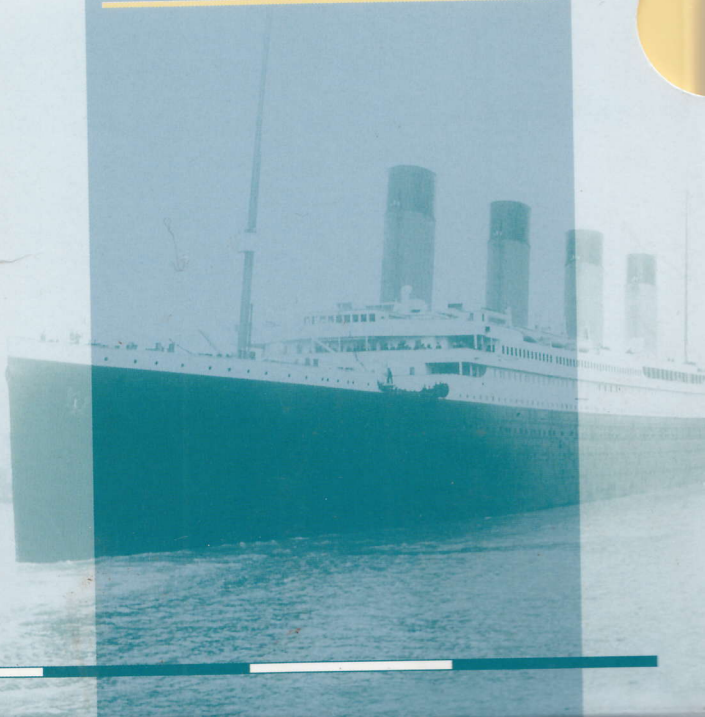


R.M.S. TITANIC

COMMEMORATIVE
MEDAL



COMMEMORATIVE MEDAL

Commissioned by Harland and Wolff, the RMS Titanic commemorative medal was struck by the Royal Mint in 1997 as a collector piece for the many marine enthusiasts who continue their research into the super-liner's enduring tragedy.

The reverse of the medal depicts Titanic on her departure from Southampton water on 10 April 1912, bound for New York.

The medal's obverse design has an emblazonment which couples the shipbuilder's logotype with the company's registered flag and White Star burgee.



ROYAL
MINT

Royal Mint, Llantrisant,
Mid Glamorgan, CF72 8YT

Of the four 62 foot (19.81 metre) tall funnels, one was a non-functional structure, added to enhance the ship's profile. The 883 foot (268.99 metre) long Titanic had a gross tonnage of 46,329. Her three steam engines delivered 51,000 horsepower and gave the ship a top speed of 22.5 knots.

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REVERSE



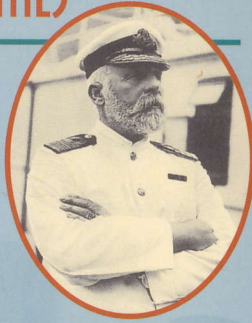
TITANIC SPECIFICATIONS

LENGTH	882'8"
EXTREME BREADTH	92'
GROSS TONNAGE	46,329
ENGINE H.P.	51,000
SPEED	22.5knots

ON-BOARD PERSONALITIES

CAPTAIN EDWARD J. SMITH

Faithful to seamanship tradition, it is reported that Captain Smith stood on the bridge while his ship sank. He refused to get into a lifeboat and it is reported that his final act before drowning was to save the life of a young child.



THOMAS ANDREWS

As Managing Director of Harland and Wolff, Lord Pirrie's nephew was the company's on-board representative. With self-sacrificing heroism, he helped with the evacuation of passengers and the launching of lifeboats. He was last reported seen in the main dining saloon looking at a picture entitled 'Entrance to New York'. He was lost with the ship.



J. BRUCE ISMAY

Chairman of the White Star Shipping Company, he commissioned the building of three super-liners, Britannic, Olympic and Titanic, to beat off competition from the rival Cunard Line. He was among the survivors of the Titanic disaster.



IDA STRAUS

Rather than accept the lifeboat place she was offered, Ida Straus elected to remain on board with her husband. 'We have lived together now for many years Isidor', she told him, 'and where you go, I go'. They perished together.



HARLAND AND WOLFF



SHIPBUILDERS TO THE WORLD

With their advanced design concepts, Edward James Harland and Gustav Wilhelm Wolff revolutionised nineteenth-century shipbuilding at their Queen's Island Yard in Belfast. They built for the White Star Line, the longest ships then seen, the 704-foot Oceanic being described as the 'finest vessel afloat'. Sir Edward's successor, Lord Pirrie, built Britannic, Olympic and the ill-fated Titanic. Under his chairmanship the company was totally committed to a hectic programme of conversion and production. During the Second World War, Harland and Wolff built an astonishing 139 naval vessels, despite sustaining extensive bomb damage. Amongst the pride of the company's post-war production were the aircraft carrier HMS Eagle and the beautiful passenger ship, Canberra.

Harland and Wolff has continuously modernised and upgraded its facilities to ensure that it is able to meet the needs of the merchant, naval and offshore markets and has a long tradition of designing and constructing some of the largest and most sophisticated vessels.

Today, this trend continues, as the Company is focussed on meeting the needs of the offshore industry for innovation in floating production and drilling technology.



Samson and Goliath, Harland and Wolff's large cranes, are a prominent Belfast landmark.



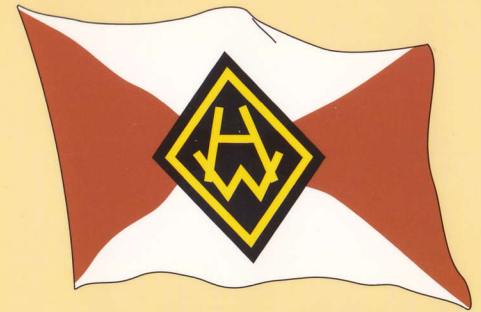
The passenger ship Canberra continued Harland and Wolff's tradition of building beautiful ships.



ROYAL
MINT

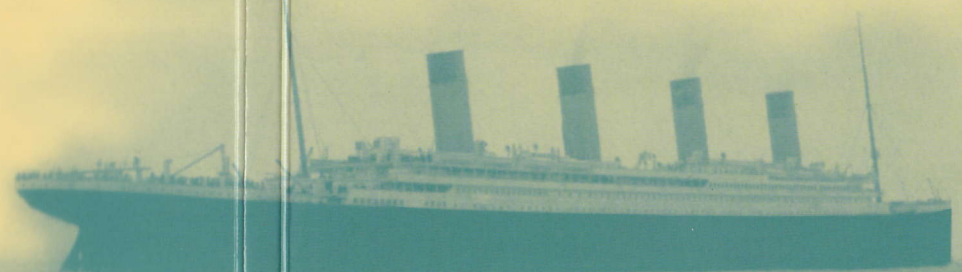
Royal Mint, Llantrisant,
Mid Glamorgan, CF72 8YT

Picture credit: Peter Boyd-Smith, Corksoda.



R.M.S. TITANIC

COMMEMORATIVE MEDAL



OBVERSE



TITANIC CHRONOLOGY

- 31 MAY 1911 Launched, Belfast
- 2 APRIL 1912 Completed and provisioned, Belfast.
Departed for Southampton
- 3 APRIL 1912 Sea trials,
Belfast - Southampton
- 10 APRIL 1912 Sailed Southampton to Cherbourg.
- 11 APRIL 1912 Sailed Queenstown for New York.
- 12 APRIL 1912 Received ice warnings.
- 14 APRIL 1912 2328 hrs. Lookout sighted iceberg.
First Officer ordered evasive action.
2340 hrs. Struck iceberg.
- 15 APRIL 1912 0220 hrs. Titanic sank after
breaking in two.

DISASTER

THE OFFICIAL ACCOUNT

Leaving Queenstown, Co Cork on 11 April 1912, Captain Smith took the southern track from Fastnet Rock to the Nan Tucket Shoals so as to avoid the pack ice and growlers of the more northern waters. But shortly before midnight on 14 April the lookout raised the alarm on sighting the dark shape of an iceberg dead ahead. Although First Officer Murdoch immediately ordered evasive action a screech of ice along the ship's starboard hull told him it was to no avail. As Thomas Andrews' inspection confirmed, Titanic had been struck a mortal blow. The ship stopped and her final radioed position was given as Latitude 41° 46'N, Longitude 50° 14'W.

Passengers were roused from their cabins and led without panic to the lifeboats. For the 2206 people on board there were 1100 places. In maritime tradition, priority was given to women and children. Titanic sank at approximately 2.20 am on 15 April 1912 breaking in two behind the third funnel. It may be apocryphal that as she went down the ship's band played 'Nearer My God to Thee'. Other reports state that its finale was the waltz tune 'Songe d' Automne'. Insofar as every handsman went down with his ship, the truth will never be known. 703 survivors were picked up later that morning by the Cunard liner Carpathia.

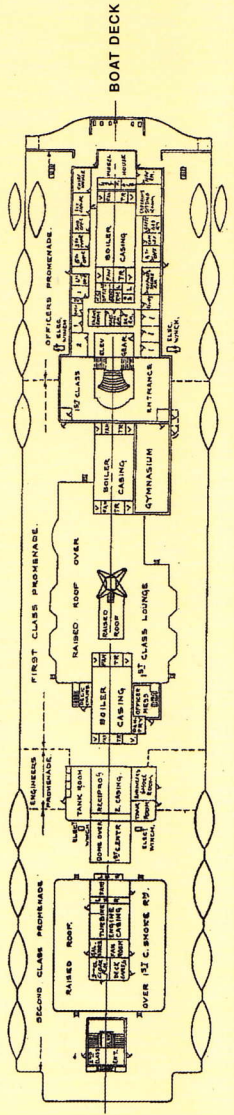


SAFETY MEASURES

The sixteen lifeboats and four collapsible emergency craft were sufficient to hold 1100 people.

Harland and Wolff had actually exceeded the legal safety standards regarding the provision of lifeboats.

The Titanic disaster prompted the legislation known as ‘Safety of Life at Sea’ which still forms the basis of modern international safety regulations.



BOAT DECK



FIRST CLASS OPULENCE

Titanic offered luxury travel for first class passengers, providing them with 416 rooms, 928 berths, 106 sofas and 554 saloon seats.

Their accommodation was almost double that for second and third class (steerage).

Besides private dining rooms, the rich and famous had for their recreation the freedom of a gymnasium, swimming pool, squash court and Turkish bath.

BRIDGE DECK

