

# TITANIC

THE ARTIFACT EXHIBITION



July 28 - November 6, 2016

PREMIER EXHIBITIONS

# TITANIC

## THE ARTIFACT EXHIBITION

Western Heritage Museum & Lea County Cowboy Hall of Fame

FACT SHEET & TRIVIA

# TITANIC

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## TITANIC FREQUENTLY ASKED QUESTIONS

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3340 Peachtree Rd NE  
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Atlanta, GA 30326*

### **Why was *Titanic* built?**

Although *Titanic* is best known for carrying the rich and famous between Europe and the United States, the Ship actually had several purposes: 1. To carry British and US mail--hence the full name of the ship is Royal Mail Ship (RMS) *Titanic*. 2. To carry general cargo and frozen meat since at that time Europe could not produce enough livestock to meet its own needs. 3. To carry first-class passengers in great luxury, second-class passengers in great comfort and third-class passengers with great economy. 4. To fly the flag of Great Britain and uphold national honor. Even though *Titanic* was ultimately owned by American business interests, the Ship was built in a British yard, operated by British subjects, manned by British crews and perceived by the public as a British ship.

### **How large was *Titanic*? How many crew were onboard?**

*Titanic* was 882 feet 9 inches long, 92 feet 6 inches in breadth. *Titanic* weighed 46,329 tons or 103,575,360 pounds. There were 1,316 passengers on board: 325 in first-class, 285 in second, and 706 in third-class. At the time of the sinking, the Ship's crew consisted of 885 men and women divided between three departments: Deck Department, 66; Engine Department, 325; Victualling (Passenger Care) Department, 431. Not included in this list are the eight members of the Ship's band who were technically from another company and traveled under second-class tickets.

### **Who built *Titanic*?**

*Titanic* was constructed by the shipbuilding firm of Harland & Wolff at their Queen's Island Works in Belfast, Ireland. Edward Harland acquired the yard in 1859. A few years later, G. W. Wolff was taken into the partnership and in 1862 the name changed to Harland and Wolff. By the time of *Titanic's* construction, both these men had either died or gone into retirement, and the company placed under the management of Lord Pirrie.

### **Why was *Titanic* said to be unsinkable and where did the story come from?**

*Titanic* was described in the popular press as "practically unsinkable." This was not unusual – for decades, ships had watertight compartments to limit flooding in case of an accident, and the press used this phrase as a matter of routine for many years. After *Titanic* sank, the story of her loss was turned into a modern fable and the original description "practically unsinkable" became just "unsinkable" in order to sharpen the moral of the story. No educated person in 1912 believed that *Titanic* was truly unsinkable, but it was difficult to imagine an accident severe enough to send her to the bottom.

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### **Was *Titanic* warned about the icebergs in the area?**

Yes, the first ice warning came in by wireless at 9:00 the morning of the collision from the Cunard Liner *Caronia*. As the day progressed, several additional wireless warnings came in from ships in the region warning of ice ahead.

### **How long did it take *Titanic* to sink?**

*Titanic* struck the iceberg at 11.40 p.m. on Sunday, April 14, 1912 and sank 2 hours, 40 minutes later at 2.20 a.m. the next day.

### **Where is the wreck site of *Titanic*?**

*Titanic's* wreck site is located 963 miles northeast of New York and 453 miles southeast of the Newfoundland coastline. *Titanic* lies 2.5 miles beneath the ocean surface, where the pressure is 6,000 pounds per square inch.

### **What ships came to *Titanic's* rescue and what ships did not?**

*Titanic's* distress call was received by several ships the night of the disaster including the *Carpathia*, *Mount Temple*, *Virginian*, *Baltic*, *Caronia*, *Prinz Fredrich Wilhelm*, *Frankfurt* and the *Titanic's* sister ship the *Olympic*. Initially, several of these ships altered course towards the collision site, but when it became apparent that *Carpathia* alone would make it to the scene of the accident in reasonable time, they resumed their previous courses. One ship, the Leyland Line's *Californian* was only a few miles distant from the *Titanic*. The *Californian* had stopped for the night in pack ice because her Captain felt it too dangerous to proceed through the ice field in the dark. Although fitted with wireless, the *Californian's* operator had turned in for the night and missed the distress call. To this day, there is considerable controversy as to whether the *Californian's* deck officers were negligent in not making a more aggressive investigation into rockets and lights seen in the distance.

### **Why didn't *Titanic* carry enough lifeboats?**

*Titanic's* lifeboat capacity was governed by the British Board of Trade's rules, which were drafted in 1894. By 1912, these lifeboat regulations were badly out of date. The *Titanic* was four times larger than the largest legal classification considered under these rules and by law was not required to carry more than sixteen lifeboats, regardless of the actual number of people onboard. When she left Southampton, *Titanic* actually carried more than the law required: sixteen lifeboats and four additional collapsible boats. The shipping industry was aware that the lifeboat regulations were going to be changed soon and *Titanic's* deck space and davits were designed for the anticipated "boats for all" policy, but until the law actually changed, White Star was not going to install them. The decision seems difficult to understand today, but in 1912, the attitude towards accident prevention was much different. At the turn of the century, ship owners were reluctant to exceed the legal minimum because lifeboats took up most of the space on first- and second-class decks. Boats were expensive to purchase, maintain, and affected a ship's stability. Finally, in the years before the *Titanic* Disaster, it was felt that the very presence of large numbers of lifeboats suggested that somehow the vessel was unsafe. Oddly, the same reluctance showed up as late as the 1950s for automobile seatbelts. Car makers at that time were also reluctant to install seatbelts because the belts seemed to imply there was something unsafe about the car.

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## **Were third-class passengers deliberately kept below decks?**

Both the British and American inquiries found that there was no evidence to suggest that third-class passengers were deliberately kept below decks, although it is true that third-class passengers did not make their way to the Boat Deck until very late in the sinking. A reasonable explanation is that the Ship's officers were overwhelmed by the disaster and simply overlooked sending specific orders to evacuate third-class. White Star had formulated no emergency plans for this type of accident and the Ship's officers were fully preoccupied with the crisis of damage control and the launch of lifeboats. In an attempt to provide for an orderly evacuation, third-class stewards held passengers below waiting for orders that nobody thought to give.

## **Were only women and children allowed in the lifeboats?**

Traditionally, first seats in lifeboats are given to women and children, with men filling up the late leaving lifeboats; however, given *Titanic's* lifeboat shortage, this tradition meant that the casualty list was more heavily male. On the port side of *Titanic*, the lifeboat launchings were supervised by Officer Lightoller, who took this order literally, preventing any men except the boat crews from embarking. Early in the sinking, women were naturally reluctant to abandon a ship that did not seem at all to be in trouble, and as a result, many of these boats were sent away only partially full. On the starboard side, Officer Murdoch interpreted the order to mean "women and children first on deck" – and only after all the seats had been offered to women, could any men on hand, who wished to evacuate, do so.

## **How many survivors are alive today?**

The last living survivor, Millvina Dean, recently passed away on May 31, 2009 as the oldest survivor of *Titanic* at age 97.

## **Can *Titanic* be raised?**

Sadly, even if the technology existed to raise it from the seabed, the wreck is far too fragile to withstand lifting and transportation.

## **Who discovered the wreck?**

The location of the wreck was discovered by Dr. Robert Ballard and Jean Louis Michel in a joint U.S./ French expedition on September 1, 1985 at 1:05 a.m.

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## TITANIC QUICK FACTS AND TRIVIA

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### **On Board *Titanic***

- The cost of a first-class ticket on *Titanic* to New York was \$2,500, approximately \$57,200 today. The two most luxurious and expensive suites were located on B Deck, however, were a staggering \$4,500, approximately \$103,000 today.
- A third-class ticket at *Titanic* cost \$40, which is approximately \$900 in today's currency. Up to 10 people resided in third-class rooms. The rooms were divided by male and female often times splitting families.
- First-class passengers had the luxury of paying for their leisure while on board: a ticket to the swimming pool cost 25¢, while a ticket for the squash court (as well as the services of a professional player) cost 50¢.
- Sixty chefs and chefs' assistants worked in the *Titanic's* five kitchens. They ranged from soup and roast cooks to pastry chefs and vegetable cooks. There was a kosher cook, too, to prepare the meals for the Jewish passengers.
- *Titanic* had its own newspaper, the *Atlantic Daily Bulletin*, prepared aboard the ship. In addition to news articles and advertisements, it contained a daily menu, the latest stock prices, horse-racing results, and society gossip.
- There were only two bathtubs for the more than 700 third-class passengers aboard the Ship.
- The forward part of the boat deck was promenade space for first-class passengers and the rear part for second-class passengers. People from these classes thus had the best chance of getting into a lifeboat simply because they could get to them quickly and easily.

### **Disaster Strikes**

- Even if all 20 lifeboats had been filled to capacity, there would only have been room in them for 1,178 people.
- At first most of the passengers did not believe *Titanic* was really sinking, hence the low number of 19 aboard the first lifeboat, even though it could carry 65.

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- *Titanic* was one of the first ships in distress to send out an "SOS" signal; the radio officer used "SOS" after using the traditional code of "CQD" followed by the ship's call letters.
- Dorothy Gibson, a 28-year-old silent screen actress, was the resident movie star for *Titanic*. She would later star in *Saved from the Titanic*, a movie made one month after the disaster. Her costume was the dress she wore on the night of the sinking.
- Tennis player R. Norris Williams and his father, Charles D., felt it was too cold to remain out on deck as the ship went down, so they went into the gym to ride the exercise bikes.
- At the time of *Titanic's* destruction, the temperature of the water was only 28°F (-2°C). Most of those struggling in the water in their life jackets would have succumbed to hypothermia, while others may have had heart attacks.

## The Aftermath

- Initial headlines of the *Titanic* disaster claimed all passengers survived and the ship was being towed to land.
- The White Star Line was not blamed for *Titanic's* sinking because the Board of Trade feared that this would result in lawsuits that would hurt the line's profits, damage the reputation of British shipping, and cause thousands of customers to switch to German or French liners.
- No skeletons remain at the wreck site. Any bodies carried to the seabed with the wreck were eaten by fish and crustaceans.
- In the 1898 novel *Futility*, 14 years before the sinking of *Titanic*, Morgan Robertson penned a fictitious tale about a ship named *Titan*, which collide with an iceberg. Some of the uncanny similarities between the book and the *Titanic* disaster include the month (April), the length of the ship (*Titanic* 882.5 feet, *Titan* 800 feet), and the number of passengers on board (*Titanic* 2,200; *Titan* 2000).

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## TITANIC TIMELINE OF EVENTS SETTING SAIL TO THE LAST GOODBYE

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**April 2<sup>nd</sup>, 1912, 8:00 pm:** The crew of *Titanic* participates in sea trials before leaving Belfast, where the Ship was built, for Southampton.

**April 10<sup>th</sup>, 1912, 6:00 am:** Just after sunrise the first members of the crew began to board *Titanic*. All of the officers except Captain Smith had already spent the night on board. Captain Smith arrived later that morning around 7:30.

**April 10<sup>th</sup>, 1912, 12:00 pm:** *Titanic* starts maiden voyage, leaving Southampton and ventures to Cherbourg, France, and Queenstown, Ireland (this is the official sailing date for the Ship).

**April 11<sup>th</sup>, 1912, 1:30 pm:** *Titanic* raises anchor for the last time and leaves Queenstown.

**April 14<sup>th</sup>, 1912, Morning:** Lifeboat drills were neglected after church services, although the crew has to complete the procedure

**April 14<sup>th</sup>, 1912, 10:55 pm:** *Californian*, completely surrounded by ice, stops for the evening and warns the *Titanic* of the impending danger

**April 14<sup>th</sup>, 1912, 11:40 pm:** Frederick Fleet sights an iceberg.

- First Officer Murdoch gives the "hard a-starboard" order while having the engines stopped and reversed; activates lever that closes watertight doors.
- The Ship, traveling at approximately 20 knots (26 mph), turned slightly to the left, avoiding a head-on collision. Below the water the iceberg punctures the hull.
- Five, possibly six of the *Titanic's* watertight compartments flood.
- Captain Smith assesses the damage and orders his telegraph operators to send the distress signal, "CQD," after estimating the ship will remain afloat for two hours.

**April 15<sup>th</sup>, 1912, 12:15 am:** Captain Smith assesses the damage.

- He orders his telegraph operators to send the distress signal, "CQD," after estimating the ship will remain afloat for two hours.
- He gives the order to uncover the lifeboats and evacuate the women and children.

**April 15<sup>th</sup>, 1912, 12:45 am:** First lifeboat leaves the Ship with only 19 aboard, although it could carry 65.

**April 15<sup>th</sup>, 1912, 2:05 am:** *Titanic's* bow begins sinking as the last of the lifeboats are lowered into the water. An estimated 1,500 people were left stranded on the sinking boat

**April 15<sup>th</sup>, 1912, 2:20 am:** *Titanic* sinks.

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## TITANIC CARGO STATS

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### ***Titanic's Food***

1. Fresh Meat: 75,000 lbs.
2. Fresh Fish: 11,000 lbs.
3. Bacon and Ham: 7,500 lbs.
4. Fresh Eggs: 40,000
5. Ice Cream: 1,750 qts.
6. Coffee: 2,200 lbs.
7. Tea: 800 lbs.
8. Flour: 200 barrels.
9. Oranges: 36,000
10. Lemons: 16,000
11. Fresh Milk: 1,500 gallons
12. Butter: 6,000 lbs.
13. Tomatoes: 2¾ tons
14. Potatoes: 40 tons
15. Beer and Stout: 20,000 bottles
16. Wines: 1,500 bottles
17. Spirits: 850 bottles
18. Champagne: 63 cases

### ***Titanic's Serving Utensils***

1. Tea Cups: 3,000
2. Dinner Plates: 12,000
3. Ice Cream Plates: 5,500
4. Soufflé Dishes: 1,500
5. Wine Glasses: 2,000
6. Salt Shakers: 2,000
7. Pudding Dishes: 1,200
8. Finger Bowls: 1,000
9. Oyster Forks: 1,000
10. Nut Crackers: 300
11. Egg Spoons: 2,000
12. Grape Scissors: 1,500
13. Asparagus Tongs: 400

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## Cargo-The Usual and Unusual:

1. There were 3,364 bags of mail on board and between 700 and 800 parcels.
2. One Renault 35 hp automobile owned by passenger William Carter.
3. One Marmalade Machine owned by passenger Edwina Trout.
4. One Case of toothpaste for Park & Tilford.
5. Three Cases of Soap Perfume.
6. Eight Cases of Orchids.
7. 11 bales of rubber for the National City Bank of New York.
8. A cask of china headed for Tiffany's was in the cargo hold.
9. 34 cases of athletic goods for A.G. Spalding.
10. A jewelled copy of *The Rubáiyát* by Omar Khayyám, with illustrations by Eliku Vedder sold for £405 at auction in March of 1912 to an American bidder. The binding took two years to execute, and the decoration embodied 1,050 precious stones, each separately set in gold.
11. Four cases of opium.

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## TITANIC: BUILDING THE LEGEND

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- Design** The Ship was designed by Thomas Andrews for the White Star Line. Construction began on March 31, 1909 and lasted two years.
- Size** *Titanic* was the largest Ship built prior to 1912 and the largest moving object built by man.
- Length:* 882 feet and 9 inches (nearly four city blocks long)  
*Width:* 92 feet and 6 inches  
*Height:* 175 feet or 11 stories high  
*Weight:* 46,329 tons  
*Speed:* 23 to 24 knots (28 to 29 miles per hour)  
*Capacity:* 3,320 crew and passengers  
*Lifeboats* 14 main boats, 2 emergency boats and 4 collapsibles (total capacity was 1,178)
- Mechanics** The *Titanic* had three bronze propellers that weighed a total of 92 tons. *Titanic* had four funnels, three of which were exhaust vents for the boilers that ran the engines. The fourth funnel was added to balance the Ship's profile and make it look grander.
- Hull** The Ship was built from 2,000 1-inch thick steel plates held together by more than 3 million rivets. The hull weighed 26,000 tons.
- Portholes** The Ship contained more than 2,000 Portholes.
- Staircase** The Grand Staircase went all the way from the boat deck down to the reception room outside the dining saloon on D-deck, and then continued down to E-deck. The staircase was paneled in oak and included a wrought-iron and glass skylight.
- Ship Decor** The style of the décor included Louis XIV, Empire Italian Renaissance, Georgian, Regence, Queen Ann, and Old Dutch. It took ten months to decorate *Titanic*.

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## RECOVERY AND CONSERVATION

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Expeditions to recover *Titanic* artifacts have been a collaborative effort between RMS Titanic, Inc.; The French Oceanographic Institute; and the Moscow-based P.P. Shirshov Institute of Oceanology. These expeditions have been conducted at the *Titanic's* wreck site, located 963 miles northeast of New York and 453 miles southeast of the Newfoundland coastline, during the summers of 1987, 1993, 1994, 1996, 1998, 2000 and 2004.

*Nautilus* and *MIR* submersibles are used for the recovery in Expeditions 1987, 1993, 1994, 1996 and 1998; these machines are equipped with mechanical arms capable of scooping, grasping, and recovering the artifacts, which are then either collected in sampling baskets, or placed in lifting baskets. The crew compartment of each submersible accommodates three people – a pilot, a co-pilot, and an observer – who each have a one-foot-thick plastic porthole between themselves and the depths. Both submersibles have the capabilities of operating and deploying a Remote-Controlled Vehicle on a 110-foot tether which is then flown inside the wreck to record images.

In the 2004 Expedition, the Remora 6000 Remote Operated Vehicle (ROV) was used for the recovery of objects. This ROV was controlled from the surface via ROV pilots.

It takes over two and a half hours to reach the *Titanic* wreck site. Each dive lasts about twelve to fifteen hours with an additional two hours to ascend to the surface.

Each recovered artifact must then undergo conservation following carefully designed processes to remove rust and salt deposits from each object.

Once an artifact leaves the water and is exposed to the air, it must undergo an immediate stabilization process to prevent further deterioration. When recovered from salt water, artifacts are cleaned with a soft brush and placed in foam-lined tubs of fresh water. Once received at the conservation laboratory, contaminating surface salts are removed from each artifact. After a period of six months to two years, artifacts can be conserved using treatments that are compatible with each artifact's construction materials.

For instance, metal objects are placed in a desalination bath and undergo the first steps of electrolysis, a process that removes negative ions and salt from the artifact. Electrolysis is now being used to remove salts from paper, leather, and wood as well. These materials also receive treatments of chemical agents and fungicides that remove rust and fungus from them.

Artifacts made of paper are first freeze-dried to remove water and are then cleaned with specialized vacuums and hand tools to remove dirt and debris. Leather artifacts are soaked or injected with a water-soluble wax which replaces voids previously filled by water and debris.

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Artifacts are displayed in specially designed cases where temperature, relative humidity and light levels can be controlled, protecting the artifacts from these three agents of deterioration. The artifacts displayed have been conserved and are continuously monitored and maintained so that they can be shown in the Exhibition as well as preserved for the future.



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## CONSERVATION FAQ

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### **Is *Titanic* in danger of collapse?**

Yes, but it is uncertain when this will take place. Already in the years since the Ship's discovery, there has been a compaction of the decks on the stern section, and decay of the superstructure in the area of the officers' quarters, gymnasium and enclosed promenade.

### **What is the condition of the Ship's interiors?**

Most of the soft woods used in the construction of *Titanic*, such as the pine walls between cabins and staterooms, have disappeared throughout the vessel. This has turned most of the Ship's interiors into enormous steel caverns, with a thick layer of brown ooze covering the decks. There are, however, some remnants of the once-opulent décor, mostly in the quiet water parts of the wreck where the lack of circulation inhibits wood-digesting organisms. Ceiling and wall panels, wainscoting and decorative window coverings are best preserved in the first-class reception room, and a few of the deluxe suites on the decks above.

### **Who owns the wreck?**

Under admiralty law, the owner of a ship retains rights to its wreck, unless the owner abandons it or an unusually long period of time has passed since the vessel sank. It is generally accepted when the White Star Line sold their company to Cunard *Titanic* was not included in the sale because it had sunk and could not be recovered. A portion of the hull was insured by several insurance companies, none of which have ever stepped forward to claim ownership. To date, no court has awarded ownership rights, due to abandonment, to another entity.

### **How did RMS Titanic, Inc. (RMST) gain salvor-in-possession rights to *Titanic*?**

RMST, in compliance with admiralty law, recovered objects from the wreck site in 1993 and brought them into an admiralty court in Norfolk Virginia. On June 7, 1994 the United States District Court for the Eastern District of Virginia declared RMST salvor-in-possession of the wreck and wreck site of the RMS *Titanic*, excluding all others from going to the site for the purpose of recovery. RMST is the only entity that has recovered and conserved items from *Titanic*.

### **How many expeditions has RMS Titanic, Inc. conducted?**

RMS Titanic, Inc. has conducted seven research and recovery expeditions to *Titanic's* wreck site in 1987, 1993, 1994, 1996, 1998, 2000, 2004 and 2010.

### **How many artifacts has RMS Titanic, Inc. recovered?**

To date, RMS Titanic, Inc. has recovered more than 5,500 objects from the wreck site, ranging from delicate porcelain dishes to a 17-ton section of the hull.

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**Why is it important to recover and conserve artifacts from the *Titanic's* wreck site?**

The bottom of the deep ocean is a hostile environment. Over time, man-made objects will be consumed by bacteria, abraded by sediments, and corroded by salt and acids. Even the Ship itself is slowly being destroyed by iron-eating microorganisms and will one day collapse on the ocean floor. Artifacts that are not recovered from the wreck site will eventually be lost. RMS Titanic, Inc. is committed to recovering, conserving, and exhibiting artifacts from the *Titanic's* wreck site to help preserve the physical memory of the Ship and the people who perished in the disaster. Through these activities, people all over the world have the opportunity to see three-dimensional objects that bore witness to the sinking and to gain new insights into the human dimensions of the tragedy.



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## RMS TITANIC, INC. FACTSHEET

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### **About RMS Titanic, Inc.:**

RMS. Titanic, Inc., is a wholly owned subsidiary of Premier Exhibitions, Inc. The Company was granted rights to the wreck of the RMS Titanic by a United States Federal Court order in 1994, and reconfirmed again in 1996. The court award includes the exclusive rights to recover the artifacts from the wreck site.

Using *Titanic's* artifacts in concert with scientific data and social history, RMS Titanic, Inc. brings to life ***Titanic: The Artifact Exhibition***.

### **The Role of RMS Titanic, Inc.:**

RMS Titanic, Inc. was formed for the purpose of exploring the wreck of *Titanic* and its surrounding ocean areas; obtaining oceanographic material and scientific data; and using the data and retrieved artifacts for historical verification, scientific education and public awareness. The Company also records the recoveries, documents and photographs *Titanic* in detail, and maintains a comprehensive archive.

### **How Many Dives Has RMS Titanic, Inc. Completed?**

RMS Titanic, Inc. has conducted eight research and recovery expeditions - 1987, 1993, 1994, 1996, 1998, 2000, 2004, and 2010. The most recent expedition to the wreck site was completed in the summer of 2010, and is arguably considered the most technologically advanced scientific expedition to *Titanic* ever organized. RMS Titanic, Inc. brought together a team of leading archaeologists, oceanographers and scientists including Woods Hole Oceanographic Institution and the Waitt Institute to take innovative measures to virtually raise *Titanic*, preserving the legacy of the Ship for all time. It is the Company's purpose to preserve the memory of the *Titanic* and of all who sailed with her, and to promote that memory with respect and regard for the Ship's historical and maritime significance.

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