

TITANIC

THE ARTIFACT EXHIBITION



*Premier Exhibitions, Inc.
RMS Titanic, Inc.
Titanic: The Artifact
Exhibition*

HIGHLIGHT ARTIFACT DESCRIPTIONS



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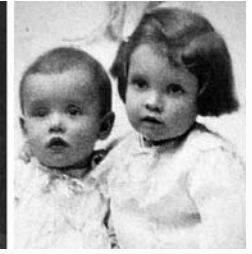


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THIRD-CLASS CHINA



Heavy and serviceable, the third-class dishware was marked only with the White Star Line's logo to prevent theft. Like all china onboard, the name *Titanic* never appeared, allowing its use on other White Star Line ships. Additionally, there are not any maker's or brokerage marks on the back in order to keep costs to a minimum. It is generally thought that this pattern of china was also used for crew's service.

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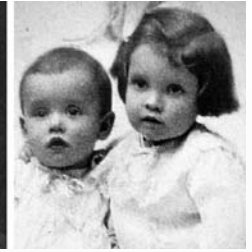


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CRYSTAL CANDY DISH WITH WHITE STAR LINE LOGO



Discovered in 2000, the intricate handmade cut design of this crystal dish indicates that it was probably used in First Class.

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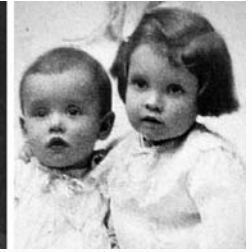


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US \$1 SILVER CERTIFICATE



One hundred years ago, both private banks and the U.S. Federal Government issued paper money. Banks in various cities printed these "promissory notes" in proportion to the national debt they underwrote.

The large number of obscure U.S. banks issuing money made many European banks reluctant to accept American paper currency. As a result, American travelers often carried British pounds.

Recovered from inside a leather bag in 1987, this bill has retained little damage from its visit to the North Atlantic. There are some light stains overall, as well as a small loss to one side of the eagle printed in the center.

Bank notes from 1912 were also larger than bills of today. This \$1 U.S. Silver Certificate measures over 7" in length, whereas a current U.S. \$1 bill is about 6".

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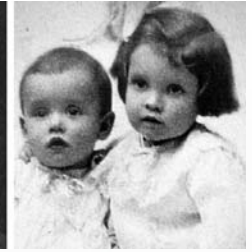


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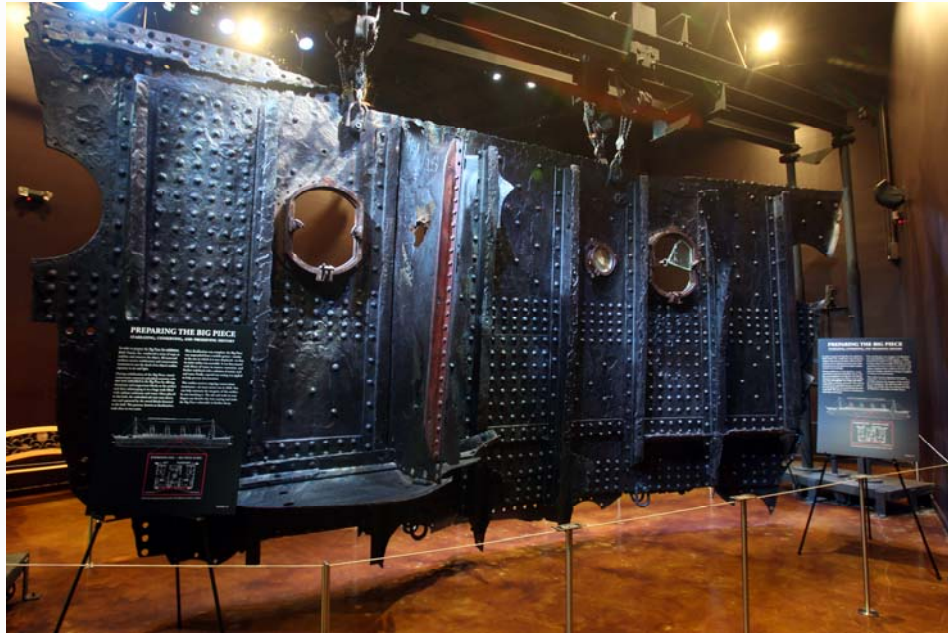
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THE 'BIG PIECE'



The "Big Piece," the largest object ever recovered from the wreck site of the *RMS Titanic*, was discovered on the 1994 Expedition. Recovery was attempted on in 1996, but extreme weather conditions prevented a successful retrieval of the object. The 1998 Expedition was launched with the express purpose to recover "Big Piece," and it was victorious.

This section of hull upon recovery weighed 17 tons and is from the starboard side of the ship's hull. The hull fragment contains portholes from C and D decks. The large portholes looked into cabins C 79 and C 81, and the smaller ports between them looked into the attached private bathrooms.

This artifact is on permanent display at Titanic: The Artifact Exhibition at the Luxor Hotel & Casino in Las Vegas.

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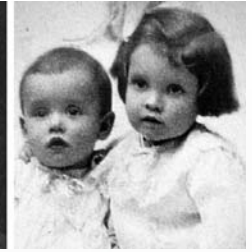


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CHERUB



This object is perhaps one of the most recognized in the collection of *Titanic* artifacts. This bronze cherub was recovered in 1987 and is missing its left foot. This loss most likely occurred when the cherub was ripped from the staircase post it adorned.

Titanic's Grand Staircase was a favorite meeting place for first-class passengers. They met there before a visit to the Turkish Baths or after dinner. Each level of the staircase was decorated with inlaid wood and gilded ornaments like this bronze cherub that graced one of the upper landings.

The Grand Staircase descended through six decks and was topped by a dome of iron and glass. It is felt that this particular cherub is from a side post newel on the aft C Deck landing. The figure is substantially smaller than the more famous cherubs on the main staircase landings.

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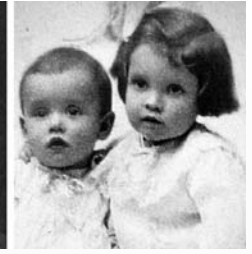


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BOWLER HAT



In the middle of the 19th century, Mr. William Bowler was busy developing a new style of hat for the gamekeepers of William Coke TT, later the Earl of Leicester. The resulting hard felt hat became synonymous with British Hat Heritage known as simply the "Bowler Hat."

In the Edwardian age, clothes denoted status as plainly as any military uniform. Hats, for example, were very important. For men with any claim to status, the bowler hat was compulsory wear. To appear in public without a hat, meant being seen as either "low," wretchedly poor, just plain eccentric or even faintly obscene.

This bowler hat was recovered from wreck site in 1993 without the protection of a leather bag or trunk. It is brown in color and has a grosgrain ribbon around the bottom of the hat and the brim.

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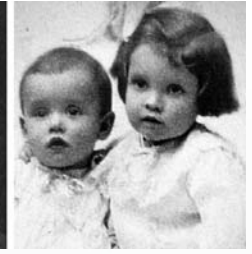


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AMY BRACELET



One of the wealthy women from *Titanic's* first-class may have left this 26-gem bracelet behind. There were at least two passengers named Amy onboard, as well as an Amanda and an Amelia.

Recovered in our 1987 Expedition, this 15k rose gold and "pure" silver name bracelet has the name AMY in script and is set with small round diamonds. This bracelet is hand made with exceptional skill and craftsmanship, and is secured with a hidden box clasp and safety chain.

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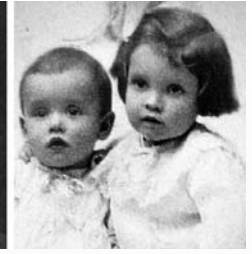


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CHANDELIER



This chandelier once hung in the *Titanic's* exclusive À la Carte Restaurant. Differing from similar fixtures on shore, these chandeliers hung rigidly from the ceiling to make the gentle sway of the *Titanic* less noticeable to diners.

1st passengers could make reservations in the deluxe À la Carte Restaurant located aft on the Bridge Deck, in addition to taking meals in the main dining saloon. What had started as a small, 25-table deluxe restaurant on the *Olympic* had expanded into a 140 seat social club on *Titanic* just a year later. The addition of this exclusive and expensive dining room accidentally created a "First-Class, First-Class." Ordinarily, meals for all classes on *Titanic* were included in the price of the passage and diners selected their meals from a generous, but fixed menu. However, in the À la Carte Restaurant diners could choose each course separately from a wider selection than that available in the main dining saloon. With this luxury came a price, literally. Passengers had to pay for their meals out of pocket just as in any restaurant on shore and were presented with a bill from a waiter's pad upon which their menu selections had been written.

When this chandelier was recovered, a process called electrophoresis was used to conserve it. This method uses small amounts of electricity to remove the debris and stains caused by living underwater for 75 years.

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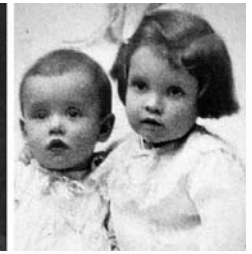


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RING WITH THREE DIAMONDS



This beautiful diamond ring, recovered inside a leather bag, may have belonged to one of *Titanic's* first-class ladies. She may have worn the ring to the Ship's formal social events before entrusting it to *Titanic's* Chief Purser, Herbert McElroy, for safekeeping during the journey.

This ring weighs 2.40 grams and is hand constructed. All three diamonds are bezel set and the metal is platinum. Diamonds are held in a bezel setting by a metal rim that encircles the sides of the stone and extends slightly above it. The rim, or collar, can stretch around the diamond's entire circumference, like the ring above, or around only a portion of it.

The diamonds have a strong blue hue and are cut in the old European style.

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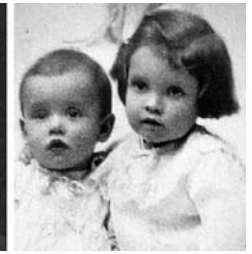


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GLADSTONE BAG



During the sinking, *Titanic's* pursers stuffed hand bags like this one full of the jewelry and money that passengers had entrusted to the safe deposit boxes. Although most of these bags went down with the Ship, the pursers probably planned to load these valuables into the lifeboats and return them to passengers in New York.

This artifact was recovered in the 1987 dive.

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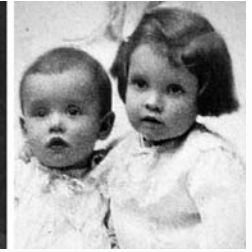


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PORTHOLE



This is a porthole most likely from a third-class cabin. Because third-class cabins were close to the waterline and more vulnerable to damage by waves, their portholes are substantially smaller than those found in first- or second-class.

The box at the top of this porthole is a louver that permits fresh air into the cabin in the event of rough weather. This particular porthole was originally from the stern section and was recovered from the debris field.

This is probably from the "crumple zone," on the stern section, where the shell plating has been considerably warped as it peeled off the ship's side. When the side plating went out of plane, the rivets broke and the portholes sprung from the side in relatively good condition.

The glass is still intact within the porthole, although it has cracks in multiple places and some losses.

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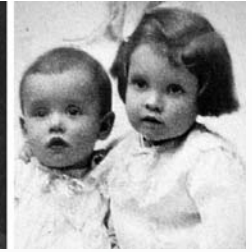


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TELEGRAPH



As soon as First Officer Murdoch receives the news from the Crow's Nest, he calls out the orders "Hard a'starboard, full speed astern." His message is immediately relayed to the engine room via a Ship's telegraph. But *Titanic* turns too slowly and the iceberg grazes her as she passes, sending a shudder through the Ship.

This telegraph was recovered in 1987.

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