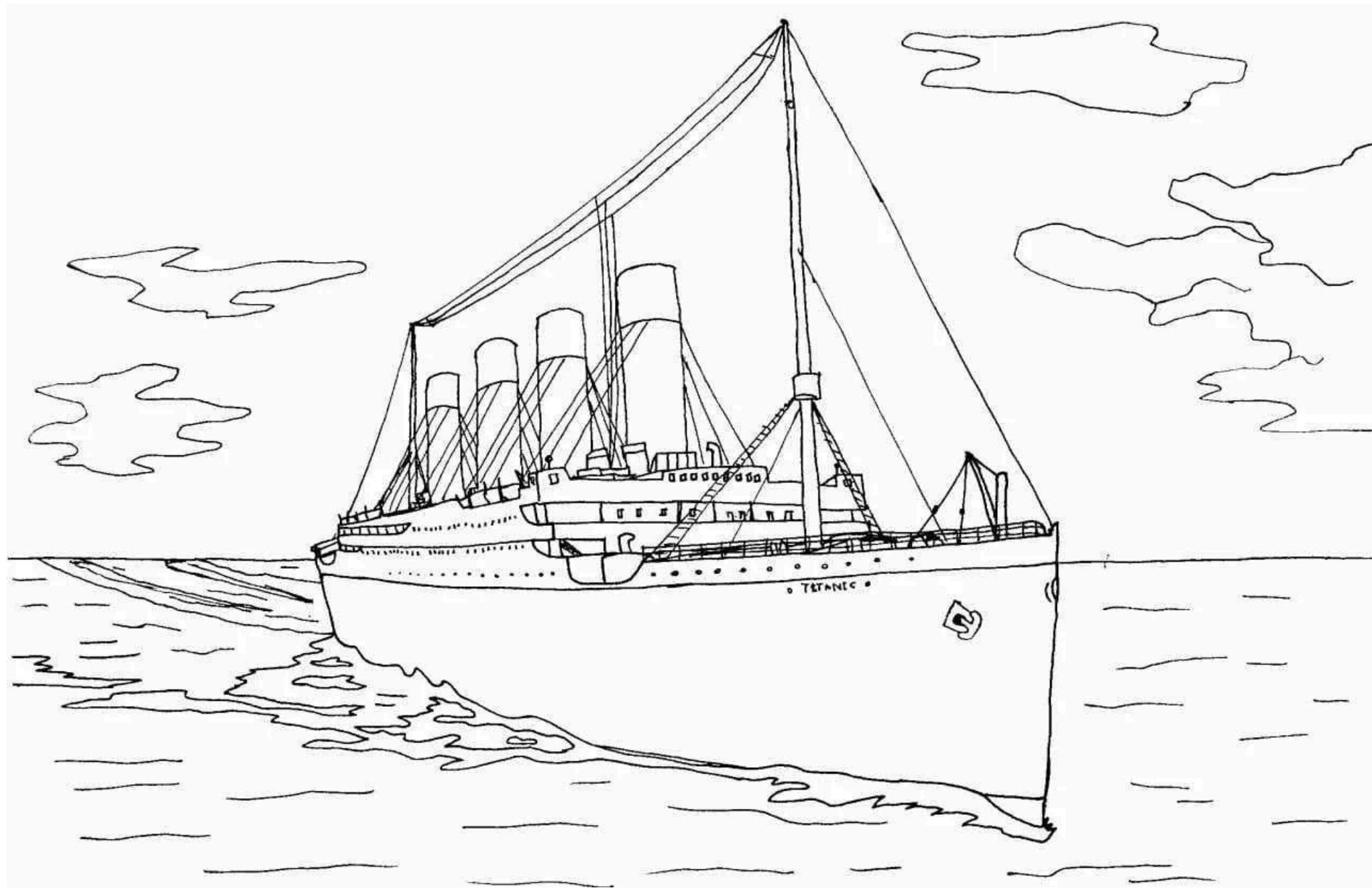
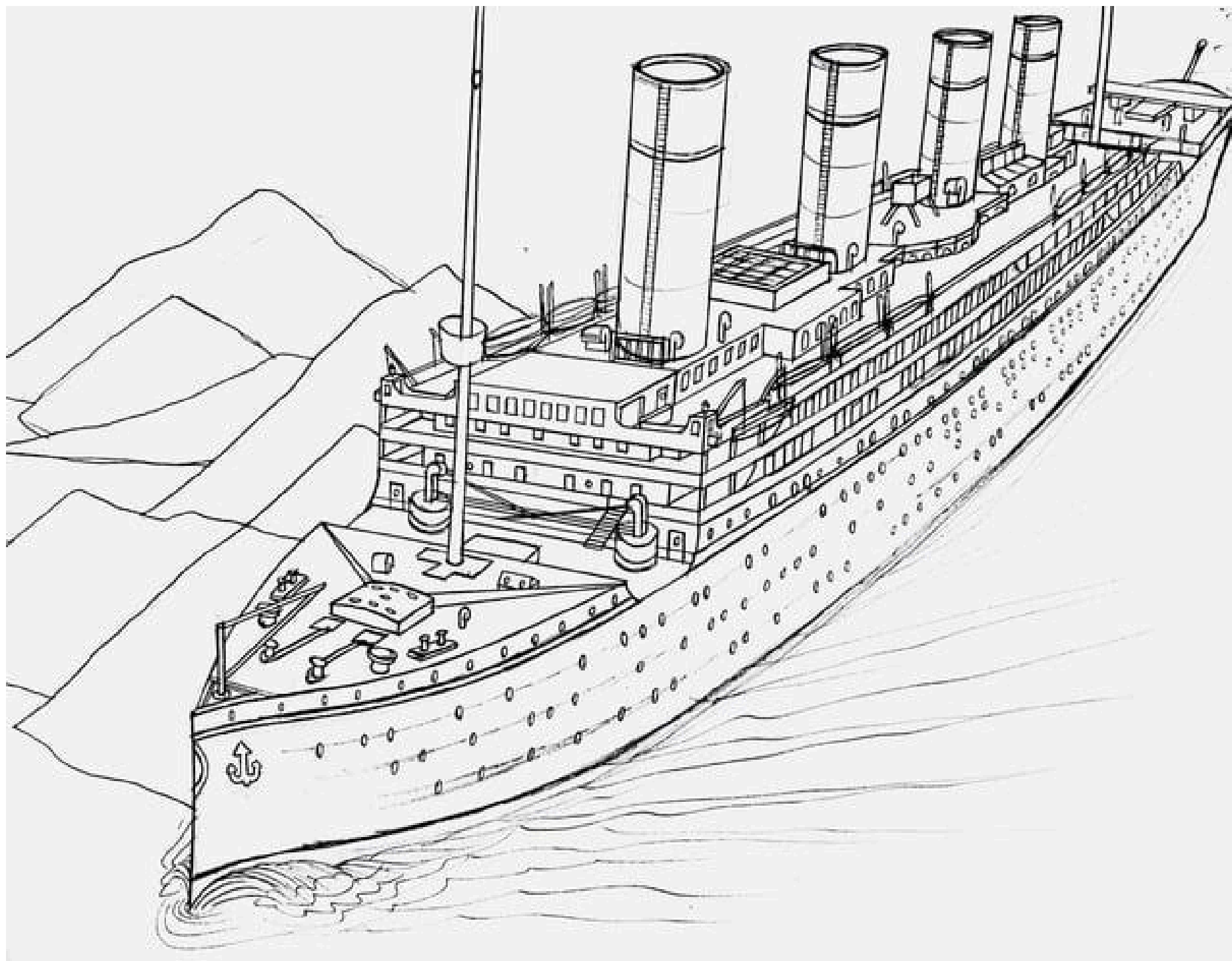
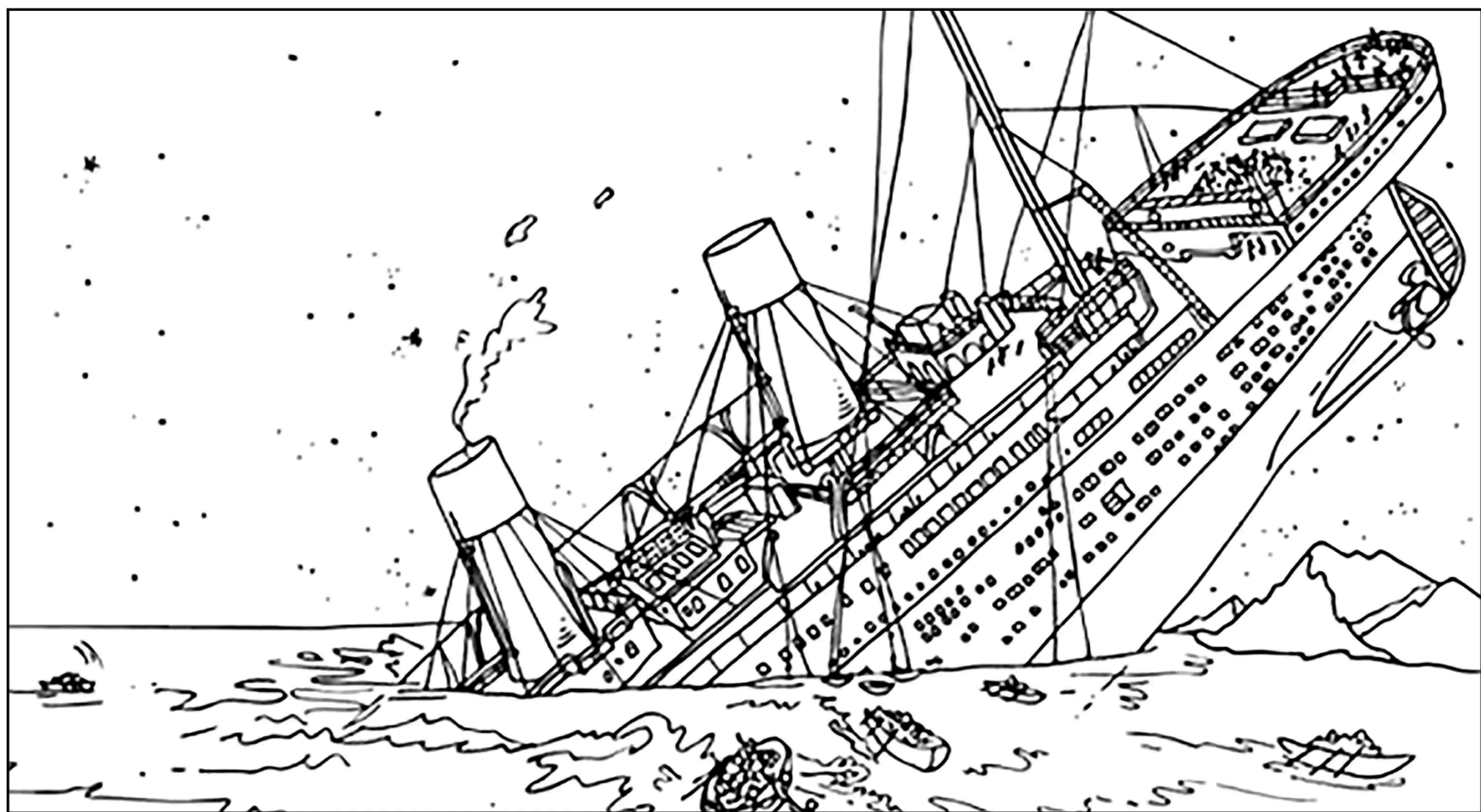


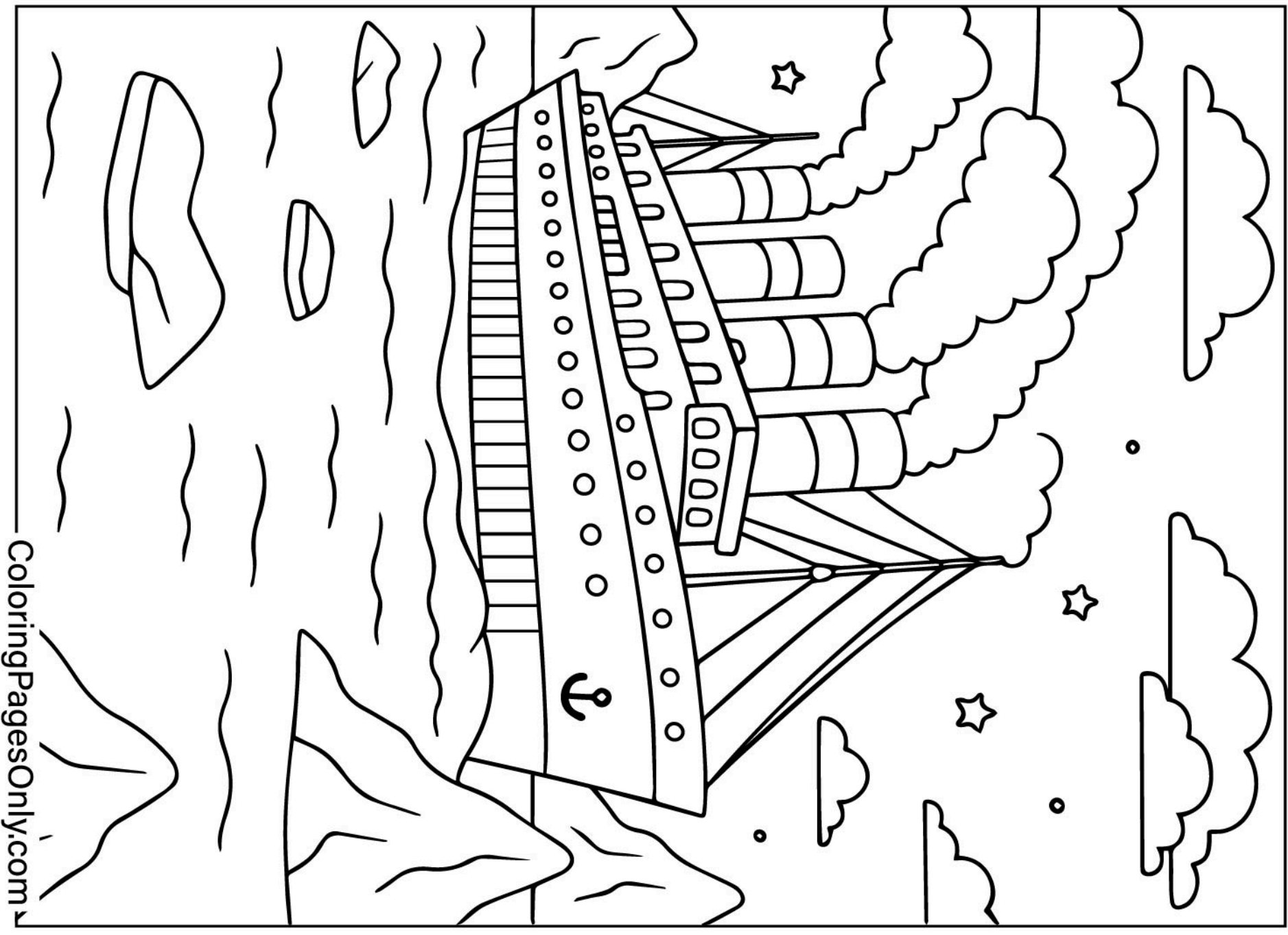


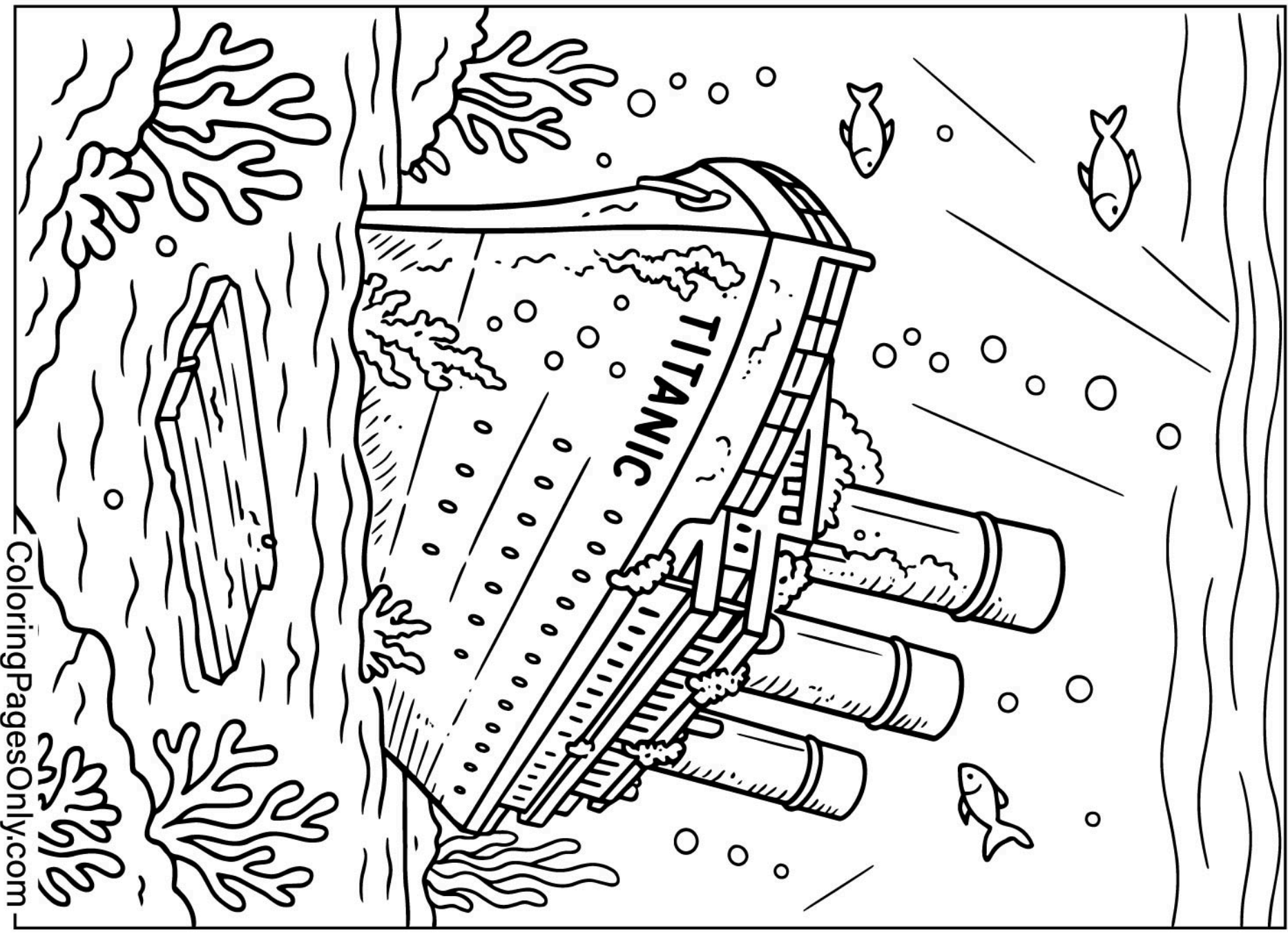


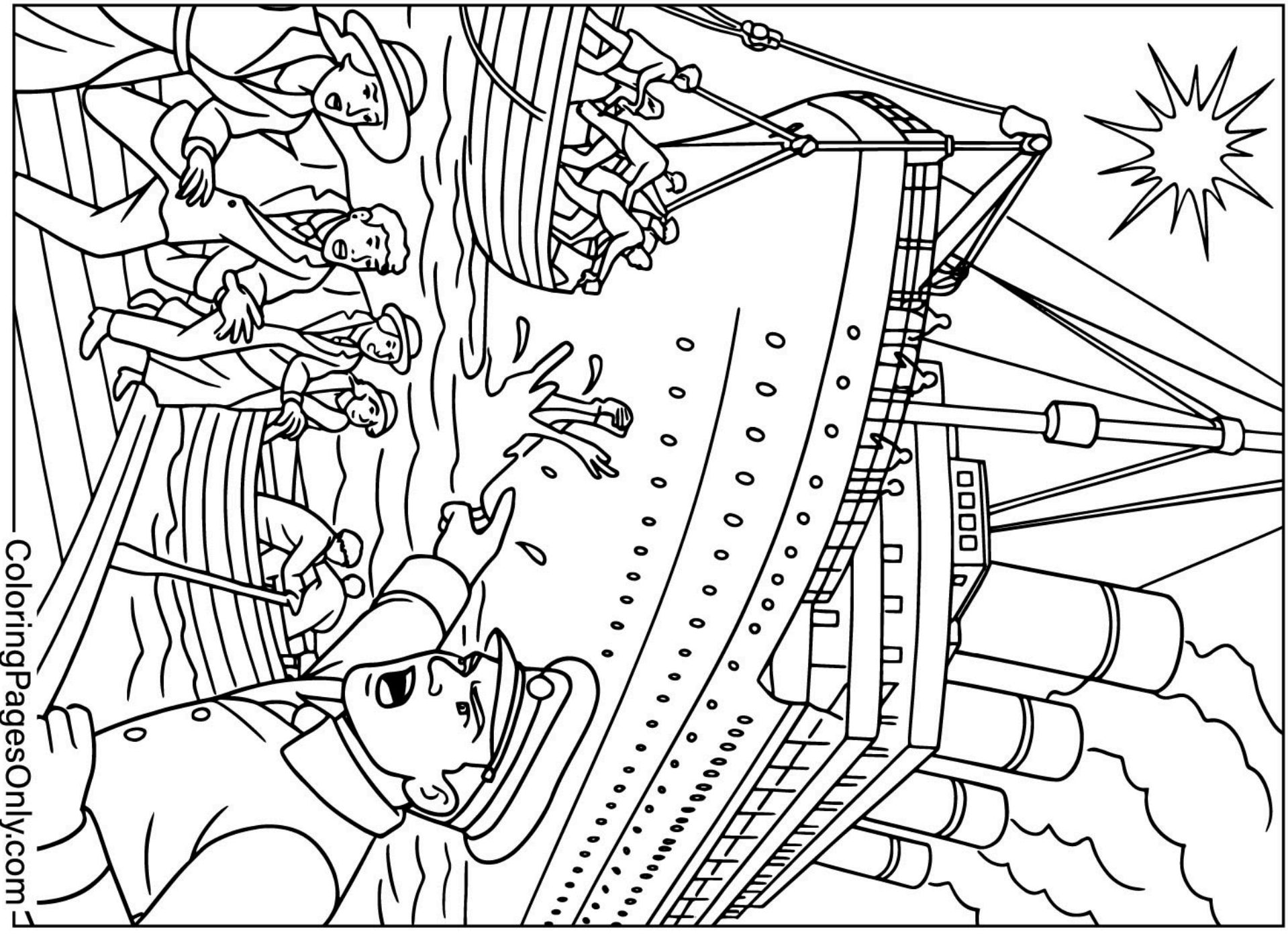




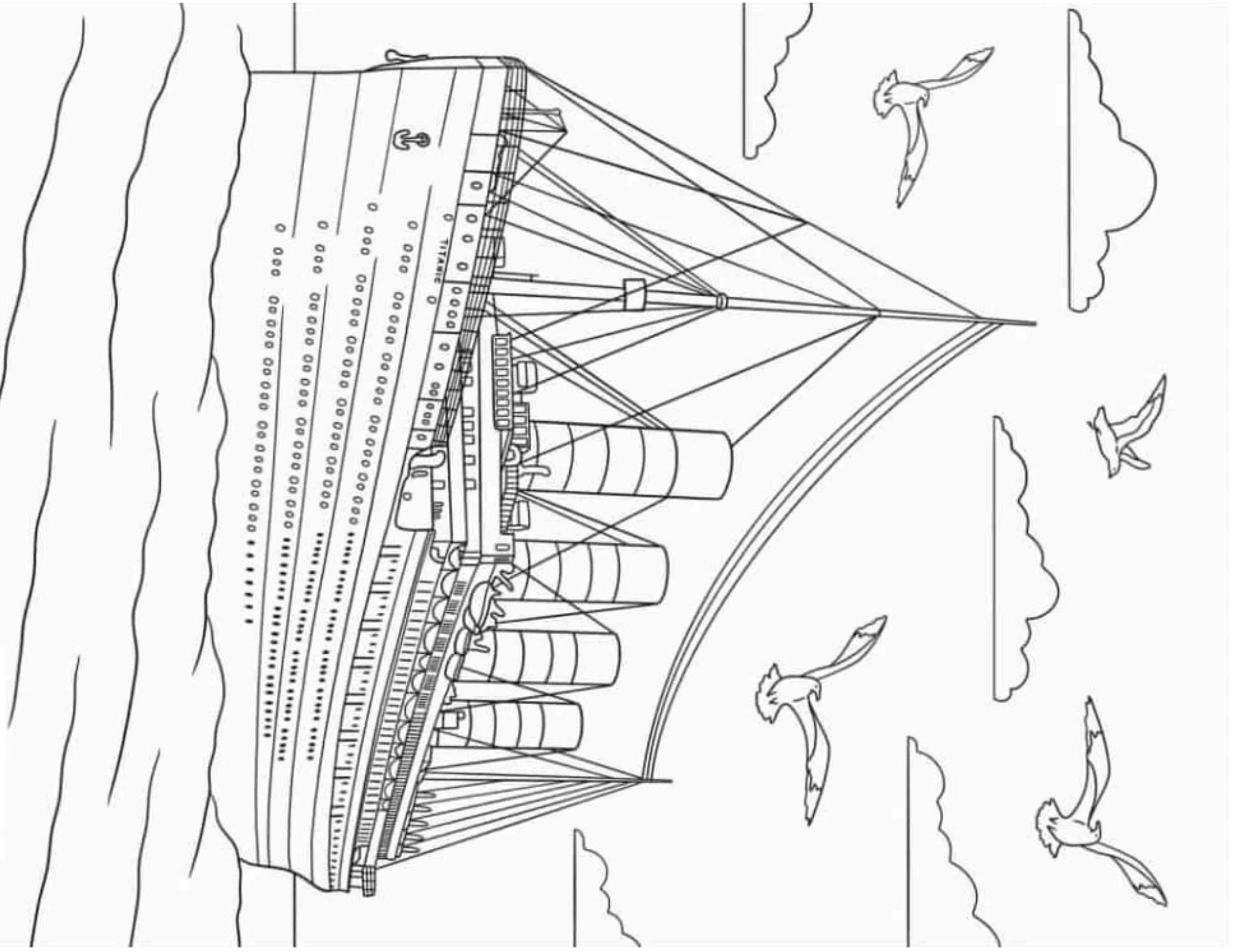


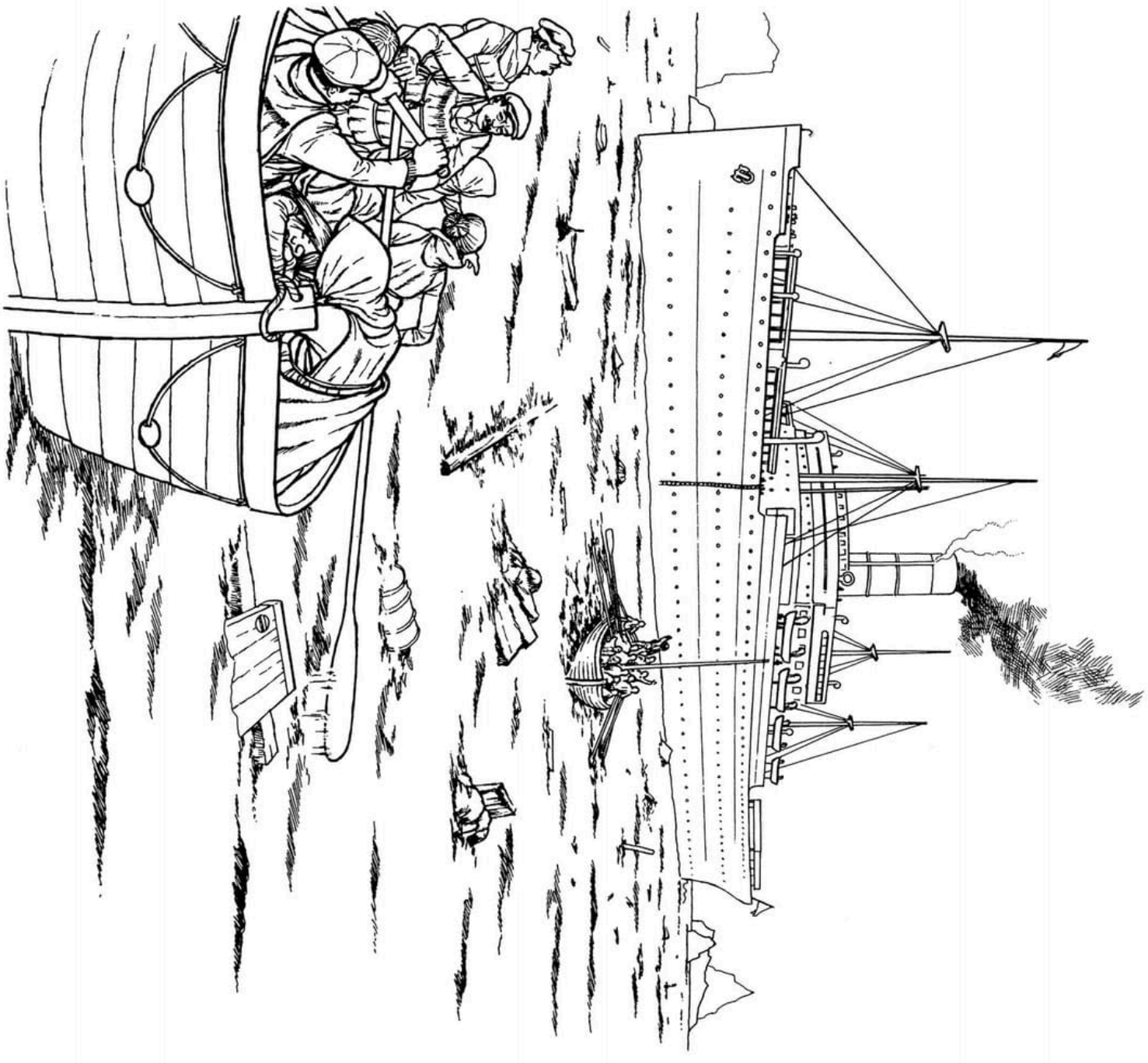


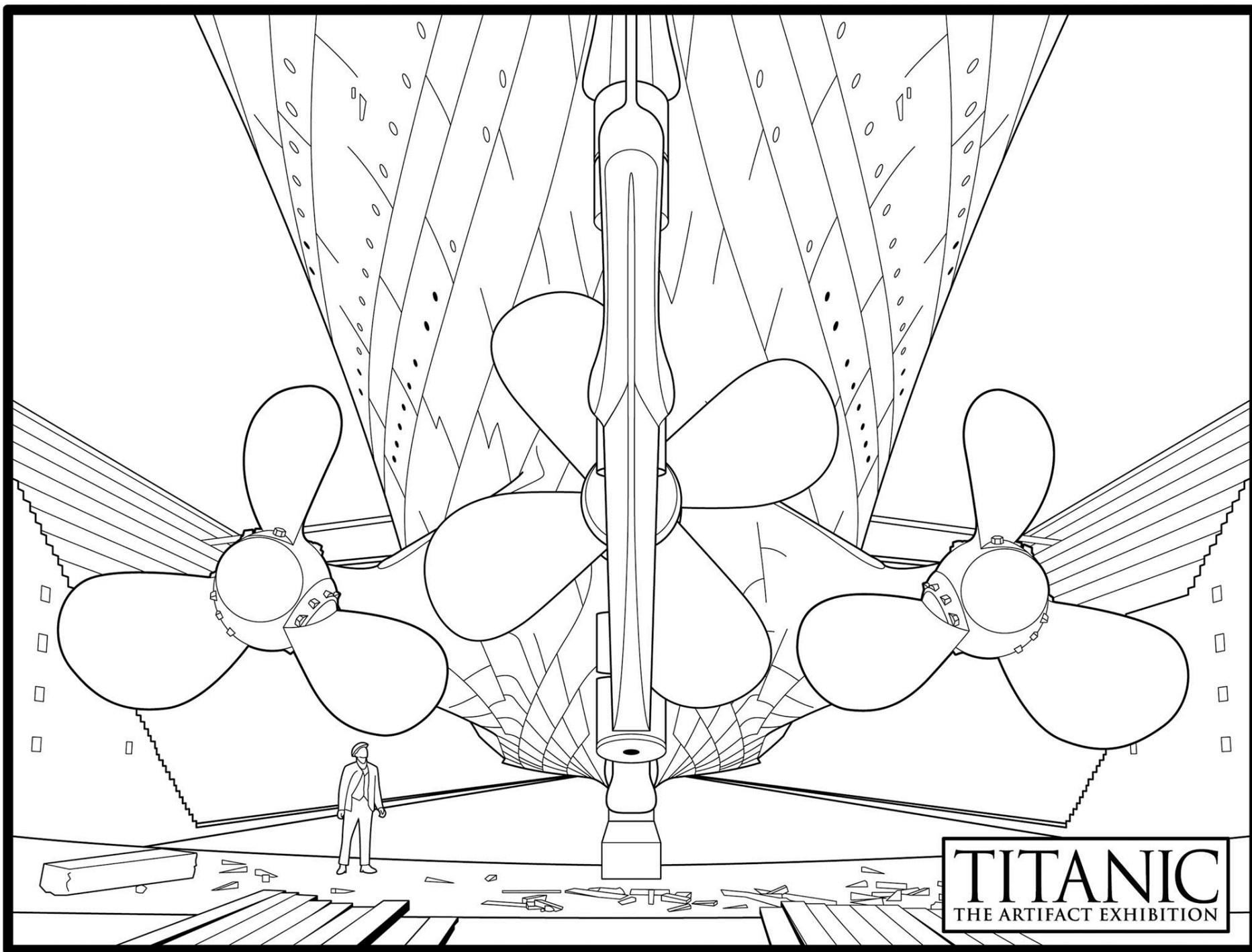




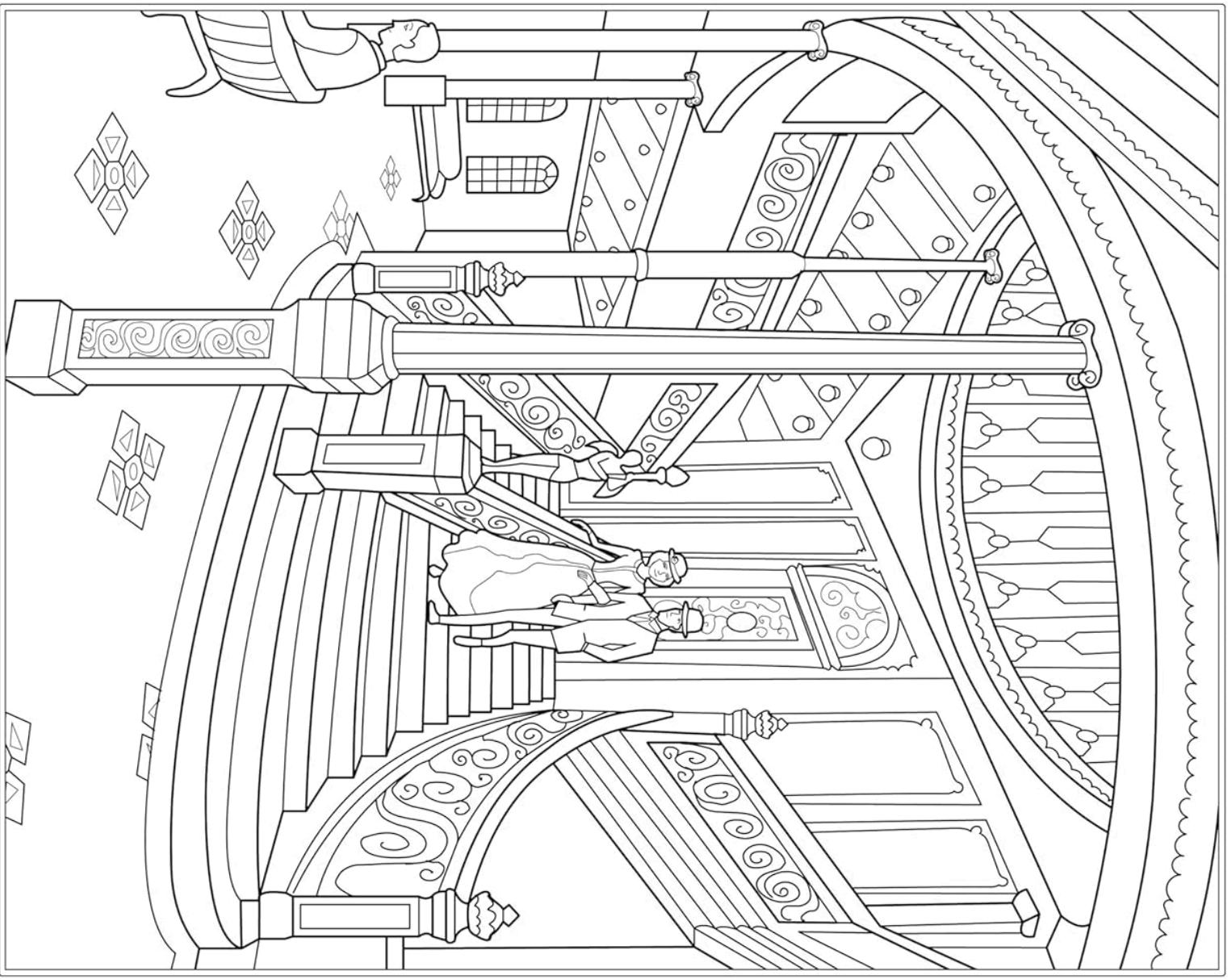








TITANIC
THE ARTIFACT EXHIBITION

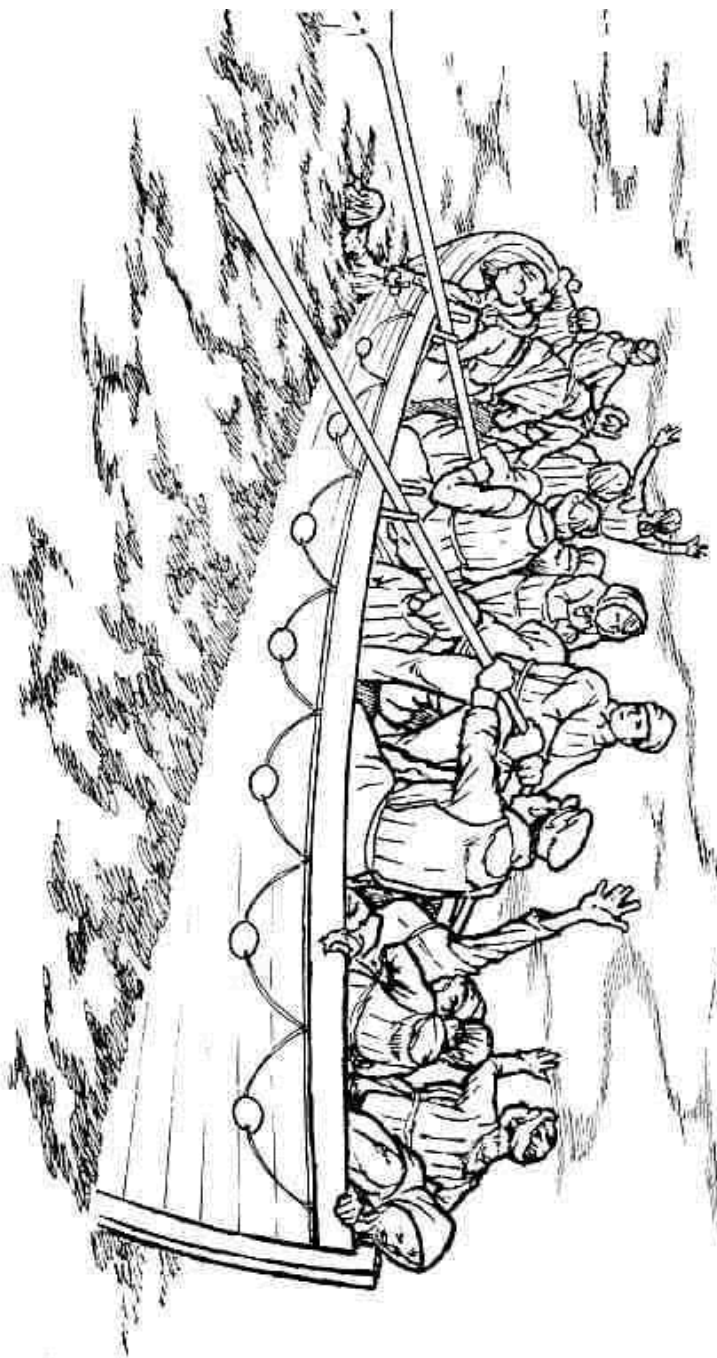
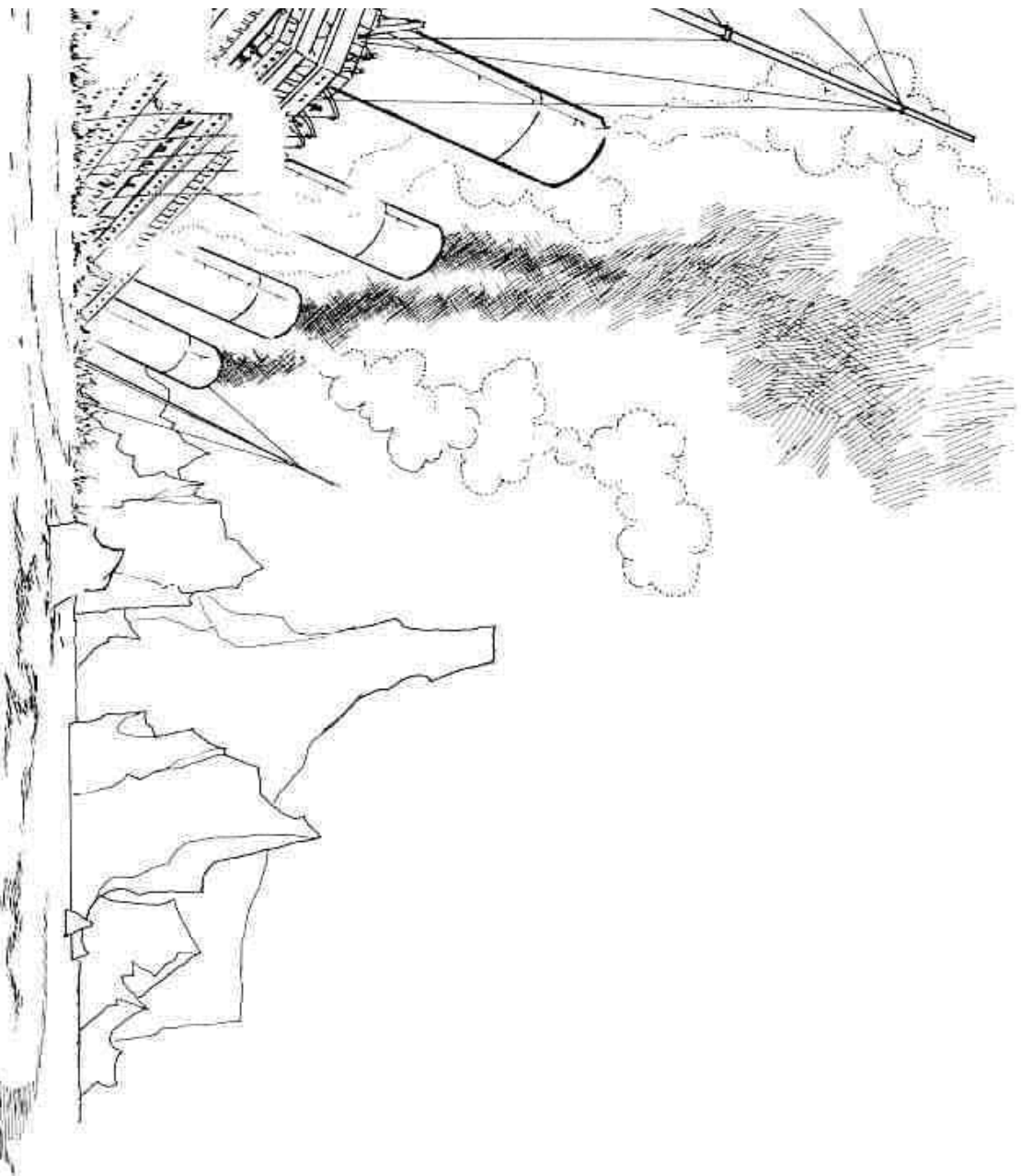


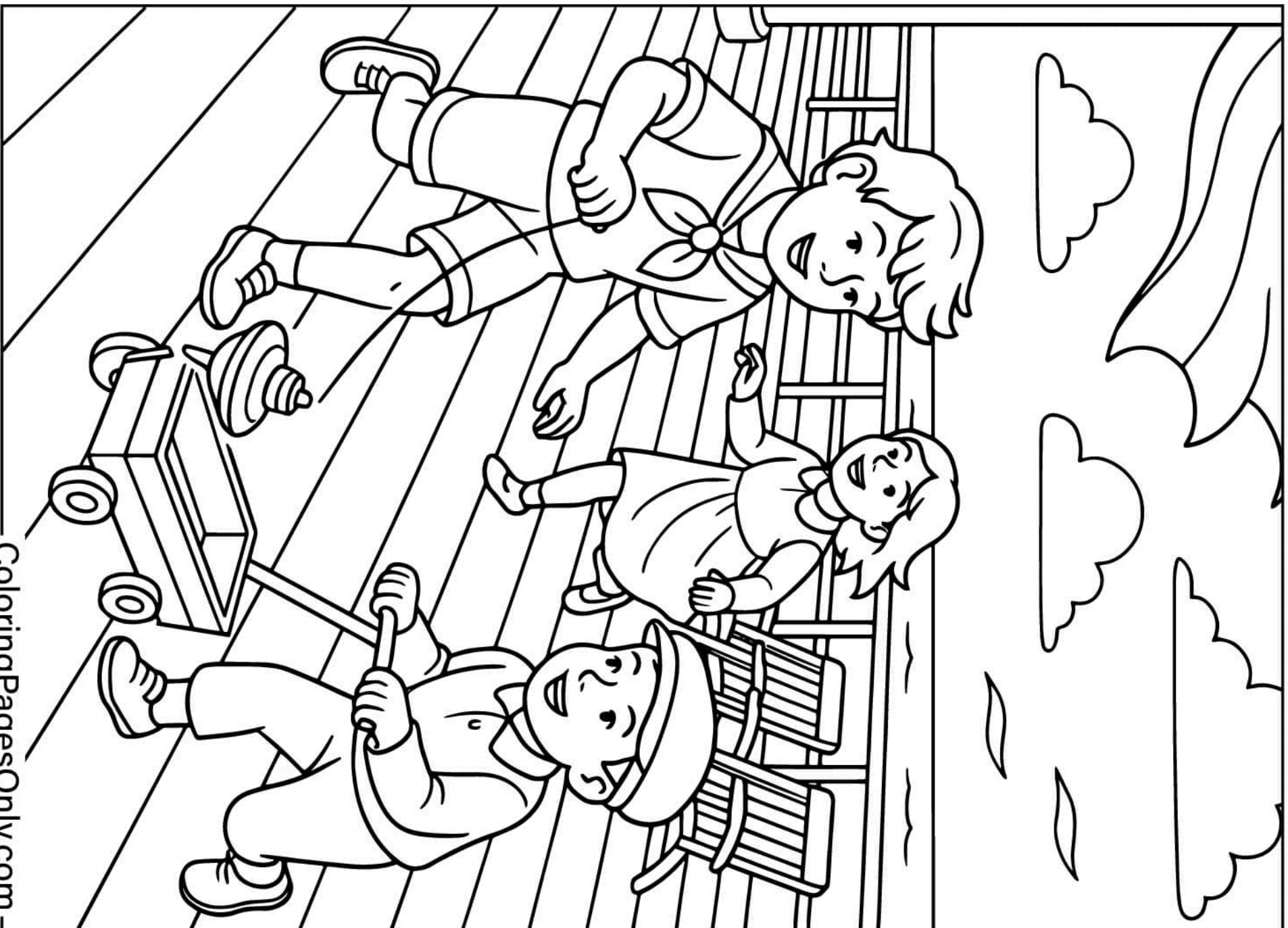
The forward Grand Staircase was one of the *Titanic*'s most beautiful interior creations.

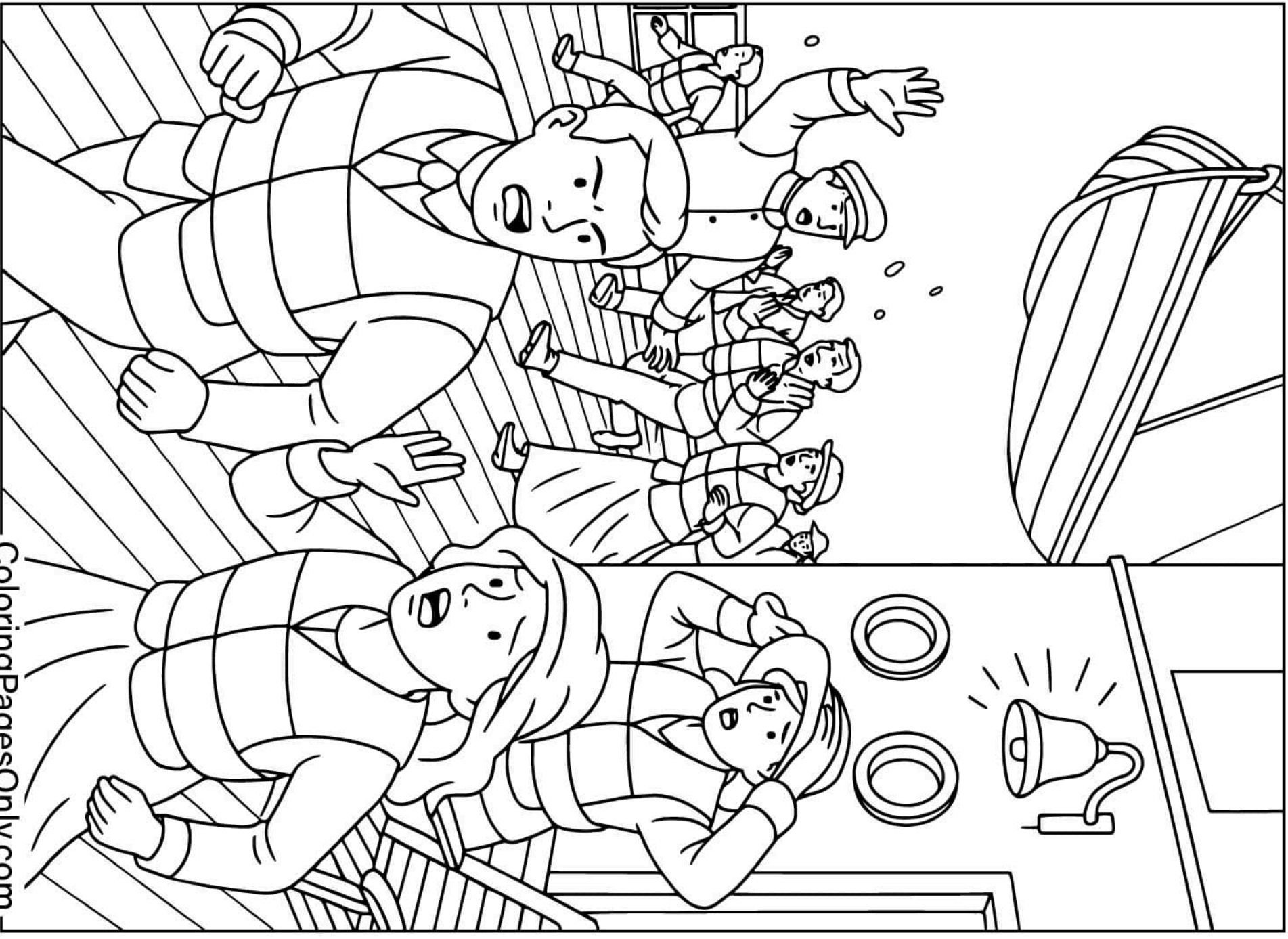


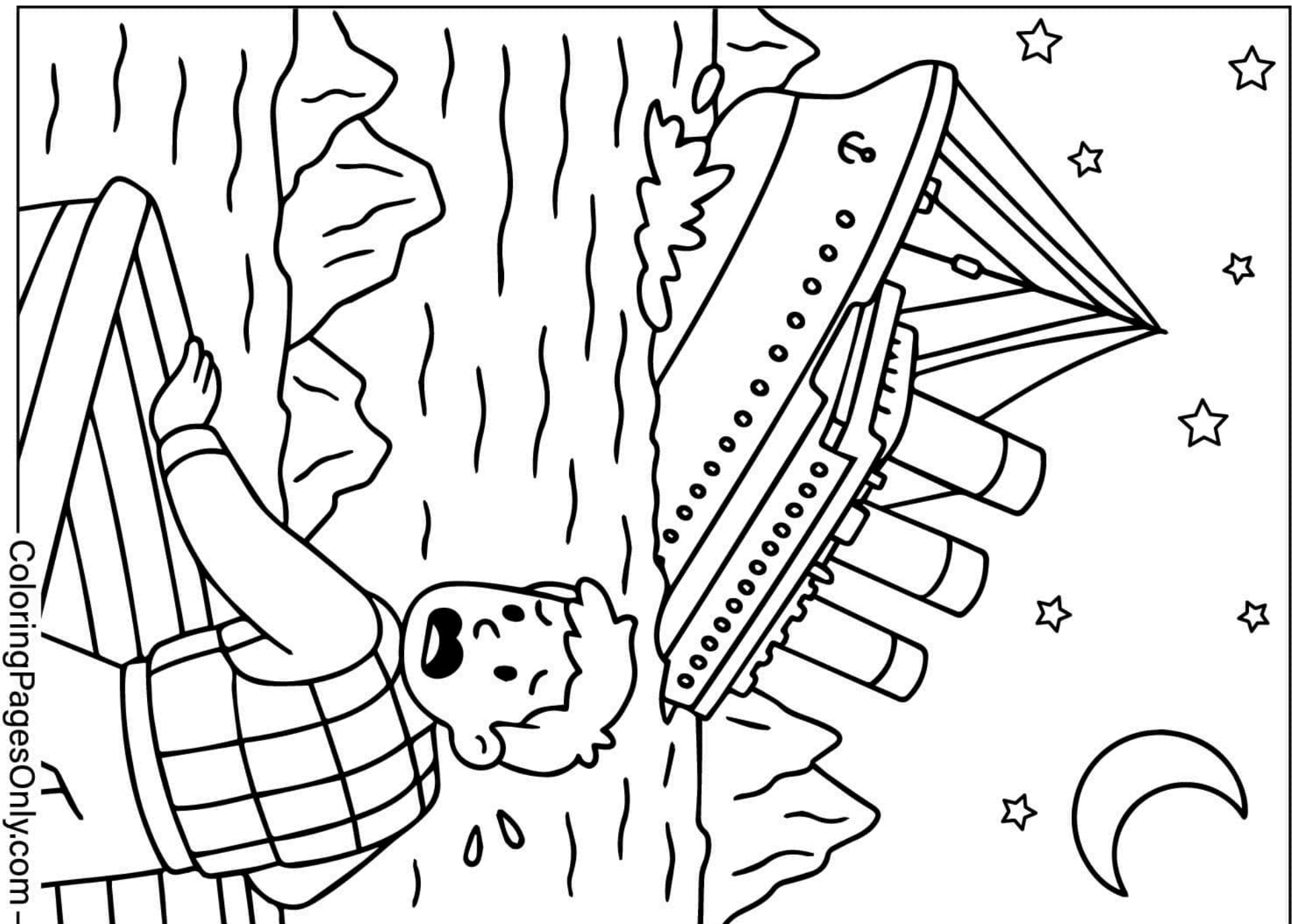


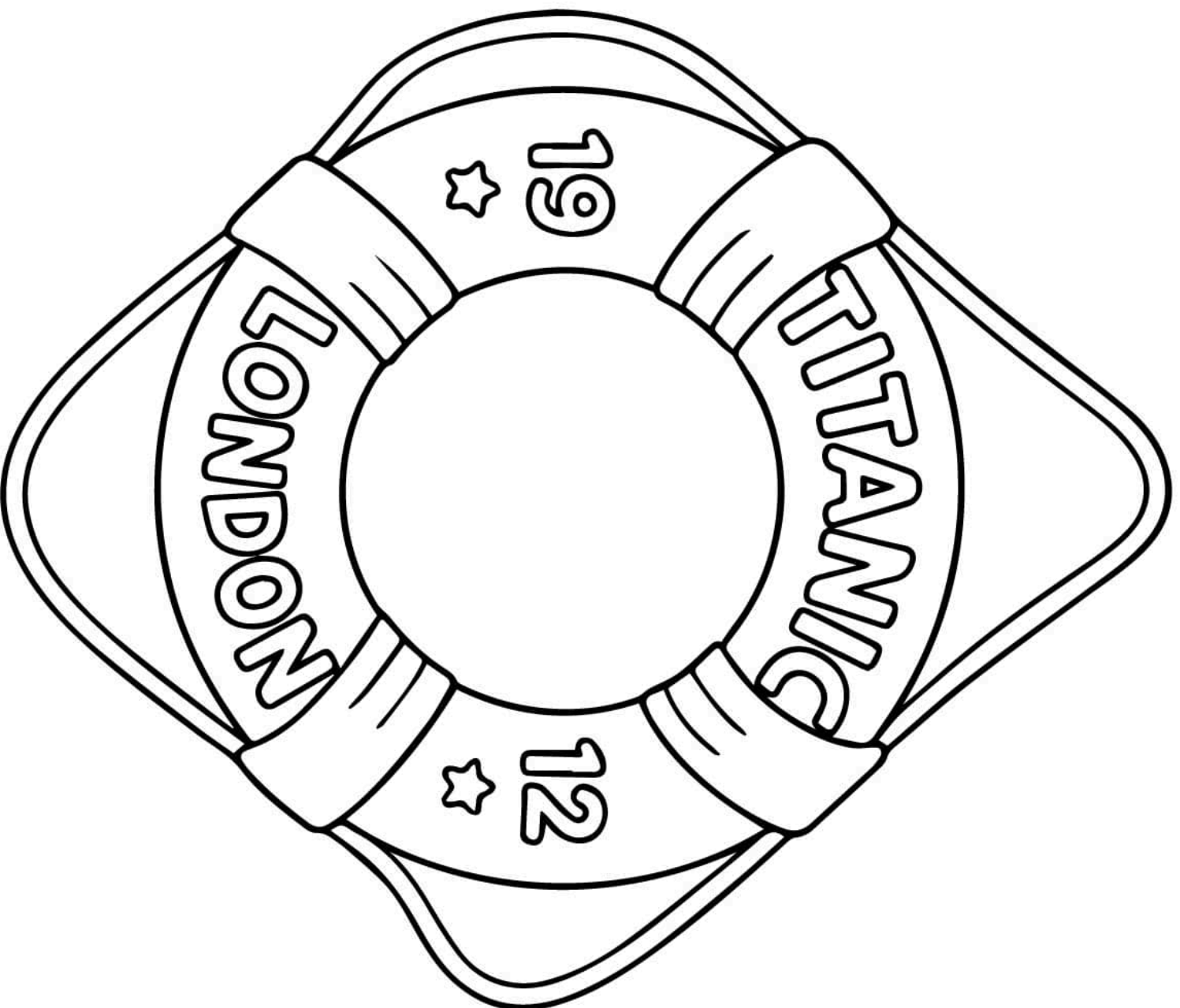
TITANIC
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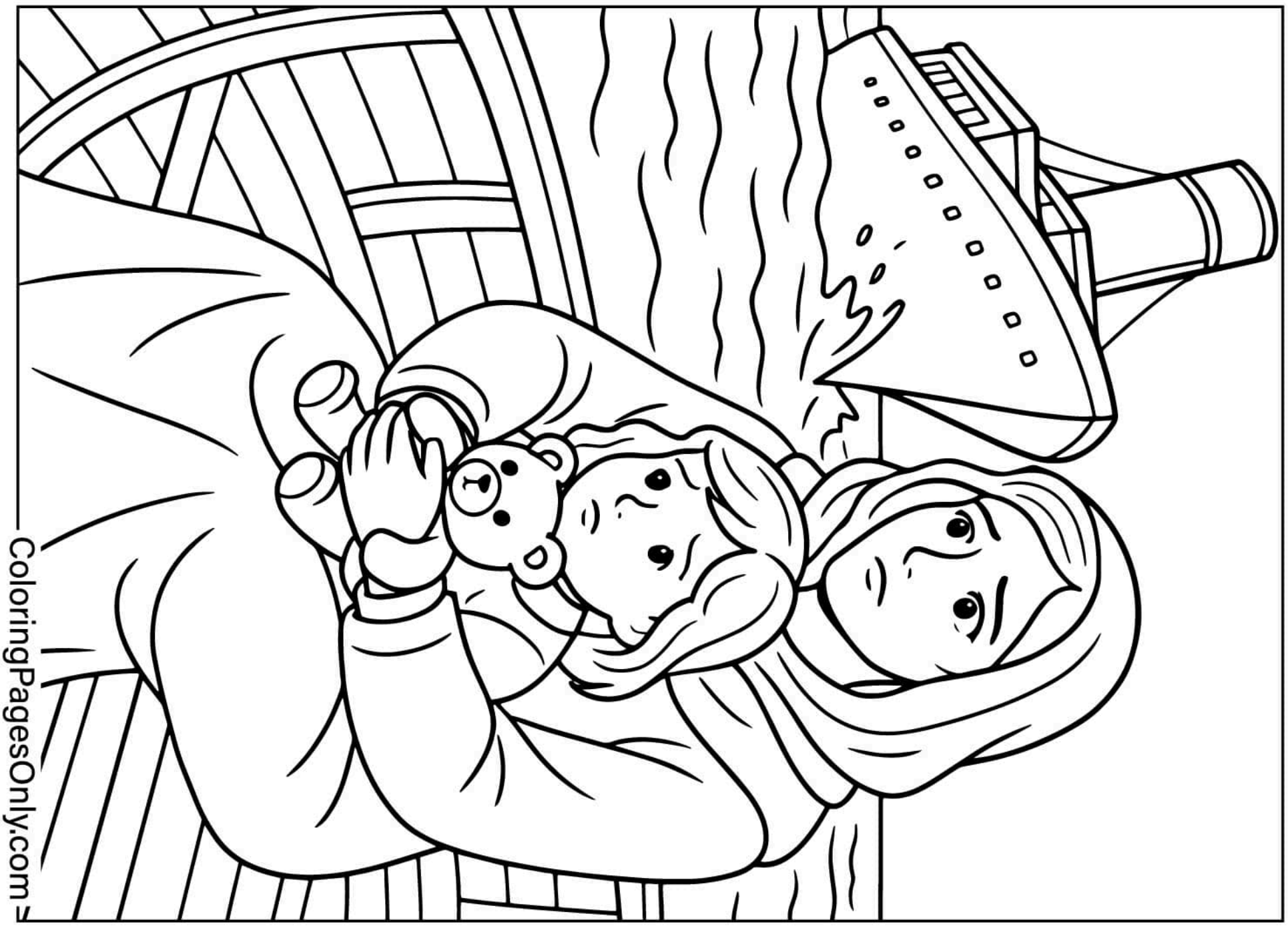




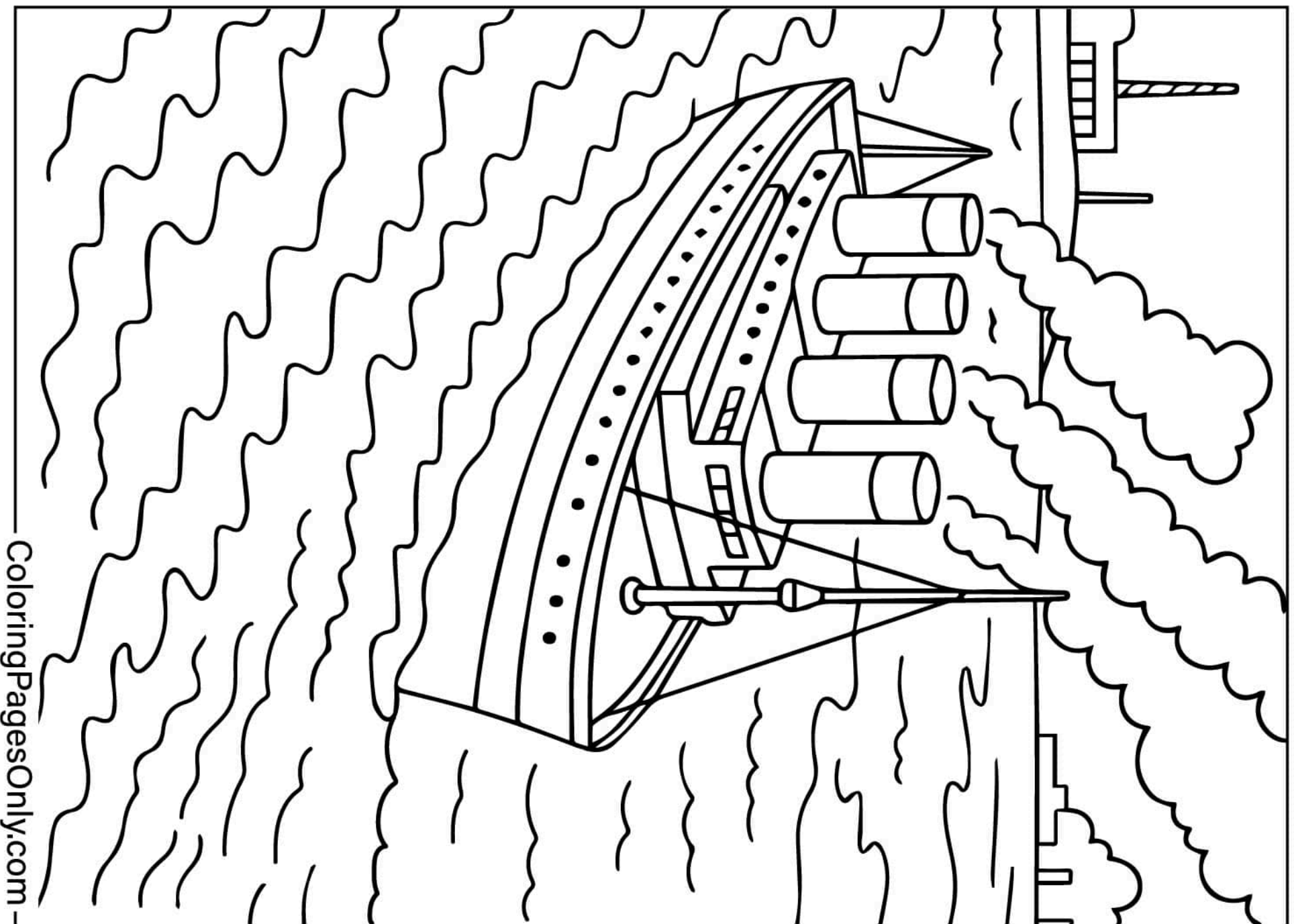


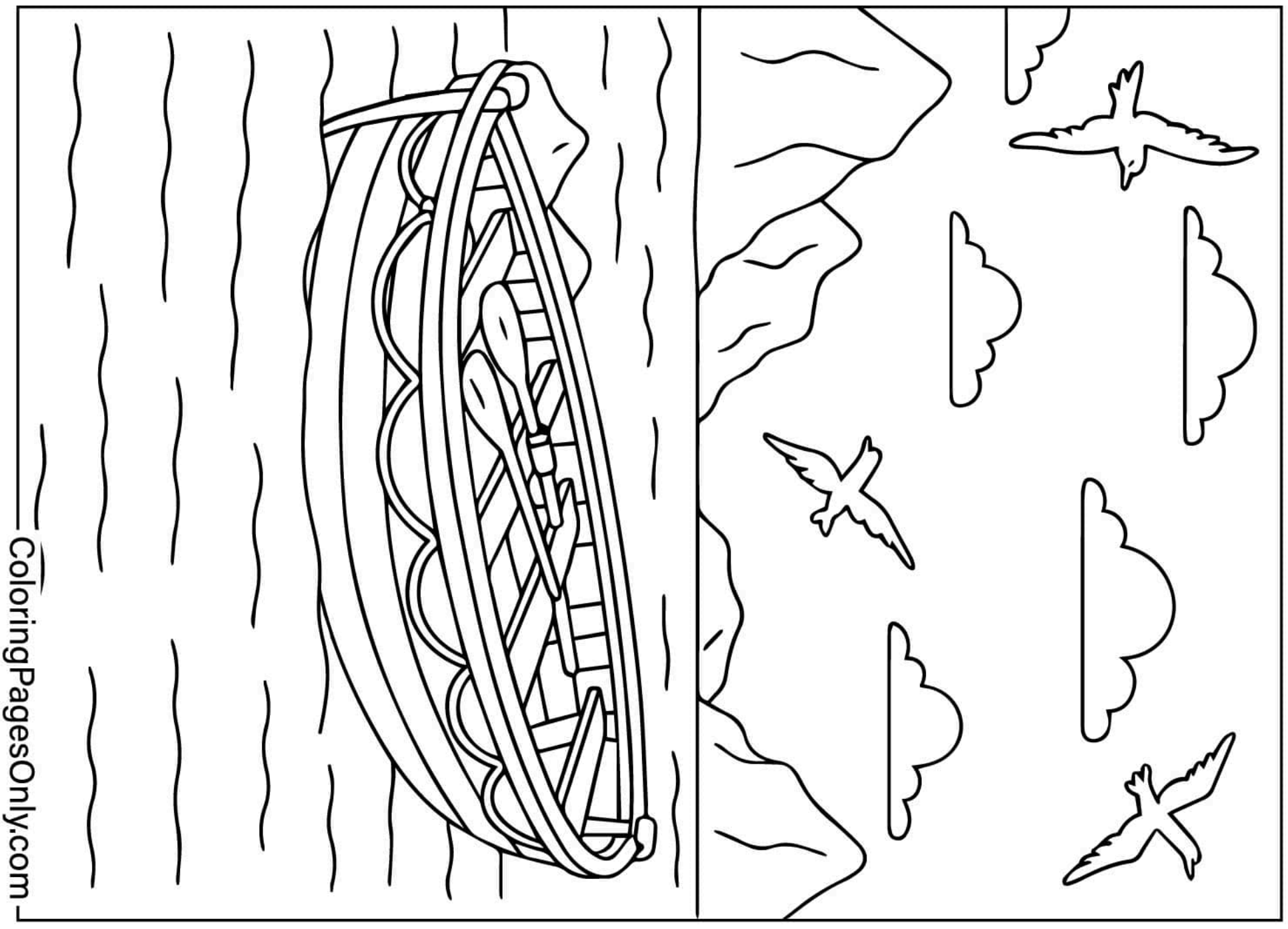


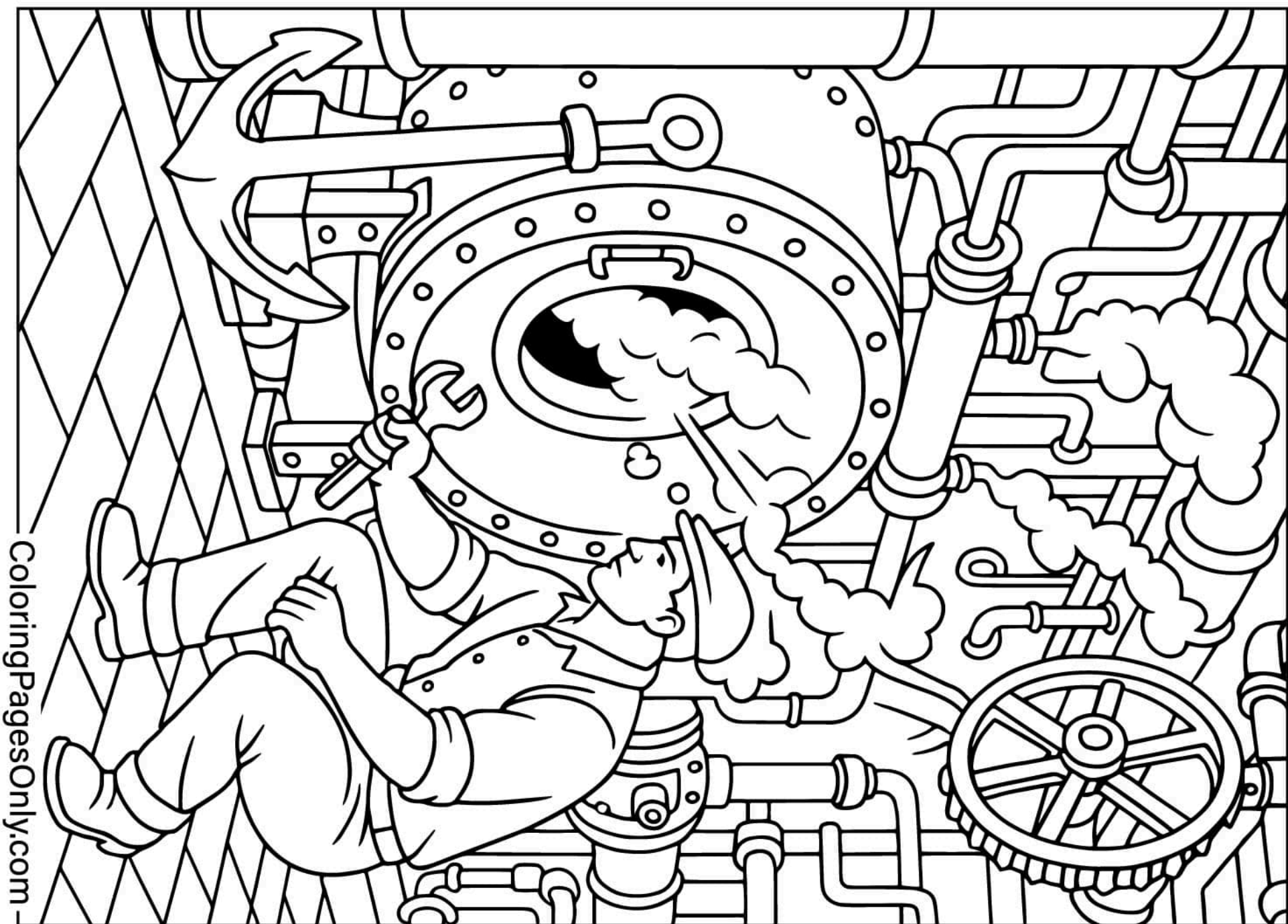


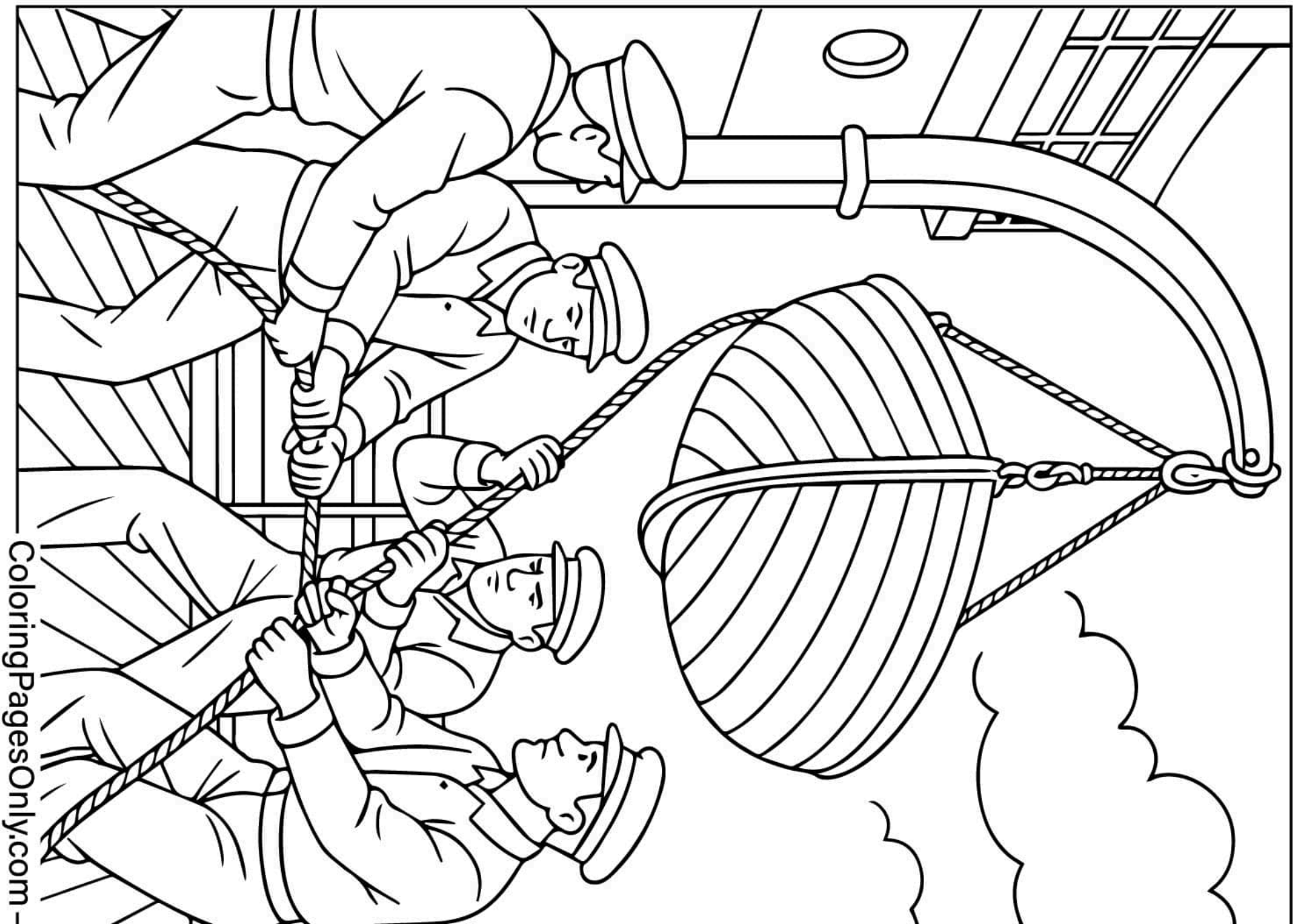


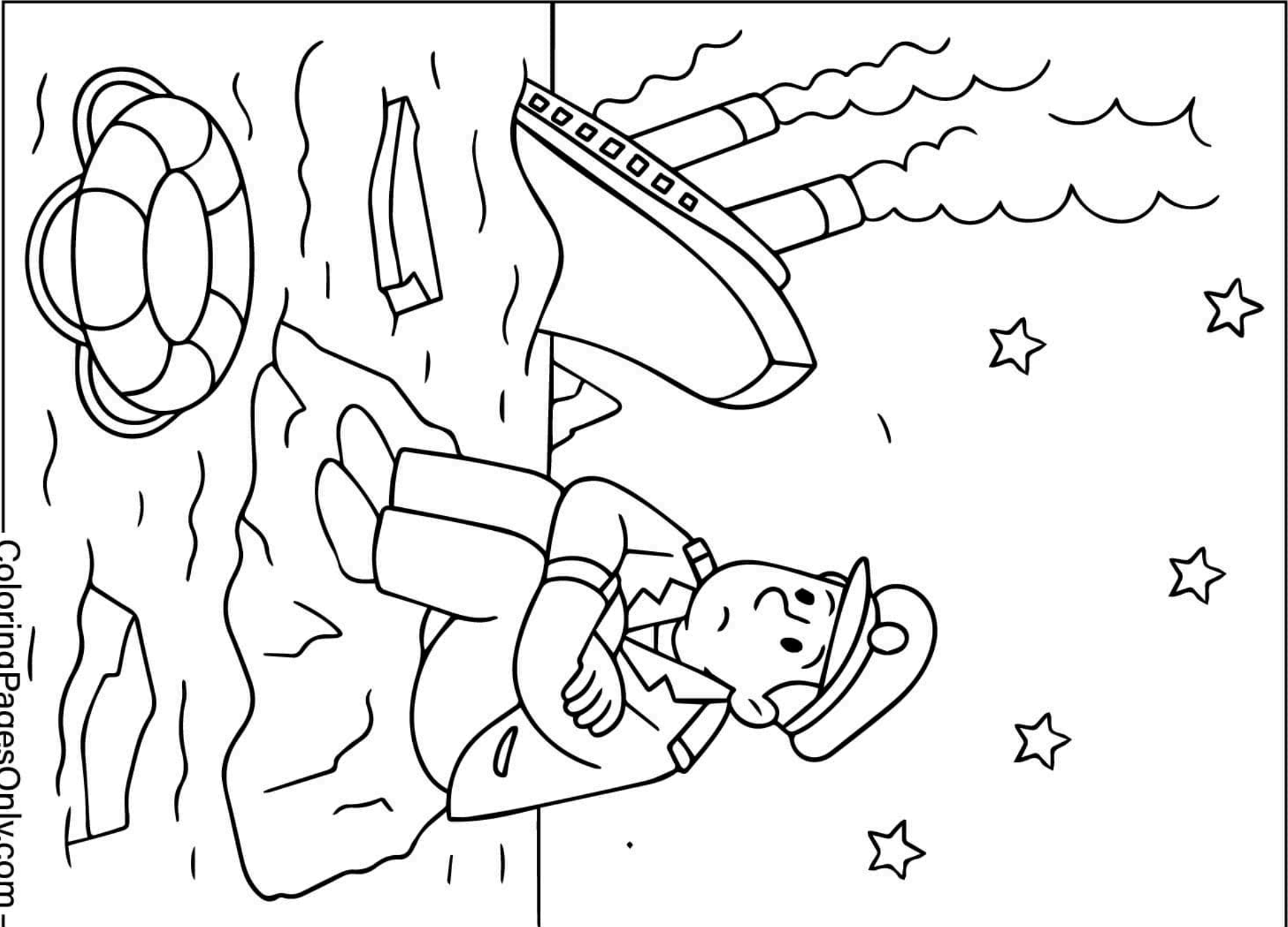


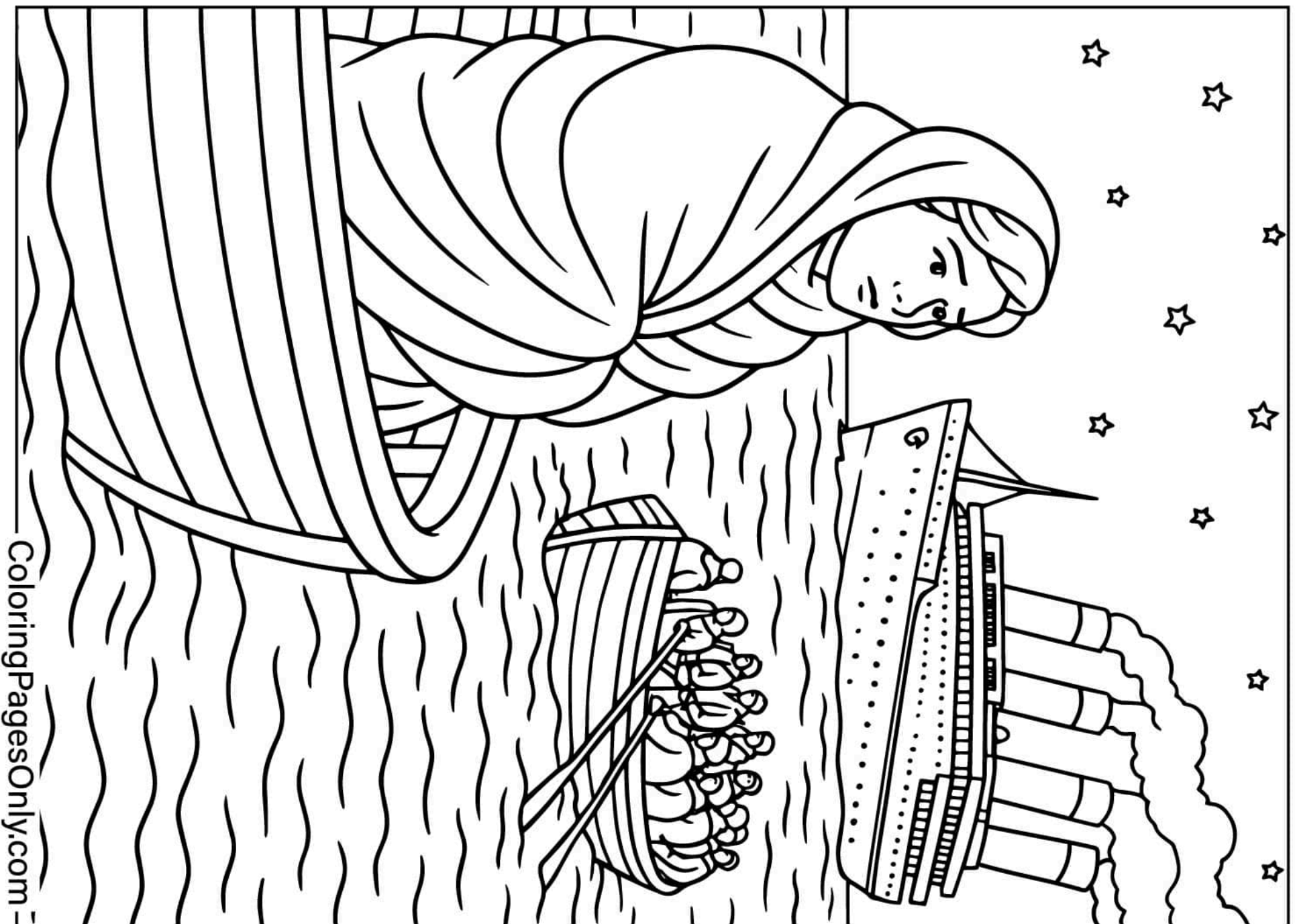


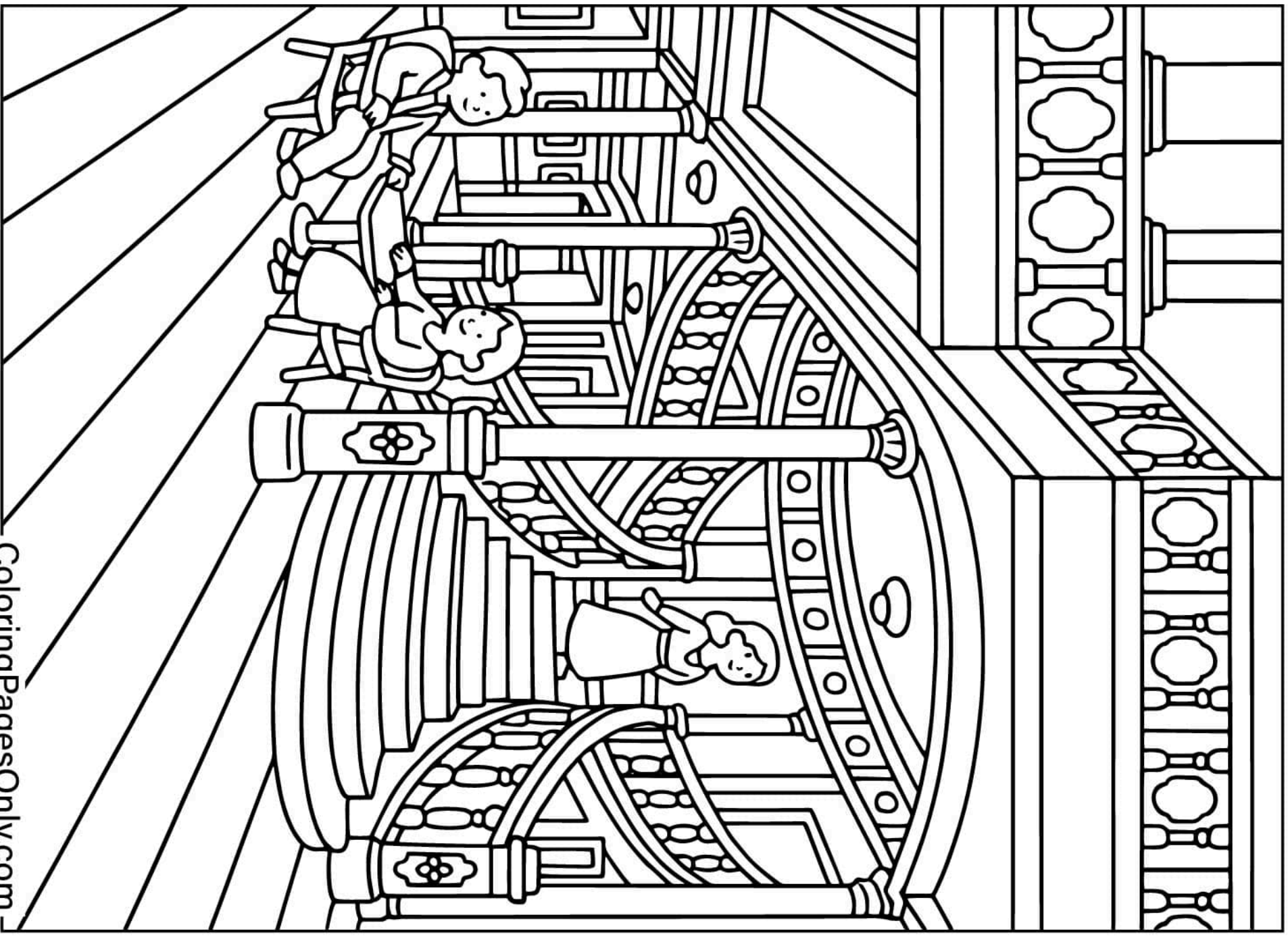


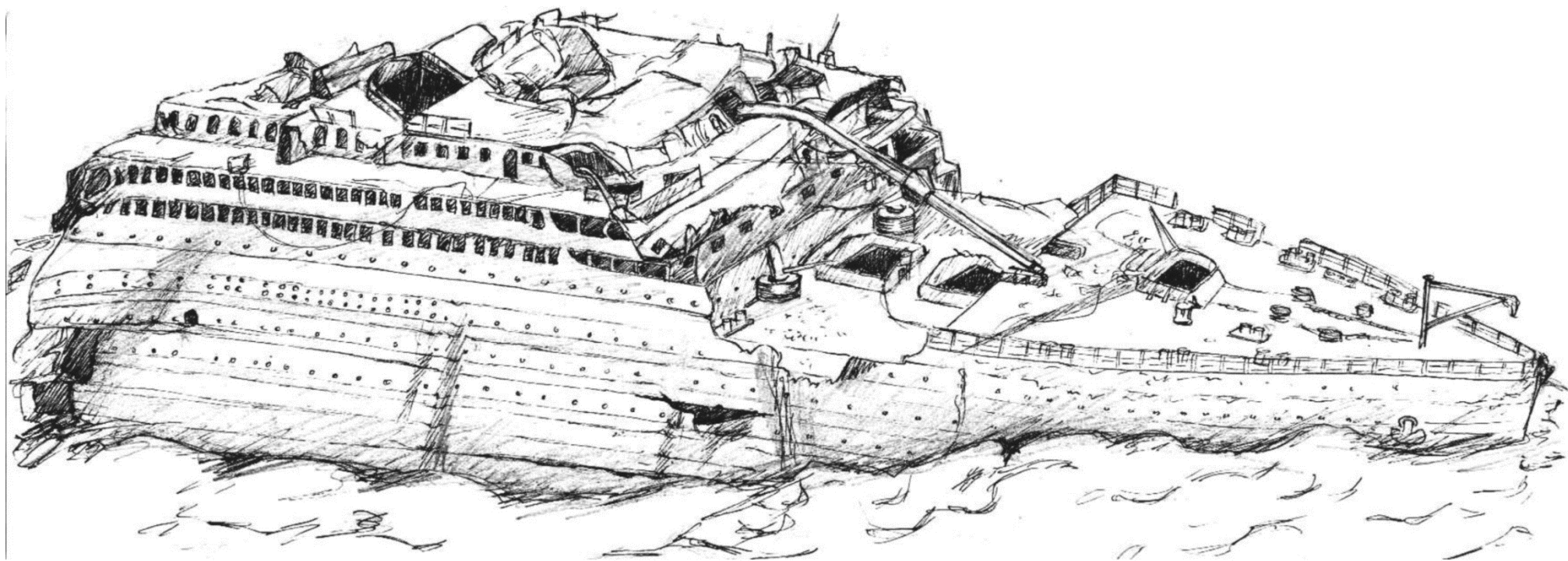


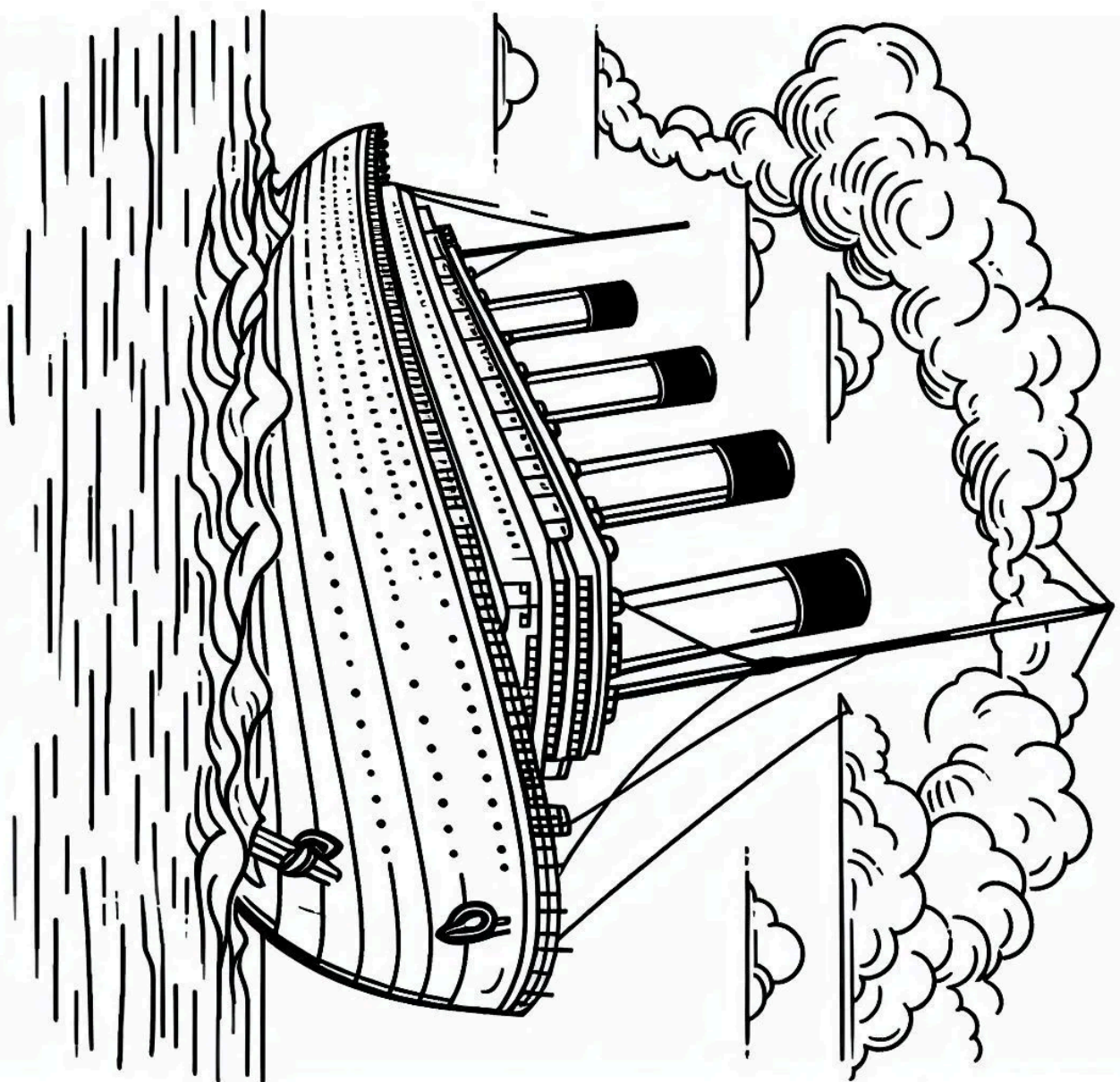














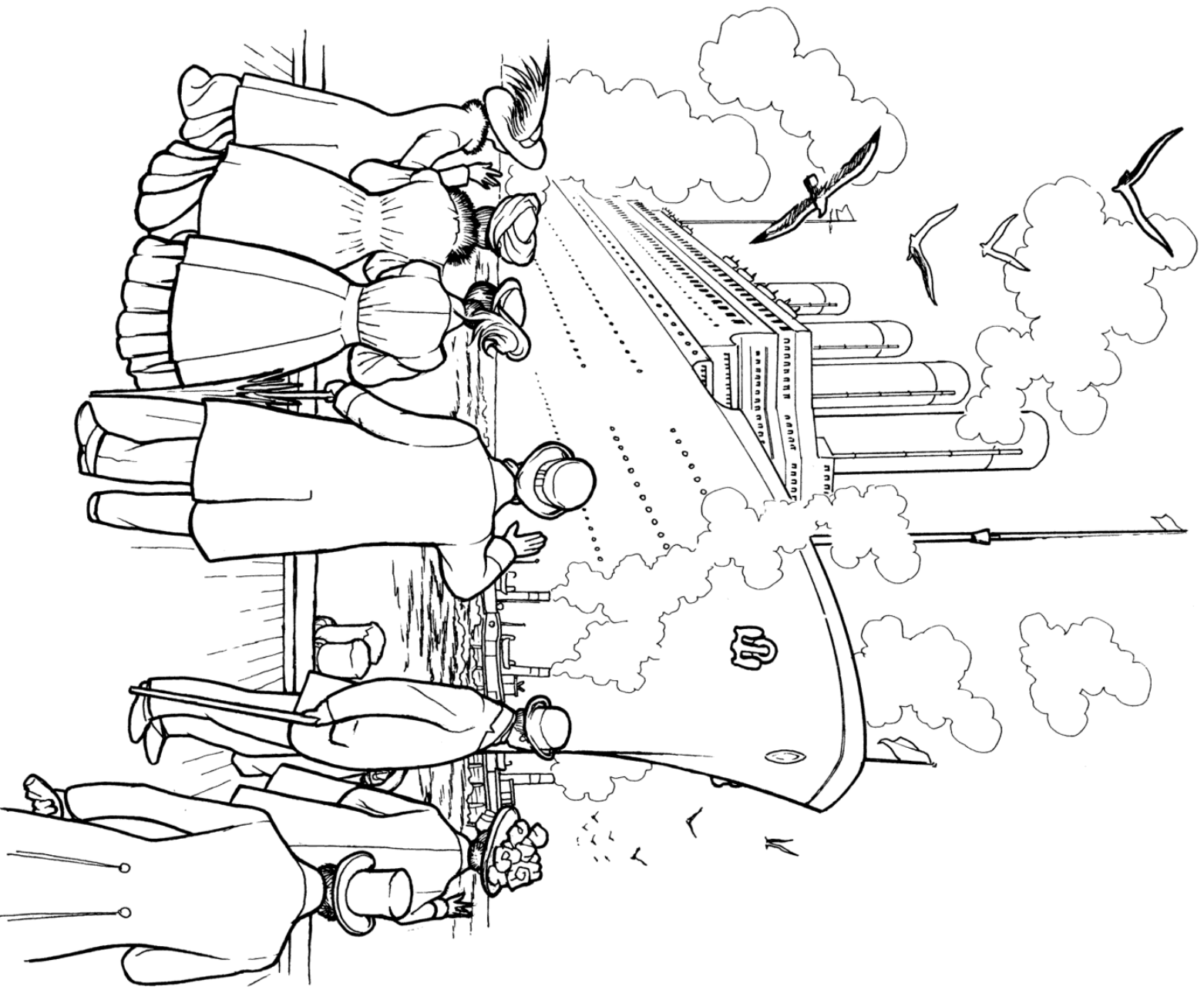
Passengers in the first-class dining salon. After a brief stop at Cherbourg, France, the *Titanic* proceeded to Queenstown, Ireland, where on April 11th she received more passengers and loaded mail bound for the United States. Passengers

were luncheon in the splendid first-class dining salon, a spacious expanse over 100 feet in length, boasting leaded windows and Jacobean-style alcoves.



Passengers wave good-bye from the boat deck. The *Titanic's* first-class passenger list boasted a host of the rich and famous, the wealthiest among them being John Jacob Astor IV and his wife. Also aboard were Isadore Strauss, founder of Macy's, and his wife Ida, who courageously refused to

leave her husband on the sinking ship. A number of notables escaped the *Titanic's* fate by last minute cancellations of their passage, including J.P. Morgan himself, owner of the parent firm of the White Star Line.



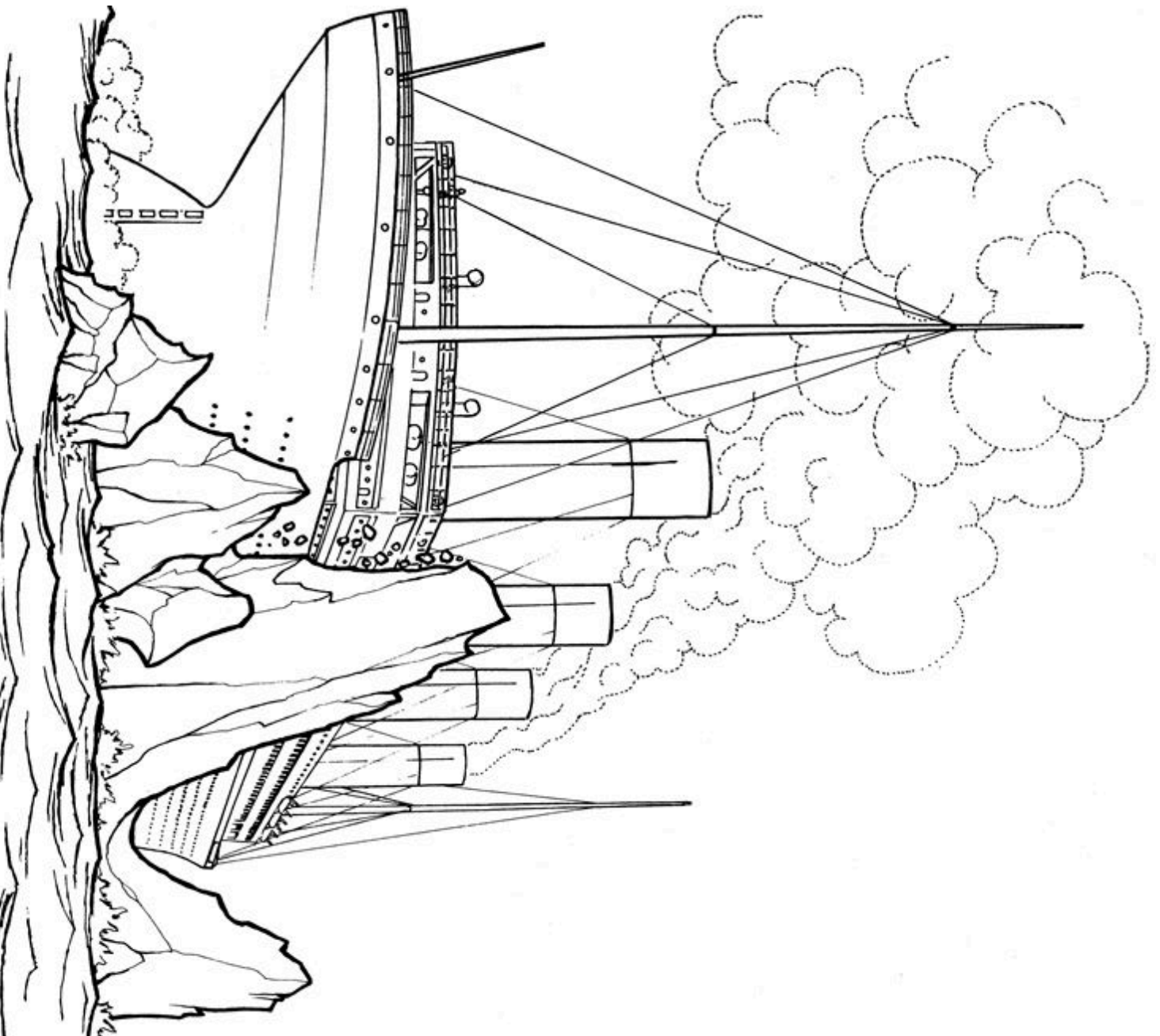
The *Titanic* departs from Southampton. At noon on Wednesday, April 10, 1912, the *Titanic*, towed by tugboats, slowly left her dock at Southampton. A great crowd of well-wishers lined the dock, eager to watch the great ship commence

her maiden voyage. Among the spectators was a handful of disgruntled stokers who, arriving late, were replaced at the last minute by men who had waited dockside hoping to find work on the great ship.



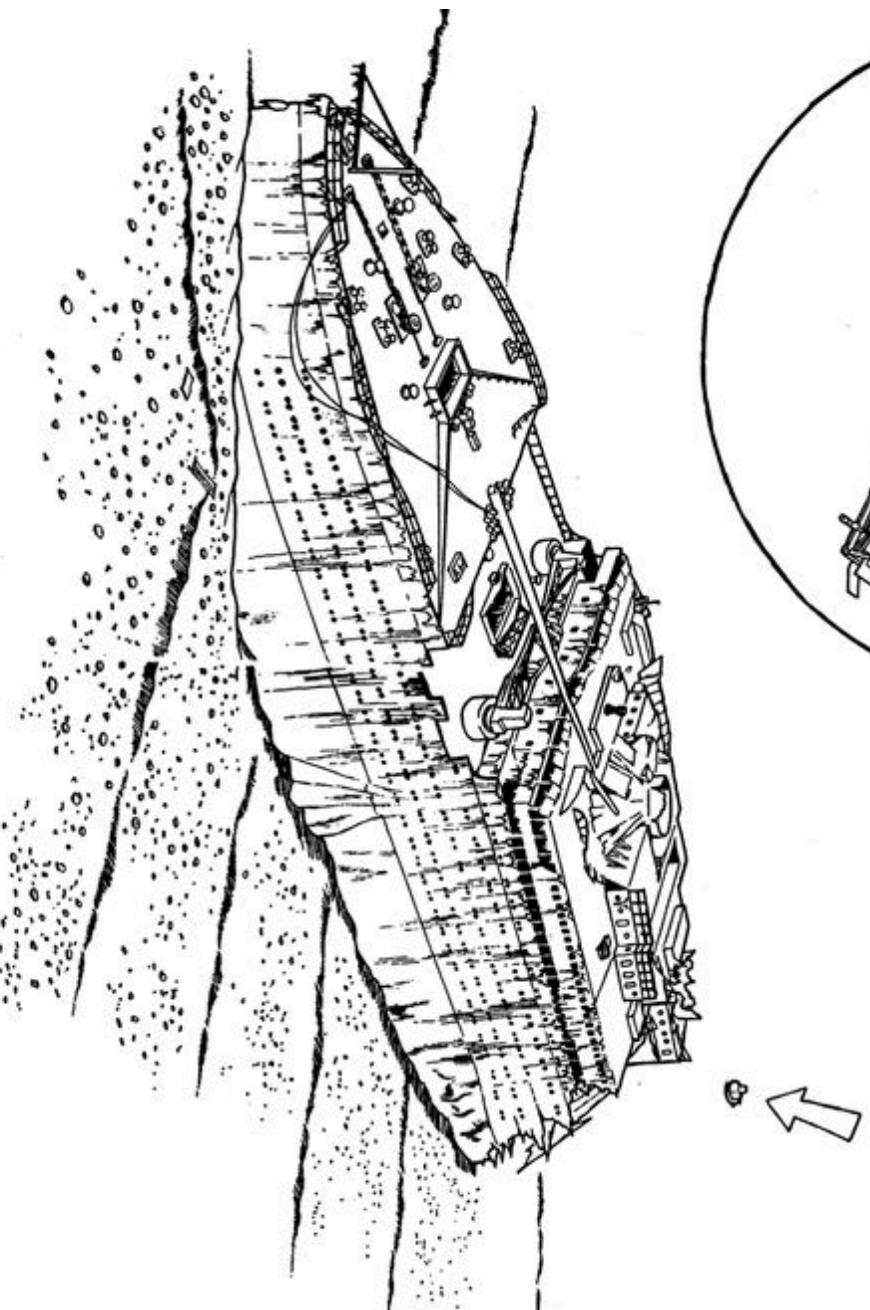
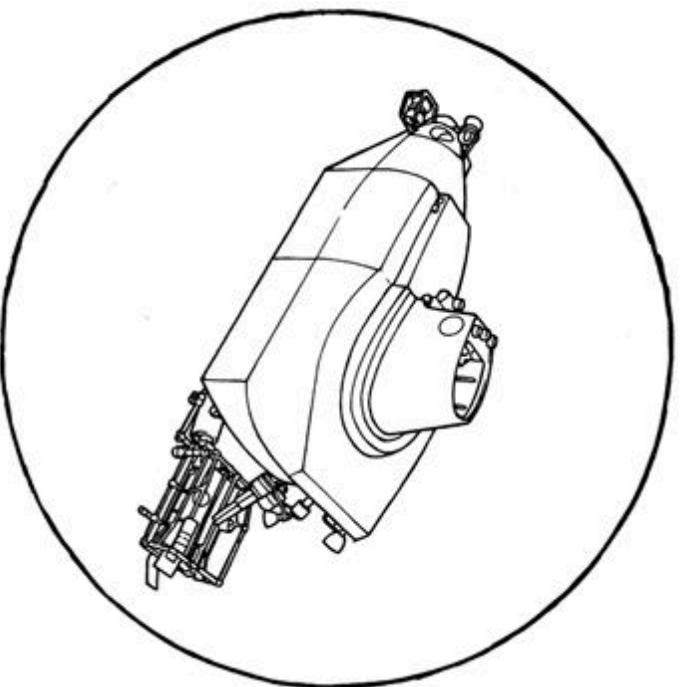
Passengers and crew members jumping from the stern of the *Titanic*. As the bow of the *Titanic* sank under the water, the stern began to rise into the air. Believing that the ship's last

moments were at hand, many men who had crowded up onto the rising stern began to jump into the sea. Some were picked up by lifeboats, but others died in the freezing water.



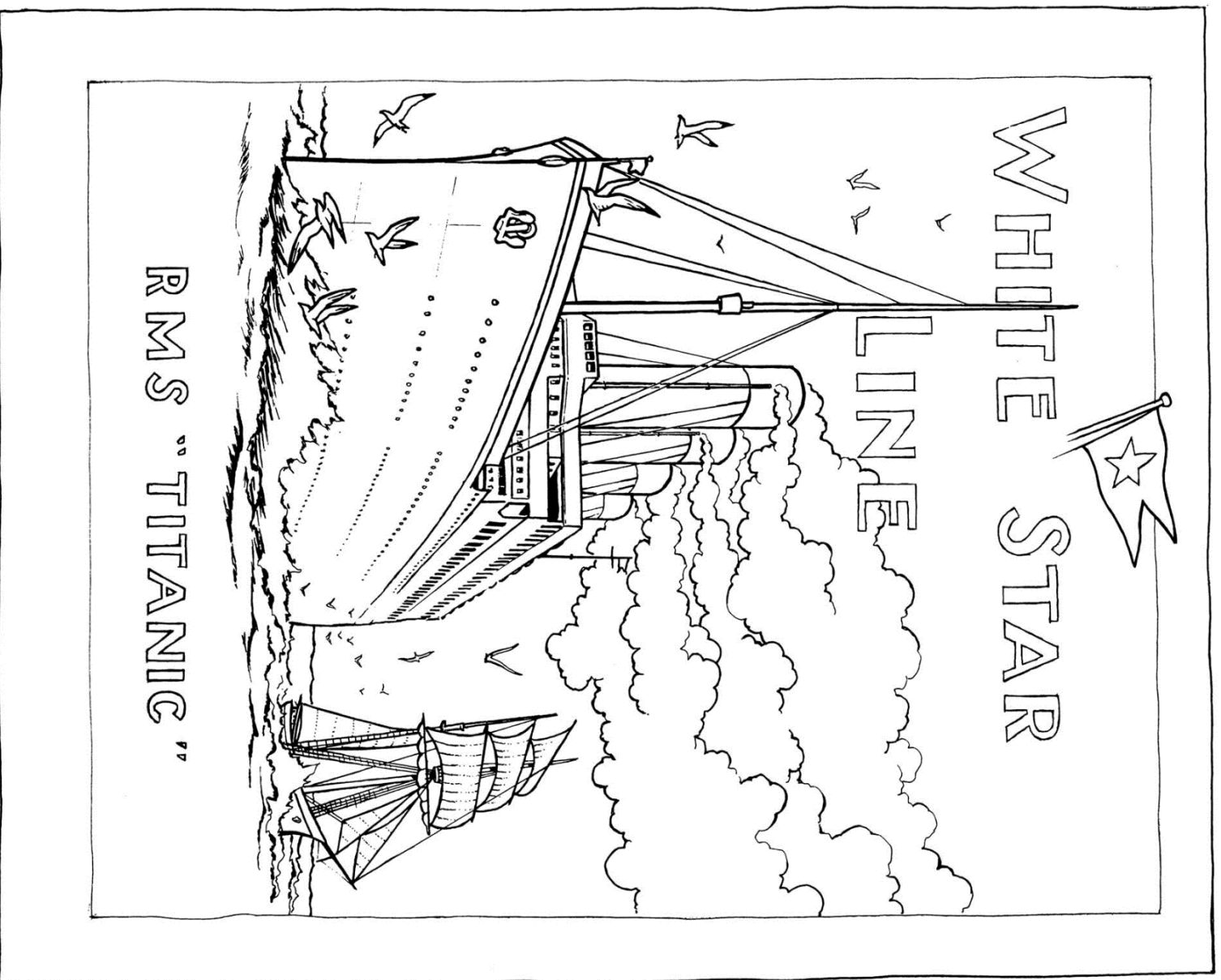
The *Titanic* collides with the iceberg. There was no moon on the night of April 14th, four days and seventeen hours into the voyage, and the sea was flat and calm. The *Titanic* was cruising at a speed of over twenty-two knots. It was just past 11:30 p.m. when the crew's next lookout reported a black object in the sea directly in their path, and rang the alarm bell. The first officer immediately ordered the engine room

“full speed astern” and told the quartermaster to make a hard left turn, but it was too late. As the *Titanic* turned she scraped along the side of a giant iceberg, buckling plates, and popping rivets along her starboard bow. The sea rushed into the ship's lower hull and began flooding the coal bunkers and forward boiler room.



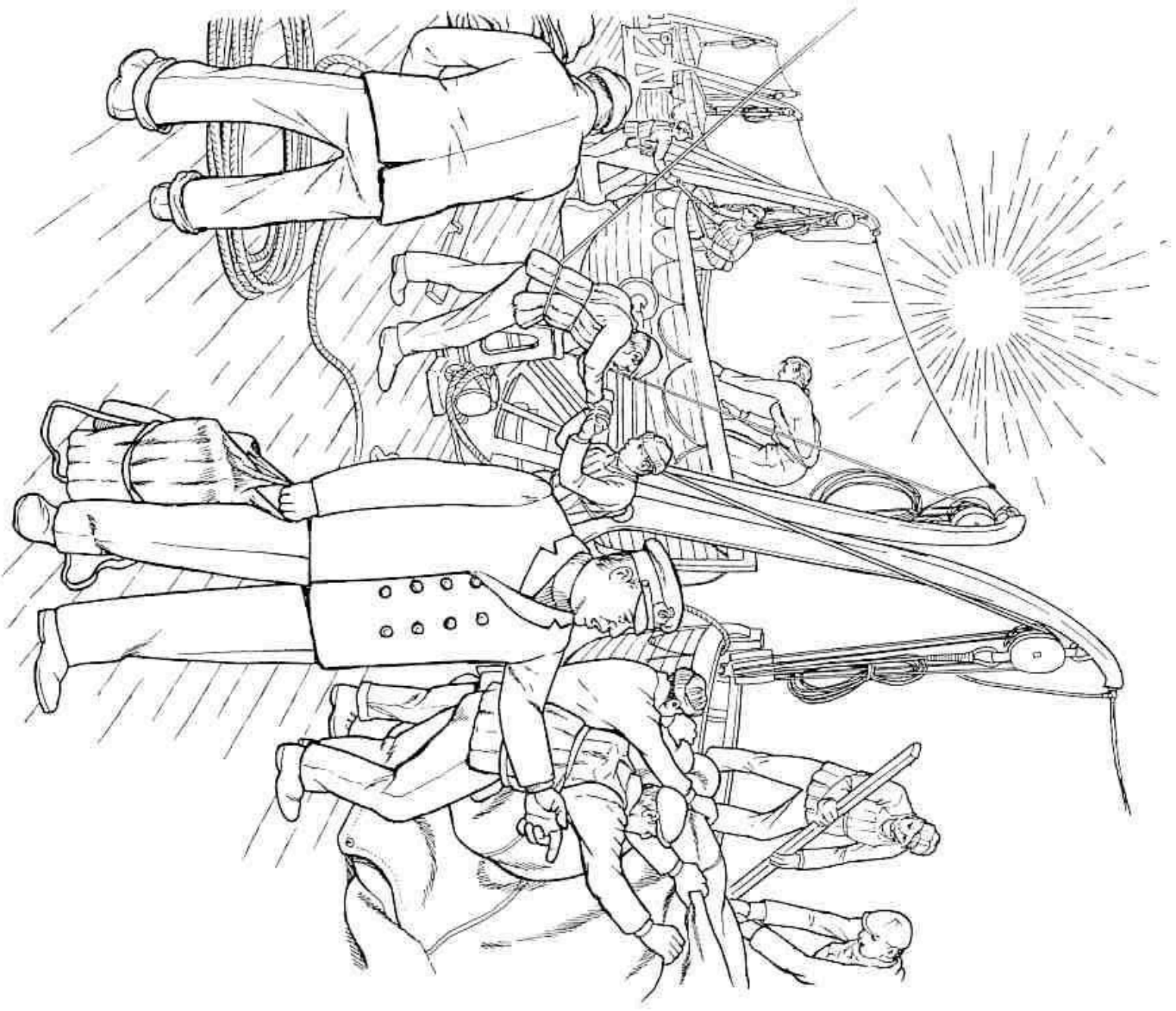
The *Titanic* today. The *Titanic* today lies two miles deep on the sea floor 350 miles off the coast of Newfoundland. She is in two pieces, bow end and stern, separated about 650 yards from each other. In 1986 scientists from the Woods Hole Oceanographic Institution succeeded in reaching the

wreck site in the submersible craft *Alvin* and took a series of remarkable photographs that made worldwide headlines. These haunting images once more brought the legendary liner and her tragic story to the center of public attention.



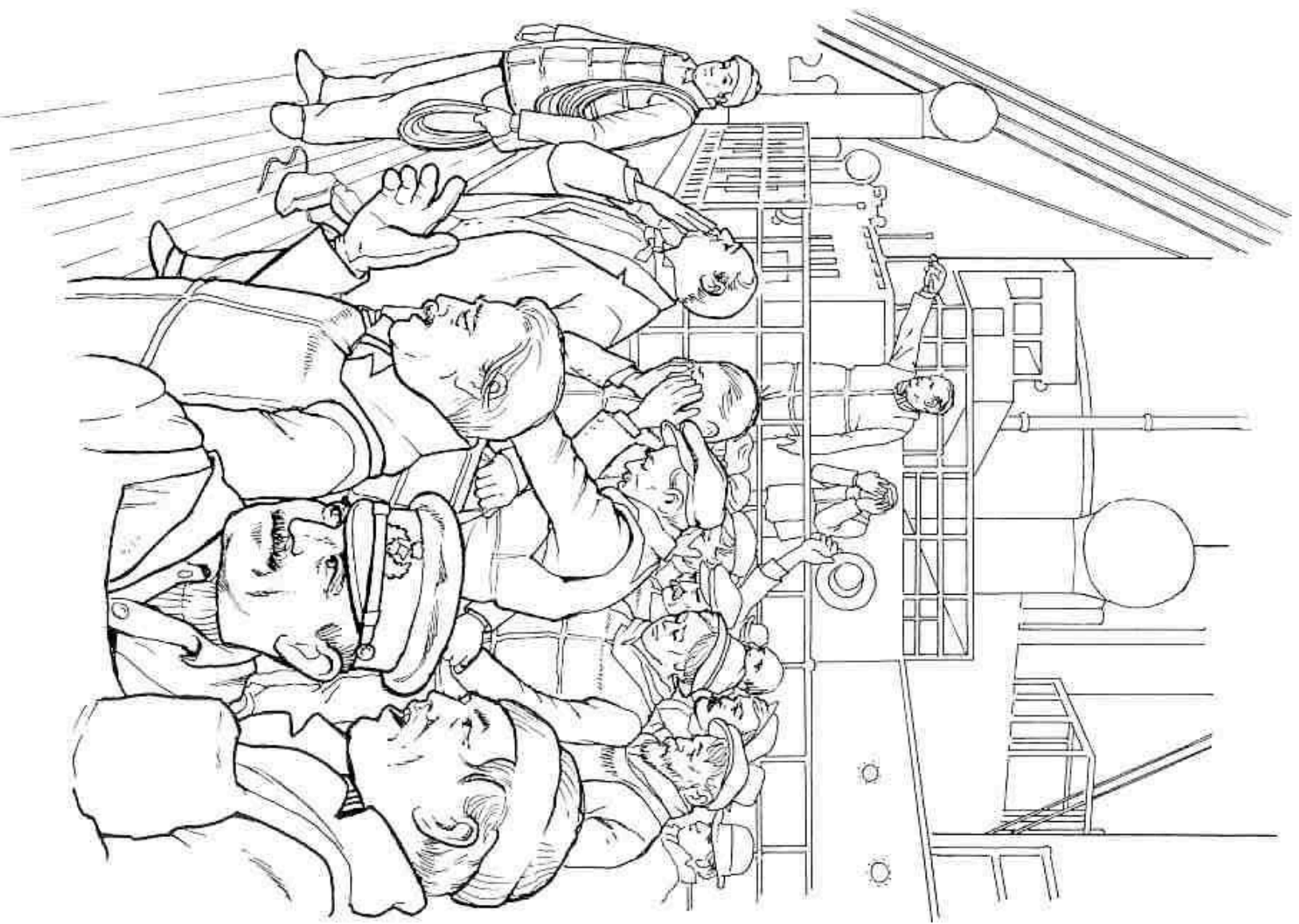
White Star Line poster advertising the RMS *Titanic*. On May 31, 1911, the British White Star Line, owned by American financier J. Pierpont Morgan's International Mercantile Marine Company, launched the Royal Mail Steamer *Titanic* at the Harland and Wolff shipyard in Belfast, Ireland. She had been built over a period of slightly more than two years

at a cost of approximately £1,500,000 (or \$7,500,000). At 883 feet long and with a displacement of 66,000 tons, her eight decks rising to the height of an eleven story building, she was at that time the largest ship ever built and was proclaimed by her builders and owners to be unsinkable.



Sailors clearing and readying the boats for lowering. Captain Smith was notified that collision with the iceberg had ruptured the forward six watertight compartments, and that over two-hundred feet of the ship had been opened to the sea. He quickly determined that sinking was inevitable, and

ordered that immediate steps be taken to abandon ship. Sailors began to clear and rig the lifeboats for lowering, as officers on the bridge started firing distress flares into the air.



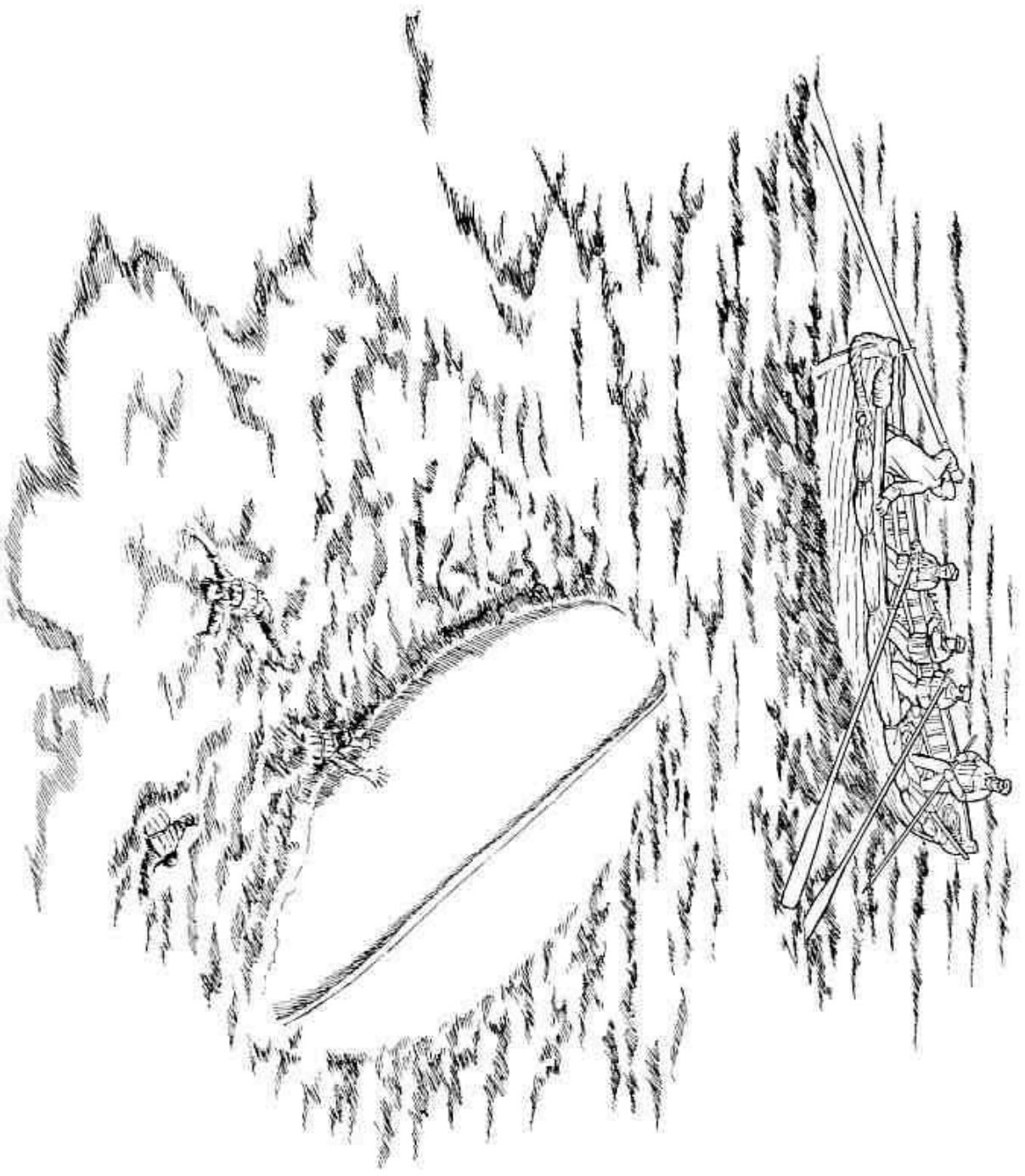
Passengers await their turn to disembark. Many believed that disembarking into the lifeboats was only a safety precaution and that in the morning they would be allowed back on

board. Others immediately realized the gravity of the situation. Passenger reaction ranged from calm resignation to near panic.



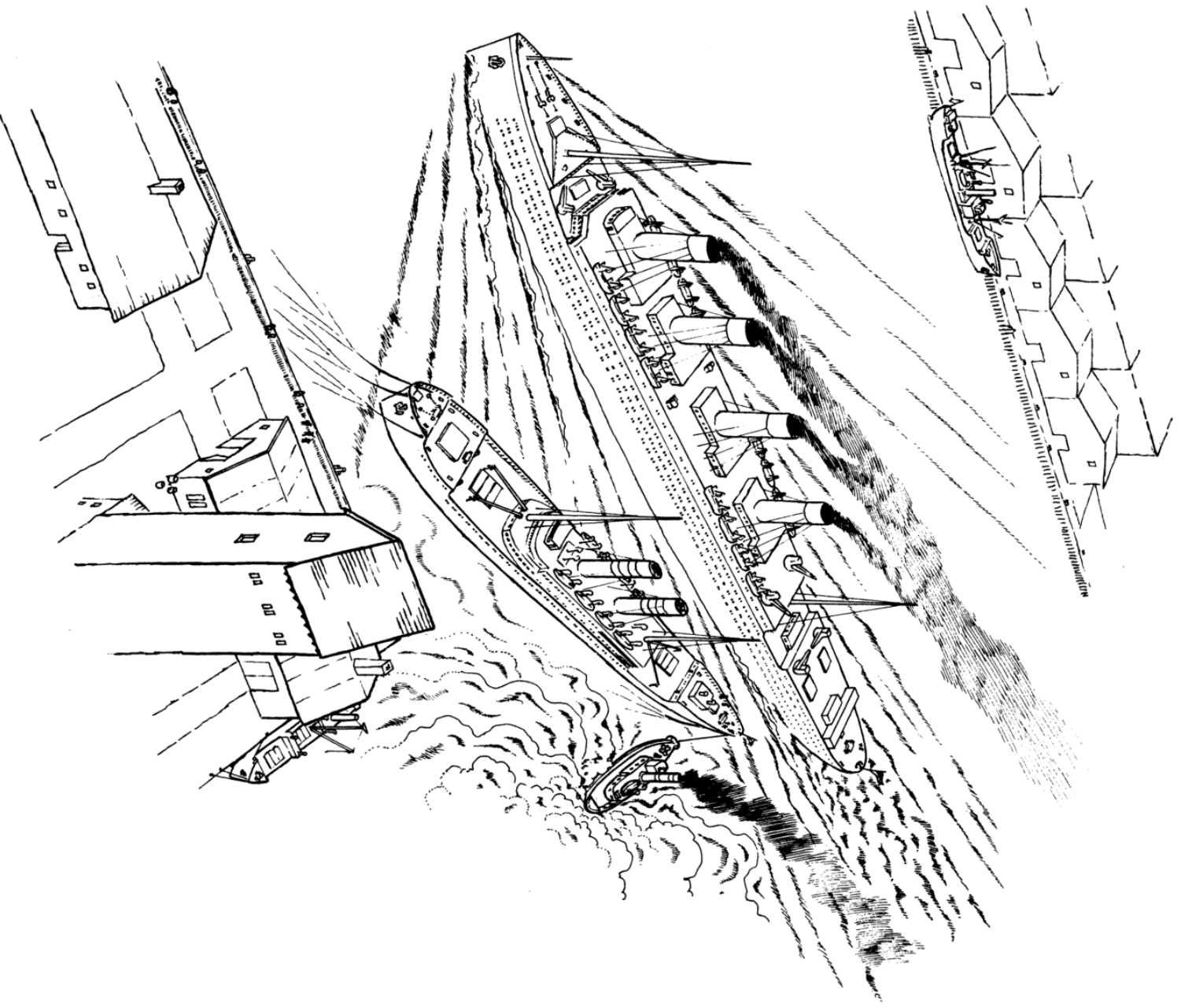
Loading the lifeboats. Passengers and crew were ordered to don life jackets and warm clothing, and proceeded to the boat deck. The radio operators began to send distress calls. Women and children were the first to enter the lifeboats, though they were reluctant to be separated from their

men—still believing the ship to be unsinkable. It was 12:25 a.m., just 45 minutes since the collision. The lifeboats carried by the *Titanic* had a capacity to carry only about half of the more than 2,200 people on board.



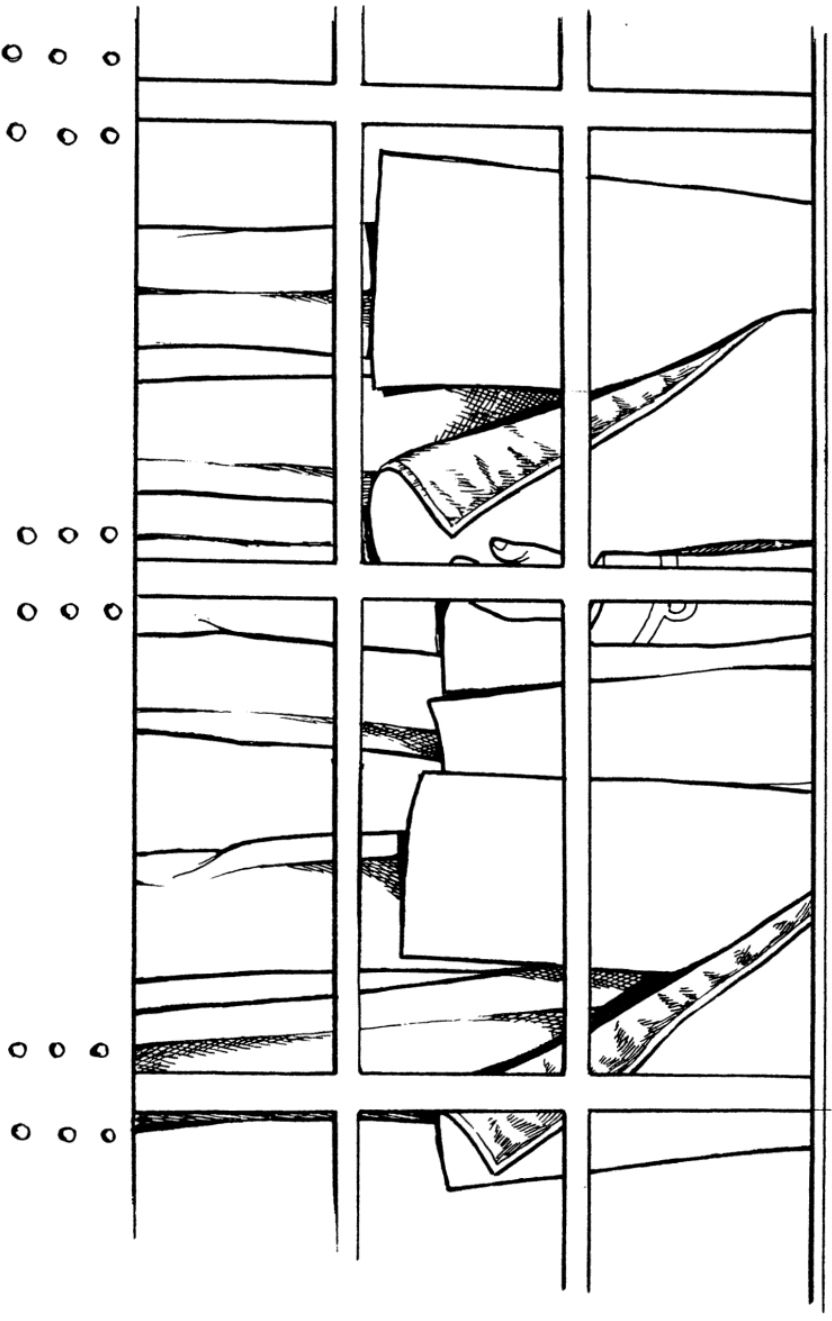
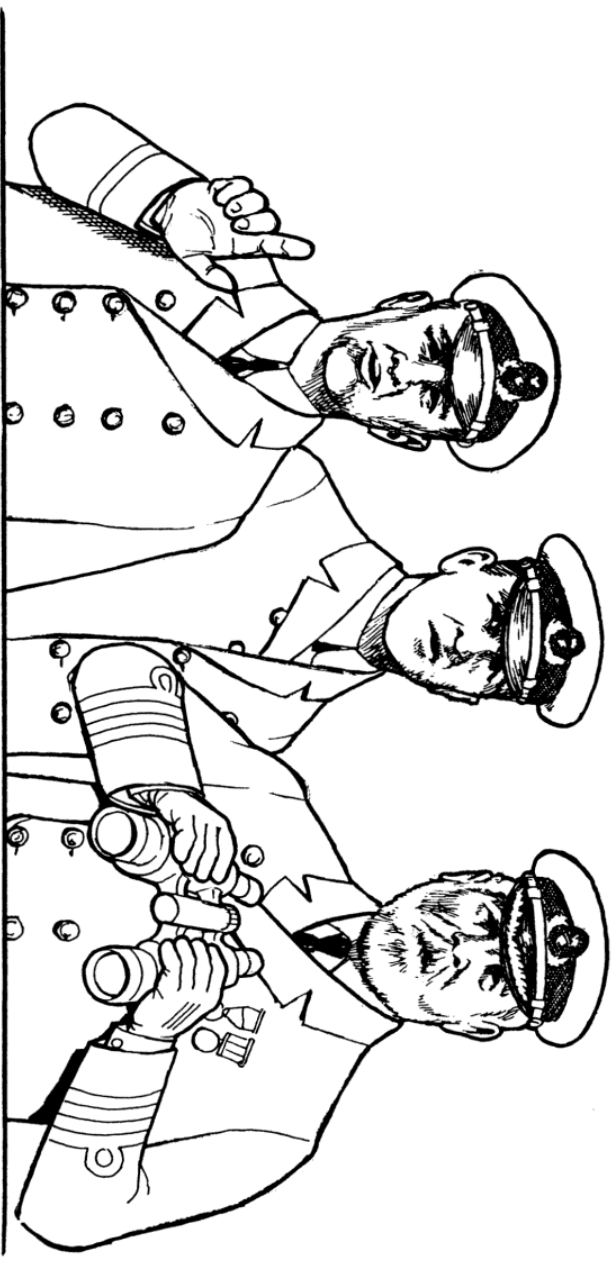
Overturned lifeboat from the *Titanic*. The White Star Line hired ships to search the wreck site and recover bodies still in the water. One such ship, the *Mackay Bennett* found 306 bodies floating in their life jackets. Many of the bodies were

buried at sea. 209, however, were taken to Halifax, Nova Scotia where they were held for identification by family members. 150 were buried at Halifax.



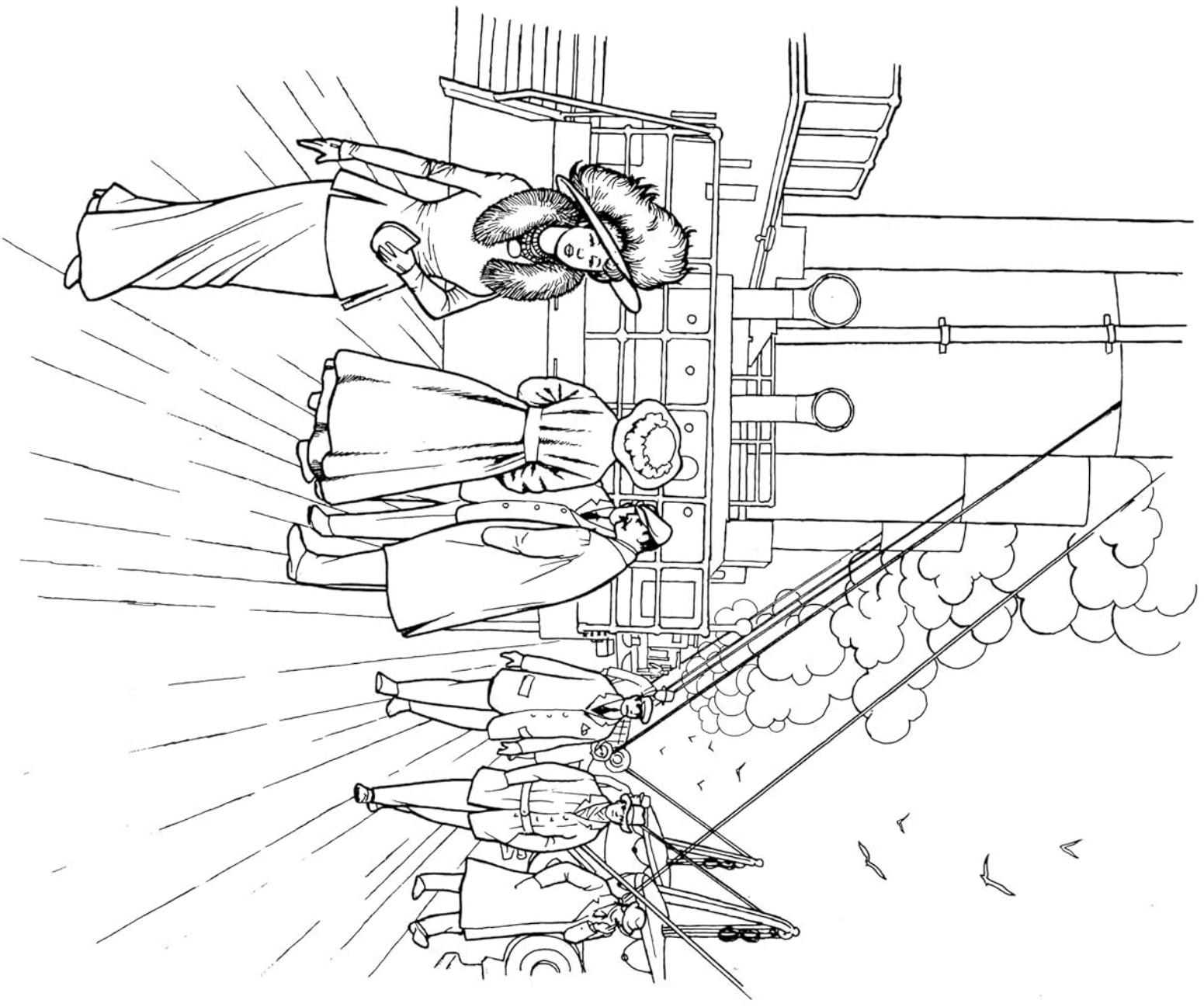
A near collision leaving Southampton. Leaving Southampton, the *Titanic* was under the guidance of veteran harbor pilot George Bowyer. As she left her berth and proceeded into the channel, she passed the liner *New York*, which was temporarily out of service and moored in tandem with the *Oceanic*. The turbulence from the great ship drew the *New*

York out from her berth, snapping her mooring ropes, swinging stern first toward the *Titanic*. Only the quick actions of Captain Smith and Pilot Bowyer averted a collision. Some passengers marked this event as an ominous omen at the start of the journey.



Captain Edward J. Smith and his officers on the *Titanic*'s bridge. Edward J. Smith, Commodore of the White Star Line, had been a captain for 25 years and was particularly popular with the wealthy and prominent passengers who frequently sailed on his ships. He had planned to make the

maiden voyage of the *Titanic* his last command, the crowning achievement of his career, before retiring. Captain Smith and all the senior officers, except for Second Officer G. H. Lightoller, went down with the ship.



Passengers promenading on the boat deck. Passenger accommodations included reading rooms, an elegant Parisian style cafe, Turkish baths, a heated swimming pool, a barber shop and a gymnasium. The many promenades throughout the

ship, both open air and enclosed, afforded passengers of all classes the opportunity to stroll and enjoy the fair weather and calm seas.