TITANIC

FACT SHEET

Tourism Ireland

Marketing the island of Ireland overseas

TITANIC
TIMELINE

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TITANIC TIMELINE

1907 During a dinner party in Lord Pirrie's London mansion, Bruce Ismay, Chairman and Managing Director of White Star Line, discusses the possibility of constructing two huge, luxury ships to compete with rival lines such as Cunard.

1908 July 29: White Star owners, including Ismay, approve in principle the design plan for the Olympic class ships prepared by shipbuilders Harland and Wolff in Belfast, Northern Ireland, and under direct supervision of Lord Pirrie, with the assistance of his nephew Thomas Andrews.

1908 December 16: The keel is laid down for Harland and Wolff yard number 400. Construction begins on Olympic.

1909 March 31: Keel laid down for Harland and Wolff yard number 401, and Titanic construction begins.

1911 May 31: Titanic hull successfully launched, and witnessed by more than 100,000 people. At the time, Titanic is the largest man-made object ever moved (Olympic was the second biggest).
September 20: Olympic, under the guidance of Captain Edward J. Smith who would later captain Titanic, has her hull badly damaged in a collision with Royal Navy cruiser Hawke. Titanic's maiden voyage delayed due to necessary diversion of workers and materials to repair Olympic.
October 11: White Star Line officially announces a new date for Titanic's maiden voyage in the London Times - April 10, 1912.

1912 January: Lifeboats are installed on Titanic. It is suggested that the ship can carry more boats, but the suggestions are rejected as an economy measure.
April 2: Titanic leaves Belfast for Southampton in England.
April 3: Titanic arrives in Southampton.
April 10: Titanic leaves Southampton on her maiden voyage. **6:30pm:** Titanic rides anchor in Cherbourg Harbour because she's too big to dock. **8:10pm:** Titanic leaves for Queenstown (now known as Cobh in Cork, Ireland).
April 11: **10:30am** Titanic rides anchor in Queenstown, Ireland. **1:30pm:** Titanic's anchor is raised for the last time as she departs for New York.
April 14: **11:40pm:** Titanic hits an iceberg. **2:20am:** Titanic's broken-off stern section settles back into the water, righting itself for a few moments. Slowly it fills with water and again tilts its stern high into the air before slowly sinking into the sea. Over 1,500 souls are lost in the "greatest maritime disaster in history." **4:10am:** the Carpathia picks up first lifeboat No 2.
April 18: **9:00pm** Carpathia arrives New York.

TITANIC BELFAST FACTS

- Titanic Belfast will open its doors on the 31st of March 2012 and will be the world's largest Titanic attraction.
- Construction of this world-first, jewel-like addition to Belfast's skyline took approximately three years, roughly the same amount of time it took to construct the RMS Titanic herself.
- The external façade of the building replicates four 90ft ship hulls.
- The shimmering external façade is clad in 3,000 individual silver anodized aluminium shards and will be enhanced by reflective pools of water surrounding the base of the structure. Impressive is not the word.
- Titanic Belfast has Ireland's longest suspended escalator. At over 25 metres long, it has 124 steps and provides access to the two upper floors.
- When viewed from above, the four 90ft hulls resemble the White Star Line logo.
- Inside Titanic Belfast the tour leads you through:

Boomtown Belfast
The Arrol Gantry and Shipyard ride
The Launch
The Maiden Voyage
The Sinking
The Aftermath
Myths and Legends
Titanic Beneath

- The entire building covers a whopping 14,000 sq.m of immersive Titanic exploration.

TITANIC
THE SHIPYARD

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HARLAND AND WOLFF, BELFAST

- Founder of the Harland and Wolff Shipyard, Edward Harland was born in Scarborough in North Yorkshire on May 15 1831. He moved to **Belfast** in 1854 to manage Robert Hickson's shipyard at Queen's Island. Four years later he bought the yard and renamed the business Edward James Harland and Company. In 1861 he formed Harland and Wolff with his former personal assistant and Hamburg man, Gustav Wilhelm Wolff.

- Because the Titanic and Olympic were so enormous, Harland and Wolff had to repurpose three existing slipways into two larger ones (**the Titanic and Olympic Slipways**) so that they could accept the huge hulls. Their enormous weight meant the slips had to be strengthened with reinforced concrete up to 4ft 6in thick.

- The shipyard's creative team drew up the concept, design and detailed construction drawings for RMS Titanic and Olympic at the ***Harland and Wolff Drawing offices***. These offices were the headquarters for Harland and Wolff until October 1989.

- Titanic's **Thompson Dry Dock** was the largest dry dock ever constructed at the time, and it was considered a feat of Edwardian engineering. The Titanic spent its final days in the dry dock getting its all-important finishing touches before the maiden voyage.

- The ***Thompson Pump House***, which stands beside the dry dock, could drain all 23 million gallons of water from the full dock in about 100 minutes. This was thanks to the three 1,000 horsepower pumping engines housed inside.

- Harland and Wolff's big yellow dandies, the iconic **Samson and Goliath gantry cranes**, are readily associated with the Titanic but were actually *NOT* used in her construction. They only began work in 1969. The **Arrol Gantry** was erected in 1908 to accommodate both the Titanic and Olympic (Titanic Belfast contains an ' Arrol Gantry Ride' where you can see, hear and smell the busy work going on below).

- Even Dublin born author of 'Dracula', **Bram Stoker** couldn't resist the lure of the Harland and Wolff shipyard. On a visit, he noted that in "*the biggest and finest and best established*" shipyard in the world, *"there is omnipresent evidence of genius and forethought; of experience and skill; of organisation complete and triumphant"*.

- The Irish writer, **Filson Young** likened the scene to the construction of half-a-dozen cathedrals. Which leads us on to...

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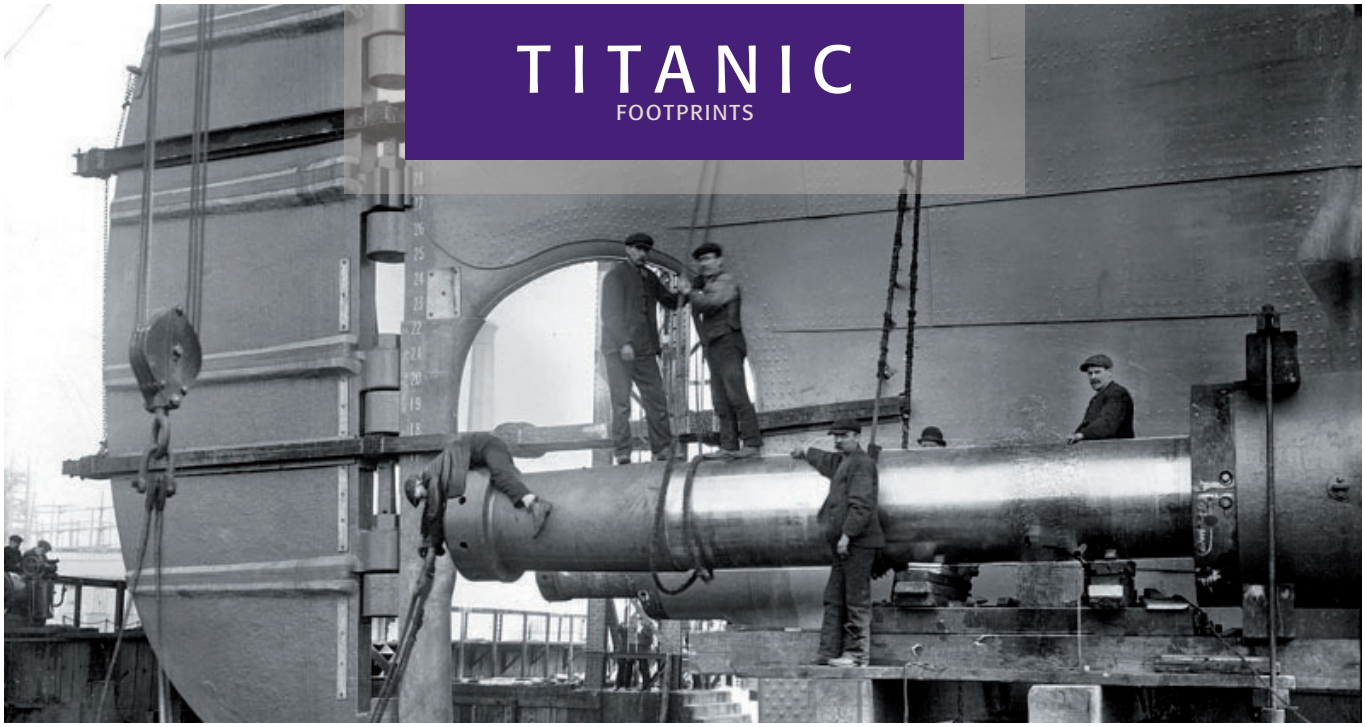
BUILDING THE RMS TITANIC

- The **Titanic Belfast's** opening date is no coincidence. The construction of the Titanic began on 31st March 1909, exactly 103 years ago.
- In 1912, the cost to build the Titanic was $7.5million. Today it would cost $400million.
- Titanic was a gigantic 882ft 9in long, 92ft in width, 175ft in height and it weighed 46,328 tonnes.
- Harland and Wolff paid their workers £2 a week if they were skilled, and £1 if they were unskilled. Bram Stoker, on visiting the shipyard, could not believe the efficiency of Harland and Wolff's payroll department – 12,000 men were paid their wages in ten minutes.
- Three million rivets were used in the construction process and, since this was before the time of soundproof headphones, many riveters developed hearing problems in later life.
- The ship's distinctive four funnels are deceptive as only three actually worked. The fourth was a dummy, meant for cosmetic purposes.
- The Titanic was launched on 31st May 1911, however, it wasn't the form for White Star Line to christen its liners with champagne. Chief Engineer Thomas Andrews gave his five-year-old nephew the privilege of knocking away one of the wedges that held the great ship in position.



TITANIC
FOOTPRINTS

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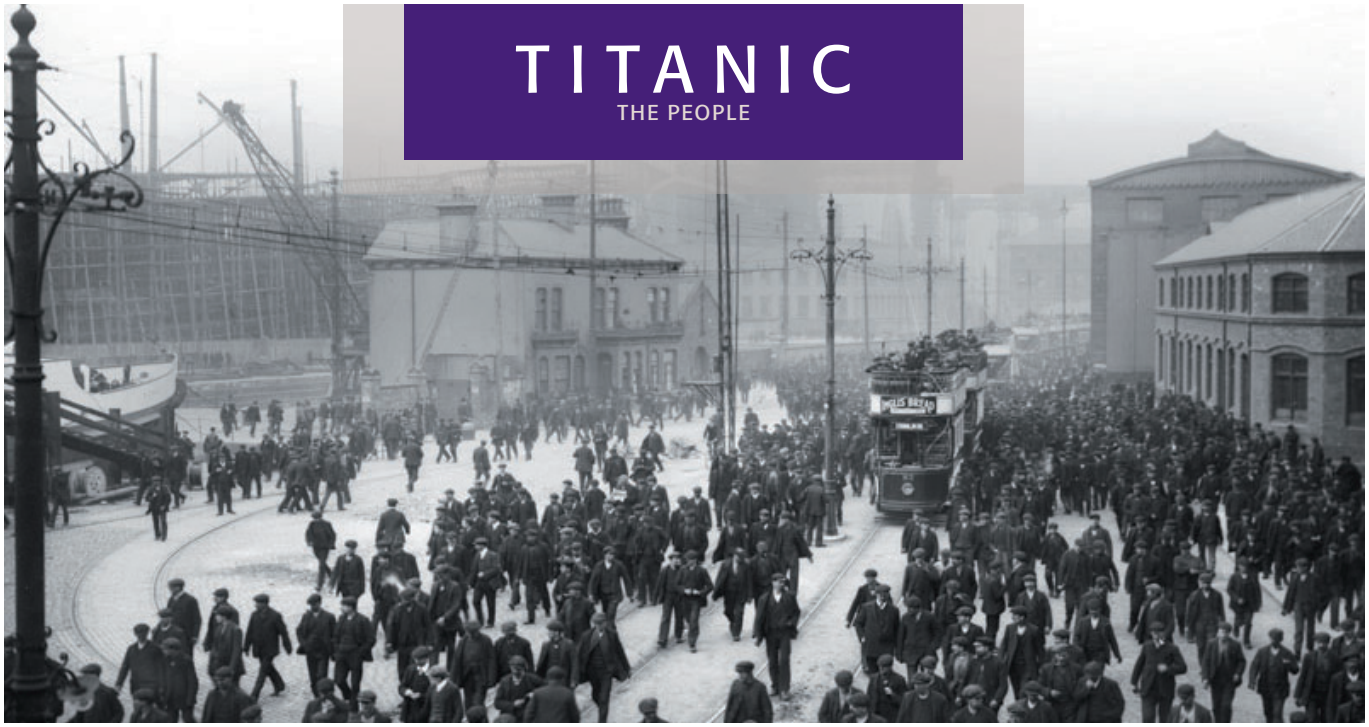
TITANIC FOOTPRINTS IN BELFAST

- The people of Belfast are proud to say: "Titanic wasn't a disaster, what happened to her was."
- Over 15,000 people were employed by Harland and Wolff, making the shipyard a vital employer in Belfast. Some families would have several members working together as the shipbuilding tradition crossed generations.
- Thanks to the gigantic size of the Olympic and Titanic, they were not able to dock in modestly sized ports such as Cobh (Queenstown) in Ireland and Cherbourg in France. In these cases, the ships rode anchor and used 'tender ships' to ferry passengers, mail and luggage to and from the ships. The SS Nomadic – also made in Belfast – was Titanic's tender ship when she rode anchor in Cherbourg.
- Among the passengers shepherded by SS Nomadic to Titanic at Cherbourg were **Sir Cosmo Duff Gordon**, his wife **Lady Lucile Duff Gordon** (possibly the most well known fashion designer in the world at the time), and **Benjamin Guggenheim**, of the American mining dynasty. Guggenheim – who drowned along with his secretary – is reported to have told a crewmember, *"we've dressed up in our best and are prepared to go down like gentlemen."*
- ***The SS Nomadic*** outlived her other White Star Line sisters. In WWI she proved very useful, then was bought by a French shipping company only to return to action in WWII. Finally, a campaign was launched to return SS Nomadic to Belfast, which is where she now resides. www.nomadicpreservationsociety.co.uk
- The Lord Mayor's Suite in Belfast City Hall is known as the ***Titanic Rooms*** in honour of former mayor (1896/7) and Titanic creator, Lord Pirrie. The same craftsmen who built the Lord Mayor's Suite went on to work on the Titanic, too, creating another connection.

SS Nomadic

TITANIC
THE PEOPLE



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TITANIC PEOPLE

Thomas Andrews *CHIEF DESIGNER OF TITANIC*

- Thomas Andrews was born on the 7th of February 1873 in Comber, County Down. His wealthy parents owned a linen mill and were Thomas Andrews Sr, a prominent local politician, and Eliza Pirrie, sister to Lord Pirrie, who was principal owner of Harland and Wolff.
- At the tender age of 11 Thomas was enrolled in the **Royal Belfast Academical Institution**. He left in 1889 to begin an apprenticeship with Harland and Wolff.
- In 1901, Thomas Andrews was made manager of construction projects at Harland and Wolff and in the same year he was also made member of the highly esteemed Institution of Naval Architects. A great achievement for a 28 year old.
- Thomas Andrews had also worked on the ships Celtic, Cedric, Baltic, Adriatic and the Olympic. Titanic was the first ship whose construction he was responsible for from start to finish.
- In 1907 Thomas Andrews was promoted to Managing Director of Harland and Wolff. This was the same year Harland and Wolff began construction of the Olympic Class Liners.
- On June 24th 1908, Thomas Andrews married Helen Reilly Barbour. Two years later they had their daughter, Elizabeth Law Barbour Andrews (Elba for short).
- Thomas Andrews went down with the ship that was his crowning glory. His body has never been recovered.

Lord William James Pirrie

- William James Pirrie was born in Quebec, Canada on 31 May 1847, the only son of James Alexander Pirrie and his wife Eliza (neé Montgomery). Pirrie's family lived at Conlig, County Down.
- Lord Pirrie was educated as the Royal Belfast Academical Institution. In 1862, he began working at Harland and Wolff, and his rise through the ranks was nothing short of meteoric: by 1874 he had been made a partner of the company. When Harland died in 1894, Lord Pirrie became chairman of the company and oversaw the production of the Titanic.
- Lord Pirrie was instrumental in the formation of the International Mercantile Marine under John Pierpont Morgan, which consolidated maritime transport in the North Atlantic region. He was also a director of the White Star Line.

The People continued >

TITANIC
THE PEOPLE

- Lord Pirrie was due to join the maiden voyage of Titanic, but at the last minute was laid low with illness – this, no doubt, probably saved his life.
- Lord Pirrie was Lord Mayor of Belfast from 1896 to 1897; Baron Pirrie of Belfast in 1906; and later Viscount Pirrie in 1921 when King George V visited Belfast. He died at sea on the 6th of June 1924, while on a business tour of South America.

Thomas Millar

- Thomas Millar was born in Carrickfergus, County Antrim
- Millar worked at Harland and Wolff as assistant deck engineer, engine fitter and helped build the engines of Olympic and Titanic.
- He was married to Jeannie and they had two young sons: Tommy Jnr and William.
- In 1912, Thomas Millar left the shipyard and signed on to work with White Star Line. That same month, Jeannie died, which spurred him on to seek a better life for himself and his two young sons in America.
- Millar left his sons with an aunt who lived just outside of Belfast while he travelled to New York to establish a home for his family. Famously, before he boarded Titanic, he gave each of his sons a new penny and asked them not to spend it until they were all reunited.
- Thomas Millar went down with the Titanic: his body was never recovered.
- William Millar went on to become a playwright and author. Many of his works were based on the loss of his father and the Titanic.
- The boys never spent the two pennies.

Susie Millar

- Susie Millar is a journalist/broadcaster (she has previously worked with UTV/BBC) is a direct descendant (great grand-daughter) of Thomas Millar, who worked at Harland and Wolff and lost his life in the Titanic sinking.
- Today, Susie runs Titanic themed tours around Belfast. As part of the tour you will get to visit SS Nomadic, the last surviving vessel of the White Star Line and the tender used to ferry First Class Passengers to Titanic from Cherbourg. www.the-titanic.com/Titanic-Today/Titanic-Tours/Titanic-Tours-Belfast.aspx
- In April 2011, Susie published her new book "The Two Pennies" telling the story of the Millar family and their links with RMS Titanic.

William MacQuitty

- William MacQuitty was a film producer, writer and photographer. Born in Belfast in 1905, his father was managing director of the Belfast Telegraph and William was educated at Campbell College.
- MacQuitty is best known for his 1958 movie production of **'A night to remember',** which was based on the book by Walter Lord and recreated the sinking of the Titanic.
- MacQuitty himself had seen the Titanic launch from the Harland and Wolff shipyard when he was just six years old.
- In 'A night to remember' MacQuitty used actual survivors from the Titanic amongst his group of expert advisors. This included Joseph Boxhall, Fourth Officer on Titanic, who was MacQuitty's personal advisor.

The People continued >

TITANIC
THE PEOPLE

The Guarantee Group of Harland and Wolff

- The Guarantee Group was an elite team of workers skilled in various disciplines – plumbing, electrical systems, carpentry and machine fitting – who accompanied the ship on its maiden voyage.
- To be accepted into this Group was a high honour around the shipyard.
- The leader of Group was **Thomas Andrews**, the other members were William Henry Campbell, Roderick Robert Crispin Chisholm, Alfred Fleming Cunningham, Anthony Wood Frost, Robert Knight, Francis Parkes, Henry William Marsh Parr, and Ennis Hastings Watson. All nine men perished in the sinking.
- As well as serving as repairmen, who were available around the clock to fix anything that broke down, the Group gathered data and observations for Harland and Wolff's designers, in order to make improvements in the design of future ships.

Father Browne

- Father Browne was born in Cork in 1880, and was a distinguished member of the Jesuit Order in Ireland. He is best known for his poignant photos of the Titanic and its passengers and crew taken shortly before the tragedy.
- Father Browne boarded the Titanic on the 10th of April in Southampton, England. His lodgings on board were in cabin no. A24 on the Promenade Deck.
- While on board, Father Browne kept his camera with him and shot pictures of the gymnasium, the Marconi room, the first-class dining saloon, his own cabin, passengers along the promenade and Captain Smith himself.
- Father Browne very nearly stayed on board after Queenstown (now called Cobh in Cork), but famously he received a telegram from his superiors ordering him to 'GET OFF THAT SHIP-PROVINCIAL'. This rather direct instruction very likely saved his life.
- His photos are invaluable artefacts that shed light onto the Titanic's maiden voyage.

The Addergoole 14

- The Addergoole 14 were a group of young people from in and around the north Mayo parish of Addergoole.
- Eleven of the 14 lost their lives when Titanic sank. It is believed that Addergoole Parish suffered a proportionately higher loss of Titanic life than anywhere else in Europe.
- The Addergoole fourteen were: Catherine Bourke, Nora Fleming, Delia Mahon, Annie McGowan, John Bourke, Annie Kate Kelly, Pat Canavan, Delia McDermott, Mary Mangan, Kate McGowan, James Flynn, Bridget Donohue, Mary Bourke, and Mary Canavan. They all boarded Titanic in Queenstown (now Cobh in County Cork)
- Each year, members of the Addergoole Titanic Society, family members and locals remember the lost and the survivors with an April 15 commemoration in Lahardane, County Mayo. www.mayo-titanic.com
- One of the survivors, Annie Kate Kelly, became Sister Patrick Joseph. She told her fellow nuns how she survived: "As the ship was sinking, a young bride refused to leave without her husband. I was given the bride's place." The nuns called her 'Sister Titanic'.
- The other two survivors were Delia McDermott, who married John Lynch, had three children and ran a boarding house in Jersey City; and Annie McGowan, who married a man named Straube in Chicago, Illinois, and lived to the ripe old age of 95.
- The names of all who left the parish are commemorated on a plaque in St Patrick's Church, Lahardane, Ballina, County Mayo, Ireland, where there are also plans to install two commemorative stained-glass windows.

TITANIC
COBH (QUEENSTOWN)

COBH (QUEENSTOWN) AND TITANIC

- Cobh (pronounced 'Cove') was originally renamed Queenstown in 1850 to commemorate the visit of Queen Victoria. It was renamed Cobh in 1922 with the foundation of the Irish Free State.
- Cobh (Queenstown as it was then) was the intended final port of call for the Titanic before she reached New York.
- The RMS Titanic arrived in Cobh (then Queenstown) at 11:30am on the morning of April 11th. It departed at 13:40 for New York City.
- Three first, seven second and 114 third-class passengers embarked Titanic in Cobh. Along with 194 stacks of mail. Fourteen of the 114 passengers were from the same townland, Addergoole, in County Mayo.
- The mailbags were carried to the tender ships from the railway station that is now the Cobh Heritage Centre and home of the permanent exhibition, 'Cobh the Queenstown Story'. www.cobhheritage.com
- Eight people disembarked Titanic at Cobh. Among them was Father Frank Browne, referred to as Titanic's photographer. Father Browne had intended to complete the journey to New York but was recalled to his duties by his superior, and disembarked at Cobh.
- As the Titanic was such a behemoth, and Cobh a relatively modest port, the passengers and post were transferred to the ship from the White Star Line offices and pier via the tender ships, *America* and *Ireland*.
- The White Star Line pier (known locally as 'The Heartbreak') remains in Cobh today. The pier itself is rather worse for the wear and appears like a modest group of wooden slats – at that, it makes the sight all the more tragic.
- There have recently been calls for the pier to be repaired, work which has been estimated at a €350,000 cost by Cork County Council.
- Annie Moore was the first ever emigrant to pass through Ellis Island when it opened on January 1st, 1892. She left from Cobh in County Cork, which was a departure point for thousands of Irish immigrants. The statue found outside the Cobh Heritage centre of a woman and two boys depicts Annie Moore and her two brothers. A similar sculpture, but this time only of Annie Moore, can be found in Ellis Island, New York.