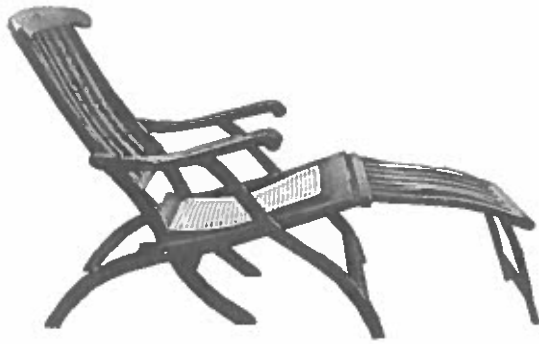


Titanic deckchair, recovered by *Minia* and given to Rev. Henry W. Cunningham for his work performing memorial services and burials at sea. MMA, N-18,803



Lessons Learned Lifeboat Reform

Most people aboard *Titanic* were doomed because her lifeboats could carry only half of those aboard. After *Titanic*, additional boats were immediately installed on North Atlantic steamships. Within a year international regulations required lifeboats for everyone and regular drills.

The Role of Wireless

Investigations revealed that heavy commercial wireless traffic had taken priority over ice warnings. Some exhausted wireless operators were off duty and asleep when *Titanic* called. New regulations required a continuous watch for distress calls. They also called for automatic alarms, to be triggered by distress calls.

Recommended Reading

Brown, Richard. *Voyage of the Iceberg*. (1983). The sinking from the iceberg's point of view, written by a Canadian scientist exploring the natural and human history of the disaster.

Eaton, John and Charles Haas. *Titanic: Triumph and Tragedy* (2nd Edition, 1997). An exhaustive account, including a detailed chapter on the role of Halifax.

Lord, Walter. *A Night to Remember* (1955) The classic minute by minute account of the disaster.

Lynch, Don and Ken Marschall. *Titanic: An Illustrated History* (1992) A beautifully illustrated and detailed portrait of *Titanic*.

Websites

Encyclopedia Titanica
<http://www.rmpc.co.uk/eduweb/sites/phind/>
Detailed passenger and crewlists, with links to many other *Titanic* sites.

The *Titanic* and Halifax
<http://titanic.gov.ns.ca/index.html>
Updated information about *Titanic* and her connections to Halifax.

The Maritime Museum of the Atlantic
<http://www.ednet.ns.ca/educ/museum/mma/>
Information about the museum, its *Titanic* collection and *Titanic* related events.

Discovery

Lying 3.8 kilometres underwater, *Titanic's* wreck remained mysterious and undisturbed until 1985 when it was discovered by a French and American expedition. Important scientific studies of *Titanic's* wreck have been led by Canadian scientists at the Bedford Institute of Oceanography in Halifax. They include the first tests of *Titanic's* steel plating and pioneer studies of the iron drippings called "rusticles" that cover her wreck.

Titanic's wreck has also attracted salvagers who have picked over the wreck for commercial display, a practice opposed by most marine museums. They consider *Titanic* to be a memorial and archeological site requiring minimal intervention, systematic mapping and sharing of research for study by other archeologists and scientists.

Titanic and Popular Culture

Titanic instantly became a landmark in popular culture. Within weeks of her loss, films, books and countless musical pieces were produced and an entire industry still thrives around *Titanic*. Interest has ebbed and flowed over the decades as each generation finds new meanings in the *Titanic* tragedy.

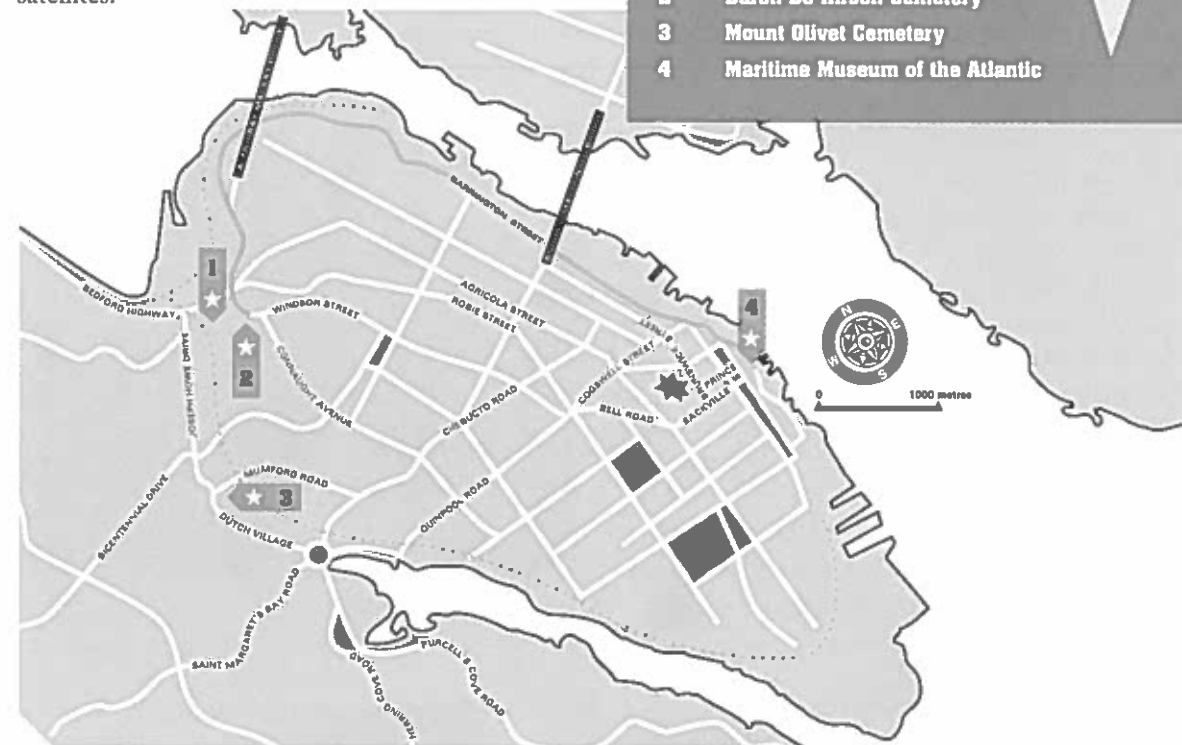
written by Dan Conlin

Selected *Titanic* Sites

- 1 Fairview Lawn Cemetery
- 2 Baron De Hirsch Cemetery
- 3 Mount Olivet Cemetery
- 4 Maritime Museum of the Atlantic

International Ice Patrol

Before *Titanic*, ships depended on occasional reports from nearby ships. These were often dismissed. After *Titanic*, an international ice patrol was established to track ice movements, issue warnings and research ice conditions. It continues, today using satellites.



COOPERATION
Economic Diversification Agreement
Entente Diversification Économique

NOVA SCOTIA
Education and Culture

info

Titanic during her single day of sea trials at Belfast Lough April 2, 1912. Ulster Folk and Transport Museum, H1722



TITANIC

Gross tonnage: 46,328
Length: 268.9 m (882')
Breadth 28.2 m (92'6")
Depth 18.1 m (59'6")

892 crewmembers
Capacity for 2556 passengers

Three propellers,
Four funnels
(three working and one for show)

20 lifeboats (holding less than half of passengers and crew).



NOVA SCOTIA
MUSEUM
A FAMILY of 25 MUSEUMS

AS THE TWENTIETH CENTURY DAWNED many felt marine tragedies were a thing of the past. Science promised solutions to everything, from poverty to disasters. The engineering marvels of the age were steamships. Steel hulls, turbines and electricity enabled ships to quadruple in size in the ten years before 1912. Fighting to exploit increased immigration, business and leisure travel were rival steamship lines: the Cunard Line (originally found by Samuel Cunard from Halifax) and the White Star Line. When Cunard launched the giant *Mauretania* in 1907, White Star Line responded with plans for two of the largest steamships in the world, *Olympic* and *Titanic*.

Titanic was launched on May 31, 1911. Building on lessons from *Olympic*, she was an extra thousand tons and carried a hundred more passengers. For her brief career, she was the largest ship in the world, in fact the largest moving object yet created. Larger ocean liners were built after *Titanic*, but few matched her legendary reputation and lavish craftsmanship.

Titanic's seven decks provided the facilities of a small city, from a post office to sidewalk cafés. Three passenger classes were rigidly segregated by locked barriers, and ranged from ornate decoration and country club facilities in First to spartan painted steel, low ceilings and naked light bulbs in Third.

Titanic left Southampton on April 10, 1912, stopping briefly in Cherbourg, France and Queenstown (now Cobh), Ireland. She was due to arrive in New York on April 17.

"I cannot conceive of any disaster happening to this vessel. Modern shipbuilding has gone beyond that."

Captain Edward J. Smith in 1906, six years before he took command of *Titanic*.

You may reproduce Infos freely - Please credit The Nova Scotia Museum, Department of Education and Culture



One of *Titanic's* most spectacular interior features was her forward Grand Staircase. This photograph of *Olympic's* staircase is a close match. Library of Congress, US Z62-26812

Titanic Newell Post, (above) recovered with bodies by cable ship *Minia*. Artifact loaned by Nova Scotia Archives and Records Management MMA, N-17,922

“As far as the eye could see, the ocean was strewn with wreckage and debris, with bodies bobbing up and down in the cold sea.”

Arminias Wiseman aboard *Mackay-Bennett* arriving at disaster site April 20, 1912



A Halifax boat crew picks up a *Titanic* victim. Recovery was hard, grim work, amidst large waves and dangerous ice floes. Crews were paid double and given extra rum rations. NSARM, N-716

Despite numerous ice warnings, *Titanic* steamed at nearly full speed into a large field of pack ice and icebergs. She struck one at 11:40 pm, April 14 and sank two hours and forty minutes later. Her reported position, 41° 46' N. Latitude 50° 14' W. Longitude, was 700 nautical miles (1130 km.) east of Halifax. Of the more than 2200 people aboard *Titanic*, only 705 survived.

In the first few hours of confusion, New York officials believed that a damaged *Titanic* would come to Halifax, the closest major port. Special trains were

already on the way with relatives and immigration officials when the news broke. *Titanic* was gone forever. The Cunard liner *Carpathia* was taking survivors to New York, but the dead would come to Halifax.

The strategic position of Halifax made it the base for cable ships which repaired breaks in the underwater telegraph cables connecting Europe and North America. The White Star Line turned to these ships to search for bodies. Their tough crews, used to working in rough seas and ice, were ideally suited for the grim task.

Before the survivors even arrived in New York, the first cable ship left Halifax to search for bodies. With a 100 coffins, tons of ice, an undertaker and a chaplain, *Mackay-Bennett* left on April 17, arriving on-site three days later. They found 306 bodies, so many that embalming fluid ran out and 116 had to be buried at sea. Another cable ship, *Minia*, departed Halifax on April 22, relieving *Mackay-Bennett* and finding another 17 bodies. The Canadian



Aboard *Minia*, a *Titanic* victim is prepared for a make-shift coffin from the pile on deck. NSARM, N-715

Government lighthouse supply ship *Montmagny* left Halifax on May 6, and found four bodies. A Newfoundland sealing vessel, *Algerine*, sailed on May 16 but found only one body, steward James McGrady, the last to be recovered. In total, 328 bodies were found. Twelve hundred were never recovered, some sinking with *Titanic*, others being dispersed by currents, bad weather and ice.

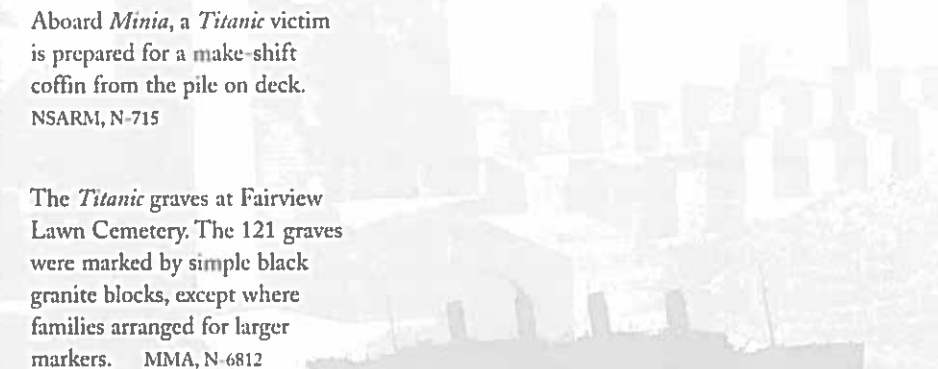
Nova Scotia was no stranger to White Star Line shipwrecks. The SS *Atlantic* sank near Halifax in 1873 taking over 500 lives. For the 209 *Titanic* bodies that came to Halifax, the Deputy Registrar of Deaths John Henry Barnstead improvised a rigorous identification system. Bodies were numbered as they were pulled from the sea and personal effects were bagged. Further details (tattoos, clothes, jewellery) were noted and photographs taken at the temporary morgue in the Mayflower Curling Rink, then located on Agricola Street.

Barnstead's system proved invaluable after a much larger disaster in 1917 when it was used to handle and identify the 2000 victims of the Halifax Explosion. Even later, in 1992, Barnstead's meticulous records allowed researchers to put names on six previously unidentified *Titanic* gravestones.

Fifty-nine bodies were shipped home to relatives, but 150 were buried in three Halifax cemeteries: 121 graves at Fairview Lawn (nondenominational), 19 graves at Mount Olivet (Catholic) and 10 graves at



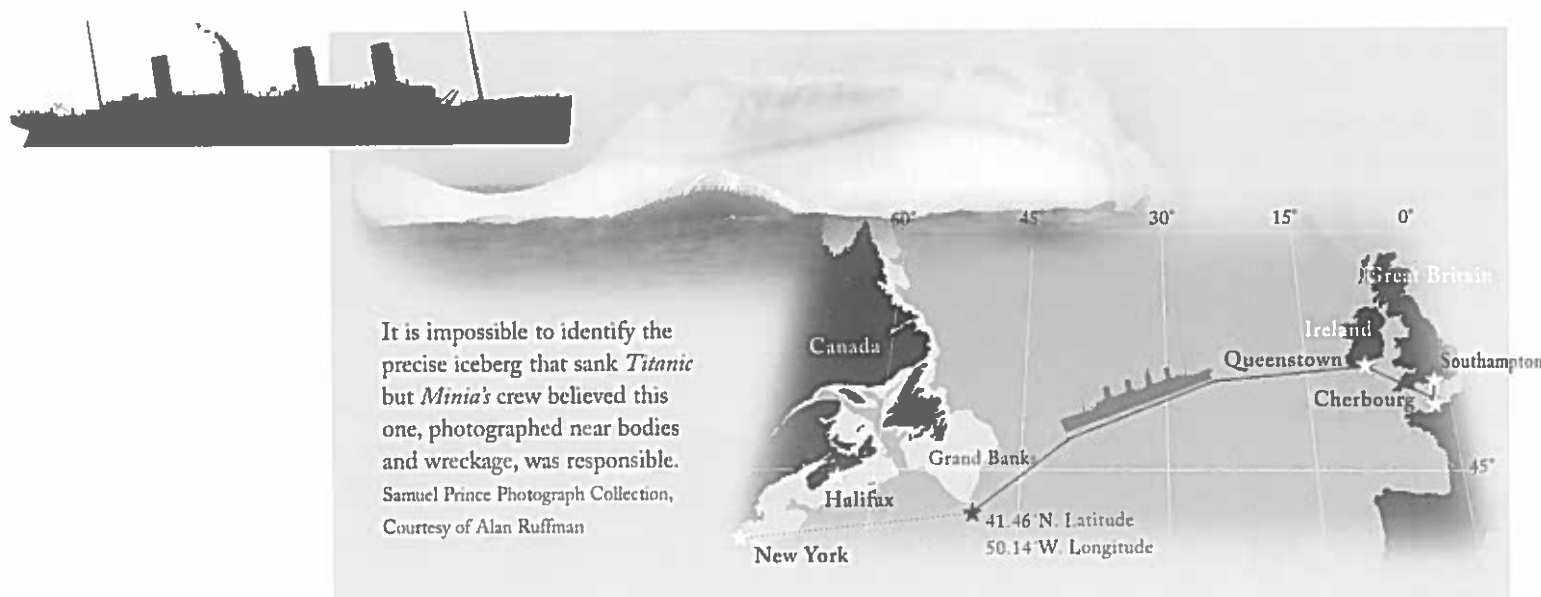
With flags at half mast and coffins stacked on the stern, *Mackay-Bennett* arrived in Halifax to the tolling of church bells on April 30, 1912. MMA, MP 29.3.1



The *Titanic* graves at Fairview Lawn Cemetery. The 121 graves were marked by simple black granite blocks, except where families arranged for larger markers. MMA, N-6812



Baron De Hirsch (Jewish). The victims range from the presidential secretary of the White Star Line to orchestra members and coal stokers. About a third remain unidentified. One of the first victims to be buried was a small, unidentified boy, carried to his grave at Fairview by *Mackay-Bennett's* crew.



It is impossible to identify the precise iceberg that sank *Titanic* but *Minia's* crew believed this one, photographed near bodies and wreckage, was responsible. Samuel Prince Photograph Collection, Courtesy of Alan Ruffman