

The Titanic

Many of the claims, below, can be verified by newspapers. Some may only have been published in TV documentaries which I am not able to cite. Some facts are discernible through my reasoning about other facts, the rules of human re-actions to events and circumstances, and the values which dictate their interaction with others. Most are too obvious to even bother reciting, but rejecting them might enable some readers to reject the deductions and conclusion to which they contribute.

After the Captain had gone to sleep, the owner, Ismay, went to the bridge and ordered the helmsman to go full speed, in spite of 1}the total darkness of that night, 2}the certainty that they were in an ice field, and 3}a warning of that very berg, they hit! > No sailor could have been relied on, to obey a command, so likely to result in disaster, even from the captain, and, to a sea-dog, the owner of the ship, is just another landlubber. It wasn't like war-time, when a suicidal order is the natural order of things. For the scheme to have a chance, the helmsman had to be suborned, beforehand, and his survival, guaranteed. The owner may have had no official authority at sea, but we should not be surprised if he were able to place his agent at the helm.

An iceberg must be hit head on, if it's unavoidable. That won't open a hole, and you can just back away from it. A glancing strike doesn't stop the ship, and the berg tears the side of the ship as it passes. Anyone at the helm would know that, but the helmsman steered away from it, slicing open, more than the tolerable number of compartments. One thing which made the titanic a 'super ship', was the high number of compartments it could stand to have torn open. With scientific precision, the helmsman defeated the highest level of protection ever built into a ship.

The rudder was not the most modern, and not capable of turning the ship nearly as fast as the newer type. 1}To put the wrong device on the most modern 'state-of-the-art' ship, contradicts, too starkly, the attendant cost and publicity of the project, and the hope of a financial return, which must drive any project of such scale and expense. 2}A rudder is too important and too big to be mistaken for another type, by everyone who must have played a part in packing, unpacking and installing it. C] If the sinking was intentional, it wouldn't matter what kind of rudder was used. Anyone can negate the efficiency of a superior device, by using it inefficiently, but, because it's not always possible to overcome an inferior device with skill, the outmoded rudder could be made an excuse for the failure to avoid the iceberg. If the helmsman were not alone, in the moments before the collision, the other personnel on the bridge would witness how well he worked the helm. Anyone who was not an accomplice, would call him on his incompetent use of the wheel. With the better rudder, he would need less sailing skill to dodge the berg, but more acting skill to dodge the critique from his fellow sailors that he wasn't really trying.

Ismay insisted on lowering the bulkhead to less than 10 Ft. above the waterline, which increased the effect of a break in the hull. {3}

The Second Officer, Blair, takes the key to his locker, which contained the binoculars. He only left the ship because a new Chief Officer came aboard, which bumped the other Chief Officer, down to First, and the First Officer, down to Second. If the Titanic is an expensive scheme to make money from the insurance, the new Chief Officer assignment looks like an excuse to lock the binoculars away. {1}

Iron Rivets were used on the front section, where contact is more likely to occur. {3} Iron is 1/3 weaker than steel. {1} They were not even the best iron. They were of an older quality standard, containing more slag; # 3 type, rather than # 4. {1} Slag weakens the iron in one direction, and that is expressed in weaker heads. {1} The # 3 causes them to pop off. {1} Their inferiority complemented the glancing contact with the ice, to generate a sound, described by a fireman, as a zipper. The action of the helmsman, and the poor quality of the front-most rivets, combine to give the impression of premeditation.

The helmsman and the owner survived, indicating that their sense of self-preservation did not have to be overridden, in order to hit the iceberg. If they didn't have an ace in the hole, the owner wouldn't have given the order to go full speed, and the helmsman wouldn't have obeyed or steered the ship so as to maximize the damage.

One message, warning of three icebergs, five miles away, never reached the captain. The signalman who took the message said he could not remember whom he gave it to, and no one else remembers receiving it from him. What else could have happened to cause the signalman to forget whom he gave the message to, in the brief time between receiving it, and the collision. The protocol for conveying such messages, must be strictly defined, as everything else in naval conduct. Everyone tries to evade responsibility for such a disaster, and anyone who is known to have received the warning, attracts blame by not declaring to whom they gave it. The signalman's responsibility might not have been fulfilled by passing the message to the wrong person, but the failure to pass it to anyone, is damning. If he had conveyed the message, he would certainly say to whom, unless he were protecting that person from blame, which is possible, but the failure to get the message to the captain, still spells intent, somewhere in the chain.

The Captain went to bed at 9:20. We have to consider the possibility that he is aware of the plot. If so, it would mean he took the assignment, knowing he was doomed. It's an old, old story which, most of you will scoff at, as comically impossible; just too shocking to be true. Power mongers like Morgan, make a lifestyle out of getting dirt on people, just for such crises. They can afford informers and their information. That's how they stay afloat. If he is being controlled, I don't know where it's coming from, but, if

Morgan or anyone else who is in on the plot, has something serious on Smith, he is confronted with the choice of going down with his ship, or whatever other way his nemeses can sink him.

Lord Mersey agrees to preside over an investigation which he knows to be loaded. “The investigation in England, was a Board of Trade investigation, which means, essentially, that the very organization that had allowed the Titanic to go to sea, is investigating itself.” Apparently, Mersey doesn’t want to bury the truth, forever because he placed his notes on the investigation, in a box which was kept by his family, until a few years ago. 1}He cites Ismay’s testimony that he took the Balkan’s ice warning from the captain and put it in his pocket. 2}He cites the re-opening of some water tight doors, after being closed, and the failure to re-close them. > There’s no telling what some conspirator had on Mersey. He acts out a charade, but leaves us the facts which demonstrate the truth. He doesn’t expect the official record to survive because he knows the investigation is a theatrical scheme by the Board of Trade, to exonerate itself. There’s no telling under what pressure he was operating, which might have forced him to play “The Judge”.

A coal fire had started before Titanic sailed. (Perhaps, three weeks before). “The fire was discovered the day Titanic set sail from Belfast”. One of the firemen said, “From the day we sailed, the Titanic was on fire.” To set sail, knowing you’re on fire is a definition of insanity. The phrase, “fire at sea”, has always been a metaphor for the worst thing that could possibly happen. 1}Only eight of the 160 firemen who sailed from Belfast continued. “It was an unprecedented change of crew.” 2}A flaw is seen in the hull, exactly at the point where it came into contact with the iceberg. 3}The British inquest was conducted by Lord Mersey. He tried to prevent the firemen from even speaking. The leader of the firemen was twice denied the right to speak at the London inquest. “Throughout the inquiry, Lord Mersey seemed uninterested in the fire, and eager to move on.” “Commissioner Lord Mersey doesn’t want to know. He was making repeated interruptions, whenever they tried to develop the fire story and see where it went.” {2}

“The steel used on the Olympic class ships was substandard”.* Metallurgist, Strangwood, says that “the steel has the capability to fail in an impact”, and that it “doesn’t cope well with heat.” There were “reductions in the scantlings and dimensions of the steel ... and a number of other<...> When a “high ranking official” of the Board of Trade, pointed out that the steel was not of the “special quality”, required for such a ship, Harland admitted it (although as if to refute it) by answering that it was “ordinary”. {Latter quote is the narration’s paraphrase.)
{*Foot 2}

In testing the Titanic’s predecessor, the Olympic, Thomas Andrews realized that the hull should be thicker. Ismay declared that the extra steel would cost too much in fuel. Harland and Wolfe is the biggest and best ship builder in the business. “Ismay and Harland & Wolfe and White Star have, probably one of the coziest relationships that any ship builder and ship owner could possibly have.” “Each director held shares in the

other's companies". In 1869, Harland & Wolfe financed Ismay's purchase of the White Star. In return, Ismay agrees to buy all his ships from Harland & Wolfe." { *Foot 3 }

Roger Long says, "There were incredible pressures on the engineers to put as little steel into this ship, as possible". "The hull must have been weaker than we expected." "It ... seemed improbably weak, to me." "They were fully capable, at the time, of ... estimating the amount of strength the ship would need to go across the waves." "The expansion joint was so crude and so poor, it gave me a ... feeling in the pit of my stomach. ... 'that is horrible'." { *Foot 3 }

1 } A] Second Officer Lightoller lied to the senate committee, denying that he knew of ice. He didn't realize that radio transmissions could be picked up, out of the air, by anyone within range. B] He got the sextant reading wrong. "If you're off by a minute of time, is [sic] a mile of latitude." 2 } Ismay lied about having direct influence on the operation of the ship. {3} A passenger said that he told her the ship would accelerate to avoid ice. I accept acceleration as true because he did go to fast. The claim that it would help to avoid ice, is just "The Big Lie". Higher speed increases the chances of hitting it and exacerbates the consequences.

The captain is not absolved by the consequences to himself or the timing of the order to the helmsman, to go full speed; after he had left the bridge. I don't remember a version of events which seems to authentically convey the captain's actions after hitting the iceberg, but it would be in the interest of the conspirators to prevent his survival, if he were one of them. Should the captain survive, he might incriminate the conspirators. He would have had a loud voice in all inquiries, even if he had overthrown the tradition of going down with the ship.

The White Star Line was in dire financial trouble, but came out of the disaster, rejuvenated, because their insurance claim was approved. J.P. Morgan owned the company which owned the White Star Line. A fifth question arises: 'Would anyone (with the demonstrated conscience of a crocodile, mind you) kill that many people, to prevent an enormous financial loss, or to acquire a huge amount of money?' Morgan was in France. He was scheduled to sail on the Titanic, but cancelled. The day after the disaster, he remained secluded. Such a disappearing act, at a moment when, certainly, his response would have been revealing, reveals something, itself. Morgan's level of cynicism may be incomprehensible, outside the Class, Reptilia, but he did possess that big frontal lobe like any human. That's why he was able to anticipate how hard it would be, to feign 'that sinking feeling', mere hours after such a success; keeping the White Star Line afloat, by sinking one of its ships.

A documentary was shown between 2003 and '05, which only discussed the insurance inquiry. Nothing was done right, and all in haste. Witnesses were not thoroughly questioned, etc. Other documentaries, since, have treated the insufficiency of the inquiry, as if merely curious or incidental, but never with suspicion. It seems that there's some

emotional worth in the belief that no one would do what Morgan and Ismay obviously did. Perhaps, to admit it, would force an uncomfortable realization on us, about the value we place on material concerns, compared to that which we place on lives, other than our own. I anticipate the knee-jerk denial of this conclusion, from some people. I pose this sequence of questions. Please don't be insulted by their gross simplicity. I didn't have to consciously ask them of myself, in this case, because the inferences are baldly obvious (not just in combination with so many others, but each on their own steam). It's often necessary to 'speak down to' myself, like this. 1} Question: Do people ever do anything for money? Answer: Almost every day, if they're employed. 2} Q: Do people ever kill other people? A: There wouldn't be so many public offices, legal procedures, documents or tax-paid personnel to deal with them or attorneys and schools to train them for something which never happens. 3} Q: Don't people sometimes combine both activities in one action, and kill for financial gain? A: There wouldn't be so many movies, TV dramas and documentaries based on something which never or seldom happens.

Distraction

On one TV documentary, when the owner's financial interest was discussed, it was followed by the assertion that the ship must have been the sister ship, Britannia. The sentimental value attached to the Titanic, merely, I suppose, by virtue of the fame it retains (merely by virtue of having sunk, I guess!) is manifest as a wish that it did not go down, and a wish becomes a belief, faster than you can say, 'Wars are fought for reasons, other than profit'. This documentary was made as a desperate ruse to use inexplicable affection for the Titanic, to distract the soft headed from the hard reality which it also explains!

The documentary, describing the insurance inquiry as uniquely cursory, has failed to appear in my viewing space, since the one time I saw it ('03 - '05). If that company which paid the claim, still exists, the clout to squelch the show, could be coming from them. Although the company did not profit, overtly, 1} some members of that company, did, which would tarnish the whole institution, in the public view, and 2} anyone who could manipulate finance like Morgan, should be able to make up the loss to the insurance company, so substantially that it would be worth the wait. 3} The institution, named for Morgan, still exists. It may seem like a stretch that they would take pains to protect his memory, but they are also an institution which suffers or benefits from its collective public image. (Whenever Morgan is mentioned, it's only in the most heroic

terms, as in the series, The Men Who Built America, which focuses on technology, and features adorable asides about personal competition between Gilded Age magnates, expressed in the exchange of sarcastic Christmas presents.) Even the documentary, cited first, below, hasn't shown up in several years, while other, new ones ignore the science of that presentation, in favor of optical illusions. Unless there is some way to miss facts which have been exposed so widely as on Nat Geo, it can only be that those other documentaries are contrived to throw the scent from the meaning of those facts.

10/21/01 - 02/03/26

Foot Notes

1) The Titanic: How It Really Sank National Geographic; Jennifer Hooper-McCarty, Forensic Metallurgist

Iron Rivets were used on the front section.

Iron is 1/3 weaker than steel.

Heads were weakened by slag.

Iron fails with 5mm movement.

2) Titanic's Achilles Heel 2007 Produced and Written by Denooyer

There were incredible pressures on the engineers to put as little steel into this ship, as possible.

The expansion joint was deficient.

Ismay had a ship waiting in N.Y. & tried to dodge a Senate subpoena.

3) Titanic: The New Evidence

Warnings of ice from other ships, documented.

Ice warnings noted often by Lord Mersey

Baltic warns of ice at 2 P.M.

Mersey cites Ismay's testimony that he put the Balkan waning in his pocket.

Boxhall reports to Captain that there is no damage. Captain continues forward, driving more water, in.

Reductions in the scantlings and dimensions of the steel.