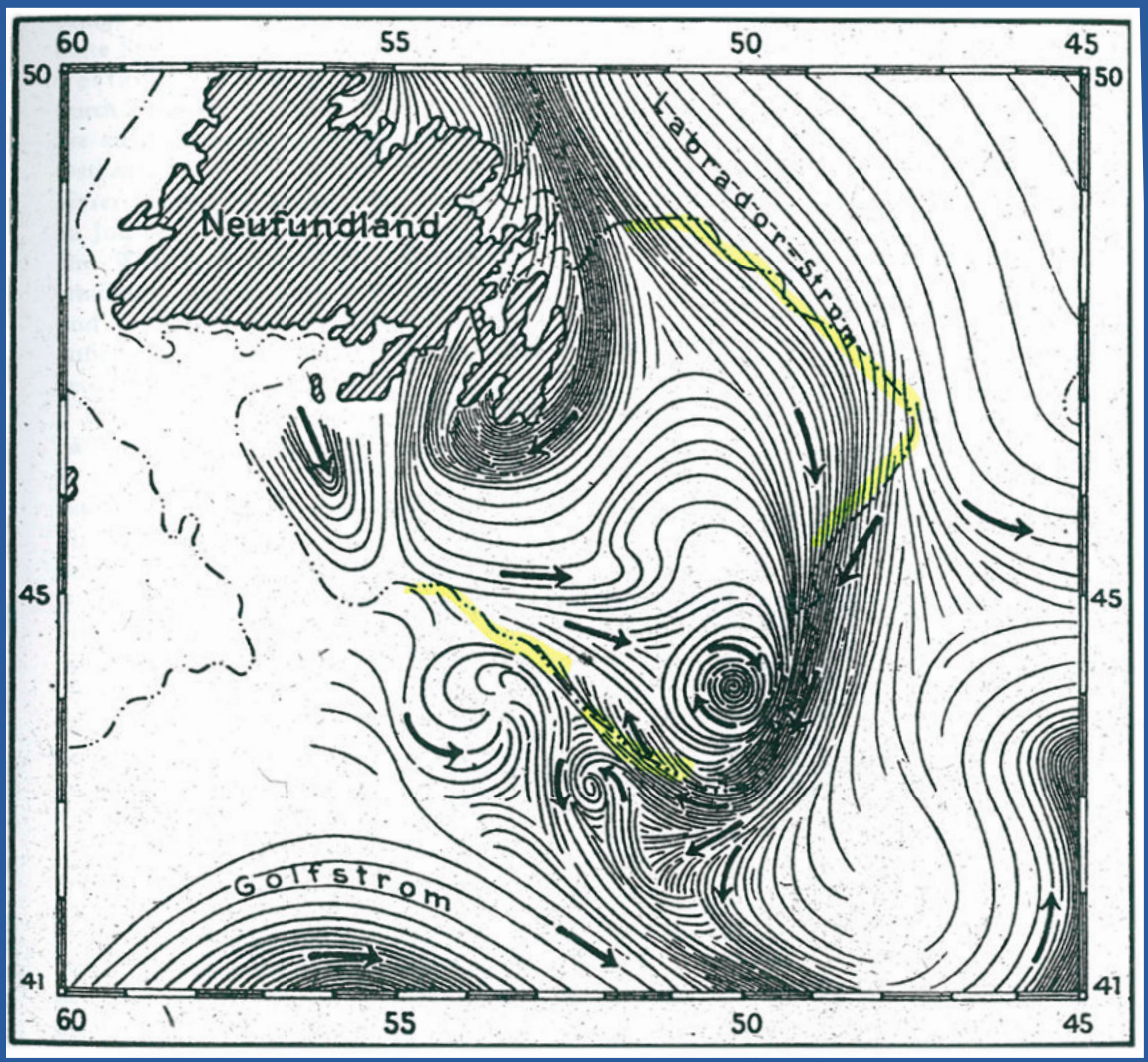
Lost Knowledge

The last gread secrets of the Titanic

Klaus Scharmberg



The travel report of a German Lloyd's agent who survived this catastrophe but, due to the revealed insurance secrets, wished to remain unnamed.

Der Untergang der „Titanic“

Eine wahrheitsgetreue Schilderung des größten Schiffsunglücks und seiner Ursachen. Nach Berichten von geretteten Augenzeugen

---

Mit 1 Karte und 7 Bildern.

Leipziger Verlags-Comptoir, Leipzig 1912

1. Auflage

Imprint

Klaus Scharmberg • Nordseite 29 • 18375 Wieck-Darß

Mail: klausscharmberg@gmx.de
www.verlorenes-wissen-KlausScharmberg.de

Published in self-publishing, Wieck-Darß © 2012

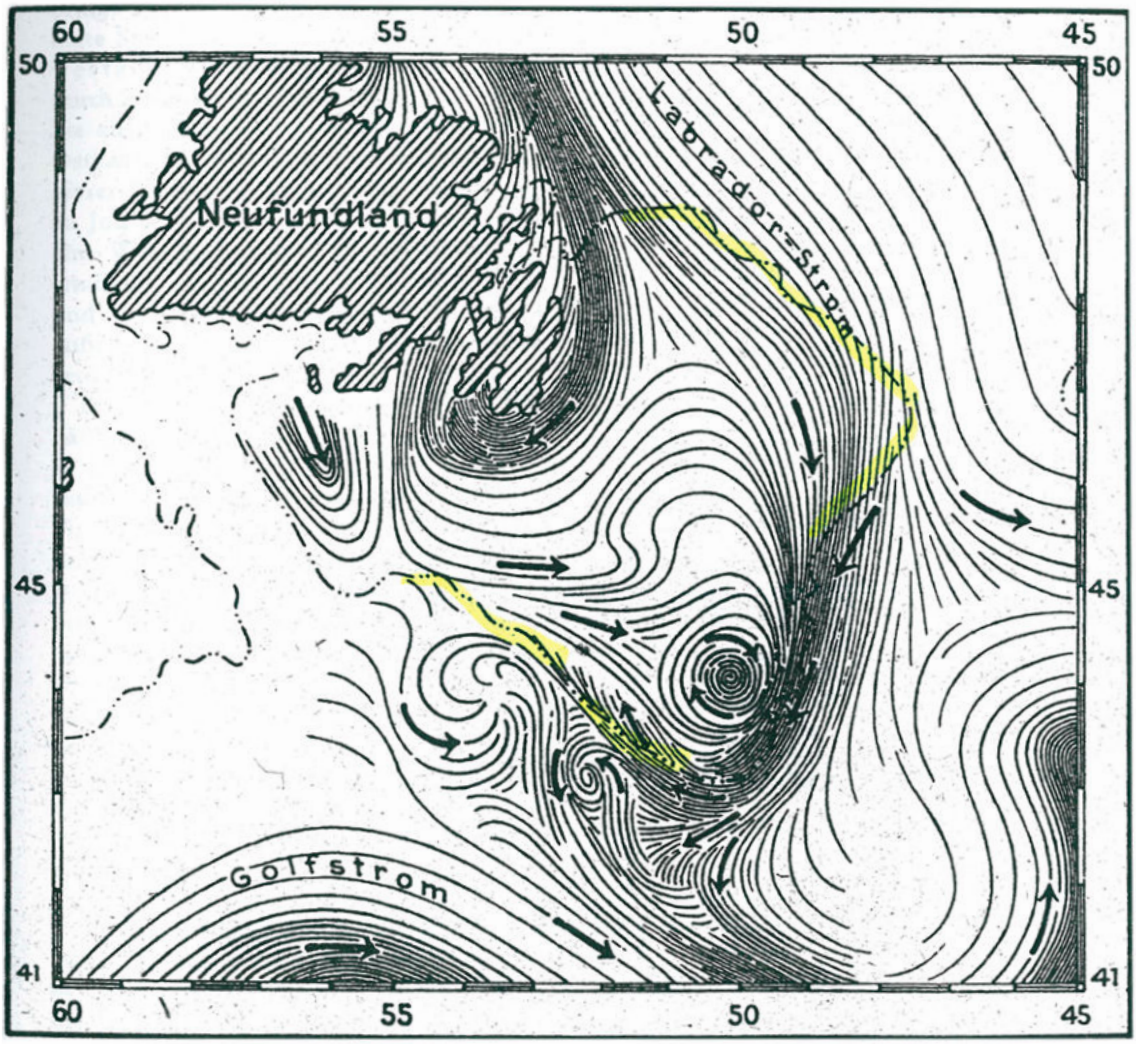
1. Auflage

Lost Knowledge

The last Great Secrets of the Titanic – or, The Final Great Secrets of the Titanic …

All the facts were gathered from original shipbuilding literature of that time and brought to light by

Klaus Scharmberg



1. Auflage

1. Auflage

Table of Contents

Part 1

Table of Contents:

Part 2

Compilation of the More Important Photographic Documents – Along with Their Explanations

For General Orientation

In the specialist world, they say that evolution and truth share one thing in common, namely: "Neither can be suppressed, for both will find their way into the public eye in one way or another, even over a long period of time—and so it is with the truth concerning the Titanic…"

This small book contains answers to previously unsolved questions which, through the written word and including photographic documents from original sources on the one hand, are 100% indisputably credible—and on the other hand, because the forces at play when a vessel changes course (i.e., the derivation, navigating a curve) and the kinetic-physical laws of seafaring (the centrifugal forces acting on a ship's hull in the deep ocean) have followed their own particular rules from the beginning of time up until today, these answers can no longer be credibly disputed or contradicted by anyone.

These answers—questions that, in the years after the supposed discovery of the very wreck that was allegedly (visibly) the Titanic, found by the underwater archaeologist Dr. Robert Ballard—were, for very specific reasons, never asked. They will prove that the shipwreck found on September 1, 1985, by that scientist and then publicly declared to be the "Titanic" is actually not the real Titanic, because officially, the real Titanic has not been found to this day.

The 4 Most Important Questions So Far Left Unanswered, and Their Final Answers in This Book

1. **What was the Titanic actually carrying as cargo?**
   A ship this large would never sail to America with a nearly empty cargo hold (as shown until now), i.e., with the first three compartments almost empty!

2. **What is the real truth behind the "fabled" treasures that supposedly went down with the Titanic?**
   Just two items of cargo (one of which originates from Holland) are calculated at today's values to amount to 1.8 billion euros…

3. **What really caused the damage to the Titanic, and according to the fundamental laws of physics, how did she actually sink?**
   The claim that the ship was irreparably damaged by a "huge iceberg" is, given the geological peculiarities, simply untrue…

4. **It is officially stated that the Titanic is in a very critical state of preservation—but is this really in accordance with the facts?**
   The construction requirements of the (Germanic/German or British) Lloyd's, regarding the types of paint used and their composition in preserving seagoing vessels, prove something entirely different…!

These answers (truths) presented in this book are fundamentally based on the eyewitness report of a German Lloyd's insurance agent—someone I have now rediscovered—who was indeed the only person who could have known each and every one of these extremely sensitive facts:

for example, about the "legendary treasures," whose value, calculated at today's rate of tenfold, would be 1.8 billion euros, or about what the Titanic really carried as cargo. This agent reported these facts, which were certainly never intended for the public, in a travel account published without an author's name. Furthermore, there is also an account from a German ship's electrician who survived this catastrophe. In his personal testimony, he mentions, among other things, the "telephone system" in every one of the First Class staterooms—something that is never mentioned anywhere in publications after 1980. There is also the original report of the British Board of Trade's inquiry into the sinking of the Titanic (published in the 1912 edition of the technical journal *Der deutsche Schiffbau*) → an excerpt appearing on pages 20–21 in the 2nd section (the full original having 135 pages!). That document also includes a very detailed description of how the Titanic was constructed (from keel to boat deck). The fact that this giant liner, measuring 280 meters in length, sank in barely "four hours…?" had the effect of a "proverbial bombshell" among the Germanic Lloyd's shipbuilding engineers—that is, it caused extraordinary dismay—as well as many other details, e.g., the international signal book, the three required named paint colors (one of which contained coal tar*), meaning three coats of paint. The quantity used was 0.4 liters per square meter (i.e., inside and out), which, starting from a homogeneous (even) application, resulted in a layer thickness of about 4 mm, etc. All this comes from the original written sources (including photographs of the time) in German shipbuilding. Here, for example, we might mention the enormous crankshaft with a total weight of 82 tons, which must certainly also have been installed in the Titanic to meet technical requirements. Because the engine shown to the public on the wreck of the supposed Titanic is simply **far** too small!

What no one knows any longer is that, at that time, it did not really matter whether a transatlantic ship was built in England, Germany, the USA, or France, because the construction guidelines—i.e., the legally mandated regulations laid down by Lloyd's—were almost "identical" in every country. Also, there were international shipbuilding conferences every year, at which engineers exchanged the latest findings in shipbuilding.

The Historical Chronology of Discovering All the Facts in This Book up to the Present Day

My grandfather, Wilhelm Scharmberg, was born on December 8, 1888. He was the son of a farming family and later, at the age of 14—in the year 1912—he began earning his livelihood on ships of the Norddeutsche (North German) Lloyd in Hamburg, at first as a simple cabin boy. The ship on which he worked for many years was a German whaling and processing vessel, namely the *Walter Rau*.

During these years, he too had his own seaman's chest, in which he kept especially valuable items. In 1935, he came ashore to take over his parents' farm, and in 1936 my father, Gerd Scharmberg, was born.

Naturally, my father also worked several years at the shipyard in Stralsund before beginning, a little later, studies toward earning a sea captain's license. After he received that license, he sailed the world's oceans as a sea captain for 35 years. Then, in 1961, I was born into the third generation of a seafaring family.

In 1967, I went to school for ten years, afterward training as a pipefitter, because for various reasons I could not fulfill my wish of going to sea in the near future—even though my schoolbooks were filled with ship sketches of all kinds (which certainly got me poor grades for neatness, but obviously hinted that I had the aptitude for a maritime career).

By chance, in 1978 I discovered my grandfather's seaman's chest, in which I found a small book bearing the word "Titanic." Since I could not read the old German script (Fraktur), I soon lost interest in this little book. However, the knowledge that it existed stuck firmly in my mind. In 1979, I happened to see a British film on TV about the sinking of the Titanic. I quickly realized the tremendous significance this almost unbelievable but very real catastrophe must have had for shipbuilding at the time.

This film made me think again of the small book in my grandfather's chest. Not knowing how to read the old script, I went to our local library and asked the librarian to teach me to read it, so I could figure out what might be written there. As I gradually learned to read it, page by page, I gained knowledge of very specific facts regarding the sinking of the Titanic—details not even mentioned in that 1979 TV film. By diligently learning to read the old Fraktur script fluently, I was finally able, 15 years later, to begin my own research into the Norddeutsche Lloyd Company—indeed, to become familiar with shipbuilding of that time in myriad details. Only in 1993, that is after the political changes (the end of the GDR), did I gain access to the virtually endless possibilities of the "WWW." The main reason for such a long delay was "girlfriend, family in general, and demands of the labor market in this new democratic state, etc."

It was not until I decided to collect all my findings in a book that I became fully aware of what had begun in 1979 with learning the old Fraktur script: that over the following 40 years, I would gather an astonishing trove of irrefutable facts. Now, they provide indisputable proof that the sinking of the Titanic happened quite differently, and that the ship resting on the seabed, presented to the world public since 1980 as the "Titanic," can by no means be the real Titanic → The mere presence of the crankshaft on page 41 in Section 1 of the photographic documents, a crankshaft of a very similar design also used in the Titanic…

It does not require a great deal of technical expertise to see that the ship's engine supposedly visible on the wreck of the Titanic is apparently much too small to have been installed in that vessel. Beyond that, let us note that the ship's bottom (the double bottom) was supposedly only 1.65 m (about 5.4 ft) high → as stated in a 1979 letter by the president of the Titanic Society (Switzerland), Mr. Günter Bäbler (see Section 2 of the photographic documents, page 26). Structurally (in terms of load-bearing capacity), that is far too small, and the total length of that ship, at only 180 meters, is much too short to have carried the two engines whose two crankshafts alone weigh 82 tons each, i.e., a total of 2 × 200 = 400 tons with all associated structural components.

Another example (in my opinion, a very apt one) is how, at that time, everything was calculated by hand down to the fifth decimal place. Because of that, ships of that era were built with a "fivefold safety margin." This fact alone helps to explain why the sudden loss of the giant liner Titanic—"in only four hours"—caused a great shock (panic!) at the highest levels among German shipbuilding engineers, as they could not understand how this could have happened so quickly. As one of many examples, see the excerpt from the journals *Prometheus*, on pages 32–33 in Section 1 of the photographic documents.

As I said above, the design and, thus, the specific technical features of the major transatlantic ships were nearly identical in both Germany and England. That also applied to the pumping capacity for drawing in seawater for the boilers or pumping out water in the event of a leak. (See pages 5–7 in Section 2 of the photographic documents.) The maximum performance of *one* such pumping system was about 350 m³ (cubic meters) per hour, and any vessel measuring at least 200 meters in length carried three of these on board. The reason was to ensure an adequate supply of seawater for the steam boilers at all times. Two pumps operated continuously; one was kept in reserve.

A straightforward calculation of that capacity reveals that in an emergency, some 1,000 m³—i.e., 1,000 tons by weight—could be pumped out every hour. The Titanic, with its roughly 16,000 m³ capacity for seawater intake before losing buoyancy and sinking from the excess weight, apparently filled up in barely one hour. Official statements claim the total breach measured 1.5 m², but that figure must have been much larger than indicated to allow so much water—roughly 35,000 m³ in two hours—to flood in and sink the ship.

According to the official account, the Titanic's critical contact with the "iceberg" occurred on the starboard side. But is that correct…? In an American TV documentary, they showed how the interior of the cargo holds had been examined, noting that the relevant area did not display the damage needed to match the official story. So the question arises: *Which path did the 35,000 m³ of incoming seawater follow in just two hours, eventually causing the ship to sink…?* The answer can be found by closely examining the bathymetric map (depth chart) of the Grand Banks off Newfoundland, at the end of this book.

Because the Titanic was fully loaded (the subsequent travel report will reveal what cargo it carried), the first three compartments, from the bow to the bridge bulkhead (a total length of about 40 meters), *cannot* explain the ship's rapid sinking. That leaves only about 50 meters of hull in which the water might have entered—again leading to the question: How could so much water flood in so quickly that the vessel began sinking irretrievably after only about one hour…?

Only through countless hours of research, collecting photographic documents, and through the shipbuilding expertise that grew out of investigating both German and English vessels from that era did the bathymetric map of the Grand Banks, in 2021, become the "missing link"—i.e., the key piece explaining how, after the collision, around 35,000 m³ of seawater could flood into this massive ship within two hours, making it impossible to save.

Note: Even with today's modern technological aids, American shipbuilding engineers supposedly still find it a mystery how a vessel this large could lose buoyancy so quickly and sink. The totality of the facts presented in this book reveals the real sequence of events that led to the loss of this ship.

Closing Remarks

Regarding historical records of events in the "old history of the world," I like to say, "If an occurrence in history becomes a legend—because the relevant information has been lost—and that legend turns into a myth, then the time has come to search for the truth." That is what I did in the case of the Titanic. And I can say with justified pride that what began in 1979 by learning the

Fraktur script and concluded in 2021 proves the statement about evolution and truth to be correct: that both make their way over a long span of time. Indeed, with respect to the many myths that have taken shape in the last 100 years regarding the Titanic's sinking, I have now dispelled them in text and photographic evidence—no one can contest these facts. One cannot suppress the truth…!

The Travel Report of a German Lloyd's Agent on the Titanic, Who Wished to Remain Unnamed, Having Survived the Catastrophe but Wishing to Protect Confidential Insurance Information

Southampton's Day of Celebration

April 10, 1912, was a day of celebration for many people in Southampton. The largest ship in the world, the *Titanic*, was setting out on her maiden voyage. The White Star Line, which was among the largest shipping companies in the world, had commissioned the construction of this ship in order to be (at least for a short time) a nose-length ahead of the German shipping lines. The White Star Line wanted not only the largest ship in the world but the most luxurious and technologically advanced, and it also wanted to wrest the "Blue Riband"—proof of the highest speed—from its competitor, the Cunard Line. Cunard had set a record of 5 days, 11 hours, and 37 minutes for crossing to New York—this record had to be broken on the very first voyage of the proud *Titanic*.

In order to understand White Star's ambition, one must remember that this rivalry was no mundane competition but a fierce struggle involving millions and international prestige. That White Star Line had to reckon with very powerful competitors in Germany's two big lines and in the Cunard Line can be seen in this overview of how many passengers were carried in 1910 (because the relevant compilation for 1911 is not yet available) by these four shipping companies. They transported:

[**Original table is omitted here, as it was not included in full detail in the text**]

One can imagine that the *Titanic*'s departure for its maiden voyage was a day of celebration for the shipyard (Harland & Wolff) that built her, for the White Star Line, and for the city of Southampton itself, where most of the crew lived and nearly every family had a relative or friend aboard.

This ship was truly an extraordinary product of human endeavor, something the entire civilized world could take pride in—it was a "floating luxury hotel." The number of passengers and crew on board during that maiden voyage has never been reliably established, as White Star's management had an interest in keeping that number as low as possible so as to minimize the perceived scale of the disaster. Nevertheless, there were probably between 2,300 and 2,400 people aboard when the proud vessel set out on its first, and as it turned out last, voyage.

Even before the *Titanic*, her sister ship the *Olympic* had been the largest ship in the world, but the new liner dwarfed the *Olympic* in terms of overall comfort. In the truest sense of the word, she was a floating luxury hotel, a paradise for the American "nabobs" (scions of wealthy families), who indeed seized the opportunity of the *Titanic*'s maiden voyage to return home across the ocean from their winter sojourn in Paris or on the Riviera. Most fantastic pleasures awaited them on board.

Somewhere within the 9*—in total well over 20 meters high—stacked decks, there was a "gallery of shops" where these spoiled "Dollar Princesses" could purchase fine jewelry, authentic lace, and other valuables.

(*) In the many publications about the *Titanic* that appeared after 1980, only 7 decks are ever mentioned… The author of this account (undoubtedly an insurance agent of the Germanic Lloyd) certainly did not miscount…

On board, they found a large ballroom, a theater, a roller-skating rink, plus a swimming pool with heated water. For the children of First Class passengers, there was even a specially designated playroom. However, the ship's greatest "showpiece" might have been the garden on the upper deck, which was to feature rare tropical plants, flowers, and various ornamental trees. It had not yet been fully arranged, presumably because of the early time of year.

"Entire floors" were set aside for millionaires on their honeymoons. Restaurants, cafés, and lavishly furnished reception lounges were scattered across all the decks. When the floating hotel left Southampton, about a hundred people were exercising in the gym. On one side of the deck, ladies rode camels* (→ see references on page 49), and on the other side, a bicycle race was taking place, while on the tennis court, heated matches were being fought. Many passengers amused themselves by exploring the huge ship, which was insured by Lloyd's for a mere 20 million marks (around 1 million pounds sterling), though it had cost far more to build. The ship also boasted one of the latest five-kilowatt Marconi sets, which theoretically had a range of 300 nautical miles. In practice, in cold, clear air, one could achieve about 500 nautical miles—around 875 kilometers—by day, and at night triple that distance, around 2,600 kilometers…

(*) This detail—that there were camels on the *Titanic*—is further proof that larger animal stalls must have been aboard as well. Nowhere, neither in printed nor TV media, is this ever acknowledged—likely to maintain secrecy over the "false Titanic." But as already noted, one cannot suppress the truth…

The *Titanic* was 280 meters long and 30 meters wide, making her bigger even than the Cunard Line's giants, the *Mauretania* and the *Lusitania*, which had held the crown as the largest ocean liners until 1911. The *Titanic* had space for about 3,150 people. Of these, 750 were First Class, up to 500 in Second Class, 1,100 in Third Class, plus a crew of 800 in total. A passage on the *Titanic* ranged from 17,400 marks to 155 marks, the latter being the fare for a Third Class passenger. The top fare for a private "suite" consisting of two bedrooms (with dressing room), living room, two salons, one bathroom, plus a servant's room and a personal telephone extension and private promenade deck, was extremely expensive.

With its enormous dimensions and the unprecedented luxury provided, the *Titanic* incurred extraordinary operating costs, e.g. for coal* and provisions:

(*) Daily coal consumption was about 860 tons. If we assume a bulk density of 1.3 for the coal, that means after 4.5 days at sea from Southampton, some 5,000 cubic meters of bunker space would have been emptied. Such large, empty spaces could never have been evenly filled by the incoming sea during the rapid sinking of the *Titanic*, nor would pressure conditions have equalized. Consequently, as depth increased, these huge empty volumes would inevitably have been crushed inward (imploding), severely deforming the hull in at least 15 separate places (?). That is, however, not the case…

There was no shortage of experts who claimed such a giant vessel could never be profitable with so many overhead expenses. It was seen more as a symbol of the extraordinary capabilities of British shipbuilding and the absolutely determined drive to assert Britain's maritime superiority over the fast German liners. From Southampton to New York or vice versa, the *Titanic* was meant to use 75,000 lbs of meat, 35,000 fresh eggs, 25,000 lbs of poultry, and additionally 40 tons of potatoes, 7,000 liters of milk, 5 tons of sugar, 1,000 tons of tea, 250 barrels of flour, 10,000 lbs of vegetables, 12,000 bottles of mineral water, 15,000 bottles of ale and porter, and 1,000 bottles of wine. Obviously, these quantities required huge storage spaces, which are nowhere mentioned or shown in the numerous documentaries and books appearing since 1980…

The shipboard tableware alone consisted of around 25,000 pieces of porcelain, 7,000 pieces of glass, 26,000 silver items, and 21,000 bowls, pots, and other containers—again, details the media have ignored completely since 1980…

To maintain propulsion, about 300 men worked continuously in the engine and boiler rooms to keep the 20 huge boilers and furnaces going. The British hoped proudly that the *Titanic* might at least remain "the largest ship in the world" for one year—after which, in April or May 1913, she would lose that title to the still-unfinished German liner *Imperator*, built by Hamburg-Amerika. The *Imperator*, Germany's new contender in the perennial race for the "Blue Riband," would exceed even the *Titanic* in length and was said—according to all that was known of its plans—to displace nearly 50,000 tons, whereas the *Titanic* displaced 46,328 tons.

All these figures help explain the pride that filled Southampton as this colossal liner weighed anchor for its transatlantic voyage. Yet while she was leaving harbor, an odd mishap occurred: the *Titanic* displaced so much water as she got underway that the seven mooring lines of the nearby SS *New York* snapped. The *New York* drifted dangerously close to the *Titanic* and only avoided a collision through quick intervention by tugboats. Among superstitious sailors, that was seen as an ill omen—and indeed the people of Southampton had an unexplained, almost superstitious distrust of the *Titanic*. There had recently been a strike that caused great hardship, and many had no choice but to take the sign-on bonus. Yet a number of them preferred continued hunger over sailing on this vessel. They said only, "We just don't trust this ship," shrugging their shoulders—sailors' superstition…

One stoker went aboard the doomed vessel twice and returned home twice. He was afraid of the ship, but his wife and children were hungry, so on the third try he stayed. He never came home again, and now his wife and children face even greater hunger…

Despite all that, the ship set out from Southampton on Wednesday, April 10, 1912, accompanied by all the good wishes of those whose fortunes were in some way bound up with hers. They expected her to arrive in New York in five or six days. Fate willed otherwise. By the evening papers of April 15 and the morning papers of April 16, people read the following dispatches:

Cape Race, April 15 (telegram). The White Star liner *Titanic* collided with an iceberg on Sunday night and sent out an urgent call for help. She began sinking only 30 minutes after the collision. The women passengers were taken off in lifeboats. The liners *Olympic* and *Virginian* responded to the *Titanic*'s wireless distress call, saying they would hurry to assist.

New York, April 15 (telegram). The maritime authorities in Halifax received a wireless telegram that the *Titanic* was in danger of sinking and that tugs were trying to get her into shallow water near Cape Race.

These reports, which reached White Star's management even earlier than the general public, caused the greatest alarm among company officials—one of whom was actually on board the ship. The newspaper bulletins caused terrible shock and horror among those who knew a loved one had been aboard. Southampton especially was thrown into turmoil. How was such a thing possible? How could so modern a technological marvel be lost so quickly? What truly happened? The answer was slow to arrive. Details trickled out, and only on the night of April 18–19 in New York did the entire awful truth become known in all its horror.

The Catastrophe

On the world's busiest shipping lane, the sea route between Europe and New York, ships must contend not only with storms and fog but also icebergs that can be extremely dangerous. Most icebergs in these heavily traveled waters—south of the Grand Banks of Newfoundland, where the *Titanic* was lost—are sighted in May, when they are particularly numerous. The danger of colliding with an iceberg or being caught in ice fields is not to be underestimated, especially since the region with heavy seasonal ice often has dense fog.

Icebergs, as is well known, do not form in the ocean itself but from precipitation over the Arctic lands; they are parts of polar glaciers of sometimes considerable size. The thicker a glacier is, the farther it extends out onto the seafloor, sometimes protruding miles into the ocean. The specific gravity of ice means the submerged portion is at least five to seven times (depending on the nature and age of the ice) larger than the above-water portion. Thus, large icebergs often become grounded on shallows, as on the Grand Banks, whose formation likely owes to glacial deposits.

In recent years, numerous icebergs have been sighted at times with heights of 1,000–1,500 feet (300–500 meters) above sea level. In January 1905, the four-masted schooner *Loch Torridon* (about 100 meters long) encountered several icebergs in the Atlantic that soared more than 1,000 feet high, among which was one even larger at 1,500 feet from the waterline to its peak. Earlier reports of such enormous ice masses had been deemed exaggerated, but exact measurements have confirmed these estimates. Nor is it only the height of an iceberg that can be enormous; its extent can rival a fair-sized island.

A few years ago, about halfway between Cape Horn and the Cape of Good Hope, a number of sailing ships carrying emigrants to Australia encountered a colossal mass of ice shaped like the letter "J," making it perilous because the ships believed they were facing two parallel ice formations and thus sailed between the sections, only to discover it was a single berg curving around. The longer side measured some 60 nautical miles (1 nm ~ 1.85 km) = 96 km, and the shorter about 20 miles = 32 km. Between these two dangerous arms was a bay about 40 miles wide. One emigrant vessel sailed into that cul-de-sac and perished with all souls on board, while others struggled to retrace their route to open waters.

Icebergs are often wildly fractured and jagged, crowned with ridges and spires, with grottoes and arches. The sun's rays refract in the myriad faces, producing stunning rainbow colors. One area might glow with a deep blue, another bright green. Waterfalls crash down the nearly vertical slopes, forming churning torrents in the gullies, spraying white foam. Thousands of birds sometimes rest on these floating giants, their calls enlivening the scene.

At times when visibility is impaired by fog, mariners in these ice-laden regions often rely heavily on taking constant temperature readings. Fresh meltwater from an iceberg, being lighter than the salty sea, spreads on the ocean surface and lowers the temperature there, revealing the iceberg's presence. To avoid collisions, transatlantic liners typically alter course during the spring into early summer. According to the *Leipziger Neuesten Nachrichten*, if the water's temperature is already near freezing (like in winter), such measurements are of little use, and so, if there is fog, the ship must run slowly—even if steam pressure is kept high—because a large obstacle may appear suddenly. In the event of a collision under such conditions, the damage would likely be minor. Unfortunately, the *Titanic* neglected such basic precautions due to an insane race for speed in which only hours or even minutes gained over the competition mattered.

Investigations later showed that on Sunday afternoon, April 14, Mrs. Ryerson (Philadelphia) chatted with the White Star Line director, Mr. Bruce Ismay, aboard the *Titanic*, remarking that now, with icebergs in sight, the ship would presumably slow down. But Ismay replied, "On the contrary; we will go faster than usual." Also, just before the impending disaster, the captain was dining with Ismay and other prominent passengers at the hour when one might have expected him on the bridge in a region where icebergs were to be feared. Amid the jovial clinking of glasses came the deadly collision.

Tragically, the few *Titanic* survivors were questioned in New York by an investigative commission, and their statements often conflict, given the ship's massive scale (with its "9 decks"). Each person found themselves in a different location, so each witnessed something unique. While some deny any panic, claiming all was done in orderly fashion, others describe horrifying scenes.

In summary, the collision probably happened like this: The *Titanic* ran into an iceberg of perhaps 50–100 feet in height.* The blow was not felt at the bow, but the ship scraped along the side of the berg, tearing open the hull lengthwise and compromising most of her watertight compartments. At the time of impact, the ship was running at full speed (23 knots). Passengers had been assured no "race" across the Atlantic was underway, yet they reported otherwise. In the critical area with icebergs, the captain was not on the bridge; the First Officer was in command. The mysterious iceberg disappeared from sight about 15 minutes after the collision.*

(*) If the iceberg rose 50 ft (approx. 17 m) above the surface, ~100 m would be submerged. If it rose 100 ft (35 m) above the surface, ~210 m would be submerged. But as shown in the British Admiralty's depth chart at the end of this book, the entire area where the *Titanic* was damaged is no deeper than about 30 fathoms = 50 m, which is far too shallow for an iceberg of such magnitude to float there. Hence there could not have been an iceberg big enough to inflict the fatal damage…

At the moment of disaster, the ship maintained 23 knots (full steam). Passengers said that, contrary to statements by the officers, the *Titanic* had been pushing ahead at speed ever since passing Daunt's Rock. On the night of the accident, the sky was starry and the air was clear*; the ship's searchlights were not in use. The collision took place at 11:00 p.m. ship's time (whereas the films

incorrectly state 11:40 p.m.). Fifteen minutes later, passengers were told to come on deck and don life vests. After about 40 minutes, the order came to board the lifeboats. Many of the men in First and Second Class made no attempt to save themselves. They helped women and children into the boats, while some Third Class passengers tried to storm them. Around half a dozen Italians were reportedly shot to protect the women, and the ship went down 2 hours 25 minutes after the collision.

(Page 16)

Just minutes before she sank, her boilers exploded. This would have torn huge gashes in the starboard and port hull. (None of this is shown anywhere…) The bow went under first, and the stern rose high in the air. The *Titanic* made a sort of headfirst plunge. The claim that she broke in two is contradicted here; these reports say she went down in one piece… Moments before she vanished, some remaining men jumped into the water. The lifeboats had rowed a mile away (1.7 km) to avoid being pulled down with the ship. Then they returned to the disaster area and rescued men still alive in the water.

The *Carpathia* arrived around 8:00 a.m. Monday morning—i.e., seven hours* after receiving the SOS just before midnight. Four survivors died aboard from their ordeal before the *Carpathia* reached New York; others were horribly injured, and some were driven insane by the shock.

(*) Since the *Carpathia*'s maximum speed was 17.5 knots = 32 km/h, in four hours, that covers about 130 km or 75 nm. This substantial distance reveals the *Titanic* had strayed far too far north (the summer route across the Grand Banks) instead of staying on the official winter route further south…

Many survivors were hospitalized upon landing in New York; others had to seek private care and medical attention. Because wireless telegraphy played such an important role in the *Titanic* disaster, the director of the Deutsche Betriebsgesellschaft für drahtlose Telegraphie, Mr. Hermann J. Behner, explained to the *Berliner Lokal-Anzeiger* that the radio telegraphy convention reached at a 1906 Berlin conference required all stations, regardless of system, to respond immediately if they heard "C.Q.D." (Come quick, danger!). The telegraph operator must instantly alert the captain, who must then proceed without delay to the reported location of the ship in distress. Failure to do so would bring him before a maritime court. Typically, these three letters are followed by the name of the vessel, its position, and more details of the accident.

(Page 17)

The *Dresdner Neuesten Nachrichten* offered a vivid picture of a Marconi station during the *Titanic*'s final hours. At Cape Race on Newfoundland's lonely eastern tip, the wireless operator sits in silence. Suddenly, the Morse printer on the table starts tapping… The operator quickly recognizes the distress code signals—repeated over and over—and soon identifies the *Titanic* as the sender. He sees in his mind's eye that giant liner, with thousands aboard, struggling against the waves. One by one, other ships reply—*Virginian*, *Olympic*, *Baltic*, *Carpathia*, *Carona*—some 50 vessels picking up the *Titanic*'s calls. The hours pass as they hurry to the position given, hoping to save over 2,000 souls in mortal peril.

The first SOS from the *Titanic* was sent by the ship's senior Marconi operator, Phillips, who died faithfully at his post. The second operator, Harold Bride—who survived—later described it. He

had found a burned-out part in the apparatus earlier in the day. Had he discovered it only a little later, the distress signals would have been impossible. After the collision, the captain told them to be ready to send distress calls. Ten minutes later, he returned and said they should begin. They first sent "C.Q.D." and made jokes about it, but soon the captain told them, "Use S.O.S. now," explaining the ship had been struck amidships by an iceberg and was sinking by the head. They established contact with the *Frankfurt* and then with the *Carpathia*, telling them water was rushing in. Five minutes later, *Carpathia* signaled she was coming full steam. Bride's extraordinary story includes horrifying details: Phillips continued sending out calls until water flooded the radio room, and Bride was washed overboard with a lifeboat that overturned. He regained consciousness in the lifeboat, recognized Phillips onboard but found him dead from exhaustion and cold.

The final messages from the *Titanic* reached the *Virginian* at 12:17 a.m. The operator at Cape Race noted that the *Titanic* continued sending the mayday code calmly but insistently, giving her exact position and pleas for help—"Hurry, hurry! Help, help!"—until the last moment.

White Star's New York office was besieged by distraught people. Wealthy or poor, all wept, as no official news was forthcoming. The official line was first that tugs were towing the *Titanic* to Halifax, then that other ships had rescued more survivors, but as each of those other ships had wireless telegraphy too, the truth soon emerged—that only the *Carpathia* had rescued people. She was heading for New York, scheduled to arrive on Thursday, April 18, with 868 survivors—but that number, too, proved false. In truth, only 705 had been saved. All sources agreed none of the other ships arrived in time. The *Carpathia*, arriving first, found only lifeboats, scattered over a 21-mile-wide ice field, carrying the survivors. It took hours to bring them aboard amid the heavy ice. Most were only lightly clothed. They had drifted in the cold for hours, waiting for help.

As already noted, the *Titanic* took no proper precautions in the dangerous ice region, apparently because of an insane quest to break speed records by any margin. But the White Star Line was also responsible for the shortage of lifeboats. Initially, press reports suggested *all* the *Titanic*'s lifeboats had been found. Then the figure was put at only 16, and no report indicated any were missing. Crew members knew the real total. Since 705 people ended up on the *Carpathia*, that means on average around 44 people per lifeboat, a plausible figure. If the boat capacity was just 700, the other 1,600 were doomed from the start. The British press excoriated the shipping company. Under British Board of Trade regulations, ships above 10,000 tons were required to carry just 16 lifeboats—so even though the *Titanic* was 46,000 tons, she needed no more than 16. This scandalous mismatch between regulations and reality was the main reason the casualty toll was so appalling. The *Olympic*, *Mauretania*, *Lusitania*, and other British ocean giants also have no more than 16 boats—meaning a repeat of such a colossal disaster was theoretically possible.

Perhaps now, England would have a different view of the Germanic Lloyd's "pedantry" regarding safety questions. German liners were equipped quite differently for passenger safety. The instructional pamphlet *Eine Ozeanfahrt. Der Sicherheitsdienst an Bord* in the "Meereskunde" series (published by C.S. Mittler & Sohn in Berlin) notes:

On the Grand Banks, where icebergs drift southward east of Newfoundland, from January to June the ice boundary advances, and from mid-July it recedes. The shortest route from Europe to the U.S. passes close by Cape Race, on the southeast tip of Newfoundland—where the first wireless signals from the sinking *Titanic* were received—i.e. directly over the Grand Banks. Hence, in the

ice-light season (mid-August to January 14), captains may sail a route about 95 nautical miles southeast of the Cape, across the Grand Banks. In the ice-rich season, though, they avoid it entirely, proceeding on or below 42° N. If one still runs into ice, they proceed with caution, measuring water temperature, adjusting speed or course as necessary.

Regarding safety precautions, that pamphlet says the number of lifeboats and their capacity are mandated by law (the German Emigration Act and the Sea Occupational Association). Atlantic liners must have a certain number of boats: from 3,000 GRT at least 4 boats; from 10,000 GRT at least 12; from 18,000 GRT at least 16, etc. By that standard, the *Titanic* would have needed 44 boats. With each lifeboat holding 60 people, that is space for 2,640 persons—thus the total number of passengers plus crew would have been saved. Where even more capacity might be required, additional "emergency capacity" had to be carried—collapsible boats, rafts, floating deck seats, or comparable solutions. Hence, one can accurately say that German ocean liners, from the *Königin Luise* (1897) to the *Kronprinzessin Cecilie* (1905), the *George Washington* (1909), and the upcoming *Imperator* (1913), all far surpassed the British giants in such safety measures. The *Titanic* tragedy, with 1,600+ lives lost, remains the worst disaster in maritime history up to that time, serving as a solemn admonition to investigate the causes and to ensure that further measures be implemented to prevent such tragedies as far as humanly possible.

According to *The Times*, the cargo aboard *Titanic* was of enormous value: about 50,000 sacks of coffee and nearly as many chests of tea—listed as "colonial wares." She also carried diamonds and jewels worth over 100 million marks. (At modern rates, about 1 billion euros…) Personal effects of the travelers similarly tallied 100 million marks. One American passenger alone, upon boarding, handed in a jewel casket containing items supposedly worth over 3 million marks (30 million euros in today's money). Several newspapers reported that with the *Titanic* went the world-famous "Blue Diamond," rumored to be on board. This mysterious diamond allegedly brought misfortune to every owner and was worth 1.5 million marks (~15 million euros today). It had once belonged to a Turkish sultan who was deposed, then a Spaniard named Habib, who drowned, then was bought by Queen Marie Antoinette, who was guillotined. Next it went to Prince Lamballe, who was murdered by a mob. After that, an Amsterdam jeweler got it and then committed suicide over marital troubles. Its last known owner was a Washingtonian named Max Lean, who purchased it in January 1910.

The *Daily Telegraph* published a list of American multi-millionaires on board, including John Jacob Astor (worth 250 million dollars), Isidor Straus (50 million), banker Widener (50 million), Colonel Washington Noebling (25 million), and Thayer (10 million). Several other "smaller" millionaires with fortunes of 4–6 million were aboard as well. Altogether, the total wealth of these multi-millionaires exceeded 600 million dollars.

The overall loss with the *Titanic* can be roughly broken down as follows:

- Construction & outfitting: 32 million marks
- Ship's supplies & special acquisitions: 3.5 million
- Valuables in the *Titanic*'s safes: 6 million
- Special declared deposit of an individual: 2 million
- Cash on board: 500,000
- Cargo:
    - Colonial goods (coffee, tea, rubber): 2.5 million
    - Exported items: 7 million
    - Dutch diamonds: 90 million (~900 million euros)
- Passengers' belongings: 40 million
- Insurance values of First Class passengers: 450 million
- Insurance value of Second Class passengers: 40 million
- Lost mail (estimated): 10 million
- Sundry items (rounded): 16.5 million

Total: ~700 million marks were lost to this quest for a speed record, in addition to over 1,600 human lives.

Note: Such precise figures regarding insurance values can only have come from a person employed at the Germanic Lloyd as an insurance official. Hence we can conclude the author of this text was indeed a German Lloyd's insurance agent, on duty aboard the *Titanic*, who survived the disaster and later published this little book. In particular, the data on the *Titanic*'s cargo offers indisputable proof that this ship was fully laden—whereas the vessel discovered by American oceanographer Robert Ballard on September 1, 1980, was found with cargo holds largely empty. That necessarily means the "real Titanic" has not, in fact, been found to this day… Finding her now, 40 years later, with modern deep-sea technology (used for ocean-floor resource exploration, e.g. oil) and with the additional information in this book, should certainly be feasible…!

The Arrival of the Survivors in New York – What the Survivors Said

The entire civilized world was in mounting suspense as the true scale of the disaster came to light. Every new telegram brought further horrifying detail. Estimates of the death toll ranged between 1,200 and 2,000, but even the lowest figure made this the worst maritime disaster in history, just as the *Titanic* had been the largest ship in the world.

It became ever clearer that White Star had not provided adequate passenger safety, prompting widespread calls for an investigation. The U.S. Senate passed legislation without debate to create a special inquiry. Named immediately, this panel began its work at once. They traveled aboard a hastily prepared vessel to meet the *Carpathia* at sea to start questioning survivors before it even reached New York.

The *Carpathia* was expected in New York on the night of April 18. Even then, the exact number of survivors remained unclear. Some passenger lists had been transmitted by radio, bringing relief to those who found their loved ones listed, but greater anxiety to others who searched in vain. They clung to the hope that the list might be incomplete, that perhaps their dear ones were among the rescued—yet what if not? Such torturous doubt led to sleepless nights. Where was the *Carpathia*?

The ship eventually came into New York Harbor at 7 p.m. on April 18. She paused at the quarantine station. Over 10,000 people stood in silence on the Battery, waiting. The *Berliner Tageblatt* published a cable report about the arrival of the rescued:

It was 8:30 p.m. Eastern time (2:30 a.m. Berlin time) when news spread that the *Carpathia* would dock in half an hour. The pier area was cordoned off by police, admitting only those with special passes. A row of city ambulances and private automobiles waited. Doctors and ambulances prepared to transport the wounded. In the middle of the pier, a large passageway with curtains was set up, labeled by class (First, Second, etc.), for survivors to exit. But this arrangement quickly proved untenable, as all classes disembarked at once, many Third Class among them, and everyone rushed off as soon as they felt land beneath their feet, often making it hard for families to find one another. Initially, the scene was very quiet, but soon it was broken by loud cries from the reuniting families, while some wounded were carried by on stretchers.

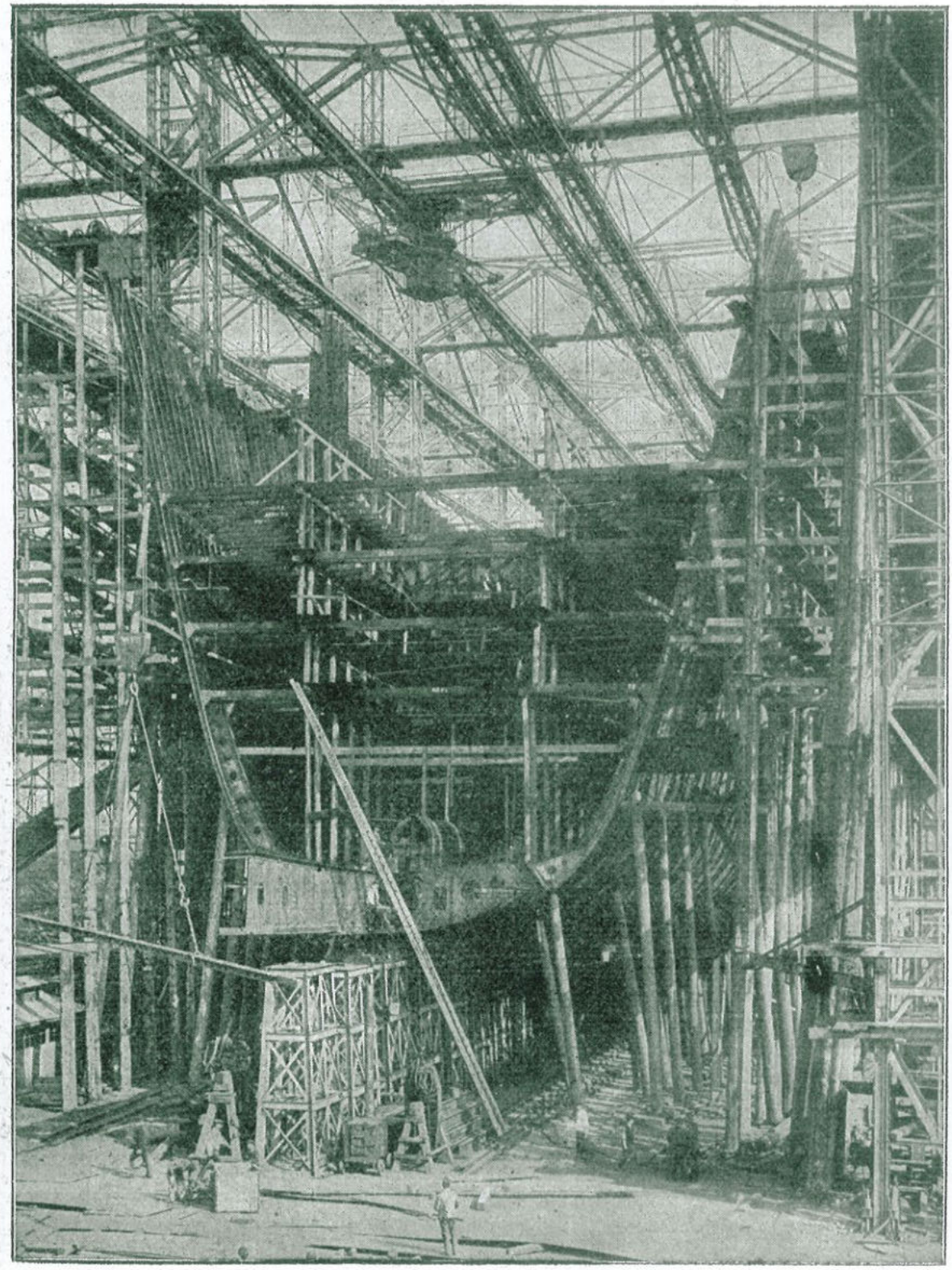
Because the original *Carpathia* passengers were also disembarking, not everyone appeared haggard or traumatized; some looked quite composed. There were older ladies in nightgowns and younger people neatly groomed, men wearing just a blanket or partially dressed, older men leaning on others for support, people embracing in tears. Others appeared only half-aware, unable to form coherent statements. Volunteers and charities met the newly arrived. Survivors all praised how well they had been cared for aboard the *Carpathia*. Over the next days, many different accounts emerged, some contradictory—some said the lifeboat loading was calm, others that men had been shot trying to board. It became clear that the ship's enormous scale and the shock of the event meant each person's perspective varied.

One stoker claimed to have seen four lifeboats full of women sink shortly after launching. A young woman said she boarded a lifeboat and found a two-year-old child in her arms, separated from its mother. Some survivors said the boilers had exploded from contact with the freezing seawater. Another told how, after the collision, the watertight compartments were closed, but the ship soon began to sink by the bow. John Jacob Astor allegedly died an hour before the ship went under. His wife—pregnant—had been carried onto the *Carpathia* in severe distress, unaware of her husband's death. Many men wearing lifebelts were observed from the boats to drown anyway in the frigid water. The ship's band reputedly played "Nearer, My God, to Thee" just before going down. The *Titanic* supposedly ran at 23 knots despite three separate iceberg warnings.

The *Titanic*'s captain, Smith, was said to have attempted suicide twice and finally shot himself on the bridge—but that was officially denied. Another man claimed to have seen him washed off the bridge by a wave, climbing back aboard, only to refuse rescue: "My place is here." Another survived by clinging to a mast for six hours. Frigid cold caused many to perish in the water while the lifeboats drifted among the ice for up to seven hours, waiting for the *Carpathia*. Some died on the boats; others died from their injuries on board.

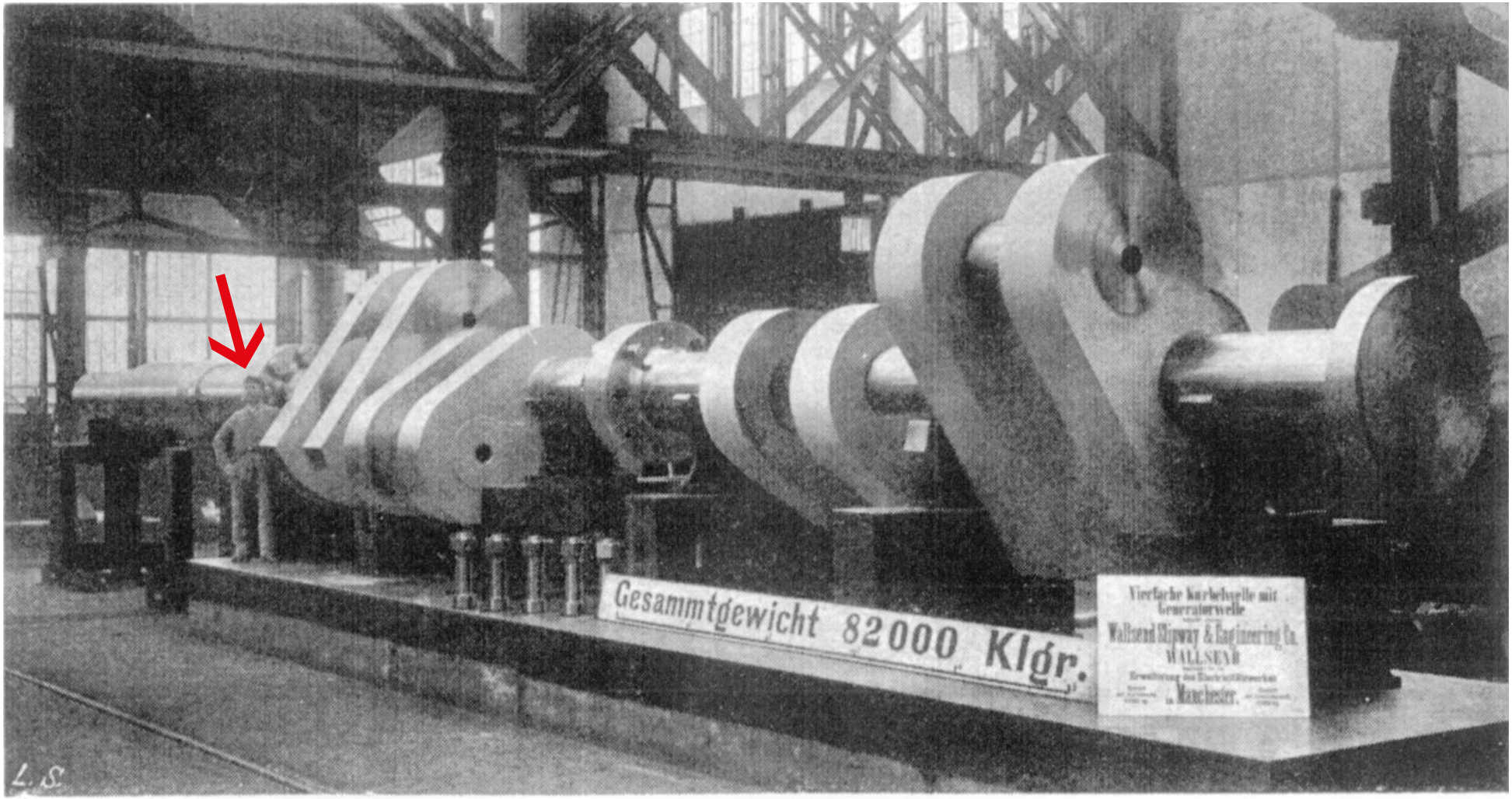
About Two-Thirds Waited for the End

According to several accounts, around two-thirds of the passengers stood calmly on the upper deck, awaiting their fate—even including six women who chose to die with their husbands. The lifeboats rowed out into the darkness. Survivors in them barely felt the suction when the ship went down. Shortly before she vanished, a massive wave swept over the *Titanic* and carried everything away with it.



429. Der Vierschrauben-Turbinendampfer „Imperator" der Hamburg-Amerika-Linie.

Bild Nr.: 2

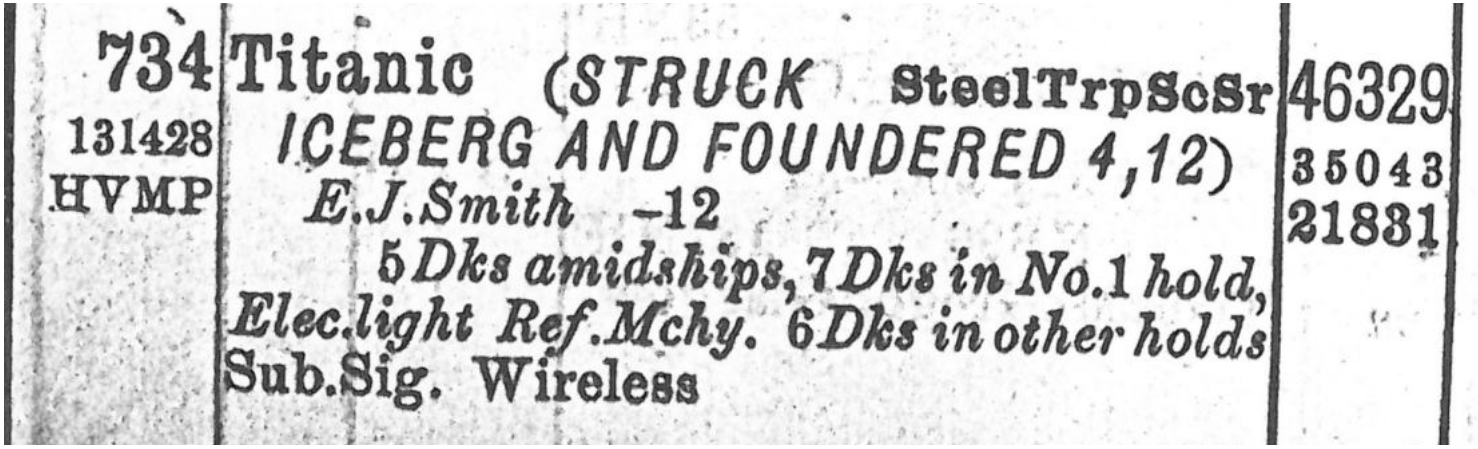


Vierfache Kurbelwelle mit Generatorwelle. 82 000 kg.
Four-throw Crank Shaft and Generator Shaft. 82 Tons.

Bild Nr.: 4

Abb. 14. Oberdeck

1. Auflage



734	Titanic (STRUCK SteelTrpScSr	46329
131428	ICEBERG AND FOUNDERED 4,12)	35043
HVMP	E.J.Smith –12	21831
	5 Dks amidships, 7 Dks in No.1 hold,	
	Elec.light Ref.Mchy. 6 Dks in other holds	
	Sub.Sig. Wireless	

and all compartments forward of it entered in the quantities it actually did.

It is only of importance in dealing with the question of what would have happened to the ship had she been more completely sub-divided.

It was stated in evidence that if No. 4 had not been damaged or had only been damaged to an extent within the powers of the pumps to keep under, then, if the bulkheads had been carried to C deck, the ship might have been saved. Further methods of increased sub-division and their effect upon the fate of the ship are discussed later.

Evidence was given showing that after the watertight doors in the engine and boiler rooms had been all closed, except those forward of No. 4 goup of boilers, they were opened again, and there is no evidence to show that they were again closed. Though it is probable that the engineers who remained below would have closed these doors as the water rose in the compartments, yet it was not necessary for them to do this as each door had an automatic closing arrangement which would have come into operation immediately a small amount of water came through the door.

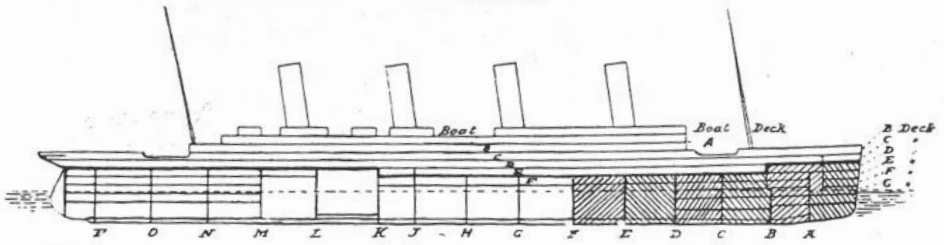
Without entering into the general question of the advantage of watertight decks for all ships, it is desirable to form an opinion in the case of the "Titanic" as to whether making the bulkhead deck watertight would have been an advantage in the circumstances of the accident, or in case of accident to ships of this class.

I am advised that it is found that with all the compartments certainly known to have been flooded, viz., those forward of No. 4 boiler room, the ship would have remained afloat if the bulkhead deck had been a watertight deck. If, however, No. 4 boiler room had also been flooded the ship would not have remained afloat unless, in addition to making the bulkhead deck watertight, the transverse bulkhead abaft of No. 4 boiler room had been carried up to D deck.

To make the bulkhead deck effectively watertight for this purpose it would have been necessary to carry watertight trunks round all the openings in the bulkhead deck up to C deck.

It has been shown that with the bulkhead abaft No. 5 boiler room carried to C deck the ship would have remained afloat, if the compartments certainly known to have been damaged had been flooded.

S. S. "TITANIC"



NOTE. -- The vertical letters signify the different decks.
The horizontal letters signify the watertight bulkheads.
The heavy line shows the top of the watertight bulkheads.
The crosshatched compartments are those opened to the sea at the time of the collision with the iceberg.

It is probable, however, that the life of the ship would have been lengthened somewhat if these doors had been left open, for the water would have flowed through them to the after part of the ship, and the rate of flow of the water into the ship would have been for a time reduced as the bow might have been kept up a little by the water which flowed aft.

It is thus seen that the efficiency of the automatic arrangements for the closing of the watertight doors, which was questioned during the enquiry, had no important bearing on the question of hastening the sinking of the ship, except that, in the case of the doors not having been closed by the engineers, it might have retarded the sinking of the ship if they had not acted. The engineers would not have prevented the doors from closing unless they had been convinced that the ship was doomed. There is no evidence that they did prevent the doors from closing.

The engineers were applying the pumps when Barrett, leading stoker, left No. 5 boiler room, but even if they had succeeded in getting all the pumps in the ship to work they could not have saved the ship or prolonged her life to any appreciable extent.

Effect of suggested additional sub-division upon floatation.

Watertight decks. — It is in evidence that advantage might be obtained from the point of view of greater safety in having a watertight deck.

I do not desire to express an opinion upon the question whether it would have conduced to safety in the case of the "Titanic" if a watertight deck had been fitted below the water line, as there may be some objections to such a deck. There are many considerations involved, and I think that the matter should be dealt with by the Bulkhead Committee for ships in general.

Longitudinal sub-division. — The advantages and disadvantages of longitudinal sub-division by means of watertight bunker bulkheads were pointed out in evidence.

While not attempting to deal with this question generally for ships, I am advised that if the "Titanic" had been divided in the longitudinal method, instead of in the transverse method only, she would have been able, if damaged as supposed, to remain afloat, though with a list which could have been corrected by putting water ballast into suitable places.

This subject is one, however, which again involves many considerations, and I think that for ships generally the matter should be referred to the Bulkhead Committee for their consideration and report.

Extending double bottom up the sides. — It was shown in evidence that there would be increased protection in carrying the double bottom higher up the side than was done in the "Titanic", and that some of the boiler rooms would probably not then have been flooded, as water could not have entered the ship except in the double bottom.

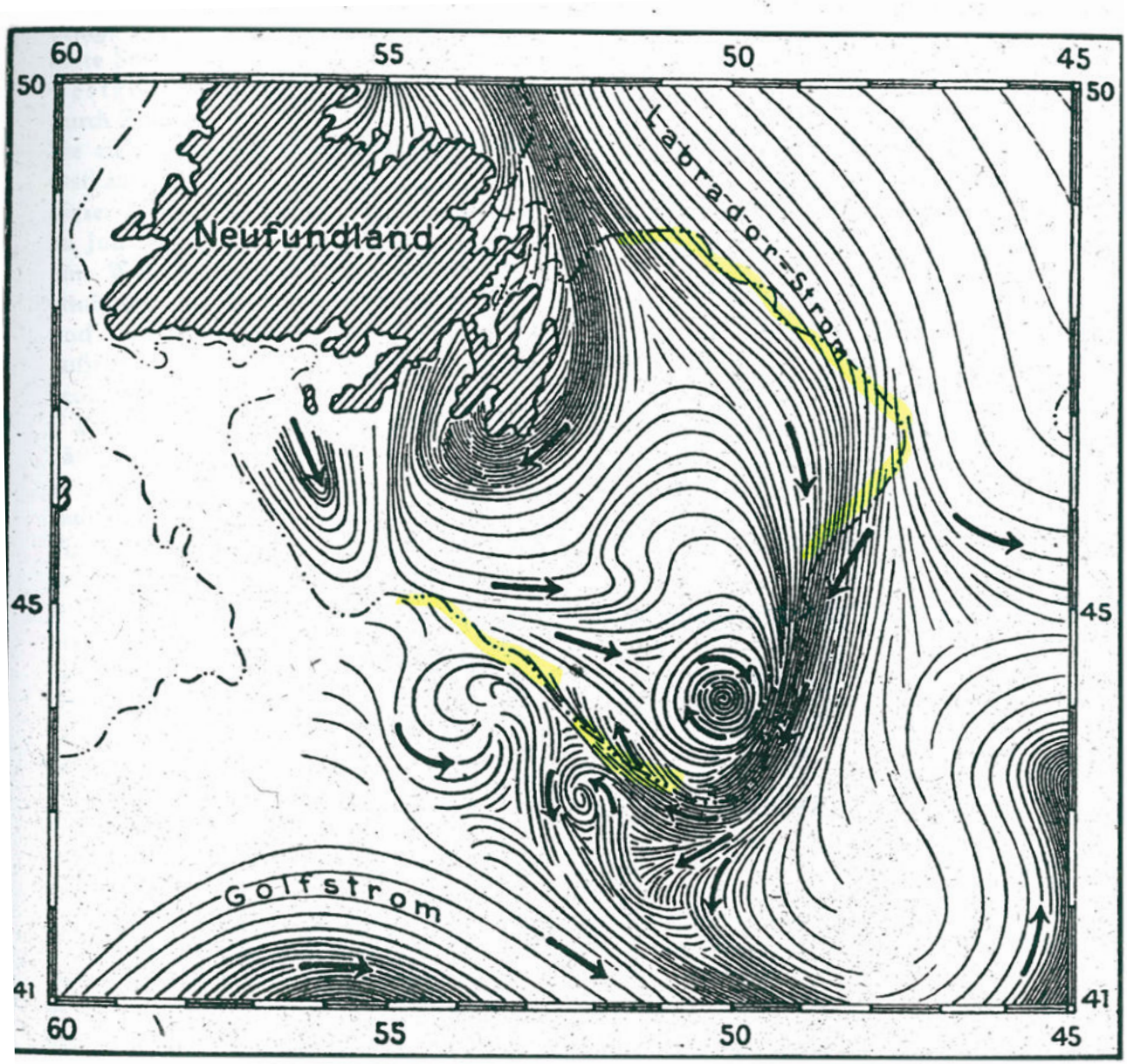


Fig. 89.

Stromvorgänge bei der Neufundland-Bank nach Leut. Commander Smith[37].

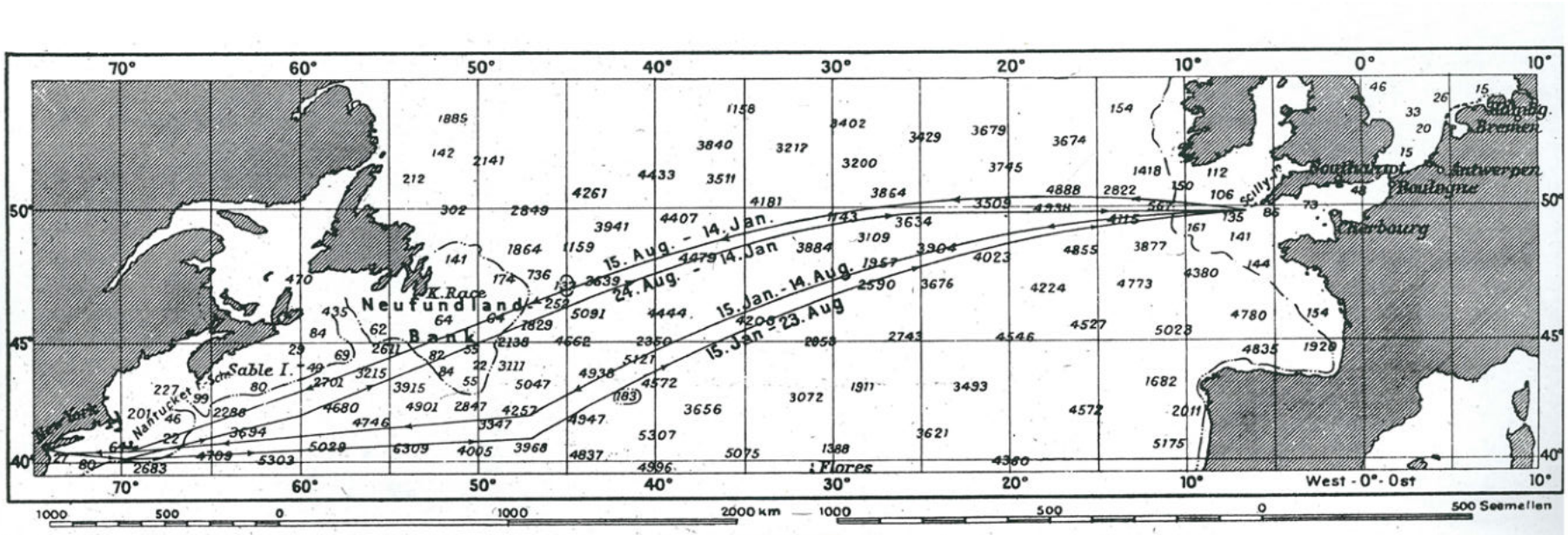
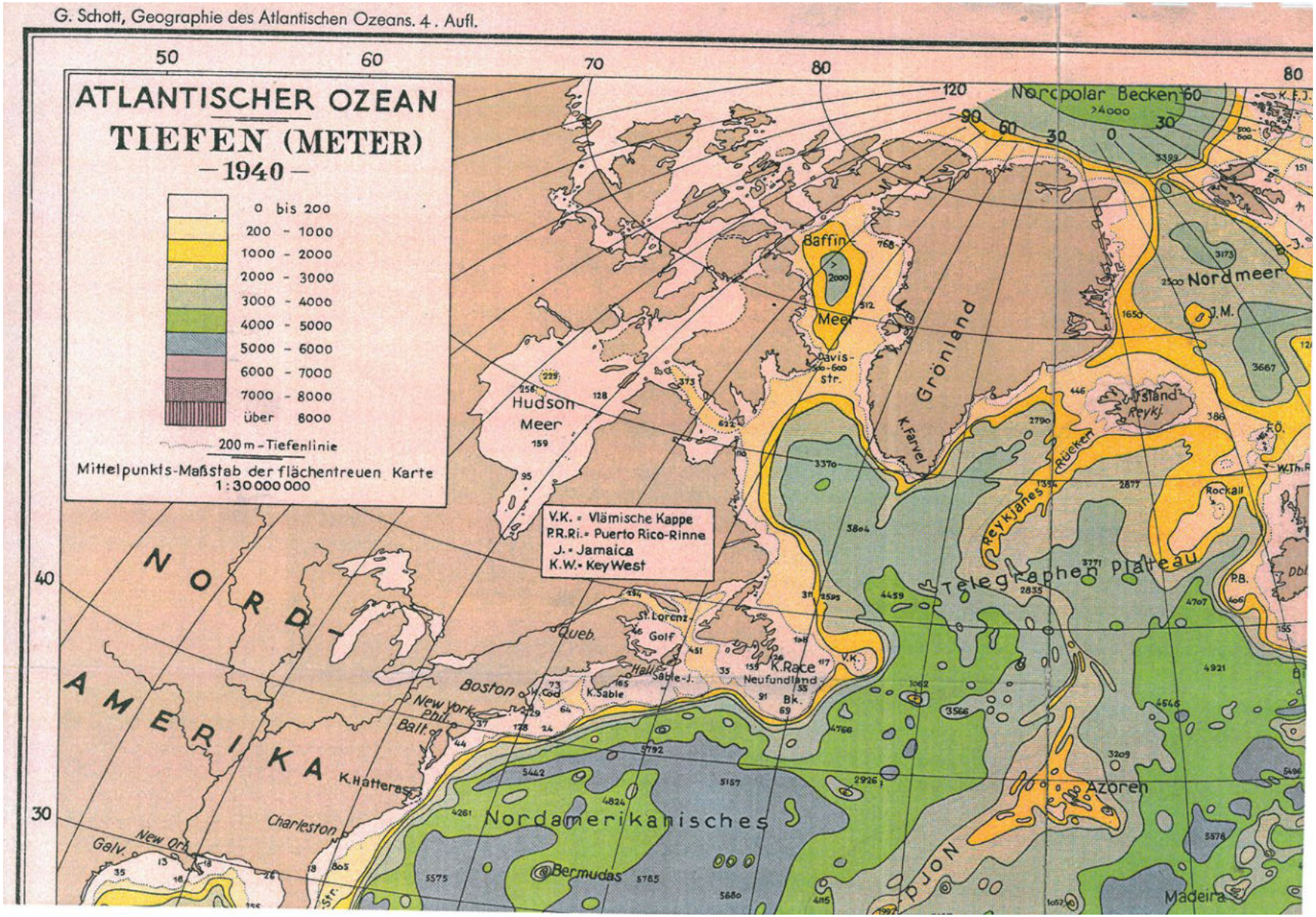
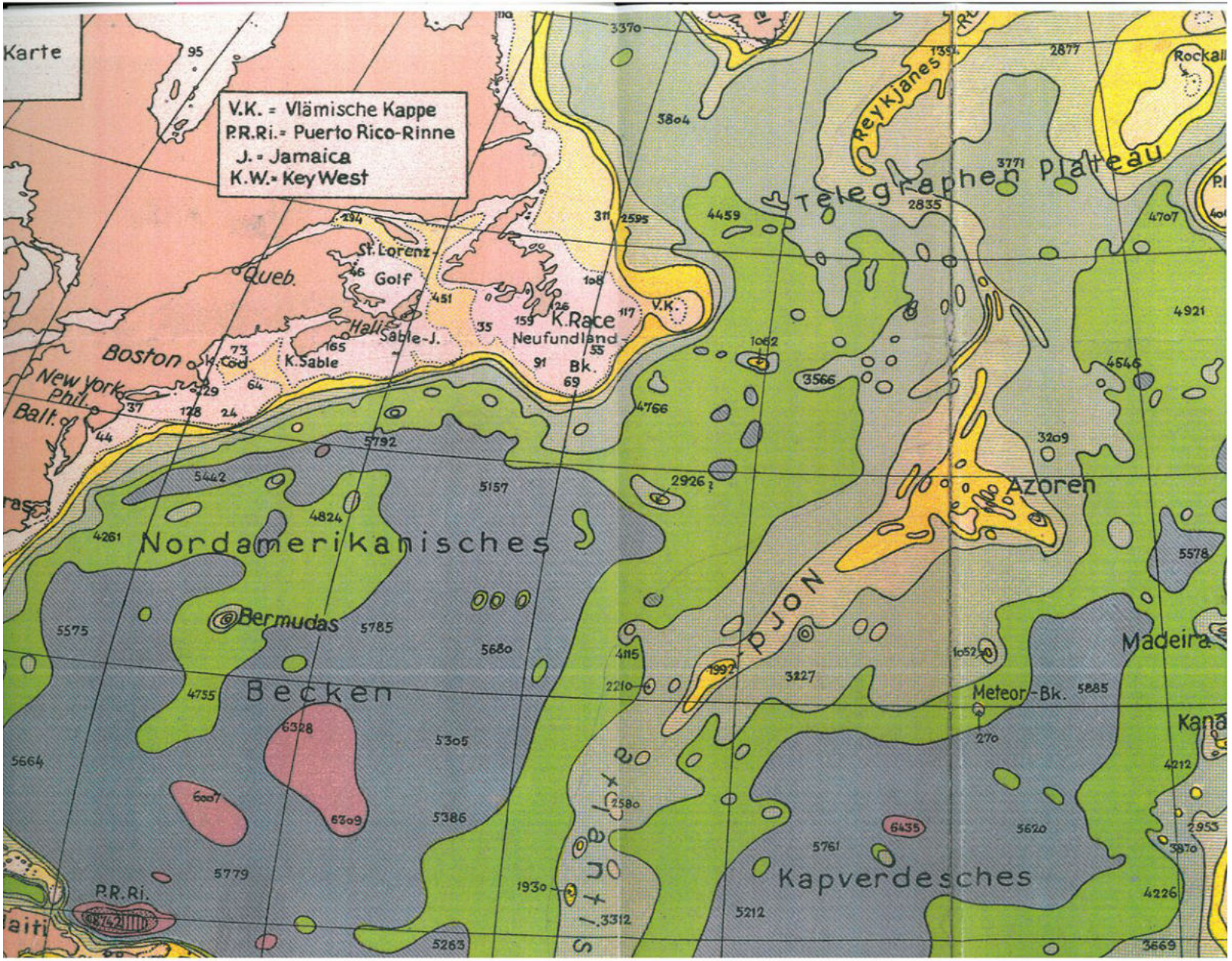


Fig. 37.

Die Meerestiefen (in Meter) zwischen dem Englischen Kanal und New York.

Die eingezeichneten Linien stellen die Lage der bis zum Jahre 1914 vereinbarten Dampferwege dar. (Näheres s. Dampfschiffswege § 78, I.)


G. Schott, Geographie des Atlantischen Ozeans. 4. Aufl.
ATLANTISCHER OZEAN
TIEFEN (METER)
—1940—
0 bis 200
200 - 1000
1000 - 2000
2000 - 3000
3000 - 4000
4000 - 5000
5000 - 6000
6000 - 7000
7000 - 8000
über 8000
200 m-Tiefenlinie
Mittelpunkts-Maßstab der flächentreuen Karte
1:30000000
V.K. = Vlämische Kappe
P.R.Ri. = Puerto Rico-Rinne
J. = Jamaica
K.W. = Key West
Nordpolar Becken
Baffin Meer
Grönland
Nordmeer
Island
Hudson Meer
NORD AMERIKA
Boston
New York
Charleston
Nordamerikanisches Becken
Bermudas
Azoren
Madeira
Telegraphen Plateau
Rockall
K. Race
Neufundland
K. Hatteras
K. Sable
St. Lorenz Golf
Davis-Str.
Reykjanes Rücken
50
60
70
80
120
90
60
30
0
40
30

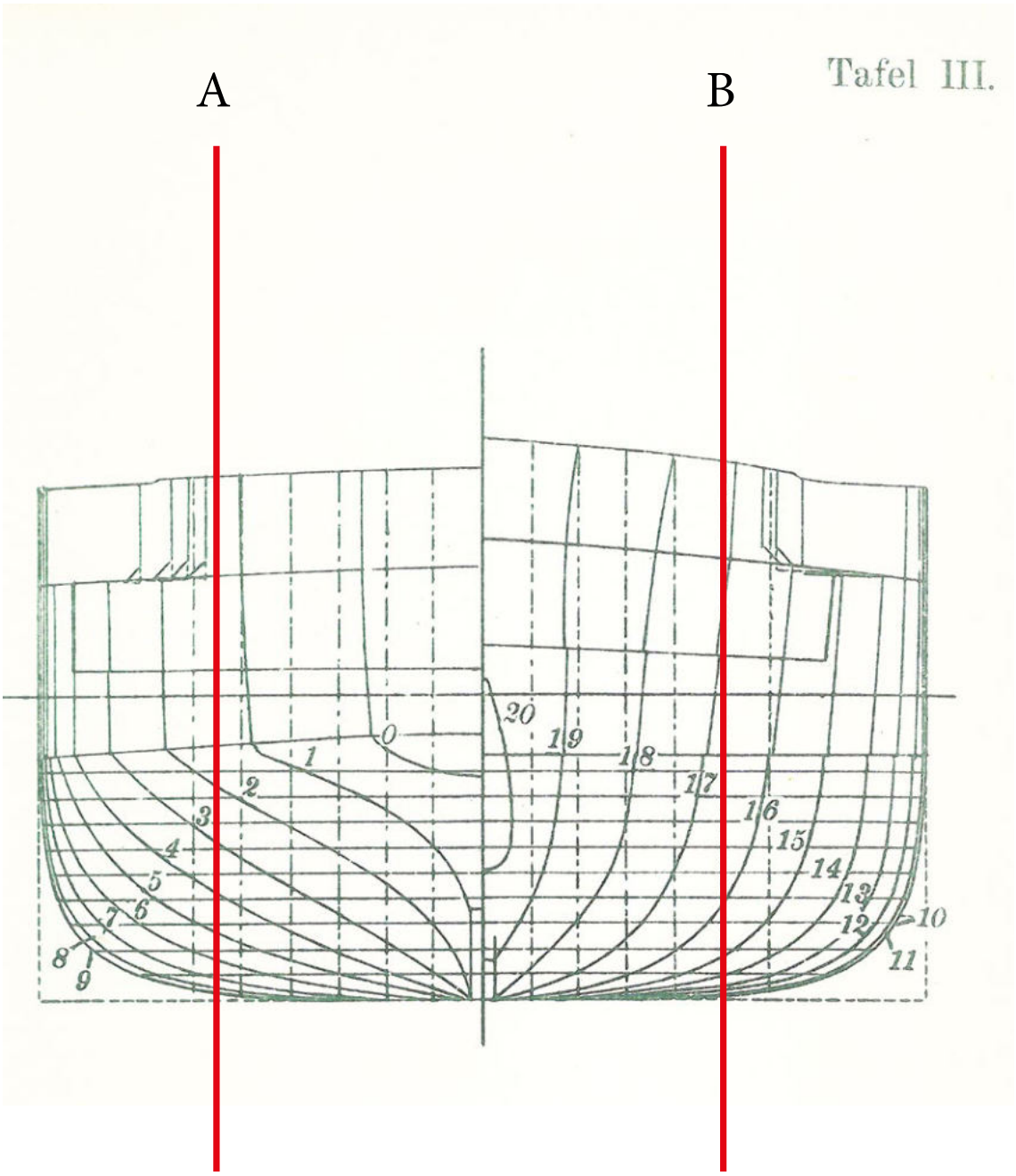

Karte
V.K. = Vlämische Kappe
P.R.Ri.= Puerto Rico-Rinne
J. = Jamaica
K.W.= Key West
Queb.
St. Lorenz
Golf
Boston
New York
Phil.
Balt.
K. Cod
K. Sable
Sable-J.
K. Race
Neufundland
Bk.
V.K.
Rockall
Reykjanes
Telegraphen plateau
Azoren
Madeira
Meteor-Bk.
Nordamerikanisches
Becken
Bermudas
Kapverdesches
P.R.Ri.
Haiti

1. Auflage

Abb. 19. Backbordhälfte der Kolbendampfmaschine des Lloyddampfers „Kaiser Wilhelm II."

Die ganze Maschine leistet 45 000 Pferdestärken

Note: This steamship measured 208 meters in overall length, whereas the Titanic was 280 meters long and had an engine output of 46,000 horsepower. In terms of their scale, both engines were thus identical. The overall length of this engine was 16 meters, with a total weight of 420 tons. However, no such large steam engine is present on the wreck …


A
B
Tafel III.
0
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20

Internationales

Signalbuch.

Amtliche Ausgabe

für

die deutsche Kriegs- und Handelsmarine.

Herausgegeben

vom Reichsamte des Innern.

Neue Ausgabe.

Berlin 1901
Verlag von Georg Reimer.

Preis geb. Mk. 21.—

Nothsignale.

Bei Tage.

1. Kanonenschüsse oder andere Knallsignale, welche in Zwischenräumen von ungefähr einer Minute Dauer abgefeuert werden.
2. Das Signal „NC" des Internationalen Signalbuches.
3. Das Fernsignal, bestehend aus einer viereckigen Flagge, über oder unter welcher ein Ball oder etwas, was einem Ball ähnlich sieht, aufgeheißt ist.
4. Das Fernsignal, bestehend aus einem Kegel mit der Spitze nach oben, über oder unter welchem ein Ball oder etwas, was einem Ball ähnlich sieht, aufgeheißt ist.
5. Anhaltendes Ertönenlassen irgend eines Nebelsignalapparats (Sirene, Dampfpfeife 2c.).

Bei Nacht.

1. Kanonenschüsse oder andere Knallsignale, welche in Zwischenräumen von ungefähr einer Minute Dauer abgefeuert werden.
2. Flammensignale auf dem Fahrzeuge, zum Beispiel brennende Theer-, Oeltonnen und dergleichen.
3. Raketen oder Leuchtkugeln von beliebiger Art und Farbe; dieselben sollen einzeln in kurzen Zwischenräumen abgefeuert werden.
4. Anhaltendes Ertönenlassen irgend eines Nebelsignalapparats (Sirene, Dampfpfeife 2c.).

Anmerkung. Die hier aufgeführten Signale dürfen auf den Schiffen nur dann angewendet werden, wenn sie in Noth oder Gefahr sind.

der letzten 100 Jahre über den Untergang der Titanic gebildet, ich nun die selbigen durch

There are two things on planet Earth that cannot be suppressed
—namely life (evolution) and truth—
for both will, in one way or another, find their way.