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RMS Titanic has had more written about her than any other ship but, surprisingly, there is little information directed at the modelmaker. This superb book contains all the information needed to build a highly accurate model, down to the tiniest details of the hull's rivets. The work is based on the author's remarkable 18ft model, built to 1/48 scale, and specially

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commissioned for a travelling exhibition in North America. The book contains a mass of practical information on how to construct every part of the great liner and is equally applicable to a small static bread-and-butter display model as to a large working version. Profusely illustrated with close-up photographs, detailed drawings and a large collection of photographs of the prototype herself, the book also contains a complete set of plans considered to be the most accurate yet drawn. With this mix of practical information, rare photographs and highly detailed drawings the book can appeal to all Titanic enthusiasts as well as to ship modellers of every sort.

Here is a survivor's vivid account of the greatest maritime disaster in history. The information contained in Gracie's account is available from no other source. He

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provides details of those final moments, including names of passengers pulled from the ocean and of those men who, in a panic, jumped into lifeboats as they were being lowered, causing injury and further danger to life. Walter Lord, author of 'A Night to Remember', comments that Gracie's book - written shortly before he died from the exposure he suffered on the night - is "invaluable for chasing down who went in what boat", and calls Gracie "an indefatigable detective".

In 1996, at 100 years of age, Edith Haisman, (nee Brown) became the world's oldest living survivor of the Titanic disaster. She was almost sixteen years of age at the time and could well remember those screams and cries for help as the ship sank in those icy waters of the North Atlantic. Those sounds were to haunt her for the rest of her life.

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The sinking of the RMS Titanic on 15 April 1912 is one of the best-remembered, and most-scrutinised, moments of the twentieth century. Yet ever since the disaster, there have been lingering mysteries, questions that seemed utterly impossible to answer. In recent years, a string of allegations have also been made to the effect that the Titanic was suffering from a fire in one of her coal bunkers during the maiden voyage. Televised programmes, media broadcasts, and even a new book would have the public believe that Titanic was all but a blazing inferno before she even struck the iceberg, and that it was the fire that actually doomed the ship. Then there is the question of the time difference between ship's time and time on shore on the night of the disaster - a complex navigational mystery that has a direct bearing on understanding key

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aspects of how events played out on that fateful night. Now follow an international and world-renowned team of Titanic and maritime historians and researchers as we attempt to solve two of the most important, and most publicized, mysteries of the Titanic disaster.

This book contributes to a deeper understanding of landscape and regional modelling in general, and its broad range of facets with respect to various landscape parameters. It presents model approaches for a number of ecological and socio-economic landscape indicators, and also describes spatial decision support systems (DSS), frameworks, and model-based tools, which are prerequisites for deriving sustainable decision and solution strategies for the protection of comprehensively functioning landscapes. While it mainly focuses on the latest research findings in

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regional modelling and DSS in Europe, it also highlights the work of scientists from Russia. The book is intended for landscape modellers, scientists from various fields of landscape research, university teaching staff, and experts in landscape planning and management, landscape conservation and landscape policy.

On mid-Summer's Day 1919 the interned German Grand Fleet was scuttled by their crews at Scapa Flow in the Orkney Islands despite a Royal Navy guard force. Greatly embarrassed, the Admiralty nevertheless confidently stated that none of the ships would ever be recovered. Had it not been for the drive and ingenuity of one man there is indeed every possibility that they would still be resting on the sea bottom today. Cox's Navy tells the incredible true story of Ernest Cox, a Wolverhampton-born scrap merchant, who, despite having

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no previous experience, led the biggest salvage operation in history to recover the ships. The 28,000 ton Hindenberg was the largest ship ever salvaged. Not knowing the boundaries enabled Cox to apply solid common sense and brilliant improvisation, changing forever marine salvage practice during peace and war.

Nearly nine decades after the event, the sinking of the Titanic continues to command more attention than any other twentieth-century catastrophe. Yet most of what is commonly believed about that fateful night in 1912 is, at best, a body of myth and legend nurtured by the ship's owners and surviving officers and kept alive by generations of authors and moviemakers. That, at least, is the thesis presented in this compellingly bold, thoroughly plausible contrarian reconstruction of the last hours of the

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pride of the White Star Line. The new but no-less harrowing Titanic story that Captain David G. Brown unfolds is one involving a tragic chain of errors on the part of the well-meaning crew, the pernicious influence of the ship's haughty owner, who was aboard for the maiden trip, and a fatal overconfidence in the infallibility of early twentieth-century technology. Among the most startling facts to emerge are that the Titanic did not collide with an iceberg but instead ran aground on a submerged ice shelf, resulting in damage not to the ship's sides but to the bottom of her hull. First Officer Murdoch never gave the infamous CRASH STOP ("reverse engines") order; rather, he ordered ALL STOP, allowing him to execute a nearly successful S-curve maneuver around the berg. The iceberg did not materialize unheralded from an ice-free sea; the Titanic was likely steaming at

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22 1/2 knots through scattered ice, with no extra lookouts posted, for two hours or more before the fatal encounter. Visibility was not poor that night, and the only signs of haze or distortion were those produced by the ice field itself as the Titanic approached. Most startling of all, however, is evidence that the ship might have stayed afloat long enough to permit the rescue of all passengers and crew if Captain Smith, at the behest of his employer, Bruce Ismay, had not given the order to resume steaming. Offering a radically new interpretation of the facts surrounding the most famous shipwreck in history, *The Last Log of the Titanic* is certain to ignite a storm of controversy.

Lady Duff-Gordon's memoirs of fashion, Society and the theatre.

In this New York Times bestseller, the

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author of *A Night to Remember* and *The Miracle of Dunkirk* revisits the Titanic disaster. Walter Lord's *A Night to Remember* was a landmark work that recounted the harrowing events of April 14, 1912, when the British ocean liner RMS Titanic went down in the North Atlantic Ocean, a book that inspired a classic movie of the same name. In *The Night Lives On*, Lord takes the exploration further, revealing information about the ship's last hours that emerged in the decades that followed, and separating myths from facts. Was the ship really christened before setting sail on its maiden voyage? What song did the band play as water spilled over the bow? How did the ship's wireless operators fail so badly, and why did the nearby Californian, just ten miles away when the Titanic struck the iceberg, not come to the rescue? Lord answers these questions and more, in a

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gripping investigation of the night when approximately 1,500 victims were lost to the sea.

" She was homely, overweight, and over the hill, but there was a time when Marie Dressler outdrew such cinema sex symbols as Garbo, Dietrich, and Harlow. To movie audiences suffering the hardships of the Great Depression, she was Everywoman, and in the early 1930s her charming mixture of pathos and comedy packed movie theaters everywhere. In the early days of the century, Dressler was constantly in the headlines. She took up the cause of the "ponies" in the chorus lines, earning them better pay and benefits. She played in productions organized to raise money for the women's suffrage movement. And during World War I she claimed she sold more liberty bonds than any other

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individual in the United States. Dressler was an astute observer of public mood and taste. When she was lucky enough to find work in the newly minted Hollywood talkies, she grabbed the brass ring with fierce enthusiasm, even making three films in the year before her death, when she was so sick she had to rest between scenes on a sofa just out of camera range. The two-hundred-pound actress's remarkable stage presence captivated audiences even though her roles were not Hollywood beauties. She played tough, practical characters such as the old wharf rat in *Anna Christie* (1930), the waterfront innkeeper in *Min and Bill* (1931)—for which she won the Academy Award for best actress—the aging housekeeper in *Emma* (1932), and the title role in *Tugboat Annie* (1933). She spoke honestly to her audiences, and troubled people in the comforting darkness of the Depression-era movie theaters

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embraced her as one of themselves.

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