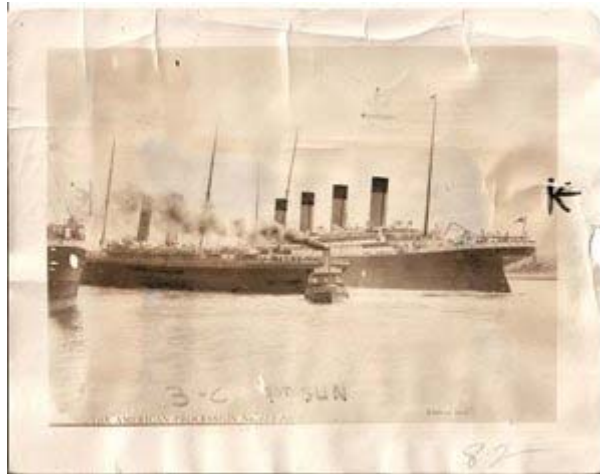


Titanic stories

Near Collision with New York



This photograph shows Titanic in near collision with the liner New York in Southampton on 10 April 1912.

Titanic had left her dock and tugs had positioned her to face downstream. As she picked up speed, the turbulence from Titanic's propellers was so strong that it snapped the mooring lines of New York and her stern was drawn towards Titanic.

Only a few feet separated the two ships before an engine surge from Titanic and fast action by the tugs brought New York under control.

It was a close call, but only delayed Titanic by about an hour before she began her maiden voyage.

Jack Prideaux, 3rd Class Titanic Steward



Jack Prideaux, who was born in Southampton, was one of the stewards on board Titanic. There were over 300 stewards working on the ship, looking after the needs of passengers.

Prideaux was assigned to care for those in Third Class. The 23 year old died when Titanic sank, his body was never found.

A Night to Remember



Dramatic poster advertising the influential 1958 film 'A Night to Remember'.

The film was an adaptation of Walter Lord's book of the same name, published in 1955. Lord had interviewed sixty-three Titanic survivors when carrying out his research.

Both book and film were highly successful and led to renewed interest in the story of Titanic.

Original sketch for a pair of walnut bedends



This design drawing for a pair of walnut bedends was made by Arthur Henry Durand.

He designed many of the woodwork details on board both Olympic and Titanic and was part of a large team of architects and designers who worked on the ships.

These bedends were made for a First Class Bedroom Suite.

Memorial to Titanic Cellists



This example of folk art is a tribute to the three cellists on board Titanic: John Wesley Woodward, Percy Cornelius Taylor and Roger Marie Bricoux.

There was a total of eight musicians on board, providing music for passengers.

They were reported to have played 'Nearer, My God, to Thee' as Titanic sank. All died in the disaster.

Harland and Wolff Tram Token



Tokens like this were used by Harland & Wolff to give free travel on trams to some of their staff.

The token has the Harland & Wolff initials on one side and the initials for Belfast Corporation Transport on the other.

In 1905, Belfast Corporation took over the tram system, changing it from horse-drawn to electric power. The extensive tram system was used by many workers to travel to and from the shipyards.

A number of Titanic's passengers had been booked to sail on another White Star Line ship, Cymric. However, there was a coal strike in 1912. Miners in Britain were striking to get a national minimum wage.

White Star Line agent's calendar



The company issued these desk calendars with twelve inserted cards, each featuring a different illustration of the company ships. This card depicts Harland and Wolff shipyard in Belfast where all the White Star Line ships were built. Each year agents were sent new batches of refills.

McCalla and Company ticket wallet



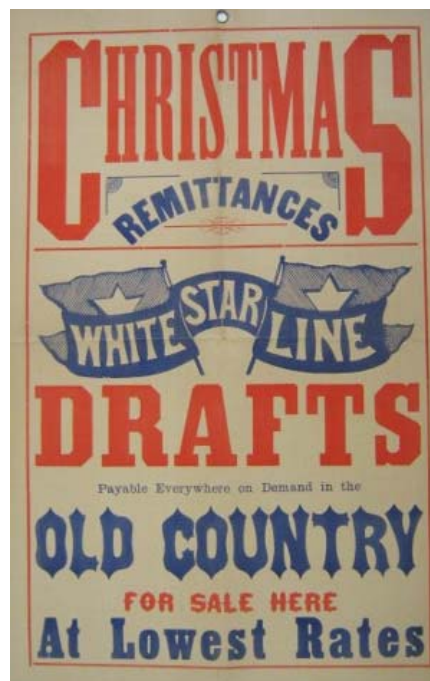
W. McCalla and Company, at 41 Victoria Street, Belfast was a general ticket agency. As well as issuing tickets for all the major transatlantic companies calling at Irish ports, McCalla also dealt with large numbers of people wishing to emigrate to Canada.

Postcard 'Tender carrying the American mails'



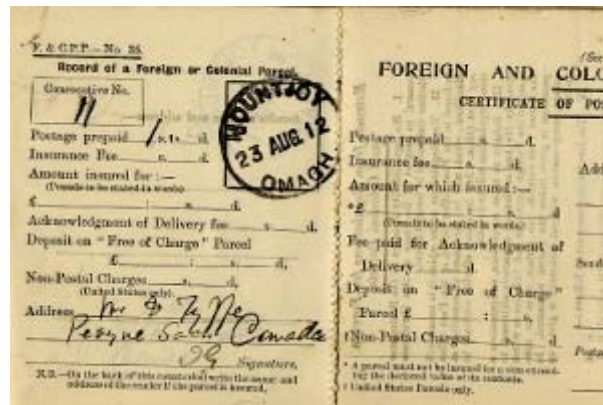
Carrying the mail across the Atlantic was a prestigious business for shipping lines. Awarded a contract by Royal Mail, they could use the prefix 'Royal Mail Ship' or RMS in the name of the ship.

Christmas remittances poster



To protect the status of the shipping lines, no part of the reputation of the emigrant experience was left to chance. Shipping lines even provided a system so that money could safely be sent home to families in Europe.

“Certificate of Posting” book



This Certificate of Posting book was used at Mountjoy Post Office, originally located in the village of Mountjoy about a mile from here. It was rebuilt at the Ulster American Folk Park and is now fitted out as a post office of the early 1900s.

Prepaid ticket receipt



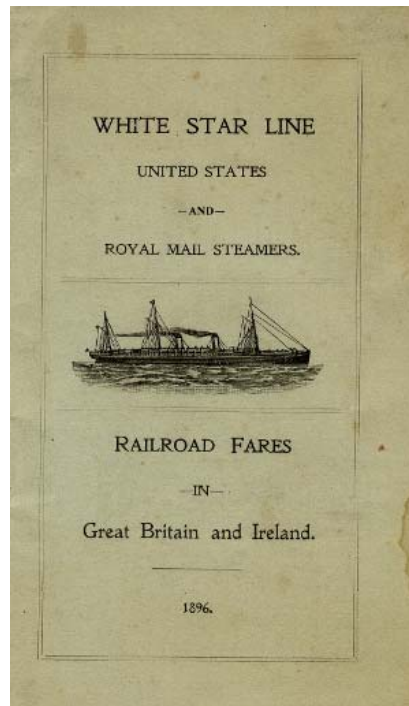
Many Irish emigrants travelled across the Atlantic on pre-paid tickets, purchased in the United States by family members or friends. It may have taken years to save the money to purchase a steamer ticket.

Religious ‘Sacred Heart’ statue



When Edward Ryan was leaving his home in County Tipperary, his parents lit a lamp beside a statue of Christ, similar to this one. The lamp was kept burning night and day for their son's safe crossing of the Atlantic. Edward said that, when Titanic was going down, he thought of the statue. He still had it in 1969, in his home in Hull, England.

Booklet listing stations and fares to Liverpool and Queenstown



Mary McGovern from County Cavan had a long journey ahead of her before she got to Titanic. She travelled on the Cavan and Leitrim light railway to Mullingar, then to Queenstown via Dublin.

Passengers could buy a ticket from to bring them from their local railway station right through to the town they were going to in America.

From the early 1900s most steamship companies had made arrangements with railway companies on both sides of the Atlantic for the issuing of combined steamer and railway tickets. In exchange for a guarantee of business the railway companies paid the steamship companies a commission on every ticket.

Queenstown Swimming baths



Emigrants had to be well enough to travel and great care was taken to prevent the spread of contagious diseases on board. Emigrants were subject to a number of health checks before leaving Ireland. Queenstown Swimming baths were used as a delousing station and steam sterilisation plant for emigrants when there were outbreaks of particular conditions.

The message on the reverse of this postcard, posted in 1905, reads, 'Dear May, Not dead yet, still alive, only hungry. Spot'. It was posted from Queenstown on 1st February 1905 to Miss M. Lower, Newhaven, Sussex, England.

Inspection cards

The most important document for emigrants wishing to land in the United States was the Inspection Card. This simple document had to bear the stamps of the US Consul in Liverpool, Southampton or Queenstown, together with the Medical Inspectors stamp. Without it, an emigrant would be unable to board a steamer or land in the United States. Until an immigrant opted to become a citizen of the United States, this card had to be kept and shown to the authorities when requested; if it was lost an immigrant potentially faced deportation.

Postcard notice to agents



Steerage (Third Class) traffic to the United States stopped in 1892, during a cholera outbreak in Eastern Europe and Russia. The US imposed a quarantine period of 20 days, but none of the steamship companies was prepared to pay the cost of feeding steerage passengers for the required extra days of the passage. The same rule did not apply to First or Second Class passengers.