

The Father Browne SJ Photographic Collection contains the most important collection of Titanic photographs taken during the liner's voyage from Southampton to Cobh (Queenstown) in Ireland.



Frank Browne's mother died whilst he was young and his father when in his teens. His uncle Robert Browne who was Bishop of Cloyne acted as guardian to Frank and his siblings, four of whom were to enter religious life. By the time Frank was completing his secondary education he had decided to become a Jesuit. Immediately before entering the Order, Uncle Robert sent him on a Grand Tour of Europe and most significantly bought him a camera to record his trip. This visionary act was to reveal a natural aesthetic ability and fostered an interest in photography that was to reach fruition when Frank became the most outstanding Irish photographer of the first half of the Twentieth Century.



The Bishop had another surprise up his sleeve, when in early 1912 he presented Frank with a first class ticket for the Maiden Voyage of the Titanic to bring him as far as Cobh. So it was that on the morning of the 12th. April 1912 he arrived at Waterloo Station in London to catch the Titanic Special. He immediately started taking photographs, first recording the train journey and then life aboard the Titanic on the initial section of the voyage. Having made friends with a wealthy American family he was offered a ticket for the remaining part of the journey and no doubt excitedly telegraphed a request for permission to go on to New York, to which he received the terse response "Get Off That Ship-----Provincial!" That telegram not only saved Frank's life but also meant that this unique record of the voyage was saved for posterity and guaranteed overnight fame for Frank Browne SJ



The letter from the White Star Line that accompanied Frank Browne's First Class ticket. It was sent on 3rd April 1912



Picture ID20 1 1

The scene confronting Frank Browne on arrival at Waterloo Station to board the “Titanic Special” for Southampton. Browne captures a quiet platform setting with the subtle inference of wealth amongst the 1st.Class passengers, all well dressed with the men wearing top hats. The London fog obscures the more distant features, thus concentrating attention on passengers and train.



Picture ID 20 1 2

Having stowed his baggage Browne felt free to mingle amongst his fellow passengers, all seemingly preferring chatting on the platform to getting into their carriage. William Waldorf Astor on left with an umbrella, appears to have assumed his usual photographic pose whilst the others are quite unconcerned. One man in the centre of the picture is loading his camera, a large Kodak "Autographic". Perhaps he was encouraged to take pictures by Browne's enthusiastic activity..



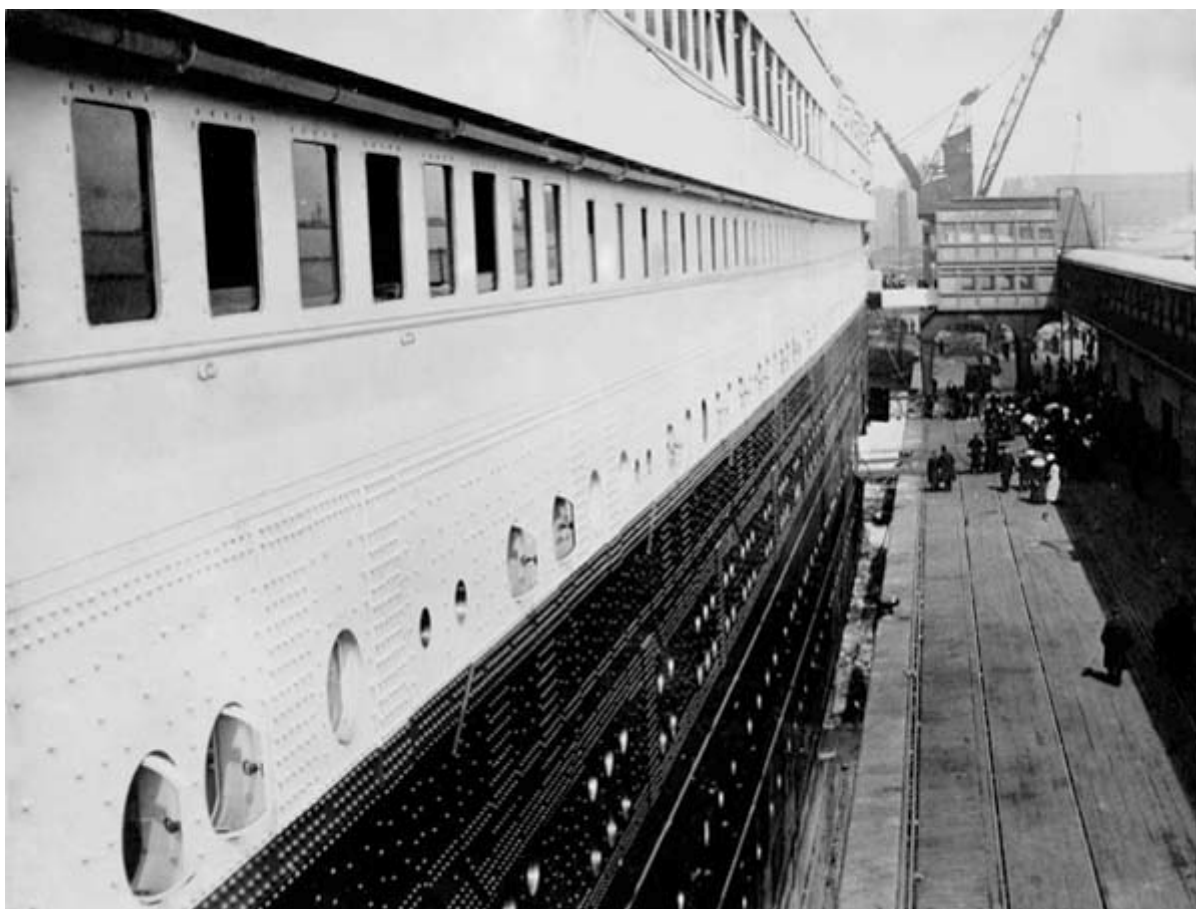
Picture ID:20 1 3

This carefully constructed image summarises the train journey to Southampton. The components combine to create a perfectly balanced image, atmospheric elements enhance the concept of depth and the adjoining shiny tracks draw the eye forward to the steaming locomotive as it crosses the viaduct, leaving London behind. This scene could only be captured at one specific instant and Browne, leaning out of the carriage window seized the moment.



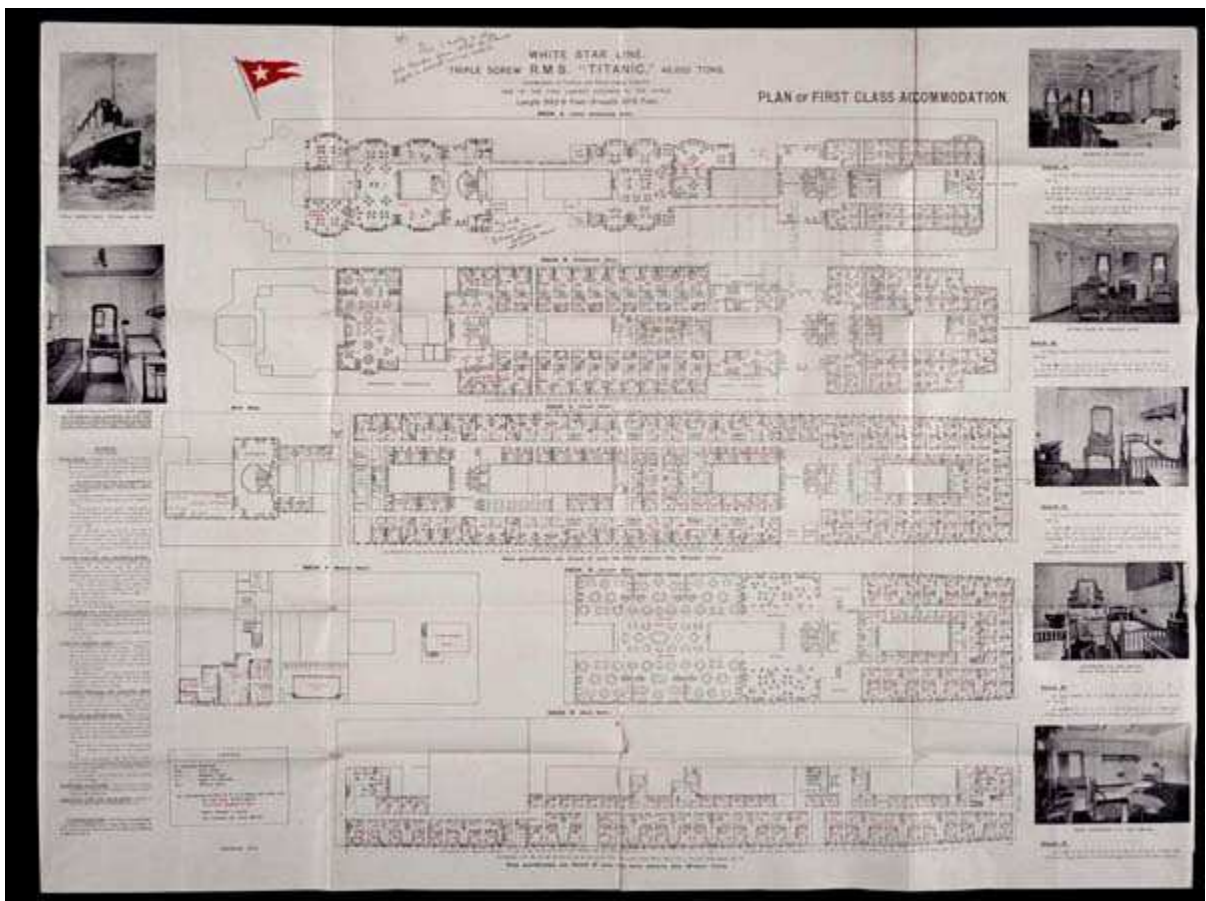
Picture ID:20 1 4

Browne took no pictures on arrival at Southampton, presumably luggage transfer had to be organised; however whilst boarding the “Titanic” by the first class gangway he paused to capture the dockside scene with the giant wall of Titanic's steel dwarfing the people on the ground. The second class gangway closes the view. Others on the quayside are boarding at a lower level, presumably the unfortunate third class passengers who were to find no possibility of escape when disaster struck.



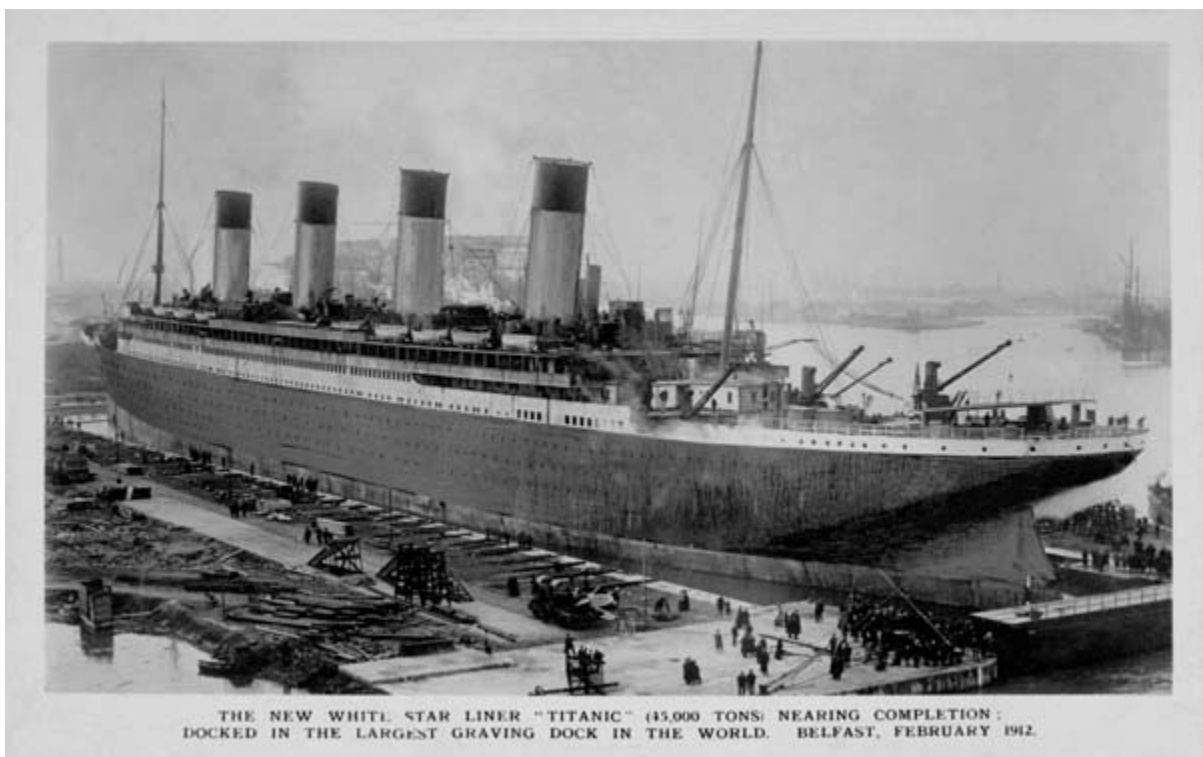
Picture ID:20 1 5

Once aboard Frank Browne went to the Purser's office to register his arrival. There he was welcomed by Mr McElroy and given his copy of the deck plan.



Picture ID 20 1 6

In addition to the deck plan Frank Browne was given this postcard as a souvenir.



Picture ID:20 1 7

Frank Browne took two pictures in his stateroom between Southampton and Cherbourg.
Lacking a wide angle lens he first photographed his richly decorated dressing table.



Picture ID 20 1 8

In this second picture of his stateroom a ghostly image of the photographer can be seen in the mirror. Close inspection of the dressing table mirror reveals something of his suite of rooms which consisted of bedroom, sitting room and bathroom. A small detail of his sitting room with a view out of what was either the window or open door can be seen and curiously a very clear detail of his clerical collar.



Picture 20 1 9

As the “Titanic” departed from the quayside, relatives and sightseers waved goodbye.



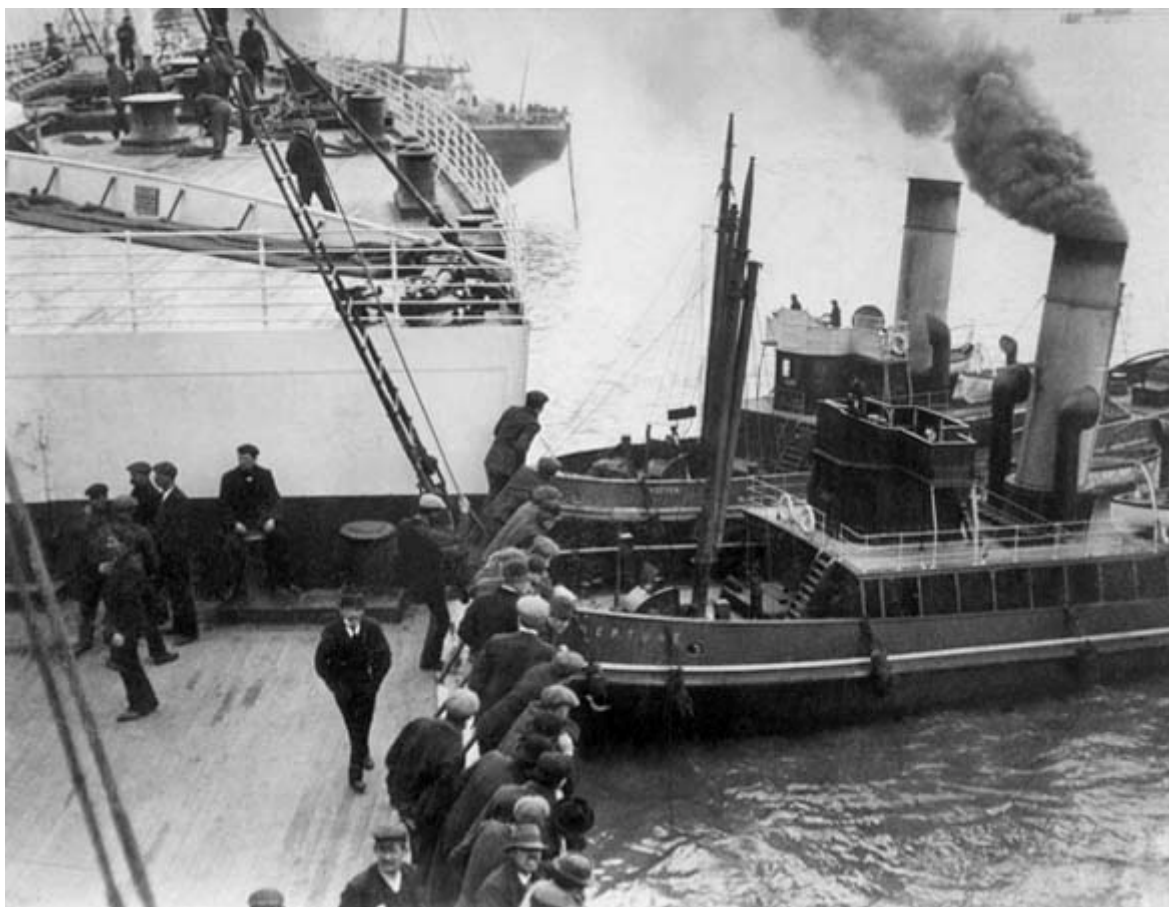
Picture 20 1 10

Once he had photographed the dockside, Browne began making his way toward the bow of the vessel, he photographed three other liners tied up alongside each other, the tug “Neptune” in the corner of the picture is making its way forward to help turn the Titanic as she moves off.



Picture 20 1 11

On arrival at the bow end of “A” deck he photographed the tugs “Hector” and “Neptune” as they manoeuvred the “Titanic” around. This image is carefully constructed to convey a sense of activity on the “Titanic”, no doubt enlivened by the fact that no ship of this size had been so manoeuvred before; the power employed by the tugs is emphasised by the smoke belching from “Neptune's” funnel.



Picture 20 1 12

Excitement quickly turned to dismay when the “Titanic's” giant propellers went into action; such was the flow of water that the current pulled the adjoining “New York” so fiercely that her moorings snapped (Browne described the snapping of six cables as sounding like pistol shots) and she was drawn into the path of the “Titanic”. An early disaster was narrowly averted by quick action on the part of the tug skippers who used their powerful vessels to push the two ships apart.



Picture ID:20 1 13

This picture shows two tugs pushing the “Titanic” clear of the “New York”, at the same time the tug in the background is moving in to reposition the “New York”.



Picture ID 20 1 14

"Here we see a tug repositioning the “New York” following the near collision."



Picture ID 20 1 15

This postcard picture, purchased later, captures something of the atmosphere at Southampton as the great ship departed.



Picture ID 20 1 16

Heading towards the English Channel Titanic passed one of the giant forts constructed to defend the port.



Picture ID:20 1 17

This image combines human interest with a contrast of technologies: photographed as the “Titanic”, the world's most sophisticated ship slows to permit the pilot to transfer to the sail powered pilot boat. The round object on the horizon is one of the Portsmouth defensive forts. Ironically this like so many of the pictures features the lifeboats that were to prove so inadequate.



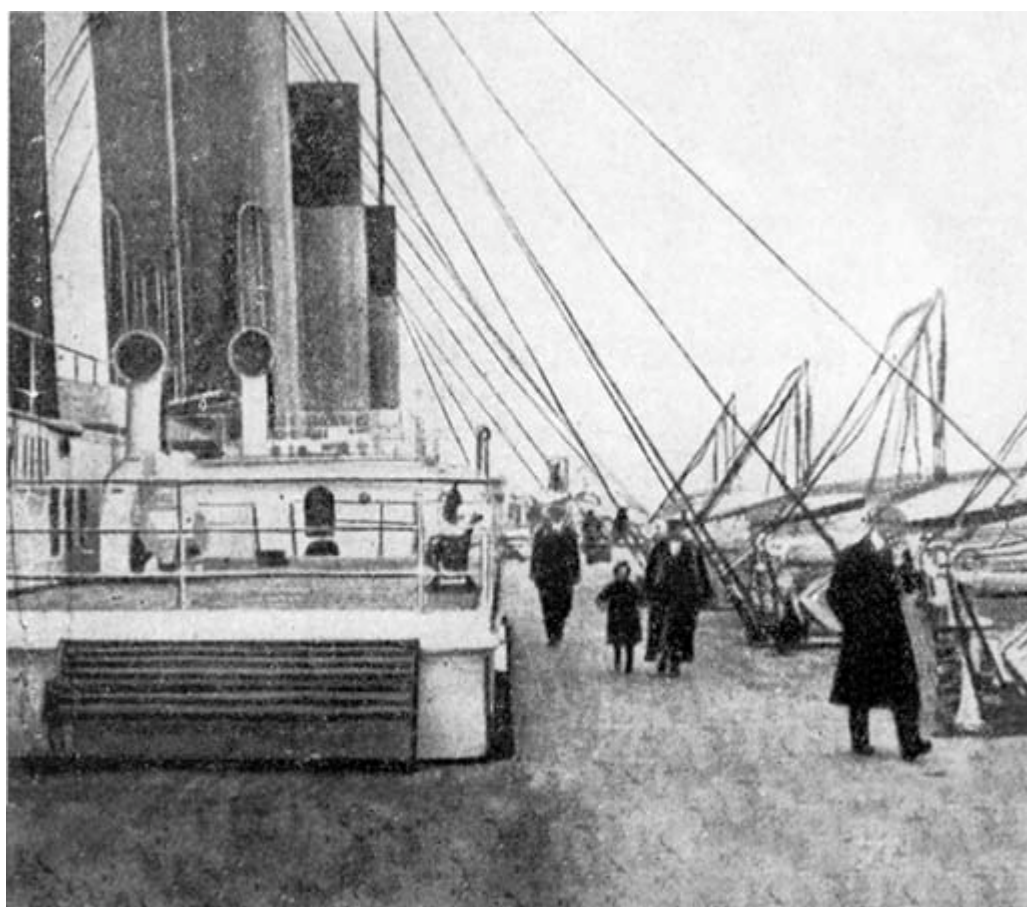
Picture ID:20 1 18

Whilst the “Titanic” was making way past Portsmouth Frank Browne captured this poignant image of a lone ship's officer walking along “A” deck with his back to camera.



Picture ID 20 1 19

Second class passengers exploring the deck.



Picture ID:20 1 20

A sailor stands on duty underneath the bridge, whilst some of the passengers take a last view of Portsmouth. The boy to the right is Jack Odell who with his family disembarked at Queenstown, one of the men in the background is Major Archibald Butt, military aide to President William Howard Taft.



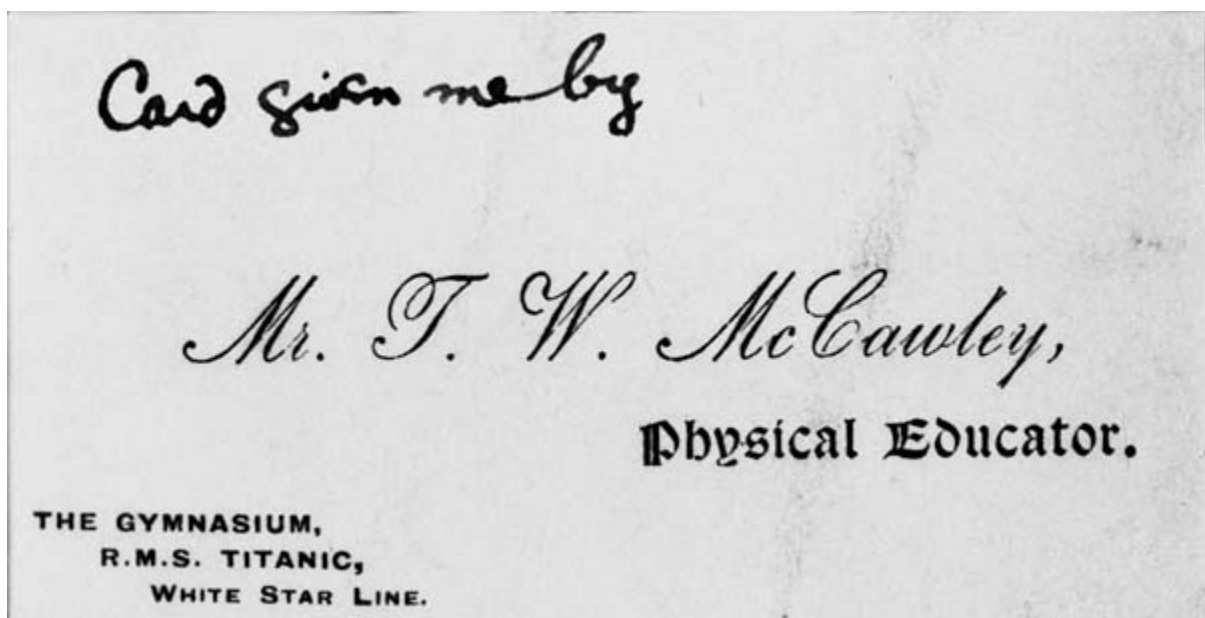
Picture ID 20 1 21

Inside the Gymnasium Mr. TW McCawley the physical educator poses at a rowing machine and Mr. William Parr, electrician who was travelling first class, is seated on some form of exercising machine, hold still for the duration of a time exposure . Both men were lost.



Picture ID 20 1 22

The card given to Frank Browne by Mr McCawley



Picture ID:20 1 23

Browne photographed this couple as they took an early morning stroll along “A” deck before the deck chairs were set out.



Picture ID 20 1 24

This man standing on the boat deck close to the gymnasium is believed to be Jacques Futrelle the American short story writer who was lost with the ship.



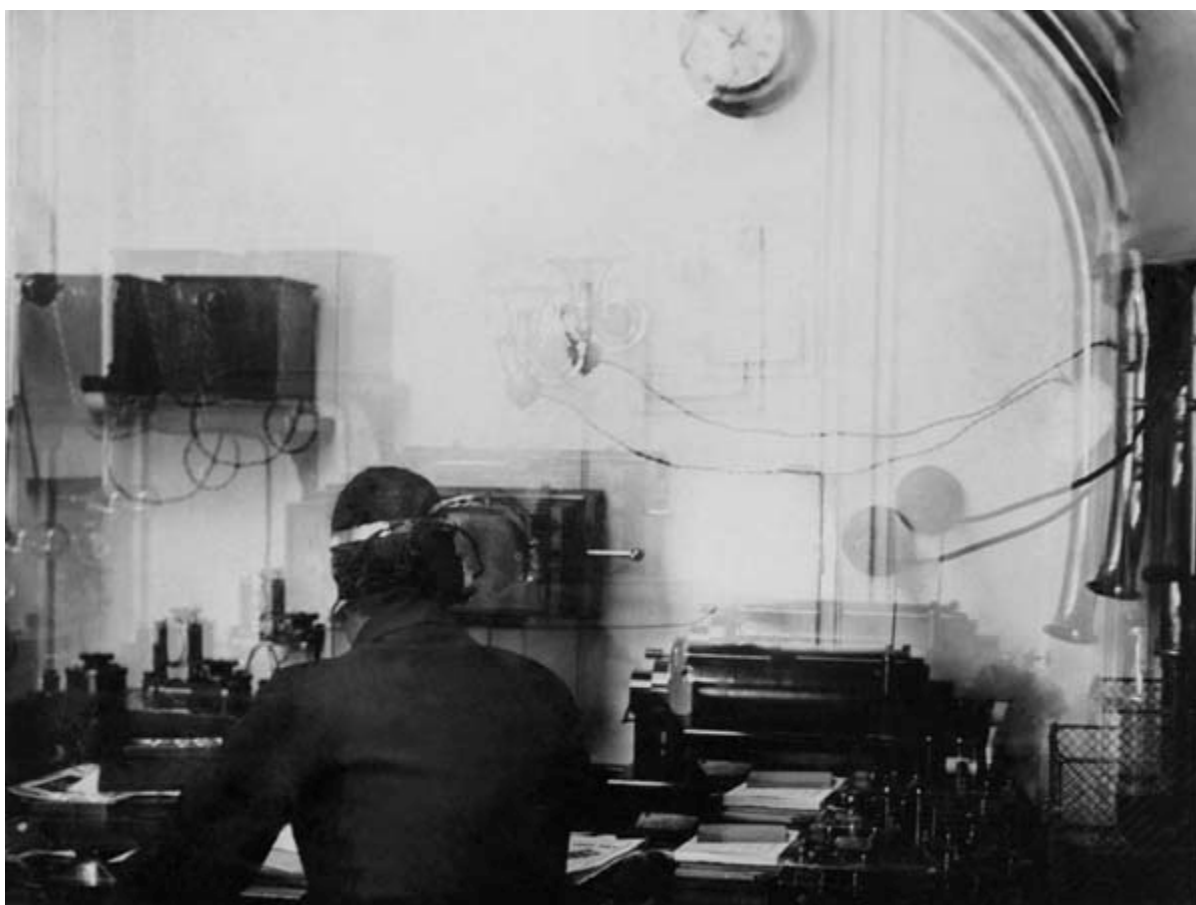
Picture ID:20 1 25

This must be one of the best known pictures taken on the “Titanic”. The six year old Robert Douglas Spedden whipping his spinning top, watched by his father Frederic, has attracted the attention of other passengers.



Picture ID 20 1 26

This is the only picture taken of the Titanic's radio room. Perhaps one should say pictures as this is a double exposure and was destined for the bin until hastily recovered. In it we see Harold Bride at work in what was the most advanced radio room in the world.



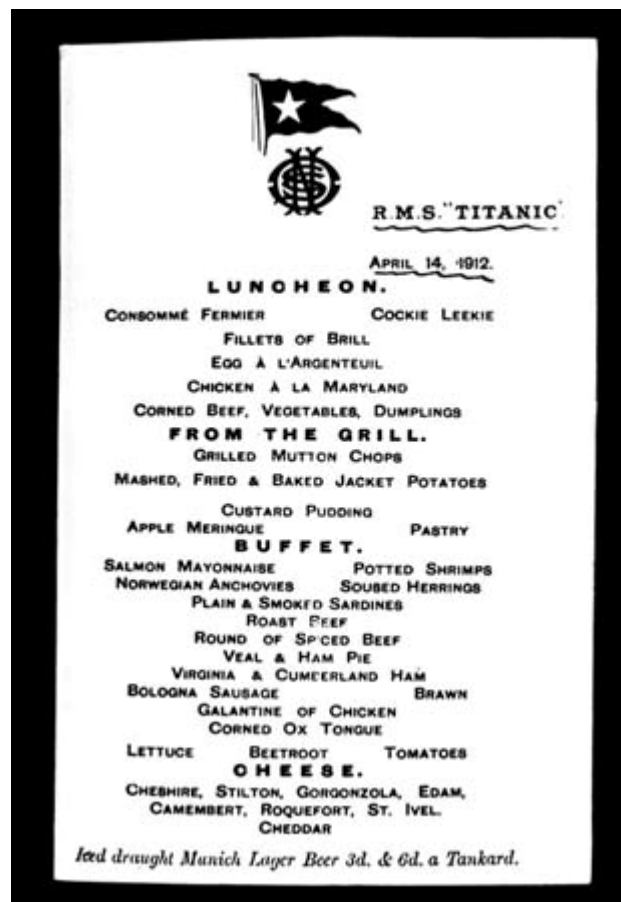
Picture ID 20 1 27

Second class passengers are shown here gazing down at the photographer on “A” deck. The aft end of the boat deck was available to second class as a promenade area. The morning air must have been chilly, most people are wearing warm coats.



20 1 28

The Luncheon menu prepared for the 14th. April, the last to be served on the "Titanic".



Picture ID 20 1 29

This photograph of the first class dining room at mealtime must have presented the greatest challenge of the series, although well lit for dining purposes it could not be considered so from a photographic point of view. In fact it is very successful, conveying as it does something of the scale and grandeur of the room enlivened by the diners at their tables.



Picture ID:20 1 30

This interior view of the Titanic's First Class reading and writing room conveys some idea of the opulence of the liner's grand interiors.



Picture ID 20 1 31

Having enjoyed a good night's rest Browne was up early next morning in order to catch this glorious sunrise as the ship passed close to Cornwall, en route between Cherbourg and Queenstown, at about 6-45am. On the 11th. April 1912.



Picture ID:20 1 32

This image of a sinuous wake was described by Browne as “A winding pathway o'er the waters “. He then explains that “on the way from: Lands End to Queenstown the “Titanic” steered a very irregular course in order to test her compasses.”



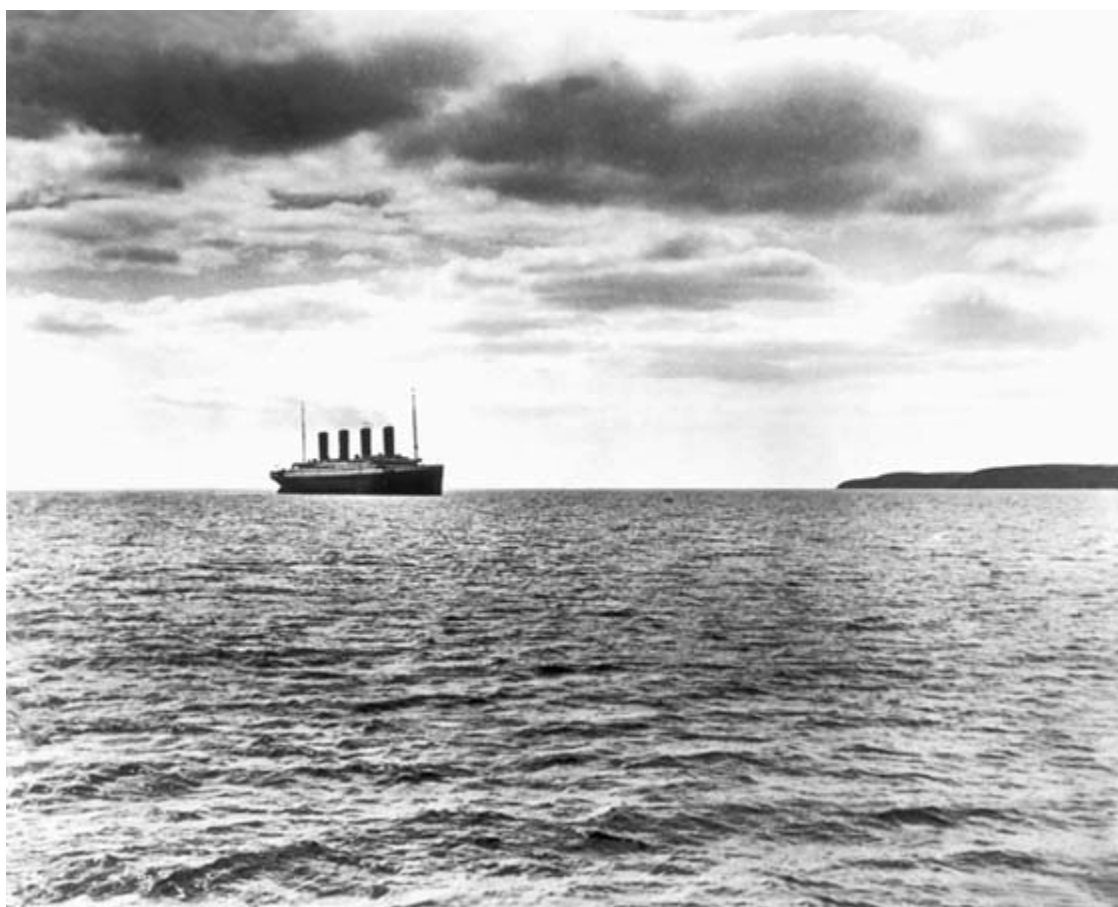
Picture ID:20 1 33

The bow wave which is central to this picture has been positioned to form a balanced near abstract image in conjunction with the horizon and ship's side. A touch of realism is introduced in the distance by emergency lifeboat No.1 hanging out over the side.



Picture ID:20 1 34

This picture was probably taken from the shore at a position close to Roche's Point Lighthouse and presents a clear impression of the spectacle of the “Titanic” entering the bay.



Picture ID:20 1 35

Titanic photographed off Roche's Point.



Picture ID 20 1 36

Obviously Frank Browne could not photograph the arrival of the “Titanic” at Queenstown so subsequently he acquired photographs of the event from photographer friends. In his album he describes this picture as “Dropping Anchor at Queenstown. 12-15 pm. Apr. 11th.”. In fact the ship is still moving and preparing to drop anchor. The picture is attributed to Mr. McLean and was taken from the tender “America”.



Picture ID 20 1 37

The Tender Ireland towing two rowing boats. Help appreciated by the oarsmen.



Picture ID 20 1 38

Mail being taken aboard from the Tender America.



Picture ID:20 1 39

The Tenders Ireland and America brought passengers, baggage and mail to the Liners
anchors in the outer harbour.



Picture ID 20 1 40

A view of the White Star Terminal at Cobh with tenders in waiting.



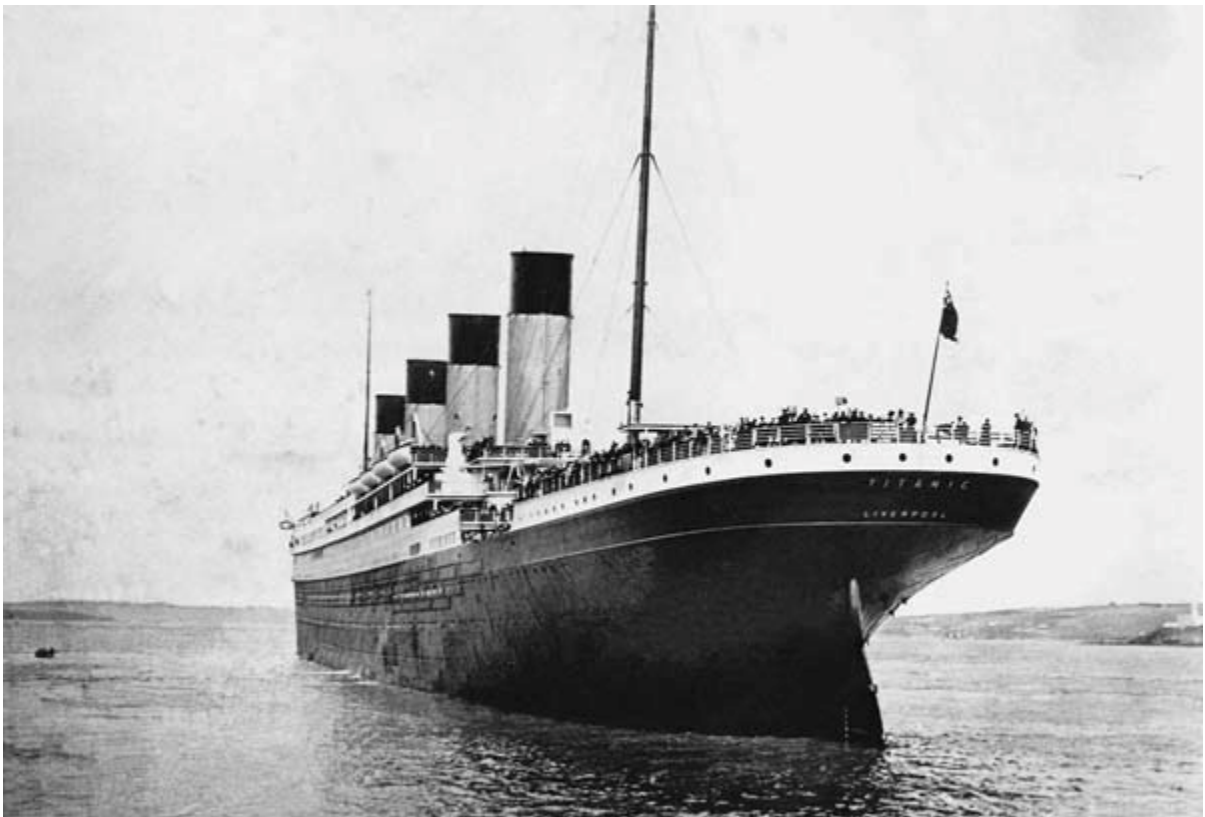
Picture ID:20 1 41

Close up view of the Tender Ireland from her sister vessel America.



Picture ID:20 1 42

This stern view of the Titanic was taken as the ship came to a stop having dropped anchor. The head and shoulders of a seaman can be seen above the rear funnel, which was in fact a ventilation shaft, he climbed up to get a grandstand view of Titanic's arrival at Cobh.



Picture ID 20 1 43

This picture of a Tender alongside the Titanic was given to Frank Browne by his friend Tom Barker.



Picture ID:20 1 44

This, the last photograph of Captain Smith shows, on close inspection, a very anxious looking man who was no doubt conscious of his narrow escape from collision at Southampton, little did he realise what was to follow.



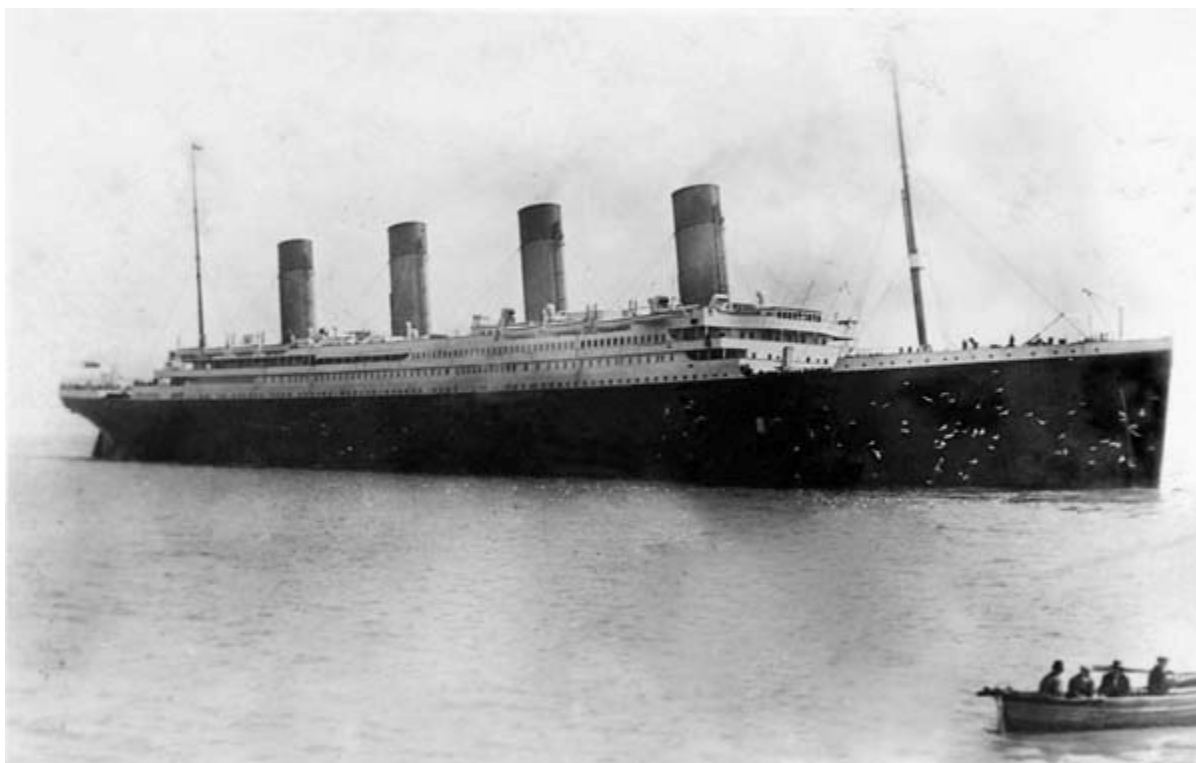
Picture ID:20 1 45

This, one of the most emotive images of the series captures the anchor as it emerges from the water for the last time. The heavy plates protecting the bow are impressive but proved to be sadly inadequate when ripped apart by the ice.



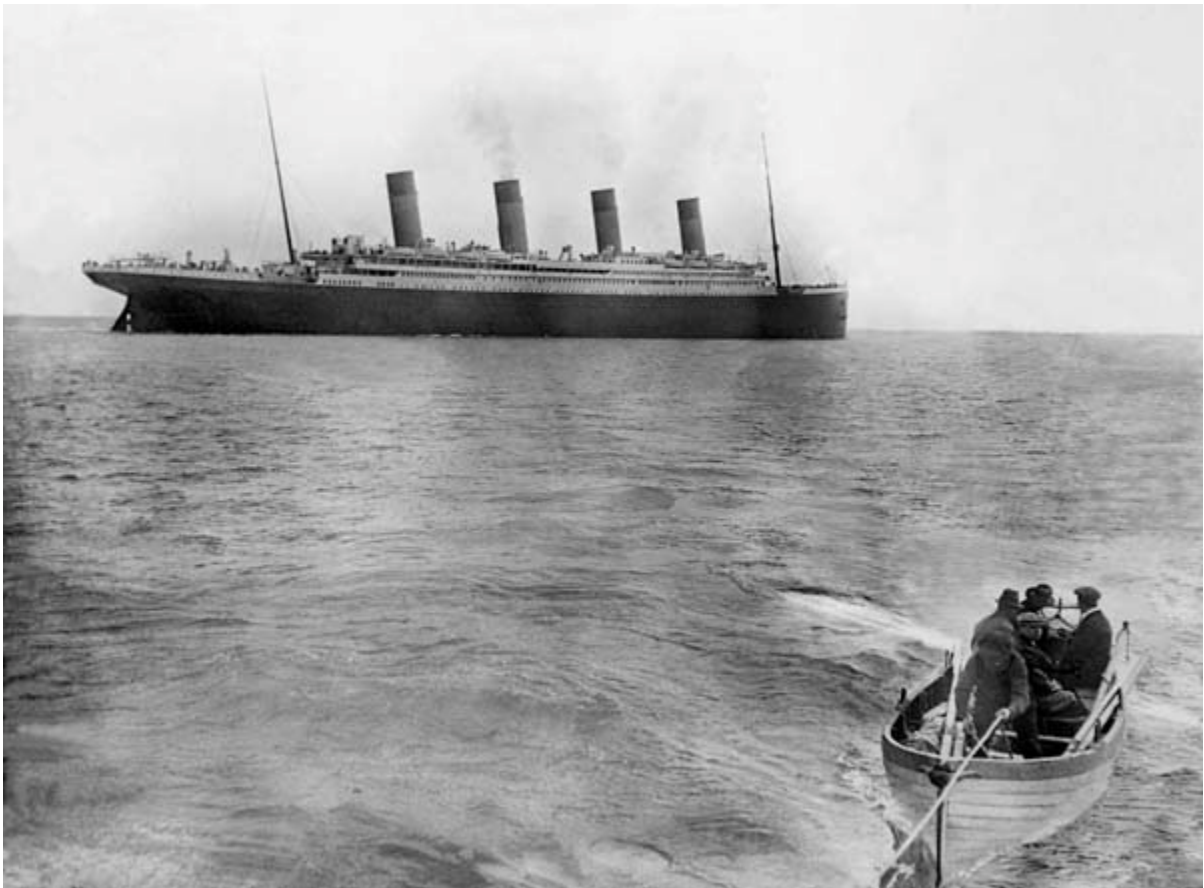
Picture ID 20 1 46

Once on the tender Browne took the opportunity to take pictures of the Titanic and of the liner's departure. This image with a flock of gulls wheeling around “Titanic's” bow conveys something of the impressive scale of the ship, further emphasised by the rowing boat in the foreground.



Picture ID 20 1 47

Browne's last photograph of the “Titanic”, taken as she gathers speed on the fateful final leg of her journey. In the foreground the men in the boat are taking advantage of a tow from the tender “America” which carried press and photographers to the scene.



Picture ID 20 1 48

Eight people disembarked at Queenstown, all but one were first class passengers, the other was a stoker from the engine room and was probably transferring to another liner. The party were brought ashore on the tender "Ireland" captained by Mr. McVeigh. In the centre are L to R. Stanley May and his brother RW May, the author. Both these gentlemen wrote to Frank Browne following the tragedy.



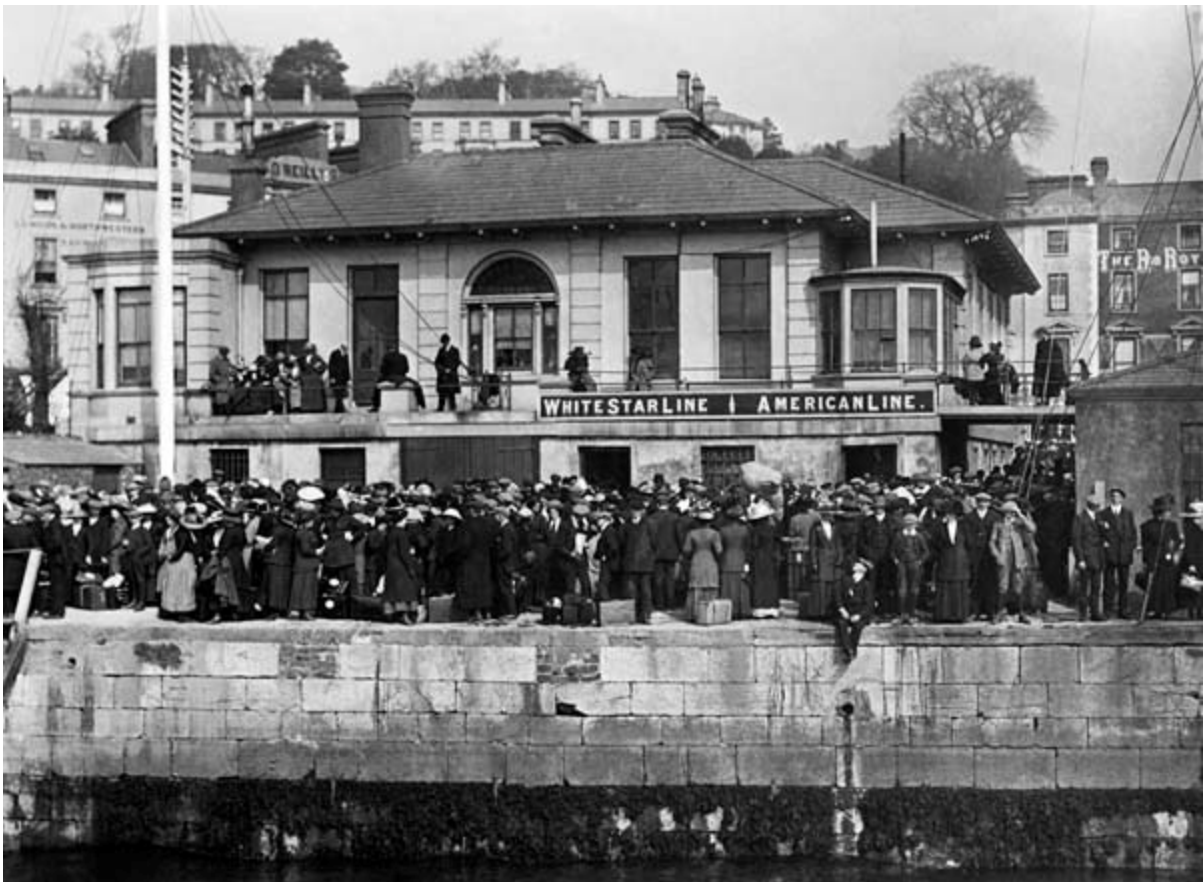
Picture ID 20 1 49

Another family group photographed by Browne on the tender was of .the Odells. The boy wearing a school cap is Jack Odell, his mother is in the centre whilst Captain McVeigh is to be seen to their right.



Picture ID:20 1 50

The tenders disembarked their passengers at the White Star Wharf. In this crowded picture we see people waiting to be taken aboard a liner, the upper gallery of the building appears to have been reserved for first class passengers who are not concerned with the crush below.



Picture ID:20 1 51

Captain McVeigh skipper of the “Ireland”



Picture ID:20 1 52

Captain Tobin, skipper of the “America”



Picture ID 20 1 53

Emmigrants to the USA. had to be declared fit before being allowed to board ship. This picture shows people queuing for eye inspection for glaucoma by a US doctor.



Picture ID:20 1 54

American Ladies disembarking from the tender "America"



Picture ID:20 1 55

American Ladies disembarking from the tender "America"



Picture ID:20 1 56
<https://www.industrysearchive.com>

Frank Browne captioned this picture, "Yanks and the Detective Cobh".



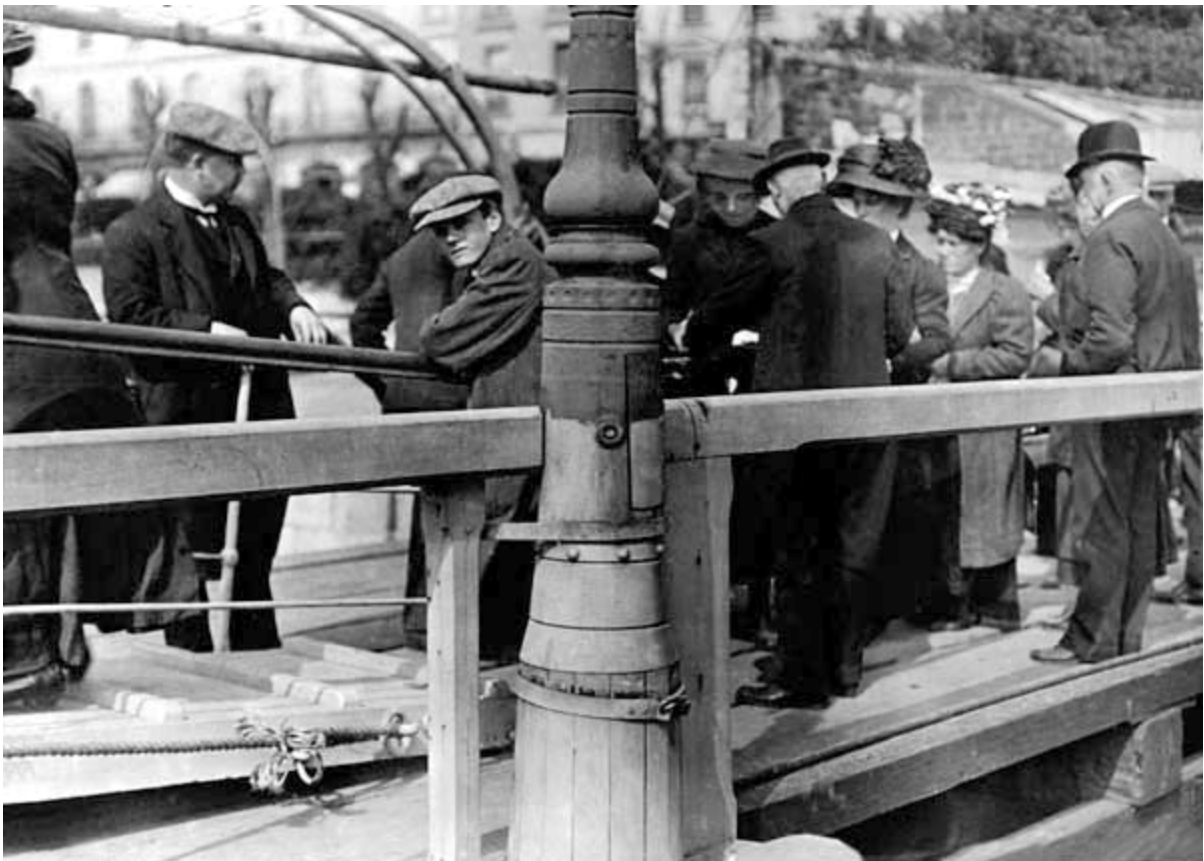
Picture ID 20 1 57

Newspaper Seller on Tender.



Picture ID 20 1 58

Porters waiting for employment.



Picture ID: 20 1 59
<https://www.vintagelibrary.com>

Certain Local traders such as this woman were licensed to sell products to passengers on the transatlantic liners.



Picture ID 20 1 60

A licensed seller of Irish Lace displaying her wares on board a Liner.



Picture ID 20 1 61

Some energetic traders, such as this man, had methods of getting aboard to sell his wares illegally.



Picture ID 20 1 62

A trumpeter playing a last farewell to emigrants in Cork harbour.



Picture ID 20 1 63

Survivors of the disaster in Titanic's lifeboats; photographed from the Carpathia.



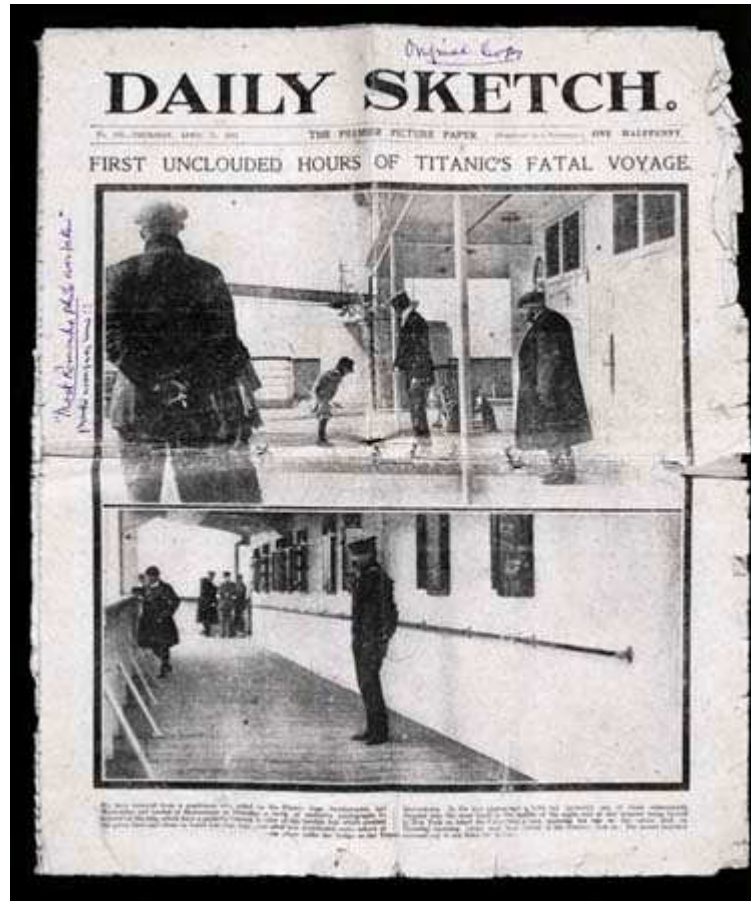
Picture ID 20 1 64

Cobh(Queenstown) in mourning with flags at half staff outside both the Cunard and White Star offices. 19th April 1912.



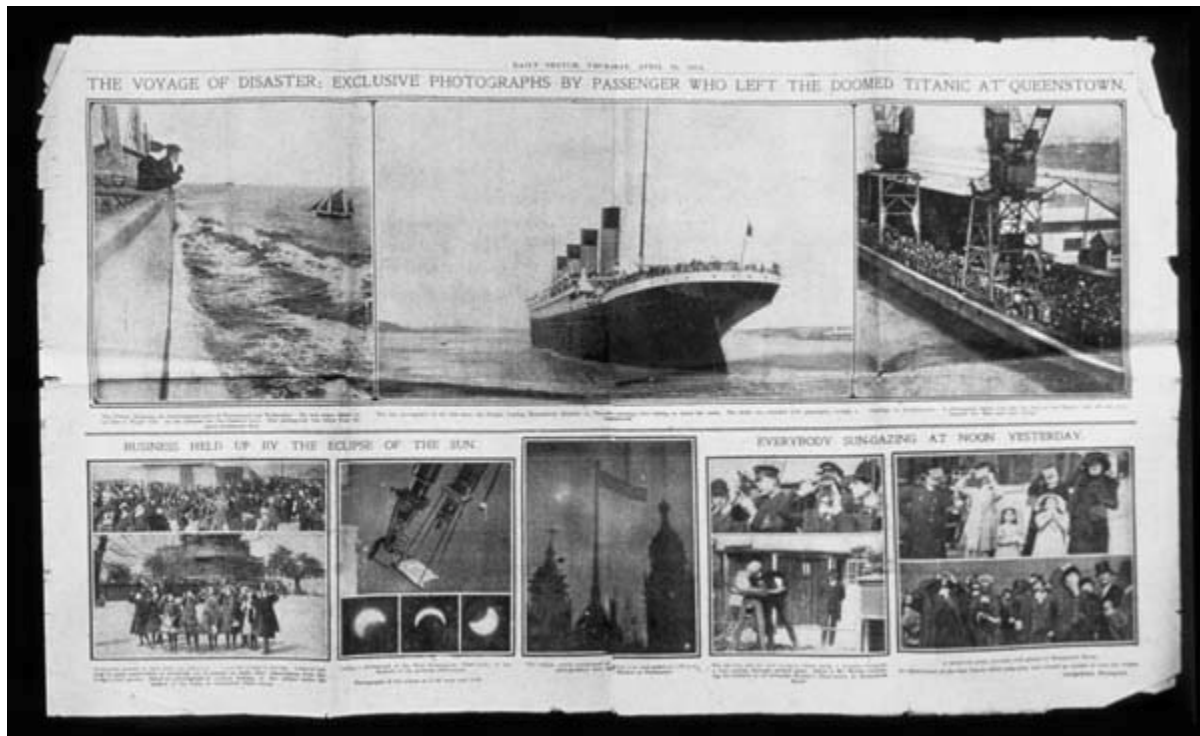
Picture ID 20 1 65

The cover of the Daily Sketch, Thursday 18th April 1912. This newspaper made extensive use of Frank Browne's pictures, bringing him overnight fame.



Picture ID 202 1 66

Inside double page spread of the Daily Sketch, Thursday 18th April 1912, featuring many of Frank Browne's pictures.



Picture ID:20 1 67

Русское Восточно-Азиатское Пароходство.
The Russian East Asiatic S. S. Co. Radio-Telegram.

Received from _____
S. S. *Burma*
Delivered to _____
by _____

No.	Words.	Origin. Station.	Time handed in.	Via.	Remarks.
<i>69.</i>		<i>Titanic</i>	<i>11:50¹¹ April 14¹⁹-15</i>		<i>Distress Call Ship Soud</i>

Cqdt - SOS. from C. M. G. J.
We have struck iceberg sinking
fast come to our assistance
Position Lat 41.46 N. Lon 50 14 W
msy
A. L. Bennon
J. H. Ward.

Picture ID 20 1 68

An SOS telegram from the Titanic.

No.	Words.	Origin. Station.	Time handed in.	Via.	Remarks.
<i>To</i>		<i>Titanic</i>	<i>H. M. / 10</i>		

Cp SOS SOS Cqdt Cqdt - msy
We are sinking fast passengers are
being put into boats
msy
J. L. Bennon.
J. H. Ward.

Picture ID:20 1 69
<https://vacuumtubearchive.com>

A Distress telegram from the Titanic.

No.	Words	Origin. Station.	Time handed in.	Via.	Remarks.
To			H. M. / 19		
<p>Cg mby. / Women and Children in boats cannot last much longer mby.</p> <p>J. L. Cannon. J. B. Ward</p>					

Picture ID 202 1 70

A Requiem Mass for the Titanic victims took place in Cobh Cathedral on April 22nd 1912.
Frank's Uncle Robert presided.



Picture ID:20 1 71
<https://vacuumtubearchive.com>

This Titanic memorial was erected in Belfast, with a somewhat incongruous background.



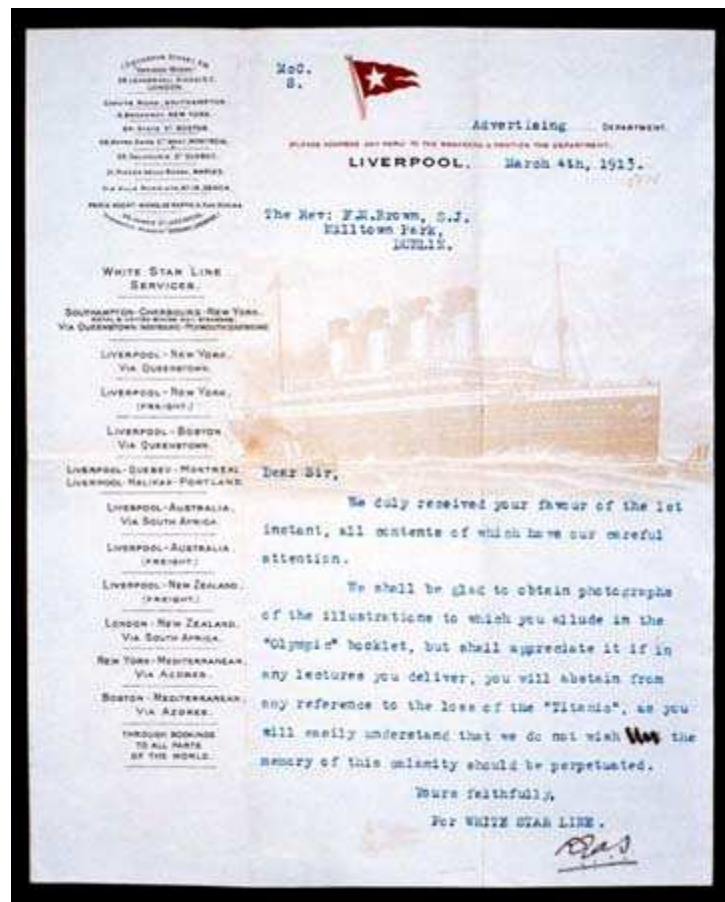
Picture ID 20 1 72

This postcard of the Titanic in Dock at Belfast was issued to commemorate her loss.



Picture ID 20 1 73

The White Star Line wrote to Frank Browne regarding his illustrated lectures asking him to refrain from mention of the loss of the Titanic with the strong suggestion that they would like the incident to be forgotten.



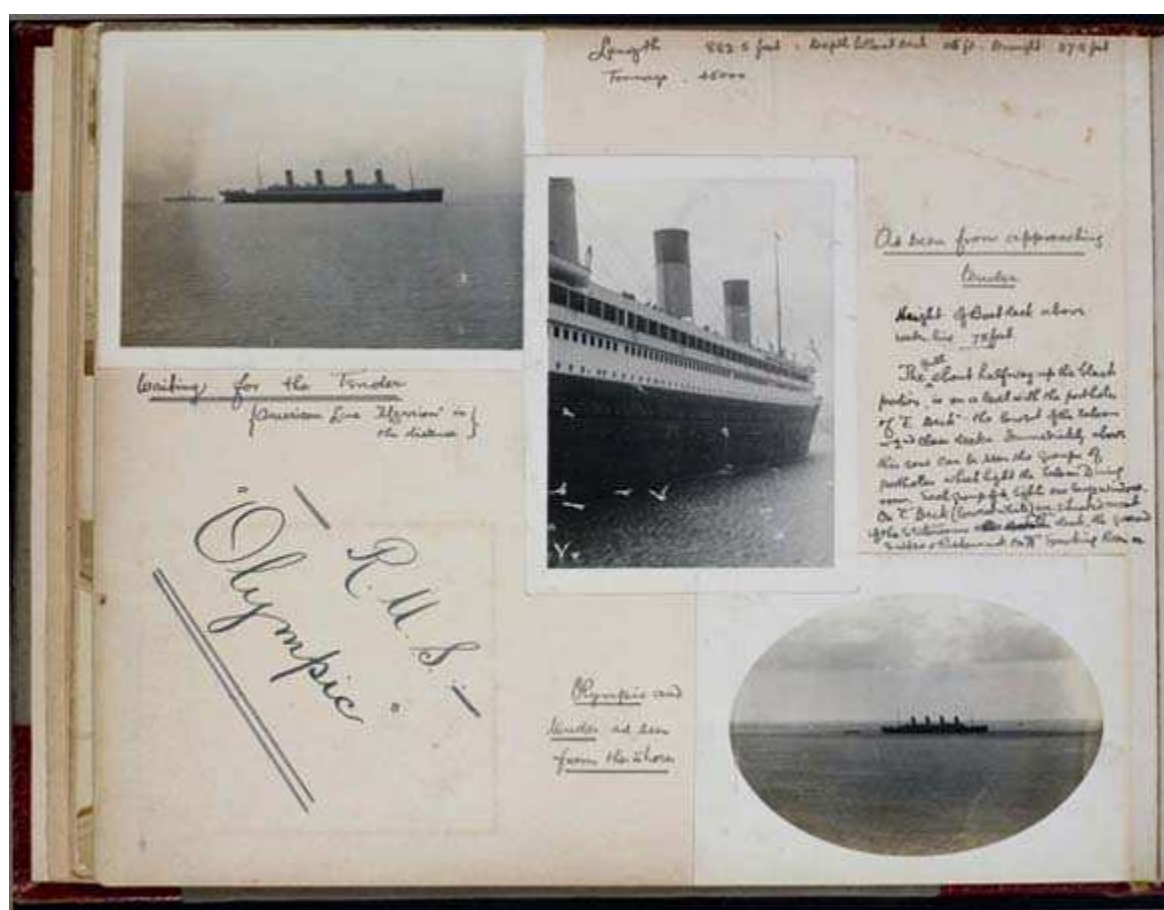
Picture ID 20 2 40

Frank Browne put together an album of his Titanic photographs into which he wrote captions and an account of his experiences at the start of the voyage. He also included photographs of other ships at Cobh including those of the Titanic's sister ship Olympic, thus filling in features that were never photographed on the Titanic. He amplified this coverage with pictures of onshore activities related to the maritime activities at Cobh. This is Page three of his album.



Picture ID:20 1 74

Titanic Album page eight.



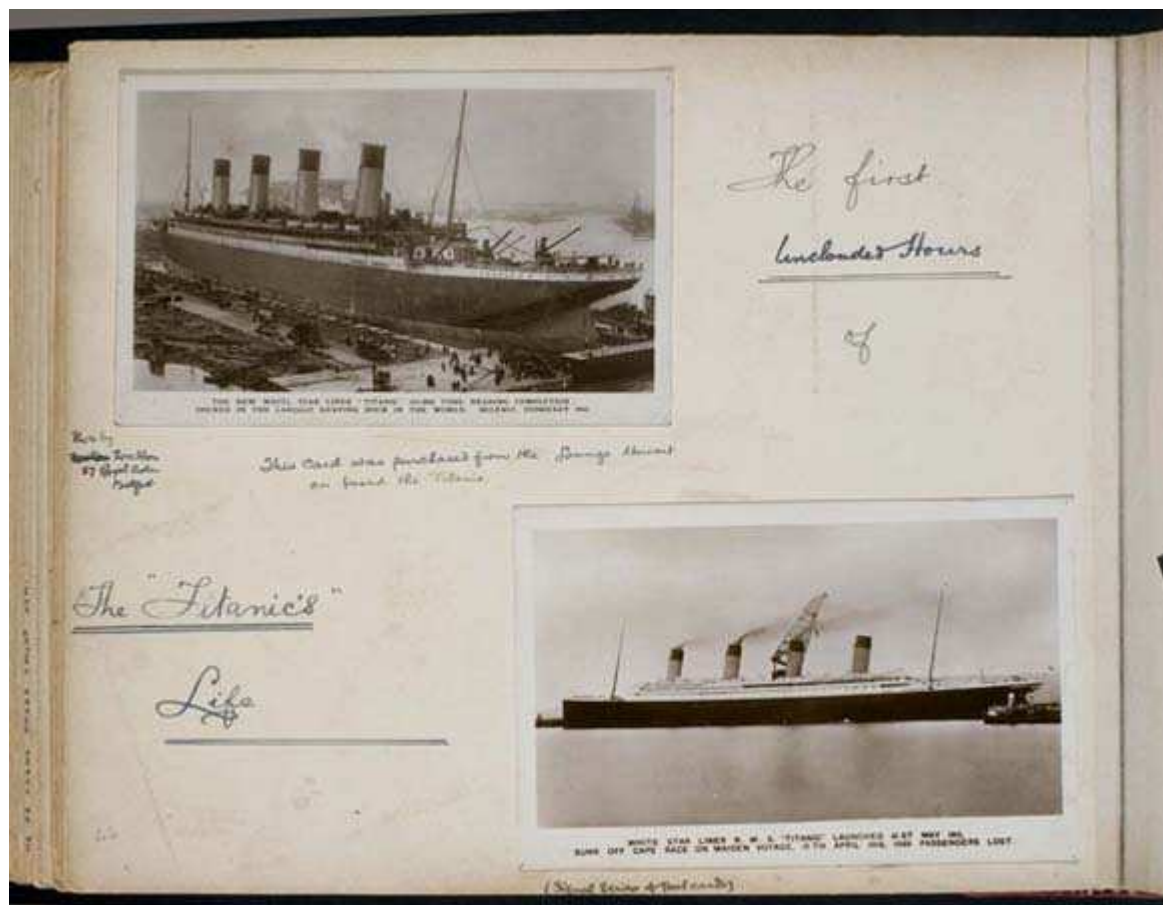
Picture ID 20 1 75

Titanic Album page twelve.



Picture ID 20 1 76

Titanic Album page forty-four.



Picture ID 20 1 77

Titanic Album page forty-five.



Picture ID 20 1 78

Titanic Album page fifty-one.



Picture ID 20 1 79

Titanic Album page fifty-two.



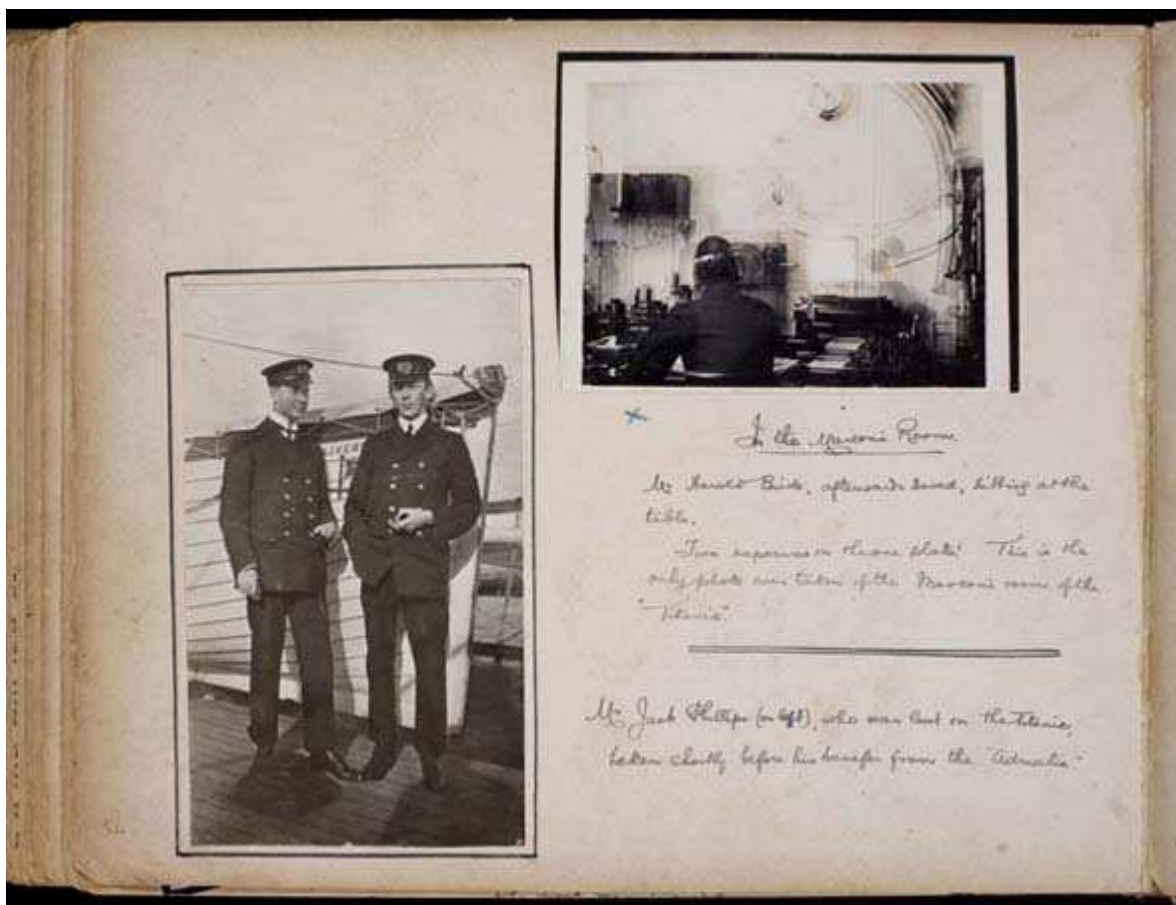
Picture ID 20 1 80

Titanic Album page fifty-three.



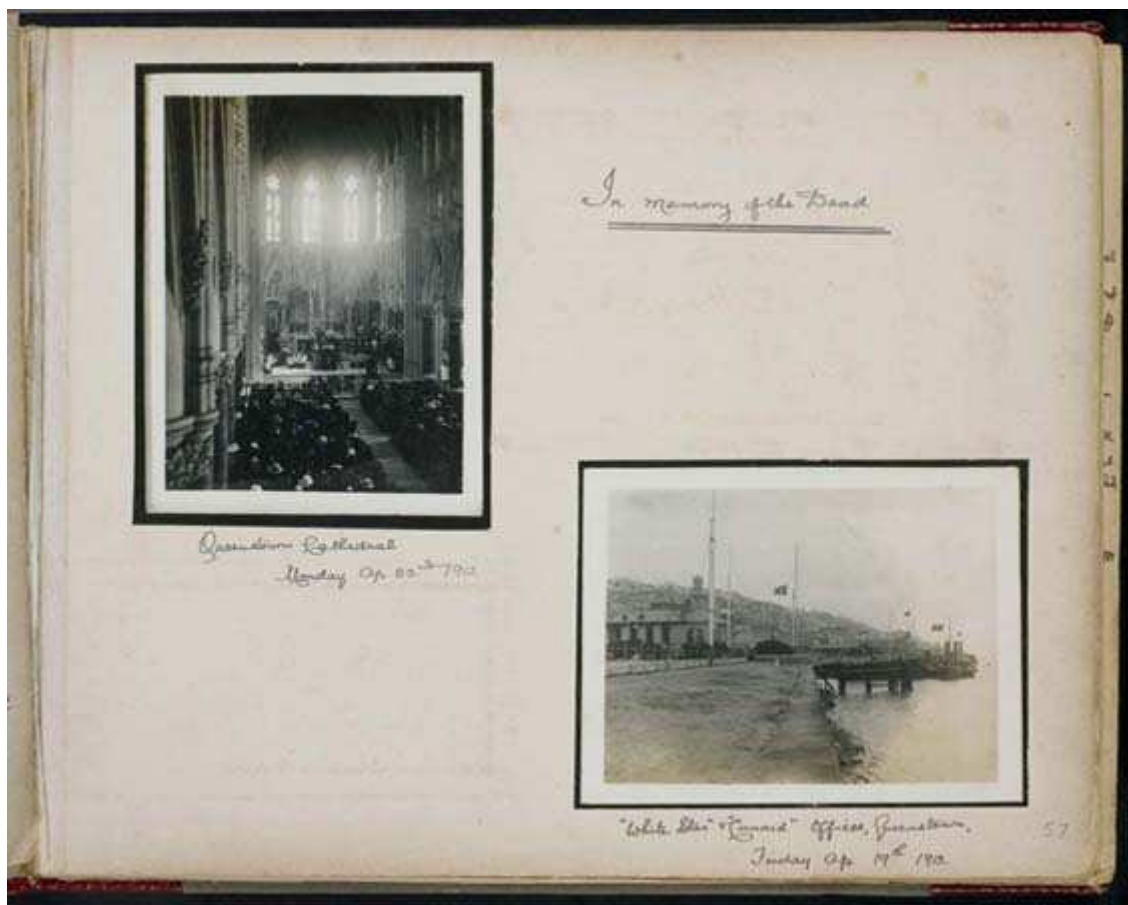
Picture ID 20 1 81

Titanic Album page fifty-four.



Picture ID 20 1 82

Titanic Album page fifty-seven.



Picture ID 20 1 83

RMS Olympic off Roche's Point, County Cork, Ireland.



Picture ID 20 1 84

"Taken from Crosshaven this photograph of the "Olympic" was for many years thought to be of the "Titanic", a logistical impossibility. This picture was taken by Frank Browne and he was on board the tender "Ireland" when the Titanic" departed for New York. The great transatlantic liners anchored off Roche's Point for as brief a period as possible. In effect once they had exchanged passengers, baggage and mails they continued on their journey. To effect this quick changeover the two tenders were loaded-up in good time. This led to feverish activity at the quayside and on the ships. Over time Frank Browne assembled a series of images that encapsulate this element of Queenstown's daily activity"



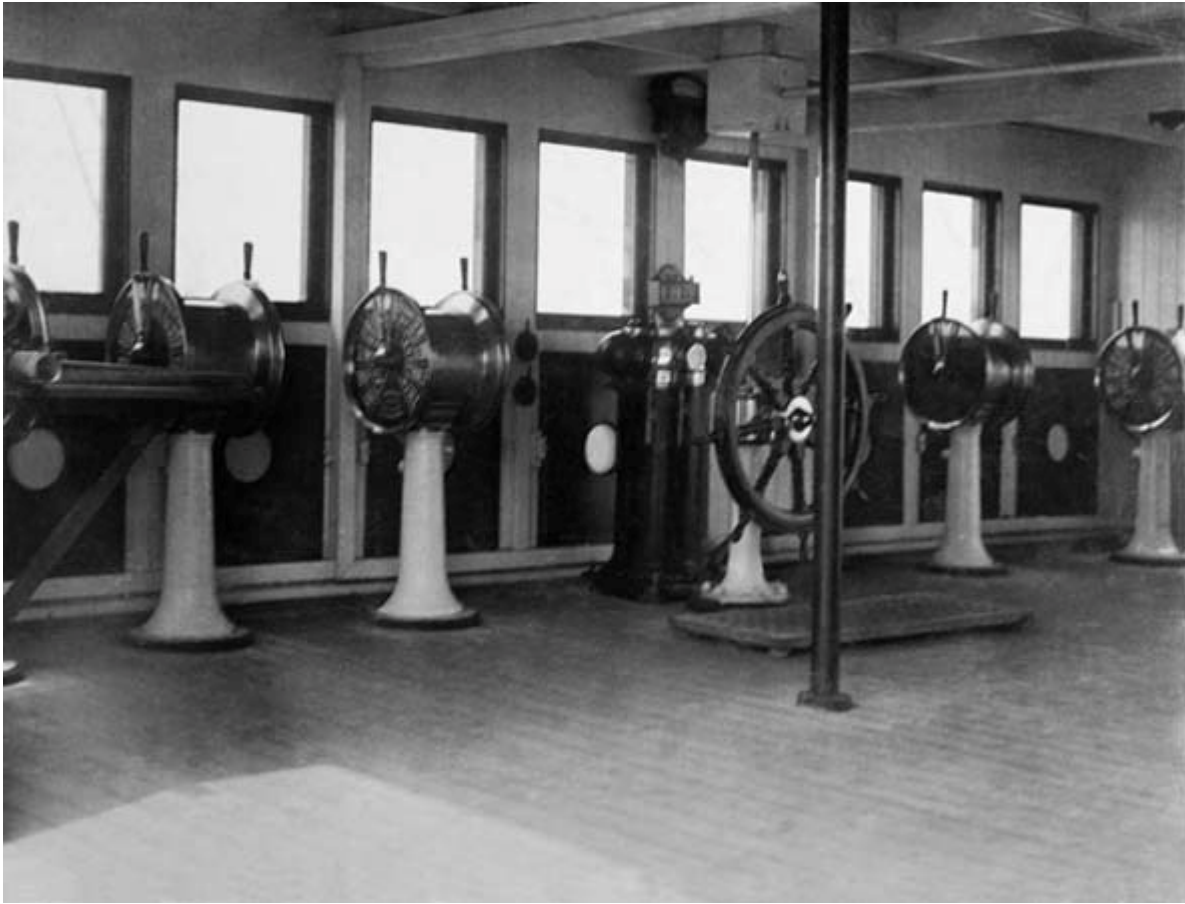
Picture ID 20 1 85

The Grand staircase of RMS "Olympic". Browne would have used an identical richly decorated stairway on his journey to Queenstown. He did not photograph it at that time but may have planned to do so when "Titanic" returned. This view testifies to the high decorative finish on the ship.



Picture ID 20 1 86

The bridge of the Olympic. Browne presumably took this picture on the assurance that it was more or less identical to that on the “Titanic”. Curiously this is the only existing general view of the bridge of either the “Titanic” or “Olympic”.



Picture ID 20 1 87

White Star Line, RMS Olympic at anchor off Roche's Point.



Picture ID 20 1 88

The Marconi radio room of the Olympic. Mr Brent on duty.



Picture ID:20 1 89

The swimming pool of the “Olympic”. The incongruously dressed man in the far corner appears to be Frank Browne's brother William.



Picture ID 20 1 90

The reading and writing room of the Olympic displays similar opulence to that of Titanic.



Picture ID 20 1 91

Two Marconi operators photographed aboard the "Adriatic" sometime before the "Titanic" voyage. The man on the left is Jack Phillips, the heroic sender of the distress signals who stuck to his post and went down with the Titanic.



Picture ID 20 1 92

RMS Olympic off Roche's Point; the men in the small boat are in White Star Line uniform.



Picture ID:20 1 93

This view along "A" deck of the Olympic resembles the picture of Titanic's "A" deck, only in this we have passengers viewing the scenery rather than a lone ship's officer.



Picture ID:20 1 94
<https://www.vintagelibrary.com>

Looking inland to the Jetties and the town of Cobh. The Cathedral Spire has not yet been built.
When Bishop Browne accomplished this it became the tallest spire in Ireland.



Picture ID 20 1 95

A busy scene on the White Star jetty where passengers are boarding a tender, the White Star Flag is flying high.



Picture ID 20 1 96

Third Class passengers en route to America



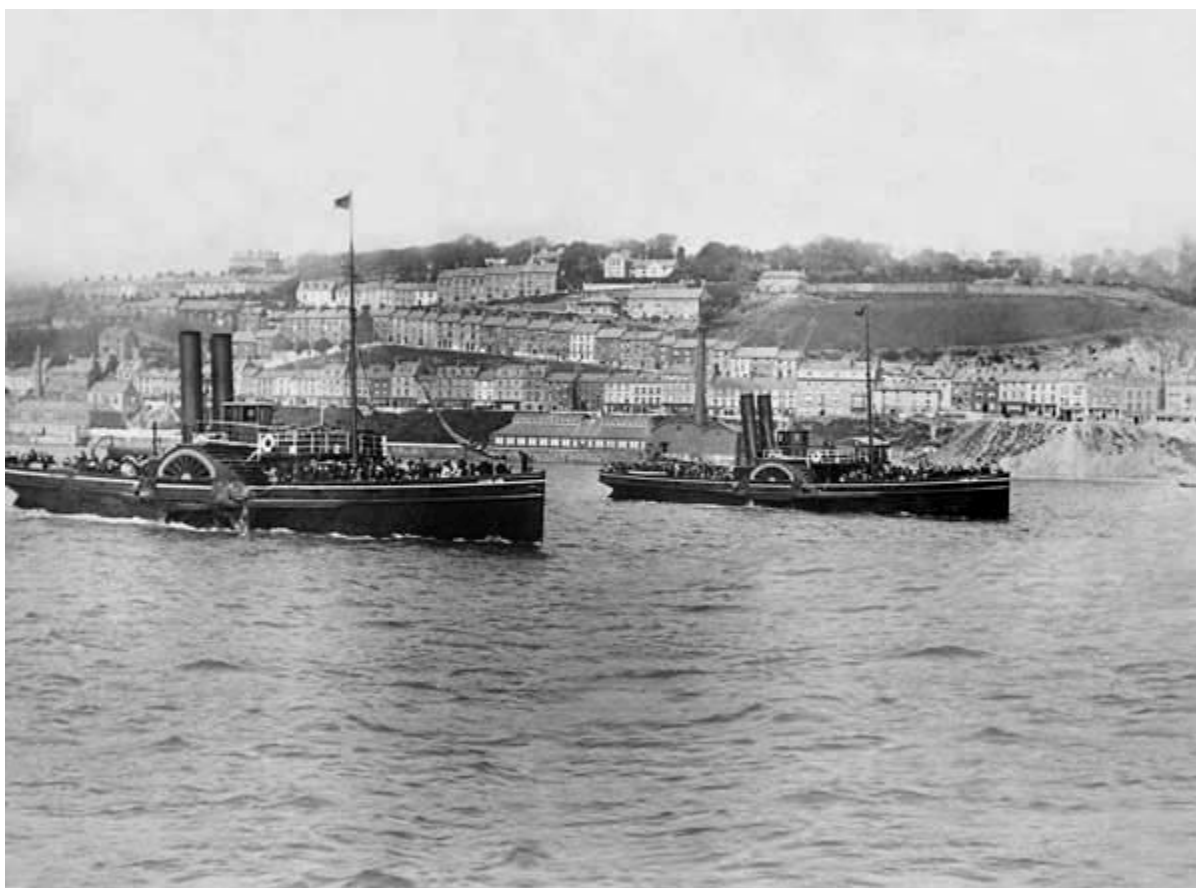
Picture ID 20 1 97

This picture of Roche's Point has been taken from the spot where Titanic anchored.



Picture ID 20 1 98
<https://www.vicemuseum.com>

Two older Cobh Tenders.



Picture ID 20 1 99

A mother and child being helped to disembark from a liner onto a tender.



Picture 20 2 1

A Sailor sounding the depth at Cobh.



Picture ID 20 2 2

Second class passengers boarding a White Star Ship.



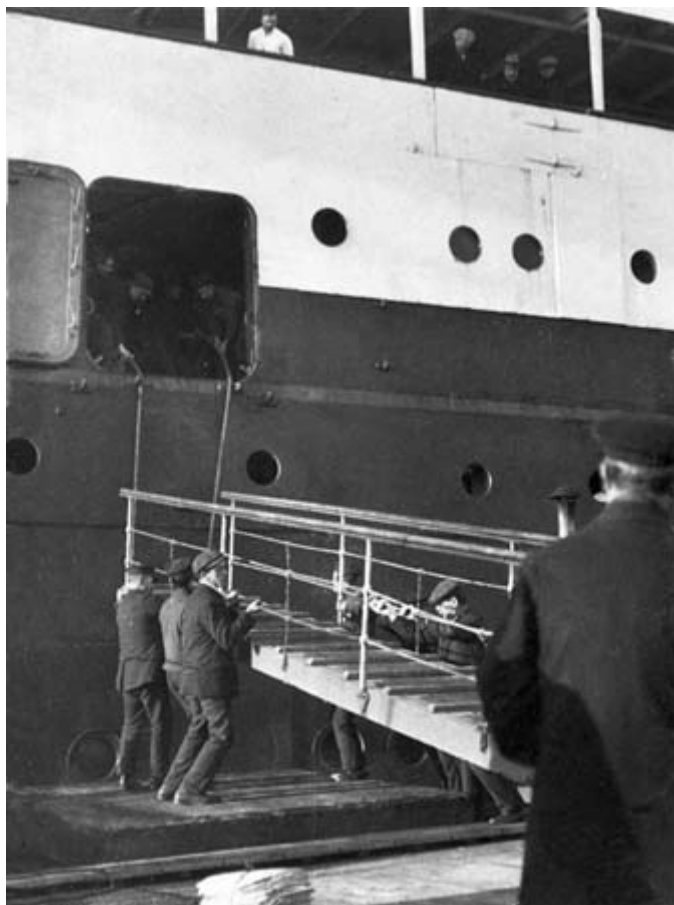
Picture ID 20 2 3

"The tenders "Ireland" and "America", both heavily laden, depart from Deepwater Quay."



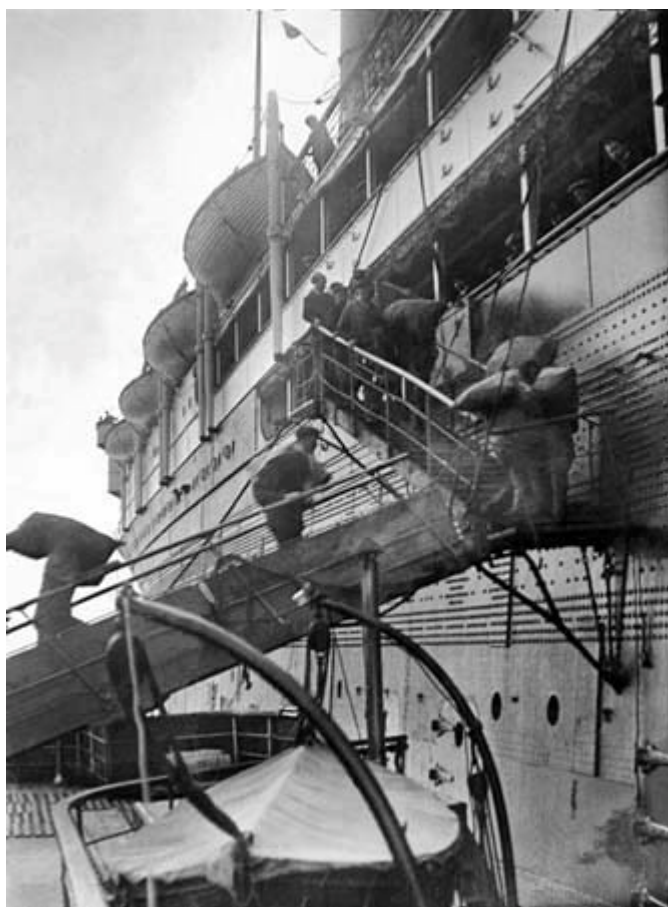
Picture ID 20 2 4

Gangway being lowered from a ship under the watchful eye of a Tender Skipper



Picture ID 20 2 ?

Transferring mail from the tender.



Picture ID 20 2 5

Loading Mails.



Picture ID 20 2 6

Heavily laden tender with mails and trunks ready for loading.



Picture ID 20 2 7

Mails being transferred to a White Star Liner.



Picture ID 20 2 8

Mails being loaded into the hold.



Picture ID 20 2 9

"The intensive work of mail transfer by White Star employees and casual porters is dynamically captured in this image."



Picture ID 20 2 10

Trunks being carried aboard.



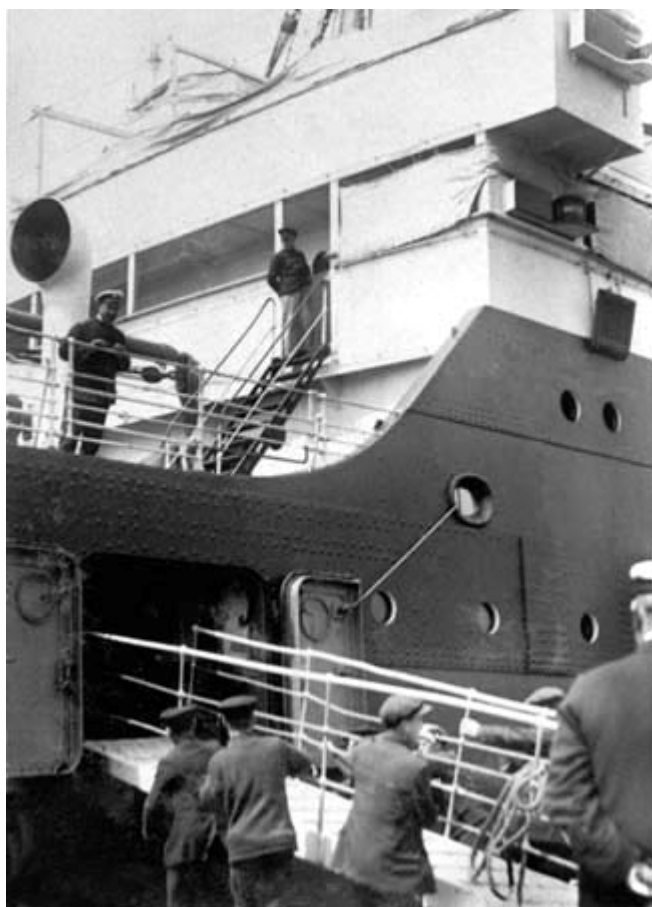
Picture ID 20 2 11

White Star Liner Majestic being serviced at Cobh.



Picture ID 20 2 12

Gangway being put into position.



Picture ID 20 2 13

Mail being loaded aboard whilst the sailors in the background are checking the lamps.



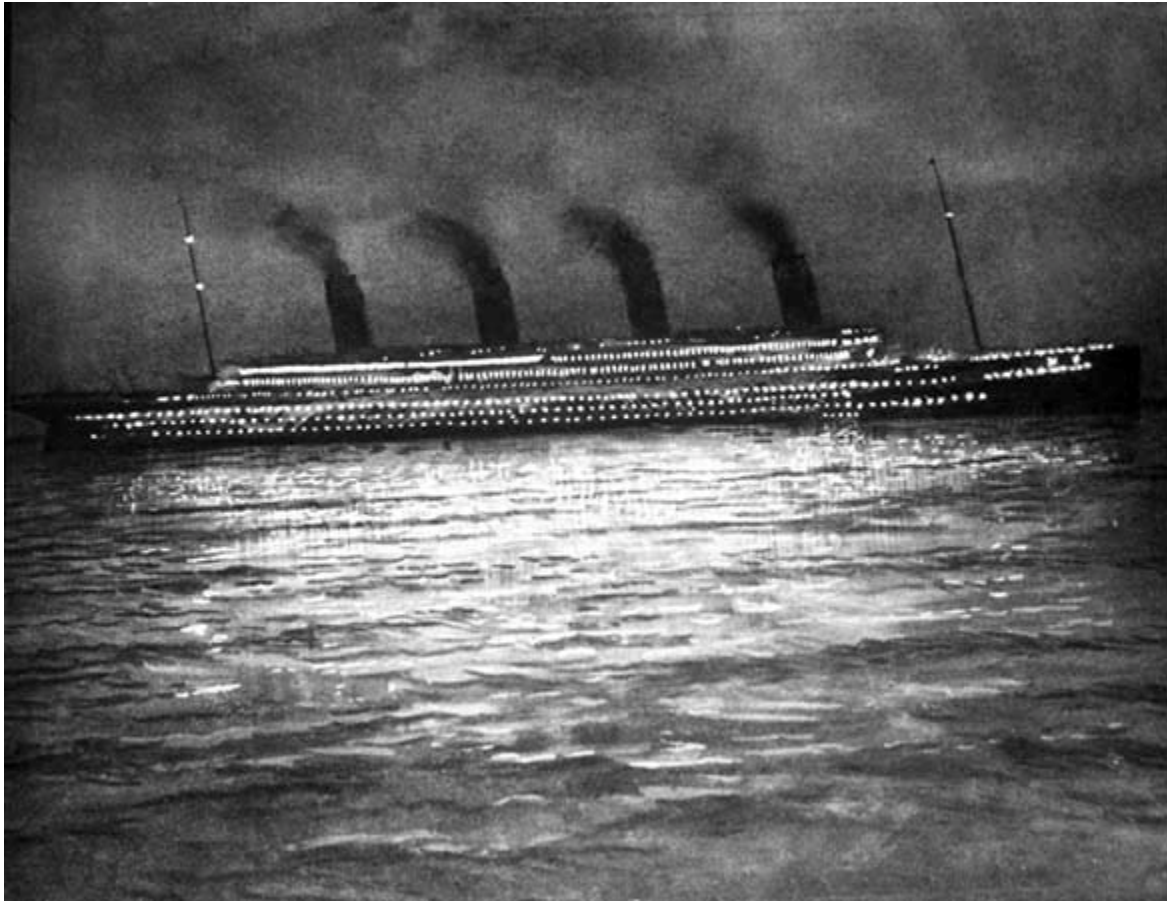
Picture ID 20 2 14

Signal lamps being inspected.



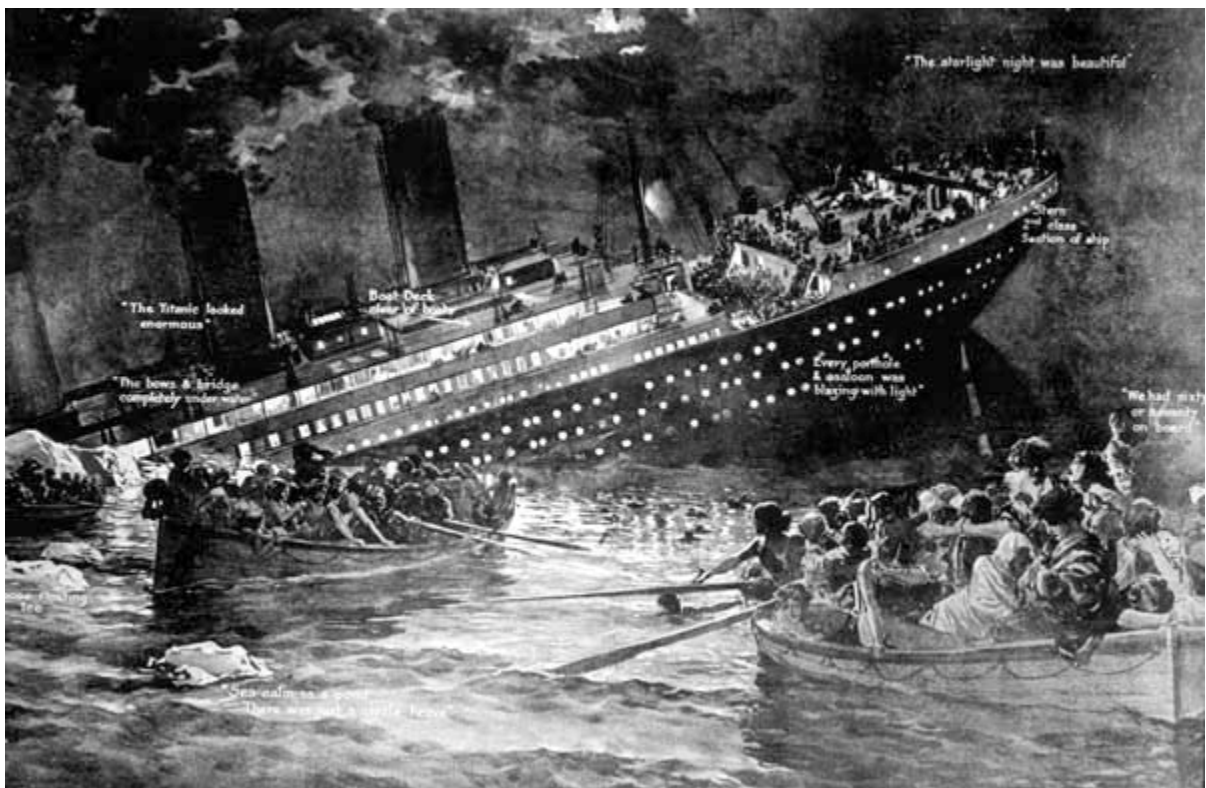
Picture ID 20 2 15
<https://vacuumtubearchive.com>

An artist's impression of the Titanic at night, painted shortly after the disaster.



Picture ID 20 2 16

An artist's impression of the Titanic sinking, painted shortly after the disaster.



Picture ID 20 2 17

The Keel of the Titanic during construction in Belfast.



Picture 20 2 18

A commemorative issue of the Daily Express published on the 15th April 1932, using Fr. Browne's pictures.



Picture ID:20 2 19

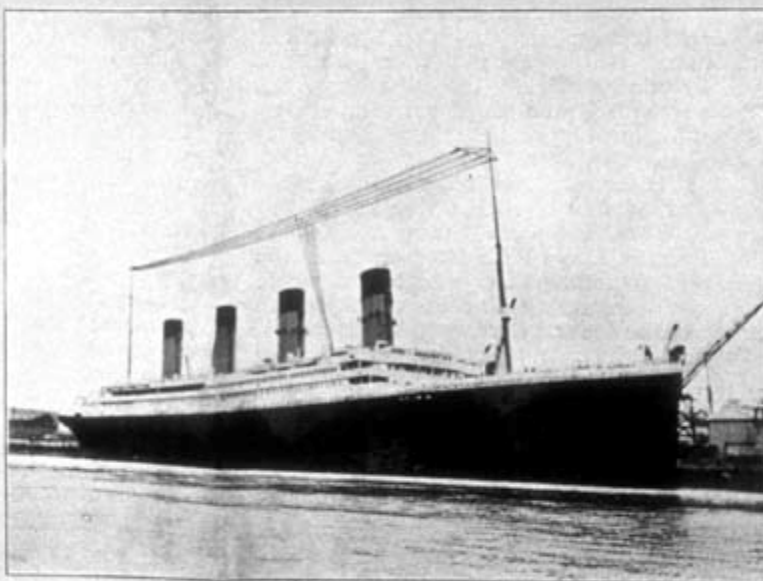
A special feature in the Weekly Illustrated of the 10th. April, 1937, with Fr. Browne's pictures.



Picture ID 20 2 20

Wireless Equipment of the "Titanic"

THE wireless equipment of the "Titanic" was the most powerful possessed by any vessel of the mercantile marine, and only equalled by that of the "Olympic." Its generating plant consisted of a 5-kw. motor-generator set, yielding current at 300 volts 60 cycles. The motor of the set was fed at 110 volts D.-C. from the ship's lighting circuit, normally supplied from steam-driven sets; while, in addition, an independent oil-engine set was installed on the top deck, and a battery of accumulators was also provided as a stand-by. The alternator of the motor-generator set was con-



The ss. "Titanic" leaving Southampton.

Picture ID 20 2 21

Newspaper published details of the costs of the Titanic Inquiry.

THE TITANIC INQUIRY.	
COST OVER £20,000.	
Mr. J. M. Robertson, Parliamentary Secretary to the Board of Trade, gives the following statement showing the expenditure in connection with the inquiry into the loss of the Titanic. The total cost was 20,211 £. 10s. 4d., made up as follows:—	
PAID BY THE TREASURY.	
Wreck Commissioner	1000 0 0
Wreck Commissioner's Secretary	125 0 0
Wreck Commissioner's Clerk	75 0 0
Assessors' remuneration, &c.	800 17 2
Shortland writing	625 15 6
Clerical assistance, &c.	28 12 11
Travelling and incidental	39 3 8
Hire and fitting up of hall	200 0 0
Charges for stationery and printing (including report and evidence)	924 12 0
PAYABLE BY THE BOARD OF TRADE.	
Mr. R. Isaacs, counsel for Board of Trade	2458 2 0
Mr. J. Simon, counsel for Board of Trade	2425 4 0
Mr. Aspinall, counsel for Board of Trade	2345 12 0
Mr. Rowatt, counsel for Board of Trade	1249 3 6
Mr. E. Asquith, counsel for Board of Trade	884 0 0
Mr. A. Smith (collector, who instructed counsel for Sailors and Firemen's Union)	750 0 0
Holmes Roberts and Co. (collectors who instructed counsel for Dock, Wharf, &c. Union)	750 0 0
Mr. Farrell (collecting instructing counsel for third-class passengers)	650 0 0
C. G. Bradshaw and Watson (assistants instructing counsel for Marine Engineers' Association)	212 10 7
Miller, Taylor, and Holmes (collectors who appeared for Imperial Merchant Service Guild)	250 0 0
Mr. Lewis (for British Seafarers' Union)	72 0 6
Mr. Carter (for National Union of Riverwards)	58 2 0
H. S. Consul-General at New York (transcript of notes of proceedings in America, legal assistance, fees in connection with taking of depositions, &c.)	500 17 1
Other Counsel (costs and expenses in taking depositions)	11 7 2
General witnesses (detention expenses)	1908 12 5
Taking of depositions at Plymouth	255 15 10
Marconi Company (charts, particulars of wireless telegrams, attendance at inquiry, &c.)	178 13 9
Quard Company (expenses in securing attendance of Capt. Rostron)	79 14 5
Harland and Wolff (plans, models, and work, attendance of Mr. Whiting and others)	274 11 0
Charts	11 4 0
Services of summoners and affidavits	8 10 0
Copying and typing	175 0 0
Incidentals (cash, &c.)	15 0 0
Cost of reproduction of evidence taken by U.S. Senate Committee	201 9 4
Total	430,221 5 10

Picture ID 20 2 22

A page from the Daily Sketch containing a group picture of the Engineers of the Titanic crew, lost with the ship.



Picture ID 20 2 23

This parallelogram describes the area covered by the Five Ice Warnings radioed to the the Titanic.



Picture ID 20 2 24

A crewman catching up with the news on the third class deck.



Picture ID 20 2 25

Passengers boarding Ship.



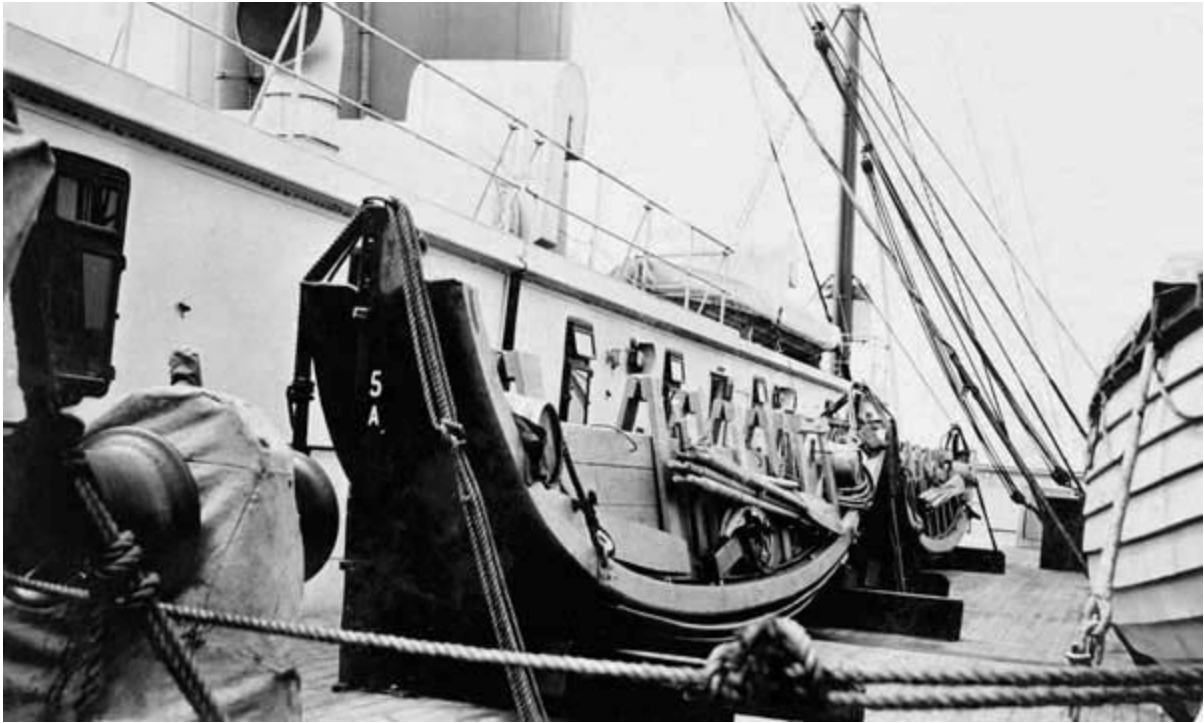
Picture ID 20 2 26

"Henderson" collapsible lifeboats on White Star's "Arabic" gave added safety following the Titanic disaster.



Picture ID:20 2 27

After the Titanic disaster, all ships had to carry extra lifeboats so that all on board could be accommodated. This is a "Berthon" collapsible lifeboat on the "Majestic".



Picture ID:20 2 28

Following tightening of the regulations one of the formalities of the port involved lifeboat drill and inspection of lifejackets.



Picture id 20 2 29

Extra lifeboats were placed on the decks of White Star's "Baltic" to implement the new British Board of Trade ruling.



Picture ID 20 2 30

Collapsible Lifeboat on the "Majestic".



Picture ID 20 2 31

The End