4.4.2.1-3; LA.4.5.1.1; LA.4.5.2.1-4; LA.4.6.1.1; LA.4.6.2.4; LA.5.1.4.1-3; LA.5.1.5.1-2; LA.5.1.6.2-3; LA.5.2.2.2; LA.5.3.1.1-3; LA.5.3.2.1; LA.5.3.3.1-4; LA.5.3.4.1-5; LA.5.4.2.1; LA.5.5.1.1; LA.5.5.2.1-2; LA.5.6.1.1; LA.5.6.2.4; LA.5.6.3.2; LA.6.1.5.1; LA.6.1.6.1-9; LA.6.1.7.1-8; LA.6.2.2.1-3; LA.6.3.1.1-3; LA.6.3.2.1-3; LA.6.3.3.1; LA.6.3.4.1-5; LA.6.4.2.1-3; LA.6.5.1.1; LA.6.5.2.1-3; LA.6.6.2.1; LA.6.6.2.3; LA.7.1.5.1; LA.7.1.6.1-9; LA.7.1.7.1-5; LA.7.2.2.1-2; LA.7.3.1.1-3; LA.7.3.2.1-3; LA.7.3.3.1-4; LA.7.3.4.1-5; LA.7.5.1.1; LA.7.5.2.1-3; LA.7.6.2.1-4; LA.8.1.5.1; LA.8.1.6.1-9; LA.8.1.5.1; LA.8.1.6.1-9; LA.8.1.7.1-5; LA.8.2.2.1-2; LA.8.3.1.1-3; LA.8.3.2.1-3; LA.8.3.3.1-4; LA.8.3.4.1-5; LA.8.5.1.1; LA.8.5.2.1-3; LA.8.6.2.1-4

Reading this supplement and completing the newspaper activities in this publication can be applied to the following Common Core Standards: RH.6-8.1; RH.6-8.2; RH.6-8.3; RH.6-8.4; RH.6-8.5; RH.6-8.8; .RH.6-8.9; RI.4.1; RI.4.2; RI.4.3; RI.4.5; RI.4.6; RI.4.7; RI.5.1; RI.5.2; RI.5.5; RI.6.1; RI.6.2; RI.6.3; RI.6.6; RI.7.1; RI.7.2; RI.8.1; RI.8.2; RI.4.1; W.4.1; W.4.2; W.4.7; W.4.8; W.4.9; ; W.5.7; W.5.8; W.5.9; ; W.6.6; W.6.7; W.6.8; W.6.9; ; W.7.6; W.7.7; W.7.8 W.7.9; W.8.6; W.8.7; W.8.8; W.8.9