

PORTFOLIO

2021-2023

Color Palette



Typography

Headline

Univers light

Body text

Univers roman

Contents

About Me

Herbposters

The Movie Magazine

The Watercycle Project

The Unsinkable Ship

Customer Projects

Sketchbook

Contact Me

Skills

Information design

Poster design

Editorial design

Datavisualization

Branding

Concept development

Illustrations

Sketching

Period of time

2021-2023

Projects

University projects

Client projects

Personal projects

Format

297 mm x 210 mm (A4)

Motivated creative
HANNAH
2001-today



costume lover



sunset watcher



icecream & coffee lover



social person

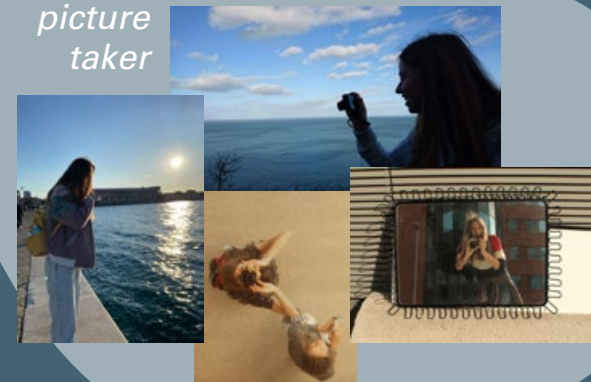


collector



cat person

map reader



picture taker

ME Hannah Hornisch, 22 years

EDUCATION

* 25/01/2001(Melk)



06/2007–09/2011
Jakob Prandtauer primary school

09/2011–06/2015
Stiftsgymnasium Melk lower school

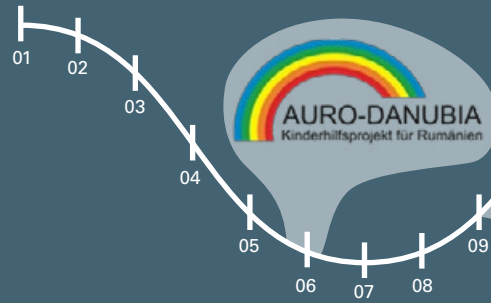
09/2015–06/2019
Stiftsgymnasium Melk ORG
(creative branch)

09/2020–06/2023
New Design University
St.Pölten (graphic- and
informationdesign)

MATURA
(oral: English,
Art Education)

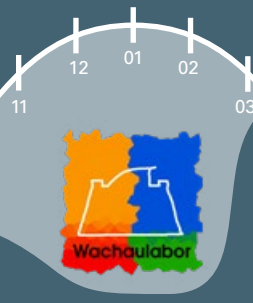
BACHELOR
(with excel-
lence)

2018



20.-27.06/2018
Social project
in Sanjob

2019

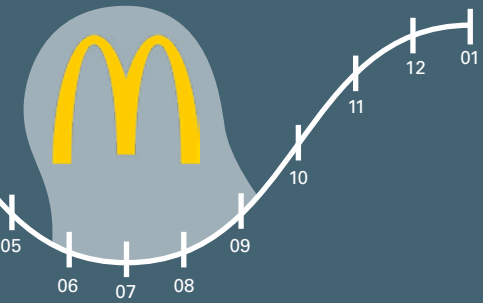


09/2018-03/2019
Exhibition design "Im
Fluss"; elective: Wach-
aulabor

2020



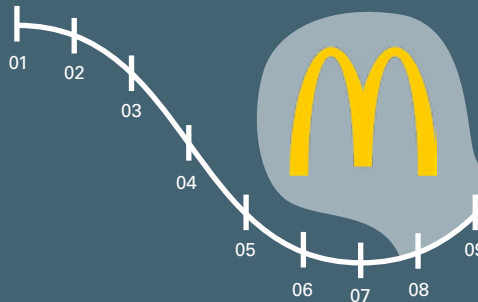
09/2019-03/2020
Aupair & Language
School (C1) in Ireland



06/2020-09/2020
Service at "McDonalds"

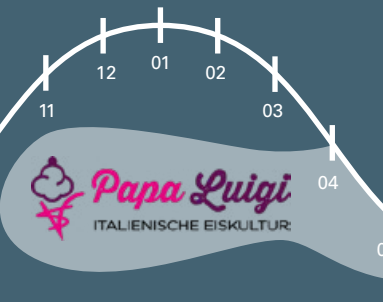
EXPERIENCE

2021



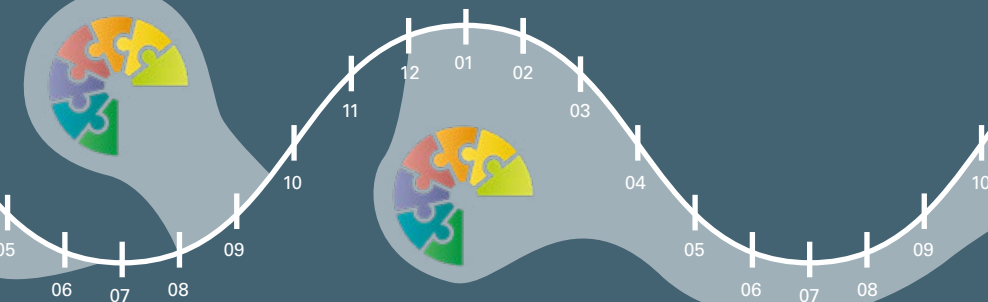
08/2021-09/2021
Summer Job at
"McDonalds"

2022



04/2022-06/2022
Marginal employ-
ment at "Papa Luigi"
(ice cart)

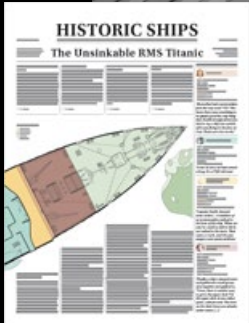
2023



08/2022-09/2022
Internship at
"Stiftung für Wirt-
schaftsbildung"

12/2022-now
Freelancer for "Stiftung
für Wirtschaftsbildung"

CONTENTS



p.34-57



THE UNSINKABLE SHIP



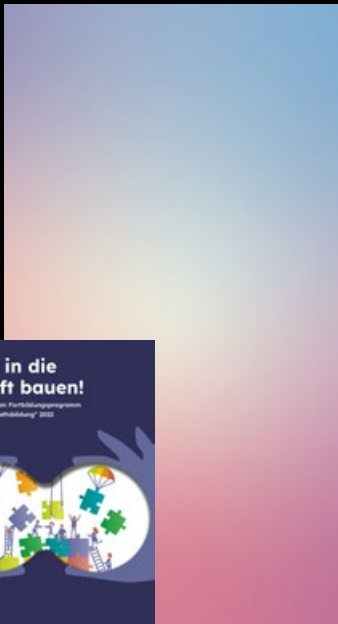
p.6-12



HERBPOSTERS



p.58-70



CUSTOMER PROJECTS



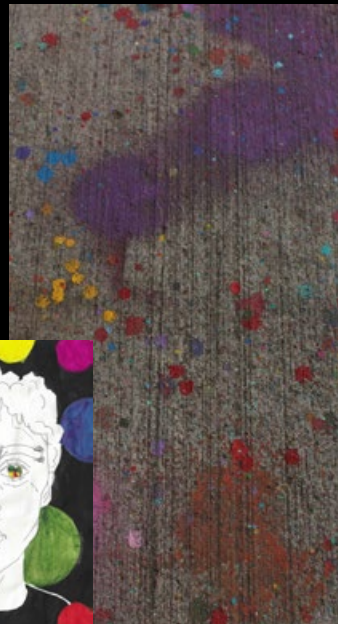
p.13-22



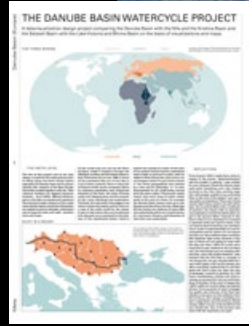
THE MOVIE MAGAZINE



p.71-74



SKETCHBOOK



p.23-33



THE WATERCYCLE PROJECT



Information Design & Poster Design

HERBPOSTERS

2021

The aim of this project was to collect 26 objects of the same typology and to portray and compare them on the basis of their characteristics.

I chose herbs and analysed, documented and depicted them from different perspectives. The first poster shows the location and the soil requirements of the chosen herbs. On the second poster one can see the length of the leaves on the basis of the herbs' outlines. The third poster visualizes the harvest season of each herb in a diagram.

[← back to contents](#)

Color Palette



→ Behance

Typography

Headline

Univers light
Univers light oblique

Body text

Univers light
Univers light oblique

Programs

Microsoft Excel
Adobe Photoshop
Adobe Illustrator
Adobe Indesign

Themes

Standort & Bodenanspruch (location & soil requirements)
Blätterlänge (length of the leaves)
Erntezeit (harvest season)

Format

420 mm x 594 mm (A2)

Herbs

Brennnessel	(stinging nettle)
Basilikum	(basil)
Giersch	(goutweed)
Beinwell	(comfrey)
Blutampfer	(blood sorrel)
Kapuzinerkresse	(nasturtium)
Frauenmantel	(lady's mantle)
Gänseblümchen	(common daisy)
Kamille	(camomile)
Koriander	(coriander)
Malve	(mallow)
Sauerampfer	(sorrel)
Lavendel	(lavender)

Liebstockel	(lovage)
Rotklee	(red clover)
Löwenzahn	(dandelion)
Melisse	(balm)
Oregano	(oregano)
Petersilie	(parsley)
Schafgarbe	(yarrow)
Rosmarin	(rosemary)
Salbei	(sage)
Schnittlauch	(chives)
Thymian	(thyme)
Spitzwegerich	(ribwort)
Zitronenmelisse	(lemon balm)

INFOS



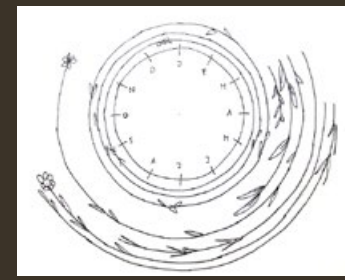
INSPIRATION

- 1 Melisse
- 2 Petersilie
- 3 Giersch
- 4 Blutampfer
- 5 Sauerampfer
- 6 Liebstöckel
- 7 Spitzwegerich
- 8 Brennesel
- 9 Kapuzinerkresse
- 10 Frauenmantel
- 11 Beinwell
- 12 Koriander
- 13 Löwenzahn
- 14 Kamille
- 15 Schnittlauch
- 16 Rotklee
- 17 Basilikum
- 18 Scharfgarbe
- 19 Oregano
- 20 Thymian
- 21 Salbei
- 22 Zitronenmelisse
- 23 Gänseblümchen
- 24 Malve
- 25 Lavendel
- 26 Rosmarin

sonnig bis vollsonnig		sehr sandiger Boden
sonnig		sandiger Boden
halbschattig bis sonnig		feuchter Boden
schattig		sehr feuchter Boden



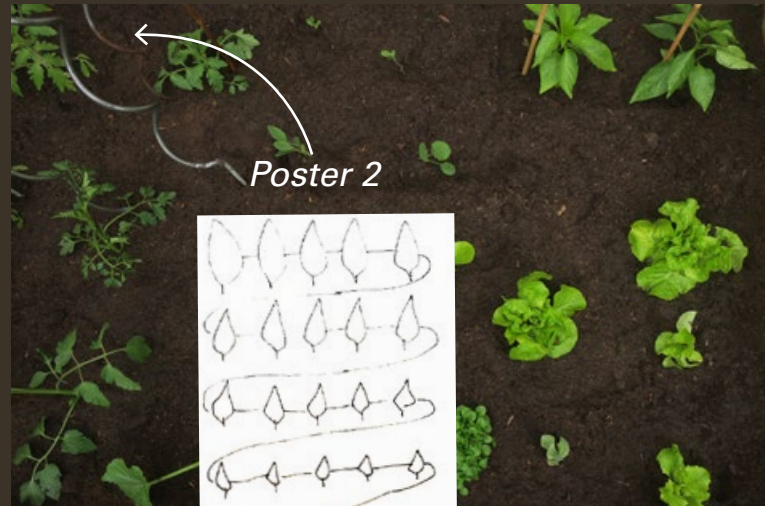
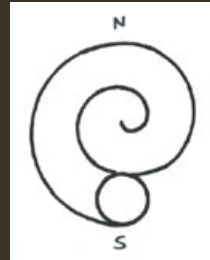
Nr.	Kraut	cm
1	Gänseblümchen	2,7
2	Petersilie	3,3
3	Oregano	3,4
4	Koriander	3,7
5	Rosmarin	3,8
6	Lavendel	4
7	Kamille	4,2
8	Malve	4,3
9	Thymian	5
10	Basilikum	5
11	Kapuzinerkresse	5
12	Rotklee	5,2
13	Melisse	5,4
14	Zitronenmelisse	5,5
15	Frauenmantel	6
16	Salbei	6,2
17	Liebstöckel	6,7
18	Scharfgarbe	7,8
19	Giersch	8,4
20	Blutampfer	8,8
21	Brennesel	10,6
22	Sauerampfer	12,7
23	Beinwell	14,2
24	Schnittlauch	15,4
25	Löwenzahn	16,8
26	Spitzwegerich	20



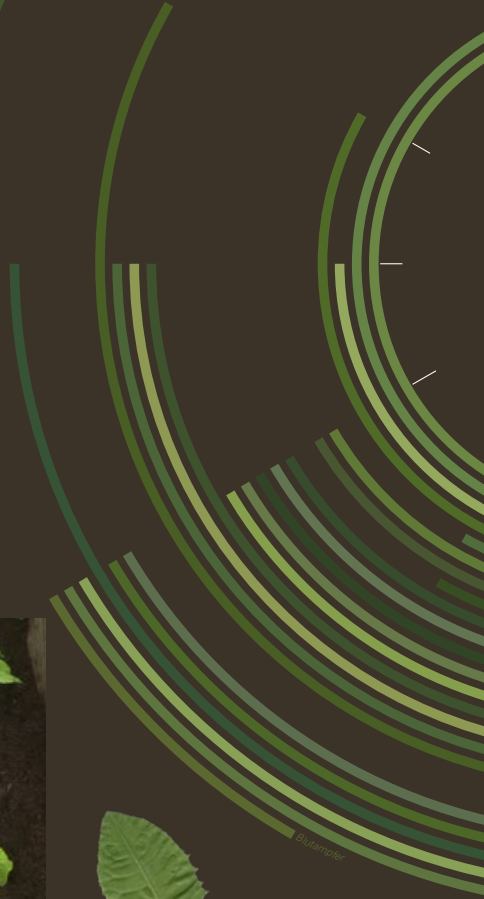
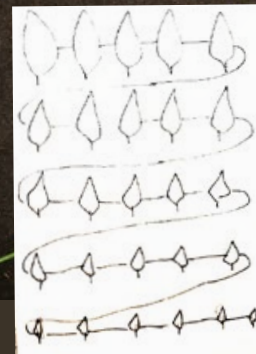
Poster 3



Poster 1



Poster 2



POSTER 1

26 Kräuter, Standort und Bodenanspruch

Auf diesem Plakat wird eine typische Kräuterspirale dargestellt. Die Kräuter werden nach ihrem geeigneten Standort und Bodenanspruch geordnet. Ganz unten sind Kräuter die Schatten und feuchten Boden bevorzugen, während sich im Inneren der Spirale jene Kräuter befinden, die Sonne und trockene Böden bevorzugen.



- 1 Melisse
- 2 Petersilie
- 3 Giersch
- 4 Buiampfer
- 5 Sauerampfer
- 6 Liebstöckel
- 7 Spitzwegerich
- 8 Brennnessel
- 9 Kapuzinerkresse
- 10 Frauenmantel
- 11 Bierswurz
- 12 Koriander
- 13 Löwenzahn
- 14 Kamille
- 15 Schminke
- 16 Fenchel
- 17 Basilikum
- 18 Schafgarbe
- 19 Oregano
- 20 Thymian
- 21 Salbei
- 22 Zitronenmelisse
- 23 Gänseblümchen
- 24 Majoran
- 25 Lavendel
- 26 Rosmarin

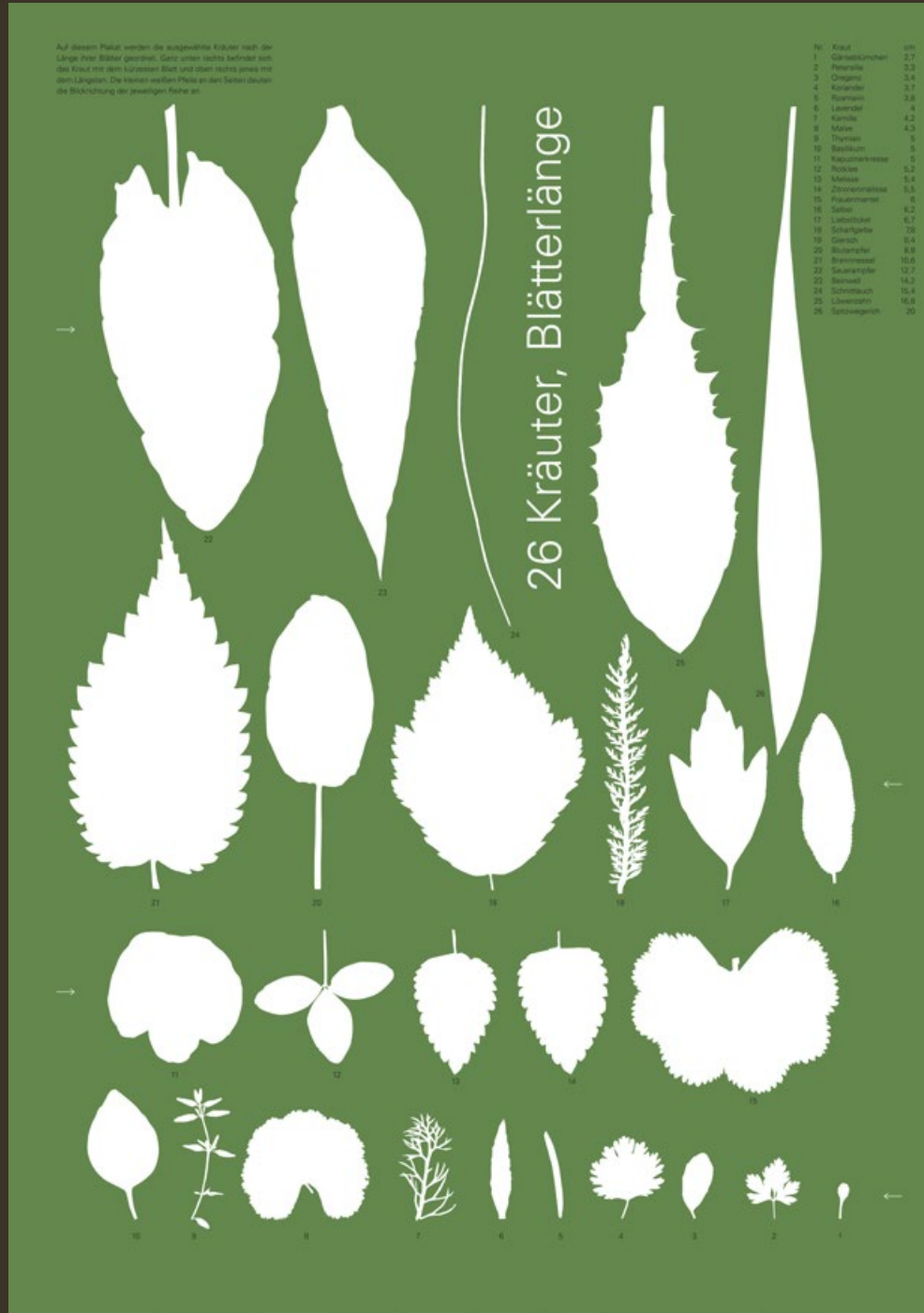
sonnig bis vollsonnig	sehr sandiger Boden
sonnig	sandiger Boden
halbschattig bis sonnig	feuchter Boden
schattig	sehr feuchter Boden

“Standort & Bodenanspruch” (location & soil requirements)

Poster number one deals with the themes location and soil. It depicts a typical herb spiral. The herbs are arranged according to their appropriate location and soil requirements. On the bottom there are herbs which need shadow and moist soil, while the herbs inside prefer sun and dry soil.



POSTER 2



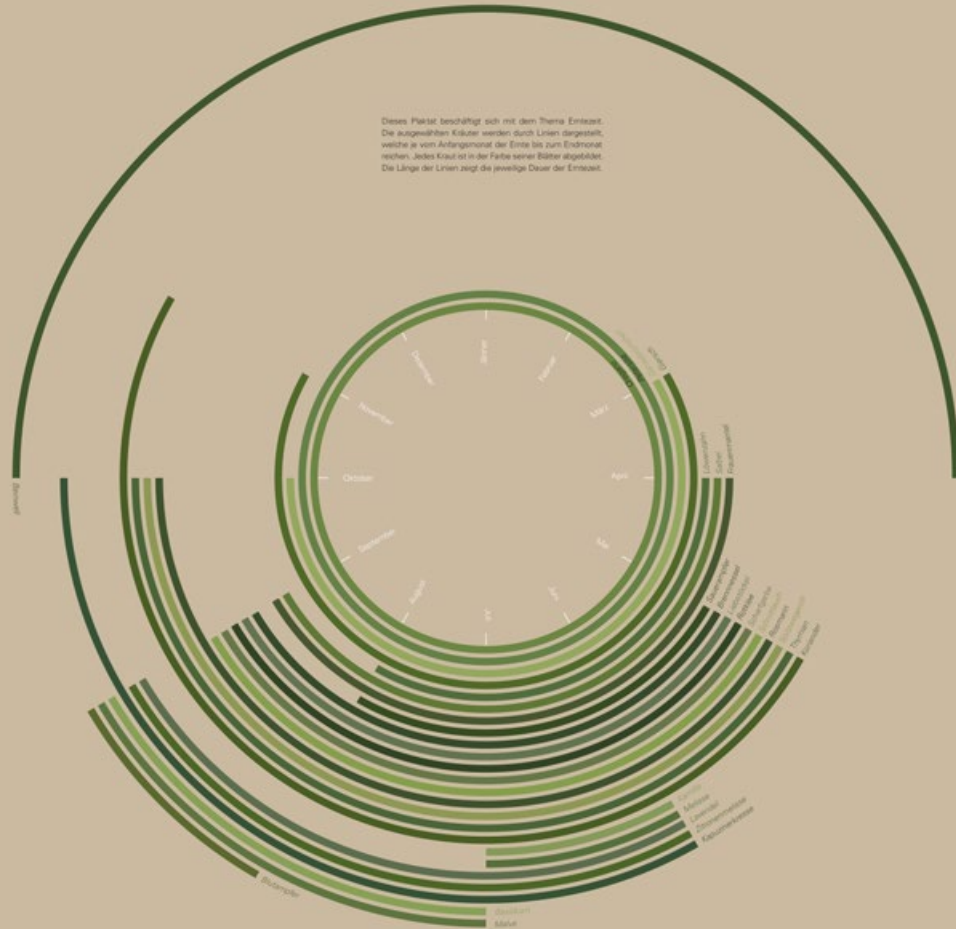
*“Blätterlänge”
(length of the leaves)*

This poster shows the herbs arranged according to the length of their leaves. On the bottom right corner is the herb with the shortest leaf and on the top right corner the one with the longest leaf. The small white arrows on the edges indicate the viewing direction in each of the rows.



26 Kräuter, Erntezeit

Dieses Plakat beschäftigt sich mit dem Thema Erntezeit. Die ausgewählten Kräuter werden durch Linien dargestellt, welche je vom Anfangsmonat der Ernte bis zum Endmonat reichen. Jedes Kraut ist in der Farbe seiner Blätter abgebildet. Die Länge der Linien zeigt die jeweilige Dauer der Erntezeit.



“Erntezeit” (harvest season)

This poster shows the harvest season of the chosen herbs. The herbs are portrayed by lines, which extend from the starting month of the harvest to the ending month. The length of the lines shows the duration of the harvest season.







Editorial Design & Information Design

THE MOVIE MAGAZINE

2022

This magazine deals with the movie “The Curious Case of Benjamin Button”. At the start of the project I analysed the film, searched for articles containing the themes of the movie, made a flatplan and collected ideas for infographics. The second step was to choose a fitting font, in my case “FreightText Pro” from Joshua Darden and “Obviously” from James Edmondson. After that I decided which type area, grid and layout I wanted to use. The last steps were to find colours convenient to the design, to create infographics and to adjust them to the layout.

Color Palette



Typography

Headline

Obviously light
Obviously medium

Body text

Freight Text Pro Book
Freight Text Pro Semi-
bold

Themes

Analysis
Time
Butterfly effect
Age & Identiy
Interview

Special effects
Colour palette
Symbols
Review

Infographics

Timeline
Locations
Key scene
Characters & their age

Sociogram
Symbols
Scenes
Recurring quotes

Programs

Microsoft Excel
Raw Graphs
Adobe Illustrator
Adobe Indesign

Data & Sources

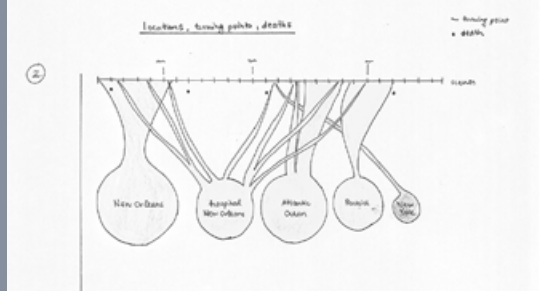
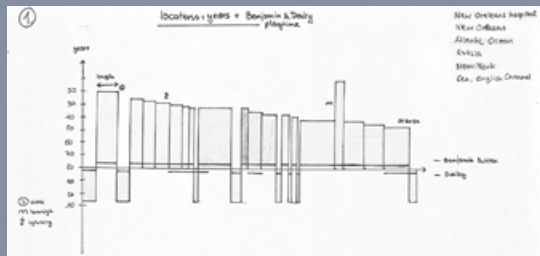
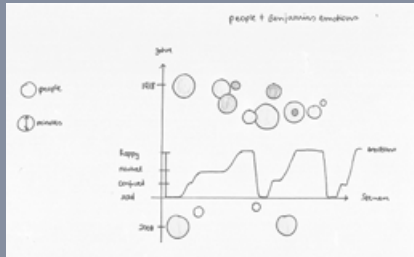
Numbers for infographics:
collected & analyzied by me
Texts: BBC, npr, American
Scientist, Science Focus,
World Birds, Empire

Format

200 mm × 280 mm



SKETCHES



Sketches

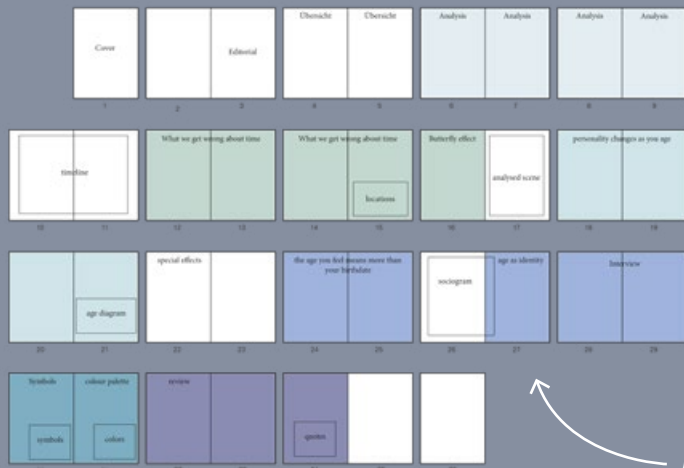
Colour inspiration



Cover sketch

text	Autor	Zeichen
Warum unsere Identität sich ständig wandelt?	Lydia Heller	5.283
How your personality changes as you age	Zaria Gorvett	10.314
The age you feel means more than your actual birthdate	David Robson	8.823
What's the prime of your life?	David Robson	5.398
Death is part of life, and there is a lot we can learn from it	John Troyer	9.124
Understanding the Butterfly Effect	Jamie L. Vernon	3.652
Hummingbird Symbolism & Meaning	Garth C. Clifford	1.304
Pain Is Black	Juan Hernandez	1.800
How The Curious Case of Benjamin Button Compares To The Short Story	Adrienne Tyler	6.801
An Analysis of David Fincher's The Curious Case of Benjamin Button	Serkan Kasapçulu	4.526
The Curious Case Of Benjamin Button	Adam D. Holt	11.085
The Curious Case Of Benjamin Button Review	Ian Finer	7.300
The Illusion of Time: What's Real?	Robert Lawrence Kahn	8.000
What we get wrong about time	Claudia Hammond	13.000

Text list



Flatplan



Sirid Wils "Sequence Magazine Redesign"



Sidney Lim "Estd 1999: An Academic Report"



Katrin Schacke "Die Kunst ein kreatives Leben zu führen"



Layout inspiration



WHAT WE GET WRONG ABOUT TIME

12

CLAUDIA HAMMOND
Dec. 03, 2019

12 × 14
(& 8 × 6)

8

Most of us tend to think of time as linear, absolute and constantly “running out”—but is that really true? And how can we change our perceptions to feel better about its passing

?

16

“Time” is the most frequently used noun in the English language. We all know what it feels like as time passes. Our present becomes the past as soon as it’s happened; today soon turns into yesterday. If you live in a temperate climate, each year you see the seasons come and go. And as we reach adulthood and beyond, we become increasingly aware of the years flashing by.

Although neuroscientists have been unable to locate a single clock in brain that is responsible for detecting time passing, humans are surprisingly good at it. If someone tells us they’re arriving in five minutes, we have a rough idea of when to start to look out for them. We have a sense of the weeks and months passing by. As a result, most of us would say that how time functions is fairly obvious: it passes, at a consistent and measurable rate, in a specific direction—from past to future.

Of course, the human perspective of time may not be exclusively biological, but rather shaped by our culture and era. The Amondawa tribe in the Amazon, for example, has no word for “time”—which some say means they don’t have a notion of time as a framework in which events occur.

Events don’t happen in a set order. (There are debates over whether this is purely a linguistic argument, or whether they really do perceive time differently.) Meanwhile, it’s hard to know with scientific precision how people conceived of time in the past, as experiments in time perception have only been conducted for the last 150 years. What we do know is that Aristotle viewed the present as something continually changing and that by the year 160, the Roman emperor-philosopher Marcus Aurelius was describing time as a river of passing events. And in the West many people would still identify with these ideas nowadays.

But physics tells a different story. However much time feels like something that flows in one direction, some scientists beg to differ.

In the last century, Albert Einstein’s discoveries exploded our concepts of time. He showed us that time is actually created by things; it wasn’t there waiting for those things to act within it. He demonstrated that time is relative, moving more slowly if an object is moving fast. Events don’t happen in a set order. There isn’t a single universal “now”, in the sense that Newtonian physics would have it at all. It is true that many events in the Universe can be put into sequential order—but time is not always segmented neatly into the past, the present and the future. One aspect of time perception many of us share is how we think of our own past: as a kind of giant video library, an archive we can dip into to retrieve records of events in our lives.

Theoretical physicists, such as the best-selling writer and physicist Carlo Rovelli take it even further, speculating that time neither flows, nor even exists. It is an illusion.

Of course, although some physicists propose that time does not exist, time perception—our sense of time—does. This is why the evidence from physics is at odds with how life feels. Our shared idea of what the concept of “future” or “past” mean may not apply to everything everywhere in the Universe, but it does reflect the reality of our lives here on Earth.

Much like the Newtonian idea of absolute time, however, our belief in how time works for humans can also be misleading. And there may be a much better approach.

16

time 13

Author & Date

Teaser

Punctuation mark

Article & Pullout quotes



FLATPLAN



EDITORIAL

"I'd like to say sorry and I'm writing it now while I still remember it."

TABLE OF CONTENTS

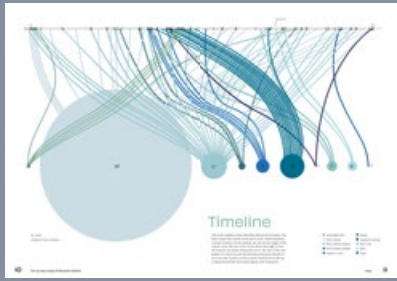
- 6 ANALYSIS: An analysis of David Fincher's "The Curious Case of Benjamin Button"
- 10 TIME: Timeline
- 18 AGE: Age as identity: Are we allowing it to define us too much?
- 26 EXTRAS: Building the Curious Faces of "Benjamin Button"
- 30 SYMBOLS WHICH CAN BE FOUND IN THE MOVIE
- 32 A LOOK AT DAVID FINCHER'S COLOR PALETTE
- 34 REVIEW OF "THE CURIOUS CASE OF BENJAMIN BUTTON"
- 35 IMPRINT

AN ANALYSIS OF DAVID FINCHER'S "THE CURIOUS CASE OF BENJAMIN BUTTON"

WIEN

It's not just the youth, while in the same process of the repetition of life and living it in the future with the time you have.

After a while, about 2000 years, considered it to be enough for me to get a good idea of what it's like to be young and old.



WHAT WE GET ABOUT TIME

"Time"

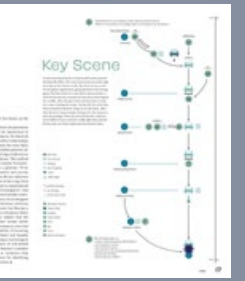
It's not just the youth, while in the same process of the repetition of life and living it in the future with the time you have.

"There is not only a sense of time, but a sense of space. We have the way we experience it."



UNDERSTANDING THE BUTTERFLY EFFECT

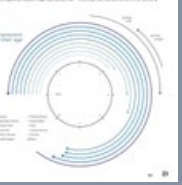
Nearly...



HOW YOUR PERSONALITY CHANGES AS YOU AGE

"I want..."

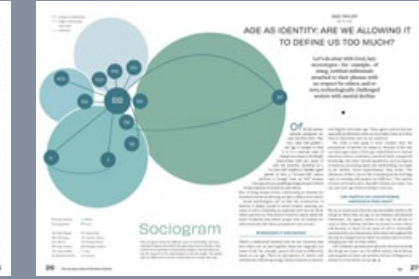
It would be easy to think that the process of aging would make the lives of people more predictable.



BUILDING THE CURIOUS FACES OF "BENJAMIN BUTTON"

THE AGE YOU FEEL MEANS MORE THAN YOUR ACTUAL BIRTHDATE

It's not just the youth, while in the same process of the repetition of life and living it in the future with the time you have.



ARTISTRY

It's not just the youth, while in the same process of the repetition of life and living it in the future with the time you have.

SYMBOLS WHICH CAN BE FOUND IN THE MOVIE

A LOOK AT DAVID FINCHER'S COLOR PALETTE

REVIEW OF "THE CURIOUS CASE OF BENJAMIN BUTTON"

ABOUT

It's not just the youth, while in the same process of the repetition of life and living it in the future with the time you have.

IMPRINT

"I want..."



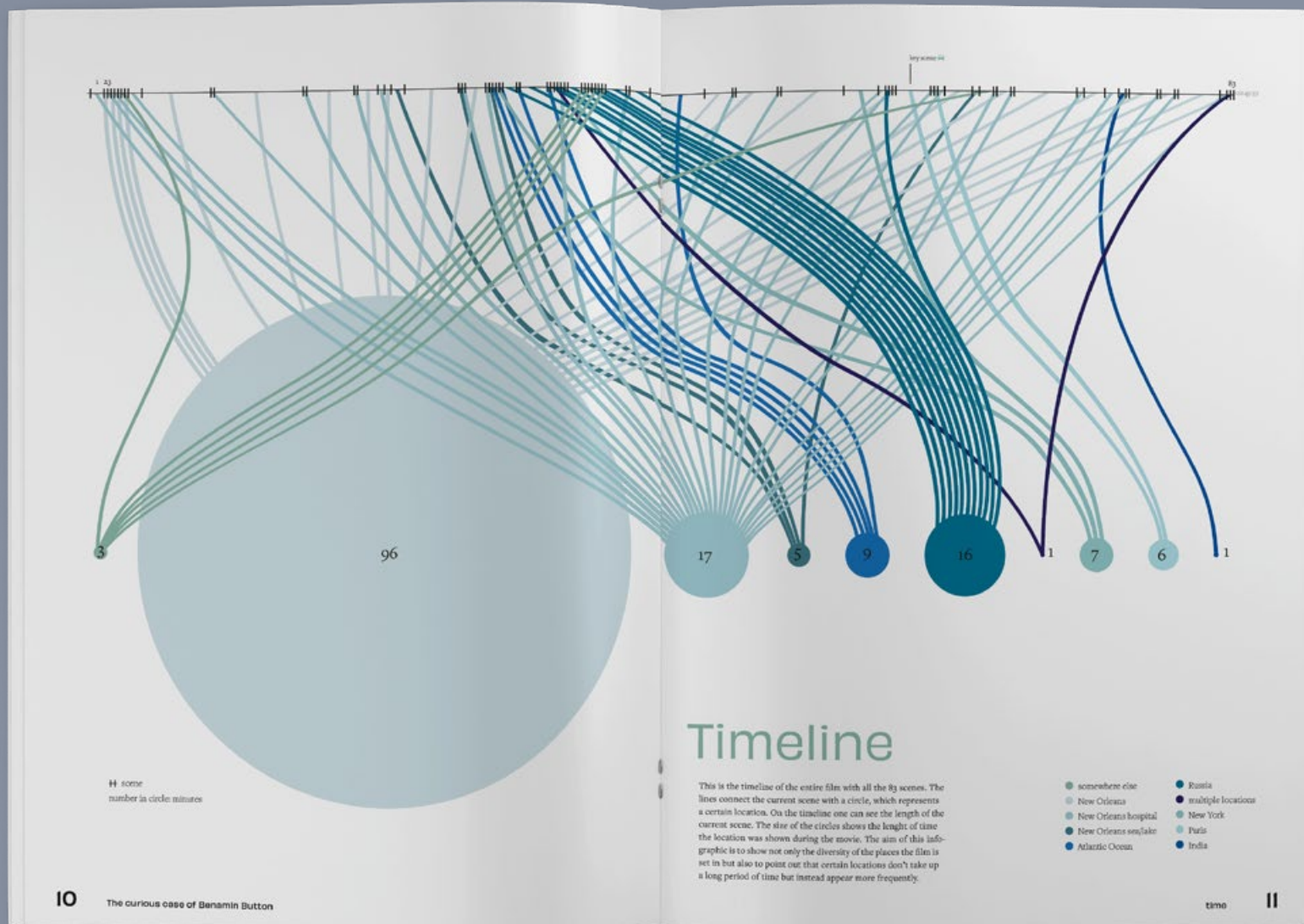
COVER



The cover shows a so called "matryoshka", a Russian souvenir. It is a set of painted wooden dolls of decreasing sizes one hidden inside another. The biggest doll is typically an old person, while the smallest, innermost doll is a baby. I used this principle and applied it to the movie, which tells the story of Benjamin Button who is born as an old man and ages backwards so that at the end of his life he is a baby. On the cover the dolls are in reverse. Each doll represents Button at a different age, the biggest doll is the youngest and the smallest one is Benjamin as an old man.



TIMELINE



This is the timeline of the entire film with all the 83 scenes. The lines connect the current scene with a circle, which represents a certain location. On the timeline one can see the length of the current scene. The size of the circles shows the length of time the location was shown during the movie. The aim of this infographic is to show not only the diversity of the places the film is set in but also to point out that certain locations don't take up a long period of time but instead appear more frequently.



JAMIE L. VERNON
Feb. 17, 2009

UNDERSTANDING THE BUTTERFLY EFFECT

Nearly 45 years ago, during the 139th meeting of the American Association for the Advancement of Science, Edward Lorenz posed a question: "Does the flap of a butterfly's wings in Brazil set off a tornado in Texas?" The answer to that question probably differs from what you've heard.

The concept referred to as the butterfly effect has been embraced by popular culture, where the term is often used to emphasize the outside significance of minute occurrences, as in the 1990 movie *Havana*, in which Robert Redford, playing the role of Jack Weil, a gambler with a knack for math, proclaims to his costar, Lena Olin, that "a butterfly can flutter its wings over a flower in China and cause a hurricane in the Caribbean."

Lorenz, the mild-mannered Massachusetts Institute of Technology meteorology professor who developed the concept, never intended for it to be applied in this way. Indeed, he meant to convey the opposite point.

The purpose of his provocative question, he said, was to illustrate the idea that some complex dynamical systems exhibit unpredictable behaviors such that small variances in the initial conditions could have profound and widely divergent effects on the system's outcomes. Because of the sensitivity of these systems, outcomes are unpredictable. This idea became the basis for a branch of mathematics known as chaos theory, which has been applied in countless scenarios since its introduction.

Lorenz's insight called into question laws introduced as early as 1687 by Sir Isaac Newton suggesting that nature is a probabilistic mechanical system, "a clockwork universe." Similarly, Lorenz challenged Pierre-Simon Laplace, who argued that unpredictability has no place in the universe, asserting that if we knew all the physical laws of nature,

then "nothing would be uncertain and the future, as the past, would be present to [our] eyes."

Lorenz discovered that this deterministic interpretation of the universe could not account for the imprecision in human measurement of physical phenomena. He observed that nature's interdependent cause-and-effect relationships are too complex to resolve. To approximate the most likely outcomes for such complex systems as weather patterns, he began using sets of slightly different starting conditions to conduct parallel meteorological simulations. This method is still used today to generate our daily weather forecasts.

On the cover of this issue, we pose a question: "If we could rerun life from the beginning, would it turn out the same?" In "Replaying Evolution," Zachary Blount addresses this question through empirical analyses of the Long-Term Evolution Experiment, an ongoing study in experimental evolution—now approaching 30 years of investigation—that has been tracking genetic changes in several initially identical populations of *Escherichia coli* bacteria. He investigates the role of small differences in the evolutionary substrate on the outcome of the process. In "Anyone Can Become a Troll," Justin Cheng, Cristian Danescu-Niculescu-Mizil, Jure Leskovec, and Michael Bernstein explain that the likelihood ordinary people will cultivate certain online behaviors also depends on specific circumstances, ones that neither guarantee nor exclude the possibility of becoming an aggressor; and in *Technogue*, "Smart and Squishy Robots," Yigit Mengüç describes the unique technological conditions under which the development of soft-bodied robots became feasible. Each of these features a complex system—evolutionary, psychological, or technical—that demonstrates the utility of chaos theory for identifying circumstances with unpredictable outcomes. •

16 The curious case of Benjamin Button

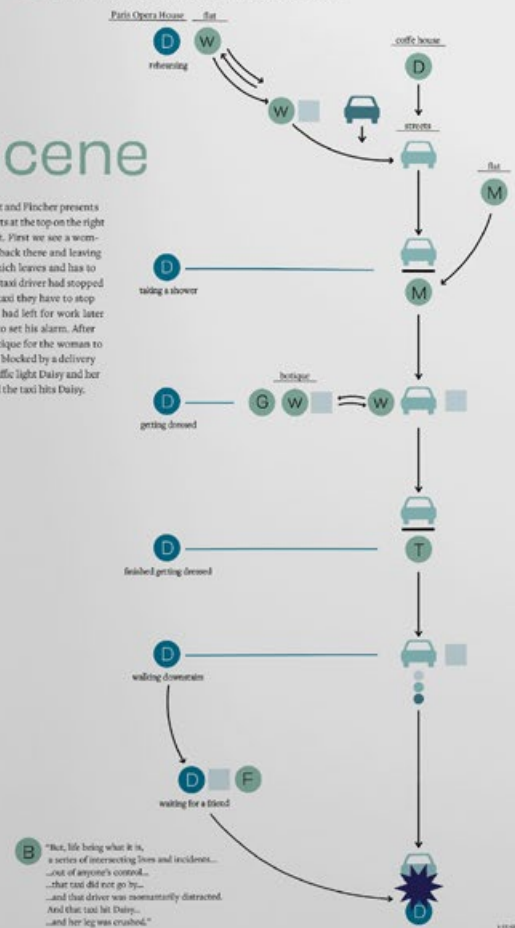
Key Scene

In this scene Daisy has her accident and Fincher presents the Butterfly Effect. The scene starts at the top on the right and ends at the bottom on the left. First we see a woman leaving her apartment, going back there and leaving again. She then waits for a taxi which leaves and has to wait for the next one, because the taxi driver had stopped for a coffee. After she gets in the taxi they have to stop for a man crossing the street. He had left for work later than normally because he forgot to set his alarm. After that the driver waits outside a boutique for the woman to pick up a package. Then the taxi is blocked by a delivery truck. While it has to wait for a traffic light Daisy and her friend come out of the theater and the taxi hits Daisy.

- fine taxi
- second taxi
- walking
- taxi stopping
- crash
- traffic light
- people moving
- our driving
- at the same time

- Benjamin Button
- Daisy Fuller
- woman
- (taxi) driver
- man
- girl
- truck
- friend of Daisy's

B "Sometimes we're on a collision course, and we just don't know it. Whether it's by accident or by design, there's not a thing we can do about it."



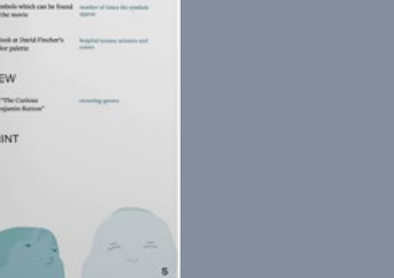
B "But, life being what it is, a series of intersecting items and incidences... out of anyone's control... that taxi did not go by... and that driver was momentarily distracted. And that taxi hit Daisy... and her leg was crushed."

time 17

KEY SCENE

Here you can see the key scene where Fincher presents the Butterfly effect. The scene starts at the top on the right and ends at the bottom on the left. First we see a woman leaving her apartment and waiting for a taxi which leaves. After she gets in the next taxi they have to stop for a man crossing the street. He had left for work later than normally because he forgot to set his alarm. Later the driver waits outside a boutique for the woman to pick up a package. Then the taxi is blocked by a delivery truck. After that Daisy and her friend come out of the theater and the taxi hits Daisy.





Anyway, the movie's got a lot to offer. It's a perfect blend of comedy and drama, with a strong message about the importance of family and love. The film is a must-watch for anyone who wants to be entertained and inspired at the same time.

When you put a plan together, you can't usually tell, until you're in the room, putting the pieces together, which take you going to work every day. This is a great reminder that sometimes the best ideas come from the most unexpected places.

WHAT WE GET ABOUT TIME The movie is a beautiful exploration of the human condition, showing how we spend our lives chasing after things that we don't always know we need. It's a powerful message that we should live in the moment and appreciate the time we have.

Time is a precious commodity, and we often waste it without realizing it. The movie reminds us to slow down and take time for ourselves, to enjoy the simple pleasures of life. It's a beautiful message that we should all embrace.

This is why the evidence from physics is at odds with how we feel. Science tells us that time is relative and can be affected by gravity and speed. However, our subjective experience of time is often very different from what the science says. This is a fascinating concept that challenges our perception of reality.



It would be reasonable to think that the process of change would make the copy of personality fairly meaningless. However, the movie suggests that our personality is more resilient than we think it is. It's a message that we should not give up on ourselves and our dreams, even when things seem to be changing around us.

There is a core of us that we do maintain our rank who we are in the sense that we are doing better relative to other people. This is a powerful message that we should focus on our own growth and improvement, rather than comparing ourselves to others. It's about being true to ourselves and following our own path.

AN ANALYSIS OF DAVID FINCHER'S 'THE CURIOUS CASE OF BENJAMIN BUTTON' This is a beautiful and thought-provoking film that explores the human condition and the nature of time. It's a masterpiece of storytelling that will leave you with a lot to think about.

With the movie, we are reminded of the importance of love and family. It's a message that we should cherish the people we love and spend time with them. It's a beautiful reminder that life is short and we should make the most of it.

The Curious Case of Benjamin Button is a beautiful and thought-provoking film that explores the human condition and the nature of time. It's a masterpiece of storytelling that will leave you with a lot to think about.

Time is not only at the heart of our life, but we organize our experience. This is a powerful message that we should live in the moment and appreciate the time we have. It's a beautiful reminder that life is short and we should make the most of it.



But where the movie suggests that our personality is more resilient than we think it is. It's a message that we should not give up on ourselves and our dreams, even when things seem to be changing around us.

BUILDING THE CURIOUS FACES OF 'BENJAMIN BUTTON' This is a beautiful and thought-provoking film that explores the human condition and the nature of time. It's a masterpiece of storytelling that will leave you with a lot to think about.

There's been a great deal of discussion about the movie, and it's clear that it has resonated with a lot of people. It's a beautiful and thought-provoking film that explores the human condition and the nature of time.

SYMBOLS WHICH CAN BE FOUND IN THE MOVIE This is a beautiful and thought-provoking film that explores the human condition and the nature of time. It's a masterpiece of storytelling that will leave you with a lot to think about.

A LOOK AT DAVID FINCHER'S COLOR PALETTE This is a beautiful and thought-provoking film that explores the human condition and the nature of time. It's a masterpiece of storytelling that will leave you with a lot to think about.



REVIEW OF 'THE CURIOUS CASE OF BENJAMIN BUTTON' This is a beautiful and thought-provoking film that explores the human condition and the nature of time. It's a masterpiece of storytelling that will leave you with a lot to think about.

Our personalities were being changed to be used by the time we reach our 30s, but the latest research suggests they change throughout our lives—and being more surprising benefits. This is a powerful message that we should embrace change and see it as an opportunity for growth.

How your personality changes as the time you have This is a beautiful and thought-provoking film that explores the human condition and the nature of time. It's a masterpiece of storytelling that will leave you with a lot to think about.

I want to be a better person, and I want to live a more meaningful life. This is a beautiful and thought-provoking film that explores the human condition and the nature of time. It's a masterpiece of storytelling that will leave you with a lot to think about.

It's like a midlife crisis, but for youth, while at the same time the experience of life and living it This is a beautiful and thought-provoking film that explores the human condition and the nature of time. It's a masterpiece of storytelling that will leave you with a lot to think about.

Fischer's color palette ends in color tones, which makes the presence of red more striking when it finally appears. This is a beautiful and thought-provoking film that explores the human condition and the nature of time. It's a masterpiece of storytelling that will leave you with a lot to think about.

It's like a midlife crisis, but for youth, while at the same time the experience of life and living it This is a beautiful and thought-provoking film that explores the human condition and the nature of time. It's a masterpiece of storytelling that will leave you with a lot to think about.

It's like a midlife crisis, but for youth, while at the same time the experience of life and living it This is a beautiful and thought-provoking film that explores the human condition and the nature of time. It's a masterpiece of storytelling that will leave you with a lot to think about.



Information Design & Datavisualization

THE WATERCYCLE PROJECT

2022

The aim of this project was to not only design a model for the watercycle but also to inform about the three chosen waterbasins, especially the Danube basin and its characteristics. We worked together with the “International Institute for Applied Systems Analysis”, short IIASA. Mikhail Smilovic gave us the data we needed and explained the important topics, features of the watercycle and the basins and all the information we needed to start to calculate, understand and arrange the data and make visualizations and maps.

[← back to contents](#)

Color Palette



Typography

Headline

Univers Roman
Univers Extended

Body text

Univers Bold

Programs

Microsoft Excel
RawGraphs
QGIS
Adobe Illustrator
Adobe Indesign

Information levels

Meta level:
The Danube Basin
Macro level:
The Salzach Basin

Meso level:
The Watercycle
Micro level:
The Salzach Basin

Data & Sources

IASSA:
„International Institute for
Applied Systems Analysis“

Infographics

Worldmap
Danube basin map
Salach basin map
Salach micromaps
Length, source, mouth,
elevation difference

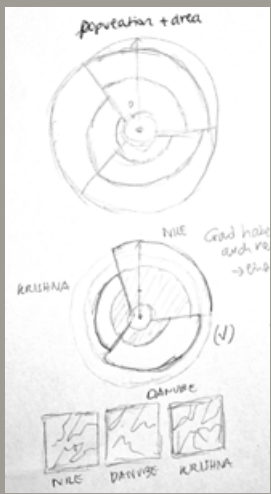
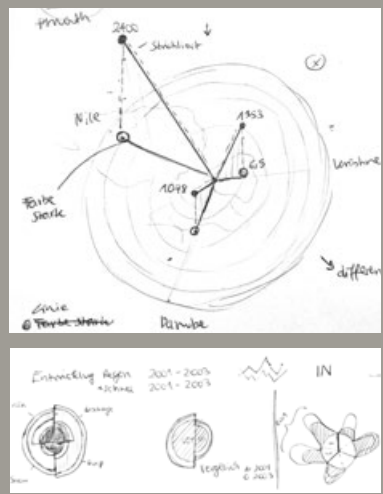
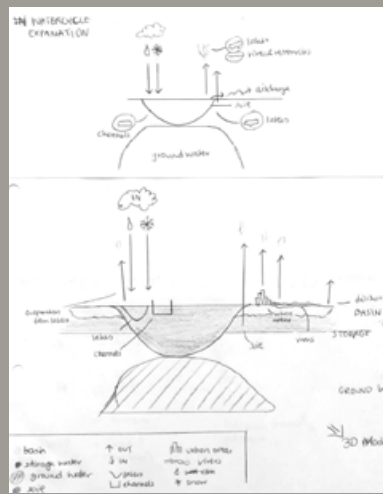
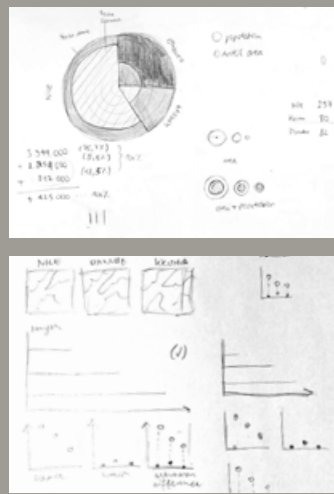
Area & population
Watercycle
Comparisons
Rain & discharge
Storage & ground-
water

Format

289 mm × 380 mm (Tabloid)



INSPIRATION



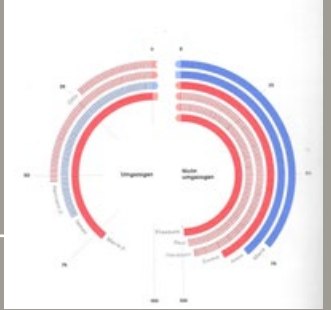
Sketches

OBJECTID	Name	Region	HYBAS_ID	UNIT	km2	km3/year/basin	km3/year/basin	km3/year/basin	km3/year/basin
1	Doglu Akdeniz(?)	Europe	2030000010		328 693.0	183.5	11.5	114.5	138.5
2	Kuzilirmak	Europe	2030003440		350 380.0	185.2	42.4	144.8	241.8
3	Kuban	Europe	2030005690		105 556.0	69.2	17.3	50.8	224.3
4	Don	Europe	2030006590		437 678.0	174.0	67.6	163.8	1 320.3
5	Dnieper	Europe	2030006600		75 451.0	30.1	5.8	27.7	234.8
6	Dniestro	Europe	2030007830		509 819.0	270.3	75.5	255.1	2 083.8
7	Dniestr	Europe	2030007940		162 948.0	85.3	17.7	76.7	283.0
8	Danube	Europe	2030008490		795 318.0	576.0	95.5	443.2	7 501.0
9	Martisa	Europe	2030008500		28 148.0	14.1	1.3	11.6	231.0
10	Vardar	Europe	2030009230		293 802.0	228.2	23.1	146.8	242.4
11	Po	Europe	2030012730		166 675.0	130.4	20.2	82.3	348.6
12	Tiber	Europe	2030014550		86 470.0	74.7	1.5	45.7	55.5
13	Garonne	Europe	2030016230		310 600.0	227.1	16.7	154.5	553.8
14	Tajo	Europe	2030018240		401 163.0	284.8	5.2	197.0	420.1
15	Rhein	Europe	2030020320		832 973.0	716.2	40.5	456.6	2 545.1
16	Kattegat (?)	Europe	2030024230		76 317.0	54.5	2.9	31.6	38.9

Calculations



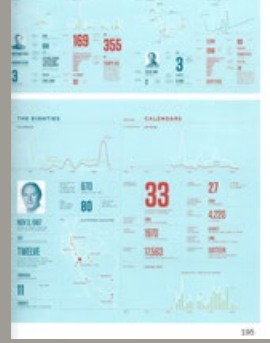
Laboratory Basel "Icelandic Lessons"



Darjan Hil, Nicole Lachenmeier "Visualizing Complexity"



National Geographics "Lives Still at Risk"



Nicholas Felton "Annual Report"

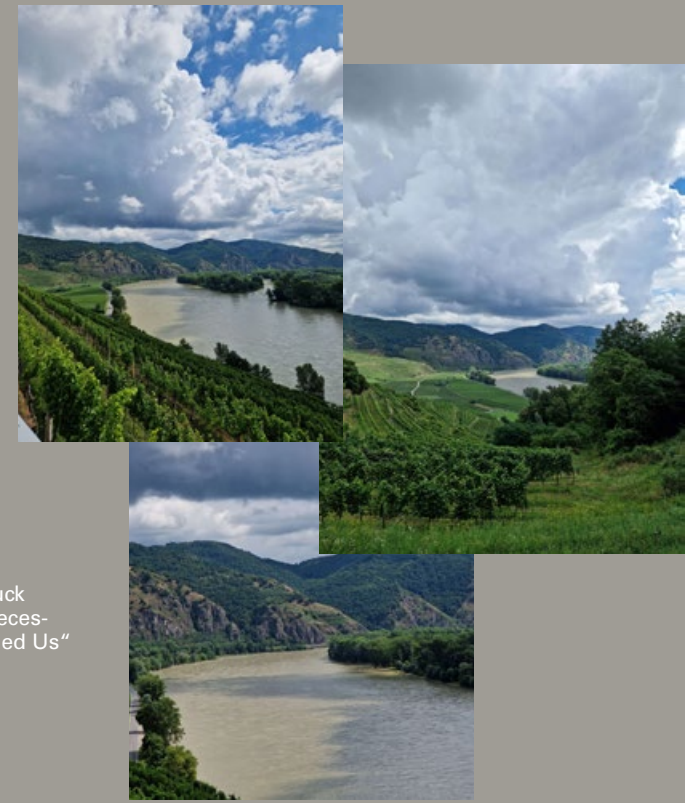
National Geographics "World of Rivers"



Amanda Buck "How the Recession Changed Us"



Inspiration

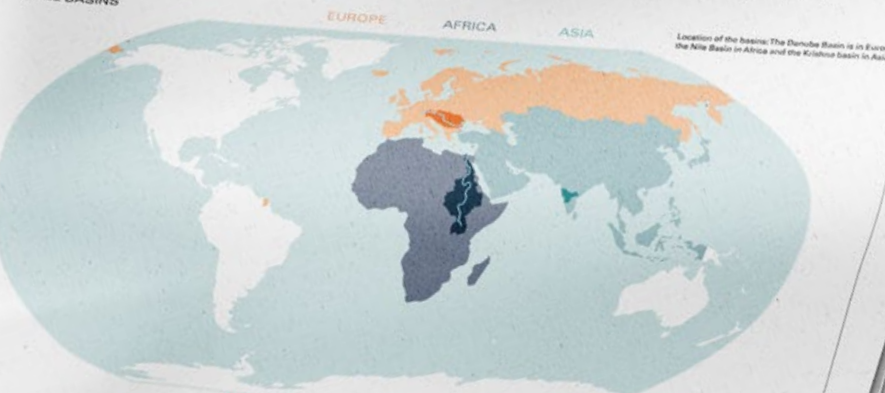


THE DANUBE BASIN WATERCYCLE PROJECT

A datavisualization design project comparing the Danube Basin with the Nile and the Krishna Basin and the Salzach Basin with the Lake Victoria and Bhima Basin on the basis of visualizations and maps.

Danube Basin (Europe)

THE THREE BASINS



THE META LEVEL

The aim of this project was to not only design a model for the watercycle but also to inform about the three chosen basins, especially the Danube basin and its characteristics. We, students of the New Design University worked together with the "International Institute for Applied Systems Analysis", short IIASA. Mikhail Semlevic gave us the data we needed and explained the important topics, features of the watercycle and the basins and all the information we needed to start to calculate, understand and arrange the data and make visualizations and maps.

WHAT IS A BASIN?



DANUBE NILE KRISHNA

On the world map one can see the Danube Basin, which is located in Europe, the Nile Basin in Africa and the Krishna Basin in Asia. These three do not only differ in terms of the continents they are on but also in a lot of other contexts. Here is a short list of themes which can be compared: Climate, elevation of the rivers, the share of forest, urban and irrigated areas and the amount of rain, snow, discharge and evaporation. This level, the meta level is the biggest one, since it shows the entire world for the viewer, a map of the entire world where they are located and to get an idea where they are located and how big each one is compared to the other two. In the visualization below I tried to

explain the concept of a basin. At the start of our project I found it hard to understand what a basin is and how it works, until we can imagine a basin. To put it short a basin is "the entire geographical area drained by a river and its tributaries" or "an area to the same outlet" (Thessaurus), which means that every drop of water, which lands on the area of a basin, for example the Danube Basin always ends up in the Danube and then flows into the Black Sea. All river basins are made up of many different watersheds, which are a small version of a river basin. Streams and tributaries all have their own watersheds.

REFLECTION

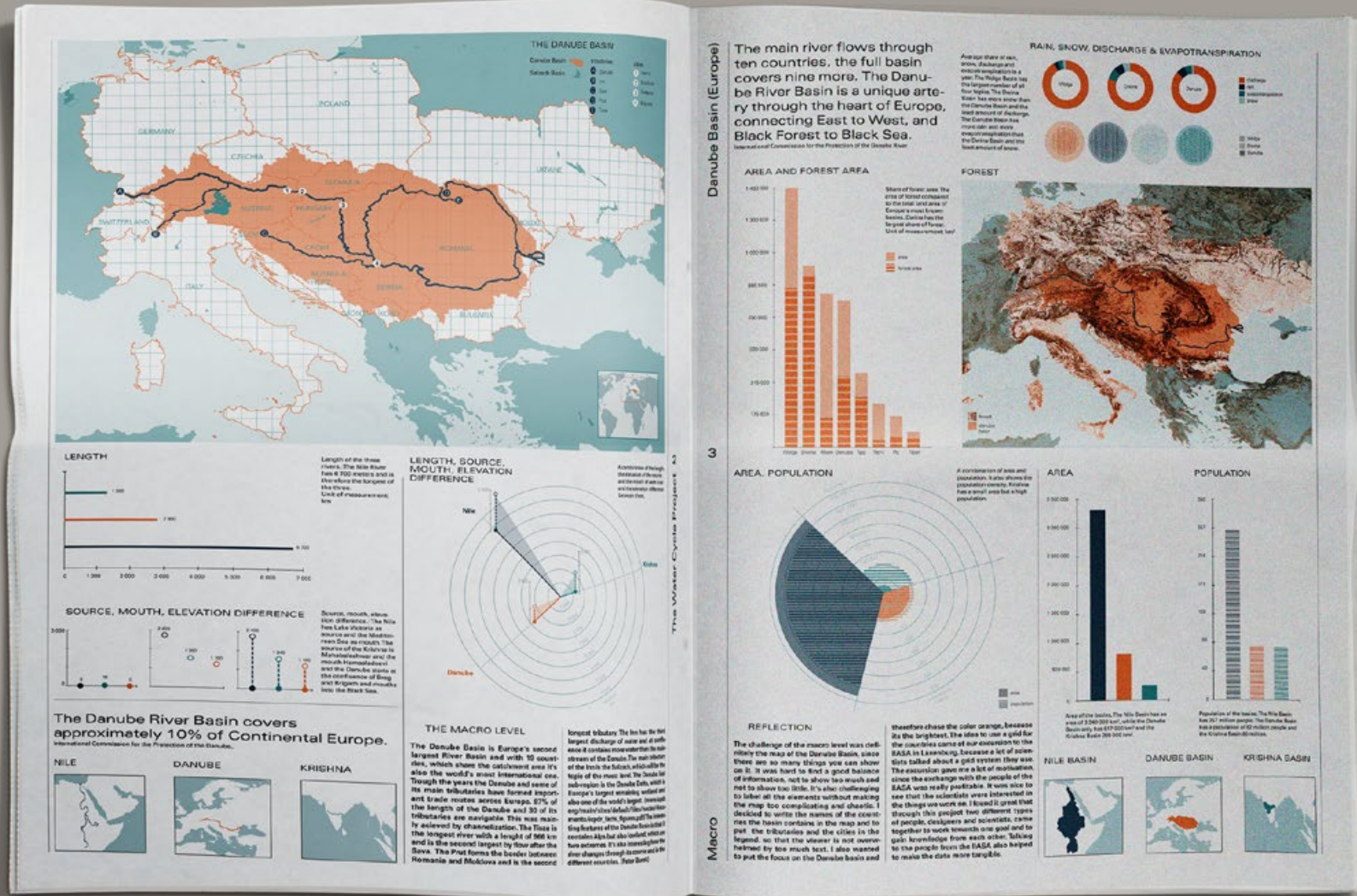
To be honest I didn't really know what to expect of the course "datavisualization" and the project in general. I was excited for sure, because I found the theme watercycle quite interesting and I also looked forward to the first time working together with people outside of our university. Now at the end of the project I can say it was quite an experience. There were times, where I didn't know what to do with all the data, the excel lists filled with a multitude of numbers, the sheets with my sketches and calculations and all the information we got in the lessons. What I learned in this time is that it is so important to constantly question what you want to show, how you want to show it and how you can find a way to make it understandable not only for yourself but also for others. It's not important to get a feeling for the numbers and the information you are dealing with and then start with simple sketches. I also learned that the first idea or concept is not always the one you should settle for. I was really happy with my first design, but after a coaching I realized that it's not that great and that it does not have the visual language I wanted to develop. So I left these visualizations behind and tried to dig up the data. At the end I'm happy that I didn't settle for my first ideas, but started all over. From my point of view, it changed the quality and outcome of the final visualization and gave me the realization that I don't understand, second of all you should always reflect on your work and third of all you should also rely on the process and learn with the experience you gain.

META LEVEL

On the world map one can see the Danube Basin, which is located in Europe, the Nile Basin in Africa and the Krishna Basin in Asia. They do not only differ in terms of the continents they are on but also in a lot of other contexts like climate, water use, population, area, length and elevation of the rivers, the share of forest, urban and irrigated areas and at last also the amount of rain, snow, discharge and evaporation.



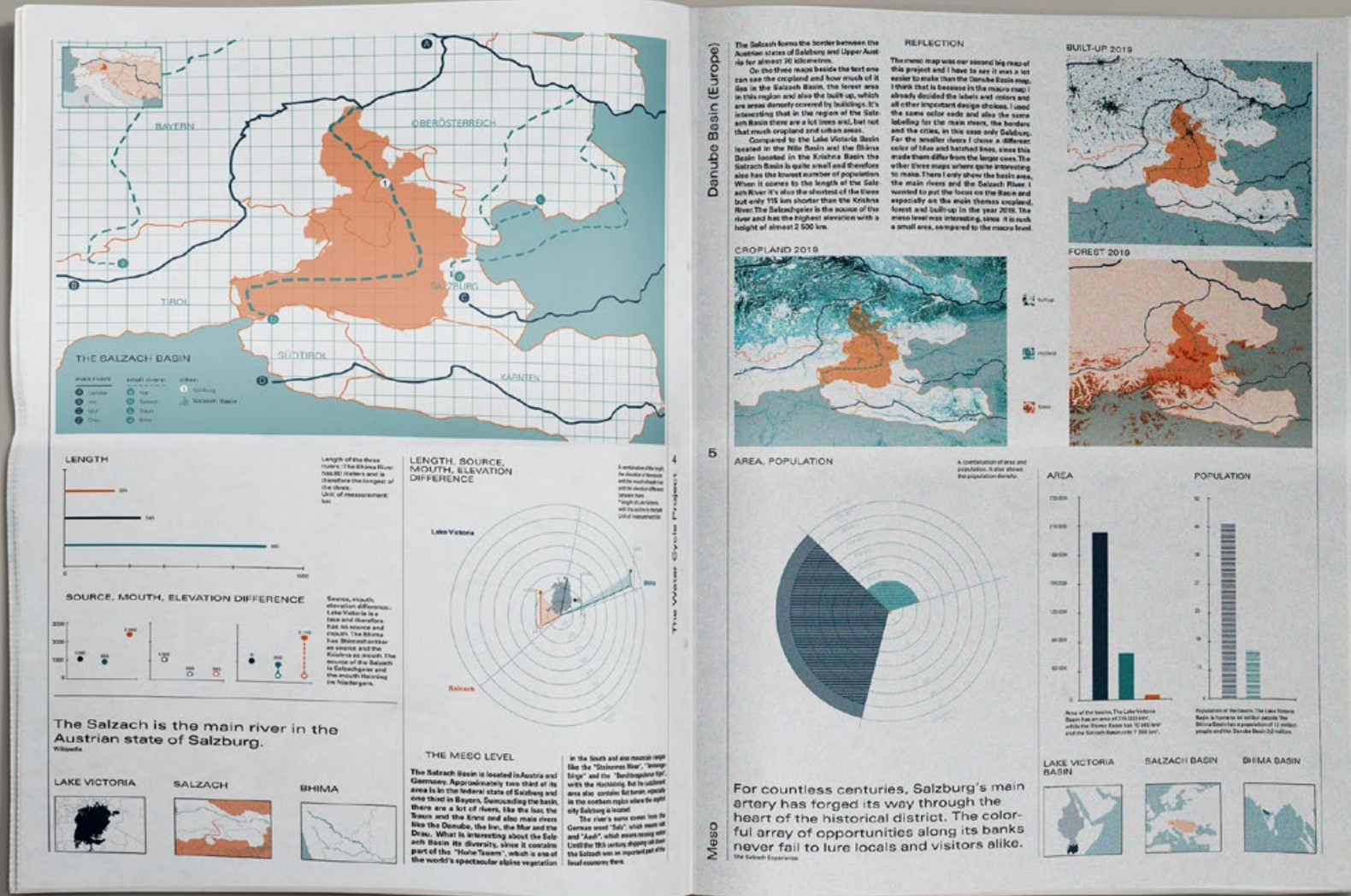
MACRO LEVEL



The challenge of the macro level was definitely the map of the Danube Basin, since there is so much to show. I decided to write the names of the countries the basin contains in the map and to put the tributaries and the cities in the legend, so that the viewer is not overwhelmed by too much text. I also wanted to put the focus on the Danube basin and therefore chose the color orange. The idea for the grid came at our excursion to the IIASA in Laxenburg, because a lot of scientists talked about a grid system they use.



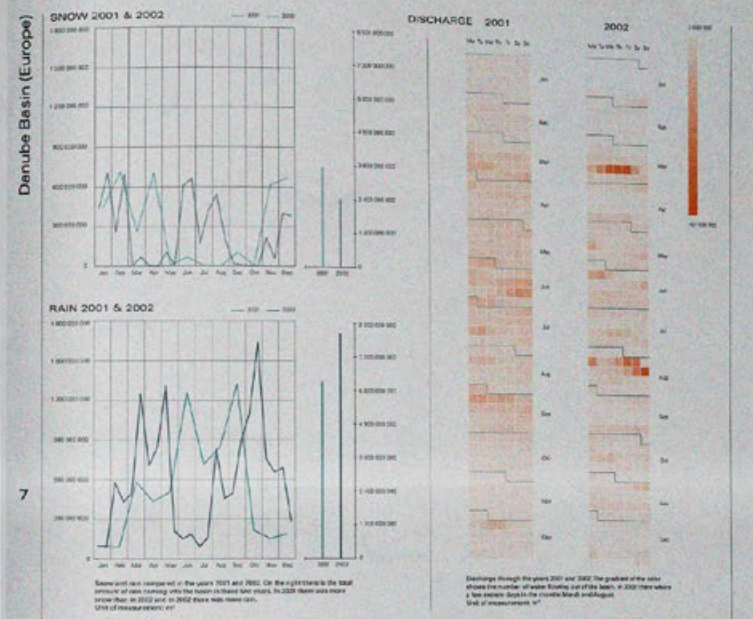
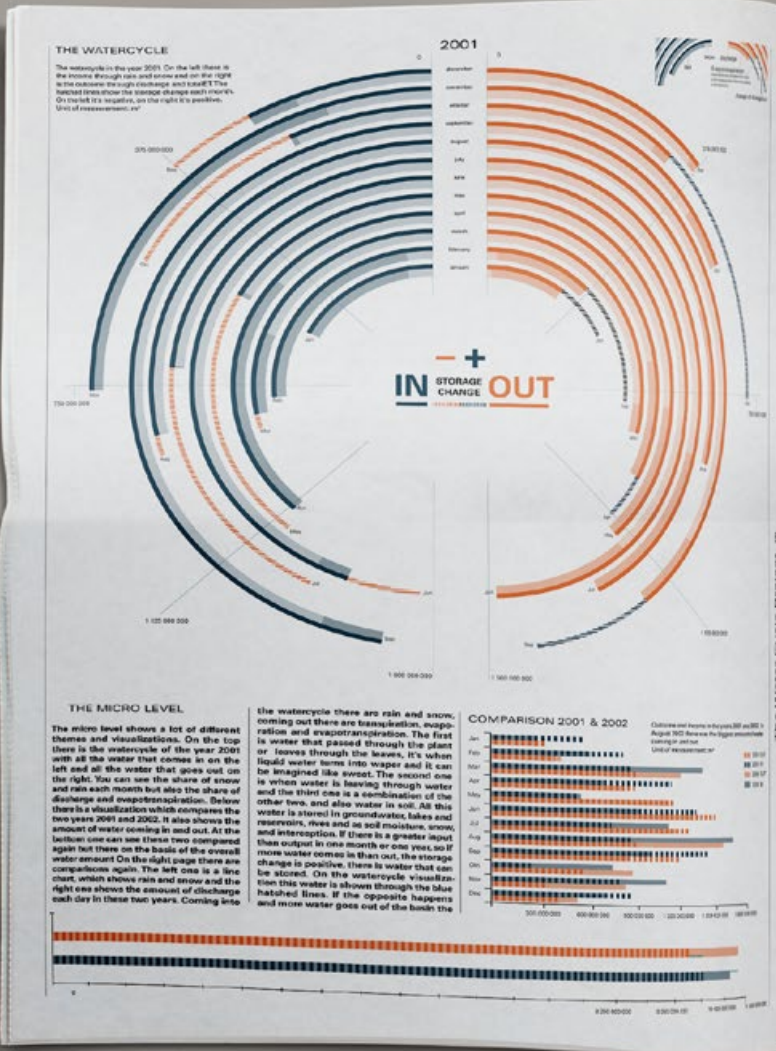
MESO LEVEL



For the meso map I used the same color code and the same labeling for the main rivers, the borders and the cities, in this case only Salzburg. For the smaller rivers I chose a different color of blue and hatched lines, since this made them differ from the larger ones. The other three maps were quite interesting to make. There I only show the basin area, the main rivers and the Salzach River. I wanted to put the focus on the Basin and especially on the main themes cropland, forest and built-up in the year 2019.



MICRO LEVEL



storage change is negative. This is shown through the orange hatched lines. The visualization shows that in the month June the most water got out and in the month September the most came in. The highest storage change was in May and November and in 2002 more water got out than came in. In 2001 it was the opposite. In general there was more water going out and in the year 2002. The snow and rain chart shows that in April 2001 the most snow fell and in October 2002 the most amount of rain fell. There was more rain in 2002 but more snow in 2001. The heat map with the storage discharge shows that in March and August 2002 the most water was leaving the Danube Basin. In 2001 there were no excess days of output but in general there was a higher average amount of discharge since the days are colored in a darker orange than in 2002.

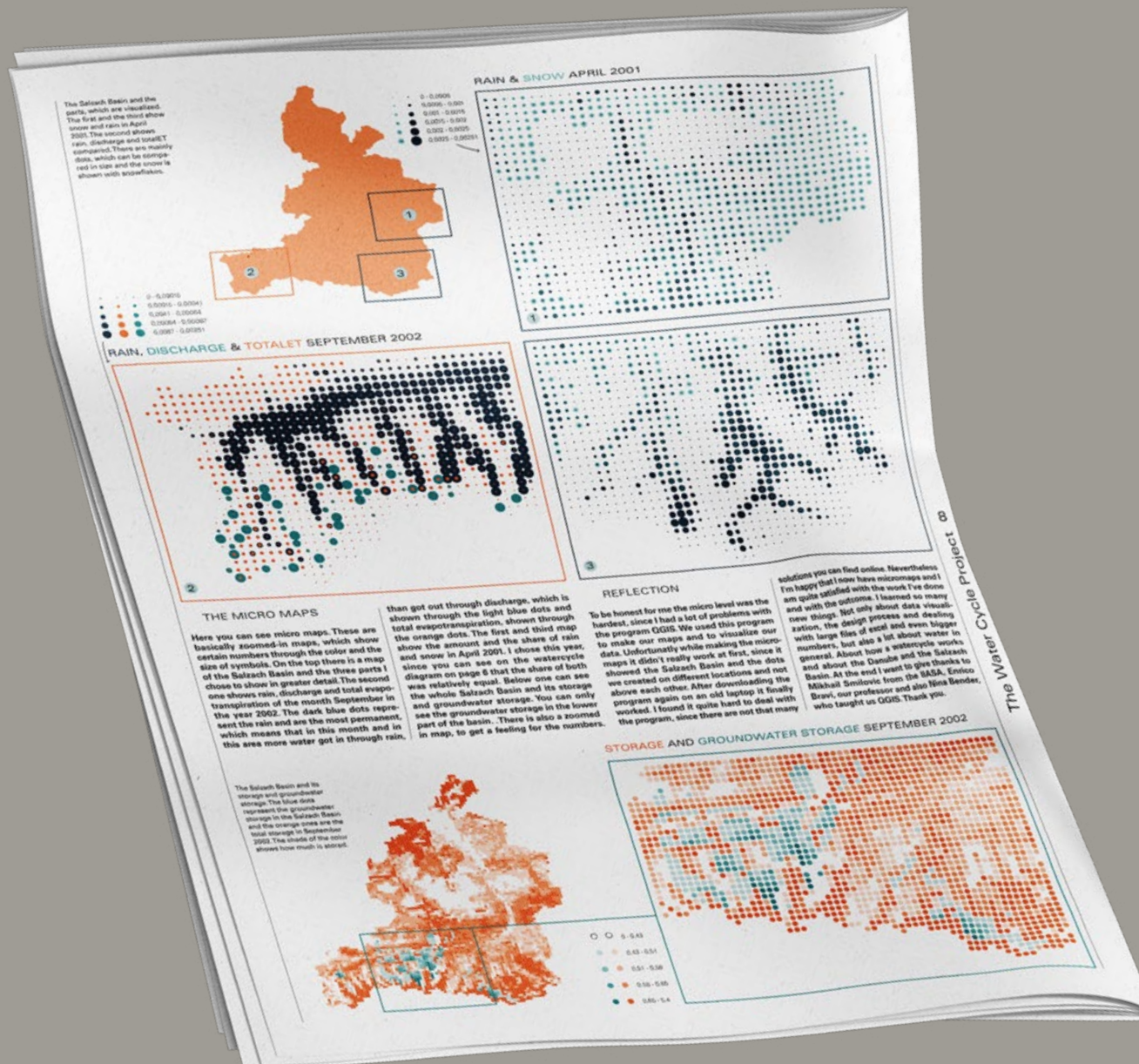
We learned that acknowledging human influence within the watercycle is as important as the knowledge of ground water and the inflow. Demanding of rivers is one of the many human influences of water. We are disrupting the flow of river and therefore shape the landscape. Agriculture, using meat, taking a shower. These are all things that come with the topic water management. (Mikhal Derilovic) The Danube Basin had to deal with a lot of problems in the last years. Winter pollution, green and cyanobacteria, such as the Blue Moon cyanobacteria in 2006 or the Alga red sledge spill in 2016. Another serious problem is the loss of wetlands and floodplains. Many middle size waterways have interrupted flow and habitat connectivity and have disconnected wetlands and also changed water quantity and flow conditions.

Draining wetlands for agriculture often provides only marginal landfilled cells, destroying unique wetland habitat and introducing foreign varieties of trees to floodplain forests and deer cutting in the name of industry eliminates undergrowth and alters the function of the floodplain ecosystem. (Sipah) The Danube River Basin, facts and figures. (Sipah) I tried to show the concept of the watercycle explained through a very simple observation. Dark blue is all the water that comes in, orange is all the water that goes out and light blue is the stored water.

The micro level shows a lot of different visualizations. On the top there is the watercycle of the year 2001 with all the water that comes in on the left and all the water that goes out on the right. You can see the share of snow and rain each month but also the share of discharge and evapotranspiration. Below there is a visualization which compares the two years 2001 and 2002 and shows the amount of water coming in and out. Below one can see these two compared again but there on the basis of the overall water amount.



MICRO LEVEL

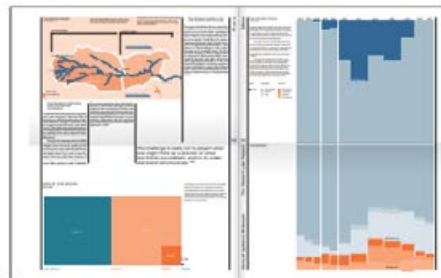
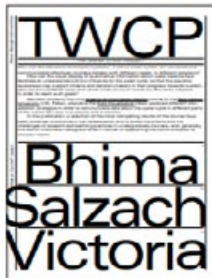


Micro maps are zoomed-in maps, which show certain numbers through the color and the size of symbols. On top there is a map of the three parts I chose. The second one shows the rain, discharge and total evapotranspiration of September 2002. The dark blue dots represent the rain and are the most permanent, which means that in this month and area more water got in through rain, than got out through discharge.



Category: Science and Research

Project: The Water Cycle Project



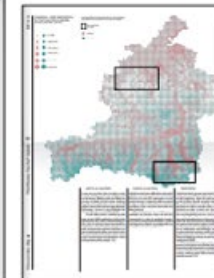
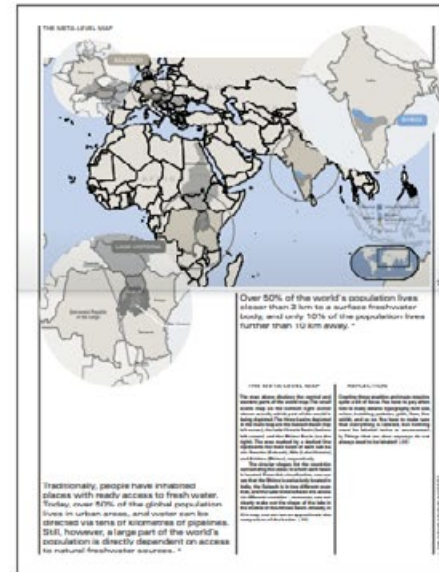
What was the challenge?

How can the relevance of complex systems—such as water cycles—be visualized and communicated effectively to stakeholders with different needs, in different locations?

What was the solution?

Bachelor students from the Graphic & Information Design course at the New Design University in St. Pölten, attending the Data Visualisation class, held by Prof. Enrico Bravi and Nina Dender, with the support of Dr. Mikhail Smilovic, developed three different visualization approaches to communicate data about the water cycle and water balance across different parts of the world, for various audiences. Three different levels of analysis (Meta, Meso and Micro) and sub-basins around the

world were selected: the Salzach Basin (Europe); the Lake Victoria Basin (Africa); the Dhima Basin (Asia). These basins were investigated at four different levels of analysis, in order to frame the complex subject matter: Meta and Macro levels mainly introduced the larger context of the main basins on a continental, international scale; the Meso level focused on the sub-basins on a national and regional level, and finally the Micro level put the focus on smaller areas within the respective sub-basins.

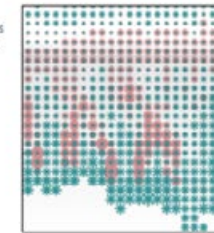


What was the effect?

From an educational point of view, the students were able to benefit a great deal from the interdisciplinary collaboration with scientists. They gained new technical skills about statistical and cartographic data and became aware of the relevance, challenges and visual possibilities hidden in complex datasets. A selection of the most compelling results of the course have been collected in a tabloid-format publication to document the project and to share the effects and the challenges of research led teaching

practices in undergraduate courses and, generally, the role of information designers when it comes to supporting the communication and understanding of complex scientific topics.

Contact:
name: Univ.-Prof. Enrico Bravi, DA MA
company/organisation:
New Design University
e-mail: enrico.bravi@ndu.ac.at
website: www.ndu.ac.at



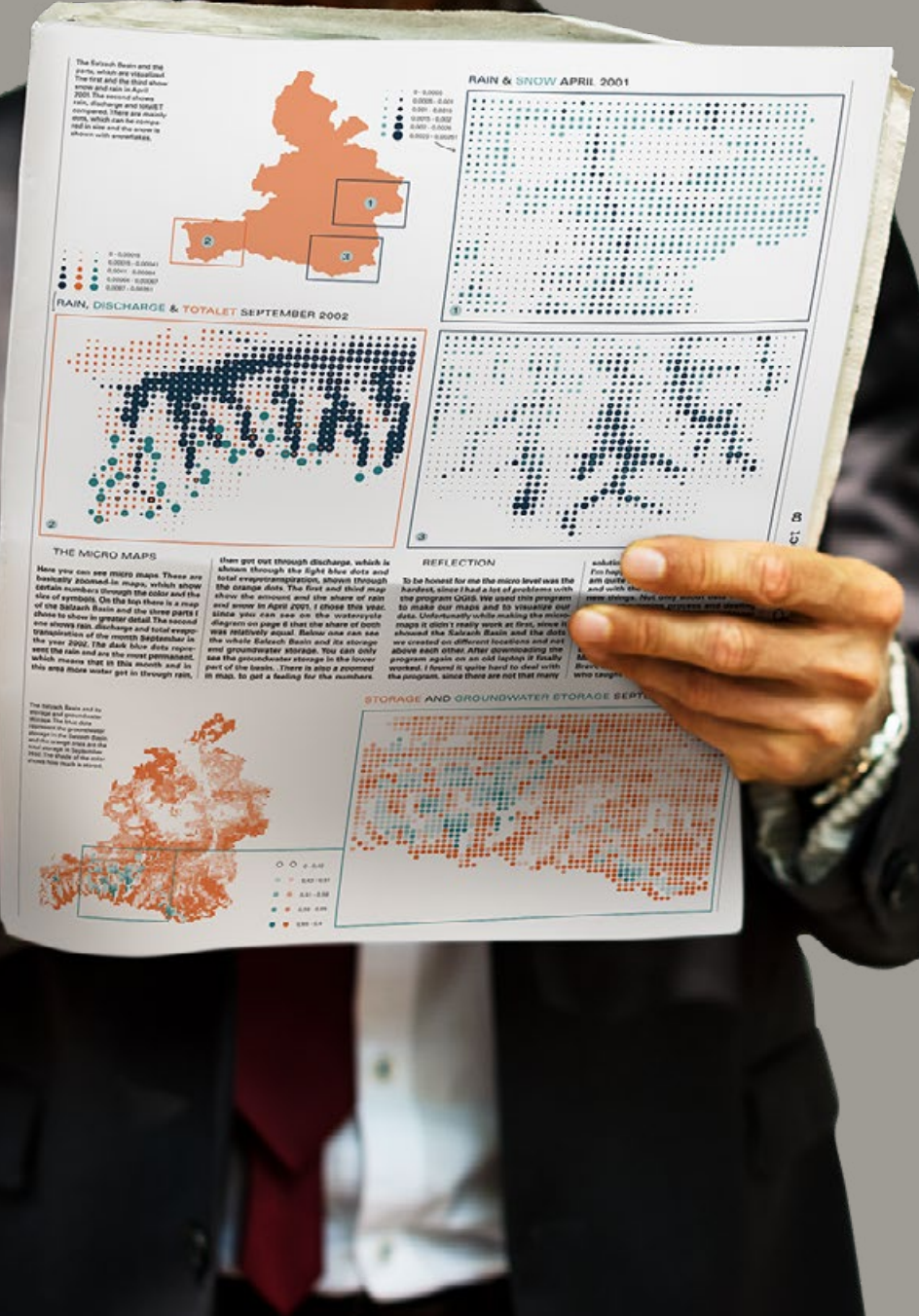
Watercycle



Category: Science and Research
Recommendations: The Water Cycle Project – Univ.-Prof. Enrico Bravi, DA MA (New Design University)

<https://www.iidaward.net/science-and-research>
[The Watercycle Project](#)





The Balkan Basin and the plains, which are vitalized. The first and the third show snow and rain in April 2001. The second shows rain, discharge and TOTAL 2001. The second shows rain, discharge and TOTAL 2001. The second shows rain, discharge and TOTAL 2001. The second shows rain, discharge and TOTAL 2001.



RAIN & SNOW APRIL 2001



RAIN, DISCHARGE & TOTAL SEPTEMBER 2002



THE MICRO MAPS

How you can see micro maps. These are basically located in maps, which show certain numbers through the color and the size of symbols. On the top there is a map of the Balkan Basin and the three parts I show to show in greater detail. The second shows rain, discharge and total for the year 2002. The dark blue dots represent the rain and are the most prominent. This map shows water got in through rain.

then got out through discharge, which is shown through the light blue dots and total evapotranspiration, shown through the orange dots. The first and third map show the amount and the share of rain and snow in April 2001. I chose this year, since you can see on the watercycle diagram on page 4 that the share of both was relatively equal. Below you can see the whole Balkan Basin and its storage and groundwater storage. You can only see the groundwater storage in the lower part of the basin. There is also a zoomed in map, to get a feeling for the numbers.

REFLECTION

To be honest for me the micro level was the hardest, since I had a lot of problems with the program GIS. We used this program to make our maps and to visualize our data. Unfortunately while making the micro maps it didn't really work at first, since it showed the Balkan Basin and the dots are created on different locations and not above each other. After downloading the program again on an old laptop it finally worked. I found it quite hard to deal with the program, since there are not that many

subdiv... I'm happy... and with the... these things. First... and then...

STORAGE AND GROUNDWATER STORAGE SEPTEMBER 2002



Editorial Design & Information Design

THE UNSINKABLE SHIP

2023

This project deals with the sinking of the RMS Titanic in a primarily analytical way. The main aim was to create levels, which show the topic from different perspectives. On the first level a variety of neutral information is conveyed through visualizations, diagrams and texts, while on the second level, quotes and profiles from Titanic passengers give a personal insight into the topic. On a further level, personal reports are combined with detailed infographics. The colors stand for the respective class on the ship. Yellow represents the first class, orange the second, brown the third and turquoise shows the crew members. A light green is used for all the other elements.

← back to contents

Color Palette



Typography

Headline

Utopia Semibold

Body text

Utopia Regular

Utopia Italic

Utopia Bold

Programs

Microsoft Excel

QGIS

Adobe Photoshop

Adobe Illustrator

Adobe Indesign

Content

Construction & Design

Deckplan & Rooms

Size of the Titanic

The passengers

The survivors

The Edwardian Era

Days on board

The collision

The sinking

The Lifeboats

Dataset

Encyclopedia Titanica;

Titanic Facts—The Life

and Loss of the RMS

Titanic in Numbers

Print

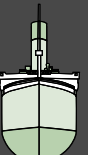
Newspaperclub

Paper: Digital Tabloid, 55gsm

improved

Format

289 mm × 380 mm (Tabloid)

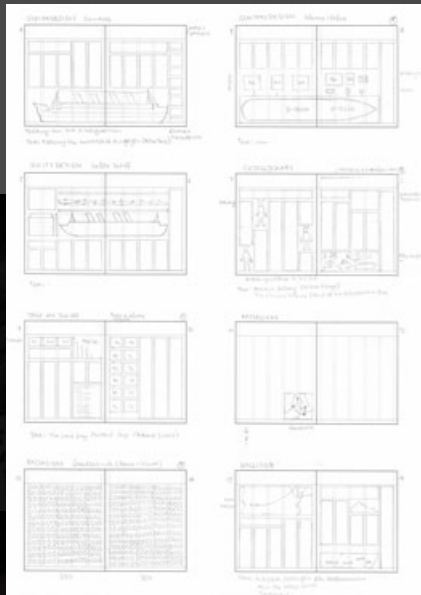


INSPIRATION

Titanic
Belfast
2020



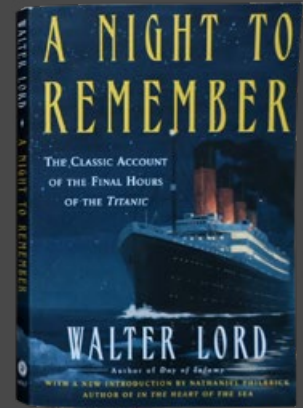
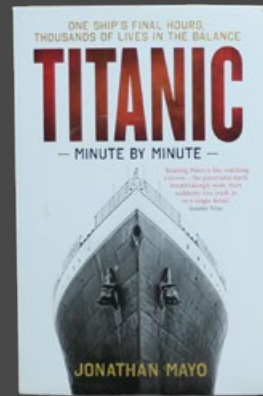
Sketches & notes



Flatplan

Timetable

Date	Ship	Destination	Notes
Apr 10	White Star Line	New York	Departure
Apr 11	White Star Line	New York	Arrival
Apr 12	White Star Line	New York	Departure
Apr 13	White Star Line	New York	Arrival
Apr 14	White Star Line	New York	Departure
Apr 15	White Star Line	New York	Arrival
Apr 16	White Star Line	New York	Departure
Apr 17	White Star Line	New York	Arrival
Apr 18	White Star Line	New York	Departure
Apr 19	White Star Line	New York	Arrival
Apr 20	White Star Line	New York	Departure
Apr 21	White Star Line	New York	Arrival
Apr 22	White Star Line	New York	Departure
Apr 23	White Star Line	New York	Arrival
Apr 24	White Star Line	New York	Departure
Apr 25	White Star Line	New York	Arrival
Apr 26	White Star Line	New York	Departure
Apr 27	White Star Line	New York	Arrival
Apr 28	White Star Line	New York	Departure
Apr 29	White Star Line	New York	Arrival
Apr 30	White Star Line	New York	Departure



Research books

Francesco Franchi
"Intelligence in lifestyle"



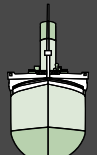
Francesco Franchi
"Intelligence in lifestyle"



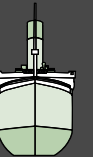
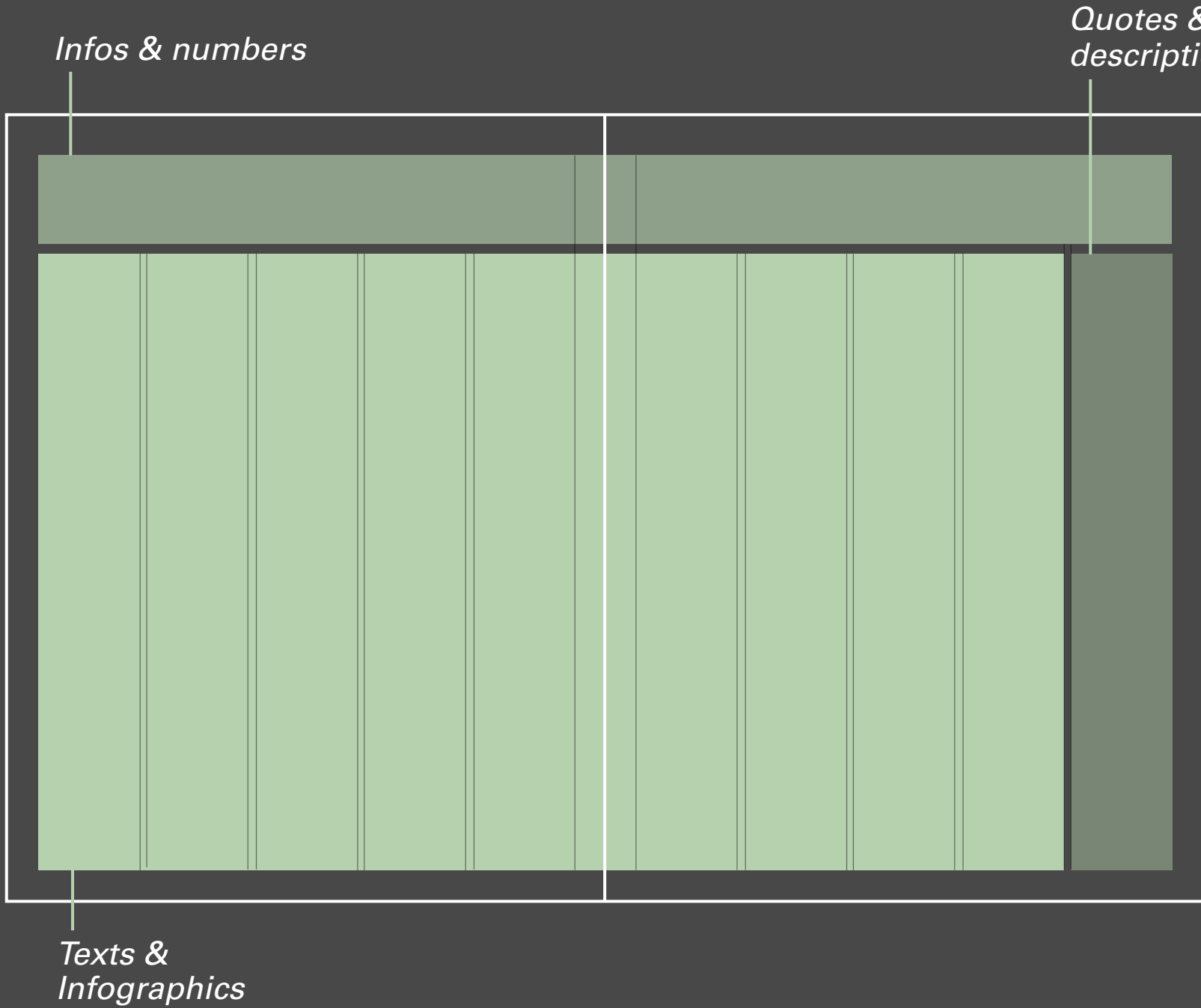
Jenna Ledawn
"Life and Literature"

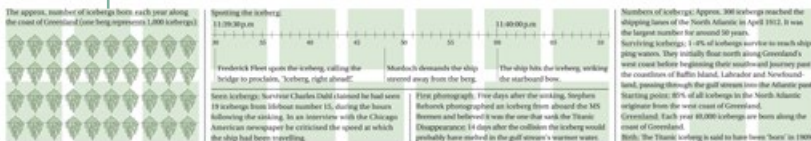


Mike Smith
"The Well Book"



LEVELS





15

UNITED STATES SENATE INQUIRY: OLAUS ABELSETH



Senator Smith: How old are you?
Mr. Abelseth: Twenty-six years of age in June.
Senator Smith: Did you sail on the Titanic?
Mr. Abelseth: Yes.
Senator Smith: From what port?
Mr. Abelseth: From Southampton.
Senator Smith: Where had you been?
Mr. Abelseth: I had been in Norway. I left here last fall.
Senator Smith: Where do you live now?
Mr. Abelseth: My home is in South Dakota, where I have my homestead.
Senator Smith: With you would tell the reporter when you first knew of this collision, and what you did, and where you were in the ship, I believe you were a stowaway passenger?
Mr. Abelseth: Yes, sir.
Senator Smith: In the forward part of the ship?
Mr. Abelseth: Yes. I was in compartment G on the ship.
Senator Smith: Go ahead and tell us just what happened.
Mr. Abelseth: I went to bed about 10 o'clock Sunday night, and I think it was about 15 minutes to 12 when I woke up and there was another man in the same room - two of us in the same room - and he said to me, "What is that?" I said, "I don't know, but we had better get up." So we did get up.

These stowaway passengers were crawling along on this, over the railing, and away up to the boat deck.

and put our clothes on, and we two went up on deck in the forward part of the ship. Then there was quite a lot of ice on the starboard part of the ship. They wanted to go down again, and I saw one of the officers, and I said to him: "Is there any danger?" He said, "No. I was not satisfied with that, however, so I went down and told my brother-in-law and my cousin, who were in the same compartment there. They

were not in the same room, but they were just a little ways from where I was. I told them about what was happening, and I said they had better get up. Both of them got up and dressed, and we took our overcoats and put them on. We did not take any lifebelts with us. There was no water on the deck at that time. We walked to the hind part of the ship and got two Norwegian girls up. One was in my charge and one was in charge of the man who was in the same room with me. He was from the same town that I came from. The other one was just 16 years old, and her father told me to take care of her until we got to Minneapolis. The two girls were in a room in the hind part of the ship in the stowage.

We all went up on deck and stayed there. We walked over to the port side of the ship, and there were five of us standing, looking, and we thought we saw a light.
Senator Smith: On what deck were you standing?
Mr. Abelseth: Not on the top deck, but on - I do not know what you call it, but it is the hind part, where there is a kind of a little space on deck, where they take up the boats. It was up on the boat deck, the place for the stowaway passengers on the deck. We were then on the port side there, and we looked out at that light. I said to the other man, "Can you see in plain, now. It must be a light."
Senator Smith: How far away was it?
Mr. Abelseth: I could not say, but it felt like it was so very far. I thought I could see this most light, the front most light. That is what I thought I could see.

I think it must be so very far. I thought I could see this most light, the front most light. That is what I thought I could see. This is all he said. So I said to them, we had better go and get the lifebelts, as we had not brought them with us. So my cousin and I went down to get the lifebelts for all of us. When we came up again we carried the lifebelts on our arms for a while.

There were a lot of stowage people there that they were getting on one of these cranes that they had on deck, that they used to lift things with. They can lift about two and a half tons, I believe. These stowage passages were crawling along on this, over the railing, and away up to the boat deck. A lot of them were doing that.
Senator Smith: They could not get up there in any other way?
Mr. Abelseth: Yes, that was what I thought. I do not know whether it was locked, but it was that so that they could not go that way.
Senator Smith: Was it locked?
Mr. Abelseth: I do not know whether it was locked, but it was that so that they could not go that way.

Mr. Abelseth: I do not know whether it was locked, but it was that so that they could not go that way. A white-lane these girls were standing there, and one of the officers came and hailed for all of the ladies to come up on the boat deck. The gate was opened and these two girls went up. We stayed a little while longer, and then they said, "Everybody, I do not know who that was, but I think it was some of the officers that said it. I could not say that, but it was somebody that said 'everybody.' We went up. We went over to the port side of the ship, and there were just one or two boats on the port side that were lost. Anyway, there was one. We

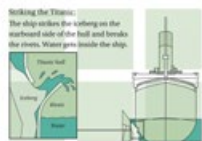
we were standing there looking at these lowering this boat. We could see the lamp, some of the crew helping take the ladies in their arms and throwing them into the lifeboats. We saw these lower this boat, and there were no more boats on the port side. So we walked over to the starboard side of the ship, and just as we were standing there, one of the officers came up and he said just as he walked by, "Are there any sailers here?" I did not say anything, I have been a fishing man for six years, and, of course, this officer walked right by me and asked, "Are there any sailers here?" I would have gone, but my

brother-in-law and my cousin said, from us I saw there was an old couple standing there on the deck, and I heard this man say to the lady, "Go into the lifeboat and get saved. He put his hand on her shoulder and I think he said, "Please get into the lifeboat and get saved." She replied, "No, let me stay with you. I could not say who it was, but I saw that he was an old man. I did not pay much attention to him, because I did not know him. I was standing there, and I asked my brother-in-law if he could swim and he said no. So we

could see the water coming up, the bow of the ship was going down, and there was a kind of an explosion. We could hear the popping and cracking, and the deck raised up and got so steep that the people could not stand on their feet on the deck. So they fell down and slid on the decks into the water right on the ship. Then we hung onto a rope in one of the davits. We were pretty far back at the top deck. My brother-in-law said to me, "We had better jump off or the section will take us down." I said, "No. We won't jump yet. We ain't got much show anyhow, so we might as well stay as long as we can." So he and my cousin, "We must jump off." But I said, "No, not yet." So, then, it was only about 5 feet down to the water when we jumped off. It was not much of a jump, before that we could see the people were jumping over. There was water coming onto the deck, and they were

jumping over, then, out in the water. My brother-in-law took my hand just as we jumped off, and my cousin jumped at the same time. When we came into the water, I think it was from the section - or anyway we went under, and I swallowed some water. I got a rope tangled around me, and I let loose of my brother-in-law's hand to get away from the rope. I thought then, "I am a goner." That is what I thought when I got tangled up in this rope. But I came on top again, and I was trying to swim, and

15



Sticking the Titanic: The ship's collision with the iceberg on the starboard side of the hull and broke the rivets. Water got inside the ship.

Compartments: Four forward compartments could float out of the Titanic sinking. Six compartments were ruptured in the collision. Each of the estimated length of the gash caused by the collision was 200 to 245 feet on the starboard side. The actual estimated size of the opening was 12 (not 16) feet.

The Collision 18-19
Distance from land when the iceberg was struck: 400 miles, 6000 fathoms
The number of life rafts salvaged: six
The number of days since the Titanic's maiden voyage when the collision occurred: four
The ship's speed while traveling: 21 kn, 38.8 km/h, 24.2 mph

15 x 12

could see the water coming up, the bow of the ship was going down, and there was a kind of an explosion. We could hear the popping and cracking, and the deck raised up and got so steep that the people could not stand on their feet on the deck. So they fell down and slid on the decks into the water right on the ship. Then we hung onto a rope in one of the davits. We were pretty far back at the top deck. My brother-in-law said to me, "We had better jump off or the section will take us down." I said, "No. We won't jump yet. We ain't got much show anyhow, so we might as well stay as long as we can." So he and my cousin, "We must jump off." But I said, "No, not yet." So, then, it was only about 5 feet down to the water when we jumped off. It was not much of a jump, before that we could see the people were jumping over. There was water coming onto the deck, and they were

there was a man - lots of them were floating around - and he got me on the neck like that (illustrating) and pressed me under, trying to get on top of me. I said to him, "Let go." Of course, he did not pay any attention to that, but I got away from him. Then there

There was water coming onto the deck, and they were jumping over, then, out in the water.

I was standing there, and I asked my brother-in-law if he could swim and he said no.

When I got on this raft or collapsible boat, they did not try to push me off and they did not do anything for me to get on.

When I got on this raft or collapsible boat, they did not try to push me off and they did not do anything for me to get on.

When I got on this raft or collapsible boat, they did not try to push me off and they did not do anything for me to get on.

When I got on this raft or collapsible boat, they did not try to push me off and they did not do anything for me to get on.

When I got on this raft or collapsible boat, they did not try to push me off and they did not do anything for me to get on.

When I got on this raft or collapsible boat, they did not try to push me off and they did not do anything for me to get on.

When I got on this raft or collapsible boat, they did not try to push me off and they did not do anything for me to get on.

When I got on this raft or collapsible boat, they did not try to push me off and they did not do anything for me to get on.

was another man, and he hung on to me for a while, but he let go. Then I swam. I could not say, but I must have been about 15 or 20 minutes. It did not seem to have been over that. Then I saw something dark ahead of me. I did not know what it was, but I swam toward that, and it was one of those collapsible boats.

When we jumped off of the ship, we had life preservers on. There was no section from the ship all I, I was lying flat, and I thought "I'll try to stay if I can float on the lifebelt without help from swimming" and I floated easily on the lifebelt.

When I got on this raft or collapsible boat, they did not try to push me off and they did not do anything for me to get on.

When I got on this raft or collapsible boat, they did not try to push me off and they did not do anything for me to get on.

When I got on this raft or collapsible boat, they did not try to push me off and they did not do anything for me to get on.

When I got on this raft or collapsible boat, they did not try to push me off and they did not do anything for me to get on.

When I got on this raft or collapsible boat, they did not try to push me off and they did not do anything for me to get on.

When I got on this raft or collapsible boat, they did not try to push me off and they did not do anything for me to get on.

When I got on this raft or collapsible boat, they did not try to push me off and they did not do anything for me to get on.

When I got on this raft or collapsible boat, they did not try to push me off and they did not do anything for me to get on.

When I got on this raft or collapsible boat, they did not try to push me off and they did not do anything for me to get on.

Quotes from passengers about the collision with the iceberg
Ella Holmes Board White
Born: 18.12.1816, Boston, Massachusetts, US
Age: 35 years
Nationality: American
Occupation: Fishwife
Embarked: Cherbourg, 10-04
Ticket: 1708
Rescued: Boat 8
Died: 15.04.1912, New York City, New York, US
"The ship seemed to turn over a thousand miles."

Quotes from passengers about the collision with the iceberg
Marguerite Paulsen
Born: 1838, 1889, Zürich, CH
Age: 23 years
Nationality: Swiss
Occupation: Fishwife
Embarked: Cherbourg, 10-04
Ticket number: 13568
Rescued: Boat 3
Died: 15.04.1912
"Half-asleep, she could think only of the little white lake lilies at Zurich making a sloppy landing. She said to herself, 'Isn't it funny... we're landing!'"

Quotes from passengers about the collision with the iceberg
William McMaster Mackay
Born: 26.02.1823, Dalwhinnie, Shrothness, GB-SC
Age: 39 years
Nationality: Scottish
Occupation: Ice Collector
Embarked: Belfast, -
Last Ship: Olympic
Rescued: Body Not Identified
"To Captain Smith: 'An iceberg, Sir. I heard a starboarded and reserved the engines, and I was going to hard-a-port around it, but she was too close. I couldn't do any more.'"

Quotes from passengers about the collision with the iceberg
Virginia Estelle Clark (née McDowell)
Born: 26.02.1865, Helena, Montana, US
Age: 26 years
Nationality: American
Occupation: Fishwife
Embarked: Cherbourg, 10-04
Ticket number: 13508
Rescued: Boat 1
Died: 15.04.1912, Los Angeles, California, US
"Instead of seeing the blackness of the ocean she saw a 'perfectly white background', which she assumed was 'a tremendous ship with its white bow at the window.' Then she saw nothing but the night, which shows the rapidly with which the ship must have passed the huge white thing after it was hit."

Quotes from passengers about the collision with the iceberg
Passenger travelling in 1st class
Passenger travelling in 2nd class
Passenger travelling in 3rd class
Crew member
Explanation & Engineering

GOING DOWN WITH THE SHIP IN THIRD CLASS

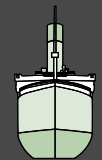
We would leave the game room very late in the evening, and the night of April 14th was no exception, but after we returned to our cabin and settled

my clothes, and said, "I'm going to be in the evening, and the night of April 14th was no exception, but after we returned to our cabin and settled

and life jacket and ran out to the passageway. The door was locked. All of the doors were locked. But still I was scanning the listing deck looking for my husband.

After a few moments I grabbed my purse and life jacket and ran out to the passageway.

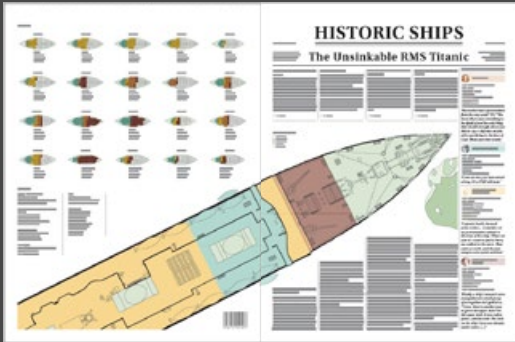
10 x 5



FLATPLAN

HISTORIC SHIPS

The Unsinkable RMS Titanic



ROUTE OF THE TITANIC

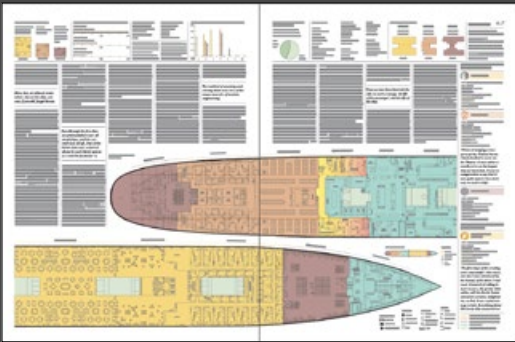
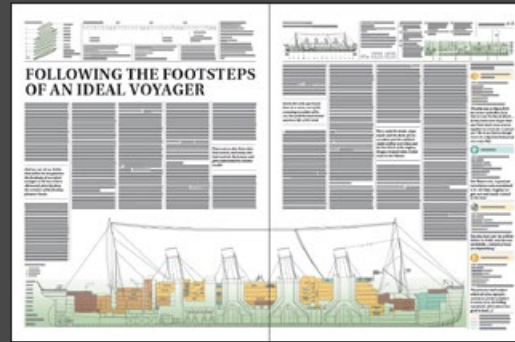


KEY & LAYOUT EXPLANATION

LIST OF CONTENTS



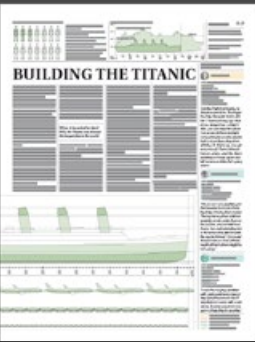
FOLLOWING THE FOOTSTEPS OF AN IDEAL VOYAGER



CONSTRUCTION & PREPARATION FOR THE FIRST VOYAGE



BUILDING THE TITANIC



AN ACCOUNT OF THE TITANIC DISASTER BY A SURVIVOR



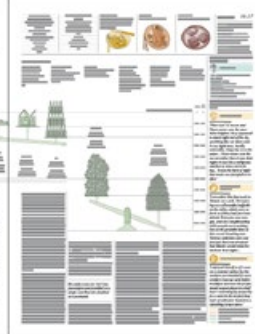
FAMOUS PASSENGERS



THE EDWARDIAN ERA FROM 1901 TO 1914



WHAT DID PEOPLE EAT ON-BOARD THE TITANIC?



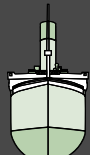

UNITED STATES SENATE INQUIRY: OLAUS ABELSETH



GOING DOWN WITH THE SHIP IN THIRD CLASS



IRISH MAN'S EYEWITNESS ACCOUNT OF THE SINKING



HISTORIC SHIPS

NEWSPAPER ABOUT THE PASSENGERS, CONSTRUCTION AND DESIGN OF HISTORIC SHIPS

PRICE AUSTRIA 10,20 €

12. JUNE 2023 N° 61

PRICES IN OTHER COUNTRIES:
DK 49,60 (VAT 25%), NL 7,80 (VAT 9%),
US 2,20 (VAT 8%), SVK 8,10 (VAT 20%),
CZ 7,80 (VAT 15%), P 7,80 (VAT 1,73%)

Publisher Historic Ships GmbH,
3709 Meck, Austria
Phone number: +43 66 70 - 0
Email: historicships.at

The Unsinkable RMS Titanic

Following the footsteps of an ideal voyager

Even to the most experienced traveler the first few hours on a new ship are very confusing, in the case of a ship like this, containing the population of a village, they are bewildering. So the eight hours spent by the Titanic in crossing from Southampton to Cherbourg would be spent by most of her passengers in taking their bearings, trying to find their way about (...)

→ PAGE 4

Building the Titanic

Most know the story of its tragedy, but few know how big the Titanic was. When it set sail in 1912, it was the largest vessel ever built. When it launched in April 1912, the Titanic was deemed the largest ship in the world. The literal behemoth measured 883 feet long and 92 feet wide, with a weight of over 46,000 tons. Indeed, before it sank the Titanic was known as a marvel.

→ PAGE 8

An account of the Titanic disaster by a survivor

The night of April 14, 1912, will never be forgotten. It was a beautiful starlight night, no wind, and the sea was as calm as a lake, but the air was very cold. Everybody was in good spirits and everything throughout the ship was going smoothly. All of a sudden she crashed into an iceberg, which shook the giant liner from stem to stern.

→ PAGE 10

What did people eat onboard the Titanic?

Dining at sea has traditionally been the highlight of any passenger's day and for all classes of passenger Titanic offered something new and different. Printed menu cards overflowed with the latest French cuisine for 1st Class passengers. Those in 2nd Class had selections that rivalled most regional hotels and in 3rd Class plain simple food.

→ PAGE 16

Quotes from passengers on the Titanic



Eva Miriam Hart

Born: 31.01.1905, Elmd, London, UK
Age: 7 years
Nationality: English
Occupation: -
Embarked: Southampton, 10.04
Ticket No.: 13328
Rescued: Boat 14
Died: 14.02.1996, Chadwell Heath, London, UK

'My mother had a premonition from the very word "GO." She knew there was something to be afraid of and the only thing that she felt strongly about was that to say a ship was unsinkable was flying in the face of God. Those were her words.'



John George Phillips (Jack)

Born: 11.04.1887, Godingham, Staveley, UK
Age: 25 years
Nationality: English
Occupation: Telegraphist, Victualling Crew
Embarked: Belfast
Last Ship: -
Buried: Body Not Identified

'Come at once, we have struck a berg, it's a CQD old man.'



George Andrew Brexton (Brapton/Bradley)

Born: 12.11.1874, Madelia, Minnesota, US
Age: 37 years
Nationality: American
Occupation: Cashier
Embarked: Southampton, 10.04
Ticket No.: 111427
Rescued: Boat 8
Died: 16.07.1943, Phoenix, Los Angeles, US

'Captain Smith shouted some orders... A number of us promenaders rushed to the bow of the ship. When we saw he could no fail to hit it, we rushed to the stern. Then came a crash, and the passengers were panic-stricken.'



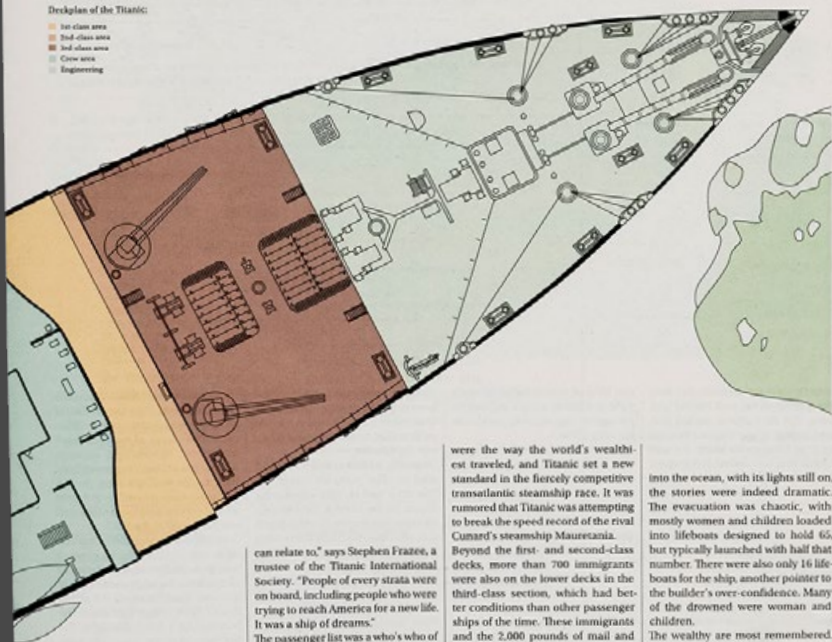
Eino Mattila Hakkarainen (Eed Dohka)

Born: 20.03.1888, Helsinki, FI
Age: 24 years
Nationality: Finnish
Occupation: -
Embarked: Southampton, 10.04
Ticket No.: 3101279
Rescued: Boat 19
Died: 02.01.1957, Warren, Ohio, US

'Finally a ship's steward came and gathered a small group of us together and guided us. "Come, there is another way to get to the upper deck." On the upper deck, it was rather quiet—almost eerie. The deck on the ship's bow was already under water, (...)'

Deckplan of the Titanic

- 1st class area
- 2nd class area
- 3rd class area
- Crew area
- Engineering



Why the 'Titanic' still piques the world's imagination

The sinking of the Titanic is one of the most incredible human dramas that has played out in the last century. It has been commemorated by hundreds of books, blockbuster movies, multiple museums, several full-scale replicas, and even a Lego lookalike. So, why the ongoing interest in the Titanic saga, 110 years after it sank? "It was a very human story that people

can relate to," says Stephen Frazier, a trustee of the Titanic International Society. "People of every strata were on board, including people who were trying to reach America for a new life. It was a ship of dreams."

The passenger list was a who's who of American and British society, including the wealthiest passenger, John Jacob Astor IV, heir to the Astor fortune, who was on the first-class deck with his 18-year-old bride, Madeline Talmadge Force. Also on board: Macy's owner Isidor Straus and wife, Ida; industrialist Benjamin Guggenheim, with his mistress, valet and chauffeur; and I. Bruce Ismay, managing director of Titanic's parent White Star Line. During the early 20th century, luxury ships

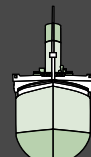
were the way the world's wealthiest traveled, and Titanic set a new standard in the fiercely competitive transatlantic steamship race. It was rumored that Titanic was attempting to break the speed record of the rival Cunard's steamship Mauretania. Beyond the first- and second-class decks, more than 700 immigrants were also on the lower decks in the third-class section, which had better conditions than other passenger ships of the time. These immigrants and the 2,000 pounds of mail and cargo the Titanic was carrying assured that it would make a profit.

"The Titanic is one of the few times where history lines up with good storytelling," says Bill Sauser, director of Titanic Research for RMS Titanic, Inc. "This story had so many components—a technically advanced ship, crowded with millionaires, and two hours and 40 minutes before it sank—to create dozens of dramatic endings. It didn't need embellishment." As the giant Titanic tipped bow-first

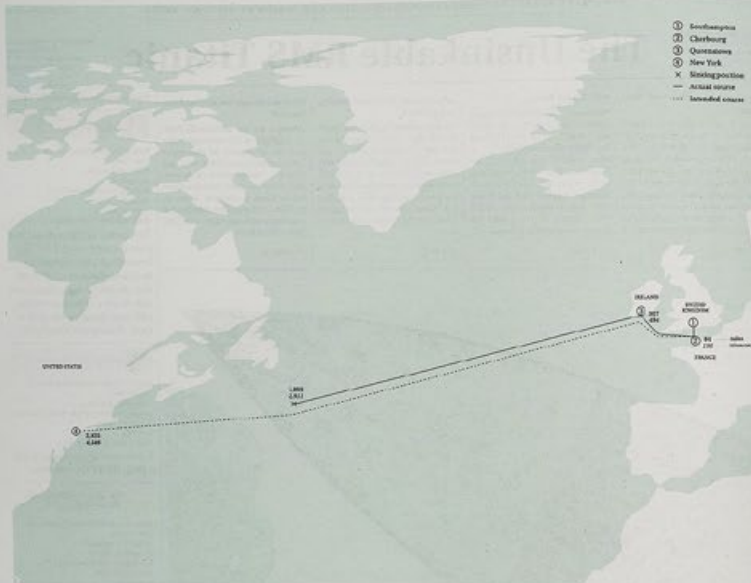
into the ocean, with its lights still on, the stories were indeed dramatic. The evacuation was chaotic, with mostly women and children loaded into lifeboats designed to hold 65, but typically launched with half that number. There were also only 16 lifeboats for the ship, another pointer to the builder's over-confidence. Many of the drowned were women and children.

The wealthy are most remembered. Jacob Astor made sure his wife Madeline made it into a lifeboat and kissed her goodbye. Benjamin Guggenheim changed into formal dress, returned on deck with his valet, and said: "We are dressed in our best and are prepared to go down like gentlemen." Those kind of stories, often backed by the 706 survivors, helped fuel the Titanic's legend.

"It Was a Ship of Dreams. Why the 'Titanic' Still Piques the World's Imagination 110 Years After Sinking" by Michael Ventres, Apr. 14, 2022



ROUTE OF THE TITANIC



After the success of Titanic's sea trials in Ireland, she made the short journey to Southampton, England, for what would be both the maiden and final Titanic voyage.

Titanic arrived in Southampton only two weeks before her maiden voyage which meant there was an incredible amount of pressure from White Star Lines to turn her from an iron-hull ship into their most elegant British Royal Mail Steamer. Food, linen and furniture were thousands of other items were handed aboard the Titanic around the clock and staff were selected and trained accordingly for their role.

Captain Edward James Smith would be the man to steer Titanic to New York and was the perfect fit for the role due to his presence and stature for the media, experience from his crew and was a particular favorite of J.P. Lamy, the head of White Star Lines for all of these reasons.

As a crowd waited in anticipation at the Southampton wharf, Captain Smith secured his headscarf and looked at the first officer, Robert Macdonald, who was at the wheel and asked if the rig was ready, hoisting the phone on the wall behind him.

The First Officer walked over and picked it up. "Tug! All fast, sir" was the message he heard. He said, "Thank you, and walked to the wheel. He looked at the Captain and nodded. The Captain looked at him and said, "Take her to sea Mr Macdonald. He reached past the Captain to the bridge telegraph and pushed it till it rang and went to his stateroom.

Like nearly all other elements of Titanic's life the final departure was a successful event that was witnessed in large numbers by both the media and interested parties of all shapes and sizes of life.

Passengers on the Titanic paid significantly different prices for different accommodation options. The stateroom cabins on the Titanic cost the passengers so small sum for the time. An approximately 3,000,000 in today's dollars, you can see why the world's richest and most elite sailed on the Titanic—only they could afford the private suites. For the immigrants who travelled in third class, a berth cost was no small sum either. The immigrants were poor, and making

that kind of money (approximately \$350 to \$900 in today's dollars) for passage to America was difficult in the early 1900s.

The first-class passengers sipped wine and enjoyed cigars and hors d'oeuvres, while those on the lower decks were overcome with happiness and sadness at the prospect of entering a new life in the United States but also knowing they may never see their families or beloved England again.

The Titanic seemed to have everything on board, including its own newspaper, the *Titanic Daily Bulletin* was printed every day on board the Titanic. The newspaper included news, advertisements, stock prices, horse racing results, society gossip, and the day's menu.

Passengers enjoyed the color menu available as Titanic steamed to New York.

Titanic had stopped in Cherbourg, France, to pick up additional passengers. Here, one of the most famous people on the ship boarded, Colonel John Jacob Astor and his young pregnant wife, Madeleine. Madeleine was nineteen, and there was some dispute

about this among the passengers who knew him. That evening the mail for Queenstown, Ireland, and at 1:30 PM on Thursday, April 11, she headed out into the Atlantic.

Originally, a lifboat drill was scheduled to take place on board the Titanic on April 14, 1912—the day the Titanic hit the iceberg. However, for an unknown reason, Captain Smith cancelled the drill. Many believe that had the drill taken place, more lives could have been saved.

On the night of April 14, wireless operator Phillipa was very busy sending thirty passenger's messages to Cape Race, Newfoundland, whence they could be relayed inland to friends and relatives. He received a warning that night but didn't realize how close Titanic was to the warning position and just that message tender a superweight on his elbow. It never reached Captain Smith or the other on the bridge.

The R.M.S. Titanic was a Royal Mail Ship, a designation which meant the Titanic was officially responsible for delivering mail for the British postal service. Unbeknownst to the Titanic's Sea Post Office with five mail clerks

(two British and three American). These mail clerks were responsible for the 3,423 sacks of mail (seven million individual pieces of mail) seabornd the Titanic. Interestingly, although no mail has yet been recovered from the Titanic wreck, if it were, the U.S. Postal Service would still try to deliver it (the USPS because most of the mail was being sent to the U.S.).

The night was uncommonly clear and dark, moonless but fairly glowing with an incredible sky full of stars by all accounts. The stars were so bright that one officer mistook the planet Jupiter (then rising just above the horizon) for a nearship light. The sea was likewise, unusually calm and flat, "like glass," said many survivors. The lack of waves made a even more difficult to spot iceberg since no tell-tale white water broke at the berg's edges. The icebergs were queering White Star personnel as to where their binoculars went. They were told that they were misaligned, which would also play a big role in destroying the ship.

The Titanic's voyage: Belfast, Ireland/Southampton, England/Cherbourg, France/Queenstown, Ireland/New York, USA

KEY & LAYOUT EXPLANATION



Explanation of the layout:

① The upper area shows additional information, visualizations, explanations and numbers covering aspects about the respective theme on the spread.

② The right area shows personal descriptions and quotes from passengers and crew members covering aspects about the respective theme on the spread.

Explanation of the personal descriptions:

Color photo:	Text:	File list:	Black and white photo:	Video:	Yellow bar:
Barber:	Wine:	Crew member:	Victim:	State:	In-class passenger:
	George Smith	Born 28.03.1885, Bideford, Devon, UK Age: 27 years Nationality: English Occupation: Steerman Embarked: Southampton, 08.04 Last Ship: Olympic Rescued: Boat 5		Colonel John Jacob Astor	Born: 11.07.1864, Bideford, New York, US Age: 47 years Nationality: American Occupation: Property Developer/Real Estate Embarked: Cherbourg, 08.04 Ticket No.: 17132 Rescued: Trinity Cemetery, New York City, US Died: 06.05.1968, London, UK

The Titanic was, it good job not what you were accustomed to in old ships, sogging our guts out and nearly roasting by the heat.

Text: Quotes from that person

Explanation of the colours:

- Passenger travelling in 1st class
- Passenger travelling in 2nd class
- Passenger travelling in 3rd class
- Crewmember (in black)
- Engineer/Officer (in blue)

Key

Marking:	Deck:	Deck:	Deck:	Unit of measurement:
new: Saloon: Stern	0-10: D-Deck	11: Landed	12: Landed	ft: Feet
in-class: Saloon: Stern	00: Only Deck	13: Upper Deck	14: Upper Deck	m: Meters
in-class: Saloon: Stern	01: Lower Deck	15: Lower Deck	16: Lower Deck	mi: Miles
in-class: Saloon: Stern	17: Main Top	18: Main Top	19: Main Top	sq: Square meters
in-class: Saloon: Stern	18: Main Top	19: Main Top	20: Main Top	km: Kilometers
in-class: Saloon: Stern	19: Main Top	20: Main Top	21: Main Top	sq mi: Square miles
in-class: Saloon: Stern	20: Main Top	21: Main Top	22: Main Top	mph: Miles per hour
in-class: Saloon: Stern	21: Main Top	22: Main Top	23: Main Top	

LIST OF CONTENTS

4-5 Construction & Design Following the footsteps of an ideal voyager
 Profile of the Titanic
 Harland & Wolff, Belfast, Belfast, Belfast, Belfast

6-7 Deckplan & Rooms Following the footsteps of an ideal voyager
 D-Deck, also known as the Saloon Deck
 Long, Room, Reception, Staff-rooms

8-9 Use of the Titanic Construction & Preparation for the first voyage
 Building the Titanic
 Sea completion
 Andrews & Bark, Lyburn

10-11 The passengers An account of the Titanic disaster by a survivor
 Famous passengers
 Survivors A, Victim
 Astor, Smith, Long, Astor

12-13 The survivors Photographs of all survivors

14-15 The Edwardian Era The Edwardian Era from 1901 to 1914
 Typical clothing for men & women in 1st, 2nd & 3rd class
 The ship had cost 'ten million dollars to build, and she was unsinkable, a miracle of modern shipbuilding.'
 Text: Quotes from that person

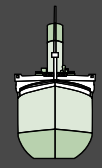
16-17 Days on board What did people eat onboard the Titanic?
 List of provisions & amount of food
 Larder, Pantry, Staff-boards, Cooks' K

18-19 The collision United States Senate Inquiry: Olaus Ahlstedt
 Going down with the ship in third class
 The size of the iceberg
 White, Redden, Macdonald, Cook

20-21 The sinking Irish man's eyewitness account of the sinking
 Timeline of the sinking
 Astor, Smith, Cook

22-23 Photographs Photographs of the Titanic and its passengers

The left page shows a map with the intended and the actual course of the Titanic, as well as the starting point Belfast, the three stopping points Southampton, Cherbourg and Queenstown and the planned destination New York. On the right page there is an explanation of the layout, the key for the entire newspaper and a list of contents containing the themes, the articles, the infographics and the passengers who are presented. The people in colour are the ones who survived, while the ones shown in black and white went down with the ship.



DECKPLAN & ROOMS

Two berth room sizes & equipment:

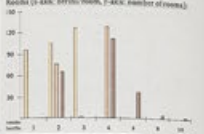
D. Class of Queens	10. House	W. Washbasin
F.1. Pulling Lamp	P. Pulling berth	W. Bed light
W. Washbasin	1 lower berth	20 lbs. two-sized hanks

Two berth room sizes & equipment (D. & A. modern cabin):

Cabin D. 131	1.11	1.11
Cabin A. 147	1.11	1.11
Cabin D. 131	1.11	1.11
Cabin A. 147	1.11	1.11

3rd class private cabin:

Two large washbasins	Two large washbasins
Two sitting washbasins	Two sitting washbasins
Two washbasins	Two washbasins
Two washbasins for guests	Two washbasins for guests



mills work has been raised within the gas and great rose trees spread and wander all over it, reminding you by their curious blossoms of the earth and the land, and the serene vastness of gardens that are far from

Here, too, as almost everywhere else on the ship, you can, if you will, forget the sea.

The greatest superstructure of decks amidships which catches the eye so prominently in a picture or photograph was but, in reality, a small part, although the most important part, of the vessel. Speaking roughly, one might describe it as consisting of three decks, five hundred feet long, devoted almost exclusively to the accommodation of first class passengers, with the exception of the 66 first-class staterooms (situated immediately aft of the bridge on the top deck of all), and the second-class smoking room and library, at the after end of the superstructure on the third and fourth decks. With these exceptions, in this great lost-world building were situated all the most magnificent and palatial accommodations of the ship. Immediately heretofore, amidships, in the staid part of the vessel where any movement would be least felt, were the first-class dining saloon with the parities and kitchens immediately aft of it. Two decks below it were the third-class

dining saloons and kitchens; below them again, separated by a heavy steel deck, were the boiler-rooms and coal bunkers, resting on the cellular double bottom of the ship. Immediately aft of the boiler-rooms came the two engine-rooms, the forward and larger one of the two contained the reciprocating engines which drove the twin screws, and the after one the turbine engine for driving the large centre propeller.

Forward and aft of this centre part of the ship, which in reality occupied about two-thirds of the whole length, were two smaller sections, divided (again one speaks roughly) between the heaviest things in the ship—the boilers, the engines, the coal bunkers and the cargo, and the arrangement of her bulkheads, those tough steel walls that divide

a ship's hull into separate compartments was such that her designers believed that no possible accident short of an explosion in her boilers could sink her. If she rammed any obstruction head on, her bows might crumple up, but the steel walls stretching across her hull and there were three of them—would prevent the damage spreading far enough aft to sink her. If her transverse bulkheads were rammed by another ship, and one or even two of these compartments were destroyed, even then the crew would be sufficient to hold her up at least for a day or two. These bulkheads were constructed of heavy steel and extended from the very bottom of the ship in a post well above the water line. Necessity drove them up by a series of electric switches. The method of opening and closing them was one of the many marvels of modern engineering.

On either side of the opening, there were several ways of closing them; by once closed they offered a resistance as solid as that of the bulkheads. The method of opening and closing them was one of the many marvels of modern engineering. The heavy steel doors were held up above the opening by a series of electric switches. The method of opening and closing them was one of the many marvels of modern engineering. The heavy steel doors were held up above the opening by a series of electric switches. The method of opening and closing them was one of the many marvels of modern engineering.



accommodations:

1st class	Turkish Baths	Library
Great Entrance & Restaurant	Swimming Bath	Reading Room
Dining Saloon	Aquatic Park/Pool	Smoking Room
Reception Room	Observatory	Public Areas
Business	Boiler Shop	
Laundry	Ice House	
Head & Wringing Room	Refrigerator	
Washing & Public Courts	Public Areas	
Cold Water		



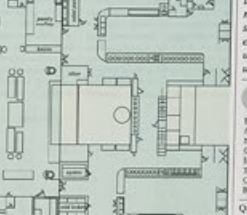
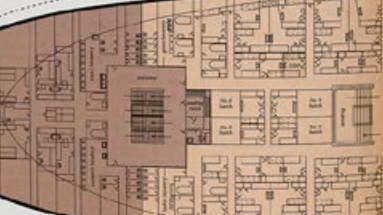
Deckplan & Rooms 6-7

Most expensive ticket: \$ 1,500
In modern currency: 141,000 €15,300

Cheapest ticket: \$ 115
In modern currency: 13,800 €1,500

Itinerary list: Titanic & Olympic had the first wintering post on board a ship. Standstill from the cheaper 3rd class cabins with a better standard than those elsewhere.

second class accommodation, stores and cargo in the stern section, and third-class berths, crew's quarters and cargo in the bow section. But although the first-class accommodation was all amidships, and the second-class all aft, that of the third-class was scattered about in such blank spaces as could be found for it. Thus most of the berths were forward, immediately behind the fore-castle, some were right aft; the dining-rooms in the stern were over the rudders, and to enjoy a smoke or game of cards a third-class passenger who was booted forward would have to walk the whole length of the ship and



Passengers of the portward rooms on page 6 (D-Deck & F-Deck)

1891-1900: Gloucester, Massachusetts, U.S.A.
Age: 27 years
Nationality: American
Occupation: Clerk
Embarked: Southampton, 16.04
Ticket No.: 12161, 130
Cabin No.: 104
Record: Best 13
Died: 14.05.1912, London, U.K.

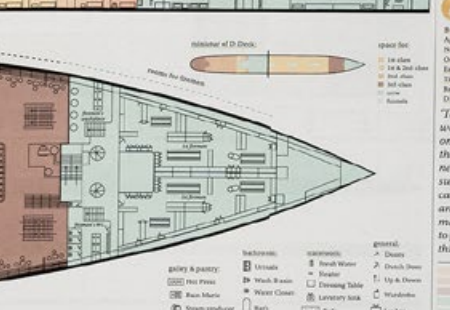
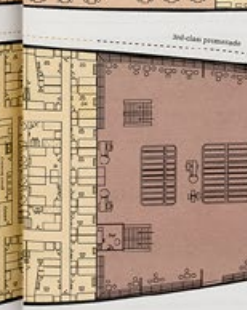
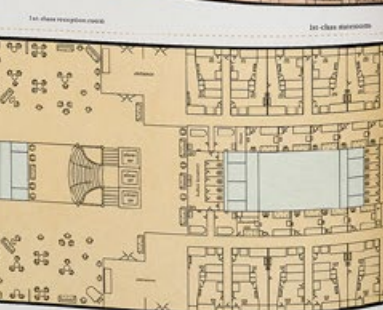
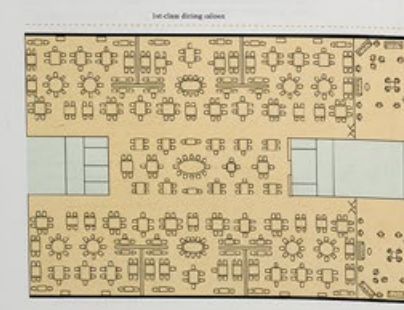
1891-1900: Southampton, Massachusetts, U.S.A.
Age: 24 years
Nationality: English
Occupation: Teacher
Embarked: Southampton, 16.04
Ticket No.: 24898, 113
Cabin No.: 104
Record: Best 13
Died: 14.05.1912, London, U.K.

"When arranging a tour around the United States I had decided to cross on the Titanic. It was rather a novelty to be on the largest ship yet launched. It was no exaggeration to say that it was quite easy to lose one's wits on such a ship."

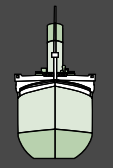
1891-1900: London, U.K.
Age: 31 years
Nationality: American/American
Occupation: Farm Labourer
Embarked: Cherbourg, 16.04
Ticket No.: 2415, 47
Cabin No.: 746
Record: Best 13
Died: 14.05.1912, London, U.K.

1891-1900: London, U.K.
Age: 81 years
Nationality: English
Occupation: Drainslayer / Conductor
Embarked: Cherbourg, 16.04
Ticket No.: 1193
Record: Best 13
Died: 16.05.1912, London, U.K.

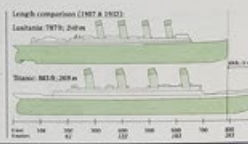
"The first days of the crossing were uneventful. Like every one else I was entranced by the beauty of the liner. I had never dreamed of sailing in such luxury. My pretty little cabin, with its electric heater and pink curtains, delighted me, so that it was a pleasure to go to bed. Everything about this lovely ship reassured me."



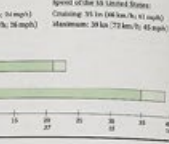
Page 6 and 7 show the D-Deck, also known as the Saloon Deck. Next to the 2nd-class dining saloon, the 1st & 2nd-class pantry, the 1st-class galley and pantry, the 1st-class dining saloon, the 1st-class reception room the reader can also find the 3rd-class promenade, the firemen's rooms and staterooms. The top part displays rooms in greater detail, gives information about prices, accommodations, used and unused space, the number of berths and the seats and size of the dining saloons. On the left there are passenger's quotes about the rooms on the ship.



Dimensions of the Titanic
 Length: 883 feet, 200 inches
 Breadth: 91 feet, 2 inches
 Height: 175 feet, 23 inches
 Draft: 65 feet, 2 inches
 Largest ship ever built (in 1912)



Reason for building the Titanic
 Titanic and her sister ships (Olympic and Britannic) were built to compete with the Lusitania and other ships of the Lusitania class. The Lusitania was considered the best ship in the world, and the White Star Line wanted to build a ship that would be considered the best in the world.



CONSTRUCTION & PREPARATION FOR THE FIRST VOYAGE

The considerations that inspired the builders to design the Titanic on the lines on which she was constructed were those of speed, weight of displacement, passenger and cargo accommodation. High speed is very expensive, because the initial cost of the necessary powerful auxiliary machinery is enormous. The running expenses entailed very heavy, and passenger and cargo accommodation have to be fitted down to make the resistance through the water as little as possible to keep the weight down. An increase in size being a builder at once into conflict with the question of cost and further accommodations in the parts she will touch. If her displacement is very great while the lines are kept slender for speed, the draught limit may be exceeded. The Titanic, therefore, was built on broader lines than the ocean racers, increasing the total displacement, not because of the broader build, she was able to keep within the draught limit at each port she visited. At the same time she was able to accommodate more passengers and cargo, and thereby increase largely her earning capacity.

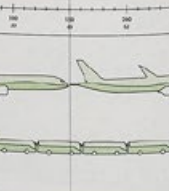
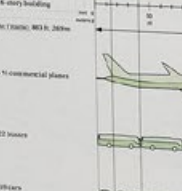
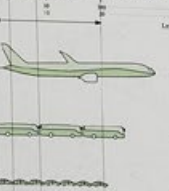
At the same time she was able to accommodate more passengers and cargo, and thereby increase largely her earning capacity.

It is a simple matter. Not that the final result would have been any different. For machinery was an expression of the latest progress in marine engineering, being a combination of reciprocating engines with Parsons' low-pressure turbine engine, a common simple matter. Not that the final result would have been any different. For machinery was an expression of the latest progress in marine engineering, being a combination of reciprocating engines with Parsons' low-pressure turbine engine, a common simple matter. Not that the final result would have been any different. For machinery was an expression of the latest progress in marine engineering, being a combination of reciprocating engines with Parsons' low-pressure turbine engine, a common simple matter.

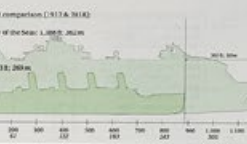
It is a simple matter. Not that the final result would have been any different. For machinery was an expression of the latest progress in marine engineering, being a combination of reciprocating engines with Parsons' low-pressure turbine engine, a common simple matter. Not that the final result would have been any different. For machinery was an expression of the latest progress in marine engineering, being a combination of reciprocating engines with Parsons' low-pressure turbine engine, a common simple matter.

It is a simple matter. Not that the final result would have been any different. For machinery was an expression of the latest progress in marine engineering, being a combination of reciprocating engines with Parsons' low-pressure turbine engine, a common simple matter. Not that the final result would have been any different. For machinery was an expression of the latest progress in marine engineering, being a combination of reciprocating engines with Parsons' low-pressure turbine engine, a common simple matter.

It is a simple matter. Not that the final result would have been any different. For machinery was an expression of the latest progress in marine engineering, being a combination of reciprocating engines with Parsons' low-pressure turbine engine, a common simple matter. Not that the final result would have been any different. For machinery was an expression of the latest progress in marine engineering, being a combination of reciprocating engines with Parsons' low-pressure turbine engine, a common simple matter.



1,000 men were typically employed at Harland & Wolff. Approximately 2,000 of these shipbuilders constructed the Titanic. 21.5 ft of the total workload of the Harland & Wolff company built the ship. A construction worker was killed during the build from keel to launch. An ironworker was killed during the build. There was an unfortunate explosion of a boiler during the build. There was an unfortunate explosion of a boiler during the build.



Size of the Titanic 8-9
 Weekly wage of a Harland & Wolff construction worker: £2, 5, 5, 2
 Hundreds of days worked each week at the shipyard, 40 hours
 Average hours worked per week at the shipyard, 40 hours
 Time by which ship managers were required to be on site, 40 hours

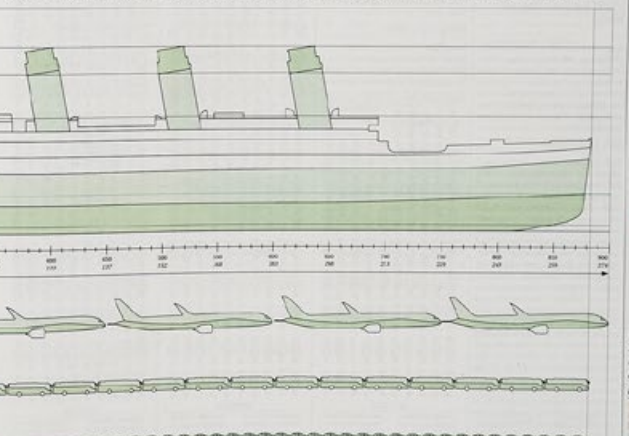
BUILDING THE TITANIC

Most know the story of its tragedy, but few know how big the Titanic was. When it set sail in 1912, it was the largest vessel ever built. When it launched in 1912, the Titanic was the largest vessel ever built. When it launched in 1912, the Titanic was the largest vessel ever built. When it launched in 1912, the Titanic was the largest vessel ever built.

The Titanic was designed to be a floating beacon, and it would be the largest passenger ship in the world at the time that it was launched. The Los Angeles Herald was among the first to report on the massive project in its April 23, 1908, print edition: "The new White Star Liners which will be the largest vessels yet projected will be laid down at Belfast, the ships are to be fitted with combination turbines and reciprocating engines guaranteed to maintain a speed of twenty-two knots." Construction on the Titanic began in earnest in 1909. It was made by the Harland and Wolff shipyard in Belfast, Ireland, and it took three million men and 3,000 workers to do the job. All told, the ship cost \$17 million dollars—or about \$150 million today. Even though the Titanic sinks in its wake when compared with the mass of today's cruise ships, which are

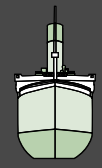
about a third longer and twice as wide, it was a record-breaker in its day. The White Star Line had planned to build ships of 60,000 tons, though the Titanic would normally weigh about 46,000 tons. It was still the biggest ship ever built by that time. Not everyone was thrilled with the Titanic's enormous size, however. Some shipbuilding experts warned that the new vessels might be too big to be docked. In the Washington Times, officials suggested that the Titanic and one of its sister ships, the Olympic, would have to unload passengers and cargo at sea. Regardless, the Titanic was completed on March 31, 1912, and a few days later, it set out on her doomed maiden voyage. The Titanic was branded as an "unsinkable giant of the sea. Saddy, that claim turned out to be untrue. The RMS Titanic's sheer size was one of the vessel's major selling points when tickets went on sale. Despite its precarious fate, the Titanic was branded as "unsinkable." "There is no danger that Titanic will sink," boasted Philip Francis, White Star Line vice president. The boat

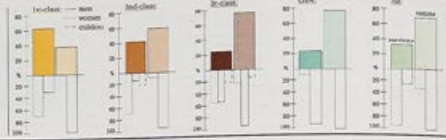
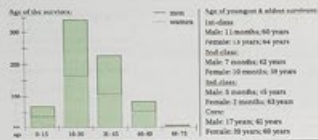
Quotes from passengers about the size of the Titanic
 Thomas Andrews: "If you design from a ship to sink, you can keep her afloat." "I proposed all the watertight compartments and the double hull to slow these ships from sinking in that way, you get everyone off and the ship's less likely to break apart and still someone else's going down."
 Captain Edward Smith: "We do not care anything for the heaviest storms in these big ships. It is fog that we fear. The big ironhugs that drift into rapidly under water than on the surface, and sometimes a sharp, low reef extending two or three hundred feet beneath the sea is formed. If a vessel should run on one of these reefs half her bottom might be torn away."



Chateau Frontenac Lightship
 Built: 1871-1873, Chateau, Lunenburg, NS
 Age: 39 years
 Nationality: English
 Occupation: Lightship
 Embarked: Lunenburg, NS
 Last Ship: Olympic Class Cruise
 Harland & Wolff (Harland)
 Reported: 1873
 Dred: 68 ft, 11 inches, Richmond, NS
 "I was thoroughly familiar with pretty well every type of ship afloat but it took me 18 days before I could, with confidence, find my way from one part of that ship to another."
 Passenger travelling in 1st class
 Passenger travelling in 3rd class
 Construction Worker
 Shipbuilders & Engineers

The main theme of this spread is the size of the Titanic. The ship is as long as 5 4/5 commercial planes, 22 busses or 59 cars, as wide as 2/3 of a commercial plane, 2 1/2 busses or 6 4/5 cars and as high as a 16-story building. The sector above compares the Titanic to the Lusitania, one of its main rivals and to the Symphony of the Seas, one of the biggest cruise ships nowadays. The reader is also informed about the Harland & Wolff workers and the speed of the Titanic. On the left one can find a quote from Captain Edward Smith.





AN ACCOUNT OF THE TITANIC DISASTER BY A SURVIVOR

The night of April 14, 1912, will never be forgotten. It was a beautiful starlight night, no wind, and the sea was as calm as a lake, but the air was very cold. Everything was in good spirits and everybody throughout the ship was going smoothly. All of a sudden she crashed into an iceberg, which struck the giant liner from stem to stern. The shock of the collision was not so great as one would expect considering the size of the iceberg and the speed the ship was going, which was about 22 hours on time. I was underneath the forecastle enjoying a smoke at the time. It happened about twenty minutes to twelve o'clock. The making of the ship occurred as though the engines had suddenly been reversed at full speed again. Those of the crew who were asleep in their bunks turned out, and we all rushed on deck to see what was the matter.

When Realization Came
We found the ship had struck an iceberg as there was a large quantity of ice and snow on the starboard side of the bow deck. We did not think there was anything serious. The general idea of the crew was that we were going to get the heavy rudder in case of emergency, and the sooner we got the job done the quicker we should get below again. The port side boats were got ready first and then the starboard ones. As the work proceeded passengers were coming out deck with their things. They realized the situation. Every man went to his station. There was no panic, everybody cool, and when the boats were ready the usual order was given. "Women and children first." That order was carried out without any class distinction whatever. In some cases we had to force women into the boats they would not leave their husbands.

The general idea of the crew was that we were going to get the heavy rudder in case of emergency, and the sooner we got the job done the quicker we should get below again. The port side boats were got ready first and then the starboard ones. As the work proceeded passengers were coming out deck with their things. They realized the situation. Every man went to his station. There was no panic, everybody cool, and when the boats were ready the usual order was given. "Women and children first." That order was carried out without any class distinction whatever. In some cases we had to force women into the boats they would not leave their husbands.

The Origin of the Revolver Shots
The men stood back to allow the women to pass, except in one or two cases where men tried to rush, but they were very soon stopped. This occurred at the boat in charge of No. 14. About half a dozen foreigners tried to jump in before I had my compasses of women and children, but I drove them back with the boat's tiller. Shortly afterwards the fifth officer, Mr. Love, came and took charge of the boat. I told him what had happened. He drew his revolver and fired volleys between the boat and ship's side into the water as a warning to any further attempts of that sort. When our boat was lowered we had fifty-four women, four children, one sailor, one window-cleaner, two firemen, three stewards, and one of four total, sixty-six souls. When we were amongst hundreds of dead bodies floating in lifeboats. We could only see four alive. The first one we picked up died shortly after. After a hard struggle we managed to get the other three.

Some cases we had to force women into the boat as they would not leave their husbands. The men stood back to allow the women to pass, except in one or two cases where men tried to rush, but they were very soon stopped. This occurred at the boat in charge of No. 14. About half a dozen foreigners tried to jump in before I had my compasses of women and children, but I drove them back with the boat's tiller. Shortly afterwards the fifth officer, Mr. Love, came and took charge of the boat. I told him what had happened. He drew his revolver and fired volleys between the boat and ship's side into the water as a warning to any further attempts of that sort. When our boat was lowered we had fifty-four women, four children, one sailor, one window-cleaner, two firemen, three stewards, and one of four total, sixty-six souls. When we were amongst hundreds of dead bodies floating in lifeboats. We could only see four alive. The first one we picked up died shortly after. After a hard struggle we managed to get the other three.

One of them we saw kneeling as if in prayer upon what appeared to be a part of a stateroom. It was only about twenty yards away from the boat. I took Captain Edward John Smith. Smith couldn't avoid being a source of controversy. Many blamed him for allowing the ship to travel close to on her maiden voyage. The ship made its way across the cold North Atlantic waters until it hit an iceberg. What was known as the "Unsinkable Ship" had struck, taking over 1,500 victims down with her.

pick up anybody. After that we tied all our boats together so as to form a large object on the water which would be seen quicker than a single boat by a passing vessel. We divided the passengers of our boat amongst

pick up anybody. After that we tied all our boats together so as to form a large object on the water which would be seen quicker than a single boat by a passing vessel. We divided the passengers of our boat amongst

pick up anybody. After that we tied all our boats together so as to form a large object on the water which would be seen quicker than a single boat by a passing vessel. We divided the passengers of our boat amongst

pick up anybody. After that we tied all our boats together so as to form a large object on the water which would be seen quicker than a single boat by a passing vessel. We divided the passengers of our boat amongst

pick up anybody. After that we tied all our boats together so as to form a large object on the water which would be seen quicker than a single boat by a passing vessel. We divided the passengers of our boat amongst

pick up anybody. After that we tied all our boats together so as to form a large object on the water which would be seen quicker than a single boat by a passing vessel. We divided the passengers of our boat amongst

pick up anybody. After that we tied all our boats together so as to form a large object on the water which would be seen quicker than a single boat by a passing vessel. We divided the passengers of our boat amongst

pick up anybody. After that we tied all our boats together so as to form a large object on the water which would be seen quicker than a single boat by a passing vessel. We divided the passengers of our boat amongst

pick up anybody. After that we tied all our boats together so as to form a large object on the water which would be seen quicker than a single boat by a passing vessel. We divided the passengers of our boat amongst

pick up anybody. After that we tied all our boats together so as to form a large object on the water which would be seen quicker than a single boat by a passing vessel. We divided the passengers of our boat amongst

pick up anybody. After that we tied all our boats together so as to form a large object on the water which would be seen quicker than a single boat by a passing vessel. We divided the passengers of our boat amongst

pick up anybody. After that we tied all our boats together so as to form a large object on the water which would be seen quicker than a single boat by a passing vessel. We divided the passengers of our boat amongst

pick up anybody. After that we tied all our boats together so as to form a large object on the water which would be seen quicker than a single boat by a passing vessel. We divided the passengers of our boat amongst

pick up anybody. After that we tied all our boats together so as to form a large object on the water which would be seen quicker than a single boat by a passing vessel. We divided the passengers of our boat amongst

pick up anybody. After that we tied all our boats together so as to form a large object on the water which would be seen quicker than a single boat by a passing vessel. We divided the passengers of our boat amongst

pick up anybody. After that we tied all our boats together so as to form a large object on the water which would be seen quicker than a single boat by a passing vessel. We divided the passengers of our boat amongst

pick up anybody. After that we tied all our boats together so as to form a large object on the water which would be seen quicker than a single boat by a passing vessel. We divided the passengers of our boat amongst

pick up anybody. After that we tied all our boats together so as to form a large object on the water which would be seen quicker than a single boat by a passing vessel. We divided the passengers of our boat amongst

pick up anybody. After that we tied all our boats together so as to form a large object on the water which would be seen quicker than a single boat by a passing vessel. We divided the passengers of our boat amongst

pick up anybody. After that we tied all our boats together so as to form a large object on the water which would be seen quicker than a single boat by a passing vessel. We divided the passengers of our boat amongst

pick up anybody. After that we tied all our boats together so as to form a large object on the water which would be seen quicker than a single boat by a passing vessel. We divided the passengers of our boat amongst

pick up anybody. After that we tied all our boats together so as to form a large object on the water which would be seen quicker than a single boat by a passing vessel. We divided the passengers of our boat amongst

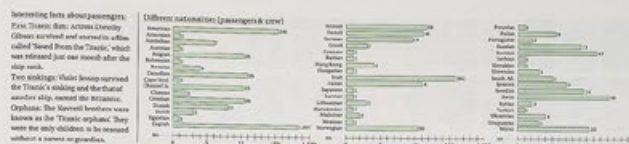
pick up anybody. After that we tied all our boats together so as to form a large object on the water which would be seen quicker than a single boat by a passing vessel. We divided the passengers of our boat amongst

pick up anybody. After that we tied all our boats together so as to form a large object on the water which would be seen quicker than a single boat by a passing vessel. We divided the passengers of our boat amongst

pick up anybody. After that we tied all our boats together so as to form a large object on the water which would be seen quicker than a single boat by a passing vessel. We divided the passengers of our boat amongst

pick up anybody. After that we tied all our boats together so as to form a large object on the water which would be seen quicker than a single boat by a passing vessel. We divided the passengers of our boat amongst

pick up anybody. After that we tied all our boats together so as to form a large object on the water which would be seen quicker than a single boat by a passing vessel. We divided the passengers of our boat amongst



FAMOUS PASSENGERS

Selling from the docks of Southampton, England, the British passenger liner the RMS Titanic set out on her maiden voyage. The ship made its way across the cold North Atlantic waters until it hit an iceberg. What was known as the "Unsinkable Ship" had struck, taking over 1,500 victims down with her.

Here are some of the most famous passengers who either survived or fell victim to the tragedy.

Molly Brown - survivor
An American socialite whose husband struck her in the mining business. Molly Brown was known for her flashy hats and charming personality. While she enjoyed her wealth, she spent her life giving back, advocating for the rights of women and children and the importance of education.

Thomas Andrews - victim
Thomas Andrews was just a passenger on the Titanic - the Irishman was its architect. Andrews' purpose for traveling on the ship's maiden voyage was to make observations and offer suggestions for improvement. However, when the boat of the ship collided with the iceberg, he knew Titanic's fate was sealed.

John Jacob Astor - victim
John Jacob Astor was a wealthy American businessman and philanthropist. He was one of the wealthiest men in America at the time of his death. He was traveling on the Titanic with his wife and daughter.

Ruth Duff Gordon - survivor
Ruth Duff Gordon was a famous fashion designer and socialite. She was known for her elaborate and expensive hats. She survived the Titanic disaster and later became a successful businesswoman.

John Jacob Astor - victim
John Jacob Astor was a wealthy American businessman and philanthropist. He was one of the wealthiest men in America at the time of his death. He was traveling on the Titanic with his wife and daughter.

Ruth Duff Gordon - survivor
Ruth Duff Gordon was a famous fashion designer and socialite. She was known for her elaborate and expensive hats. She survived the Titanic disaster and later became a successful businesswoman.

John Jacob Astor - victim
John Jacob Astor was a wealthy American businessman and philanthropist. He was one of the wealthiest men in America at the time of his death. He was traveling on the Titanic with his wife and daughter.

Ruth Duff Gordon - survivor
Ruth Duff Gordon was a famous fashion designer and socialite. She was known for her elaborate and expensive hats. She survived the Titanic disaster and later became a successful businesswoman.

John Jacob Astor - victim
John Jacob Astor was a wealthy American businessman and philanthropist. He was one of the wealthiest men in America at the time of his death. He was traveling on the Titanic with his wife and daughter.

Ruth Duff Gordon - survivor
Ruth Duff Gordon was a famous fashion designer and socialite. She was known for her elaborate and expensive hats. She survived the Titanic disaster and later became a successful businesswoman.

John Jacob Astor - victim
John Jacob Astor was a wealthy American businessman and philanthropist. He was one of the wealthiest men in America at the time of his death. He was traveling on the Titanic with his wife and daughter.

Ruth Duff Gordon - survivor
Ruth Duff Gordon was a famous fashion designer and socialite. She was known for her elaborate and expensive hats. She survived the Titanic disaster and later became a successful businesswoman.

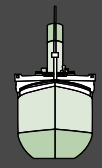
John Jacob Astor - victim
John Jacob Astor was a wealthy American businessman and philanthropist. He was one of the wealthiest men in America at the time of his death. He was traveling on the Titanic with his wife and daughter.

Ruth Duff Gordon - survivor
Ruth Duff Gordon was a famous fashion designer and socialite. She was known for her elaborate and expensive hats. She survived the Titanic disaster and later became a successful businesswoman.

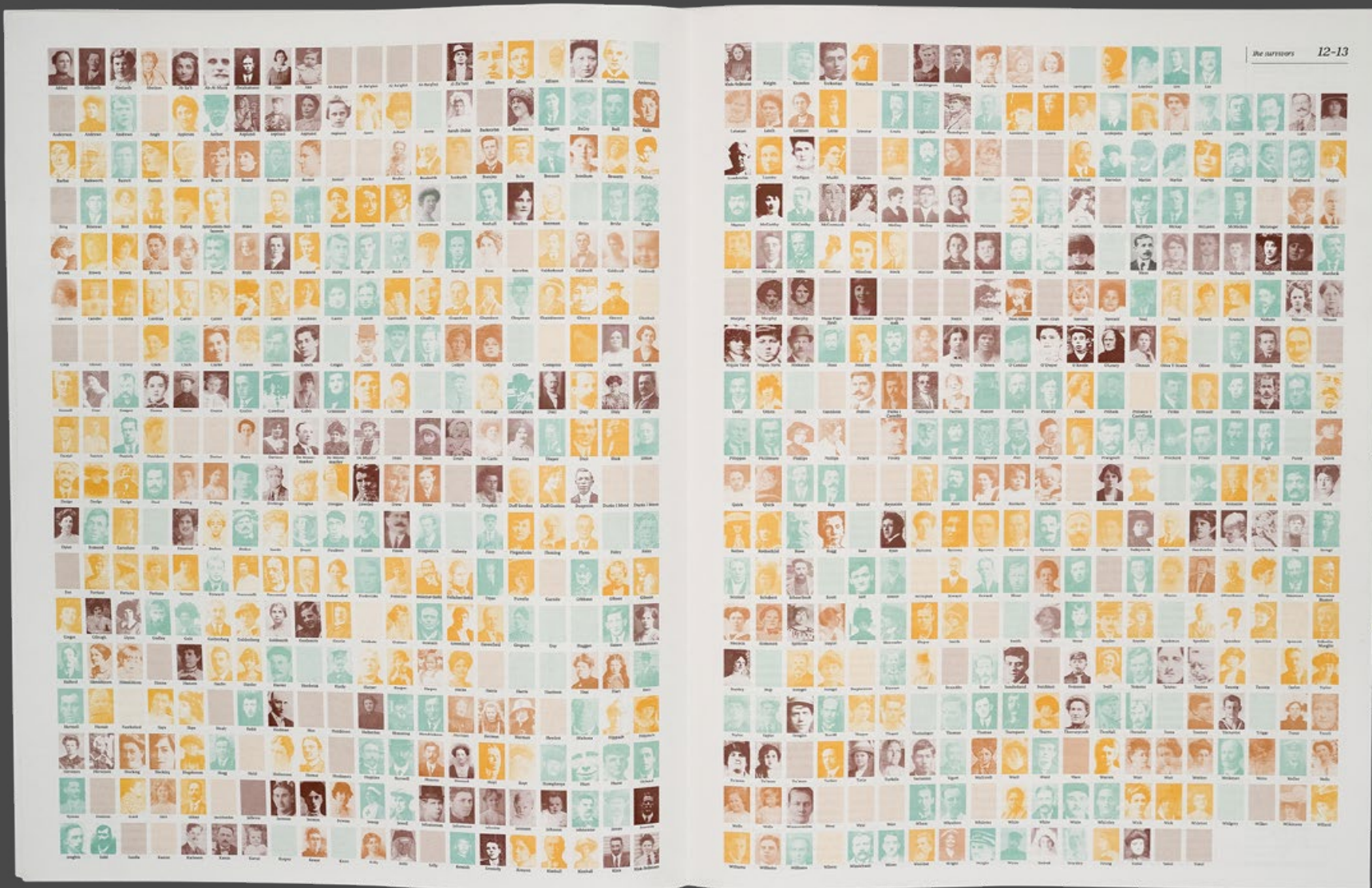
John Jacob Astor - victim
John Jacob Astor was a wealthy American businessman and philanthropist. He was one of the wealthiest men in America at the time of his death. He was traveling on the Titanic with his wife and daughter.

Ruth Duff Gordon - survivor
Ruth Duff Gordon was a famous fashion designer and socialite. She was known for her elaborate and expensive hats. She survived the Titanic disaster and later became a successful businesswoman.

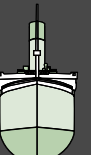
The pages 10 and 11 portray an infographic about all the passengers onboard the Titanic divided in seven age groups. The colours show in which class the person travelled, while the people shown in darker colours survived between the age of 20 and 29 years old and that most of the victims were found among the crew members and third-class passengers. The map shows the pickup points with the amounts of the boarding passengers.



SURVIVORS

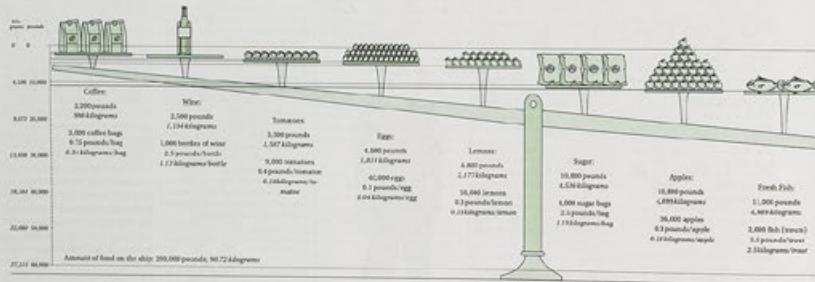


This spread shows all the Titanic survivors, sorted alphabetically. Yellow colored photos show 1st-class passengers, orange colored ones 2nd-class passengers, red colored ones 3rd-class passengers and the turquoise photographs portray all crew members who survived the disaster. On each page there are also colored rectangles without a photograph of the person. This is because there was not a photo of every Titanic survivor.



Typical breakfast menu: 1st-3rd Class Roasted Apples Roasted Honey, dried corn, baked and combined with condensed milk, vanilla and nutmeg 2nd Class Baked Beans Yorkshire Mince, whole cold ham, serving salad and lightly sautéed 3rd Class Roasted Ham Oatmeal Porridge & Milk	Baked Apples: Served with a sugar and cinnamon glaze	Soft Sausages: Classic wide bread in sauce form	Smoked Herrings:	Dinner 1st Class (14 April): Jury d'Ormeau Turkey Oysters Consommé of Cream of Rabbit Salmon, Mornay Sauce, Carrot Haddock Sole of Chalken Lorraine Vegetable Mireux Purée Sweet Potatoes, Apple Sauce Kiss of Beef, Chateau Peas Green Pan Cauliflower Breadfruit Purée of Baked New Potatoes	Punch Reception: Roast Squab & Crust Cold Asparagus Pine de Indes Lily Waldorf-Pudding Peaches Chantrelle Cherries & Vanilla Eclair French Ice Cream Dinner 2nd Class (14 April): Consommé Baked Haddock, Sharp Sauce
---	--	---	-------------------------	---	---

WHAT DID PEOPLE EAT ON-BOARD THE TITANIC?



Titanic was the epoch of her era, a veritable city afloat and for many a wonderful first journey across the Atlantic Ocean.

Dining at sea has traditionally been the highlight of any passenger's day and for all classes of passenger Titanic offered something new and different. Printed menu cards were issued with the latest French cuisine for 1st Class passengers. Those in 2nd Class had selections that rivalled most regional restaurants and 3rd Class plain vegetable soups and breads were the order of the day.

Today it is perhaps hard to appreciate what is the high standards of service experienced by all passengers in 1912. For 1st Class passengers dining in Titanic's Restaurant and parlour was for this exclusive dining experience, service and cuisine was on a par with the finest European hotels like the Ritz or Hotel Cecil in London.

Unlike the many hotels that sprang up in Britain and across Continental Europe during the great expansion of the railways in 1870s and early 1900s, meals for each class of passenger had always been included in their ticket price.

Dining, particularly in hotels, was frowned upon by the upper classes in the 1890s. Many established family hotels simply did not dine out in public. A new king and the new Liberalism era changed attitudes, particularly

amongst the younger members of the newly modern industrial wealth of America and the many millionaires this created, also helped change attitudes towards dining in public.

The ocean liners played their part too in the effective democratization of dining. The class system became more defined, and on a person's financial status rather than their social position, following the structures set

Dining at sea has traditionally been the highlight of any passenger's day and for all classes of passenger Titanic offered something new and different.

In place by the railway companies with their three class system.

The founder of the company's express services to the Southampton New York service, a direct challenge to the German, French and Dutch lines and an attempt to gain a larger proportion of the premium 1st Class business, meant those ships had to offer similar or enhanced facilities in order to enter passengers away from the competition. The extra charge Restaurant in Olympic and Titanic was an important part of this plan.

The Restaurant was only available for 1st Class passengers. They dined in a

care and were required to book tables in advance, sometimes described as an ordeal for those not used to the snobbish attitude of restaurant staff towards customers they considered of lower social rank, regardless of their financial standing. Despite some passenger reservations the experience was such a success that the new restaurant in Titanic was expanded and included an adjoining café.

For those passengers wishing to dine in private, tables of seven were provided with their own separate dining menus. Menus were arranged and cards printed for special occasions if required. Breakfast served in cabins was another hotel specialisation introduced onboard and made possible by the use of food waiters. These covered tables were divided into two sections, the food kept piping hot by a hot water jacket beneath. Passengers' servants were provided with their own Maids & Valets Dining Saloons located on Titanic's C Deck, the entrance to which was the side of the bottom of the Grand Staircase. They were served at table by uniformed White Star stewards, but their shoe polished, napkins rings had no decorations and bore the engraved word 'SERVANTS'. In this strange in-between world, they had neither the rights nor privileges of 1st or 2nd Class passengers but were still considered more important than the ship's crew and three-decked apart.

In Titanic's 2nd Class the same diet of 'Olympic silver-plated' and 'bluebone china' was used, but unlike 1st Class the range of tableware was significantly reduced. In 1st class passengers had to pull grapes from the bunch. Apart from the indignity of having to handle grapes in such a manner much of the service was down to a par with the 1st Class Dining Saloon.

Because the Titanic and his sister Olympic offered such splendour, the cities for passengers in 1st and 2nd Class tickets for 2nd Class were in season that charged by other competing lines for 1st Class.

Meals for both 1st and 2nd were prepared in the same culinary departments described at the time as 'the most complete in the world'. The main kitchens, serving rooms, pantries, larders, sculleries were located on the Saloon Deck. Constructed on a vast scale the huge cooking ranges were manufactured by Henry Wiggin & Co. Ltd. of Liverpool, the two ranges had a footage of 36ft and incorporated 19 ovens, reckoned at the time to be the largest ever constructed. Wiggin & Co. supplied the enormous range of cooking pots, all made in copper. The most advanced in the world. Breakfast, often described as 'the most important meal of the day', for Titanic's 1st Class passengers was

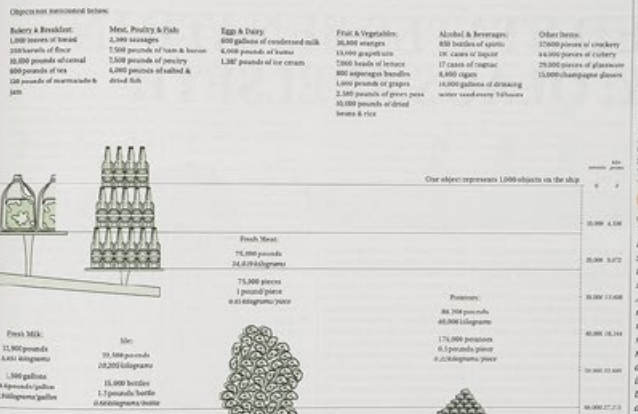
of truly gigantic proportions. Unlike today, most passengers had at least three courses. Breakfast served to 2nd and 1st Class passengers on 14 April was no easy respect to what most people would expect to see on the menu in an average hotel today. Menu selections for all classes, extending the Restaurant, were the responsibility of Titanic's 2nd Steward Andrew Lattime. Working together with the heads of the various culinary departments each day's menu, was planned according to the ingredients available and when food was in season. Advances in refrigeration, cold storage and a faster supply chain from

Breakfast, often described as the most important meal of the day, for Titanic's 1st Class passengers was of truly gigantic proportions.

slaughter houses, fish markets and fruit and vegetable suppliers offered a far greater variety of food than had previously been available.

The daily menu for 3rd Class passengers was provided on a single card that also served as a passenger list. The note published at the bottom of every menu card assured passengers that the company took their welfare very seriously.

Quail Chicken & Rice: Spring Lamb, Mince Sauce Roast Turkey, Cauliflower Sauce Green Peas, Potato Turnips Baked Fish Baked & Roast Potatoes Pump-Pudding Wine Jelly, Coconut Sandwich American Ice Cream Sole Mashed Fresh Fruit Caramel Custard Coffee	Dinner 3rd Class (14 April): New Soup Fresh Bread-Cake-Meat Roast Beef, Brown Gravy Sweet Corn, Baked Potatoes Pump-Pudding, Swiss Sauce Fruit Cold Meat Caramel Custard Fresh Bread & Butter Baked Figs & Rice Ice	Hot Mignons Lick: Was accompanied by a white hotter sauce, topped with a piece of pine oil that she &uffles on a bed of buttery potatoes.	Spring Lamb: Was served with mint sauce.	Cabin Breakfast: Was a simple, checker-like snack.
--	---	---	--	--



The use of a postcard was a clever marketing ploy. Postcards cost an average 1d; the reverse listed the company's routes and with enough space for a short message, family and friends at home received both an advertisement as well as a note on the progress of their loved ones journey. A large proportion of those travelling to the US was termed 'chain migration', young, independent travellers going out to join family members already established in the US. The second largest group was the first time migrant. Again travelling alone, once established in the US, for example, they would save up money for other members to travel across to join them. These patterns of migration were identified by the company and menu cards played their part in ensuring the whole families worked by the same line.

The White Star Line was anxious to improve would-be immigrants that their needs was one of the company's most important considerations. The steamers have a Dining and Social Hall, fitted with a piano... It means tables set properly laid and served by the ship's waiters... To do so food was concerned the company policy of providing the best available in equal measure to each passenger in the best of every menu card assured passengers that the company took their welfare very seriously.

meals served to 1st and 2nd Class, the main meal of the day for 3rd Class was as simple and called 'dinner' (lunch for 1st and 2nd was generally a lighter meal, their main meal, dinner, served in the evening).

Believe White Star considered its express steamers from Liverpool to Southampton the numbers of Jewish passengers and those from eastern

The daily menu for 3rd Class passengers was provided on a single card that also doubled as a postcard.

Europe leaving via Liverpool was often in comparison with the numbers embarking from ports from northern Europe. Therefore, kosher food was not a priority and those Jewish passengers that did take pas-

sage in the US from Liverpool often brought their own food with them or in a number of cases chose to fast during the passage.

British and Irish migration had remained steady for a number of years, while migration from Scandinavia and Eastern Europe in particular had dramatically increased. White Star's main Liverpool rival was Cunard, their new express steamer Lusitania and Mauretania from 1907 posed a significant threat on the Liverpool to New York service. Faster, larger and built and operated on a British Government low interest loan and several subsidies, in order to keep the company British, White Star were competing with a steamer that had financial advantage over them.

Titanic can truly be described as a city afloat. Each class of passenger in the White Star liner experienced higher standards of service and food than

was then had been available just a decade before. Titanic's remembered as a terrible tragedy. The loss of the vessel shaped our understanding of safety at sea, changed the design and methods of ship construction and overhauled outdated British Government legislation. Nevertheless, the most important aspect of Titanic, an omnipresent ship, is practically overlooked. Emigration shaped the lives of the Edwardian era. The First World War and the virtual collapse of the passenger business, combined with the restrictions on the numbers of emigrants permitted into the US when Titanic stands, as a memorial as much for disaster but the end of an era as a shining period in human history.

I enjoyed myself as if I were on a summer palace by the seashore surrounded by every comfort. I was up early before breakfast and met the professional racket player in a half hour's warning up proreity for a swim in the six foot deep tank of saltwater heated to a refreshing temperature.

Days on board 16-17

Reminiscent of the supposed identification lists, each compartment was a numbered badge on the sea.

Interesting fact: White Star was considered a health food and eating it at the end of the meal was considered to aid digestion.

Morshville: Due to its popularity, as advertisements for it appeared on White Star Line second postcards.

Passenger mentioned in the article on pages 12

Andrew Lattime
Born: 31.01.1867, Lancaster, Lancashire, UK
Age: 45 years
Nationality: English
Occupation: Chief Steward
Responsibility: Menu Selection for all classes
Birthplace: Ireland, 01.04
Last Ship (Company, Working): 1st
Rank: Body Not Identified

Quotes from passengers about the first four days and the food on the Titanic

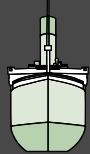
John Burtland Thayer (1)
mentioned on page 11
'There was no moon and I have never seen the stars shine brighter; they appeared to stand right out of the sky, sparkling like cut diamonds. A very light haze, hardly noticeable, hung low over the water. I have never seen the sea smoother than it was that night; it was like a millpond, and just as innocent looking... It was the kind of night that made one feel glad to be alive'

Lady Christina Lady Duff-Glen
mentioned on page 7
'I remember that last meal on Titanic very well. We had a big vase of beautiful daffodils on the table, which were as fresh as if they had just been picked. Everyone was very gay, and at a neighbouring table people were making bets on the probable time of this record breaking run. Various opinions were put forward, but none deemed that Titanic would make her harbour that night.'

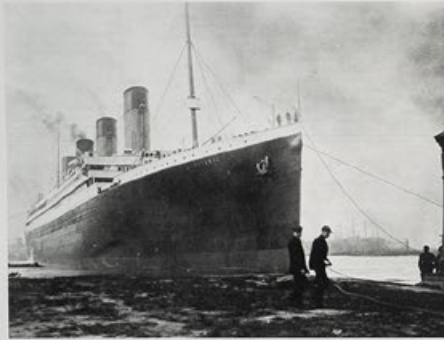
Colbert Archibald Irvine IV
mentioned on page 6
'I enjoyed myself as if I were on a summer palace by the seashore surrounded by every comfort. I was up early before breakfast and met the professional racket player in a half hour's warning up proreity for a swim in the six foot deep tank of saltwater heated to a refreshing temperature.'

Passenger travelling in 1st class
Passenger travelling in 2nd class
Passenger travelling in 3rd class
Crewmember
Shipbuilder & Engineer

Here the supply of food on the ship is portrayed on two scales. While the coffee packages on the top left were the lightest, the potatoes on the right were the heaviest item on the ship. Under each item one can find the weight in pounds and kilograms and the quantity. Above there are illustrations of typical breakfast and dinner meals and one can find the dinner menu of each of the three classes.



OLD PHOTOGRAPHS



The Titanic sits near the dock at Belfast, Northern Ireland soon before starting its maiden voyage. Circa April 1912. Wikimedia Commons



The lifeboats sit in their davits on the Titanic soon before the ship set off. April 1912. Bullock-Evans Collection/COBIS/Corbis via Getty Images



Passengers stroll past the ship's stern as lifeboats are lowered before the ship's westward voyage. Circa April 1912. The LIFE Picture Collection/Getty Images



The Titanic at the dock. April 16, 1912. Wikimedia Commons



Captain Edward J. Smith (right) and Purser Hugh Walter McIlroy aboard the ship. Circa April 1912. Bullock-Evans Collection/COBIS/Corbis via Getty Images



The Titanic begins its sea trials at Belfast. April 2, 1912. National Archives



Icy waters before the disaster. April 4, 1912. Huber Archive



The reading and writing room of the first class. Wikimedia Commons



The Café Parisien portion of the first-class restaurant. 1912. Universal Images Group/Getty Images



Crowds line the docks as the Titanic prepares to take off in Southampton. April 10, 1912. Universal Images Group/Getty Images



The first-class main dining room aboard. 1912. George Bullock/Corbis via Getty Images



The first-class lounge aboard the Titanic. 1912. Universal Images Group/Getty Images



A newspaper boy sells copies of the Evening News telling of the sinking in London. April 16, 1912. Topical Press Agency



The iceberg suspected of having sunk the Titanic, photographed on a passing ship. April 15, 1912. Wikimedia Commons



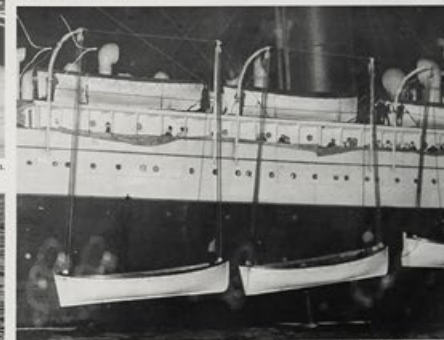
A lifeboat is drained of water. (Date unspecified). National Archives



A rescue boat full of survivors in the water. April 15, 1912. National Archives



A lifeboat full of survivors. April 15, 1912. National Archives



The lifeboats of the Titanic that had carried survivors from the sinking ship hang from the side of the Carpathia. April 18, 1912. George Bullock/Corbis via Getty Images



A crowd of people awaits Titanic survivors on the Carpathia in New York. Circa April 16, 1912. Bullock-Evans Collection/COBIS/Corbis via Getty Images



Survivors of the Titanic sitting on the deck of the Carpathia after their rescue. April 15, 1912. George Bullock/Corbis via Getty Images



A crowd waits in Southampton. April 1912. Topical Press Agency

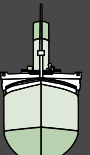


Titanic survivors in Plymouth. May 1912. Huber Archive

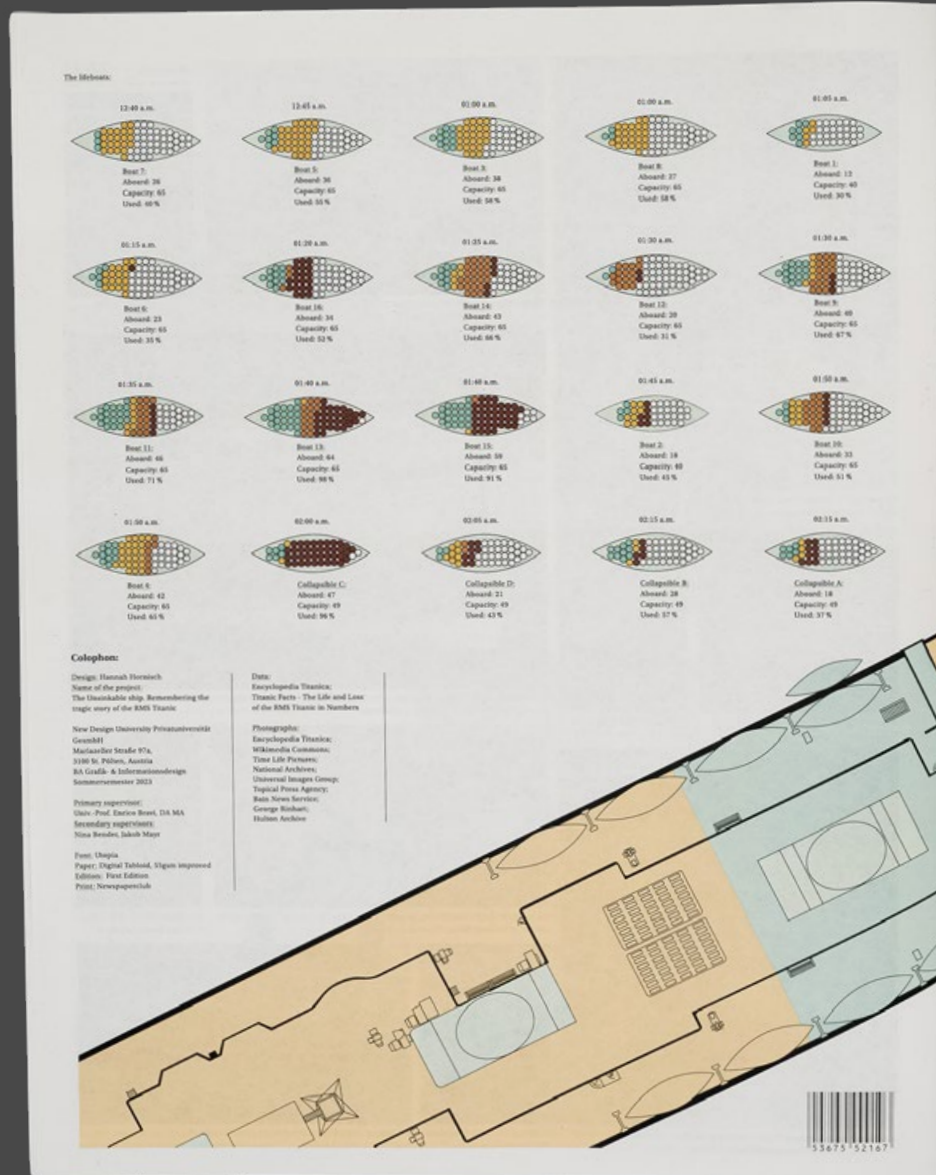


A lifeboat carries Titanic survivors toward safety. April 15, 1912. National Archives

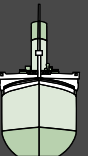
The left page shows photographs of the 1st-class lounge, the 1st-class dining room, the reading and writing room, the Café Parisien, as well as of the Titanic, the Captain, the lifeboats and the icy waters before the disaster. On the right side there are only photographs after the sinking of the Titanic. One photo shows a newspaper boy selling copies of the Evening News, another shows a crowd of people awaiting the Titanic survivors in New York. Three photos portray the lifeboats filled with people, while one shows them hanging from the side of the Carpathia.



LIFEBOATS



The last page shows the lifeboats, their capacity and also the distribution of passengers. Each colored circle shows an occupied seat, while the white circles show unoccupied seats. Most of the boats left the Titanic only half full.



HISTORIC SHIPS

NEWSPAPER ABOUT THE PASSENGERS, CONSTRUCTION AND DESIGN OF HISTORIC SHIPS

The Unsinkable RMS Titanic

PRICE AUSTRALIA 10.00€

PRICES ON OTHER CONTINENTS:
 UK: 10.00€ (incl. postage & packing)
 US: 12.00€ (incl. postage & packing)
 CA: 14.00€ (incl. postage & packing)

PRICES ON OTHER CONTINENTS:
 UK: 10.00€ (incl. postage & packing)
 US: 12.00€ (incl. postage & packing)
 CA: 14.00€ (incl. postage & packing)

PRICES ON OTHER CONTINENTS:
 UK: 10.00€ (incl. postage & packing)
 US: 12.00€ (incl. postage & packing)
 CA: 14.00€ (incl. postage & packing)

PRICES ON OTHER CONTINENTS:
 UK: 10.00€ (incl. postage & packing)
 US: 12.00€ (incl. postage & packing)
 CA: 14.00€ (incl. postage & packing)

PRICES ON OTHER CONTINENTS:
 UK: 10.00€ (incl. postage & packing)
 US: 12.00€ (incl. postage & packing)
 CA: 14.00€ (incl. postage & packing)

PRICES ON OTHER CONTINENTS:
 UK: 10.00€ (incl. postage & packing)
 US: 12.00€ (incl. postage & packing)
 CA: 14.00€ (incl. postage & packing)

PRICES ON OTHER CONTINENTS:
 UK: 10.00€ (incl. postage & packing)
 US: 12.00€ (incl. postage & packing)
 CA: 14.00€ (incl. postage & packing)

PRICES ON OTHER CONTINENTS:
 UK: 10.00€ (incl. postage & packing)
 US: 12.00€ (incl. postage & packing)
 CA: 14.00€ (incl. postage & packing)

PRICES ON OTHER CONTINENTS:
 UK: 10.00€ (incl. postage & packing)
 US: 12.00€ (incl. postage & packing)
 CA: 14.00€ (incl. postage & packing)

PRICES ON OTHER CONTINENTS:
 UK: 10.00€ (incl. postage & packing)
 US: 12.00€ (incl. postage & packing)
 CA: 14.00€ (incl. postage & packing)

PRICES ON OTHER CONTINENTS:
 UK: 10.00€ (incl. postage & packing)
 US: 12.00€ (incl. postage & packing)
 CA: 14.00€ (incl. postage & packing)

PRICES ON OTHER CONTINENTS:
 UK: 10.00€ (incl. postage & packing)
 US: 12.00€ (incl. postage & packing)
 CA: 14.00€ (incl. postage & packing)

PRICES ON OTHER CONTINENTS:
 UK: 10.00€ (incl. postage & packing)
 US: 12.00€ (incl. postage & packing)
 CA: 14.00€ (incl. postage & packing)

PRICES ON OTHER CONTINENTS:
 UK: 10.00€ (incl. postage & packing)
 US: 12.00€ (incl. postage & packing)
 CA: 14.00€ (incl. postage & packing)

PRICES ON OTHER CONTINENTS:
 UK: 10.00€ (incl. postage & packing)
 US: 12.00€ (incl. postage & packing)
 CA: 14.00€ (incl. postage & packing)

PRICES ON OTHER CONTINENTS:
 UK: 10.00€ (incl. postage & packing)
 US: 12.00€ (incl. postage & packing)
 CA: 14.00€ (incl. postage & packing)

PRICES ON OTHER CONTINENTS:
 UK: 10.00€ (incl. postage & packing)
 US: 12.00€ (incl. postage & packing)
 CA: 14.00€ (incl. postage & packing)

PRICES ON OTHER CONTINENTS:
 UK: 10.00€ (incl. postage & packing)
 US: 12.00€ (incl. postage & packing)
 CA: 14.00€ (incl. postage & packing)

PRICES ON OTHER CONTINENTS:
 UK: 10.00€ (incl. postage & packing)
 US: 12.00€ (incl. postage & packing)
 CA: 14.00€ (incl. postage & packing)

PRICES ON OTHER CONTINENTS:
 UK: 10.00€ (incl. postage & packing)
 US: 12.00€ (incl. postage & packing)
 CA: 14.00€ (incl. postage & packing)

PRICES ON OTHER CONTINENTS:
 UK: 10.00€ (incl. postage & packing)
 US: 12.00€ (incl. postage & packing)
 CA: 14.00€ (incl. postage & packing)

PRICES ON OTHER CONTINENTS:
 UK: 10.00€ (incl. postage & packing)
 US: 12.00€ (incl. postage & packing)
 CA: 14.00€ (incl. postage & packing)

PRICES ON OTHER CONTINENTS:
 UK: 10.00€ (incl. postage & packing)
 US: 12.00€ (incl. postage & packing)
 CA: 14.00€ (incl. postage & packing)

PRICES ON OTHER CONTINENTS:
 UK: 10.00€ (incl. postage & packing)
 US: 12.00€ (incl. postage & packing)
 CA: 14.00€ (incl. postage & packing)

PRICES ON OTHER CONTINENTS:
 UK: 10.00€ (incl. postage & packing)
 US: 12.00€ (incl. postage & packing)
 CA: 14.00€ (incl. postage & packing)

PRICES ON OTHER CONTINENTS:
 UK: 10.00€ (incl. postage & packing)
 US: 12.00€ (incl. postage & packing)
 CA: 14.00€ (incl. postage & packing)

PRICES ON OTHER CONTINENTS:
 UK: 10.00€ (incl. postage & packing)
 US: 12.00€ (incl. postage & packing)
 CA: 14.00€ (incl. postage & packing)

PRICES ON OTHER CONTINENTS:
 UK: 10.00€ (incl. postage & packing)
 US: 12.00€ (incl. postage & packing)
 CA: 14.00€ (incl. postage & packing)

PRICES ON OTHER CONTINENTS:
 UK: 10.00€ (incl. postage & packing)
 US: 12.00€ (incl. postage & packing)
 CA: 14.00€ (incl. postage & packing)

PRICES ON OTHER CONTINENTS:
 UK: 10.00€ (incl. postage & packing)
 US: 12.00€ (incl. postage & packing)
 CA: 14.00€ (incl. postage & packing)

PRICES ON OTHER CONTINENTS:
 UK: 10.00€ (incl. postage & packing)
 US: 12.00€ (incl. postage & packing)
 CA: 14.00€ (incl. postage & packing)

PRICES ON OTHER CONTINENTS:
 UK: 10.00€ (incl. postage & packing)
 US: 12.00€ (incl. postage & packing)
 CA: 14.00€ (incl. postage & packing)

PRICES ON OTHER CONTINENTS:
 UK: 10.00€ (incl. postage & packing)
 US: 12.00€ (incl. postage & packing)
 CA: 14.00€ (incl. postage & packing)

Following the footsteps of an ideal voyager

Even to the most experienced traveler the first few hours on a new ship are very confusing. In the case of a lagoon of a village, they are bewildering. So the eight hours spent by the Titanic in crossing from Southampton to Cherbourg would be spent by most of her passengers in taking their bearings, trying to find their way about (...)

→ PAGE 4

Building the Titanic

Most knew the story of its tragedy, but few know how big the Titanic was. When it set sail in 1912, it was the largest vessel ever built. When it launched in April 1912, the Titanic was deemed the largest ship in the world. The literal behemoth measured 883 feet long and 92 feet wide, with a weight of over 46,000 tons. Indeed, before it sank the Titanic was known as a marvel.

→ PAGE 9

What did people eat onboard the Titanic?

Dining at sea has traditionally been the highlight of any passenger's stay and for all classes of passenger Titanic offered something new and different. Printed menu cards overtook only the latest French cuisine for 1st Class passengers. Those in 2nd Class had selections that rivalled most regional hotels and in 3rd Class plain simple food.

→ PAGE 12

An account of the Titanic disaster by a survivor

The night of April 14, 1912, will never be forgotten. It was a beautiful starlight night, no wind, and the sea was as calm as a lake, but the air was very cold. Everybody was in good spirits and everything throughout the ship was going smoothly. All of a sudden she crashed into an iceberg, which shook the giant liner from stem to stern.

→ PAGE 14

Quoting from passengers on the Titanic

Eva Malmsten (Swedish)

Born: 31.05.1885, Malmö, Sweden, UK
 Age: 27 years
 Nationality: Swedish
 Occupation: -
 Embarked: Southampton, 10.04
 Ticket No.: 13434
 Rescued: Boat 14
 Died: 14.04.1912, Chatham 1 South, London, UK
"My mother had a premonition from the very word 'CQD'. She knew there was something to be afraid of and the only thing that she felt strongly about was that to say a ship was unsinkable was flying in the face of God. Those were her words."

John George Phillips (Irish)

Born: 11.04.1887, Godalming, Surrey, UK
 Age: 25 years
 Nationality: English
 Occupation: Telegraphist; Victualling Crew
 Embarked: Belfast
 Last Seen: -

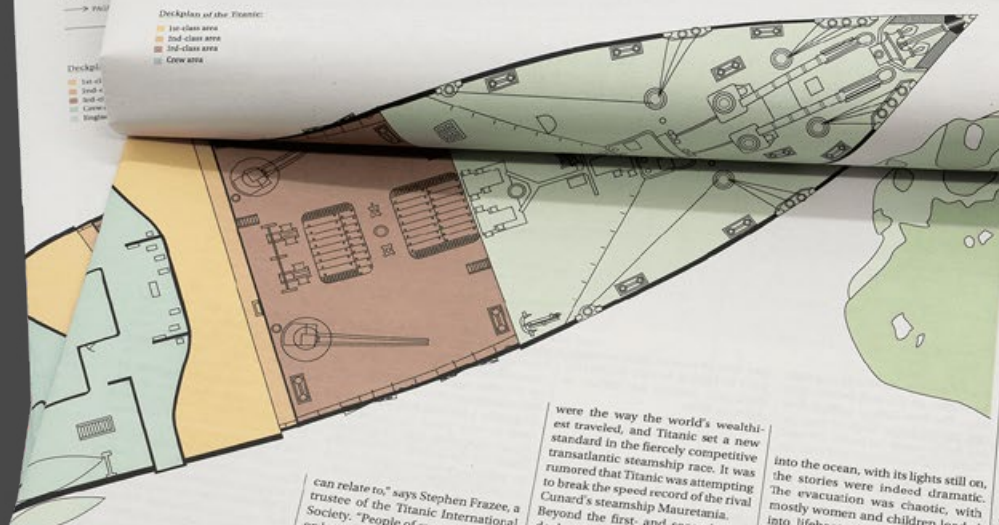
George Andrew Brereton (Brayton/Bradley)

Born: 12.11.1874, Medford, Minnesota, US
 Age: 37 years
 Nationality: American
 Occupation: Gambler
 Embarked: Southampton, 10.04
 Ticket No.: 111427
 Rescued: Boat 9
 Died: 16.07.1942, Florence, Los Angeles, US
"Come at once, we have struck a berg, it's a CQD old man."

Elin Mattilda Hakkarainen (neé Dotek)

Born: 20.03.1886, Helsinki, FI
 Age: 24 years
 Nationality: Finnish
 Occupation: -
 Embarked: Southampton, 10.04
 Ticket No.: 3101279
 Rescued: Boat 10
 Died: 02.01.1957, Warren, Ohio, US
"Captain Smith shouted some orders... A number of us promenaders rushed to the bow of the ship. When we saw he could no fail to hit it, we rushed to the stern. Then came a crash, and the passengers were panic-stricken."

Finally a ship's steward came and gathered a small group of us together and guided us, "Come, there is another way to get to the upper deck." On the upper deck, it was rather quiet — almost eerie. The deck on the ship's bow was already under water, (...)



Why the 'Titanic' Still piques the world's imagination

The sinking of the Titanic is one of the most incredible human dramas that has played out in the last century. It has been commemorated by hundreds of books, blockbuster movies, replicas, and even a Lego lookalike. So, why the ongoing interest in the Titanic saga, 110 years after it sank? "It was a very human story that people

can relate to," says Stephen Frazee, a trustee of the Titanic International Society. "People of every strata were trying to reach America for a new life. It was a ship of dreams." The passenger list was a who's who of American and British society, including the wealthiest passenger, John Jacob Astor IV heir to the Astor fortune, who was on the first-class deck with his 18-year-old bride, Madeline Talmadge Force. Also on board: Macy's owner Isidor Straus and wife, Ida; industrialist Benjamin Guggenheim, with his mistress, valet and chauffeur; and J. Bruce Ismay, managing director of Titanic's parent White Star Line. During the early 20th century, luxury ships

were the way the world's wealthiest traveled, and Titanic set a new standard in the fiercely competitive transatlantic steamship race. It was rumored that Titanic was attempting to break the speed record of the rival Cunard's steamship Mauretania. Beyond the first- and second-class decks, more than 700 immigrants were also on the lower decks in the third-class section, which had better conditions than other passenger and the 2,000 pounds of mail and cargo the Titanic was carrying assured that it would make a profit. "The Titanic is one of the few times where history lines up with good storytelling," says Bill Sauder, director of Titanic Research for RMS Titanic, Inc. "This story had so many components—a technically advanced ship, crowded with millionaires, and two hours and 40 minutes before it sank—to create dozens of dramatic endings. It didn't need embellishment." As the giant Titanic tipped bow-first

into the ocean, with its lights still on, the stories were indeed dramatic. The evacuation was chaotic, with mostly women and children loaded into lifeboats designed to hold 65, but typically launched with half that number. There were also only 16 lifeboats for the ship, another pointer to the builder's over-confidence. Many children. The wealthy are most remembered. Jacob Astor made sure his wife Madeline made it into a lifeboat and kissed her goodbye. Benjamin Guggenheim changed into formal dress, returned on deck with his valet, and said: "We are dressed in our best and are prepared to go down like gentlemen." Those kind of stories, often backed by the 706 survivors, helped fuel the Titanic's legend.

"It Was a Ship of Dreams": Why the 'Titanic' Still Piques the World's Imagination 110 Years After Sinking" by Michael Verdon, Apr 14, 2022

AN ACCOUNT OF THE TITANIC DISASTER BY A SURVIVOR

The night of April 14, 1912, will never be forgotten. It was a beautiful starry night, no wind, and the sea was calm. Everybody was in good spirits, and everything throughout the ship was going smoothly. All of a sudden, about 10:30, the glass fell from seven to six. The shock from seven to six is not so great as our usual expert could advise the size of the iceberg and the speed the ship was going, which was about 22 knots an hour. I was under the fore- and aft funnels, and nearly the fore- and aft funnels of the ship seemed as though the engines had suddenly been set to full speed astern. The banks turned out, and we all rushed on deck to see what was the cause.

When Realization Came
We found the ship had struck an iceberg as there was a large quantity of ice and snow on the starboard side of the fore-deck. We did not think very serious so went below again to see if the iceberg was disturbing us.

As the work was going on, I saw a man coming. There were many men on the deck, but I did not know who they were. I saw a man coming, and I saw a man coming. I saw a man coming, and I saw a man coming.

How the Stern Sank
The ship sank shortly afterwards. I should say about 2.20 a.m. on the 15th, which would be two hours and forty minutes after she struck. The sight of that grand ship going down will never be forgotten. She slowly went down bow first with a slight list to starboard until the water reached the bridge, then she went quicker.

When the third funnel had nearly disappeared I heard four explosions, which I took to be the bursting of the boilers. Suddenly she broke in two between the third and fourth funnel. The after part of the ship came down on the water in its normal position and seemed as if it was going to remain afloat, but it then sank. The lights were burning right up till she broke in two. The cries from the people struggling in the water sounded terrible in the stillness of the night. It seemed to go through you like a knife.

Our officer ordered all the boats under his charge to row towards where the ship went down to see if we could

The Origin of the Disaster
The main reason for the disaster was the collision with the iceberg. The ship was in good weather and was going smoothly. The iceberg was about 22 knots an hour. I was under the fore- and aft funnels, and nearly the fore- and aft funnels of the ship seemed as though the engines had suddenly been set to full speed astern.

In some cases we had to force women into the boat as they would not leave their husbands.

boat was in the water we rowed clear of the ship. We then saw four other boats well clear, and fairly well filled with women and children. We went to them and found none of them had an officer in charge. So the fifth officer took charge of the lot, ordering them to keep with him.

How the Stern Sank
The ship sank shortly afterwards. I should say about 2.20 a.m. on the 15th, which would be two hours and forty minutes after she struck.

When the third funnel had nearly disappeared I heard four explosions, which I took to be the bursting of the boilers. Suddenly she broke in two between the third and fourth funnel.

Our officer ordered all the boats under his charge to row towards where the ship went down to see if we could

pick up anybody. After that we used all our boats together so as to float a large object on the water which would be seen quicker than a single boat by a passing vessel. We divided the passengers of our boat amongst

She slowly went down bow first with a slight list to starboard until the water reached the bridge, then she went quicker.

the other four, and then taking one man from each boat so as to make a crew we rowed away amongst the wreckage as we heard cries for help coming from that direction. When we got to it the sight we saw was awful. We were amongst hundreds of dead bodies floating in lifeboats. We could only see four alive. The first one we picked up died shortly after. After a hard struggle we managed to get the other three.

Giving Way to Tears
One of them we saw kneeling as if in prayer upon what appeared to be a part of a stateroom. He was only about twenty yards away from us but it took

Survivors & Victims (One person represents four passengers)

As the work was going on, I saw a man coming. There were many men on the deck, but I did not know who they were. I saw a man coming, and I saw a man coming.

we half an hour to push our boat through the wreckage and bodies to get to him; we put out an ear for him

Survivors & Victims (One person represents four passengers)

As the work was going on, I saw a man coming. There were many men on the deck, but I did not know who they were. I saw a man coming, and I saw a man coming.

As the work was going on, I saw a man coming. There were many men on the deck, but I did not know who they were. I saw a man coming, and I saw a man coming.

As the work was going on, I saw a man coming. There were many men on the deck, but I did not know who they were. I saw a man coming, and I saw a man coming.

to get hold of and so pulled him to the boat, but the bodies we saw seemed as if they had perished with the cold as their limbs were all cramped up. As we left that awful scene we gave way to tears. It was enough to break the hearts of a stevedore, which proved so to be the stevedore's complaint of the night of a stevedore, which proved so to be the stevedore's complaint of the night of a stevedore.

Survivors & Victims (One person represents four passengers)

As the work was going on, I saw a man coming. There were many men on the deck, but I did not know who they were. I saw a man coming, and I saw a man coming.

As the work was going on, I saw a man coming. There were many men on the deck, but I did not know who they were. I saw a man coming, and I saw a man coming.

As the work was going on, I saw a man coming. There were many men on the deck, but I did not know who they were. I saw a man coming, and I saw a man coming.

FAMOUS PASSENGERS

Sailing from the docks of Southampton, England, the British passenger ocean liner the RMS Titanic set out on her maiden voyage. The ship made its way across the cold North Atlantic waters until it hit an iceberg. What was known as the 'Unsinkable Ship' foundered, taking over 1,500 victims down with her.

Molly Brown - Survivor
An American socialite whose husband struck it rich in the mining business, Molly Brown was known for her 'Daisy Buns' and charming personality. While she enjoyed her wealth, she spent her life giving back, advocating for the rights of women and children and the importance of education. Although she was known as 'Maggie' by those closest to her, after her death, the world would know her as 'The Unsinkable Molly Brown' for her reported bravery amid the Titanic disaster. According to various stories, lifeboats during the evacuation and later helped after her own. Brown was said to have argued with the Quartermaster to return to the debris to find more survivors and threatened to throw him and his crew overboard if they didn't go back.

Captain Edward John Smith - Victim
Born in Stith, Captain Edward Smith couldn't avoid being a

of controversy. Many blamed him for allowing the ship to travel close to ice in the area, but it was later noted that Smith was abiding by standard maritime practice. At the time, ice even when previous ocean liners had damage had been recoverable. Reports vary widely on how Smith reacted. Some eyewitness claim he actively helped women and children in the lifeboats and did his best to prevent panic, while others say he had become paralyzed with fear and turned ineffective.

Thomas Andrews - Victim
Thomas Andrews was the chief designer of the Titanic. He was on the ship on the night of the disaster. Andrews' presence on the ship was observed for him.

circulated the he sinking. It the sh

circulated the he sinking. It the sh

circulated the he sinking. It the sh

circulated the he sinking. It the sh

circulated the he sinking. It the sh





The Titanic sits near the dock at Belfast, Northern Ireland soon before starting its maiden voyage.
Circa April 1912; Wikimedia Commons



The lifeboats sit in their davits on the Titanic soon before the ship set sail.
April 1912; Author: Charles G. Carter; Collection: Commons; Caption via Getty Images



Passengers stand past the ship's onboard lifeboats soon before the ship went down.
Circa April 1912; Photo: The LIFE Picture Collection; Caption: Getty Images



The Titanic at the dock.
April 16, 1912; Wikimedia Commons



Captain Edward J. Smith (right) and
Circa April 1912; Ralph White/Getty Images



The Titanic begins its sea trials at Belfast.
April 5, 1912; National Archives



by waters before the disaster.
April 4, 1912; Hulton Archive



The railing and writing room
Wikimedia Commons



Crowds line the docks as the Titanic prepares to take off in Southern
April 24, 1912; National Archives; Caption: Getty Images

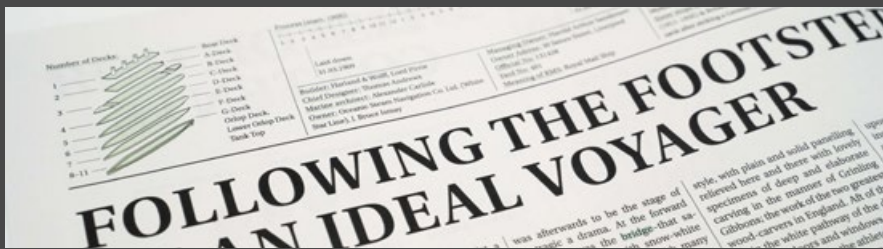
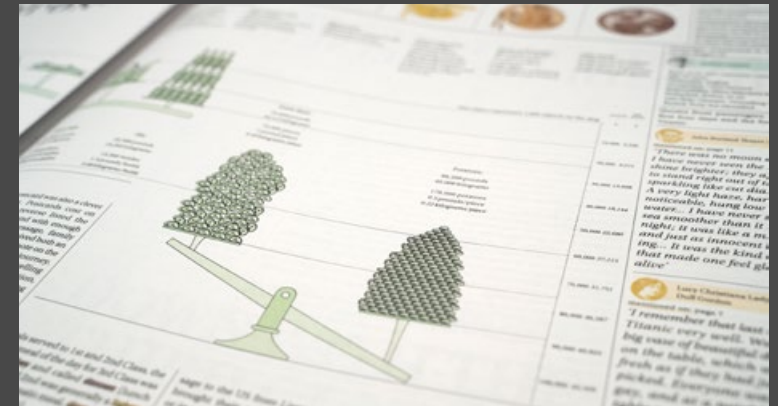
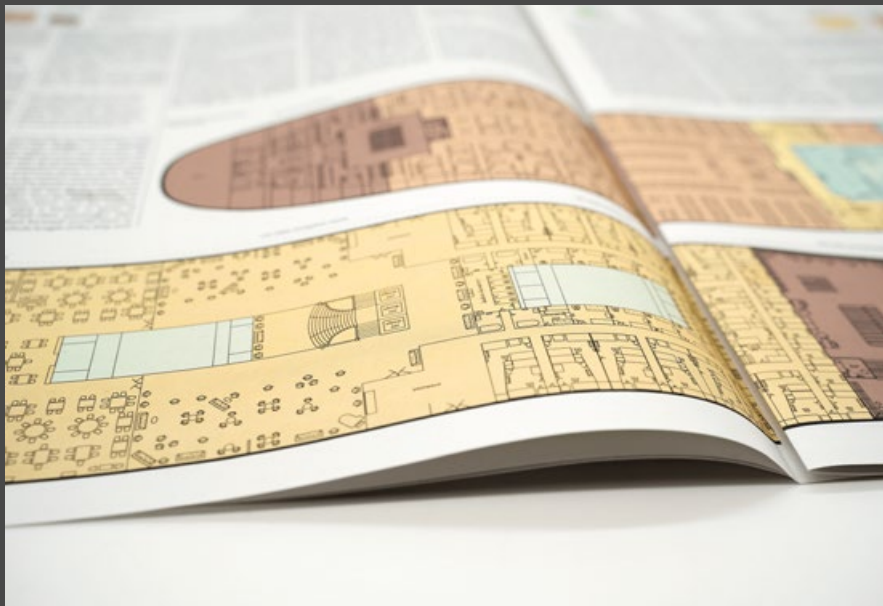
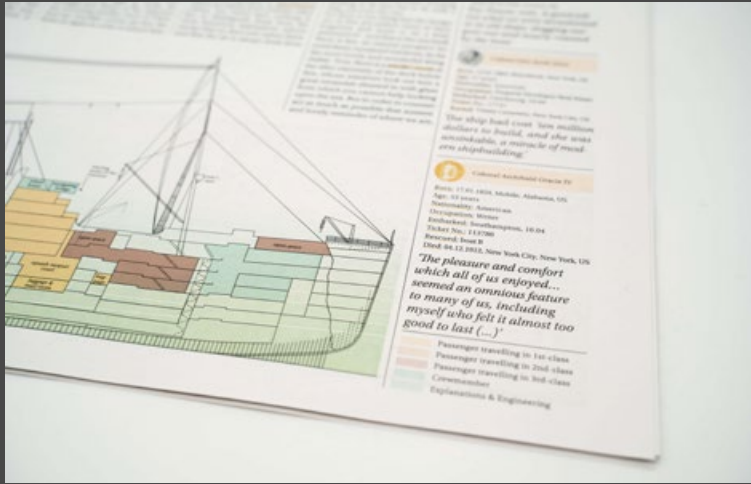


about the Titanic
Caption: Getty Images



A crowd of people wears Titanic armbands
Circa April 1912; Photo: Hulton Archive; Caption: Getty Images

Text on the right page of the book, including a map of the Titanic's route and several columns of descriptive text.



Editorial Design, Branding, Concept development, Illustrations

CUSTOMER PROJECTS

2022–2023



In the summer of 2022 I did a 6-week internship at the “Stiftung für Wirtschaftsbildung” in Vienna. They are a foundation which aims to bring realistic and responsible economic education to schools. In my time there I designed informational flyers and inventations, came up with a concept and a layout for a report on effectiveness and created a lot of illustrations, graphics and diagrams for educational material. I am really grateful for the experience and was warmly welcomed into the team. Even now, a year after my internship, I am still working with them, making graphics or illustrations.

Reference: +43 664 4011442; simone.weinbacher-traun@stiftung-wirtschaftsbildung.at

Color Palette



Typography

Headline

Lexend medium

Body text

Lexend regular
Lexend medium
Lexend semibold

Programs

Microsoft Word
QGIS
Adobe Photoshop
Adobe Illustrator
Adobe Indesign

Content

Report on effectiveness
Stationery
2-Pager "Offers"
Flyer Brief Overview

Invitation
Flyer "Offers"
Illustrations

Dataset

Stiftung für Wirtschafts-
bildung
(design guidelines
were already present)



REPORT



Inhaltsverzeichnis

<p>EDITORIAL</p> <p>UNSER TEAM UND UNSER ZIEL</p> <p>BEWUSSTSEINSBILDUNG</p> <p>DER SCHULPILOT</p>	<p>FORTBILDUNGSPROGRAMM FÜR LEHRER:INNEN</p> <p>FEEDBACK ZU DEN FORTBILDUNGSEINHEITEN</p> <p>ERFAHRUNGEN VON LEHRKRÄFTEN BEIM AUSPROBIEREN EINER NEUEN DIDAKTISCHEN METHODE</p> <p>FAZIT</p>
--	--

4 [Wichtiges zur Stiftung für Wirtschaftsbildung](#) | 5 [Wichtiges zur Stiftung für Wirtschaftsbildung](#)

6 [Wichtiges zur Stiftung für Wirtschaftsbildung](#)

"Wir unterstützen Schulen dabei, ihre Schülerinnen durch eine wirkungsvolle Vermittlung von Wirtschafts- und Finanz- und Zukunftskompetenzen bestmöglich auf ihr Leben nach der Schule und auf ihre Zukunft vorzubereiten."

Editorial

Stiftungsvorstand
Matthias Reisinger

Sein Einsatz als Leiter der wirtschaftswissenschaftlichen Abteilung ist nicht nur die 2022er Schuljahre als Bericht über die Arbeit der Abteilung, sondern ein Bericht über die Arbeit der Abteilung in der Vergangenheit und die Arbeit der Abteilung in der Zukunft.

Es ist eine große Freude, dass die Abteilung für Wirtschaftsbildung in der 2022er Schuljahre einen großen Schritt gemacht hat und die Arbeit der Abteilung in der Vergangenheit und die Arbeit der Abteilung in der Zukunft.

Matthias Reisinger ist Leiter der wirtschaftswissenschaftlichen Abteilung der Pixeden Club. Er ist ein Experte für die Arbeit der Abteilung in der Vergangenheit und die Arbeit der Abteilung in der Zukunft.

7

Die Stiftung

Hintergrund

Die Stiftung ist ein Verein, der sich für die Förderung der wirtschaftswissenschaftlichen Bildung in der 2022er Schuljahre einsetzt. Die Stiftung ist ein Verein, der sich für die Förderung der wirtschaftswirtschaftlichen Bildung in der 2022er Schuljahre einsetzt.

Das Ziel der Stiftung ist es, die wirtschaftswirtschaftliche Bildung in der 2022er Schuljahre zu fördern. Die Stiftung ist ein Verein, der sich für die Förderung der wirtschaftswirtschaftlichen Bildung in der 2022er Schuljahre einsetzt.

Gründungspartner

8 [Wichtiges zur Stiftung für Wirtschaftsbildung](#)

Team

 Matthias Reisinger, MSc Geschäftsführer	 Agnes Breisner-Pöcher Vorstand	 Nikolaus Griller Vorstand
 Heide Eimer Lehrbeauftragte	 Marija Ajrović, MSc Lehrbeauftragte	 Jacqueline Ihm, BA Lehrbeauftragte
 Heide Eimer Lehrbeauftragte	 Heide Eimer Lehrbeauftragte	 Heide Eimer Lehrbeauftragte

9

Der Schulpilot

Information

Die Schulpiloten sind Lehrkräfte, die in der 2022er Schuljahre an der Pixeden Club teilnehmen. Die Schulpiloten sind Lehrkräfte, die in der 2022er Schuljahre an der Pixeden Club teilnehmen.

Variante 1 - Fächervertreter Unterricht			
Schuljahr 2023/2024 Schuljahr 2024/2025 (Schuljahr 1)	Schuljahr 2024/2025 Schuljahr 2025/2026 (Schuljahr 2)	Schuljahr 2025/2026 Schuljahr 2026/2027 (Schuljahr 3)	Schuljahr 2026/2027 Schuljahr 2027/2028 (Schuljahr 4)
1 Fachlehrer 2-2 Fachlehrer 3-2 Fachlehrer			

Variante 2			
Schuljahr 2023/2024 Schuljahr 2024/2025 (Schuljahr 1)	Schuljahr 2024/2025 Schuljahr 2025/2026 (Schuljahr 2)	Schuljahr 2025/2026 Schuljahr 2026/2027 (Schuljahr 3)	Schuljahr 2026/2027 Schuljahr 2027/2028 (Schuljahr 4)
1 Fachlehrer 2 Fachlehrer 3 Fachlehrer			

12 [Wichtiges zur Stiftung für Wirtschaftsbildung](#)

Angebot

Die Pixeden Club bietet verschiedene Angebote für die Lehrkräfte. Die Angebote sind:

- 1. Projektwoche
- 2-2 Projektwochen
- 3-2 Projektwochen

Die Pixeden Club bietet verschiedene Angebote für die Lehrkräfte. Die Angebote sind:

13

SCHULPILOT WIRTSCHAFTSBILDUNG

In der Schule fürs Leben lernen!
Jetzt gemeinsam mehr Wirtschaftsbildung in die Schule bringen.

Im Rahmen des **Schulpiloten Wirtschaftsbildung** sucht die Stiftung für Wirtschaftsbildung bis Ende Dezember 2022 österreichische Schulen der Sekundarstufe I (Mittelschulen und AHS-Unterstufen), die einen inhaltlichen und didaktischen Wirtschaftsbildungsschwerpunkt erarbeiten wollen. Bereits 50 Pilotenschulen in Österreichweit starten ab Herbst 2022 mit dem Schulpiloten Wirtschaftsbildung in der Sekundarstufe I.

Der zweite Jahrgang des 4-jährigen Schulpiloten startet mit Schuljahr 2022/2023 mit den Schülerinnen der 5. Schulstufe und läuft vier Jahre bis Ende der 8. Schulstufe.
Der Schulpilot Wirtschaftsbildung bietet den Pilotenschulen ein sehr umfangreiches Begleitmaterialienprogramm wie Lehr- und Lernmaterialien, ein Fortbildungsprogramm, Schul-Coaching, Vernetzung und individuelle Förderung.

Jetzt Pionierschule werden, bis 01.12.2022 bewerben!

ANGEBOT

Aktuelle und neu entwickelte Lehr- und Lernmaterialien werden zur Verfügung gestellt. Inhalte und Methoden sollen spannend, lebensnah, interaktiven Unterricht gewährleisten.

Alle Lehrerinnen, die im Rahmen des Schulschwerpunkts unterrichten, nehmen am **Fortbildungsprogramm** teil (jedes Jahr 3 Tage in Präsenz, regelmäßige Online-Fortbildungen).

Für Pilotenschulen soll der Wirtschaftsbildungsschwerpunkt auch Teil ihrer Kommunikation werden. Schulen erhalten bei Bedarf nach den 4 Jahren ein **Schul-Coaching** und Peer-to-Peer-Schülerinnen ein Zertifikat.

Ein neuer Schulschwerpunkt ist auch immer ein Schulentwicklungsprozess. Dieser wird durch **Schul-Coaching** und Peer-to-Peer-Austausch (z.B. gegenseitige Schulbesuche) aktiv begleitet.

Ein **Förderbudget** von €A.000 (brutto) pro Jahr für Materialien, Veranstaltungsgeld, Ausflüge, zusätzliche Fortbildungen etc. soll Pilotenschulen bei der Umsetzung des Schulschwerpunkts unterstützen.

Die **Verzahnung mit der Wirtschaft** (Praxisprojekte, Betriebserkundungen etc.) ist ein wichtiger Teil des Pilotprojekts. Mitarbeiterinnen aus Unternehmen werden für die Arbeit mit Schulklassen erkennt geschult.

www.stiftung-wirtschaftsbildung.at

Wie kann ich den Schulpiloten bei mir am Standort umsetzen?
Der Schulpilot wird im Rahmen der Schulpiloten Wirtschaftsbildung ab Herbst 2022 im Neben dem

Setzen eines Schwerpunkts im Fach Geographie und wirtschaftliche Bildung (GWB), neuer Lehrpläne, wählt jede Pilotenschule eine Vertiefungsvariante:

VARIANTE 1 – FÄCHERNETZTER UNTERRICHT

Schuljahr 2023/2024
Schulpilot – Jahr 1 (Schulstufe 5)

Schuljahr 2024/2025
Schulpilot – Jahr 2 (Schulstufe 6)

Schuljahr 2025/2026
Schulpilot – Jahr 3 (Schulstufe 7)

Schuljahr 2026/2027
Schulpilot – Jahr 4 (Schulstufe 8)

1 Projektwoche
1-2 Projektwochen
1-2 Projektwochen

Wirtschaftsbildung im Rahmen des neuen Lehrplans Geographie und wirtschaftliche Bildung (GWB)

VARIANTE 2

Schuljahr 2023/2024
Schulpilot – Jahr 1 (Schulstufe 5)

Schuljahr 2024/2025
Schulpilot – Jahr 2 (Schulstufe 6)

Schuljahr 2025/2026
Schulpilot – Jahr 3 (Schulstufe 7)

Schuljahr 2026/2027
Schulpilot – Jahr 4 (Schulstufe 8)

1 Wochenstunde
1-2 Wochenstunden
1-2 Wochenstunden

Wirtschaftsbildung im Rahmen des neuen Lehrplans Geographie und wirtschaftliche Bildung (GWB)

Eigenes Schulfach „Wirtschaftsbildung“ insgesamt 3-4 Unterrichtsstunden in 3 Jahren

Jetzt Pionierschule werden!

Sie sind am Schulpiloten Wirtschaftsbildung interessiert?
Dann melden Sie sich zu einem **Termin für einen Info-Tag** an oder füllen Sie gleich jetzt die **ganz persönliche Voraussetzungen** aus. Unser Team wird sich zeitnah bei Ihnen für ein individuelles Beratungsgespräch melden.
Die **finale Einschreibung** für den Schulpiloten Wirtschaftsbildung ist noch bis **1. Dezember 2022** möglich.

Sie haben noch weitere Fragen? Dann schreiben Sie uns an:
stiftung.wirtschaftsbildung@stiftung-wirtschaftsbildung.at

www.stiftung-wirtschaftsbildung.at



IN DER SCHULE FÜRS LEBEN LERNEN



Die Stiftung für Wirtschaftsbildung unterstützt Schulen der Sekundarstufe I dabei Schüler:innen mit lebensnahen Wirtschafts-, Finanz- und Zukunftskompetenzen zu stärken.



Schwerpunkt setzen mit dem **Schulpilot Wirtschaftsbildung**: Mit dem 4-jährigem Schulpilot Wirtschaftsbildung setzen Schulen im Rahmen der Schulautonomie einen Schwerpunkt auf Wirtschaftsbildung. Beginnend mit dem Schuljahr 23/24 in der 5. Schulstufe begleitet der Schulpilot Schulen vier Jahre bis alle vier Schulstufen durchlaufen sind. Der Schulpilot Wirtschaftsbildung bietet den Schulpilot-Schulen ein sehr umfangreiches Begleitmaßnahmenprogramm wie Lehr- und Lernmaterial, Lehrkräfte-Fortbildung, Schul-Coaching, Vernetzung und finanzielle Förderung. Bereits 30 Pilotschulen österreichweit starten ab Herbst.

Jetzt voranmelden unter: [Vor Anmeldung zur Teilnahme am Schulpilot Wirtschaftsbildung \(office.com\)](https://www.office.com)



Kostenloses und qualitätsgeprüftes Lehr- und Lernmaterial auf der Plattform wirtschaft-erleben.at nutzen.



Aktionstag veranstalten: Finanzielle Unterstützung bis € 1.000 für einen Tag zu einem Thema Wirtschaftsbildung an der Schule

Antrag für Wintersemester 2022/23 bis spät. 30.1.2023 - Umsetzung bis spät. 20.2.2023 -> [Hier anmelden!](#) Ideen für Aktionstage gibt es [hier!](#)



Detaillierte Informationen zu allen Angeboten und Antworten auf Fragen gibt's beim **Info-Talk**:

Donnerstag, 22. September 2022 um 16 Uhr -> [Jetzt anmelden!](#)
Montag, 3. Oktober 2022 um 14 Uhr-> [Jetzt anmelden!](#)

**In der Schule fürs Leben lernen und gemeinsam mehr
Wirtschaftsbildung in die Schule bringen!**

Jetzt unseren Newsletter [abonnieren!](#)



Die Stiftung für Wirtschaftsbildung auf Bundesländertour



Spannende Schulen und Projekte kennenlernen und mit anderen Gestalter:innen aus Bildung und Wirtschaft vernetzen.

Zur Anmeldung hier klicken



INVITATION



Graz
Impulsvortrag: 'Kooperation Schule und Industrie', Sabine Sattler, Die Industrie

Klagenfurt
Junior Achievement Austria
EdTech Austria

Krems
Keynote: '21st Century Skills', Gregor Ruttner-Vicht
Junior Achievement Austria

Eisenstadt
Junior Achievement Austria

Wien
tbd



FLYER



...mit der Stiftung für Unser Ziel

Die Stiftung für Wirtschaftsbildung will mit ihren Aktivitäten junge Menschen dazu befähigen, im Laufe ihres Lebens und in ihren unterschiedlichen Rollen in der Wirtschaftswelt mündig, kritisch, selbstständig, verantwortungsbewusst und kompetent an der nachhaltigen Entwicklung und Gestaltung der Wirtschaft und der Gesellschaft mitzuwirken. Schüler:innen sollen sich somit durch den Erwerb grundlegender Wirtschafts-, Finanz- und Zukunftskompetenzen praxisnah und möglichst früh auf ihr Leben nach der Schule vorbereiten. Die Stiftung für Wirtschaftsbildung fördert neue Formen des Lernens, welche Schüler:innen stärken und durch aktive, spielerisch und kreative Zugänge ermöglichen ihre Potenziale zu entfalten.



Aktionsstag "Wirtschaft erleben"

Die Stiftung fördert dazu Mittelschulen, AHS-Unterstufen und polytechnische Schulen in ganz Österreich mit bis zu 1000 Euro beim Druckführen eines Aktionstages. Ein Tag, an dem sich die Schüler:innen aktiv und lebensnah mit einem der vielen Themen der Wirtschaftsbildung auseinandersetzen.

Jede Schule kann den Aktionstag freigestaltet und diesen selbstständig oder gemeinsam mit selbst gewählten Kooperationspartnern umsetzen. Eine Liste von konkreten Workshopangeboten von Kooperationspartnern findet man auf unserer Website.

**WIRTSCHAFT
ERLEBEN**
Zur Anmeldung hier klicken



Wirtschaftsbildung Lehr- und Lernmaterial

Die Plattform wirtschaft-erleben.at bietet kostenfreie und qualitätsgeprüfte Materialien für den Wirtschaftsunterricht in der Sekundarstufe I. Das Material deckt unterschiedliche Themen der wirtschaftlichen Bildung für verschiedene Unterrichtsfächer ab.

Die Plattform wird laufend um Beiträge erweitert, Materialien gesammelt und in Zusammenarbeit mit Lehrkräften und Studierenden von der Stiftung weiterentwickelt.



Schulpilot Wirtschaftsbildung

Im Rahmen des Schulpiloten Wirtschaftsbildung unterstützt die Stiftung 60 österreichische Schulen der Sekundarstufe I (Mittelschulen (MS) und Allgemeinbildende Höhere Schulen - Unterstufe (AHS)) dabei, einen inhaltlichen und didaktischen Wirtschaftsbildungsschwerpunkt zu etablieren. Der Schulpilot Wirtschaftsbildung wird im Rahmen der Schulautonomie umgesetzt. Die Pilotenschulen werden 4 Jahre begleitet bis alle vier Schulstufen durchlaufen wurden.

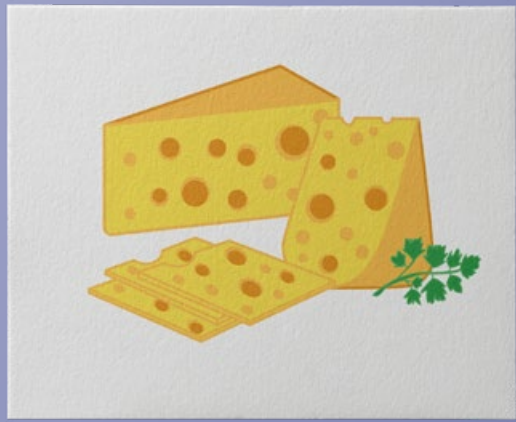
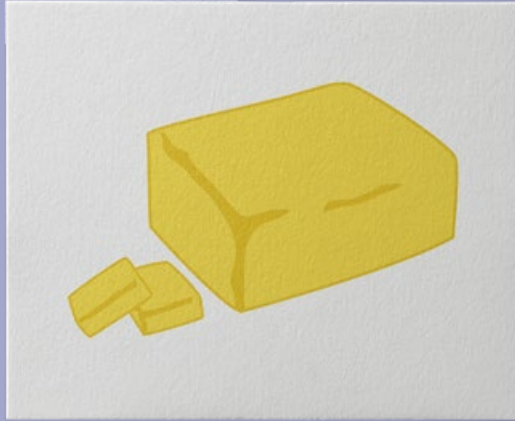
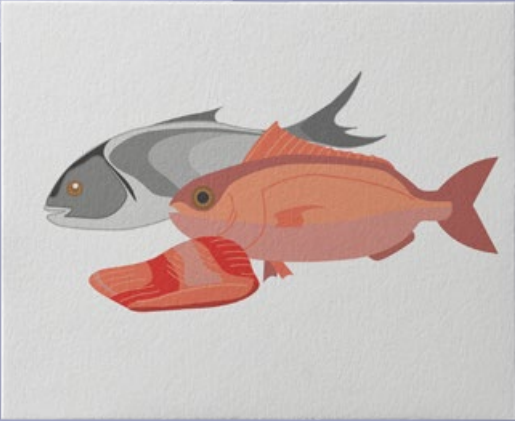
Der Schulpilot Wirtschaftsbildung bietet den Schulpilot-Schulen ein sehr umfangreiches Begleitmaßnahmenprogramm wie Lernmaterial, Fortbildung, Schul-Coaching und finanzielle Förderung. Über die Dauer der vier Jahre hinweg wird der Schulpilot Wirtschaftsbildung mit einer Wirkungsmessung begleitet.

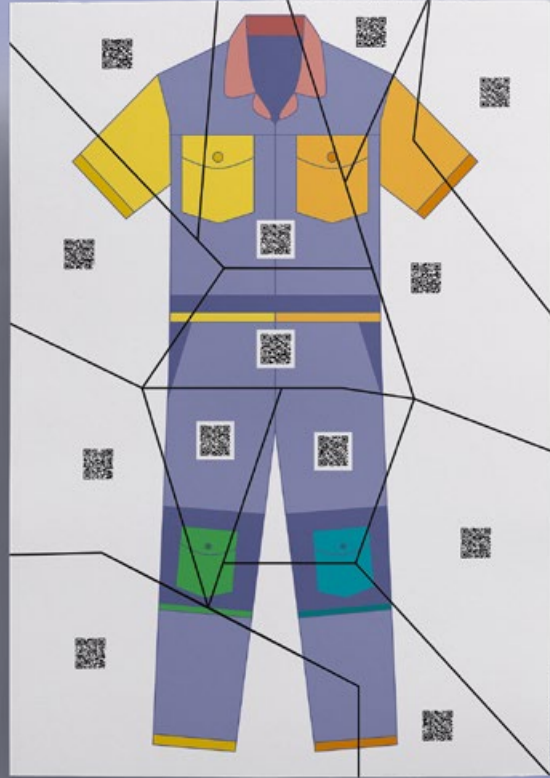
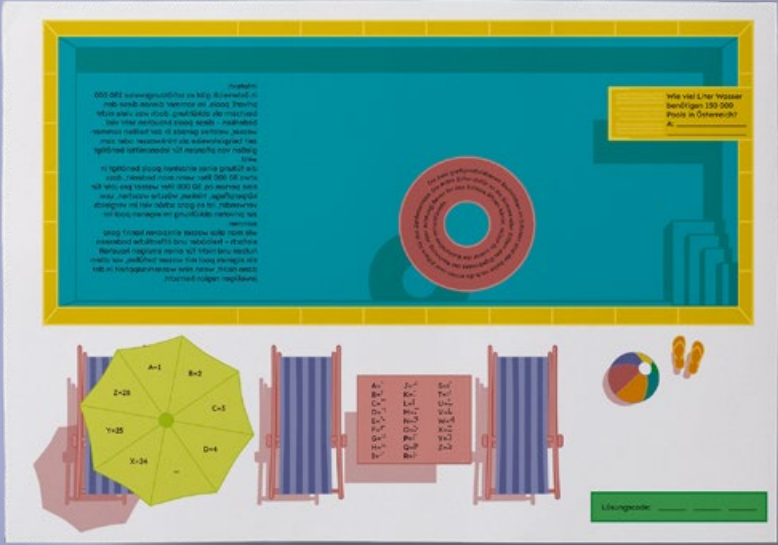
Alle Informationen zum Schulpilot Wirtschaftsbildung:
<https://stiftung-wirtschaftsbildung.at/angebot/schulpilot/>



ILLUSTRATIONS









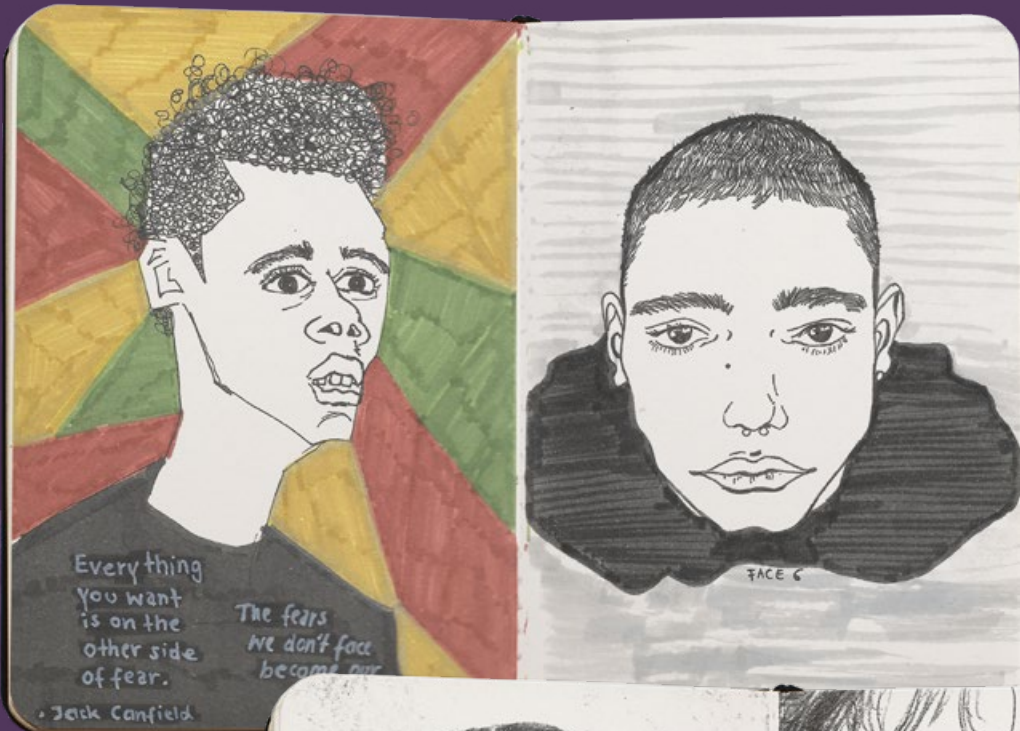
Sketches, Illustrations, Art

SKETCHBOOK

2020–2023

[← back to contents](#)

JOURNAL



SKETCHBOOKS





CONTACT ME



Number: +43 650 9863110



Email: hannah.hornisch2501@gmail.com



Instagram: hanns_designs



Behance: Hannah Hornisch



LinkedIn: Hannah Hornisch

*Thank you for your time!
I'm looking forward to hearing
from you!*

*Yours,
Hannah*

