

Titanica - The Exhibition

On display in the Transport galleries at the Ulster Transport Museum, Holywood, Co Down.

Discover more than 500 original artefacts, including RMS Titanic objects recovered from the icy Atlantic. See one of the original plans of the ship with last minute design changes as well as a porthole and a soup tureen from the seabed.

Porthole



Take a peek at one of Titanic's actual portholes recovered from the bottom of the Atlantic. By looking at the way the sides of the frame are clipped vertically to fit properly, we know that this is likely a porthole from the Third Class section of the ship. The size and construction of the 9 different kinds of portholes on Titanic were strictly regulated by the Board of Trade to make sure everyone on board had plenty of light and air on their journey. Artefact on loan from RMS Titanic, Inc. @ 2011

Soup Tureen

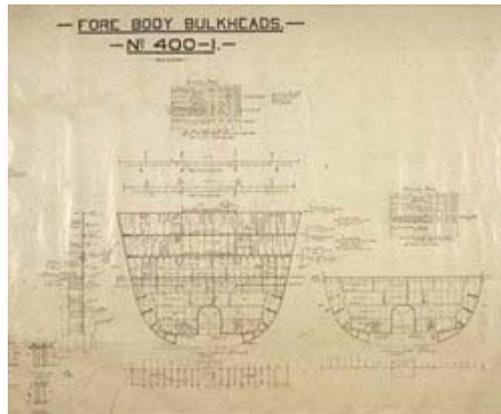


Soup tureens of exceptional quality like this would normally be found in the First Class dining room.

This particular tureen was actually used by Titanic's engineers in their dining room as the letters 'EM' for Engineers Mess are stamped on the bottom. This ensured that the tureen was returned to the right place after dishwashing.

The name 'Titanic' doesn't appear on any china or silver like this. This meant it was stock silverware that could be transferred from the central warehouse to other ships in case of breakage or loss. Artefact on loan from RMS Titanic, Inc. @ 2011

Bulkhead Plan



HOYFM.2010.73.144 (crop)

Looking at this fascinating plan you will discover why the damage to Titanic's hull led to the ship sinking. Bulkheads are steel walls in a ship that divided the hull into watertight compartments. Both Olympic and Titanic were built with fifteen bulkheads each but these did not reach the top of the hull. If more than two compartments flooded, water could flow over the top of one bulkhead and flood the next compartment.

Titanic Launch Ticket



HOYFM.2015.813

See this original shipyard worker's ticket for the launch of Titanic on 31st May 1911. It was issued to David Money Penny, a Harland & Wolff painter who worked on Titanic's First Class accommodation. The creases in the ticket suggest he had folded it and kept it in his pocket.

Titanic Postcard



Look at this moving postcard sent from Queenstown (now known as Cobh) in County Cork. Queenstown was Titanic's last port of call before sailing for New York. It was sent by Mr Robert Phillips who was

travelling in Second Class with his daughter Alice. Robert Phillips was lost in the disaster but his daughter Alice survived.

A la carte Teapot



OMAFP.2010.27.246

If you want to know how Titanic's wealthiest passengers dined while on board then check out this teapot from the à la carte restaurant of Titanic's sister ship, Olympic. Titanic had First, Second and Third Class restaurants for passengers and each served meals that were included in the price of the passengers' tickets. Despite the presence of a First Class restaurant, the wealthiest passengers could dine in a separate à la carte restaurant by paying extra. This ensured that they could enjoy a superb standard of dining using distinctive tableware like this piece.

Stewardess' Apron



OMAFP.2010.27.284

This stewardess' apron will show you the smart dress of those working on board. The White Star Line prided itself on the high level of service it offered and they made sure that the passenger's journey was as pleasant as possible. There were almost 300 people on board Titanic assigned to look after the different classes of passenger. Even Third Class passengers on Titanic were served at their tables by uniformed stewards.

Chamber pot



Most cabins did not have bathrooms in them so the White Star Line provided chamber pots like this one for passengers who didn't use public toilets. Chamber pots were also used when passengers got seasick so they were sometimes called 'vomit pots'!

Olympic Deckchair



OMAFP.2010.27.529

It was on deckchairs like this that Titanic's passengers would have relaxed while stewards served them refreshments. This deckchair came from Olympic. Deckchairs were regularly shown in a range of photographs depicting life on board Titanic. They were such an iconic part of the ship that they inspired a modern expression known as 'moving deckchairs on the Titanic' which describes doing something pointless that will soon be overtaken by greater events.

Rivet Hammer



This rivet hammer was used to knock red hot rivets into steel plates. Riveting was an important part of building the Titanic. Riveting squads in the Harland & Wolff shipyard were usually three men and one or two young boys aged 14 or older. A boy heated the rivets in a furnace to a temperature of around 650 degrees Celsius. Then a boy, called a 'Heater' or 'Rivet Catcher', would hold it in tongs and run or climb to where it was needed before it cooled off.

Staircase Panel



OMAFP.2010.27.30

Look closely at this ornate panel from one of Olympic's two grand staircases and you will appreciate the high standard of design and workmanship that went into these great liners. Titanic's grand staircases were similar to those on Olympic. They acted as a focal point of First Class accommodation. After Titanic sank, small pieces from one of her grand staircases were found floating on the surface of the sea.

Photograph of Rosa Abbott



HOTFM.2010.74.31

This is Rosa Abbott, a Third Class passenger on Titanic. Rosa was the only woman to be pulled alive from the icy waters on that fateful night. She was travelling on Titanic with her sons, Rossmore, aged 16, and Eugene, aged 13. When the ship sank, she was pulled into collapsible Lifeboat A. Her sons did not survive. Written on reverse of this photograph is: "To dear Mrs. Lessman, in remembrance of the S.S. Titanic. April 15th 1912 Rosa Abbott, Survivor." Mrs. Lessman was a passenger on board Carpathia, the ship that rescued Titanic survivors.