

Titanic and Hindenburg

TWO TRAGEDIES, ONE PLAN

KENNETH M. PRICE, JR

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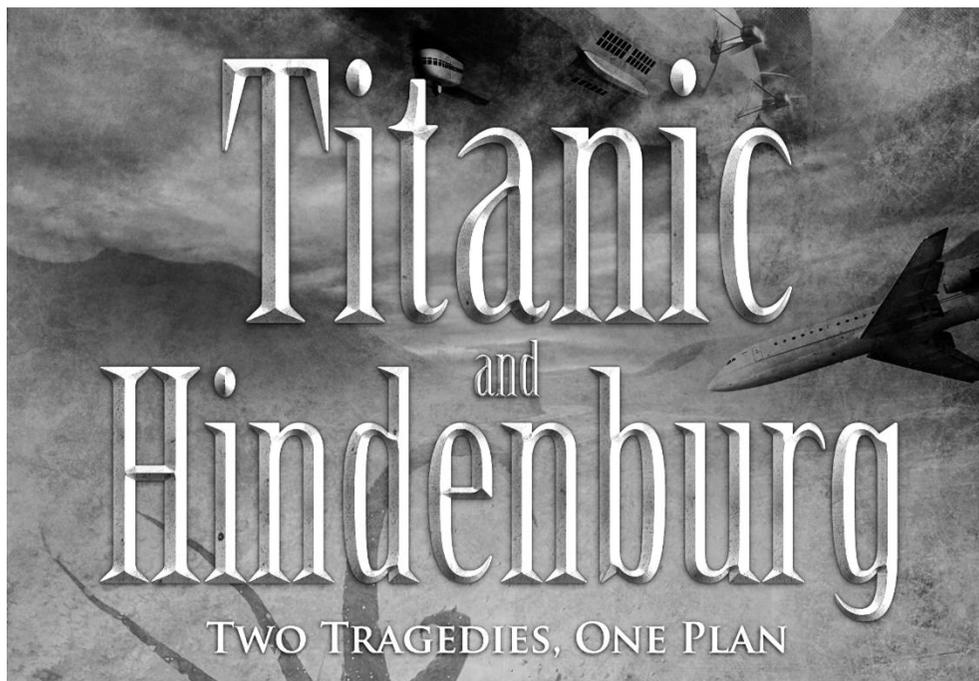
To my Mother and Father,

I know you both forgave me for not believing the story of Noah's Ark. By the time I first heard the story you had already taken me across oceans, rivers and mountains. I'd seen everything from ants to whales. I was not able to see how they could have gotten all of these animals on one boat.



To everyone who reads this book,

It's possible for stories to become exaggerated over time. The Titanic and Hindenburg were real events, even though they never went down the way people were told. Noah's Ark was a real event, but perhaps the whole planet was never totally flooded.



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Book 1 and Book 2

Book 1. *The Rise and Stall of the Piston Engine*

At the turn of the 19th Century petroleum processors had developed methods to increase petroleum yields. At the same time there were power mechanisms developed that outperformed petroleum fueled piston engines, but they were deliberately buried and forgotten. The reason? They multiplied the energy released during hydrocarbon combustion, thus to dramatically increase fuel mileage. *The Rise and Stall of the Piston Engine* is a vivid analyses of the development of the gasoline engine from 1885 up to present times. It reveals the design was never anything more than a means to consume as much fuel as the pipelines and infrastructure could handle. The petroleum piston engine, is and always was, a brilliant way to create demand for gasoline.

Book 2. *Titanic and Hindenburg, Two Tragedies One Plan*

Whereas Book 1 is primarily an expose of Big Oil and the Bankers plans to stick the public with gas hogging piston powered mechanisms during the early years of America's infrastructure development, Book 2 explains the degree and extent of the actions they took to get their plans fully accepted by the population. These plans included the development of psychological shifts in the human mind; such as to deliberately sink a brand new state-of-the-art ocean liner in order to make people believe sea travel was still not safe. Along the way when the Hindenburg comes into vogue, much more of this psychological nuancing of the public had to be developed. Read how the accepted demise of both travel icons are made up stories to fit the scripts. In the process learn that the Titanic, the Hindenburg, Charles Lindbergh and Amelia Earhart were all part of an oil-marketing plan that shifted sea travel to air.

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Preface

NOT MANY PEOPLE care about pieces of a ship that are 12,000 feet beneath the ocean. As a result, you probably do not know that the hull of the Titanic was observed from deep diving vessels in 2005 to be in five separate sections. You probably do not know that it has been acknowledged by the New York College of Marine Forensics that the pieces are so far apart on the bottom that they had to have become separated at or near the surface. You probably do not know that two of the sections came from the bilge of the hull where it is constructed of two layers of 1” thick steel plate that are separated by five foot frames.

But when I learned of this information I knew I had found probable proof of a premeditated crime: in this case, the deliberate demolition of the Titanic. That’s because the only methods I have seen in my lifetime to cut out and remove two layers of steel plate completely from a double-section of steel is with steel-cutting torches, laser beam, particle beam, extreme-pressure water or steel cutting explosives. But ice does not cut steel and never has.

The new information proves that the Titanic was deliberately sunk to anyone who's not blind. But you can't have a crime without a motive. In this case, the crime could have been committed against the Titanic itself, to destroy her and the cheap transatlantic service she could provide. Or it could have been committed against persons on board the Titanic at the time, or the purveyors of the cargo, jewels, gold and currency that was aboard her on the night of April 14, 1912.

However, even though there is now enough documentation and scientific data to totally disprove that the Titanic sank accidentally by supposedly striking an iceberg, the fact is the iceberg story is still fully endorsed by the vast majority of historians, scientists, engineers and naval architects. Few will come to accept such a dramatic revision of a story so long accepted unless they have good reason to.

So, I set about finding a motive. And that led me along to the dawn of a new form of transatlantic travel and to the story of the Hindenburg. And now I can honestly say that this is one great story worth reading!

Foreword

NEVER FORGET THE Titanic went down at the dawn of aviation travel. Her dramatic and well publicized failure impacted the future development of transportation mechanisms the world over for decades afterwards. One was the gradual phasing out of steam power because it utilized cheap coal. The other was the premature endorsement of the aviation industry even though it required enormous quantities of processed petroleum fuel that was already controlled by a monopoly.

You didn't know these things happened. That's because we have been taught to look at our transportation mechanisms from one single viewpoint: *everything runs on petroleum*. But since discovering research from as early as 1850 that revealed engineers had already found a better fuel than gasoline, I was able to analyze our current transportation mechanisms from a HUMAN CAPABILITY perspective. From that perspective, it is easy to see what really transpired.

Here are some other things you may not have known or forgotten: A few decades after the Titanic went down the great steamship era was waning but along came ingenious hydrogen-filled airships. From 1928 the German dirigible Graf Zeppelin was flying regular non-stop flights from Germany to Rio de Janeiro. In 1936 Hindenburg joined her adding non-

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stop flights to Lakehurst, New Jersey. And so for some moments during 1936 and 1937 the mechanized world witnessed a revolutionary transportation mechanism. The anti-gravity floating dirigible was clearly a better alternative to the transatlantic ships and the winged aircraft that she challenged. That was just before she was burned, labeled as a failure and used as the reason to cancel airship designs worldwide.

Both disasters had the effect of steering the public into a transportation system that would require and consume expensive processed petroleum fuels in place of cheaper alternatives. Excessive fuel consumption is a negative attribute, but these inferior designs were advertised as positive to the public via flashy new designs and the relentless support of the oil sponsored press.

Over the full course of this *petroleum-only agenda* our international travel mechanisms were switched from ships to planes, causing our dependence on refined petroleum fuels to grow significantly. Overland travel was similarly impacted when they switched most of the rail traffic to trucks which are 20 times less efficient. Another multiplier took effect in 1955 at the dawn of turbine powered airliners when the FAA turned up airspeeds. Thus, as planes were switched from piston to turbine powered, their fuel consumption was actually increased!

None of these changes in transportation mechanisms were a result of our HUMAN CAPABILITIES. None of these trends demonstrated the expected mechanisms we would have built, especially considering the progress in engineering, manufacturing, metallurgy and science that was achieved during the era. The public never chose to dismantle their safe fuel-efficient systems for the less efficient ones we got. The public never chose trips to Europe with just a two-week vacation. Such things were chosen for us by a corporatized industry bent on overcharging the public.

Now, if the Titanic and Hindenburg were destroyed because their high fuel efficiency was in the way of Big Oily's plan to sell as much fuel to the industrialized world as possible, then a premeditated plan to intentionally multiply world petroleum consumption would have served as the motive.

CHAPTER ONE

Memoirs of Engineered Giants

“They had to phase out steam. Steam power is revolutionary. You can make it with anything that will burn.”

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HOW DO YOU think the Titanic and Hindenburg should be remembered? Today we have jet planes that fly at 600 knots. That sounds good, but today we have virtually no alternatives for long distance travel. We have come to depend on higher speeds so we can spend a few weeks in Hawaii or Bermuda. That sounds ok, but over the past decades we have been restricted by our jobs to shortened vacation periods.

We need to look up and understand what is going on. We think we have a transportation system that is modern and high tech, but that’s

because we don’t know how much fuel it burns or the extent of the toxic compounds it emits. Many would gasp upon learning that one airbus burns upwards of 60,000 gallons on a single transcontinental flight. Look at us after 100 years of this: we are partners to a petroleum-powered transportation system that has no heart.



How dependent are we when the cost of the fuel accounts for 30% of the cost of the fare and it is imported? Why would a nation ever put into operation a system that created a trade imbalance just for the sake of higher speed? We get to live faster but our country gets to implode sooner; it doesn't make sense above the 3rd grade.

What about this fuel dependence and the fact we are all held hostage to crude prices when we were HUMANLY CAPABLE of building a more fuel-efficient system all along? And why does the government tolerate this corporatized industry we have come to depend on when they have demonstrated zero respect for our health and environment?

The transportation mechanisms we have now: were they built to help raise the average person's standard of living, or were they built this way for imposing a system that holds every human being in bondage to the oil industry?

Coal and Steam Power

Jump back to 1912 when the world was using coal as a fuel. Coal was scooped out of the ground

and used as is. 100 years later we're using a system that requires processed petroleum fuel which must be refined in refineries, stored in gigantic-sized tanks and transported through endless pipelines. The coal system never required these things. The coal issue was a larger issue than we ever realized because it was never just a coal system; it was a steam system and steam is an efficient way to harness power from anything that will burn. This means that the power systems we had back then could run on whatever fuels were cheap, abundant and locally available, and the people were never held hostage to world crude prices.

Photo # NH 104822 Stoking boiler furnaces on board USS George Washington



STOKING BELOW DECKS

The zenith of coal power arrived in 1912 when the Titanic was launched. She was the second of three Olympic class ships which were built to herald in a new era in steamship passenger travel. It appeared that passenger safety at sea had been mastered and was now even comfortable. Much of it was due to the genius and reliability of steam power. But as you know, the voyage from Ireland to New York didn't go as planned.

Hydrogen and Anti-gravity



The Hindenburg rests on the turn-a-round in Friedrichshafen Courtesy: Pinterest

The hydrogen issue was also a larger issue than we realized because it was never just a lift system but an efficient fuel system as well. A zenith for the development of hydrogen anti-gravity arrived twenty-five years after Titanic when the Hindenburg was

launched. She was the second of two Graf-Zeppelin class ships. Their successful and dual performances during 1936 greatly impressed even the sceptics. Once again it appeared that travel across vast oceans had surely been mastered.

Air travel now included awe-inspiring views from “ships” which floated in the air above the seas. Hydrogen antigravity had been demonstrated to be safe and reliable for nine years.

But as you know the voyage from Germany to New Jersey didn't go as planned. And thusly the era of the Titanic and Hindenburg became an emotional ride between being awe-inspired and being tragically disappointed. Titanic was supposed to have been totally safe. She was not only the largest passenger ship that ever put to sea; she had 16 watertight

compartments that put her in a class above every other ship afloat. Her added size allowed her to could carry more passengers making it possible for the first time to provide 3rd Class cabins, kitchens and eating halls.

The fuel that Hindenburg consumed on a trans-Atlantic flight amounted to less than 25% of her available payload. She crossed the Atlantic 34 times in 1936 with no mishaps and she was a one-off prototype!!

She was nearly as long as the Titanic that was in reality a 7 million cubic foot “pointed bomb”. When she cruised low and majestically above the crowds it made for a breathtaking sight.



The dining room aboard the Hindenburg

Both the Titanic and Hindenburg were amazing engineering marvels when they made their debuts! The princess ship was powered by two triple-expansion steam engines coupled with one center turbine which ran off the discharge steam from the two piston engines. This revolutionary 3 screw arrangement made the Olympic class vessels the most fuel- efficient steam powered ships of their day. The airship’s revolutionary design utilized diesel engines for her forward propulsion, and since she was equipped with hydrogen-filled “anti-gravity” gas bags that were tucked within a streamlined shape, she was fully lifted at rest. Therefore, the only power necessary to propel her was just that needed to move her forward on a cushion of air. Hindenburg’s design was twenty times more fuel efficient than the best flying machine of her day.

In both trials, we got the opposite of what was expected. Both produced news that smashed our dreams into pieces. In each case the stories that got printed mainly demonstrated mankind’s failure to properly design and operate public transportation mechanisms that were supposed to be built on sound engineering principles garnished with experience.

The Titanic sinking shook the public to the bone, delivering the message that it was still dangerous to cross an ocean even in the modern age. The people didn't think to notice that this perceived "fear" cleared the way for an even more dangerous form of transportation to come into vogue: winged flying machines that crashed about every other time they took off. The Titanic incident helped these flimsy designs look reputable in an era when they were not. The fact was and still is today: crossing the ocean had in fact been made completely safe.



Third Class dining room aboard the Titanic.

The Hindenburg burning dashed our hopes while at the same time making us fearful of hydrogen. The message delivered was somber; it was still very dangerous to fly even using the most modern design because it could explode from just a small mishap. Then her fiery destruction gave way to photographs and newsreels of an incineration of people and materials. These were exploited in movie houses for decades with the message that hydrogen gas is extremely volatile and non-controllable. Fact: the Hindenburg was safe. A small spark could never have caused her to be set ablaze. She had been brought down by a deliberate act of sabotage.

I should add that such a deliberate act such as firing an incendiary bullet into the frame would have brought down any type of aircraft. Even still this one aviation "failure" cost the world a more efficient form of air transportation and the use of an effective form of anti-gravitation. After the burning of the Hindenburg, our transatlantic transportation system was methodically steered away from coal-powered steamship and rail and into petroleum-powered air travel that consumes expensive liquid fuel.

Remembered as Failures from Stories that are False.

But now there are many glaring contradictions coming plainly into view. One of them is the fact that all vessels, except military, have gravitated back to super-engineered piston engines. These modernized piston engines have lots of electronic fuel controls, but they can only run on expensive processed petroleum fuels. The engines may be slightly more fuel efficient but the fuel cost itself is much higher. Another contradiction comes into view with the Hindenburg design being discarded for flimsy flying mechanisms that still crash and burn, and yet consume approximately 10 times as much petroleum fuel.

We should give credence to the fact that when the 52,000 ton Titanic steamed across the Atlantic at 22 knots using raw coal as fuel it was a more amazing feat than the re-designs of today, regardless of what time-period it was. All we have done, in both cases, is redesign an already great mechanism into a more complicated one, and unfortunately one that is more dependent on expensive petroleum fuel. Americans have been had.

The destructions of the Titanic and Hindenburg thus became defining moments in the evolution and modernization of the world's transportation mechanisms. In retrospect, Titanic's sinking was perfectly timed to initiate the decline and eventual phase-out of passenger travel by steamship. Hindenburg's destruction marked the world's abrupt end of the use of hydrogen as a lifting gas for fuel-efficient air travel.

So how did it come to pass that the Titanic and Hindenburg, both extraordinarily comfortable and fuel efficient means of travel, came to be remembered as engineering failures when the true facts about them document that they were the safest and most fuel-efficient means of transportation in their day? Was their fuel efficiency too high to fit the crude oil industry's objectives?

We are the ones who live with the transportation mechanisms that we are allowed. We can learn how to drive and fly, and we make the best of it. I am not here to complain but merely to ask *who are they who determined for us what types of mechanisms we get to choose from?* This is an especially important

question today because we are currently being held hostage to the price of crude which is monopolized.

Latest Evidence

Today the entwined roles of the Titanic and the Hindenburg have finally come into plain view through mind-blowing evidence recently discovered. This evidence combined with renewed analysis provides the acid test of the whether their stories are in fact true or not. Both fail it miserably. But this should come as no surprise as the explanations for both tragedies have been from the very beginning based on causes that were not only erroneous but physically impossible to duplicate.

You will soon see the drawings of gigantic chunks of reinforced steel as discovered in 2005 that were somehow torn completely loose from the bottom of Titanic's hull. Today the proper application of science and engineering as it pertains to the newly discovered pieces is invaluable. The new information allows us to finally solve the mysteries of the Titanic. To solve the mystery of the Hindenburg we have enough scientific evidence to definitively prove that she was not set afire by a spark from lighting or static electricity. Also included is a "smoking gun" report as to who set her ablaze and how they did it that few people have seen. With this new information, combined with the truth of what sank the Titanic, we can finally put to rest what happened to the Hindenburg.

Today, after a review of the performance of these two ingenious human-engineered transports, we can clearly see that it was a corporate agenda, and not an engineering or safety issue that led to the demise of coal powered steamships and locomotives. Later the same kind of de-evolution occurred when they removed electric powered mass transit systems. The result is we are now almost totally dependent on petroleum-hungry piston engines in our trucks and cars is the result.

The demise of the Titanic and Hindenburg were very much a part of a bankster Big Oily agenda. It began with finding ways to process crude oil and gasses into every imaginable product that was possible to produce from it. This research led to the classification of numerous petroleum-

based fuels, solvents, processing chemicals and feed stocks. Then it explored every use within industry, transportation, government municipalities and national defense mechanisms. It all seemed so revolutionary that so many products could be made from petroleum that we forgot we were embracing a toxic future. This is worth noting since the same petroleum products are in use today.

You will soon understand why the Titanic and Hindenburg were and are very much a part of the energy situation the world is faced with today. This is relevant information today as you can garner from our nation's 20 trillion-dollar debt, we've been massively ripped off. Promises that were made never came true and it was not because it was the people's fault. The people designed and the people built, and lives were lost and sacrifices were made. The people deserved the fruits of the Titanic and Hindenburg.

Unfortunately, virtually every superior transportation mechanism has been taken away because all the better mechanisms would have resulted in reduced petroleum consumption.

CHAPTER TWO

Blown Up Steamships



“They saw this ship as so fast it could outrun any submarine. They saw it as being so immense, so well built, so safe, and so well equipped with lifeboats in the wake of the Titanic disaster that even if it were hit by a torpedo, no one imagined this thing actually sinking.”

Eric Larson, “The Last Crossing of the Lusitania”.

STOP AND CONSIDER the above description of a Captain’s supposed attitude leading up to the Lusitania sinking; a disaster of epic proportions which took place just three years after the Titanic supposedly struck an iceberg and sank. Now we have a captain who is ten times more defiant; seemingly willing to attempt to outrun planes and torpedoes with a ship full of people!

In Titanic’s case, 1523 people are lost. In this case, 1,195 passengers are lost. Titanic goes down from an iceberg because she was speeding. Lusitania wants to speed even more.

Lusitania's skipper was able to get away with the loss of over a thousand people and yet maintain a cavalier attitude. How was this possible when in reality it was a slaughter of passengers? Now, since this reading more like a script perhaps it's time to have our existing picture of the Titanic "sinking by accident" expanded into a fuller picture. As it turns out, the full picture must include the full spectrum of coal-powered steamship losses during the "Titanic" era, because the losses were massive.

When the Titanic went down people did not know that her sinking would become one of many sinkings of coal powered steamships during the next seven years. Thanks to people who can find records and summarize research, we now have a compilation of all of the ships that were sunk during World War 1. Now we know of all the "Titanics" that once plied the oceans from April 15, 1912 when she sank up until Jan 13, 1919. From this, we see an alarming number of cases where these ships were sunk while carrying passengers or soldiers.

The brutal side of war? Yes. But the fact is, even though these ships officially went down while serving as either a hospital or troop carrier during wartime, they did in fact all end up being sent to the bottom of the sea. The result? By the end of the "Titanic" era, the public were without the coal-powered mechanisms they had used to connect with every major continent in comfort and safety.



USS Battleship Maine, 1897 Courtesy: Library of Congress

Most people know the story about the Lusitania's sinking, which got the upcoming war with Germany into high gear. And many people know about the Battleship Maine, which blew up in Havana Harbor, helping to lead the US into the Spanish American War in 1898.

Both of these ship losses were reported as having

occurred as a result of massive “explosions”. The attempted explanations for these explosions have caused endless controversy ever since.

To say coal powered steamships were a target during World War 1 would be a major understatement as throughout the war the ongoing orders were to sink them at every opportunity. Couple this knowledge with the latest wreckage from the Titanic and you’ve got yourself a major revelation as it indicates she too was blown apart with high powered explosives, as were warships of her time.

Since the completion of a dive to her wreckage in 2005 the known damages done to Titanic’s hull bottom are so severe a new breakup scenario had to be developed. For this the New York City College of Marine Forensics was brought in as they are the official spokespeople for the Titanic sinking.

In 2012 they developed the latest scenario of her sinking. Their new version renders every version of her sinking written beforehand as erroneous! That includes the 1997 “stern broke off” scenario in the Titanic movie. Today, few people know that every theory they have seen on TV about the sinking of the Titanic has been thrown out by the new rulings of the New York City College. If they did many would demand better answers concerning Titanic’s actual demise. So let us now turn our attention to Titanic’s “sisters”; the coal-powered passenger steamships of the era.

Steamships Sunk During the Titanic Era: 1912-1919

First we will look at **World War 1**: The list is of steamships that were serving either as Hospital Ships or Troop Transport Carriers at the time they were attacked. This was generally without warning. They often sank within 15 to 30 minutes of being struck.

1. 1914 Austria-Hungary 2,000 Tons **SS Baron Gautsch** While carrying passengers struck a mine on August 13 and sank off Istria. 177 lives were lost.
2. 1915 United Kingdom 32,000 Tons **RMS Lusitania** While carrying passengers was torpedoed by U-20 on May 7. 1,198 out of 1,900 were lost.

3. 1915 United Kingdom 11,000 Tons **HMT Royal Edward** While carrying troops on August 13, 1915 was torpedoed resulting in the loss of 935.
4. 1915 United Kingdom 7,100 Tons **SS Marquette** While carrying troops was torpedoed in the Aegean Sea on October 23 with a loss of 167.
5. 1915 France 2,000 Tons **Le Calvados** – While serving as a troopship was torpedoed near Marseille on November 4 with a loss of 740 lives.
6. 1915 Italy 8,200 Tons **Ancona** – While carrying passengers was torpedoed on November 8 in the Gulf of Cagliari. 206 people were lost.
7. 1915 United Kingdom 2,000 Tons **HMHS Anglia** – While serving as a hospital ship struck a mine. 134 people were lost.
8. 1915 United Kingdom 8,000 Tons **Persia** torpedoed killing 343.
9. 1916 Italy 412 Tons **HS Marechiaro** hospital ship struck a mine, 200 lost.
10. 1916 France 1600 Tons **SS Sussex** – torpedoed, 100 people lost.
11. 1916 Russia 5600 Tons **HS Portugal** hospital ship torpedoed 90 were lost.
12. 1916 Italy 7800 Tons **Principe Umberto** torpedoed killing 1,926.
13. 1916 Italy 2100 Tons **Letimbro** shelled and torpedoed; lost: 236.
14. 1916 France 15,000 Tons **SS Gallia** torpedoed; loss of 1,338.
16. 1916 United Kingdom 52,000 Tons **HMHS Britannic** hospital ship struck a mine and was torpedoed. 30 people died.
17. 1916 Italy 15,000 Tons **Brindisi** sunk by a mine, 840 were lost.
18. 1916 United Kingdom 12,500 Tons **SS Maloja** sunk by mine, 155 lost.
19. 1917 United Kingdom 11,000 Tons **HMT Cameronia** torpedoed, 210 lost.
20. 1917 United Kingdom 4200 Tons **SS Mendi** struck and cut almost in half by SS Darro resulting in a loss of 646.
21. 1917 United Kingdom 14,000 Tons **SS Ivernia** torpedoed, loss of 120.
22. 1917 Italy 4,000 Tons **SS Minas** torpedoed, 870 lost.
23. 1917 United Kingdom 6,300 Tons **HMHS Lanfranc** torpedoed 22 lost.
24. 1917 United Kingdom 8,600 Tons **SS California** torpedoed 41 lost.
25. 1917 United Kingdom 2,000 Tons **HMHS Donegal** torpedoed , 40 lost.
26. 1917 United Kingdom 14,400 Tons **SS Transylvania** 412 people lost.
27. 1917 United Kingdom 15,000 Tons **SS Laurentic** struck two mines 354 lost.
28. 1917 France 3,000 Tons **Medjerda** torpedoed, 344 casualties.
29. 1917 United Kingdom 8,000 Tons **SS Arcadian** torpedoed, 279 lost.
30. 1917 France 5,600 Tons **SS Sequana** torpedoed, 207 lost.
31. 1917 France 5,600 Tons **SS Admiral Magon** torpedoed, 203 lost.
32. 1917 United Kingdom 7,700 Tons **HMHS Salta** hospital ship struck a mine, 79 were lost.
33. 1917 Italy Tonnage unknown **SS Perseo** torpedoed, 227 lost.
34. 1917 United Kingdom 6,500 Tons **SS Eloby** torpedoed, 156 lost.
35. 1917 United Kingdom 9,600 Tons **HMT Aragon**, torpedoed, 610 lost.

TITANIC AND HINDENBURG

- | | | | | |
|----------|-----------------|-----------------|--------------------------------|---|
| 36. 1918 | Italy | 8,300 Tons | SS Verona | <u>torpedoed</u> , 880 lost. |
| 37. 1918 | Austria-Hungary | 3,800 Tons | SS Linz | struck a mine, 1,003 lost. |
| 38. 1918 | France | 9,400 Tons | SS Sant Anna | <u>torpedoed</u> , 605 lost. |
| 39. 1918 | Austria-Hungary | 2,300 Tons | SS Euterpe | <u>torpedoed</u> 555 lost. |
| 40. 1918 | United Kingdom | 2,700 Tons | RMS Leinster | <u>torpedoed</u> 500 lost. |
| 41. 1918 | France | 3,700 Tons | SS Djemnah | <u>torpedoed</u> 435 lost. |
| 42. 1918 | France | 1,700 Tons | SS Balkan | <u>torpedoed</u> 417 lost. |
| 43. 1918 | Japan | 8,500 Tons | SS Hirano Maru | <u>torpedoed</u> , 292 lost. |
| 44. 1918 | Italy | 3,000 Tons | SS Tripoli | <u>torpedoed</u> , 268 were lost. |
| 45. 1918 | Canada | 10,600 Tons | HMHS Llandoverly Castle | <u>torpedoed</u> , 234 lost. |
| 46. 1918 | Austria-Hungary | Tonnage unknown | SS Bregenz | <u>torpedoed</u> , 234 lost. |
| 47. 1918 | United Kingdom | 1,800 Tons | HMS Louvain | <u>torpedoed</u> 224 lost. |
| 48. 1918 | United Kingdom | 14,400 Tons | SS Tuscania | <u>torpedoed</u> , 210 lost. |
| 49. 1918 | United Kingdom | 6,800 Tons | HMHS Glenart Castle | hospital ship, <u>torpedoed</u> , 162 lost. |
| 50. 1918 | United Kingdom | 7,700 Tons | HMAT Warilda | hospital ship <u>torpedoed</u> . 123 were lost. |
| 51. 1918 | France | 4,500 Tons | SS Pampa | <u>torpedoed</u> , 117 lost. |
| 52. 1918 | United Kingdom | 9,500 Tons | RMS Moldavia | <u>torpedoed</u> 56 lost. |
| 53. 1918 | United States | 33,000 Tons | USS President Lincoln | <u>torpedoed</u> , 26 lost. |
| 54. 1919 | France | 4,300 Tons | SS Chaouia | struck a mine, 476 lost. |

429,000 Tons of commercial shipping lost.

Review of Steamships Lost During WW1

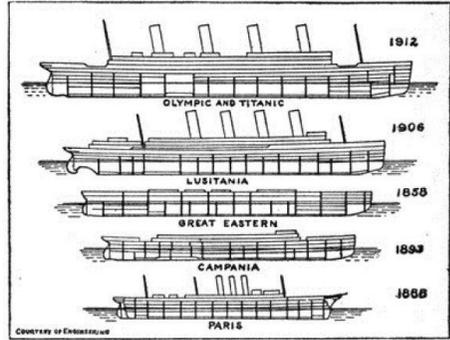
I apologize for the long list but there's no better way to understand the numbers. Now here's another figure: the numbers of **all of the ships, military and civilian**, which were lost. According to records, by the time World War 1 was over it had consumed 12,467,626 GRT of Allied Shipping!

Hold on! What did you just read? Just the losses in iron metal were astronomical. We're talking 25 trillion pounds of smelted and worked iron that was sent to the bottom of the ocean as a total loss! Don't you ever wonder why we humans destroy so much of our hard-earned stuff? I do. The actual figures tallied from WW1 ship destructions boggles the mind.

From the list, losses in civilians and soldiers, while sailing on converted passenger liners, came to a total of 6,392 casualties. This is a low figure considering that the Lusitania and the Principe Umberto sinkings

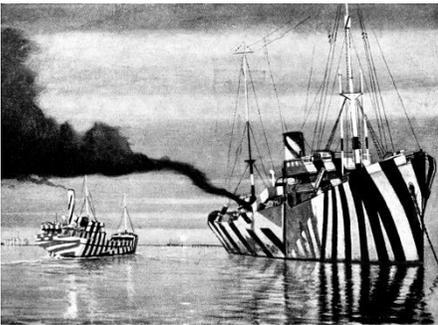
account for almost half of the total losses. Even more so, considering the amount of total tonnage lost, such low loss rates seem extremely unlikely.

For example, if I used the Lusitania as a typical example, with her tonnage of a 34,000 and her losses of 1,100 people, and applied that same ratio to 430,000 tons of total ships lost, the number would calculate to losses of 13,911 people. Another oddity is the fact that the Lusitania was one of the safest ships afloat as she had 12 watertight compartments. Yet she ended up performing about the worst by sinking the fastest, in about 18 minutes, and losing half of her passengers.



More hype: This drawing reveals the fact that watertight compartments were nothing new, but were in fact pretty much standard. Courtesy: Scientific American

Also troubling during my search; the total number of soldiers who went down at sea before they ever reached European shores. This is a very difficult figure to obtain. And yet there's still much more to the story. Yes, the numbers of steamships serving as **troop transport carriers** and **hospital ships** that were torpedoed or hit naval mines is hard to believe. However, it is the lack of mercy for passengers, wounded and commercial crew members, lost in great numbers, which bothers me the most.



An example of hospital ship "dazzle" painting. Courtesy: Burnel Pool, 1919.

Were the times really so callous or were coal powered steamships burdened with an unjust destiny? From the numbers above it is now known that both of these were in full swing. Submarine captains were charged with sinking the enemy's ships, and so as it turned out, neither troop carriers, passenger ships carrying passengers or hospital

ships were given any warnings prior to being torpedoed. What transpired were unmitigated disasters at sea for many innocent and helpless people.

The Odd Case of the Sinking of the Lusitania

As the public has heard countless testimony about the supposed “unsinkable” Titanic with her 16 separate and watertight compartments they are oblivious to the 12 watertight compartments and doors of the Lusitania. According to Wikipedia: “there were some problems with the watertight doors that separated the coal bunkers from the boilers”. This may have been a bad enough flaw to allow the Lusitania to sink over time, but the watertight doors to the twelve major sections should have dramatically slowed the process.

This is what supposedly happened: First she was torpedoed by a German U-boat, and as the story continues: *“then a second, unexplained, internal explosion, likely munitions she was carrying, sent her to the seabed in 18 minutes, with the deaths of 1,198 passengers and crew”*.

So what did happen here? My guess is that the watertight doors were never deployed. I am also suspicious of the 2nd explosion. If the ammunitions she was carrying did explode, why didn’t they explode along with the torpedo warhead detonation? Looks like a planned demolition.

The Odd Case of the Britannic Sinking

Owing to the supposed hull failure of Titanic, her younger sister Britannic was beefed up along her sides above the bilge. Before she left dry-dock extra frames were added to her sides where the hull turned upward, thus giving Britannic a double hull that continued part way up her sides. This increased the stiffness of the hull in resisting twisting and bending. But here again, we got an outcome that was eerily similar to Lusitania.

“On the morning of 21 November 1916 HMHS Britannic was shaken by an explosion caused by a naval mine near the Greek island of Kea and foundered 55 minutes later, killing 30 people.” Wikipedia

Thank goodness most of the doctors, nurses and wounded got off the ship into 35 lifeboats that stayed afloat until they were rescued. But why

did the Lusitania and Britannic sink so fast, when both of them were equipped with watertight compartments and doors that should have allowed them to stay afloat for hours or days, rather than to founder in 18 to 55 minutes? By the way, recent dives to the wreck of the Britannic revealed that her watertight doors were never deployed into the downward position.

More oddities about steamship losses

The way in which the world's steam powered passenger carriers were confiscated and placed into war is another story worth reviewing. For example: if you were a passenger shipping company during this era you would likely have several of your fastest vessels seized and commandeered by the British, American, Italian, French or Austro Hungarian governments. The seizure of your vessel, whether it was a brand new luxury steamliner or 20 year old one nearing the end of its service, meant it would probably never serve as a passenger ship again. When they were converted to troop carriers or hospital ships, not only were the cabins and contents gutted, but the ship itself was likely sent to the bottom as her final reward for service during wartime.

The aforementioned tabulation documents that transatlantic passenger ocean liners were prime targets for destruction during the era following the Titanic. It documents one of the underlying objectives of World War 1 was to dramatically reduce the number of passenger steamships which ran off coal. And as the banksters and Big Oily went on to replace them with oil burning designs rather than coal burning ones, they forced us to re-finance and re-build to the exact specifications they desired.

Review of Steamships Lost During WW2

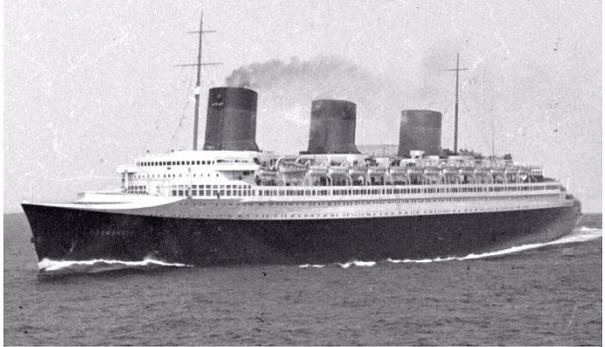
Now on to the second round; WW2. Here the list of steam powered ships that were sunk while serving either as a hospital ship, troop transport carrier, POW transport or passenger transport is 49 pages long (Wikipedia). Most noteworthy: The losses in steam-powered vessels eclipsed those of World War 1 by a factor of 3 or more. But what is even more alarming is that the modus operandi of WW1 was carried over as the

modus operandi during WW2, as if the world had learned nothing from the previous war other than how to get a lot of young men and women drowned.

Whereas the underlying narrative of steamship losses during World War 1 was to demolish the coal burning steamships, in World War 2 the narrative switched to demolish the oil-burning steamships. As I have stated the use of steam power makes any powered mechanism a target of Big Oily for the simple fact that steam can be created by burning anything that is burnable. Now, in post-World War 1 days, though most ships had been converted to burning oil instead of coal, the majority of these modernized steamships were equipped with turbines. The combination of steam and turbines scared the oil gooks it is the most efficient electrical generation package we have developed to date. Today, all the major power plants use a steam turbine system, and most of them burn coal.

Here's one example of a passenger steamship that was made an obvious target for premature destruction. Launched in 1932, the French-built SS Normandy, was the largest ship in the world and for the next five

years. She was the first liner to exceed 1000 feet in length; the first liner to exceed 80,000 tons and the largest turbo-electric powered liner. She was the first to make a 30 knot eastbound Atlantic crossing. Her power consisted of 4 steam



The SS Normandie Courtesy: Wikipedia

turbines that were all connected to electric drives. Turbines could be shut down and the power requirement re-routed from just one or two.

The SS Normandy was too efficient for Big Oily! So the U. S. confiscated and converted her to a troop ship and in the process they managed to catch her on fire, then flood, capsize and sink her. She never sailed again. What a colossal waste of one of the most efficient passenger carrying mechanisms ever constructed!

The amount of iron and ships sent to the bottom during World Wars 1 and 2 has been tabulated in terms of lost tonnage. The number of soldiers, prisoners, wounded and those who administered to wounded have been tabulated as well. Time and time again they were sent out into harm's way, thus what happened to soldiers and citizens in World War 1 happened to them again in World War 2.

Summary of WW2

Allied Tonnage sunk: **15,619,853 GRT**

No. of passengers lost on ships sunk at sea: **34,336.**

Passenger ships lost: **174.**

Bankster/Big Oily "Modus Operandi" in a Nutshell:

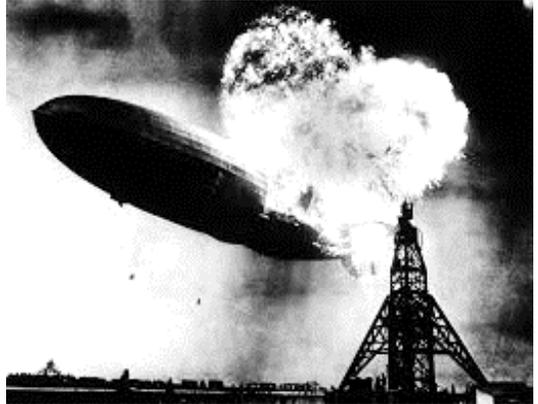
Why re-write the script from WW1 to WW2 when you can just reuse the same one? **First:** Presidents of major shipping and passenger liners announce plans for newer and bigger ships that will provide the public more speed and luxury than ever before. **Second:** Ship construction begins in several countries. **3. Newspapers report** the progress and hype the competition. **4. Pride** and ambition envelopes the industrialized nations. **5. Celebrations** are held as new ships are launched amidst much fanfare and publicity. **6.** The ships go off on their maiden voyages **setting records and receiving awards** and notoriety. **7.** People start to believe a new "Golden Age" has dawned and **begin making future plans** to travel. **8. War breaks out,** the ships are commandeered into service by Great Britain and the U.S. for military purposes. Axis ships in Allies ports are impounded, seized, name-changed and put back into service as troop carriers or hospital ships. **9.** The vast **majority of these ships are sent to the bottom** of the seas along with thousands of people who were along as passengers.

Yes, we unwittingly sent our most valuable "treasures" out on the high seas and into peril, over and over again, but those who planned the war and profited off it are the sole ones to blame. Bankster/Big Oily did it by taking advantage of our trust and patriotism. In the process, without noticing it, we lost our most fuel efficient ships!

CHAPTER THREE

Airships of the Era and Today

THE UNCOVERING of the facts leading to the possession of the truth about the Hindenburg burning reveals she was as large a threat to Big Oily as was the coal-burning Titanic. On the night the Hindenburg was burned the media presented a story that had been conceived and constructed to cement the serious misconceptions the public accepted and still believes to this day. Thusly from the very outset of the Hindenburg burning the major newspapers all had the same spin.



The Hindenburg disaster 6 May 1937 taken by Sam Shere at Lakehurst Naval Air Station. In reality this mooring “tower” is only 20 ft. tall. Sam would have had to be on his knees, right below it, looking up. Courtesy: Pinterest

Hindenburg's "Explosion" Issue vs. the Real Issue

Unawares to the public, in this case the media cover-up forces joined Big Oily to keep hydrogen and anti-gravity technology out of the transportation picture. Toward this end they had been instructed to lead the public off on the wrong track from square one, and they did this by exclaiming that the Hindenburg had "exploded", when in fact, hydrogen gas, by itself, can neither burn nor explode.

The Baltimore News stated: Hindenburg **Explodes!** 100 Dead! The Philadelphia Press ran: "Hindenburg **Blast** Kills 35!" The truth is, these were such poor descriptions of what actually transpired, when the Hindenburg was in fact set on fire and burned, they incriminate the media.

There should have been a few in the radio and newspaper ranks who used words like burned, raged, roared, became incinerated, etc. More incrimination comes in the censored pictures that were selected and released to the public media. If you study them you can clearly see the Hindenburg did not explode and at no time was there a blast. A more believable story is that the Big Oily "assassins" created a theatrical stage in which to demonstrate that hydrogen was inherently "explosive". They even managed to make the public believe that hydrogen is more dangerous than petroleum-filled tanks with explosive vapors like gasoline! They deliberately mislabeled the cleanest-burning energy on earth as unmanageable.

As with steamships, airships were not a desirable component of future transportation mechanisms of the future by Big Oily. It took a plan to take them out. First, during the 25 year era of "Titanburg", it called for eliminating all mechanisms that moved people too cheaply. In its place it installed piston-powered flying machines powered with expensive high octane aviation fuel instead of moving people with cheap coal. Second, in 1955 they instructed the FFA to turn up airspeeds as the industry switched from piston-powered airliners to turbine powered jets. This allowed them to inflate the fuel consumption figures to the point it depicted turbine engines as fuel hogs which consumed even more fuel than piston engines! Today jet engine manufacturers are heavily regulated by the government. This allows them to conduct deceptive tactics within the entire industry.

Plots to Discredit Airship Development



USS Macon. Both it and the Akron carried 5 Sparrowhawks, a light biplane fighter aircraft of the United States Navy. Courtesy: Pinterest

In 1937 something had to be done. War was coming. The war planners knew that just one Hindenburg-sized airship could have carried 50 times the payload of one B-17 using the same amount of fuel, and, could have flown all the way from the United States to Germany without stopping! That statistic more than scared the war planners and oil gooks.

The public did not know it but sinister plans had been underway to de-rail airship development since the end of World War 1. That is why during the testing of newly-built airship designs, almost every prototype that America and Britain built suffered a serious accident. In most cases there were far too many people aboard during test flights resulting in unnecessary large numbers of casualties. These accidents were further played up by the media to portray airships as dangerous and that hydrogen was explosive.

In several cases lives were lost because of risky test procedures that should never have been carried out in the first place. Remember, these were all one-offs or prototypes. Still, voyages of airships all too often ended in disaster because they started out in poor weather conditions, even on their maiden voyage.

In the case of British R 101, after years of design developments which encompassed serious changes throughout construction, at the most crucial hour her promoters behaved as if a specific launch date was the most important achievement on earth. For the dumbest of reasons they let R 101 head out into 50 knot winds on a maiden voyage with 50 passengers. What's going on here, I thought to myself? Why was such a revolutionary form of air transportation being handled in such a bumbling fashion?

If somebody was in fact trying to sabotage airship development in the United States and Great Britain, what was their reason? The answer lies in the “modern” jet-powered airline industry. When we look closely at what the Titanic and the Hindenburg have been replaced with: petroleum-burning diesel cruise ships and fuel-hungry planes that drop from the sky the minute they lose power, the insanity of our existing transportation system is vividly revealed. In the final debate, the designs utilized by the public are tolerated solely because there are no alternatives, and the fact is they are built to consume massive amounts of petroleum. Thus there is no reason to explain their existence other than for the gargantuan profits of Big Oily.

Today, our steamships and airships from the golden era of Titanic and Hindenburg are hardly remembered. This is especially sad when you consider that the public never endorsed the new designs or the scrapping of the existing ones. Today’s researcher will quickly find that in actuality there were numerous scientists and engineers who resisted phasing out steam and hydrogen to the bitter end. However, being outnumbered and out-funded by the financiers of the international oil empire only got them either being ignored, defunded or gotten rid of.

Bankster money and corporate greed destroyed coal-powered steamships and trains. Later it destroyed the hydrogen-assisted airships. As a result, the public’s safety above or on the seas since the days of these engineering marvels has been squandered. The supposed “modernized” designs we got stuck with only expose extreme deception and control of the infrastructure. It is now a documented fact that the public never got better safety standards at sea. As you’ll soon see, ships are still having accidents and sinking. And guess what? The public never got better safety standards in the air either. Planes still use flammable petroleum and manage to incinerate hundreds of people every year in horrible crashes.

“Modern” Jet Travel

You would hardly know it, but the digression to fuel-hogging air travel began when our best transportation mechanisms, the luxurious Mail

Steamers of Great Britain, France, Italy and Austro-Hungary became targets of the Rothschild-funded war-mongering plans that were brought to bear on the world in 1912. And moving onward during the 25 year golden era of the Titanic and Hindenburg they stuck the public with expensive air travel for crossing seas and long distances.



Airbus 380 courtesy Atkins Global

Had we been allowed the continued use and development of airships, moderate-speed aircraft, high-speed electric rail systems and efficient ocean going ships, our transportation to foreign lands would have been made safer, more exciting and more efficient. Instead, the world's most prized and affordable steamships were sunk, damaged, blown up, horribly mismanaged and prematurely phased out, leaving us with Big Oily's chosen modes; cars and jet planes. Now you can see that the Titanic loss was just one of many.

Note, today passenger transportation by a steamship is virtually nonexistent. Today's cruise ships use reciprocating diesel engines and have fuel costs in excess of \$100,000 daily. Their biggest shortfall, however, is that they only take you out for a cruise and back.

And so for all of our hard work and ingenuity, today the public pays grand homage to Big Oily. And this is every time we drive in our gasoline-piston powered cars or fly through the air. Still, we are not any safer than when we traveled 100 years ago.

What have we got? Let's look at Los Angeles International Airport: In 2012 there were roughly 600,000 flights which provided travel for 63,000,000 passengers. If each flight consumed about half the fuel tank capacity, or 20,000 gallons, this would equate to 12,000,000,000 gallons consumed in 2012. That's 15 billion gallons from just one airport. The average airport is 5 billion gallons per year. No wonder the United States has built up such a large trade deficit!

What is the fuel efficiency of an airliner?

They claim that the fuel efficiency of an airliner works out to be from 25 to 90 miles per gallon per passenger. This seems pretty good until you stop to ponder the fact that it is 2018, meaning this kind of fuel mileage is below a Model T in 1908 if it had three or more people riding in it.

Of course, the modern jet saves us time. They tell us to revere it and feel lucky, as if the “jet age” was something of which to be proud. Then again, I could be driving a recreational vehicle with six passengers, a bed to lie down in, a space to walk and stand around in, a dinette table to eat at, a restroom to keep me comfortable and a kitchen to prepare myself a real meal in. And I could boast that I get 75 miles per gallon per passenger.

And that may sound good, but we know modern recreational vehicles are not efficient forms of transportation owing to their large V-8 engines and blunt shapes. We get sold on the airliner’s poor efficiency because it saves us time. The sad fact is, there are no other options for most travel distances over 500 miles.

Today it is claimed that a jumbo-sized jet consumes 30,000 to 50,000 gal. of fuel during transcontinental flights while carrying 100,000 lbs. of passengers and cargo. The lower figure represents a fuel weight of 240,000 lb. which is 2½ times the weight of the cargo. I find this statistic to be outrageous because it means 2 ½ times the cargo weight is simply dead weight that never reaches its destination!

Consider also that it takes a good percentage of this fuel just to lift all of it off the runway and power up to 35,000 feet elevation. And again, we’re not done with the full analyses. According to the industry’s very own figures, on longer flights the ratio of fuel weight to cargo rate increases dramatically for the extra weights carried, reaching as high as 9:1! That means that nine times as much weight of fuel as cargo is lifted and carried but never reaches its destination.

But the story gets worse! Since 1928 we have had a design that could carry 200,000 lb. of cargo at a rate of 200 gal per hour. It used hydrogen gas anti-gravity technology to negate its weight and thus cross the Atlantic. I

realize that it did take longer than it does by modern jet. It took the Hindenburg approximately 50 hours to travel 4000 miles from Friedrichshafen, Germany to Lakehurst, NJ, but she only consumed 10,000 gallons of fuel. This represents 70,000 lb. This means she carried cargo that was three times the weight of her fuel. If she had seats to carry as many passengers as she could haul, she could have hauled 1,000 people!

This would only require 10 gallons of fuel per person for a transcontinental flight! Now let's try the Jet: 50,000 gallons of fuel divided by 500 passengers equates to 100 gallons of fuel per person on a transcontinental flight which is 10 times more than the Hindenburg consumed in 1936 and everybody had a cabin. Clearly, gas anti-gravity was the way to move a lot of people or cargo a long distance through the air. And we're still not done.

Fuel Figures do not Add Up!

The jet industry may not look like a monopoly but the fuel it consumes is definitely controlled by a monopoly. Now here's the controversy: the amount of fuel that these modern behemoths carry is so large there is no room within the airplane to carry it. So they tell us that most of the fuel is carried within the wings. Want a good mystery? To date, I have not been able to confirm that airliners do in fact have fuel tanks in their wings.

Let's take Airbus as the most recent example of fuel performance and claims. Today their engineers tell us that an Airbus 380 holds 625,000 total pounds of jet fuel and that 250,000 lb. of it is stored in each wing. Might I reiterate that the wings of a jet are a cantilever? They are only supported at one end and they are supposed to hold up 250,000 additional pounds? How could such a lightweight airplane wing be so incredibly strong?

I have watched movies at the Airbus manufacturing plant showing them supposedly stress testing the wings, and I say supposedly because they bend them upwards to 19' of deflection!! Now they do all this deflection testing but they do not fill the wings with fuel or any liquid to properly mimic the test! Also worrisome; they treat these wings as though they would

never deflect downward, such as when landing (or slamming down against the runway).

If these planes do not have fuel tanks in their wings, then these planes have never been able to carry the volumes they have claimed. And if you look at the videos that are available today, when you hear them claiming they put fuel right into the wing structure itself with no sponges and no liners it is obvious that fuel is not being put there. This means the modern jet engine may not consume nearly as much fuel as they say!

What if they have simply been inflating the fuel figures in order to garnish customer sympathy, thus to cover the false reason for such high prices and little space? What if in actuality the airline industry is making more profit than the public ever dreamed? What if the airline industry and Big Oily are one corporate conglomerate?

If you've ever heard the false threat "oil shortage" you know it's time to consider that the reason they gave us this transportation system in the first place was for the purpose of fleecing us to the max. Now it appears that the airline industry is only consuming 1/10th or less of the amount of fuel it claims! This would make the existing system look somewhat logical!

Instead of pumping in and charging for 50,000 gallons of expensive jet fuel, what if their fuel scam is actually running like this:

1. The fuel truck pumps in 1,000 gal.
2. The oil company charges the airline company for 10,000 gal.
3. The airline company charges the flight for 50,000 gal.

If the goal of Big Oily was to increase petroleum profits, here is a scheme that would surely keep everyone happy. If for nothing else, the fact that they don't use airships confirms our existing system is, by Big Oily's choice, a century behind our current capabilities. Today, the worldwide consumption of jet fuel is nearly 80,000,000,000 gallons per year. (Using an average price of \$5.21 per gallon it computes to over \$400,000,000,000 per year!) This is a home run for Big Oily.

CHAPTER FOUR

Setting the Stage for Myths

“What I am trying to get at is this: One or two of the ship’s officers of the Titanic say that after the collision with the iceberg they used the Morse signals and rockets for attracting help, and that while they were using these rockets, and displaying the Morse signals they saw lights ahead, or saw lights that could not have been over 5 miles from the Titanic.” **William Alden Smith**

FOR SEVERAL DECADES of discussion both of these remarkable engineering prototypes have been shrouded by false analyses regarding the cause and scope of their “failures” leading to an abundance of misconceptions. In order to obtain the truth about the Titanic and the Hindenburg we must let go of them. In the following example, you will see how a specific misconception was introduced on the first day of the Titanic Disaster Hearings:

Titanic’s Safety Issue verses the Real Issue

In the Senate hearings held after her sinking the act of striking an iceberg was the accepted reason as to why the Titanic had sank. But it was the “lack of lifeboats” issue that was focused upon from the outset, and it was the reason settled upon as to why so many deaths had occurred. A review of the trial proceedings indicates that this “reason” was used as a ploy to make the lack-of-lifeboat issue appear more paramount than the fact the ship had sunk in the first place.

Both the Senate Disaster Hearings and British Board of Trade Hearings Committees should have made more effort to determine how so much destruction to the ship's hull had occurred. Instead they made a major issue of the lifeboats. This made a minor issue of the vessel's damage.

If you wanted to skirt around the scientific analyses of the sinking itself, you would want to avoid more discussion about the sinking. Thus, even though the amount of damage the Titanic had received was catastrophic, they settled on

a mild blow with an iceberg after minimal discussion. The vessel's damage was thusly treated as a minor issue even though the most important lesson to be learned from the "accident" was the cause of the "accident" itself. The main cause of the "accident" was the fact the ship had somehow punctured itself in five places. How that happened was what needed to be learned from the accident. We never did. The fact that both hearing committees latched onto such a preposterous accident/problem scenario more than indicates the proceedings were rehearsed.

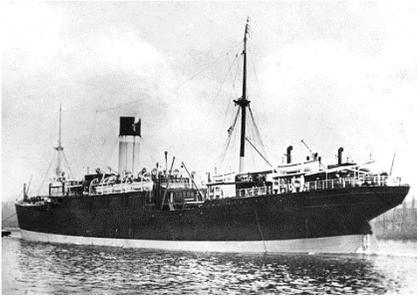
The result of the hearings supposedly led to stricter safety guidelines at sea. After the sinking of the Titanic new maritime laws were passed that required every ship to carry enough lifeboats for every passenger and crewman aboard. And the public got more life jackets and boats, but as you will see below, this is not the full extent of the safety issue.

On the following pages are a list of some of the worst peacetime maritime accidents since the Titanic. They reflect the results of the British Board of Trade's supposedly stricter safety regulations which were enacted in 1914. Note that even foreign ships were designed and built in European shipyards with the remainder built in Russia, China and Japan, so their standards are comparable.



An artist's rendering of the current story. The 4th stack was just a vent. Courtesy National Geographic

TITANIC AND HINDENBURG



1914 RMS Empress of Ireland was an ocean liner that sank in the Saint Lawrence River following a collision with the Norwegian freighter SS Storstad. Of the 1,477 people on board, 1,012 died.

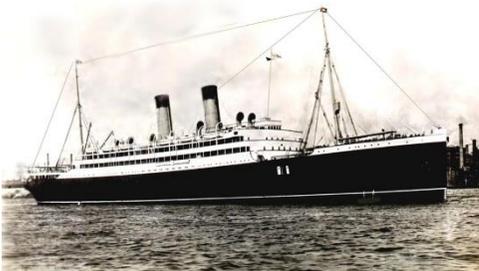


1921 SS Hong Moh was a Singaporean passenger ship that was wrecked on the White Rocks off Lamock Island, Swatow, on 3 March 1921 with the loss of about 900 lives.

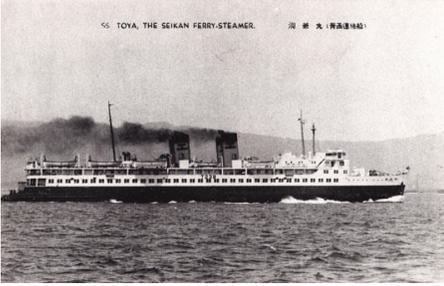
No Photograph: 1927 The steamship Wusung – 900 Japanese workers died when the steamship, bound for Kamchatka, sank off the Kuril Islands



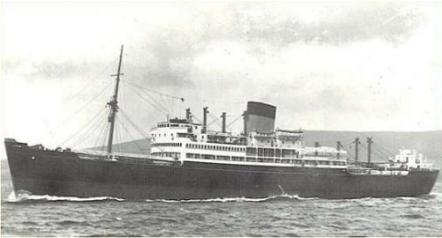
1939 the prisoner transport ship *Indigirka* ran aground and rolled on its side in shallow water during a blizzard off the Japanese coast. While most of the crew and passengers were rescued three days passed before a rescue of the trapped prisoners in the cargo holds could begin. 672 of the prisoners died.



1949 Chinese steamer Taiping sank after a collision with another vessel in route to Taiwan leading to the deaths of over 1500 passengers and crew combined.



1954 Toya Maru Japanese passenger ferry sank in Typhoon Marie in the Tsugaru Strait between the Japanese islands of Hokkaido and Honshu. 1,153 people aboard were lost.



1966 Heraklion, a car ferry capsized and sank during a storm in the Aegean Sea. An unsecured vehicle damaged the loading door resulting in sea water entering the vessel. The sinking resulted in the death of 234 people out of 281 aboard.

1970 NamYoung a South Korean ferry sank while carrying 338 people, 326 were lost. (no picture).



1980 the luxury liner Don Juan collided with an oil tanker Tacloban off Tablas Strait in Mindoro and sank 15 minutes later. The vessel had 1,004 passengers, 176 were lost.

1986 Shamia, the double deck river ferry, carrying about 1,000 people, capsized in the Meghna River 135 miles (217 km) south of Dhaka in a storm. An estimated 500-600 people were lost. (no picture)

1987, Dona Paz, the ferry bound for Manila with more than its capacity of unlisted passengers collided with the oil tanker MT Vector in the Tablas Strait,



near Marinduque. The resulting fire and sinking left an estimated 4,386 dead which included all but 24 of Doña Paz's passengers, and all but two of Vector's 13-man crew.



1994 Estonia, the Roll-on/roll-off passenger ferry, sank in heavy seas. An investigation concluded that the failure of the bow visor door allowed water from the Baltic Sea to enter the ship. 852 people were lost; 137 survived.



1996 Bukoba, the overloaded ferry sank on 21 May 1996 on Lake Victoria, Tanzania. It is estimated that 800 people died in the sinking.

As you can see, the value of additional lifeboats has been of little help. That's because when ships start to fill with water they roll over. Often they were the result of human error such as ships colliding, and, being in rough sea conditions with poor ship designs. It should be pointed out to the banks and ship builders that the numbers of deaths which have occurred during the 20th century are shameful. The fact is we have cheap vessels and they have to stick to a schedule even when sea conditions are bad. This is the result of corporations trying to maximize profits.

The cold truth is modern passenger ships are less safe at sea today than the Titanic was back in 1912. A major reason is because modern passenger ships have less hull-depth underwater and more decks above the water. As a result, if they take on a small amount of water from a leak, collision, ramming or grounding, they begin to heel very quickly. And once they begin to heel, they can't deploy any lifeboats from the higher side.

A Look at Recent Performances:

In 2012, the brand new Costa Concordia cruise ship suffered a catastrophic failure when it scraped a rock while site-see steaming off the coast of Italy. As it turned out, it was only by a stroke of luck that the ship was blown toward shore where she grounded. If she had leaked just a little more water into the hull before she hit came upon rocks, she would have rolled completely over and trapped most of the occupants inside.



Costa Concordia Courtesy: Wikipedia

The 2012 brand new Costa Concordia carried over 4,000 people who were domiciled in a top-heavy “luxury hotel”. It looked like it belonged on shore atop a solid foundation, not out on an open ocean in the wind. Her 13 decks produced a structure with so much wind-age that an electric powered dynamic water-ballast system needed to be in operation always to keep her safely upright. This is just one more thing that can malfunction on these “modernized” cruise ships.

The blame was put squarely on the Captain. The public were told that he had steered the vessel too close to shore allowing it to strike a submerged rock. And this was certainly true, but nothing was noted about how quickly the vessel became disabled from a relatively minor collision with the bottom. This almost became a disaster of epic proportions.

In 2014 the Korean Ferry Sewol, another top-heavy passenger carrier, did exactly what the Costa Concordia came within minutes of doing when she heeled over, took on water, then rolled completely upside down. Several hundred people were trapped within Sewol’s upturned hull and died.

In Sewol’s case the explanation for capsizing was the captain’s order to turn too sharp. What did you just read? *“Turning too sharp can cause a vessel to capsize?, Are you serious!”* You could put the Titanic hard over at top speed

and she would never tip over. What is going on with such a flimsy explanation for such a catastrophic human disaster? Might the real cause of the capsizing have been the result of a problem with the ship's dynamic water ballast system? Note: I have been



Sewol Ferry Courtesy: Wikipedia

unable to confirm my suspicions, as it is nearly impossible to find out any information on the industry's use of dynamic ballast.

Having been built in a European shipyard the Sewol was comparable to the ships we travel in today, thus her loss confirms that passengers are still not safe at sea today. If you're planning on taking a cruise you should be aware that if the main power plant on one of these modern cruise ships suffers a fire and shuts down, the vessel is in danger of rolling over, especially if their backup generators are not activated. In these cases, the auxiliary power generation is applied first to the balancing system and rarely to the sewage, air-conditioning or refrigeration systems of these cruising behemoths. It is most critical that auxiliary power be directed to the electrically powered dynamic water ballast system.

If you think such situations are not happening then consider that there have been 79 cruise ship fires during the period between 1999 and 2011. This is a statistic the cruise ship companies don't want you to know, since in most of the cases the fires involved the main engines, and this led to a shutdown of the main generators. If this doesn't scare you, then you have total faith that electronic micro-processors will keep you from drowning.

In stark comparison, the Titanic had a hull built like a military battle cruiser, and more importantly, she would not roll over even if she had taken on a significant amount of water. Her performance as compared to the

flimsy top-heavy cruise ships of today documents that she was in fact a much safer ship than the cruise ships we have now.

In retrospect we see that protecting passengers at sea, in reality, had little to do with the number of lifeboats and much to do with the construction and design of the ships. Cruise ships that are built today are of a much lower quality than was the Titanic as they break apart easily and roll over when they take on water. Thusly the tragedy of the Titanic did not pave the way for stricter safety standards but provided a smokescreen for inferior passenger ship designs by highlighting the number of lifeboats.

Today shipyards are producing the flimsiest sea-going ships of all time, that are carrying more people than ever before, that easily roll over when holed and no one seems alarmed! Now you understand the importance of the truth about the Titanic and the Hindenburg!

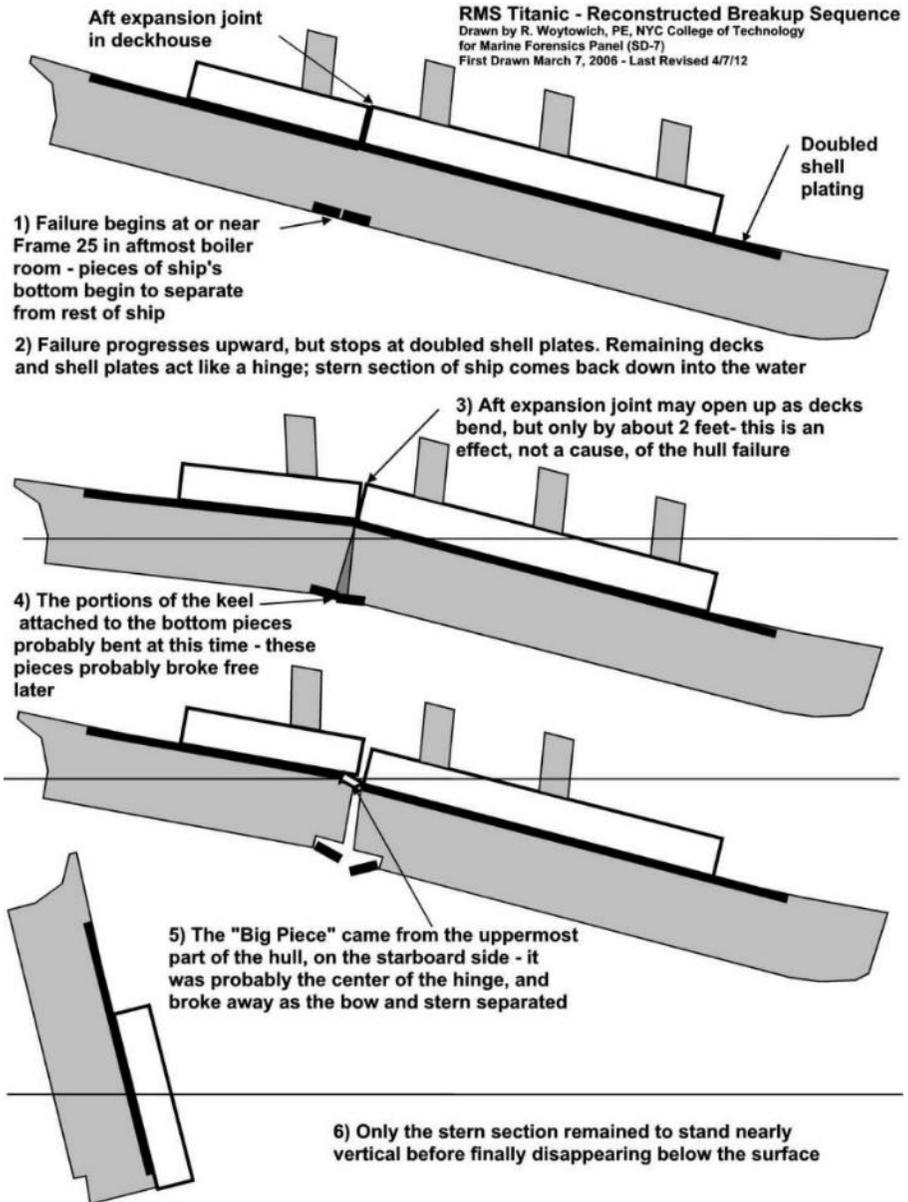
CHAPTER FIVE

The Fatal Collision Never Described

“I’ll go to my grave long before I ever believe the Titanic sank from hitting an iceberg.” Kenneth M. Price, Jr.

THE STORY OF the Titanic encompasses many life lessons and her tragic sinking has had a marked effect on the human population. She was an example of scientific achievement lacking in morale guidance. And she was an example of new technology being misused by human greed. Or was it human ingenuity being misguided by money? Or was it simply a lesson in how people’s aspirations can be smashed suddenly by tragedy? In truth, none of these intangibles had anything to do with the sinking of Titanic. Put such thoughts aside if you want to really solve the case.

On the next page is the official drawings from the New York College of Marine Forensics that they published in 2012. You must understand first that these people are the “authorities” in the mainstream media and numerous Titanic-related organizations that exist worldwide. Therefore, it is worth reading their revised statements as to her sinking before we go any further. Note that according to the New York City College of Marine Forensics the Titanic did not sink according to any of the previous conclusions. This means that all key parts of the previous Titanic stories have been incorrect up until 2012. Yes, you read that correctly.



As you can see, the revised sinking of the Titanic is nothing like the 1997 movie. The fact is, since 2005 when the two bottom hull pieces were found, the existing theories as to how the Titanic broke apart as she sank were obviously incorrect. The fact is the "Titanic" movie and all the books and movies have been based on erroneous parameters should now be

considered as 90% fiction. The public still thinks the 1997 Hollywood movie remake is an accurate depiction because they do not know a new theory has been advanced by the New York College of Marine Forensics. And this is true for all the other movie depictions made before it.

All documentaries made since 2012 must attempt to explain how five fully-separated hull pieces ended up on the bottom of the Atlantic ½ mile apart. This means they must explain how they all separated at or near the surface! That's gonna be tough!



This photo reveals the two major hull pieces that make up the wreckage of Titanic are 2,200 ft. apart. Courtesy: National Geographic

Let's go back to the first serious problem with the Titanic story. As it currently is written the largest and most well-built passenger liner ever built went down in just 2 hours and 40 minutes after striking an iceberg in the middle of the North Atlantic Ocean on a clear night with calm seas. These are all accepted facts regarding the current story. If it is true however, this piece of information alone presents another huge enigma in the story and that is: such a large vessel could not sink in such a **short amount of time.**

From the guidelines of the British Board of Trade of 1894 it stated that a standard steam ship of her day, with fewer watertight compartments than Titanic was equipped with, took a minimum of five hours to sink after suffering a major collision. Now if an even more modern vessel like the Titanic sank in $2\frac{2}{3}$ hours instead of five hours that should indicate that she suffered even more massive damage to her hull than a serious collision with another vessel. Yet few onboard the Titanic felt any collision. Those who did described it as mild. And this is even though she was supposedly steaming at 22 plus knots when she ripped a gouge in herself 275 feet long.

From the testimonies of the United States Senate Investigation Hearings that were published in 1994 I did not find any testimony that described the supposed impact as loud, lurching or serious. In each case, those who testified described the moment of contact with the object they supposedly struck as hardly noticeable. How did they ever get this story to fly?

Unfortunately, the press sold out the public on this issue by not questioning the many implausible and abnormal statements made during the hearings. As a result, during both the hearings held in the United States and later in Great Britain, there was not one person, crew, officer or survivor testify that they had heard or felt anything more than *an ambiguous rumble, grinding sound or vibration*. And, as the court hearings proceeded, witnesses were further allowed to describe the collision in a post tense, such as *“the jolt must have wakened me up!”*

In the other cases, where the person was admittedly awake and alert at the precise moment of 11:40 PM of the night of April 14th, they were only able to state, that if they felt it at all, *they barely felt it*. This is all they were willing or able to describe from a collision with a solid object the size of a mountain top that had claimed 1,523 lives! Further testimony from the sailing crew officers revealed that people in the Third-Class section did not have any idea that there had been a collision. They did not know there was a problem with the ship until the very last moment when it was too late.

Without a doubt, if more people who researched the Titanic tragedy in the past had started their investigation by reading the transcripts of the Senate Investigative hearings held shortly after the accident, they would have solved the matter long ago.

The story gets worse; The Real Lifeboats Issue

Here is another key piece of truth regarding what really happened to the passengers aboard the Titanic who did not make it aboard a lifeboat. The story given was hoaxed from the beginning thanks to newspaper stories

exclaiming that Titanic's women and children had been put aboard lifeboats first. But this in fact was not what happened.

As passengers were taken aboard the rescue vessel Carpathia, Captain Arthur Henry Rostron made sure that accurate counts of every life boat and occupant rescued from the Titanic were conducted and recorded. Such details, available to us today, allow us to illuminate the lifeboat issues concerning Titanic's sinking and they reveal that there were 156 women and children who never got into a lifeboat. And yet the story was and still is just as the papers reported: "*Women and children first was the order on Titanic*".

Captain Rostron's records reveal that women and children were not put aboard the lifeboats first but rather 1st and 2nd Class of every gender and age were put aboard lifeboats first. In fact, most of the 3rd Class Passengers and Crew of the Titanic were never even allowed to come up on deck before all the lifeboats were loaded by Titanic's sailing crew and launched. And they never bothered to sound a general alarm!

No general alarm?

As I read through a copy of the U.S. Senate Investigative Hearings on the Titanic which was compiled and put into print by author Tom Kuntz in 1994 I unexpectedly witnessed a dark side in Senator William Smith's questions. It was during his interrogation of Titanic's Second Officer, Charles Lightoller, when much conversation took place concerning the number of lifeboats, types of passengers, who went into them, loading capacity of lifeboats verses floating capacity, etc. Then there was more conversation about women and children, and the fact that none of the lifeboats were being filled to capacity as they were being lowered away into the ocean.

Continuing with the testimony were many positive comments made by Lightoller about how the passengers were kept calm so as not to cause any kind of disorderly conduct. And then a bomb-drop occurred. 1st Officer

Lightoller had gotten to the part about the way the 3rd Class passengers were so quiet **because there had not been any alarms sounded.** Right there, he admitted that no alarm of any kind was ever sounded.

An alarm bell would have alerted the Third-Class passengers, who were locked below, that they were in danger. This was a dark moment for the officers in that courtroom who had survived the Titanic sinking. But look what happened next: At this point in the questioning Senator Smith chose to go to a different subject. I'll get to that more in a moment. What he should have said is:

“WHAT!!!! You mean these people never even had a chance to jump over the side and grab a piece of wreckage!!!! You placed proper order above helpless people’s lives, people who would be carried down beneath the dark waves trapped in their cabins below, not knowing what had even happened!!!! You put women and children through such terror and rescued full grown men instead?”

But he didn't say this at all. The admission of the total abandonment of 1,523 people below decks was a revelation that should have rocked the entire courtroom into a stunned silence followed by rage. But it was at this very moment, that Senator Smith diverted the subject matter with this next question:

“After this impact, did you hear any explosion of any kind?”

And in doing this he deliberately diverted the attention from helpless passengers, who were abandoned and left to sink, to the subject of an impact and possible explosion with an iceberg. I have never seen clearer evidence of a scripted, predetermined investigation.

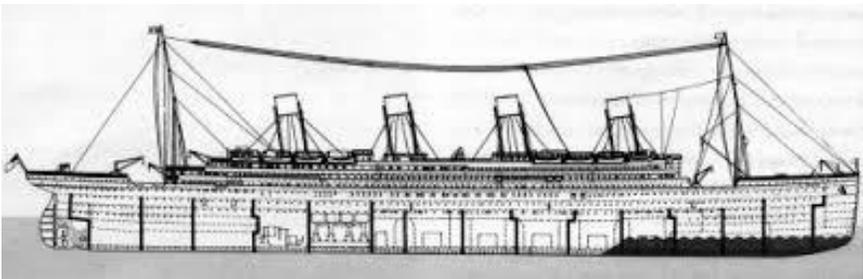
The court-room accepted story of the demise of the Titanic, when analyzed, requires us to accept that on the night of April 14, 1912, all the Sailing Crew Officers of the Titanic, unanimously deemed that the lives of the lower-class people were not even worthy of an alarm bell sounding before the ship went down. These are the facts from the testimony and these are the actions that were subsequently sanctioned by the court. Now hold on for this! The reason such a complete abandonment of the passengers was accepted by the court was thusly explained: “The officers of

the sailing crew of Titanic did not sound an alarm bell because they were worried the 3rd Class passengers might begin to act disorderly.”

A general alarm would have awakened the sleeping 3rd Class sections. None of the Officers of the sailing crew ever activated one yet their actions were subsequently accepted by both congressional disaster committees in the United States and England. Such an incredible admission should have been heard around the world but it was never heard. The disaster hearings merely covered up the real cause of the sinking of the Titanic.

Normally some of the men would involuntarily have tried to help some of the hapless women and children but in this case, no one helped. This was a glaring violation of sea training and normal protocol. It was accepted because it had to be accepted; no other explanation makes sense.

I invite you to read *“The Titanic Disaster Hearings”* by Tom Kuntz. This is where researchers trying to solve the mysteries of the Titanic should focus their work - not on rivets, metallurgy and over-confidence. How had it been possible that all the trained professional officers of the Titanic would go along in unison, even though what each decided to do was to commit an immoral act and abandon 1,523 hapless women, children and crewmen who were trapped below?



This drawing shows five compartments are breached. This would require a gash in the side nearly 300 feet long! Courtesy: Angelfire.com

From the above discussion, we know the events happened because of much more than coincidence. This and the unwillingness of any surviving officer to describe a crashing blow or sound of any significance revealed that: If the ship struck an iceberg at all, it just barely did so. This leaves us

with the most likely explanation for the failure of any witness to describe a serious impact with an iceberg: there wasn't a serious impact.

When such acts are non-existent, meaning they never happened, planted witnesses are instructed not to attempt to accurately describe them. That is because multiple people can't describe the same thing the same way if they never saw it. And that is the reason during the hearings that witnesses produced non-quantitative answers to all questions pertaining to an "impact". Any attempt at a detailed description by any of the "witnesses" would have led to a conflict of details. Therefore, they left out the facts, the courts accepted ambiguous answers and a whitewash was performed that changed history.

An impossible scenario; 300 feet of damage below the waterline

One particular Titanic anomaly that has been whitewashed to a brilliant shine is the case of the 300-foot-long gash. Not one Titanic historian disputes the fact that to sink the Titanic by striking her starboard bow into an iceberg it would have had to occur at just the right angle such that five of her sixteen watertight compartments were punctured. For this to occur the Titanic would have had to receive damage along nearly 300 ft. of her hull beginning near the bow.

Secondly, to let in water at a fast-enough rate to sink her in 160 minutes the width of the gash would have needed to be $\frac{3}{4}$ inch. This would make the total area of the $\frac{3}{4}$ inch long gash equate to a total surface area of 20 square ft. This number came from an earlier analysis of the Titanic's sinking - that this was the minimum sized hole in her hull that would sink her in 160 minutes.

Thirdly, since five compartments supposedly flooded at the same time then five compartments each needed to receive a minimum size hole of 4 square feet. This sounds like a most unlikely scenario but you need to hang on for more!

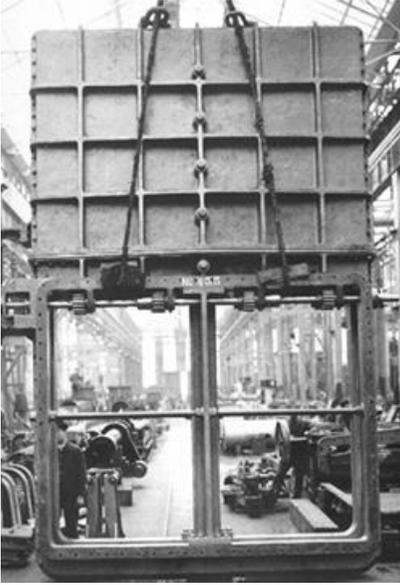
Nobody has ever answered the question as to how the ship could have stayed in crashing contact with another floating object for 300 linear feet. If the Titanic was traveling at 20 knots and the gash is 300 feet long, then her hull would have needed to stay in contact with the iceberg for 8.8 seconds.

Hang on! It is physically impossible for two floating objects to remain firmly pushing against each other without the pressure between them lessening when they are both floating freely in a bath of water. As far as we know, the Titanic was not on a set of rails, neither was the iceberg grounded to the bottom of the ocean.

The notion that these two floating objects could maintain pressure between themselves, during a glancing blow, for eight plus seconds of time, is right up there with Oswald using a bolt action rifle, with a scope, to aim and fire 3 times in 7 seconds, with perfect aim even though he was a poor marksman. But this is the only alternative. If five compartments were not ruptured, then the bow of the Titanic would never have filled with enough water to settle low enough below the tops of the forward watertight doors, and she would have remained afloat.

The troubling aspects of the “damage to 300 feet of steel” continue: Titanic’s Fourth Officer, Joseph Groves Boxhall, testified that he was *walking on the deck at the time, but the incident did not even interrupt his walk*. Hang on, what does he ask us to indulge? A steel ship received a 300-foot-long gash across ½” thick steel plate without himself being jarred or hearing the sound of 300 feet of ½ inch plate steel screeching and scraping? It would have turned the vessel’s hull into a gigantic, very badly tuned cello.

Onward with the iceberg story



Watertight doors just before being installed into the Titanic.
Courtesy: Brighthub.com

From the very opening of the Titanic “iceberg” story there are innumerable problems. First the ship had 15 watertight doors providing 16 watertight sections which made her nearly impossible to sink, yet she went down in record-breaking time. Second was the near-impossible-to-believe immoral performance of the officers, most of who had survived. Thirdly was a courtroom full of professional lawyers who chose to act ignorant of the British Admiralty law, Constitutional law and Common law.

Well, it wasn’t easy to cover all the paradoxes of this case. For example, the odds of a brand-new ocean liner, on her maiden (trial) voyage, with four watchmen on duty at the time, hitting an iceberg, on a clear night that causes her to sink are virtually zero. Yet where were the reporters and investigators who would normally have been on the lookout for a baloney story to cover an insurance scam? The courtroom’s act of simply excusing the liner company from negligence should have been picked up by dozens of legal firms serving their deceased clients. And if they were really deceased, why weren’t wrongful death suits filed by the rich heirs who had lost loved ones? Why did they allow this investigation to proceed forward based on such an improbable possibility? For more information on this subject see Chapter 19 under the heading *The Shameful U.S. Senate Hearings*.

Some of the trial members could have also looked over the ship’s drawings that discussed the engineering stresses that Titanic was designed to withstand. These design parameters included: *able to withstand stresses of being supported by one large wave at mid-ships and/or two large waves supporting her at*

the bow and stern, while at the same time being subjected to twisting, and while underway at 25 knots into possible storms with 100 foot swells. But they proceeded with the story that an iceberg had sent the Titanic to the bottom, faster than four naval torpedoes could have (they would have only damaged 4 compartments). And today, for the most part, we have all come to believe an impossible story as though it is fact. It's time to expose this false story for what it is.

The Titanic from a criminal perspective

The truth about the Titanic is on the threshold of a breakthrough since her anomalies today are even more preposterous than they were back then. All the logic you have learned about so far must be ignored by the press or the story is doomed. And the fact that so many factions are involved implicates major media, the press, Hollywood, big banks and the criminal organization that demolished the Titanic in the original charade.



The reconstructed wreck site of Titanic's stern as it exists today. Can you believe the damage! Heavy iron parts, that never move once they land, are strewn far from the hull where they shouldn't be. Courtesy: Ken Marshall, Reddit

There have been many who approached solving the mysteries of the accident from an engineering perspective, and, there have been many who approached its innumerable, unexplainable incidents and confusions from a human-error perspective. Considering the latest pieces of information that have become available to us it is time to investigate and solve the tragedy from a criminal perspective. This means finding the persons responsible for the intentional destruction of the Titanic.

In the mind of a normal human the concept of a planned destruction of an ocean liner that included the deliberate drowning of over 1,520 innocent humans is too revolting to be considered. However, consider that there were about 266 killed in the Battleship Maine explosion and about 1,250 killed aboard the Lusitania explosion, and that these are similar numbers to those lost aboard the Titanic. Both events have been researched to yield that they were in fact false flag operations to give the United States a reason to go to war. If it were proven that the Titanic was deliberately sunk that would mean that Titanic's 3rd Class passengers were "selected" as ones that were "necessary" to be lost such that the newspapers would get the necessary attention of the free world.

If the Titanic was destroyed for a false flag scenario, what was the hoped-for reaction? Was it to create a numbing effect regarding human lives lost making it easier for young men to sign up for war? Was it to create trauma in the minds of people who were thinking about immigrating? These are some of the true repercussions of her tragic loss that coincided with her timing. Remember though, it was the dawn of the aviation industry and the crudelums had big plans for aviation fuel.

***No skeletons have been found at the wreck of
Titanic***

You may be wondering why I inserted this topic at this juncture of the story. This material has only recently come to light and it relates to the findings of the Ballard Expedition of 1985 and all deep-water dives that have

been performed since. The findings are so extraordinary that after reading them I am no longer positively sure that the missing 1,162 persons went down with the Titanic. If the ship never needed to hit an iceberg to be lost, why should having people turn up missing mean that they must actually have to drown?



Photograph of the only human remains discovered so far; a boot and some clothing lying on the sand covered with silt. There's so little here that it looks like it was staged!

The fact is, none of the dives to the wreck of the Titanic have ever spotted or recovered any human bones. Instead, the closest thing to the confirmation of a human body having gone down with the Titanic is a set of pants and some decomposed rubber boots photographed lying on top of the mud. It is believed that there are human bones underneath the soft layers of silt, but none have been dug up to date.

Here's the official statement according to Wiki:

"The bodies of the passengers and crew once also lay in the debris field, but have since been entirely consumed by sea creatures, leaving only their shoes lying together in the mud. None have been dug up to date".

Oh really? None have been dug up to date? I guess that must mean they haven't done much digging yet. Let's see how much digging they have done: Turns out Titanic "digs" have been summarized in Wikipedia:

In 1987 an expedition mounted by a consortium of American investors made 32 dives to Titanic using the submersible Nautilus and **brought ashore more than 1,800 objects.**

In 1991 a joint Russian-Canadian-American expedition using a research vessel plus two MIR submersibles with a crew of 130 scientists and engineers, carried out 17 dives, spending over 140 hours at the bottom, shooting 40,000 feet of IMAX film.

In 1993 IFREMER and RMS Titanic Inc. returned and over the course of fifteen days made fifteen dives and recovered another 800 artefacts.

In 1993 and 1994 RMS Titanic Inc. carried out an intensive series of dives that led to the recovery of over 4,000 items.

In 1996 RMS Titanic Inc. controversially attempted to raise a section of Titanic itself.

In 1998 RMS Titanic Inc. successfully lifted a fragment called the "Big Piece" which is now on display at the Luxor Las Vegas.

In 2000 RMS Titanic Inc. carried out 28 dives during which over 800 artefacts were recovered, including the ship's engine telegraphs, perfume vials and watertight door gears.

In 2003 the US National Oceanic and Atmospheric Administration carried out two expeditions to Titanic. The stern section was specifically targeted for analysis.

In 2004 the second expedition saw the return of Robert Ballard whose expedition spent **11 days on the wreck, carrying out high-resolution mapping** including stereoscopic still imaging.

In 2005: Two expeditions to the Titanic were made with James Cameron to film Last Mysteries of the Titanic.

In 2005 the expedition (Chatterton and Kohler) **found previously unseen pieces of wreckage** that led to the documentary Titanic's Final Moments: Missing Pieces.

In 2004 and 2010 RMS Titanic Inc. mounted further expeditions when the first comprehensive map of the entire debris field was produced. Two autonomous underwater vehicles ran backwards and forwards across the 3 by 5-mile debris field, taking sonar scans and over 130,000 high-resolution images.

And the number of bones found to date: 0 Considering all the excavations listed above, appears that the statement “none have been dug up to date”, or yet, is a gross understatement since it was made AFTER these expeditions had taken place. There’s been more than enough digging to have uncovered some bones by now if any bodies had gone down with the Titanic. There should be many lying just beneath a layer of silt, of which

they have moved tons and tons of it around on the bottom. Then there are the sonar scans, which would have located skeletons hidden beneath the silt.

At this point it seems likely that they already dug up human bones and didn't tell the public, or, there are no bones to dig up. That leaves two possibilities:

1. The bones really were completely consumed by sea creatures.
2. There never were any bones to dig up.

The latest comment by Robert Ballard concerning the lack of bones was that the calcium levels of the ocean at these depths is so low that all of the bones have now totally dissolved. I tried to confirm this and found the subject of bone deterioration and preservation at a depth of 12,500 feet is very extensive and dependent on variables such as rate of silt deposition, etc. This makes the statement, "entirely consumed" impossible to validate simply because I do not possess the necessary information.

Robert Ballard had stated earlier, after they had discovered Titanic's wreckage, that someday they would find bodies that were still locked inside steel compartments such as the engine room. It is doubtful that any sea creatures had access to the bodies there. It is also pertinent to note that many organic materials like paper and cloth have been brought up and are even now on display at the Luxor replica pyramid hotel in Las Vegas. The existence of these organic artifacts, being in such good condition today, indicates microbes that were down there did not consume everything that was organic.

It is even more pertinent that by knowing what they have recovered that we also know that divers went into various compartments of the ship and opened virtually every box that looked like it contained something of value. And judging by the amount of excavation and the fact that no bones, teeth, fillings, wrist watches, diamond rings, etc. have been admitted to being found, I no longer believe the part of the story where 1,523 people went down with the Titanic. I'm not sure anyone went down with this ship.

As a side note to this topic, there is a document published in the Vintage News, dated Feb 2017 that of the 330 bodies recovered by the vessel

McKay-Bennett, 140 were tossed back into the sea. Adding to this, the four to six bodies supposedly buried at sea from the Carpathia, leaves us a figure of only 1,383 bodies that were supposedly left aboard the Titanic. Their clothing alone should be strewn all about the wreck site, not just one boot.

This could reveal another sinister scheme

With the figures we currently have now we know that only 330-140, or 190 drowned bodies actually had to be produced in order to sell the story the way it exists. The public only had to be told that the missing 1,523 people, give or take a few, had gone down with the Titanic or been cast overboard. The fact is, this number just about fits the number of 3rd Class people who were aboard and below decks. Perhaps they were simply removed from the ship after the lifeboats had been loaded with 1st and 2nd Class passengers, then taken to another unknown ship. This is a very effective way to abscond with people and is a tactic still very much in use today.

We've already got deaths from the "accident". The kidnapping of innocent souls would yet still make matters even worse. What would they have done with them? A major red flag is the loss of 56 children which was 50% of the children who were aboard. Another red flag is the loss of 208 women. Both of these were high ticket items within the international slave market that was in effect at the time. For some clues as to where they went missing read this:

"A notorious slave market for captured Russian and Persian slaves was centered in the Khanate of Khiva from the 17th to the 19th century. During the first half of the 19th century alone, some one million Persians, as well as an unknown number of Russians, were enslaved and transported to Central Asian khanates. When the Russian troops took Khiva in 1898 there were 29,300 Persian slaves, captured by Turkoman raiders. According of Josef Wolff (Report of 1843–1845) the population of the Khanate of Bukhara was 1,200,000, of whom 200,000 were Persian slaves. At the beginning of the 20th century Chechens and Ingush kept Russian captives as slaves or in slave-like conditions in the mountains of the northern Caucasus." Wiki:

It is not my intent to name Russia as the most likely place where Titanic's abductees were taken as it is just one example of places where it would be possible to disappear 1,302 witnesses, AND, capitalize on whatever profit could be made in the process. That's the way these planners of destruction and death think. And so it is possible that some of these missing passengers got free and perhaps wrote accounts of their misadventure. This would be an important discovery!

A Reboot of the Path to Truth

If you have made it this far then you are a more open-minded person than most and willing to forget something that you learned before as pure fact. So let's start this story anew from here.

It is April 17th, 1912. It's been almost 3 days since you heard the Titanic had sent out a distress call saying that she had struck an iceberg. Today you reach the street corner and pick up a newspaper. Plastered across the front page is the announcement that the Titanic sank and that more than 1,500 people went down with her.

Wow! What a double whammy! Yes, you had heard earlier in the week that the Titanic had struck an iceberg. Later you had heard the ship was being towed. You read one newspaper that said all the passengers were safe. Now three days have gone by and you find out she sank days ago with 1,523 people aboard! What an absurdity! But you don't realize it because you are in shock.

At this point your rationale about what might have caused such a huge loss of life is being skewed for the fact that it happened three days ago. You've now gone into a state of mourning thinking the ship has already been underwater for days! The iceberg must be real. The ruse has thus taken roost in your mind.

This is the way they snuck in the colossal number of deaths, when in fact they only had 190 dead bodies to show for it.

Three days have already gone by. Earlier, you might have wondered what were the most likely causes of a large sturdy ship to sink so fast that no other ships could reach her in time. You would likely have considered the ways such a severe blow could have really been dealt to such a great ship. But since three days have gone by with the notion of the Titanic having struck an iceberg, you have accepted the iceberg and your brain has been partly disabled without you even knowing it. And thus you forget to consider a more probable scenario, such as that the Titanic:

1. Was rammed or T-boned by another ship.
2. Was torpedoed by a submarine or foreign naval vessel.
3. Struck a naval mine which exploded.
4. Was hidden or stolen in order to collect on insurance and/or the value of the cargo that was lost.
5. Was stolen by pirates or another rogue country.
6. Was a deliberate false flag like the Battleship Maine.

My guess is that if an iceberg had not been pre-selected then it would not have even been on the list of possibilities. It is now obvious why the disaster hearing committees didn't give people much time to rationalize. This was a key slight-of-hand to get the iceberg scenario accepted, and it was done at the beginning of the story when the story was not even a tragedy. The courtrooms skipped over it, and thus none of the more plausible theories were considered.

But we already knew the public were misled because we now know that the biggest story of all about the Titanic is the fact that 156 women and children never had a chance to get near a lifeboat. The fact is that women and children were not rescued first. Somehow these glaring contradictions in justice and seamanship were glossed over. Had they been questioned the public would have had some chance at getting the truth.

Truth doesn't come via TV

In December of 2015 the History Channel in conjunction with National Geographic aired a special about recent discoveries made to the

wreck of the Titanic. You can watch this special on YouTube and it is well worth it.

Right from the start the Titanic investigative scientists and oceanographers are all in total agreement that the Titanic sank from hitting an iceberg. They go on to devote an entire show to finding and mapping all the pieces that came loose from the Titanic as she split into pieces and sank.



Above: The “Big Piece” as it is displayed at the Luxor Hotel in Las Vegas. Courtesy: JoseAurelioTitanic85

There is so much mapping and detailing it is boring to tears. Then, toward the end, the narrator explains how the severed forward section of Titanic’s hull went into a spin as it was sinking. And here they speed up the film to make it look like the Titanic’s forward hull is spinning so fast that large steel parts of

her deck and superstructure are thrown off by the centrifugal forces. A 500-foot-long ship’s hull spinning around as if water has no resistance; I have never had such a good laugh in my life!

In another recent History Channel presentation, the “expert” starts out by first asking the audience, in a deeply concerned tone, “How could such a massive ship have received so much damage?” And then he says, “Well, of course we know that the Titanic hit an iceberg and sank.”

From now on you will notice how they always start with the Titanic having sunk from hitting an iceberg as established fact. Then watch how they go on to act like they are performing an honest investigation. This solidifies it in our minds as if the iceberg story really happened. It works every time.

What Might Have Really Happened?

First, we consider the fact the British Board and Trade had deemed and written into their own maritime safety laws that it was virtually impossible for a ship the size of the Titanic to sink in under 5 hours. Thus, from the very outset with the knowledge that the Titanic had sunk in just $2\frac{2}{3}$ hours, the investigation should have considered the most probable causes. These would have included ramming, explosives, shelling and/or torpedoing as the previous chart showed.

Secondly, as she was such a large ship with so many compartments, the probability of her sinking within a week or month from striking an iceberg was practically zero. Then we have, on top of this, another oddity: that nobody aboard could positively lay claim to, nor accurately describe any real collision.

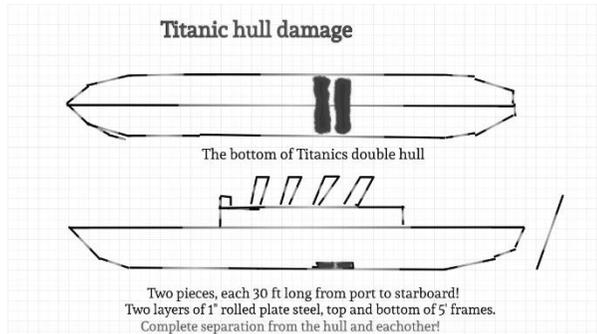
Thirdly, we would reason that a ship sinking fast would indicate that catastrophic damage had occurred. According to the official record, the Titanic did in fact sink very fast. Yet none of the passengers felt a collision they could describe nor did any in 3rd Class hear or feel anything that disturbed them. How could such catastrophic damage to her hull have occurred without it being noticed?

And just like that we found a major flaw in the current iceberg story thus from now on our investigation won't even bother with further consideration of an iceberg as having been any part of the actual sinking. From now on we will assume that the Titanic **did not** sink from striking an iceberg. That allows us to consider that the Titanic did not strike anything, and if she did not strike anything then there is no question that she was deliberately sabotaged. Sabotaged by whom is coming up.

What would it really take to sink the Titanic?

Since it is looking more and more like the Titanic was deliberately sabotaged, let's consider just what would it have taken to sink the Titanic in $2\frac{2}{3}$ hours? First off, if Titanic's watertight doors were locked down in place, what a gigantic job it was, even for a marine demolition expert!

We've only got 160 minutes from the time the charges go off. We know from a study of the Titanic that we need at least a 20-foot square hole to let enough water in fast enough. Now remember, since we need to puncture five separate compartments, we need to blow open at least five separate holes. These are each going to need to be 4 square feet minimum. Only then will the vessel sink, and just barely in 160 minutes. Now, that's with the water tight doors in the DOWN position. Admittedly it would be much easier to sink her if you didn't deploy the doors. I believe they are hiding this fact.



The drawing above shows the location of the two separated bilge sections. Two separated sections=three lines of failure. This is impossible unless the three lines of failure were induced by cutting through on all four sides of each piece. This was a serious demolition.

The fact is, if you were the one in charge of sinking the Titanic with explosives AND you had to do it with the watertight doors deployed down so that it would look like you were trying to save her from sinking, the job would entail a lot more work than expected.

If you choose to blow holes through the bottom you will need to rig explosives in five squares 2 ft. by 2 ft. This would total 8 linear feet per hole; multiplied times 5 holes times 2 layers would come to a total of 80 linear feet of charge. According to tests run on 1" thick plate steel it requires 3.4 lb. per ft. of charge material such as C-4. Note: this is taken from Appendix C from the U.S. Army Engineers Research and Development Laboratories, 1965 edition. Altogether this would require 272 lb. of high density explosive charge. This would need to be attached to the underside of the top bilge deck and to the top side of the bottom bilge deck along each line of planned failure. This is the bare minimum amount of explosive charge and placement that would sink the Titanic in 2 2/3 hours.

In the case of what really happened with the removal of two complete bilge sections that ran 95 feet from port to starboard and estimated 700 feet of charge material representing a weight 2,380 lb. would have been required. This would have needed to be put in place before the Titanic ever left Belfast.

I hope that you can now begin to understand how incredibly difficult it would be to sink this ship, even with the use of steel-cutting explosives strategically placed, in such a short amount of time. Thus, consider how unlikely, if not impossible it would have been to inflict such damage with perfect precision via a random smack with an iceberg. This is further discussed in Chapter 11, *The Unsinkable Titanic*.

Now the story has come apart at the seams. If the Titanic really sank because of hitting an iceberg she would have had to puncture each of the forward five watertight compartments with a hole of 4 square feet or larger. How could this have happened five times in five different sections?

Many who have written beforehand about the Titanic and went along with the storyline may become enraged with my accusations. But we must not forget that anyone who knew about such a plan beforehand is guilty of the premeditated kidnapping and murder of over 1,520 people. Well folks, maybe it's time to consider that these are the exact reasons why the mysteries of the Titanic have been scripted, covered up, propagandized and exploited for over 100 years.

CHAPTER SIX

The Scariest Spark Never Seen

*"I don't understand it. It must have
been an infernal machine."*

**Captain Ernst August
Lehmann** (1886 – 7 May 1937)

THE HINDENBURG was a marvel of engineering. She floated free from gravity and thus additional weight did not degrade fuel consumption as with all other aircraft of her time and since. And she was equipped with diesel engines which are nearly twice as fuel efficient. But we've been taught over and over that she suffered from one major drawback: and that was that she was filled with hydrogen instead of helium.

You may be surprised to know that hydrogen gas was always a part of the Hindenburg's refueling process since some hydrogen needed to be vented off during each flight in order to descend back down. During an Atlantic crossing, as she consumed approximately 50,000 lb. of diesel fuel, she would become lighter and thus tend to rise higher and higher into the air. Thus, to make up for burned fuel weight corrective gas balancing had to be performed.

To summarize this aspect: if an airship was using helium instead of hydrogen, then each time the airship landed it would need to be re-topped with expensive and very hard to find helium. But if the airship uses hydrogen it is very inexpensive because it is easy to manufacture using chemical or electronic processes and these processes can be augmented with solar power. For these reasons, no other simple technology can touch the lifting power of hydrogen. It yields the highest lift and is cheap to make.



Note the people standing near and under the burning Hindenburg, and that all of the heat and combustion is going straight up. No liquid fuels have fallen to the ground incinerating everyone. Courtesy: Wikipedia

What is most noteworthy about using hydrogen in place of helium is the fact that hydrogen can be combusted as a fuel for the ship's engines whereas helium is an inert gas and cannot. Since the Hindenburg had extra hydrogen gas available during each of her descents she was originally designed to be equipped with a fifth engine to be fueled with

vented (free) hydrogen. Unfortunately, they were never allowed to add the fifth engine. This would have made the Hindenburg even more fuel efficient than she was.

The concept of using hydrogen for fuel was possibly the major reason the Hindenburg had to be destroyed. And it should be noted that the use of hydrogen for fueling piston engines had already been tested in earlier zeppelin designs where it performed successfully.

The use of high octane gasoline, used to power the aircraft of WWI, was the fuel-of-choice to power all the aviation aircraft during WWII as well. That was the plan from the onset because as you will learn shortly, the expected windfall profits from the sale of aviation fuel was in the billions.

The savings in petroleum using anti-gravity designs like the Hindenburg would have been 90% or more. It is now obvious why the oil industry didn't want the use of hydrogen as a lifting gas nor as a fuel to become a trend of any kind.

A plot begins to brew

The Graf Zeppelin had already revolutionized travel worldwide in 1928 when she was making regularly scheduled nonstop flights from Germany to Rio de Janeiro. This schedule continued without any mishaps until she was taken out of service in 1937.

The Hindenburg was the perfection of the Graf Zeppelin. Like the Titanic, she was the finest passenger vehicle ever built up to her time. The lucky passengers who rode aboard traveled over the Atlantic Ocean free of the dangers of storms and sea sickness.

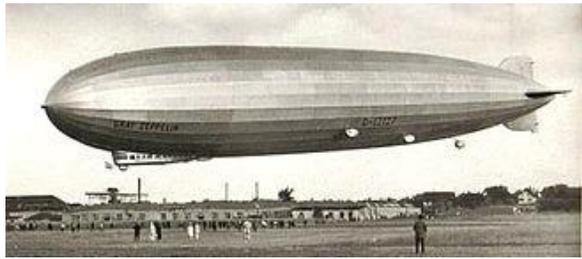
Unfortunately for the Hindenburg and the world, a storm of a different kind began to form between the United States and Germany. It began when the United States publicly announced that they would not supply helium to fill the German's new airship. Everyone knows the story: The supposed reckless German engineers went ahead and used hydrogen anyway. They had been using it successfully for decades, but never mind that fact. This was an opportunity for the newspaper pundits to paint hydrogen as unstable, explosive and dangerous to use.

Thus, by the time the Hindenburg went into service the public was primed for a possible explosion and later, when this identical scenario was delivered to them via the public-address recording, pictures and newsreels, it stuck like tar. When the Hindenburg went down in flames her true accomplishments went down in a fizzle. That was thanks to a press that was quick and decisive in their labeling hydrogen as the cause of the disaster. Now one of the most valuable and unique elements on the planet had been discredited. Now the airship design was destroyed.

What should have happened after the accident was an apprehension of the murderers who caused Hindenburg's destruction, and then a dozen more built to replace her. Unfortunately, shortly thereafter the Hindenburg "disaster" was used as the sole and final reason to discontinue the use of rigid framed dirigibles and, more importantly, hydrogen itself.

The problem with this outcome is that what transpired is just what the oil industry wanted to have transpire. A normal business model would have seen many airships forthcoming to capture the passenger market.

Graf Zeppelin as compared to Hindenburg; about the same length but narrower. Both were filled with hydrogen. Courtesy: Wikipedia.



When it came to crossing an ocean, the Hindenburg and Graf Zeppelin turned two stomach-churning weeks at sea into a three-day adventure never to be forgotten. They were the preferred and most highly touted means of getting abroad. Demand and desire for airship travel was mushrooming and there was no other flying design that could cross an ocean. But we now know why it never matured.

It had nothing to do with her design or safety. Entrepreneurs and engineers would have resumed development of this remarkable new form of long distance travel if they could have. Unfortunately, in the investigation of the Hindenburg following the public burning, all logic was thrown out while an unprovable electrical theory was put in its place. The official explanation given for the Hindenburg burning has never been proven or demonstrated to this day.

The Hindenburg investigation; another cover-up like Titanic

For reasons discussed, during Hindenburg's last flight in May 1937 the Germans were more than expecting that an act of sabotage would be attempted. As a result, they had three Nazi secret service men aboard to stop it from happening. This information confirms that the most likely cause of an explosion aboard the Hindenburg would have been caused by a politically motivated group, and there were several of these groups who were known to be against the movements of the Nazi Party.



Left: Observation areas, lounge, cabins and dining room of the airship Hindenburg in 1936. Right: Sleeping, eating and sitting accommodations for a modern Airbus 380. Courtesy: Airship.net, Airways Magazine.

Yet after the accident in New Jersey the investigations held by the FBI concerning Hindenburg's destruction centered mostly on scientific causes. They made only a weak attempt to consider a possible act of sabotage, and when they did this they stated that the only possible perpetrators of Hindenburg's sabotage would have been caused by persons who had planted a timed bomb that was supposed to have gone off after she had offloaded her passengers in Lakehurst. They went on to state that Hindenburg's bomber would have still been aboard only because the Hindenburg was 7 hours late upon arriving for docking. This meant that the FBI's investigation for possible saboteurs was limited to the victims and

survivors of Hindenburg's last flight and as you might expect, they were not able to come up with any serious suspects from this short list.

The choice by the media and the FBI to not investigate people and groups that had political motivations to destroy the Hindenburg is absurd when the aircraft's use at political rallies to bolster Germany's technical might and war capabilities was in full swing. Thus, when the FBI went on to support and accept a near impossible theory in place of a likely bomb scenario a whitewash investigation was confirmed. It ruled that static electricity had caused a spark even though no camera had seen and none of the photographers had documented such a thing ever occurred.

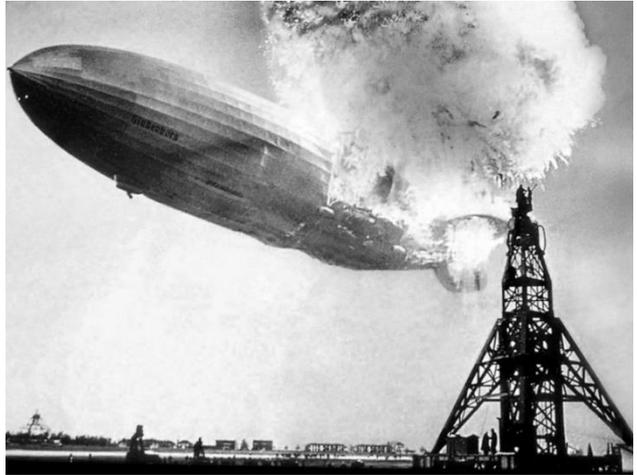
Meanwhile in Germany the Third Reich held their investigation. Unfortunately, in another charade of justice, they came up with a theory that a spark of electricity had gone up one of the mooring lines when it had supposedly gotten wet during the process of dumping water ballast. *Hint: Even if there was a potential electric charge between earth, (negative), and the Hindenburg, (positive), a dry hemp rope that was wet in places would not conduct electricity.*

No person or camera had ever "seen" a spark of any kind in all her previous dockings. The dumping of water ballast while docking had been standard procedure for nine years aboard Graf Zeppelin and no accidents of this kind had ever occurred. Even if there had been a spark, the chance of it igniting the Hindenburg from outside her skin could only have happened if there was a hole that was leaking hydrogen gas through the outer skin, and, that the spark occurred within a few inches of this exit hole. The existing story thus requires that three improbable events had to happen at the same time for this to be possible. 1. There had to be a hole in a hydrogen gas bag. 2. There had to be a hole in the outer fabric. 3. The electrical charge that went up the rope had to "spark" at the same point where the outer hole was.

Why would such flimsy explanations be placed above the consideration of an explosive device due to sabotage? The only way such drivel could have been reported is if such drivel was part of a master script.

The Biggest Missed Shot of the Century

On the evening of Hindenburg’s arrival into Lakehurst, New Jersey on May 6, 1937 there were 22 professional news photographers on hand to film her arrival. This should strike a note of oddity in that it was such overkill for a transatlantic event that had already happened 10 times the previous year at this same airfield! In addition, Hindenburg had already completed 34 transatlantic crossings without any incidents. So why would this typical New Jersey airship landing call for 22 separate still and newsreel photographers?



Take a good long look folks! This is the closest frame you’re gonna get to the actual onset of whatever caused this to be burning. The whole stern section is collapsing, indicating that it must have been burning for perhaps 15 to 20 seconds. Courtesy Wikipedia.

First let’s review the infamous broadcast. Everybody knows what supposedly happened from the footage and, from the recording of the public “broadcast” by Herbert Morison. Did you know that this “broadcast” was made to look like it had been transmitted via live radio during the event as it was being filmed? But it was not a broadcast; it was an announcement over a public-address system that was recorded. During this recording, Morison made the infamous remark, “it burst into flames” and broke down with emotion as he went on to describe the Hindenburg burning and people running for safety.

Wikipedia confidently states “they had no equipment to transmit live, so they made a recording.” This recording that Morison made at the

Lakehurst event was later spliced into newsreel footage of the Hindenburg burning as though it had been live. If it had been live then it would have been time-sequenced with actual movie footage. And if it had been time sequenced with the event then the statement “it burst into flames” could have been accurately compared with the actual event itself. But it was spliced in: therefore, no time-line analysis of the event is possible. This means it could have been altered to a great degree, and this is what I don’t like about the accepted story.

But it gets worse. From here on, the media-constructed story of the Hindenburg “explosion” takes on a Keystone Cops theme. This became apparent later when it was realized that not one of the 17 professional still photographers or one of the 5 newsreel photographers got a picture of the beginning of the fire that led to the "explosion"! This complete void of seconds of precious time, by every professional photographer there on the scene to document the event, asks us to believe that each one of them failed to take any pictures at the key moment they were supposed to. If this is true, then **the Hindenburg burning represents the most extraordinary "missed-the-shot" photographic blunder of all time.**

They want us to believe it was the cameramen who failed us, but it was the newspapers who failed us when they scripted together a story that was not documented by the actual films and pictures of the event. Newsreel cameras would have captured every flaming second of the ship’s destruction, and the newspapers that printed the story should have demanded it. Why not this time?

To this day not one frame has ever been released of what happened within the timeframe of when the fire began to several seconds after it had burned. So, we never saw what triggered the most infamous fire in history but lucky for us there were oodles of frames of the white fire above the airship that we have all seen over and over. And when you study the picture you can see that a portion of Hindenburg’s outer covering has already been burning for several seconds. This was long after the real action took place that started the fire. No Pulitzer Prize forthcoming so far.

And low and behold there was more than enough footage devoted to the poor souls who were trying to get away from the burning wreckage. They managed to film passengers on fire, walking toward the camera just as they had in the early Hollywood horror films. One of the walking corpses fell to the ground still burning. It was movie-making at its finest. When later questioned as to why none of the photographers had produced any footage of the beginning of the accident an official statement was released which stated:

"Since these photographers were all acting like the trained professionals that they were, each of them reacted instinctively in the same manner."

Oh really? Or is the truth that never in a million years could you get 22 people to react identically to the same event, or, have them all miss the main moment of the show. We're supposed to believe these professionals who were hired to film her docking were all looking down when the Hindenburg started burning. Right! Not one of them was looking up at the pylon that she was docking to!

To this day, the public has never seen the footage of the Hindenburg "explosion". Of course, they haven't; the Hindenburg never exploded. No such footage of an explosion has ever existed. The footage that once existed is likely that of a tiny white-hot fire near the rear end of Hindenburg where an incendiary shell had been fired into her. This was carefully edited out so they could pick up the story where the Hindenburg was more fully ablaze and patch the word "exploded" into the scene. And since the audio transcript used the words "it burst into flames", this was spliced into the newsreel at the point where the inferno reached upward a hundred feet.

It turns out that the expression Morrison used was just ambiguous enough to fit the moment when the Hindenburg was set on fire, and it later fit the story when the media put the word "exploded" into print. These guys are "good" at what they do.

Why the story is overblown

Now don't try discussing this fact with every friend, as few know that hydrogen gas, by itself, cannot burn, much less explode. If you just simply try to tell somebody this they may instantly assume that you just never got the news about the Hindenburg inferno. But it is positively true: hydrogen gas cannot burn unless it is mixed with oxygen.

The combustion reaction for Hydrogen is written $2\text{H}_2 + \text{O}_2 = 2\text{H}_2\text{O}$ plus Heat. The reaction produces water and heat. This is the way Hydrogen combusts anywhere on earth or in the atmosphere. And thusly the only way the Hindenburg could have "exploded" was if oxygen had leaked into one of her gas bags. But these gas filled bags were always under positive pressure, not the other way around. How could oxygen have gotten there?

Now let's get down to a scientific fact about hydrogen: According to Wikipedia, the safe oxygen level of a tank filled with hydrogen gas such than combustion is impossible is 5% or less. This is an established safety standard for the industrial cleaning of a hydrogen tank. The industry knows from experience that when flushing out a hydrogen filled tank that for it to be safe from any possible fire that they must flush it with pure nitrogen. This is the only way that they can get the oxygen level below 5%.

For example, if they were to flush a hydrogen tank with air, which contains oxygen and nitrogen, then approximately 20% of the gas mixture in the tank will be oxygen. This leaves the possibility for a fire. However, the important thing to note is that once the oxygen level in the hydrogen tank is below 5% there is no chance of an explosion. Let's apply this knowledge to the Hindenburg.



TITANIC AND HINDENBURG

Total hydrogen gas volume:	7,000,000 cubic feet
No. of gas cells:	14
Amount of gas/cell:	500,000 cubic feet
Amount of oxygen req. for combustion:	5% or 25,000 cubic feet
Amount of air required for combustion:	25% or 125,000 cubic feet

The data above clearly show that for any one of the gas cells within Hindenburg to explode they would have had to leak inward an amount of air equal to 125,000 cubic feet. Safety tests on hydrogen gas have clearly shown that this is the minimum amount of oxygen that would have been needed to be inside the cell for it to combust. This is a huge amount of air and it would have had to go upstream to get inside a gas cell. So, there was no explosion on the evening of May 6, 1937 of a hydrogen filled gas cell, period.

Now of course it is possible to cause an explosion within a hydrogen gas cell using gun powder and an electronic fuse. For example, a gunpowder bomb could have been used to create an explosion within a gas cell, and that is because gunpowder contains oxygen in solid form as an oxide. Thus, gunpowder does not need air to burn, and will thus explode if it is triggered. However, in this scenario this is not a case of hydrogen exploding, it is a case of gun powder exploding. It is thus not a case of hydrogen being accidentally set off but a case of dynamite being deliberately set off. The second one is an act of murder.

In order for the hydrogen gas to have exploded it would have needed a minimum of 125,000 cubic feet of air in any one of its gas cells. This is why no photograph exists that shows an explosion.

The Hindenburg burned, and she did so solely because she was deliberately set afire. In the aftermath, the fact that she did get set afire should not have been interpreted to mean the use of hydrogen was inherently unsafe.

Instead of an honest evaluation of the accident, what came afterwards was condemnation. First it came from the U.S. and German

militaries. Later in the U.S., movie houses ran repeated showings of the Hindenburg fire for months, years and even decades.

The day the Hindenburg was destroyed was a sad day, indeed. The most fuel efficient and luxurious aircraft ever built, capable of flying halfway around the world without stopping was labeled a failure. The reasons given do not make sense and have never been scientifically proven to this day.



Above: What could have developed with a little bit of time and ingenuity? Courtesy: Pinterest

Thus, the Hindenburg represents another case where the media severely twisted the story, and in this case people's minds were guided away from the further consideration and development of hydrogen and airships. In addition, the Hindenburg inferno played a role in the psychological pre-war traumatization that helped lead us blindly into the Second World War.

Without the public noticing, the use of hydrogen as an effective form of anti-gravitation was taken away along with the use of hydrogen as a fuel for the next 75 years.

CHAPTER SEVEN

Golden Era Shenanigans

*25 years beginning April 15th, 1912
and ending on May 6th, 1937*



1920-vintage Milwaukee streetcar of the Milwaukee Electric Railroad.
Courtesy: thetrolleydodger.com

AFTER 100 YEARS of technical advancements in chemistry, physics and electronics we are running on mechanisms that are inferior to the steamships and trains that blossomed within the Titanic and Hindenburg Era. After 100 years, it is now easy to see that such a transgression could have only come about only by putting better ideas and logic aside.

So, when we ponder how America ended up with transportation contraptions that are inferior to ones built 100 years ago we must first answer why the press accepted the iceberg story about the Titanic and the explosion story about the Hindenburg in the first place? Why did they accept and promote such flimsy explanations for two of the greatest engineering icons that were known the world over?

The fact that the Titanic and Hindenburg were passenger-carrying mechanisms that were inherently safer and more efficient than the mechanisms we ended up with makes the cases puzzling until you see that it is still supported even today by the media and government. And because of the events' proximity to wars, the public had little time to ponder these lost human treasures. This helped them forget. Thus, by the end of the era most people accepted that ships could sink from hitting an iceberg and that air travel was inherently unsafe anytime it involved the use of hydrogen. Were these really the right conclusions, especially since these conclusions were based on events that never happened the way they said?

Americans more than earned and more than deserved to develop and use the travel mechanisms they had designed, rather than be funneled into cramped jet planes like the ones we ride in now. The sad fact is today we don't have any options. This was all decided and put into operation for us during the Golden Era and Titanic's loss was only one of many war-related events that occurred during 1912. Look what happened in the eight months after she sank:

Apr 15th - Titanic sinks at 2:27 AM off Newfoundland.

Apr 18th – The U.S. Senate Titanic Disaster Hearings begin.

May 31st - US marines land on Cuba.

Aug 14th - 2,500 U.S. marines invade Nicaragua; the U.S. remains there until 1925.

Aug 25th - The Kuomintang, the Chinese nationalist party, is founded.

Sep 15th - War between Turkey & Montenegro breaks out in Albania.

Sep 28th - SS Kiche Maru disappears in storm off Japanese coast, 1,000 die.

Sep 29th - French/British troops lands on Samoa.

Oct 8th - Montenegro declares war on Turkey, beginning 1st Balkan War.

Oct 14th - Teddy Roosevelt is shot while campaigning in Milwaukee.

Oct 17th - Bulgaria, Greece & Serbia declare war on Turkey.

Nov 28th - Albania declares its independence from Turkey.

Dec 3rd - Turkey, Serbia, Montenegro, Greece & Bulgaria sign weapons pact

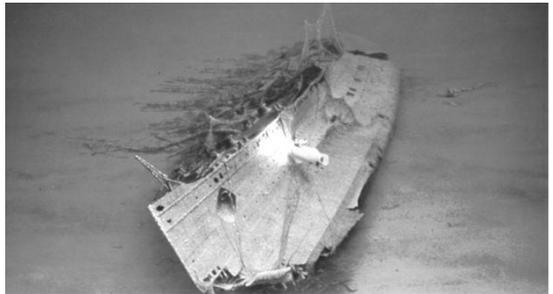
Dec 28th - The first Balkan War: The Naval Battle of Elli takes place.

If you noticed that the events following the sinking of the Titanic resemble a world scale buildup into a major war, then you have studied your history well for things were not the same after she went down.

Keeping in stride with a war agenda, in a 1913 stroke-of-genius, Henry Ford began producing a \$500 gasoline powered automobile. His brilliance soon became synonymous with the world's first moving assembly line. Later this same year, the first drive-up gasoline station opened in Pittsburg, helping to set into motion a world-wide trend to bring gasoline powered vehicles into every civilized country. Crazy carriages that smoked and backfired were stinking up the downtown, while gasoline was being sold on the corner as if it was the perfect transportation "liquid" of the future. In reality, the only thing good about gasoline was that it was cheap.

One year after the Titanic had gone down the Panama Canal opened. These locks had been specifically designed to accommodate the largest vessels that were on the drawing tables of that era. These were the Olympic, Titanic and Britannic. Titanic had two successful sisters. Olympic came before her. Gigantic, renamed "Britannic" after the sinking, came after.

As we know, just three years later on March 6, 1915 the Lusitania, loaded with American soldiers, exploded and sank in British waters with a loss of 1,198 lives. What the press failed to report was the fact that twenty-three merchant vessels had been torpedoed in the same area the Lusitania was told to steam through during the time since she had left port



A painting by Ken Marshall of the wreck of the Lusitania as she lies at the bottom 11 miles off Kinsale. Her sinking on May 7, 1915 resulted in the deaths of 1,198 people. Note, her hull is in one piece. Even bomb damage didn't blow her apart!

in New York. No warning was given to the crew. The tragedy they created was blamed on Germany and used as a reason for America to enter the war.

Let's re-analyze this March 6, 1915 date. It is now acknowledged by war historians that by early 1915 Germany had totally gained the upper hand with France, Italy and Great Britain. France and Italy had been soundly defeated. Great Britain had virtually no navy left and at this point no hope of resupplying her troops and holding back the advancing German Army. It was a critical situation requiring that America be quickly brought into the war. How convenient to have the Lusitania in just the right spot at the right time to display one of the worst cases of human drowning of all time. This was accompanied with much bad press in all American papers.

This last-ditch effort was entirely for England and it was planned by greedy war planners whom had never fought a day in their lives. So instead of the war coming to an end, now American labor, raw materials and mass-production turned the tide against the Germans and prolonged the death and destruction. Finally, after five years of worldwide destruction and the deaths of millions of soldiers came what looked like the end of the war.

In 1919, the First World War officially ended. And now after the war profiteers had killed many soldiers and stolen most nation's wealth, came the Spanish Flu. This would rage for another year exact additional losses of human lives estimated to be 50 to 100 million.

With the official end of the war came a profit bonanza for the Banksters and Big Oily who set about investing in steel, heavy manufacturing, war machinery, oil, rubber, textiles and everything else that would be needed in abundance just 20 years later. Existing war manufacturing temporarily shifted to the manufacture of gasoline powered vehicles, trucks, tractors and ships on a scale the world had never seen. We didn't know then that we were already gearing up for World War II.

INFLUENZA
FREQUENTLY COMPLICATED WITH
PNEUMONIA
IS PREVALENT AT THIS TIME THROUGHOUT AMERICA.
THIS THEATRE IS CO-OPERATING WITH THE DEPARTMENT OF HEALTH.
YOU MUST DO THE SAME
IF YOU HAVE A COLD AND ARE COUGHING AND
SNEEZING. DO NOT ENTER THIS THEATRE
GO HOME AND GO TO BED UNTIL YOU ARE WELL
Coughing, Sneezing or Spitting Will Not Be Permitted In The Theatre. In case you must cough or Sneeze, do so in your own handkerchief, and if the Coughing or Sneezing Persists Leave The Theatre At Once.
This Theatre has agreed to co-operate with the Department Of Health in disseminating the truth about Influenza, and thus serve a great educational purpose.
HELP US TO KEEP CHICAGO THE HEALTHIEST CITY IN THE WORLD
JOHN DILL ROBERTSON
COMMISSIONER OF HEALTH

Chicago theatre poster, 1918, courtesy National Library of Medicine

The relentless persecution of Steam Power

Steam was the golden power of the Golden Age, yet most have forgotten what it represented then. It was a revolutionary principle and mechanism that converted anything that will burn into rotational horsepower or electricity. The working fluid was water. The process was liquid phase to vapor phase and back again. Anything that would boil water could be used to produce steam. It was a far simpler mechanism to build and maintain than a combustion piston engine. More importantly, steam engines do not require petroleum to operate. This attribute makes steam powered mechanisms a target for the petroleum industry.

The sinking of the Titanic marked the beginning of the end of steam in the United States. Prior, besides being the primary mode of propulsion in ships, our country relied on steam powered trains to move most heavy cargo across the states. In 1912 coal-burning steam-powered locomotives were in high demand as they were extremely reliable and powerful. They rolled on steel wheels atop iron tracks. The use of steel wheels rolling on steel tracks results in a conservation of kinetic energy. This type of rolling mechanism is much more efficient than are rubber tires which roll on soft asphalt.



The PRR T1 represents the pinnacle of steam locomotive design in the United States during the 1930's. These locomotives had the capability of achieving speeds in excess of 120 mph, and anecdotal reports indicate that speeds of up to 140 mph were attained. In all, 52 class T1 locomotives were produced, 25 at the PRR's Altoona shops and 27 at the Baldwin Locomotive Works in Philadelphia. Sadly, not a single example of this magnificent machine escaped the scrapper's torch. Photo courtesy of www.T1Trust.org.

I hope you can see that our current system is a deliberate method Big Oily has used to keep energy usage high. Always remember that trains are much more efficient than tractor trucks rolling on rubber and asphalt. Steam trains were not only efficient trains but they ran on a solid fuel that was scooped directly from the earth. It was to their extreme detriment that Big Oily and their corporate lobbyists enacted their plans to increase the volumes and specified uses of petroleum products.

This meant building up world demand for petroleum, and to help build demand this meant scrapping the most efficient petroleum-burning mechanisms. As time went on into the 30's and 40's these same crudelums even took control of the rail industry so they could start converting the steam locomotives to diesel powered ones. To make matters even worse, much of the freight that rode on rails was converted to asphalt highways as well. This meant also getting people to stop using commuter trains and cable cars and getting them into diesel powered busses. So anything that was electric powered were shut down completely. They did such a thorough hatched job that by the 1950's America's highways were full of trucks powered by diesel and gasoline petroleum powered reciprocating engines.

In the process of phasing out trains Americans unknowingly embraced a transportation system that consumes petroleum in far greater quantities than the one it replaced. Since one train with one engine can cut the wind for a hundred cars behind, the size and weight of the cargo loads they carry is unsurpassed. Thus, there are good reasons for a nation to use heavy steel rails to move most of its heavy freight.

The effect of switching the nation's freight from trains to trucks on a pound for pound basis resulted in an increase in fuel consumption of a factor of 20. And this calculation does not take into consideration all the



Trucks meet cars on the same paved highways. It's a dangerous mix. Courtesy: Boston Globe

asphalt that was needed for replacement asphalt for road repairs because of the added truck traffic.

So why would we ever switch our rail to trucks? It doesn't make sense until you understand the oil industry; and you must work for the industry to find out their darkest secrets. I did work for them. I found out that the oil industry has a huge by-product problem and that by-product is asphalt tar. The oil industry must get rid of the tar. For every barrel of crude processed, one gallon of tar must be gotten rid of. Tar was dumped into the oceans until 1955 when a law went into effect prohibiting it. So, there is currently no place left to dispose of it. This is problem No. 1.

And now you have just learned why America has paved roads, rubber tires and asphalt roofing shingles; these are ways the oil industry disposes of its tar! And why not make good money at it in the process? So, the oil industry doesn't care if the people are poor. This is problem No. 2.

However, the sadder news is that since our roads are made with petroleum, and since a shortcoming of petroleum is that it evaporates in the sun, every road in America will surely evaporate and require endless repaving. This is problem No. 3. So, if you thought that most asphalt is lost to tire wear, think again. Oil and tar evaporates and thus all our roads disappear with time whether we use them or not. What a stupid material to use!

Who would have sponsored such corrupt planning? Only someone who needed to get rid of a mountain of tar! It is now obvious that our transportation system should have stuck with rail and steam. We should have also built more steam-powered electric plants and used electric power for more of our trains and mass transit systems.

After the sinking of the Titanic a decline in steam powered transportation mechanisms began. In the process passenger travel was not made safer but was in fact made less efficient and more dependent on a corrupt monopolized industry that fostered it.

Gradual reductions in cabin space

Another gradual trend in the transportation arena has been the elimination of cabins and the reduction of our personal space while traveling. We have forgotten that before the advent of the modern airliner that when people needed to travel a great distance they had access to ships, trains, river boats, ferries, stagecoaches, wagons, buggies and horses. They didn't have as much speed but they had more options. Now consider what these higher top speeds have gotten us today: two week vacations with jet lag and endless boredom sitting in one place.

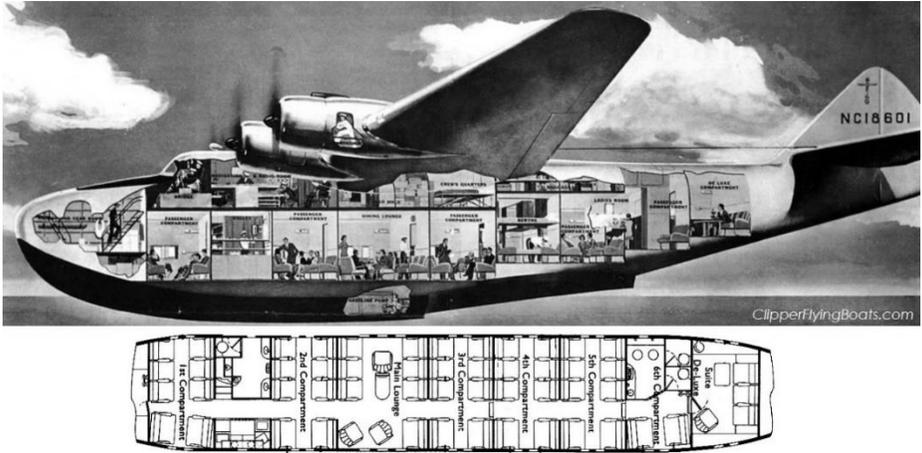


Passenger Train Interior 1930's, | City of Salina, Union Pacific Railroad History, Courtesy of Pinterest.

People did not consider themselves above the use of God-created animals for their everyday needs, but today we do and look where it has gotten us? At the turn of the century we had mechanisms that were built solidly and provided safe, reliable low cost transportation. Since our trips took longer, to travel very far we needed a bed of some sort. Thusly train cars had cabins with beds, ships had cabins with beds and stage-coaches had sleep-over stations with beds. But this requirement started to be forgotten as the world got access to air travel. As the world got access to higher speed, without really noticing, passengers got less and less passenger space.

The concept of travel with a place to lie down hit a zenith with the Titanic and began a descent with the destruction of the Hindenburg. Up until the evening of May 6th, 1937 cabins with beds were very much a part of American travel. Both Graf Zeppelin and Hindenburg had cabins with a bed and laboratory, a dining room with a panoramic view and an entertainment lounge. The Hindenburg even had a piano. After she was

lost, our transportation systems began to morph into longer tubes with more seats and no lounge.



Months before Hindenburg even left its construction hangar, in March 1936, the Martin M-130 China Clipper first flew from San Francisco. At this time on the west coast where there was no competition from Airships. Courtesy Airships.net.

The flying-cabin concept stayed somewhat alive up to 1939, as the first piston-powered transatlantic passenger carriers, Boeing's famous flying boats had plenty of room for cabins. But when World War II broke out, these wonderful wide-bodied sea planes with gobs of interior space were confiscated by the United States Navy which classified them as too revolutionary to be flown where an enemy country might confiscate the design. Thusly they disappeared into the war effort never to return to civilian service.

In 1942 Hughes Aircraft contracted with the U.S. Government to build a much larger seaplane designated the H-4 Hercules now known as the Spruce Goose. This project ended in 1947 after delays, cost-overruns and the ending of the war for which it was purposed. Labeled as a failure before it ever flew, it became the cornerstone in the mistaken belief that large-bodied sea planes would not work and thus the concept was never rekindled.

By this time, the monopolization of petroleum-powered transportation systems and the production of petroleum worldwide had been achieved. The public had won two wars using the concepts which were

now the bedrock of the world's transportation systems. In other words, now we were stuck with petroleum for the next 75 years.



The infamous Spruce Goose. Originally designed to be a failure, this ended the dream of the giant flying boats. Courtesy: flightjournal.com

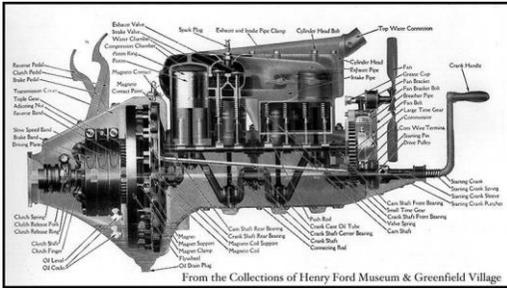
Today in the U.S. steam ship travel by coal is indeed lost as is rail travel. People have gotten used to being bored and

uncomfortable. As a result of Big Oily's marketing plan, the United States has not made any progress in transportation systems since 1937. If we travel very far, we travel by air. This means parking, shuttling, going through checkpoints, waiting in line, having bag searches, sitting in cramped seats and having no place to lie down. In the meantime, what we have achieved is traffic congestion, exhaust pollution, river and lake poisonings, mountains of used tires, expensive car maintenance and endless fuel bills. And this is just to get to and from work.

The sad fact is, transportation systems have been transformed from safe and efficient ones into fuel-hungry and polluting ones. We can see it was an illogical evolution of valid scientific and engineering accomplishments that were in place at the time. When we review these unlikely and illogical transformations, it becomes apparent there was an above-the-board plan to do this from the beginning. Otherwise, they could not have changed to such fuel-hogging designs when the ones that were in place were already more fuel-efficient.

The good 'ole Gasoline Engine

The intended goal of the early crudelums was to take lousy surplus crude oil and sell it at a higher price and that is what they have done. As a



The ingenious Ford Model T Engine from 1908-1923. Courtesy of FordCarsInfo.com

result, the current transportation system we have is composed of transportation mechanisms have been designed for a specific product called gasoline. America was cleverly tricked into replacing the use of steam with piston type engines that needed specialized fuels.

At least now we can better view these banker-funded automakers and see how they erroneously touted the gasoline piston engine as a high-tech invention. No surprise that this high-tech invention required a high-tech fuel which only Big Oily could provide. And the use of it mushroomed when nations were thrown into war. The war effort itself endorsed it by relying on planes and tanks equipped with engines that had to have it.

Well, we're still using gasoline piston powered vehicles today and that's because they make perfect sense from a petroleum-business standpoint. The fact remains, gasoline engines are the lowest compression piston engines made. This renders them the least efficient engine made and this means they burn lots of gasoline.

The industry has calculated that each gasoline engine manufactured will consume an average of 10,000 gallons of gasoline during its projected lifetime. They know that the maintenance of the car-gasoline program is the cornerstone of their annual profit plan.

Consumers view the V-8 engine as the back-bone of the automobile industry. The oil industry views them as the back-bone of gasoline demand. Few remember that in 1900 gasoline was in such surplus that it was selling for about 10 cents per gallon. And not only did the oil crudelums stick the public with a lousy fuel, they increased their profits by ramping up demand.

They ramped up demand through a relentless campaign to convert cheap fuels like coal to expensive fuels like high octane gasoline and this is

why the gasoline piston engine is the greatest marketing tool the oil industry ever invented.

The legacy of Henry Ford has been reviewed and rewritten. We now know that he got his brilliance from sources that financed him and financed the Third Reich. Ford was let in on the plan early by key investors to complete a plan which was to establish the petroleum



Model 1939, also called Ford Einheitslastwagen [Universal truck] Courtesy: Engines of the Wehrmacht

powered piston engine as cheap and reliable. From my own personal analysis of the design of the Model T engine I have concluded that it was too brilliantly engineered and constructed for Ford himself to have designed and developed it. This means Ford received help from a higher source similar to the Nazis receiving help to build anti-gravity aircraft during the years following World War 1.

A major red flag is that Ford began a presence in Germany in 1925. In 1939 this division was renamed Ford-Werke. Here, this same model T Ford Engine was licensed and manufactured in Germany. Big surprise that it was the engine used in virtually every military truck the Third Reich used during World War II.

What better way to endorse petroleum than for two advanced countries to use it for war against each other? And for the sake of fashion, America never got a better built vehicle in the century afterwards. Thousands of Ford Model T's are still running today. Much of the reason is because the engine blocks were "cold-cured" during months of storage before they were machined. In addition, the sheet metal in the bodies contained tin which did not rust. Steel members were alloyed with vanadium which gave them 10 times the strength of iron.

Today the designs of our transportation mechanisms have morphed into flimsy capsules that are fast and sporty but inefficient and unsafe. It's

a sad fact that when a person is out on the highway that he is much less safe than a can of corn riding in the back of a transport truck. We put up with it because all the major medias are sponsored by Big Oily and thus only spout positive things about our upside down system. Rule No. 1 for them is to endorse the use of gasoline as our only legitimate fuel choice even though it has been known for decades that car exhaust is carcinogenic to our lungs and poisonous to our waters. Note: Do not be tempted to believe their rhetoric. There is an immediate replacement for gasoline.

The media is so comatose as to support the destruction of our planet as if that is a necessary cost of prosperity. The fact is there are alternatives right under our noses. Such comatose behavior is due in no small part to the fact that in America one man, Rupert Murdoch, has control of all the major networks which spew the same myths about gasoline. Fact is, all the major networks receive revenue from Big Oily. The other fact is, these oil sponsors will drop a network the moment they report any issues that exposes Big Oily for what it is. This is the reason toxic gasoline is never openly discussed and thus has remained our primary fuel for over a century.

In case I did not make this clear beforehand, it needs to be made clear now. Gasoline is not our specified choice of fuel because it is in any way a good fuel. Gasoline is a horrible fuel. It was just-barely-tolerable back in the days of open roads and fewer vehicles. It is an engineering abomination by today's standards. When compared to alcohol and diesel fuel engines it is of the lowest efficiency.

Here's the hard truth: engines that run on gasoline must run at lower compression ratios than those running on diesel, kerosene, alcohol, ammonia, propane and just about every other fuel. As a result, gasoline-equipped cars only get about one half the fuel mileage of diesel equipped cars and they are by far the worst polluters of carbon monoxide.

Methanol alcohol and ammonia are two examples of non-toxic fuels which can easily be produced from petroleum feedstocks. In fact ammonia already is. A further discussion of these alternatives is presented in Chapters 12 and 13.

Unfortunately what began in World War I has been continued up through World War II and beyond. As a result, today within the United States millions of people suffer from chronic bronchial infections, asthma, chronic fatigue, cancer, Alzheimer's disease, ADHD, autism, etc. And yet the media will not sound the alarm about the possible negative effects of car exhaust. The stuff is unsuitable for the 21st Century. It contains 34 volatile compounds such as benzene, toluene and xylene that are carcinogenic, yet car exhaust is portrayed via the media as though it is an inert gas.



Come on folks. What do most suiciders turn to for a sure fix to their problem of being alive? How often is it car exhaust? We know that car exhaust will kill us if we run the engine with the garage door down. Do any of us every think what happens to us when we run our cars with the door only partially down? What happens to us while we are stuck in traffic on a 16-lane highway, or, while we are in the bottom of a parking garage full of car engines running? Does it just partially kill us? Shouldn't we have specific answers to these questions after 100 years and counting?

When we lived, and dreamed

If you had lived during the 1920's you would have thought that soon men and women would be traveling through the skies in majestic floating ships with cabins and a view to the world below. This was far greater than things we dream about today, such as a possible ride into outer space in a small rocket-plane. Hydrogen was a cheap and abundant gas and the splendid effects of its lifting power had demonstrated ultra-stability and massive cargo capacity. Hydrogen had the world poised on the edge of a major threshold of travel.

During World War I German-made dirigibles had terrorized London with their stealth and heavy bomb loads. In the process they proved the airworthiness of hydrogen as a lifting gas. They could easily carry 20 times the bomb loads of the best fixed-wing flying machines of their day, but furthermore they could get off the ground, no matter how heavy, just by releasing mooring lines. So when it came to comparing the efficiency of a winged plane, which struggled to get off the ground, to the efficiency of a dirigible there was no contest.



Norge (airship) ... The Norge was a semi-rigid Italian-built airship that carried out the first verified trip of any kind to the North Pole and likely the first verified overflight on 12 May 1926. It was also the first aircraft to fly over the polar ice cap between Europe and America. Courtesy Wikipedia

In 1920, such technology was there for the taking, and now that the war was over bombs could be replaced with passengers and cargo. In 1926, a hydrogen filled dirigible flew over the North Pole. The ship and crew hovered for days in the air above ice and open frigid ocean with no chance of landing anywhere nearby. The weather was inhospitable on the surface. Only a dirigible could have done this.

In 1928 Graf Zeppelin went into regular service and made scheduled transatlantic flights directly from Germany to Rio de Janeiro up until 1937. Compare this to the fact that the United States would not get non-stop transatlantic service from New York to London until 1955 with the four-piston-engine Lockheed Constellation.

In 1929 Graf Zeppelin furthered the cause for the airship design by accomplishing what no aircraft before had even come close to doing and what no other aircraft since has either; a circumnavigation with only one fuel stop! On top of that, she took along twenty thrilled passengers. This was one of the most extraordinary transportation feats ever accomplished and it was performed a full decade before the first piston powered aircraft was to

carry passengers across the Atlantic using the Boeing “flying boat”, also known as the China Clipper. And the China Clipper still had to make several fuel stops along the way.

The Greatest Story Never Made Great

Even though Graf Zeppelin used only hydrogen when she circled the globe in 1929 with 20 thrilled passengers, most people view hydrogen as explosive. And though she only made one stop in Tokyo for fuel few have any idea just how fuel efficient she was. And few know that her Commander, Dr. Hugo Eckener, and crew were met with jubilation by the Japanese people when they arrived.



The Graf Zeppelin viewed in profile flying at a downward angle over Buckingham Fountain in Grant Park, Chicago just before completing her round-the-world cruise. Image: Chicago History Museum, Getty Images

And even though for a while it looked like she had been lost in a hurricane after leaving Japan, few remember what a momentous moment it was when Graf Zeppelin returned unscathed and majestically cruised over Los Angeles, then easterly, onward to Chicago and New York.

But the momentous event was downplayed. Publishing tycoon William Randolph Hearst had bought all the English rights to the story, and since he had kicked in some money, was able to stipulate that the round-the-world event would culminate in New York. Why would Hearst insist that the Graf Zeppelin come through New York and celebrate the event as if it was the final stop? To confuse the public and stymie the event, that's why.

With the new stipulation, Graf Zeppelin had to first leave Friedrichshafen and head west to New York where she was to now begin her around the world voyage. Since the voyage was west to east, she now had to turn around and head back to Friedrichshafen! So, she left

Friedrichshafen a second time. What confusion, not to mention that Hearst had just added on an extra two legs to the around the world attempt!

Now when Graf Zeppelin reached New York she actually touched down in Lakehurst, New Jersey. The crew were treated to a ticker-tape parade. Problem; it wasn't a world event yet because Graf Zeppelin was a German ship and Europe wanted the end of the voyage to culminate in Germany. As a result, what should have been heralded as a world-breakthrough in air travel was only meekly presented to the awaiting public. And since Hearst had all rights to the English version of the story, he was able to censure foreign English-speaking persons from getting the full story.

In Germany, there was a huge turnout, but not in New York like there should have been. Hearst made sure this incredible feat was quickly forgotten. In the process the accomplishment of man mastering anti-gravity travel was hardly noticed.

Today we might think we're riding pretty high. Now consider that as far back as 1928 you could have flown nonstop on an airship from Germany to Rio. Germans rode safely and serenely at 80 knots 500 feet off the ocean watching whales and dolphins swimming below from their own cabins, dining rooms and observation decks. Their meals were served by a tuxedoed waiter and prepared by professional chefs. All passengers had an assigned cabin with a bed and private laboratory. This was the result of unfettered technical and scientific achievement, coming together in a grand and benevolent way. And so, it was on the day of May 6th, 1937, but first:

1920-1933: Prohibition of alcohol and alcohol fuel

Now here's another key part of the era that formed our transportation system into what it is today. You need to know that before the period of Prohibition alcohol was very much in competition with gasoline as a fuel. This is because it could be derived



The History of Moonshine. Courtesy of lindseywilliams.org

from many sources. There were two main processes: One: the catalytic cracking of petroleum gasses to produce methanol alcohol. Two: the fermentation of grains, woods, fruits, organic waste and other feed stocks to produce Ethanol alcohol. These are pertinent facts: (Wikipedia):

“Before the Civil War, many farmers had stills to turn crop waste into lamp and stove fuel.

In 1826 Samuel Morey tested the first internal combustion engine which ran on alcohol.

In 1860 U.S. distilleries produced 90 million gallons per year.

In 1862 and 1864, a tax on alcohol was passed in the U.S. to pay for the Civil War, increasing the price of ethanol to over \$2.00 per gallon. A new product from petroleum, called kerosene, was taxed at 10 cents a gallon.

In 1902, the Paris Alcohol Fuel Exposition displayed alcohol powered cars, farm machinery, lamps, stoves, heaters, laundry irons, hair curlers, coffee roasters, and every conceivable household appliance and agricultural engine powered by alcohol. This exhibit traveled widely through Europe and was featured at the 1907 Jamestown Virginia centennial celebrations.

In 1908, the Ford Model T was introduced that featured adjustable carburetors to run on ethanol with gasoline as an option.

In 1928, the Pasteur Institute of France found it was possible to derive 10 gallons of alcohol from one ton of seaweed.

In 1923, the price of alcohol from molasses was less than 20 cents per gallon while retail gasoline prices reached an all-time high of 28 cents per gallon.

In 1923, Standard Oil produced a fuel with a 10% alcohol/90% gasoline blend to increase octane and stop engine knock.

In 1925 Henry Ford told the New York Times that ethyl alcohol is "the fuel of the future" which "is going to come from fruit like that sumac out by the road, or from apples, weeds, sawdust; almost anything. There is fuel in every bit of vegetable matter that can be fermented. There's enough alcohol in one year's yield of an acre of potatoes to drive the machinery necessary to cultivate the fields for a hundred years."

In 1964, a seven-car crash killed two drivers on the second lap of the Indianapolis 500, as over 150 US gallons of gasoline burned. Johnny Rutherford, who was also involved in the crash, survived, mainly because his methanol-fueled car had not ignited. The United States Auto Club banned gasoline and switched all cars to methyl alcohol (methanol), a rule which would stay for 41 years before ending in 2005 when they changed to ethanol.” Courtesy: Wikipedia

As you can see, the sun-driven process to create organic matter that can be turned into alcohol fuel applies to almost everything that grows. The production of alcohol gave vehicle operators a variety of choices for fuel. Manufacturers had a variety of manufacturing methods, feed-stocks and innovation. These were game changers Big Oily had to stifle, and quickly.

Thusly, Prohibition was just a plot to control the alcohol market to protect the gasoline market. It all happened during the golden era and the sad fact is alcohol is a superior fuel to gasoline and is non-polluting.

Common ethanol fuel mixtures

Code	E5	E10	E15	E25	E85	E100
Composition	max 5% anhydrous ethanol min 95% gasoline	max 10% anhydrous ethanol min 90% gasoline	max 15% anhydrous ethanol min 85% gasoline	max 25% anhydrous ethanol min 75% gasoline	max 85% anhydrous ethanol min 15% gasoline	~5.3% water 100% Brazilian hydrous ethanol (contains on average 5.3 vol.% water)
Countries	Western Europe today	USA today (Western Europe in near future)	USA EPA approval cars > 2000	Brazil	USA / Europe	Brazil

Gasoline blends for use in regular cars (points to E5, E10, E15, E25)

Flex Fuel Vehicles (points to E85, E100)

Look at all the different blends of motor fuels that use alcohol. Note that E-100 does not require anhydrous ethanol (non-water). Hydrous alcohol is much cheaper to manufacture and performs superior. Courtesy: The Shri Ramdeobaba College of Engineering.

If you worry that alcohol production could ever lead to a shortage of food stocks for animals and humans, remember, Methanol alcohol can be manufactured from petroleum gasses and liquids, including gasoline. This is a secret Big Oily does not want you to know!

You are reading this correctly: methyl alcohol, a clean-burning-non-toxic fuel, can be produced in a catalytic reaction that combines water with ordinary rot-gut gasoline (or other crude stocks). In this reaction, hydrogen and oxygen from the water is released then recombined with hydrocarbon molecules which are first broken into gasses. The reaction is a perfect combination, and it results in a multiplication of yield by over 400%!

Methanol alcohol is the smallest of the alcohols in molecular size, the quickest burning and is non-toxic like its heavier cousin ethanol. It is not for drinking, although small amounts can be tolerated making it much safer than gasoline if ingested. Every oil refinery should have the ability to manufacture methanol alcohol. It would only require the addition of one catalytic cracker. The industry is already cracking crude stocks and have been doing so for decades.

It was not American's excessive "drunken behavior" that caused the United States Congress to pass prohibition laws in the first place. When prohibition was, in fact repealed in 1933 there were several reasons cited. One was that since the stock market had crashed new alcohol production would help create new jobs. Another was that the people never liked it in the first place and were tired of buying bootleg alcohol as a result. Three was it was repealed to diminish the crimes committed by the criminal cartels it had fostered.

None of these had anything to do with people's drinking habits. This confirms that Prohibition was never about America's health, but instead for the fact that alcohol was a better and cheaper fuel than toxic gasoline. Prohibition was a derogatory term that defamed and discredited the brilliant attributes of alcohol by making it illegal to produce it.

When prohibition ended the alcohol fuel market had been consolidated to fit within the ranks of Big Oily. The vast majority of alcohol

producing competitors had been eliminated from the automotive fuel market, while wine and spirits production became controlled by the banksters. The oil industry cast Americans into the Dark Ages by insisting we use the worst choice of fuel that was available during the 20th century. That is how America ended up with gasoline as our primary motor fuel.

1936: Hindenburg Arrives on the World Stage

The Hindenburg was designed along the parameters of the Graf Zeppelin and the von Zeppelin Company designated her LZ-129. She was built in a brand new and larger hanger allowing her to be much fatter than her predecessor. It was only after the Nazi party took control of LZ-129 that she became known as the Hindenburg, and it was the Nazi party that painted swastikas on her tailfins before sending her to political rallies. There her sheer size overwhelmed spectators, and these phenomena resulted in the brewing of several plots to destroy her by enemies of the Third Reich.

Thanks to decades of misleading stories and doctored photographs virtually everybody remembers the Hindenburg as a giant bag of flammable gas that ignited on fire from a spark so small nobody saw it. Few can thus believe that the Hindenburg was one of the safest flying aircraft ever built. Now that the facts are in and the intended plot has been fully played out, Hindenburg's destruction in Lakehurst has been confirmed as a story scripted by the media to deliberately implant a false mental picture into the human mind. The plot was cleverly planned to destroy the airship concept permanently.

Today the public has misconceptions about how the Hindenburg performed. To dispel this, first let's look at an actual report that details how she performed after losing two of her four engines to sabotage (or failure) on her maiden flight:

“On her first South America flight one of the airship's four Daimler-Benz 16-cylinder diesel engines suffered a wrist pin breakage during the outbound leg, and although repairs were made at Recife the engine could no longer deliver full power. A similar problem developed on the return journey when another engine failed off the African Gold Coast near Morocco, and as mechanics were attempting to repair it a second stalled and could not be restarted. By then running on just two of its four

engines, the Hindenburg was in danger of drifting into the Sahara Desert. To avoid such a catastrophe, the crew raised the airship in search of counter-trade winds usually found above 5,000 feet (1,500 m), in this case the crew found such a wind at the lower altitude of 3,600 feet (1,100 m) which permitted them to guide the airship safely back to Germany. The nine-day flight covered 12,756 miles (20,529 km) in 203 hours and 32 minutes of flight time. All four engines were later overhauled and no further problems were encountered on later flights”.

I myself have never heard of a four-engine piston powered aircraft that lost two engines in flight, ever being able to make repairs and then continue to its intended destination. But the Hindenburg was not just a four engine powered aircraft. Not only did she not have to come down, she was able to ascend to a higher level. There, air currents were going in the right direction. This demonstrated another inherent advantage of the use of anti-gravity: the ability to rise and fall to reap the favorable wind currents. Now let’s look at how this workhorse fared in her first year of service:

The 1936 Hindenburg Flight Schedule.

This is the actual record of her accomplishments in her first year of service. I chose to include the entire 1936 flight record of the Hindenburg because there’s just no other way to properly illustrate the airworthiness of this wonderful airship, especially after receiving only four test trials when she was a brand-new design!

March 17-March 18: Friedrichshafen-Friedrichshafen (22hr45min) [Test flight]
March 18-March 18: Friedrichshafen-Friedrichshafen (7hr49min)
March 23-March 23: Friedrichshafen-Löwental (6hr23min) [Test flight, Mail flight]
March 26-March 26: Löwental-Löwental (3hr16min)
March 26-March 29: Löwental-Löwental (74hr4min) [dropping pro-Hitler leaflets]
March 31-April 4: Löwental-Rio de Janeiro (100hr40min) [First South America flight]
April 6-April 10: Rio de Janeiro-Löwental (103hr52min)
May 4-May 4: Löwental-Frankfurt (7hr32min)
May 6-May 9: Frankfurt-Lakehurst (61hr40min) [First flight to North America]
May 12-May 14: Lakehurst-Frankfurt (49hr13min)
May 17-May 20: Frankfurt-Lakehurst (78hr57min)
May 21- May 23: Lakehurst-Frankfurt (48hr8min)
May 25-May 29: Frankfurt-Rio de Janeiro (85hr13min)
May 30-June 3: Rio de Janeiro-Frankfurt 93hr17min)
June 5-June 5: Frankfurt-Löwental (8hr19min)

TITANIC AND HINDENBURG

June 16-June 16: Löwental-Löwental (9hr4min) [(Krupp/Essen flight)
June 18-June 18: Löwental-Frankfurt (3hr17min)
June 18-June 18: Frankfurt-Frankfurt (11hr)(Rhineland flight)
June 19-June 22: Frankfurt-Lakehurst (61hr30min)
June 24-June 26: Lakehurst-Frankfurt (61hr5min) [Max Schmeling return]
June 30-July 2: Frankfurt-Lakehurst (52hr49min)
July 4-July 6: Lakehurst-Frankfurt (45hr39min)
July 8-July 8: Frankfurt-Frankfurt (1hr26min)
July 8-July 8: Frankfurt-Frankfurt (1hr)
July 10-July 13: Frankfurt-Lakehurst (63hr27min)
July 15-July 17: Lakehurst-Frankfurt (60hr58min)
July 20-July 24: Frankfurt-Rio de Janeiro (85hr38min)
July 25-July 19: Rio de Janeiro-Frankfurt (96hr35min)
August 1-August 1: Frankfurt-Frankfurt (14hr) [Olympic Games flight]
August 5-August 8: Frankfurt-Lakehurst (75hr56min)
August 10-August 11: Lakehurst-Frankfurt (43hr2min)
August 17-August 19: Frankfurt-Lakehurst (90hr10 min)
August 20-August 22: Lakehurst-Frankfurt (43hr49min)
August 27-August 30: Frankfurt-Rio de Janeiro (88hr34min)
September 4-September 8: Rio de Janeiro-Friedrichshafen (109hr55min)
September 14-September 14: Friedrichshafen-(10hr53min) [Nuremberg Rally]
September 16-September 16: Friedrichshafen-Frankfurt (3hr6min)
September 17-September 20: Frankfurt-Lakehurst (62hr54min)
September 22-September 24: Lakehurst-Frankfurt (55hr36min)
September 26-September 29: Frankfurt-Lakehurst (63hr14min)
October 1-October 3: Lakehurst-Frankfurt (58hr2min)
October 5-October 7: Frankfurt-Lakehurst (55hr35min)
October 9-October 9: Lakehurst-Lakehurst (10hr25min) ["Millionaires Flight"]
October 10-October 12: Lakehurst-Frankfurt (52hr17min)
October 21-October 25: Frankfurt-Rio de Janeiro (111hr41min)
October 29-October 30: Rio de Janeiro-Recife (21hr48min)
October 30-November 2: Recife-Frankfurt (85hr20min)
November 5-November 9: Frankfurt-Rio de Janeiro (97hr50min)
November 12-November 16: Rio de Janeiro-Frankfurt (105hr57min)
November 25-November 29: Frankfurt-Rio de Janeiro (94hr59min)
November 30-December 1: Rio de Janeiro-Rio de Janeiro (26hr37min)
December 3-December 4: Rio de Janeiro-Recife (22hr57min)
December 4-December 7: Recife-Frankfurt (83hr34min)

The record states that the Hindenburg crossed the Atlantic Ocean 34 times and completed 56 successful flights without a single mishap. This schedule reveals that even as a debuting aircraft she performed a myriad of critical assignments flawlessly.

The Hindenburg was not only a marvel to watch but performed as staunchly as if this type of aircraft had been in service for decades. She was

the answer to global travel after sea travel had been deemed dangerous via the tragedy of the Titanic. More and more people were coming to know and look forward to these fuel-efficient aircraft. Hydrogen equipped dirigibles were far ahead of their nearest rival then and ever since.

And so were things on May 6, 1937 as the world stood captivated by their vision of future travel by these floating wonders, just before the Hindenburg became the second milepost of the era that was to define our transportation system from then on. A month later, Amelia Earhart would vanish, putting the significance of the Hindenburg into obscurity. And a bit later the public would be distressed by World War II, placing the concept into hibernation.

CHAPTER EIGHT

100 Years of Grandiose False Stories

“The big piece came from the uppermost part of the hull, on the starboard side. It was probably the center of the hinge, and broke away as the bow and stern separated”. New York City Technical College of Marine Forensics



The aftermath of the 911 World Trade Towers demolition. In this case they wanted us to believe they fell straight down into themselves! Photo by Eric J. Tilford News.Vice.com

SINCE TITANIC'S SINKING in 1912 the public has been continuously supplied with books, articles and discoveries which confirm and bolster the story about the Titanic striking an iceberg. This is very much like a more recent tragic event that has relentlessly supplied us with televised scenes, analyses and government reports that

bolster the story that a cave-dwelling migrant on the other side of the globe engineered a way to make skyscrapers fall straight down into themselves. I was alive then and able to follow it. I was receiving up to the minute emails as three passenger jets that were off course appeared to be headed toward New York and Washington DC.

The bin Laden story was one that I believed for about three days. Thanks to all the computer toting geniuses out there and thanks to the internet, I was looking at stop-frame analysis, blowups, timeline analysis, replayed media statements, etc. within hours of the event. So, I was lucky. I was able to sort out the story. My reward: I was able to avoid the development of hatred for Muslims and 24/7 bomb-zone paranoia.

Unfortunately for the masses who stay glued to their television sets many went on to develop and experience these very symptoms. All who fell for the bin Laden story in some way ended up as victims of increased anxiety manifested from the extreme differences in racial, religious, economic and political values. How much did it impact on our lives? Many of our 18-year-old men went off to war over the issue, didn't they?

Just as many people were victimized by the events following 911 there were many who were victimized by the events of the Titanic. The number is not limited to the 1,523 who supposedly went down with the ship, nor next of kin, friends, employers, spouses, sons or daughters. The entire public got taken by a story that went something like this:

On her maiden voyage, the Titanic struck an iceberg and damaged her hull so badly that she sank in a little over 2 ½ hours. It was a tragic accident that happened because of human errors such as faulty lifeboats and loading procedures. The crewmen were under-trained but did the best they could in a crisis. The greedy president Ismay assumed the Titanic was so over-built they were safe steaming through an iceberg area at full speed. He convinced old tired captain Smith on his last voyage to go top speed through the dark North Sea with visibility so bad they were unable to see a mountainous white block within a few hundred feet ahead. They tried to go too fast and reach New York too soon. It was all motivated for a headline in the New York Times.

What a great theme for a movie! Unfortunately none of it was ever documented and thus none of it ever had any validity. The fact is what has

been written about the Titanic has never had anything to do with what really happened to the Titanic. Had it been made public in 1912 that the hull of this massively-constructed iron behemoth was lying on the bottom in five separate pieces nearly ½ mile apart, they would have had to soundly reject the whole premise of the Titanic having sunk because of striking an iceberg. And if they had ruled like they should have, none of what has been written since would have been written the way it was.

21 Mysterious facts

Unsolved anomalies are nothing new to the story of the Titanic. There are the typical ones which have dogged the existing storyline from the beginning. These I listed under the category “Persistent Fallacies”. Then there are the anomalies that refer to the inexplicable behavior of Titanic’s crew. These I listed as “Crew Errors that Surpass Stupidity”.

But first up is the list of anomalies that have gotten by the public’s eyes with hardly a notice: thanks to television, books, false documentaries and movies.

A. Glaring anomalies that have been ignored:

Any one of these anomalies makes the existing story about the Titanic difficult to believe in the first place:

1. The Titanic did not strike an iceberg (or anything) hard enough to alert any of the crew or third class passengers that there was any problem whatsoever.
2. The Titanic sank in an area where other ships were abundant.
3. The officers of the Titanic never alerted the below decks crew nor any of the 3rd Class passengers that the ship was in danger of sinking, and never sounded a general alarm.
4. The officers of the Titanic released all the lifeboats filled with mostly 1st and 2nd Class passengers before the 3rd Class

passengers and crew were alerted.

5. The officers of the Titanic allowed 50% of the children on board to perish but managed to save 73% of the sailing crew, which included themselves.
6. The sinking of the Titanic was witnessed by at least one vessel nearby that refused to come to her aid.
7. The Titanic was preceded by a French passenger liner, Niagara, **just three nights prior** and in the same ice field, struck an iceberg in the same vicinity supposedly head-on at full speed. This hurled passengers across the dining room and into chairs amidst broken dishes but in this case the ship made port and all her passengers survived.
8. The Titanic was never required to carry enough life boats for all her passengers and crew.

These anomalies will be taken up further in Chapter 14, but beforehand here is a continuation of them under the second category:

B. Crew errors that surpass stupidity:

9. The officers of the Titanic placed a man on watch who was known to have poor eyesight.
10. Neither the captain nor the radio operator heeded eight ice warnings that included coordinates of an iceberg they headed straight for.
11. The Captain and Officers of the Titanic let themselves hit a supposed iceberg at nearly the exact coordinates given by the vessel Mesaba just two hours beforehand.
12. Two Officer look-outs on the bridge and two Sailing Crew lookouts in the forecastle did not see the iceberg, even though it was a clear and cloudless night and the seas were calm.

13. The officers of the Titanic turned down two requests to provide binoculars to the forecandle lookouts on duty.
14. The Titanic navigator and radio crew transmitted faulty rescue coordinates that were on the wrong side of an ice field that was 60 miles in length.
15. The Titanic radio operator(s) sent out a radio message 32 minutes after the supposed collision that stated: "Titanic had struck an iceberg. Everyone is safe. We are steaming for Halifax".
16. The Titanic radio operator(s) goofed up the radio transmissions from two ships that were much closer, and, which could have gotten to her in time to rescue the passengers.
17. The Titanic radio operator(s) put all hopes of rescue into the skipper of a ship that was too far away to rescue them.

These anomalies will be taken up further in Chapter 15, in the meantime here is a continuation of them under the third category:

C. Persistent Fallacies:

18. The Titanic could not have set a transatlantic speed record on her maiden voyage.
19. The Titanic was never built to set a transatlantic speed record.
20. The Titanic was not making more than normal headway at the time of the supposed accident.
21. The Titanic was not designed with a rudder that was too small.

In Chapters 15-17 each of these anomalies are discussed in detail. You will find enough documented facts just in these chapters to convince about 90% of readers the Titanic did not sink from striking an iceberg. But before I go into these details it will be to our advantage to see the following information beforehand.

Two Separated Hull Pieces: Game-changer No. 1

In 1985, the Ballard Expedition, working in concert with the U.S. Navy, located the wreckage of the Titanic and discovered her hull was in two separate pieces and that they were separated by 2,300 feet of distance. Before that time nobody knew that the Titanic laid at the bottom of the ocean in two major pieces. The fact that there were two separate pieces was one thing. The fact that they were so far apart took a while to sink in.

The discovery meant that every foregoing conjecture concerning what caused the Titanic to sink up to this date had been made without the most pertinent information of all. Most unfortunately however, this glaring truth about the Titanic's demise did not come further to light. In fact, the public was more distracted by little side stories like the household artifacts that were found and brought 12,000 feet up to the surface for public display.

The big story was the fact that the hull was in two separate pieces, and they were lying on the bottom so far from each other. If people had known this in 1912 they would have soon figured out that something was rotten with the iceberg story and they would have spent more time thinking about what could have possibly separated Titanic's steel hull into two separate pieces. This kind of catastrophic hull damage could have been the result of ramming, torpedoing, naval mine or from a large onboard explosion, but those were about the only options.

So, this is how things stood when combined with the Ballard discovery: Before 1985 the story read: *Ship struck an iceberg, got a big hole, enough water leaked in to fill five compartments and she totally sank in 160 minutes.*

After 1985 the story reads: *Ship struck an iceberg, got a big hole, enough water leaked in to fill five compartments, she totally sank in 160 minutes AND in the process of sinking she buckled and separated into two pieces.*

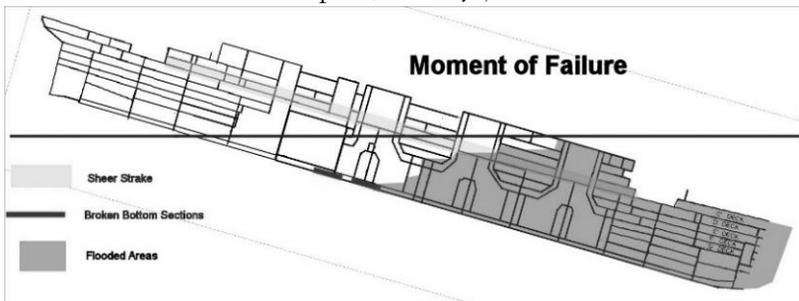
That was a big add-on, and so cavalier! Not to worry as the world's authority on how the Titanic sank, the New York City College of Technology; Marine Forensics Division, came to the rescue with an explanation. Based upon what was gained from the Ballard Expedition they currently state:

"Titanic's hull is in two pieces that are approximately ½ mile apart. Therefore, they had to have become completely separated near or at the surface to have landed that distance apart on the bottom."

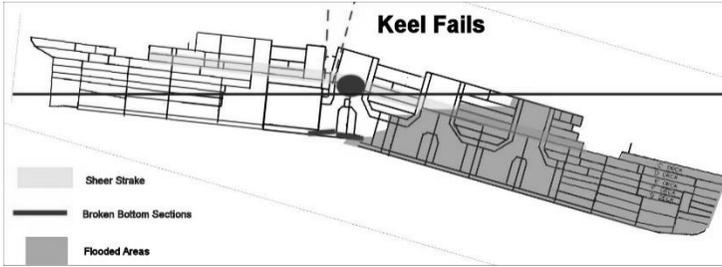
Can you believe what you just read? They actually expect us to believe that Titanic's hull separated completely into two pieces at the surface! Nobody can honestly explain what caused this steel ship, with ten steel decks ½ inch thick, to get totally pulled in half? To this day, the New York College of Marine Forensics plays this down as if steel plate breaks apart like Graham Crackers. But we're just getting started.

Breakup summary

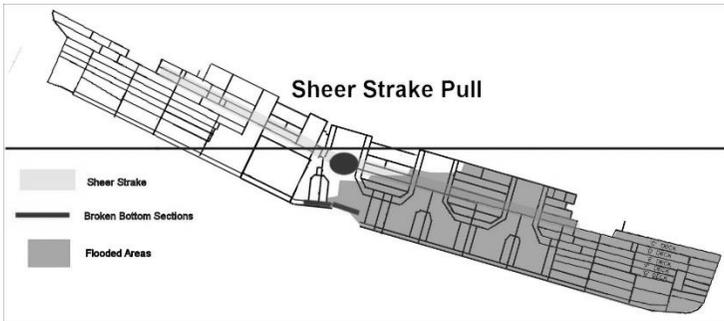
In the section following the drawings presented were prepared for the Marine Forensic Panel Report; courtesy: joecombs2nd.com.



In the first drawing the “broken keel sections” are meekly represented as thick black lines. They depict the pieces that were discovered in 2005. Here, the Titanic is depicted in a low angle break scenario just as the bottom is beginning to give way. (Never mind this is the strongest section of the hull).



In the second drawing the decks are being split apart just aft of the third stack. This is hardly any tilt at all, yet we are supposed to believe that this exerted enough force to rip the entire ship in half!



Continuing with the “low angle break theory” in the last diagram the hull of the Titanic hull is breaking back on itself in the opposite direction of the prior diagram. Now the hull has separated underneath the port and starboard engines. Pieces of the engines and boilers are depicted as parts falling out of the bottom. Note; the angle of the forward section of the ship has remained constant in these two drawings. Why wouldn't the bow have continued to sink and swing downward once it began rotating that way? This is the end that began sinking first, therefore this explanation is absurd. Also, note how much of the hull is already submerged?

I hope you can see just how desperate these forensic cover artists are such to propose that a compression failure occurred where shown! As noted earlier, each piece is roughly 30 ft. long x 92.5 ft. in width. What is a major red flag is the fact that both are approximately the same rectangular shape, representing five incremental units of 6 feet, which is the distance between each rib frame. One came off just aft of the section that split, and the other came off just forward of the section that split.

In other words, the rectangular piece of the bottom 60 ft. x 92.5 ft. was also cut in half to make two 30 ft. x 92.5 pieces. It's really the end of the game. These increments are man-made units, not nature-made randomness, which is what is normally found in structural failures.

And don't forget that there are three separate lines of failure and this violates the *law of conservation of energy*, since normally any structural element fails only as bad as it has to. Here the hull has been severed from port to starboard three times!

I must also point out the fact that the two pieces from the bottom became totally separated from the hull on all sides. It would only take part of one edge of either the top or bottom 1" bilge plating to hold these pieces firmly to the hull while she plunged to the bottom. So, what broke them completely free from the hull when they were fused in on all four sides? It wasn't their sheer weight, for they are nowhere near heavy enough to rip off even one 1" thick steel edge because of gravity. They had to have been cut.

Also note, in sequence No. 4 of the drawing, the claim that the pieces "*probably*" bent at this time and that they "*probably*" broke free later. This is more than enough ambiguity to make any engineer laugh out loud reading it! And lastly, note in depiction 5 that **another big piece** came loose as well! Isn't this manner of informing us about another completely separated piece of Titanic just a bit subtle to equate to forensic research? A brand new state-of-the-art ocean liner goes down with 1,523 hapless souls and this is what they expect us to accept as a valid explanation? The deceptive story of the Titanic hitting an iceberg is now impossible to believe.

100 Year False Story Recap

We have all been victims of the Titanic because we have all fallen for a false story. Let's take a review of the ones since 1912:

1912–1985, The intact theory This was the first generally accepted version of how Titanic sank. In this scenario, she slid straight down and did not breakup.

1985-2005, Stern sinks after Bow theory This was a revised theory to explain how the Titanic had broken into two separate halves on the surface. The way the Titanic broke in two was highlighted in the new 1997 movie “Titanic”.

2005-2010, Low angle break on the surface theory In 2005 John Chatterton and Richie Kohler dove to the Titanic wreckage and found separated pieces of Titanic’s double bottom. These pieces from the bottom of the ship changed everything that we know about the break-up of Titanic. This also put an end to the possibility of the stern rising up and remaining there for a prolonged period.

2012- Present, Bow drags the stern under theory Here we are today, according to the New York City College of Marine Forensics, the latest theory which attempts to put the shattered pieces of the puzzle back together. Titanic still sank from a mild blow with an iceberg, but in this theory the Titanic hull begins breaking apart, yet remains attached until the stern just starts to leave the surface, but just then it breaks into two separate halves. Yes, that’s what they wrote. The only shortcoming to the new theory is that it fails to explain how two extra pieces of the ship became completely separated.

It does reveal one sad fact: After 100 years of blathering iceberg and rivet theories, all that we have in the way of proof for what really happened to the Titanic has been misconstrued into an impossible narrative!

CHAPTER NINE

The Endless Titanic Movie

*“Niagara struck ice; she slid along,
buckling plates below the waterline, and
forthwith sent out a distress call. Within
a short time, the CQD was canceled;
her captain had discovered that she was
not badly damaged, and could continue
without assistance.”*

William Murdoch.net

THERE HAVE BEEN so many movies made about the Titanic story that over the past 100 years she has become a historical legacy. There have been 100's of books and television documentaries made along the way that explain away her sinking as man's inevitable rendezvous with fate.

And so, it appears today that all the Titanic mysteries have been answered. But consider that the scientific information has changed and the mysteries were answered again albeit with different answers. The public has fallen for a new explanation every time, rarely stopping to realize that a new story just rendered everything about the old story as false. That means they've been feeding us lies from the very beginning.

This sociological inheritance is what is described here in the “Endless Titanic Movie.” Let's go back to where this movie began.

The case of the Niagara Passenger Liner

The iceberg story should have been scoffed at from the outset of the news and data reported by the newswires, but for some inexplicable reason, it was latched onto and has remained as Titanic's legacy ever since. Is it just possible that one of the reasons why the public believed this improbable explanation was because just three days prior to the night the Titanic struck an iceberg the newspapers reported that a French passenger liner crashed headlong into an iceberg?

Yes, you are reading this correctly, and the story gets even more intriguing because the iceberg that the French vessel Niagara struck was in the same location as the iceberg that the Titanic would strike just three nights later. It may have been the same iceberg. Did anyone care?

Because of the Niagara incident, this is what got reported in the press on April 12, 1912: 1. Titanic departed Belfast on her maiden voyage, 2. A French passenger liner struck an iceberg head on and suffered great damage to her bow. Were the two related or just a coincidence? You can be the judge.

According to reports, Niagara passengers were hurled across cabins and dining halls resulting in many injuries, broken furniture and a severely damaged bow. But now here's where the story goes astray: the Niagara did not sink! No, not even close. In fact, she was able to resume onward, reaching her intended port under her own power.

Today the story of the Niagara deserves review. Consider what the papers printed: "Passenger Ship Strikes Iceberg" just after the Titanic had left port. Now if the Niagara had hit an iceberg, then it was possible for

No picture found.

Niagara Passenger Liner: Built by Ateliers & Chantiers de La Noire, St. Nazaire, France, 1908. 8,481 gross tons; 485 (bp) feet long; 56 feet wide. Steam triple expansion engines, twin screw. Service speed 15 knots. 1,142 passengers (182 second class, 960 third class). Two masts and one funnel. Built in 1908 and named Corse. Sold to French Line, French flag, in 1910 and renamed Niagara for New York service. Scrapped in 1931.

the Titanic to hit an iceberg. And now you know that the story of the Niagara is most likely a fraud.

Just three nights after the major newspapers reported the Niagara had struck an iceberg, they would report that the Titanic struck an iceberg. The unsuspecting public already had in their minds that such a thing was not only possible but happening. This is called mind programming.

What are the odds of these two unlikely events happening twice within three days? It more than resembles a perfect pre-conditioning event if you ask me. But could they have strong-armed a captain into ramming his liner into an iceberg just for a story? Then again, perhaps the public has been “had” on this report as well. Perhaps the collision of the Niagara with an iceberg as reported by the press did not really happen.

The story is more than fishy due to this gigantic contradiction: Why had the Titanic sunk so fast from a collision nobody could describe when the Niagara did not sink at all after suffering a crash that floored and injured people? This story is continued in Chapter 15.

The “Unsinkable” Factor

One crazy notion that needs to be forever ended is the following misconception:

“Since the Titanic was considered to be unsinkable, the Captain mistakenly assumed it was ok to speed.”

As witnessed by the vessel Niagara, a ship does not have to sink to suffer a tragedy with its passengers, as many people were reported as being injured when the vessel Niagara slammed into the same iceberg head on. So, there is a huge risk encountered by steaming ahead at any speed above what distance the ship can stop in, which is the distance of visibility. It has nothing to do with whether the vessel is unsinkable or not.



A small iceberg tour boat travels among bergs near St Anthony Newfoundland in 2016. Photo Credit: Paul Alcock, Northland Discovery Boat Tours via CBC

There were many rich people traveling aboard that night in 1st class, and injured rich people produce catastrophic injury lawsuits. Whether you sink or not is not the criteria any captain would ever use to influence the speed he chose. The truth is

that no ship carrying passengers can risk hitting a large solid object, period.

These are the facts from the conditions we know. If visibility was good, and we have more than ample evidence that it was, and the Titanic was steaming along at a few knots below what the Cunard Liners typically cruised through this region at, then there is no reason that the Titanic could have hit an iceberg unless the lookouts and quartermasters had all been asleep, intoxicated or blind at the time.

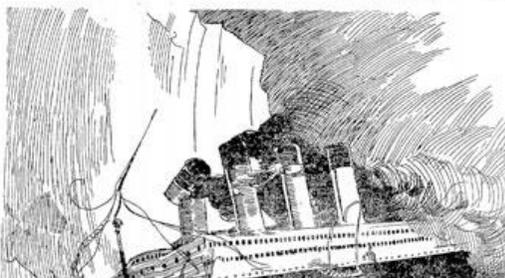
False News Reporting

Here is another area that needs further review: In the initial hours of the Titanic tragedy, loved-ones of the missing waited anxiously because there was so much conflicting information coming in from ships at sea, added to by ground stations, then picked up by the media in various fashions and spewed out via the press. Frankly speaking, the despicable way in which the Titanic sinking was reported should have been torn apart at the Senate Hearings held afterwards.

The Titanic officially sank at 2:20 AM on Monday morning April 15, 1912, however the story was not printed with an accurate list of who had actually died until the evening of April 17th in New York. In the meantime,

confusion and hope ruled. Those who were waiting for word from a relative who was on board the Titanic on Sunday night of April 14th would be in for an emotional ride.

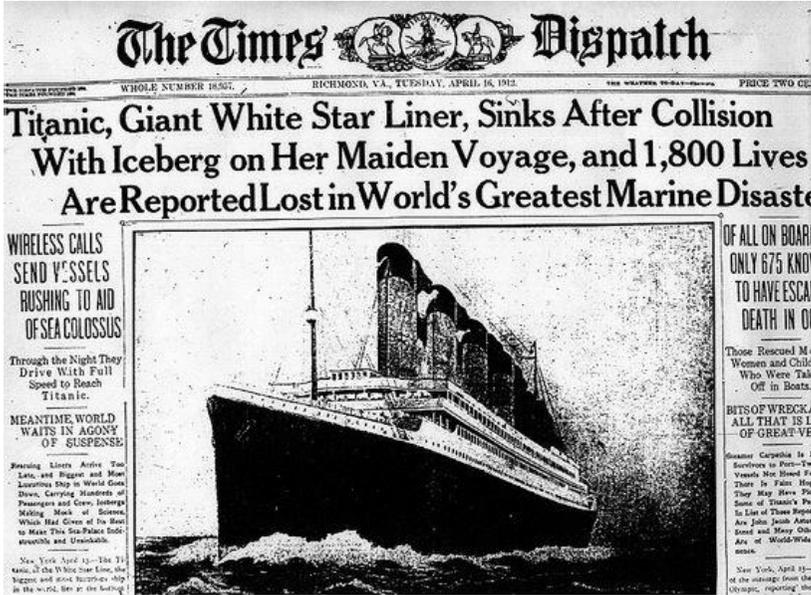
On April 15th, late in the afternoon they would hear that the Titanic has struck an iceberg and that they are being towed to Halifax. On April 16th, they're going to be told that the Titanic actually sank on April 15th and that some passengers were lost. However they would not know who had gone down with the ship and who hadn't until April 17th, late in the day.

<p>THE WEATHER For Syracuse and immediately adjacent towns, in "Tonight" column "Tonight".</p>	<h1 style="margin: 0;">THE SYRACUSE HERALD.</h1>	<p>5 To Sell Best Estate Use a Herald Classified Ad and Get Re- sults. 25 Cents</p>
<p>PRICE TWO CENTS</p>	<p>VOL. 36 NO. 12,881</p>	<p>SYRACUSE, N. Y., MONDAY EVENING, APRIL 13, 1914.—SIXTEEN PAGES</p>
<h2 style="margin: 0;">TITANIC'S PASSENGERS ALL RESCUED</h2> <p style="margin: 0;"><i>Giant New Liner Limping in Toward Halifax, Badly Damaged</i></p>		
<p>DEFALCATION AT NEW BERLIN BANK EXCEEDS \$300,000</p> <p>Examination of Books Shows Big Increase in Arnold's Shortage.</p> <p>CASHER IS IMPROVING</p> <p>Defaulter's Health Not as Bad as Reported—Depositors Gather at Doors of Bank—Arnold Closes Frequently in Syracuse and Entertained Lavishly.</p> <p><small>Syracuse, April 12.—The an- nouncement by Federal bank au- thorities that the shortage in the First National bank at New Ber- lin would probably reach \$300,- 000 threw this group of that village into restless and noisy and anxious searching of the streets line with no completed inquiries were expected on this date.</small></p>	<p>HOW TITANIC'S 1,300 PASSENGERS WERE RESCUED AFTER LINER SMASHED BOWS ON HUGE ICEBERG</p> 	<p>WORLD'S BIGGEST SHIP CRASHES INTO ICEBERG AT NIGHT.</p> <p>S. O. S. Wireless Signal of Distress Brings Many Other Liners in Great Race to Scene of Disaster.</p> <p>STEAMERS CARPATHIA AND VIRGINIA FIRST THERE--TAKE ON PASSENGERS</p> <p>New York Offices of White Star Line Receive Wireless Telling of Successful Transfer at Sea—Titanic Limping Toward Halifax, Kept Afloat by Water- tight Compartments—1,300 Leave Stricken Titanic in Small Boats.</p> <p><small>Special Notice by The Syracuse Herald.</small></p>

Here's one example; just note the date: Monday Evening Edition. Titanic had supposedly sunk Monday morning at 2:20 (ship's time) which equates to approx. 12:30AM New York Time. This was about 12 hours after the Carpathia picked up Titanic's survivors, and they had a wireless radio! Courtesy titanicstory.wordpress.com

This is what made the reported newspaper stories of the Titanic's sinking so tragic. There was so much hope beforehand. Then it took a bone-chilling twist with such an extreme loss of life. In reality it was an evil planned roller-coaster ride for the public. By pulling such tricks now there was no chance for next of kin questioning how such a large ship had sank in less than three hours after colliding with an iceberg; she was already down. And lost passengers and next of kin had been dead for days.

What shock! The Titanic had 16 separate compartments with watertight doors that somehow had not helped to keep her afloat. Worse yet, the story went that she sank so fast no other ships in the vicinity were able to get to her before she went completely under. She was now at the bottom of the Atlantic. How are you going to argue with the outcome when it is a done deal?



Here's another example of erroneous reporting. In this case, more than 24 hours after the rescue of the passengers aboard the Carpathia they still can't get the survivors counted, which when subtracted from the passenger/crew lists would have given them an accurate count. This figure was off by 275 souls! Courtesy: Pinterest.

It is now known that the deliberate demolition of the Titanic required that the public be given information that was erroneous from the start. The planned misinformation was distributed by the press. First they reported the damaged ship was being towed into port. This bought them almost three days of extra time to set the iceberg ruse into people's minds. Never mind about the loved ones who waited for nearly three days after Titanic's sinking to hear the real news.

Take it away movie industry

The many misconceptions initially laid down by the press have since been taken up by the movie industry, and they have kept the primary misconceptions intact. Recently these misperceptions were dramatically reinforced by the scenes from the 1997 movie “Titanic” that was produced by James Cameron.

The new Titanic movie was deceptively scripted to look like it was made in conjunction with the findings of Robert Ballard’s expedition which had found the hull. That is why the movie



The Mir submarine explores the deck of the Titanic.
Courtesy: www.fanshare.com

begins with scenes from the bottom of the Atlantic; to make it look like a scientific documentary, which it definitely was not. Unfortunately, most people forgot that Hollywood movies have never attempted to properly depict the truth, and they were not at all truthful regarding the 1997 remake of the Titanic story. Well what would you expect from a “place” that is named after a wizard’s wand?



The original Titanic movie from round 1: the ship goes down in a graceful dive in one piece. This was the accepted story until 1985.

Let’s start with the original movie “A Night to Remember” starring Kenneth Moore. In that movie, the Titanic sinks just as it was depicted in the testimony from a surviving witness named Charles Lightoller, Titanic’s 2nd Officer and the highest-ranking eyewitness to the actual sinking of the Titanic. Today his testimony resides in the

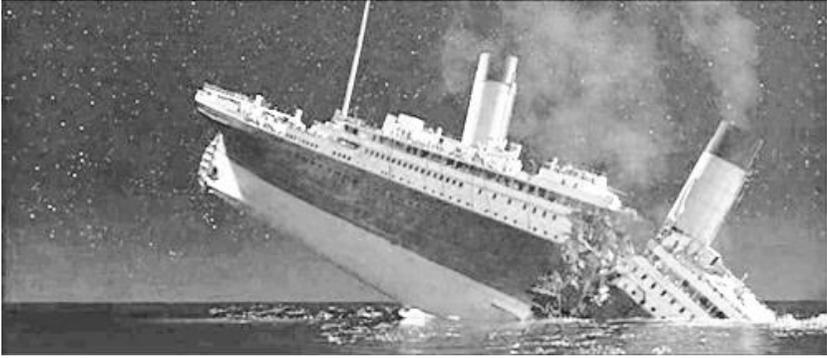
records of the U.S. Senate and British Board of Trade Hearings that were held in both countries shortly after the disaster. Lightoller's testimony is considered to be the most accurate account of how the Titanic sank because he had handwritten it on a piece of paper while sitting in his life boat after just watching her sink. And guess what? His account described a graceful silent dive straight down into the deep. Here is the note he wrote:

"Slowly and almost majestically the immense stern reared itself up, with the propellers and rudders clearing the water, till at last she assumed the exact perpendicular. Then, with an ever-quickenning glide, she slid beneath the water of the cold Atlantic.... Like a prayer as she disappeared, the words were breathed, 'she's gone'." **Second Officer Charles Lightoller**

I hope you noticed the graceful way in which the Titanic sank in this official testimony and the fact that there is no mention of any break-up or the stern snapping off just before she went down. So just who or what gave Cameron the right to change recorded history? As it stands today, Titanic's 2nd Officer may have been a leading witness that is now part of official records in both the U.S. Senate and the British Board of Trade to the tragedy on the night she sank, but his written and oral testimony has absolutely no validity with the movie industry today.

After watching this movie several times it became absurdly apparent to me that the Titanic did not sink the way Cameron portrayed it. I pondered why the director went to so much trouble to create a story that completely disregarded what was witnessed and formerly ruled as truthful testimony in two courts of law? Why did he choose to do a movie with such a ridiculous break-up scenario? Could the reason why have been to supply the public with a plausible explanation for the fact that the Titanic wreckage is in two large pieces that are scattered apart by 2,297 feet?

We forget that we should never underestimate the power of movies with their graphics and sound tracks along with subliminal cuts employed to influence and sway the human mind. And in fact, the 1997 re-make of the existing story about the Titanic included the most realistic and breath-taking scenes of any movie made prior. In the process filmmakers got the public to believe a non-plausible explanation; that Titanic's stern broke off by itself. They pulled off the impossible (or almost did).



Titanic breaks in half. Courtesy: Wikipedia

Meantime, the movie-watching public is unaware of the latest information that the wreck is laying on the bottom in five separate pieces. If they did they would see that Lightoller's account was totally made up. They would know that his testimony at the hearings was a fraud. They would know that every Titanic movie made before 1997 was a fraud as well.

By his own admission and writing, via being an eye witness to the actual sinking, Charles Lightoller's account described exactly what the Titanic Disaster Hearings needed to hear to sell the iceberg-collision scenario. That was back in 1912. Lightoller did not count on the hull of the Titanic later being found. After all, she went down in water that was over two miles deep.

If he had known that she would later be found in five major pieces, then he would have modified his account of her sinking beneath the water to include what it looked and sounded like as she ripped herself into two pieces. Here's a possible example:

“Over the sounds of a thousand people screaming, once the ship's bow began her downward plunge under the black sea, her stern rose up. Then came the bellows and screeching, a series of earth-shattering bangs as beams of steel were snapped apart and decks torn through at every level and all the way down both sides of the ship. The sounds of so much steel ripping apart was ear-piercing. Then Titanic's stern crashed back downward sending a large wave toward us that nearly swamped our boat. Only her fully-separated stern remained, but it soon began to be pulled down by the partially attached bow section. It rose up again, briefly after total separation of the bow section occurred, where she floated for a bit longer till the last piece of the Titanic had sank beneath the waves. She's gone, I whispered.”

Now we know why filmmaker Cameron chose to depict the Titanic sinking in such a completely impossible manner. Now we understand why they produced on film such a laughable depiction of a lifeless boat breaking herself apart. There can be no other explanation than that the movie itself was made for one main purpose: to explain the wreckage that is scattered over ½ mile apart.

Titanic's remains should be sitting there in one piece just as she looked and was described by witnesses before she sank. Instead, we've been supplied the notion that this massive steel ship tore herself completely in half on her own accord.

3rd Class Passengers Never Alerted. No General Alarm Ever Sounded!

The covering up of the truth with regard to the biased loading of the lifeboats began at the Titanic Disaster Hearings when the courtroom played down the loss of 154 women and children. The losses of women and children were further offset amidst the testimonies of the sailing crew where they painted themselves as having performed heroically in the face of insurmountable odds. And they accomplished this by depicting 3rd Class folks as riotous. In the end, it looked as though the poor sailing crew were just trying to keep unruly passengers calm enough to avert widespread panic and disaster.

However, under maritime law the sailing crew of the Titanic were bound to protect the passengers under their oath of duty, but they clearly failed to protect the most valuable ones; the children. The allowance of 56 people under the age of 13 to perish, when many of the lifeboats had left barely half-loaded, represented crew malfeasance of such magnitude it should have taken center stage.

If in fact 1,523 people really did perish with the Titanic, they had been kept locked below with no alarms. And thusly the movie industry has

missed the big story; the fact that 154 women and children never got near a lifeboat. The courtroom designed story of the Titanic depicted a scene of heroics from the sailing crew. They heard testimony as to several rich heirs who supposedly had to die alongside other 3rd Class males. In actuality it was a scripted glossing over of the deaths and/or kidnapping of 1,523 people.

Most of Titanic's crew were employed by the White Star Line as servants, stokers, firemen, etc. and thusly were regarded the same as 3rd Class, and most of these people were lost as well. The fact that so many children and women had been lost from 3rd Class is a travesty yet to be properly adjudicated and recorded.

Now that relevant facts are known, the latest Titanic movie resembles an obscene magic act designed to ignore the fact that almost all of the 1st and 2nd Class passengers were aboard lifeboats and cast off before the rest of the passengers even knew the ship was sinking.

Distraction Story: Captain Smith Relaxes at Dinner

What's rule no. 1 for a skipper? Don't run into anything! Does it make rational sense that a captain on his last voyage before retirement in charge of the largest and most beautiful ship ever built would disregard eight ice warnings and then allow the ship to crash into a mountainous-sized floating object?

Yet that's exactly what the 1997 movie depicted. The "captain-Smith-at-dinner" scene reached the ultimate of hypocrisy. This made it just the right kind of distraction, as it was never possible for Captain Edward John Smith to guide a ship full of passengers ahead at 22 plus knots through an ocean if there had been the slightest chance of hitting a large object such as another ship, island or iceberg.

The trained protocol of every captain of every vessel carrying valuable crew, passengers and cargo is to steam forward at a rate of speed that is safe for the conditions and visibility. This prohibits any captain from storming through an ice field when there is poor visibility. In wartime,

another skipper might take a chance trying to outrun an armed vessel, but in this case, there was no reason to take such a horrendous risk.

A captain must consider that a sudden jolt with a large object would have sent passengers flying across their cabins and dining rooms smashing into chairs and broken dishes as they did three nights prior on the Niagara. This kind of risk isn't worth a speed record. But our rationale has been skewed because of over-touting the unsinkable design parameter of the Titanic.

The public let their guard down when they fell for the captain's supposed bad decision to steam ahead too fast, partly because he was under the mistaken impression that his vessel was unsinkable even though they might just ram into an iceberg. This is nonsensical drivell! At that time in history most of the 1st Class passengers were very rich people and these very rich people were very powerful people. They would not have liked getting injured one single bit.

Without proper visibility, there was no way to steam ahead without endangering nobility and Captain Smith did not have the authority or the courage to endanger nobility. And so, here's another part of the story that is impossible to believe, that Captain Smith went to dinner on the evening of Titanic's fateful Sunday, just a few hours before the supposed collision occurred. Can you picture the person responsible for all the cargo and lives on board his ship sitting down to dinner with his most valued clientele at the same time they were supposedly steaming directly toward an ice field? Yet this is exactly what we are asked to believe took place, even though such a mishap by the captain would have initiated lawsuits with the resulting outcome being the immediate discharge of Smith as captain.

Had lawsuits been filed it wouldn't have taken long for investigators to uncover the fact that the vessel Mesaba, which was just two hours ahead of them and on the same course, radioed the Titanic and reported an iceberg. Not only did Mesaba report seeing it, they gave the exact coordinates of it. The Titanic's radio operator acknowledged receipt of it during the hearings. And this is just one of many ice-related reports that we will cover later in

more detail. Meantime, the Titanic continued to steam directly toward these coordinates with the Captain supposedly at dinner.

Let's say you're the captain of the Titanic and you are steaming along at 22 knots in the dark headed directly toward an iceberg. Are you going to sit down and have a nice relaxed meal with a bunch of power-hungry millionaires? Give me a break! This part of the story doesn't make sense unless in this case the captain was merely acting: acting in the form of a cavalier individual who was dramatically overdoing cavalier-ness.

Let's be real. If Captain Smith really did sit down to dinner then he did so knowing full well that they were in no danger of striking anything. That would also have confirmed that visibility at the time was good.

Captain Smith himself could have been thrown across a dining room into chairs, tables and broken dishes and gotten hurt too. This would not make for relaxation at dinner. What makes more sense is that Captain Smith knew ahead of time the Titanic would be slowing down as it got nearer to the known iceberg, because at this stage he had already been informed they were heading directly toward a known iceberg.

Since there was no danger of hitting something that they knew the exact position of, in this scenario, he could have sat relaxed at dinner, even with a bunch of extortionists and lawyers.

At this point in our investigation, it is most likely that the Titanic merely slowed down when it reached the vicinity of the Mesaba/Niagara iceberg, and this is the reason nobody below decks in 3rd Class felt any kind of a collision. This is how they avoided any passenger injuries and managed to keep everyone so calm. The Titanic only needed to come close enough to an iceberg to give the passengers in the rowboats the proper iceberg backdrop. Later, it would be easy to convince people who were rowed away that this was the iceberg they had supposedly struck.

Let's be honest: at this point we don't know if there was a plan to sink the Titanic with 1,523 lives aboard or just convince the public that the Titanic sank with 1,523 lives aboard. But we do know they had a plan to convince the public that the Titanic sank from having a collision with an

iceberg. There had to be an iceberg at the scene. They would have needed to find a “candidate iceberg” and find it quickly. The most precise way to find one would have been to steam straight to the coordinates of a recently reported one. The Mesaba had just given them the coordinates, so that is exactly what they did.

A Major pickle for the movie industry

As you saw in the preceding chapter, the findings from the Chatterton and Kohler dive of 2005 have added a challenging predicament to worthless, trivia-gathering organizations like the Titanic Historical Society to explain the known wreckage of the Titanic. With five major pieces to contend with and fit into the breakup scenario their only position is to do the Ostrich maneuver.

From drawings in the previous chapters you know the current marine forensic explanation is the “low-angle-break-theory”. Now how about this? Even the newest theory doesn’t account for how the extra pieces ended up where they are. They have no answer for that. But as we now know, the public have been part of a charade from the beginning via the original Hollywood movies. For example in “A Night to Remember” the Titanic rotated nearly straight downward then slid beneath the sea just as Lightoller had written and testified. Right on proper Que.

This is where the movie industry finds itself today: The “yet to be made” Titanic movie will have to depict the bottom of a double-hulled ship being ripped out in addition to the hull breaking in half and completely separating. And again, all this must happen on the surface of a calm ocean. Oh, and none of the passengers can feel a jolt or hear a loud bang. That’s going to be a rough director’s job!

Until they make a movie that depicts women and children being abandoned for the rich and powerful, we will not get a movie that depicts the truth. Additionally, it is no longer possible to depict the Titanic sinking

with such an extreme engineering anomaly as the culprit. The poor ship is in too many pieces and they are too widely scattered. The betrayal of the sailing crew to protect their passengers will need a movie revision as well.

We should note that in past times, before the extra pieces were found, it was impossible to properly decipher the real cause of the Titanic disaster. Today that's all changed.

CHAPTER 10

The Hindenburg Smoking Gun

“The first shot with an incendiary bullet set the rear end of the Hindenburg on fire.” Moe Berg

THE STORY PERTAINING to the supposed demise of the Hindenburg is as misconstrued as the story pertaining to the supposed demise of the Titanic. In this chapter, we will put this false story to rest.

The misconception of the Hindenburg story began after the events of 1936 when both the Hindenburg and Graf Zeppelin were flown over the Olympic Games in Berlin and the Nazi rally in Nuremberg. The subsequent story of the destruction of the Hindenburg did not include mention of their having attended these Hitler-backed events.



Ever wonder how the band Led Zeppelin came up with their name? Story is that a band member once commented, “Our band is going to go over like a lead balloon”.
Courtesy: Atlantic Records

These political events insured Hindenburg's future involvement in the forces opposed to a Nazi military dictatorship. This was part two of the staging of the Hindenburg for a date with a disaster. The first part of the staging had occurred when the United States announced that they would not supply Germany with helium. This was covered in Chapter 4. At any rate, on the evening of April 6, the average human mind was primed to witness an accident.

Thanks to an article by James Perloff we finally have a solid explanation for what started the actual fire on the Hindenburg. His article is fully presented in Appendix 7C. In the meantime, here is a partial clip:

“Before the Internet, “truthers” had limited access to alternative news. One source was the newsletter of Hilaire du Berrier, who had served in the OSS during World War II. After the war, the OSS, which changed its name to the CIA, “downsized” (for eliminating genuine anti-Communists within its ranks), and released du Berrier. Since then, he maintained numerous international contacts and ran an intelligence newsletter out of Monaco from 1958 to 2001. His very last report was on the just-breaking story of 9-11 at the age of 96.

Du Berrier told the apparently true story of the *Hindenburg* – a report we now retrieve from his newsletter files, and that you won't find elsewhere. According to du Berrier, the man behind the disaster was the mysterious Moe Berg: a Princeton graduate, major league baseball player, master of languages, Zionist, and like du Berrier, an OSS agent. Several biographies of Berg have been published but none have discussed his connection to the Hindenburg.

The source of Du Berrier's report on Berg was Tim McAuliffe, a legend in the Boston sports equipment industry, who had worked with Berg for many years in developing newer and better sports equipment for major league baseball players. Du Berrier recounted this story in his June 1976, May 1989 and May 2000 newsletters. Quoting and slightly condensing du Berrier, this is what Berg confidentially told his good friend Tim McAuliffe, who he assumed was as anti-Nazi war patriot:

times faster than steamship. Safe and luxurious travel from Germany to America in under 50 hours. It was all lost on the evening of April 6, 1937.

How airships could have shortened World War II

Now it's time to get down to some other mind-blowing revelations about the airship concept. In 1937 consider that it was now-or-never time to get this mode of transportation squashed. This is because the theater of war, as it was to be fought out in the seas, skies and land of Great Britain and Europe during the period from 1941 to 1945, was to be conducted with the use of fuel hungry ships, aircraft and tanks. These were all within reach and thus vulnerable to airships as they could hover undetected in clouds for days or longer. They posed too much unknown risk to strategic targets.

Their use had to thus be excluded. Consider what would have happened if hydrogen lift technology had continued rather than being all but eliminated, save for the inferior non-rigid designs that were masqueraded in the place of what the Zeppelin manufacturing company had perfected? The fact that these airships had the same range as surface ships was more than known by those footing the bill for the upcoming war. They wanted a balanced theater with lots of losers and no surprise winners.

We were taught that the airship was terminated before the war because of the "many" supposed tragic accidents, but this was not the real reason. How did we fight the battles in Europe? How did America get its soldiers and war machinery into the fields of battle? We didn't stop using trucks and planes every time one crashed. We didn't stop having battles even though every battle was a tragedy.

It is generally accepted this was the era that heavy cumbersome battleships gave way to aircraft carriers. Carriers equipped with high-speed planes rendered the slow-moving warships as sitting ducks. After Japan sunk much of the American battleship fleet at Pearl Harbor in 1941 the tide was quickly turned since no American aircraft carriers had been lost at Pearl Harbor. This resulted in an aerial smashing of Yamamoto's fleet at the

Battle of Midway. During the period between the attack on Pearl Harbor and the Battle of Midway, most Americans were of the belief that Japanese forces could be landing on our Western shores most any day. And this was more than suggested and reinforced by the media. There was such serious paranoia in America of an impending attack on American land that *every person of more than 1/8 Japanese ancestry, who was within 200 miles of the West Coast, was interned for several years.*

Now just stop and ponder for a moment; what if the airship concept had been embraced and further developed by our military and other militaries around the world? The extreme range and colossal bomb-carrying capacity of such anti-gravity vehicles would have made any country that had developed them a serious threat to any imperialistic nations. As aircraft carriers with planes had made battleships obsolete, was not the development of the airship destined to make the carriers obsolete?



This model of the Hindenburg reveals the tiny engines, in relation to her size, that were used to power her. Courtesy: Go Nautical. Imagine what kind of speed she could have attained if she had been equipped with engines in proportion to a B-17! Photo courtesy: Denver Post



Seriously, if the United States really had the smartest engineers and scientists, and, had been led by political leaders who were sincerely dedicated to arming and defending the United States, wouldn't they have considered a fleet of Hindenburg-sized airships? These could have been outfitted with guns and fighter escort planes for defense. Bigger engines would have made them faster and difficult to catch. Flying at night with black-painted underbellies would have made them difficult to detect. Coming from any direction would have made them difficult to defend against. Being able to hover over their targets for

as long as they wanted would have made them deadly accurate if they decided to drop bombs.

These ideas came from me and I'm not a part of Naval Intelligence. Just imagine all the potential ways to utilize this technology they could have come up with! If the United States had been equipped with a couple dozen of these flying platforms, would any nation have felt safe making an attack on us like at Pearl Harbor? Because had they done this, we could have launched a decisive attack right from the heartland of America where the airships were built and the necessary bombs, men, fuel and provisions were in abundance.

Would there still have been a need for a fleet of warships, freighters and steamships to haul our troops and equipment abroad? Would there have been that three months of time to get trained soldiers across the seas and trucked to the scene of the battle. Would Great Britain have had to endure so much bombing?

Now you are beginning to see how a nation could have most easily defended itself and done so right from its homeland. Airship attacks could have been launched within hours of an aggressive provocation by any nation, whether on their shores or on a distant providence. No target that needed to be stopped would have been out of range. An armada could have been silently launched without the enemy even knowing it was on the way. In short, no country would want to start a war, and if one did start one it would have been over very quickly.

A quick review of how World War II was fought went like this instead: The United States built 12,700 B-17 Flying Fortress bombers. Then they flew them to England and equipped them with bombs and personnel that had been transported by ship. Then nine to ten brave young men flew them at 160 knots toward the enemy into the waiting gun sights of those who knew how many, what direction and what speed the bombers flew.

Each of the bombers was powered by four 18-cylinder rotary piston engines of roughly 1,300 hp. each. They had a range of 1,350 miles, could hit a top speed of around 320 miles per hour and could reach altitudes of

35,000 feet. However, on a typical bombing run they could only deliver 2 tons of bombs each! This was petroleum driven war in its most egregious form.

The use of dirigibles would have changed the theater of the war: Imagine if all the aluminum that went into building the bombers had gone into building ones that could fly all the way to their targets with enough explosives to finish the job. Any nation thinking about aggressive expansion against a smaller neighbor would have to think twice.

As it was, fixed wing piston powered bomber aircraft carried and dropped nearly 8 million bombs on Germany which is what the allies deemed was necessary to end the war. This effort, conducted in this manner required the following:

276,000 aircraft manufactured in the US from 1940-1945 plus:
9.7 billion gallons of gasoline were consumed, 1942-1945
459.7 billion rounds of aircraft ammo were fired, 1942-1945
7.9 million bombs were dropped, 1943-1945
2.3 million combat sorties were flown, 1941-1945
808,471 aircraft engines were built, 1940-1945

Note that the above numbers do not reflect the planes and gasoline used by Germany, Great Britain, Japan, Russia, China and Italy. If we add their petroleum contribution we come up with nearly 150,000 extra planes, and they would have consumed a minimum of 15 billion gallons of high octane aviation fuel.

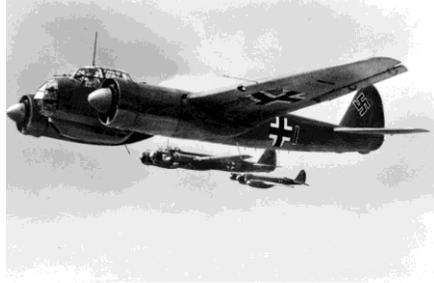
But this calculation must be well under the actual fuel consumption of German and American aircraft during World War II. According to Wiki, actual petroleum consumption for just the U.S Military itself amounted to 6 billion barrels or 252 billion gallons of petroleum during 1941-1945. Wiki's estimates for **Total world consumption of petroleum during World War II totals 546 billion gallons!**

Fuel is big business. Fuel during wartime is monstrous business. It is now obvious that what took place during the war was a profit planned objective from day one, and those who planned it hit the jackpot. Now look where we have gone from there? According to the Department of Defense

in 2006 the U.S. Military still consumes 7 billion gallons of petroleum per year during peacetime.

An analysis of World War II Bombers

In this section we'll look at one the best twin-engine bombers that Germany built and used during the war and compare it with the design they chose to ignore.



German JU-88 Bomber, courtesy:
WWIIvehicles.com

German Bomber: Ju 88 twin engine, low wing cantilever monoplane

Power: two liquid-cooled inverted V-12 engines 1,300 hp. ea.

Wing span: 65' 10", length: 47' 1", normal load weight: 26,700 pounds,

Maximum takeoff weight: 31,000 pounds.

Maximum bomb load: 6,600 pounds.

Top speed: 295 M.P.H. Service ceiling: 27,000'.

Range with max bomb load: 650 miles; fuel range 1,900 miles.

Hindenburg:

Main Powerplant: 4 Daimler-Benz 16-cyl 1320 hp. @ 1650 RPM

(maximum power) and 900 hp. @ 1480 RPM DB 602 Diesels

Length: 803.8 feet Diameter: 135.1 feet

Maximum takeoff weight: 511,500 lbs.

Maximum bomb load: 200,000 lbs. plus

Cruising Speed: 125 km/h (76 MPH) Maximum Speed: 135 km/h (84 MPH)

Crew: 40 flight officers and men, 10-12 stewards and cooks

Passengers: 50 sleeping berths (1936); 72 sleeping berths (1937)

Ponder this fact: Just by unleashing a mooring line the Hindenburg could lift 511,500 lbs. compared to Germany's largest bomber at the time which could lift 31,000 lbs. The Hindenburg's total lift was more than 16 times the best fixed wing piston powered aircraft. The speed difference could have been made up by equipping these militarized dirigibles with larger engines. Why didn't they?

Would these war-dirigibles have been easy targets for ground artillery? This question requires that we consider which is harder to hit from the ground with artillery; a large group of bombers flying at constant speed, in formation, in the middle of the day, when and where they are expected, or a single large dirigible flying at night and coming from any direction when you least expect it? What is easier to defense against a fighter plane: the group of bombers you can see and intercept during daytime or a lone dirigible that has crossed your borders 100 miles from where you have any planes or artillery set up?

Keep in mind that if any one of them reached its target it would have the same effect as 30 German JU 88 bombers. As it was the Hindenburg had a top speed of 84 mph even though she had only 1/8th the amount of horsepower per total aircraft weight of a Boeing B-17 that cruised at 160 knots to their targets. If we were to multiply the Hindenburg's horsepower by a factor of eight, applying a standard drag equation she would have had a speed of 170 mph. And, if the engines had been mounted inside the hull to augment laminar flow the speeds could have been much greater. This makes it reasonable the Germans would have developed a war version bomber of Hindenburg's design that would have exceeded the B-17's speed to target.

I don't mean to be dour about the facts of war but I must tell you that the people at the top do not like variables that can change "their" war setting. For example, what if rather than building all of these bombers Germany had built 100 Hindenburg-class military bombers and equipped them for making midnight bombing raids? These could have been launched directly from their heartland toward any enemy at a moment's notice. Bomb targets would have been based on strategic importance rather than

distance and logistics. Assault forces could have been flown over seas in days versus being shipped across seas which took months.

The World War I and II concepts of moving toward the enemy gradually with petroleum-powered tanks and ground forces would have been cast aside. During a real national threat or attack the enemy's critical infrastructure mechanisms such as capitals, power plants, ship yards, military airports, etc. could have been turned into rubble decisively and quickly. The use of anti-gravitational type of aircraft would have negated the ocean borders that defined the battle zones, since the distance traveled to the target would have been of no consequence.

Nations would no longer have needed or relied on a massive navy with which to attack a far-off opponent. The aircraft carrier itself would have been rendered obsolete. War fronts would have become meaningless. Threats that were made would have received retaliation that came quick, unexpectedly and devastatingly. Wars would have been over quickly, and thus only a fraction of the numbers of people killed and buildings destroyed would have occurred. And the amount of petroleum consumed to win the war would have been reduced to a small fraction of that which was consumed.

Remember, like World War I, World War II was to be a petroleum powered event from the get go. How would they have been able to market the extra 546 billion gallons of petroleum otherwise?

For the sake of petroleum sales

The exact cause of World War I is still being uncovered however what is known is that it was funded and controlled on both sides by the Rothschild, Rockefeller Zionist conglomerate. There are literally hundreds of books written exposing international banking during these World War I and II times, so get busy reading one of them if you don't believe me.

Revolutionary forms of warfare had to be abandoned before the Second World War was in full swing to clear the way for what was the desired method of conducting it. This is one of the major reasons why the Hindenburg and all other dirigibles had to either be taken out or dismantled in 1937. Germany was persuaded to go along with the plan because Hitler had been propelled into power by Rothschild funds. Hitler was thus beholden to Rothschild funds; therefore, he was beholden to Rothschild plans and wishes. I don't know why all the historians have left this fact out of Hitler's profile: these war plans were business plans: they did not originate from him nor were they carried out by him. He was a financed puppet.

Rothschild wishes were to sell petroleum on a worldwide scale. To bolster the supply the financiers pulled the strings of both sides, the allied countries as well as the axis countries. You can see blatant evidence of this in that all the industrialized nations, being axis or allied, designed and built war machines that were all similar in function and size. This resulted in battles being drawn out because neither side had a decisive advantage in military hardware. Some countries



American B-17 bombers over Berlin, 1944,
courtesy: DW.com

had better planes, some had better ships, but when you look at the picture overall, most nations went into battle with the same types of equipment used in World War I, just spiffed up. This wish came true beyond dreams. Note: Germany had some major exceptions such as the V1, V2 and the Vril (anti-gravity disc shaped craft of various sizes).

Meantime, when the B-17's of World War II took to the skies, they flew in numbers approaching up to 1,000 planes each carrying 25,000 lb. of fuel and 4,000 lb. of bombs.

A one bomb run required 10,000 airmen to deliver 2,000 tons or 4,000,000 lbs. of bombs.

Most of the fuel was burned to keep the bomber aloft. The weight of fuel carried exceeded the pounds of bombs dropped by a factor of six meaning that 80% of what these brave pilots carried was worthless cargo.

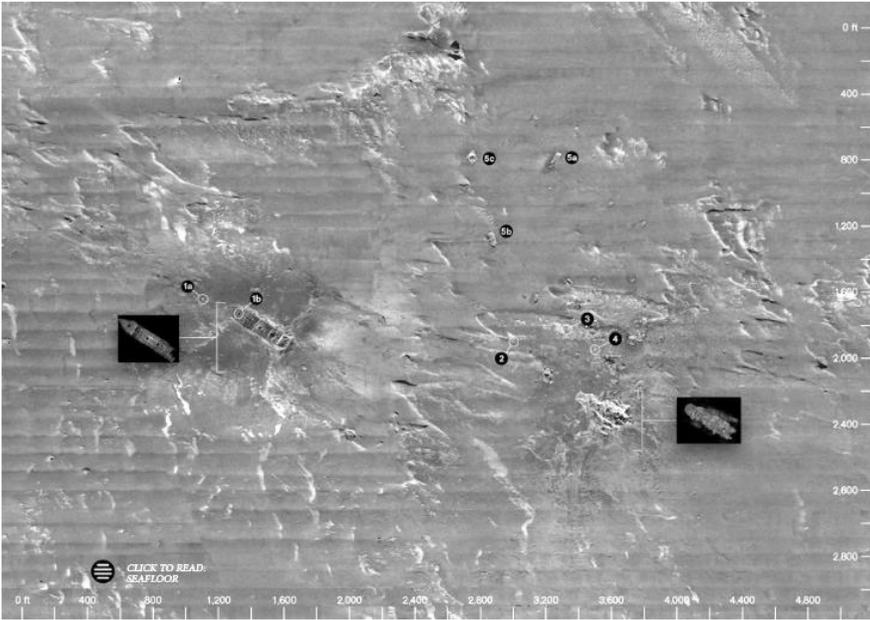
If the allies themselves had used dirigibles, 2,000 tons of bombs could have been carried by 20 Hindenburg-sized bombers needing roughly 500 men. If we just look at fuel usage alone, this total bombing campaign would



Huntington Beach, California 1945. Courtesy: Pinterest

have saved 90% or more of the fuel to deliver the same number of bombs. That kind of potential made the dirigible a gigantic threat to oil company plans and profits.

An arsenal of dirigibles equipped with planes and bombs would have easily rivaled the power of an aircraft carrier negating the need for 1,000 plane bombing runs to fight and supposedly win the war. There would have been tens of thousands of pilots saved. And, there would have been upwards of 500 billion gallons of petroleum saved.



The Titanic debris field. Courtesy: National Geographic.

CHAPTER 11

The Unsinkable Titanic

Final resting place:

1,000 miles due east of Boston, Massachusetts,
375 miles southeast of St. John's, Newfoundland.

Depth: 12,500 feet.

Stern Section coordinates: 41°43'35" N, 49°56'54" W

Bow Section coordinates: 41°43'57" N, 49°56'49" W

Separation distance: **2,297 ft.**

THE HULL WRECKAGE of the Titanic now lies at the bottom of the Atlantic in five major pieces that are thousands of feet apart. The great distances between them provide us documented evidence that the boat separated into pieces at the surface.

Today we need to back up and ponder the fact that when people first heard the iceberg story it was barely plausible. It barely flew in the courtroom when all who testified failed to describe a collision of enough significance to be written down and agreed upon. They later convinced the public that the ship split open at the bilge along five compartments when it glanced off an iceberg nobody had felt. For this to happen, ice would have had to cut through ½ inch plate steel for nearly 300 feet of the boat's length.

Then they convinced us that she sank so fast that more than half of the passengers never got off before she went under. The story just kept getting harder and harder to swallow but the courtroom, rigged as it was, just plodded along until the script took hold. However, in those days they didn't have to explain the fact that the hull was in five major pieces that came apart at the surface! That would have been a big add-on to the story.

Today the Titanic cover-up committee needs to come to terms with their impossible predicament: Nobody in 3rd Class ever felt a collision and nobody who gave testimony ever described a definitive collision. Yet the Disaster Hearing Committees in both the U.S. and Great Britain went on to record testimony that was accepted as factual and ruled that the ship struck and gradually sank from hitting an iceberg. Oh, one other small note: This meant that Titanic's sinking was ruled as an accident, clearing the White Star Line of any wrongful death lawsuits!

It would have been impossible to prove that the Titanic's sinking in 1912 was the result of accidental contact with an iceberg if any one of the witnesses had known that the hull of Titanic was in five pieces before it left the surface. But ever since the first news of the Titanic striking an iceberg there has been plenty of controversy. Another one was the court's putting into writing that the ship suffered damage to five forward compartments.

For decades, every decent Titanic researcher “thought” that the ship had suffered a glancing blow with an iceberg because the only way to rupture at least five of her 16 watertight compartments would be by ripping open 300 feet of her 900-foot-long hull below the waterline. A more direct blow would have only damaged the forward compartment, or two compartments, and she would have remained floating indefinitely. That’s some serious controversy that never got resolved! But that was the only possible explanation because nothing short of this would have sunk her.

Seventy three years went by until the Ballard expedition found the wreck. From this point forward they knew the Titanic’s hull was in two separate pieces (actually five). This created a serious dilemma for all of the Titanic-related historical blogs and websites, along with every other scientist and engineer who had and continued to explain Titanic’s demise in the standard fashion. The fact is, a new and plausible explanation was needed to explain why the hull was in two totally separate pieces.

When the news first reached me I heard that the hull was in two separate pieces and had probably broken when it hit the bottom. It was not until months later that I learned the two pieces were quite some distance apart from each other. This meant that the hull hadn’t broken from hitting the bottom. They needed a new scenario that depicted the vessel breaking into two parts at or near surface. That’s a pretty tall order for a script, wouldn’t you agree?

What happened next was a combining of marine forensic “experts” with Hollywood illusionists, and it culminated into the 1997 release of the new Titanic movie. It was not until then that the public received the new stern-breaking-off theory to dispel any



The making of the Titanic movie. Courtesy: Adspicsblogspot.com

controversy. In the process they made the breaking of a steel ocean liner into two halves look as easy as breaking a ship made of Styrofoam.

Now they had an explanation for why the two sections of Titanic's hull were 2,200 feet apart. However, this new addition to the existing story has only added a second extraordinary occurrence to a story that was already preposterous. As a result the 1997 Titanic movie merely shifted the controversy from the *300 feet of waterline damage dilemma* to the *stern-broke-off-cleanly dilemma*. Meantime, the public was kept distracted by news of other tragedies, false flags (911) and various wars in the Middle East and Afghanistan.

So from 1997 until 2005 the world held onto the stern-breaking-off theory. But nobody knew the center bottom of Titanic's hull had been ripped out.

The Chatterton / Kohler Dive to the Titanic

In 2005, two independent divers and treasure hunters organized a deep underwater dive of their own. They did this based upon a story that a witness on an earlier dive had told them when he described seeing "ribbons of steel" about one half mile from the other hull wrecks. Based upon this intriguing information, Chatterton and Kohler rented the use of two Mir submersible submarines from the Russian government.



Richie Kohler and John Chatterton 2012. California Diver's Magazine.

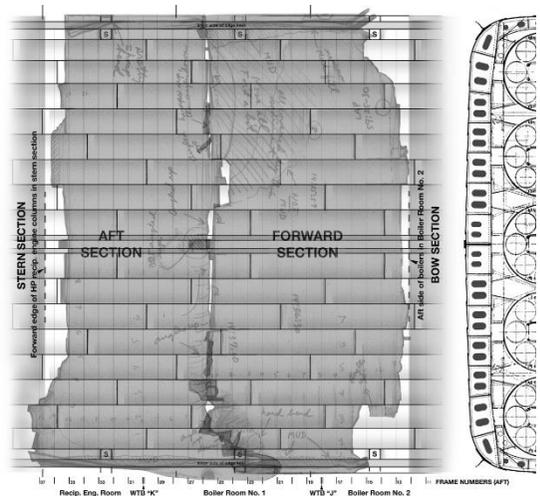
After three dives and much disappointment the two had little to show for their efforts, but nearing the end of their expedition and on their fourth and final dive they found and filmed two additional never-before-seen sections of

the wrecked Titanic hull. These were large pieces, and they were from the very bottom of Titanic’s hull.

Now the iron steamship was on the bottom in four separate pieces! (By the way, this makes five major pieces when you include the “big piece” which is on display in Las Vegas. But even more noteworthy was the fact that the pieces had been ripped out of the bottom of the hull. Their existence directly contradicts the *iceberg-glancing-blow theory* where 300 feet of steel just beneath the waterline was supposedly gashed through on the Starboard Bow.

These large pieces, having come totally loose from the bottom between the third and fourth smokestacks, ran contrary to the story that the Titanic had been damaged near the bow and as a result had sank with her bow going down first. Since it was required all along that the Titanic had to sink from the bow for the stern to rise up thus causing her to break, these new bottom pieces threw the Titanic historians and forensic authorities into complete disarray.

On the adjacent image is a scanned drawing of the two pieces, drawn by a marine artist and presented in Brad Matsen’s book, Titanic’s Last Secrets: As you can see from these newly-discovered pieces, they prove the existence of three separate lines of failure across the bottom of Titanic’s hull from port to starboard. It’s lights out for the iceberg story.



In total, they represent an area of 5,520 sq. ft. of missing hull bottom from just aft of amidships; a section of the hull where two layers of 1” thick plate are separated by 5-foot-tall bulkheads in the bilge. And in this section

In this drawing by Ken Marshall the two pieces are placed back together upside down just as they would have been located in the bottom of the hull. Courtesy; the Titanic Gallery by Richie Kohler.

of the ship the upper bilge deck is reinforced with longitudinal steel beams and above these beams and 1" steel plate was a girder-reinforced engine platform. And above this platform was a cast iron engine pedestal. A further analysis reveals some additional anomalies:

Both pieces are remarkably similar in size and shape; appx. 30 feet in length and 92 feet across,

Both have the same number, (6) of 5 foot incremental units, defined by the ship's rib spacing in their make-up.

Both are "cut" through their top and bottom steel plating on both sides in the same fashion.

Both are "cut" across the bilge keels, which are attached to the outside of the hull.

All the longitudinal steel beams, just under the top plate, are cut through cleanly in 3 places.

At the very bottom of the keel there is a 3" by 3" continuous steel bar, and this was also cut through cleanly in 3 places.

Heaping more misery onto the burning story: Where the two pieces came from is without a doubt the strongest and most reinforced part of the ship! Where the experts say the ship failed is the least likely place for the ship to fail!

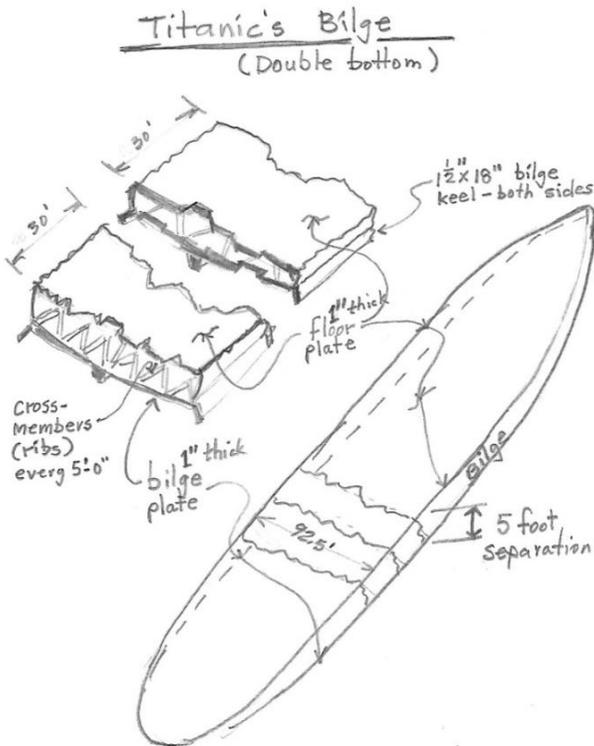
In addition, 60 linear feet of steel on both sides of the hull just above the turn of the bilge had to cut cleanly through longitudinally along the sides. They had to be cut to have them become completely separated: from corner to corner on all four sides, top layer and bottom layer multiplied by two for both pieces.

What kind of forces or tools could have created these two newly discovered pieces? Whatever these forces were, we are supposed to believe 60 feet of double-hull were ripped out because of them. And since the only force available for an explanation of the damage was Titanic's huge size

combined with gravity, they used her massive size to create a plausible case against her: *Titanic was so big and heavy that in the process of sinking her own weight ripped her apart.* Remember this occurred after she had struck a glancing blow with an iceberg nobody felt and received 300 feet of damage to steel plate on the starboard side that nobody heard.

***Separated Pieces from Titanic's Bilge?
Game-changer No. 2***

The way things stand today, nobody wants to explain how pieces became completely torn away from the bottom of Titanic's hull. Therefore, marine artists represent them as scant pieces on the drawing and state that they buckled and popped out. But for those willing to open their eyes, even this quiet admission means everything that was testified to and entered as evidence as to the official cause of the sinking of the Titanic, from day one of April 15th, 1912 to now, has not been worth the paper it is printed on.

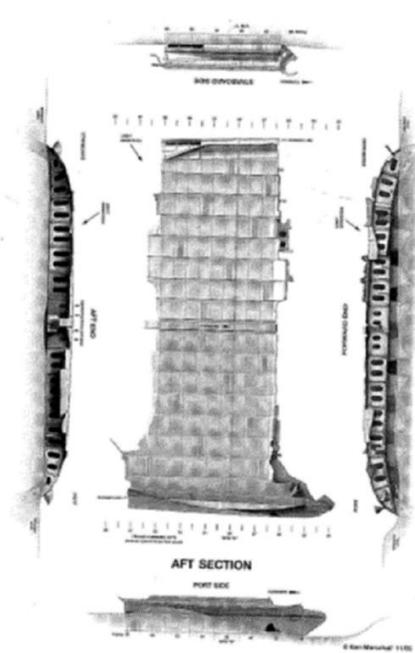


This drawing by the author shows where the two pieces came from and that they were somehow completely removed from beneath the engines of Titanic's double bottomed hull.

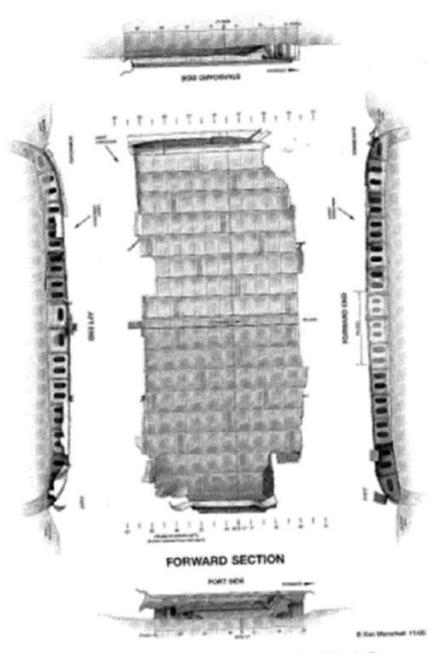
It has now been thirteen years since these two new pieces were discovered by Chatterton and Kohler. The new pieces are well documented. Now where are the detectives? This was the strongest section of Titanic's bilge. And by the way, the engines broke in half too.

Nevertheless, the New York College of Marine Forensics treats these unprecedented phenomena with barely a mention. Adding up all the requirements for the current storyline to fit presents us with the following dilemma: To break the ship in this section of the hull, the following steel members had to be completely cut through:

- 560 linear feet of 1" thick steel plate in 6 cuts across the hull,
- 120 linear feet of 1/2" thick steel in 4 cuts at the ends of each piece,
- Two 1 1/2" X 18" bilge keels, one on each side running fore and aft.
- 8 extra longitudinal beams beneath the engines,
- 90 linear feet of steel girder floor beneath the engines,
- 90 linear feet cast iron engine pedestal estimated 1" thick
- Two 800 Ton engine frames and crankshafts.



Drawing of the aft bottom piece, by Ken Marshall, that helped Roger Long visualize the damage to Titanic. (Rendering © Ken Marshall/KenMarshall.com.)

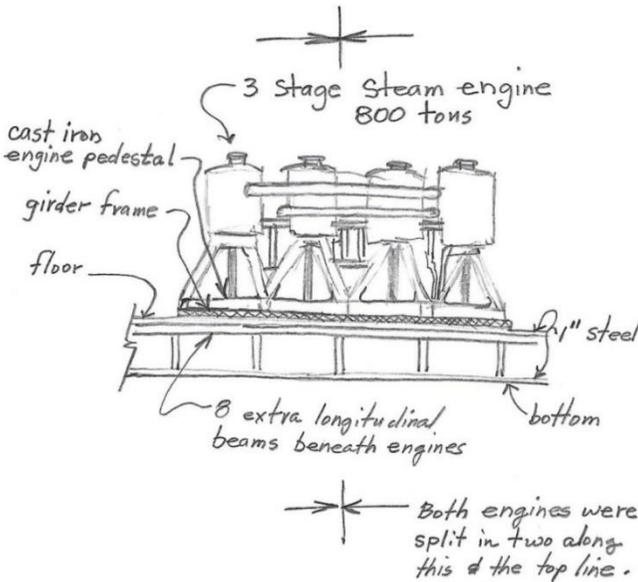


Drawing of the forward bottom piece, by Ken Marshall. (Rendering © Ken Marshall/KenMarshall.com.)

These drawings on the previous page depict the two bilge sections of Titanic's bottom discovered by Chatterton and Kohler. Courtesy drawing by Ken Marshall, Titanic's Last Secret's by Brad Matsen.

Anyone looking at all these pieces and cuts can't help wondering how anyone could believe that the ship broke in this section of the hull. These "experts" have relied on a flimsy scenario from the start and now expect us to believe it happened in the least likely spot. And on top of this we have the Titanic breaking herself completely in-half on her own. All this was from the act of sinking lower into the water.

There is a shortage of science, made obvious by the fact that they have no other way to explain why the hull pieces are presently sitting 1/2 mile apart on the bottom.



Drawing by author, as if that wasn't obvious.

To support the weight of the two massive engines that were 800 Tons each there was a double girder floor that supported the massive cast iron engine pedestal. In addition, this section of the bilge was reinforced with extra longitudinal beams just below the inner deck plating. The vertical hash marks top and bottom indicate where both of Titanic's engines were split apart. This included the pedestal, girder floor and crankshafts.

If you are still buying into a story that Titanic's bow went down, which then caused part of her stern to be lifted out of the water which led to the ship breaking you must ignore the fact Titanic's hull is broken in the strongest section, not the weakest. This does not add up.

There must be a different cause for the hull of the Titanic to have failed in the strongest section of the ship and separated into two (now five) separate pieces than from just sinking lower into the water.



The picture is looking aft into the aft section of the wreckage. These were four cylinder engines, not two cylinder engines, which is what is left in the stern section. Courtesy: Vintage.es

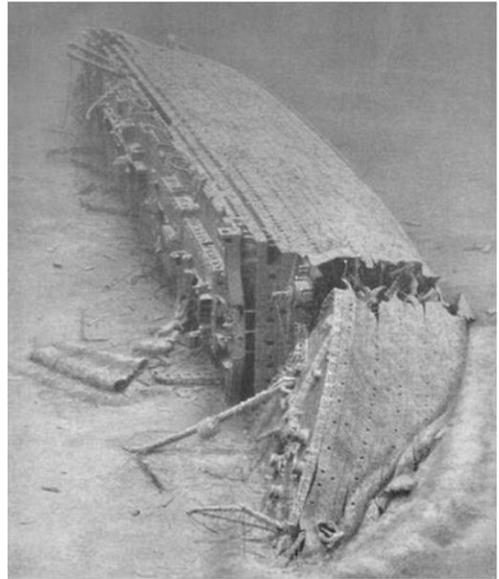
With these two extra pieces the story of what happened to the Titanic can finally come into focus. Now, with the fact that there are five separate pieces on the bottom and all of them are a good distance apart from each other, defense of the existing narrative is hopeless.

It is now more than obvious that before the world gets any closer to knowing what really happened to the Titanic we are going to have to go beyond the iceberg ruse and begin discussing some real and possible scenarios. As it stands today, there would be a near endless number of questions raised amongst the Titanic historians if they would just lose this mind trick and start looking at the pieces for what they are: tale-tale tracks of metal-cutting explosives.

What did they really do to sink the Titanic?

The newly discovered sections from the bottom of Titanic's hull represent hundreds of tons of steel each and would not have moved once they hit bottom. Currently they are nearly ½ mile apart from the other hull sections meaning that they too had to have come completely separated from the hull at the surface. Oh my gosh, what a story!

Britannic as she currently lays on the bottom off the coast of Greece after supposedly striking a mine and sinking. Note the extensive demolition damage yet with no separation of the hull. Very little debris has fallen from the ship during her descent. Courtesy MFame.guru.



What do you think caused these pieces to become detached completely from the hull bottom while she was on the surface? Was it

because the ship was in the process of sinking or did an explosion blow them loose? Which one of those would you be willing to place a bet on?

When was the most likely time these pieces came loose? Was it after the hull had already filled with enough water to begin sinking or was it just before the Titanic was blown apart by explosive charges and began to sink? Which one would you bet on here?

When we honestly ponder the question of how these pieces could have come completely loose from the hull, after reviewing *original testimony that the Titanic supposedly struck the iceberg along her side*, it is more than obvious that the original testimony is made up.

Let's review the expert's current story one more time: Two 30 foot sections of Titanic's bilge were in the hull while she was floating, but, were absent from her hull just after she was not floating. And this was the result of her striking a glancing blow along the starboard bow with an iceberg. We are supposed to believe this? That's pretty hard considering what we have is conclusive evidence that a 5,000-square foot hole was knocked out of the bottom of the Titanic!

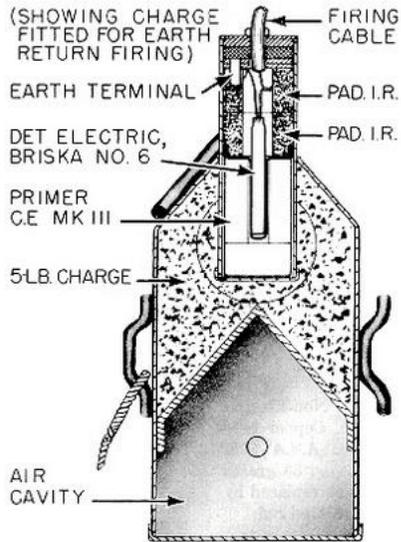
By the way, a hole of this size in the bottom of Titanic **would** have caused her to sink fast. This sheds new light on the sinking of the Titanic: especially as to why she sank in just 160 minutes.

A possible demolition scenario

It is now clear that when the Ballard Expedition finally located the actual wreck of the Titanic they found more than they bargained for. Was this planned or by mistake? Had the financiers of the expedition, along with the U.S. Navy assumed all along that the Titanic, when and if found, would be so rusted away as to have white-washed any evidence of a demolition? At any rate, something major has gone wrong with the cover-up of the real reason the Titanic was sent to the bottom.

Let's try to figure out a way that two 30-foot-long pieces that were connected top and bottom by 1" thick steel plate, ended up completely separated from the hull? What would cause them to rip totally free from the forward end, the aft end and the sides of the hull, all at the same time?

If steel-cutting charges were placed in three 92 foot lines 30 feet apart running port to starboard, along the underside of the top deck and along the upper side of the bilge deck, and along 60 feet of 1/2" steel along the port and starboard bilge plate running fore and aft, a hole 60 feet by 90 feet in size could have been blown out of the hull. Now this would have sent almost any ship of this size to the bottom within minutes.



Here's an example of an early shaped charge design. From British Explosive Ordnance. Date of publication appx 1950. They had developed high-density explosives in the torpedo and mine industries by 1912. Courtesy: <http://michaelhiske.de>

However, this wasn't any normal steamer: this was the Titanic. Now it's time to see just what this unique 16-compartment design could muster: Even this size of a hole in the center of Titanic's bottom would not have sunk her! Even this massive wound would have only filled one or two of the Titanic's 16 watertight compartments, and she would have stayed afloat! Now that's a passenger ship!

If the loss of these two sections allowed the main hull of the Titanic to break in half, that would have caused her to sink quickly. Is that why they blew the engines in half? By the way, getting a Royal Mail Steamer to sink in two hours and forty minutes is really difficult!

The loss of these two pieces of Titanic's backbone allowed her hull to be broken near the center at the bottom. The ship breaking into two sections would be the reason the Titanic went down so fast. It was not the

other way around. Titanic never broke herself in the act of sinking. Or do you still want to believe the *300-feet-of-below-the-waterline-damage-from-striking-an-iceberg theory* even though we have evidence now that demonstrates a perfect example of a naval demolition designed to sink a large ship rapidly?

None of the inertia or gravitational forces on earth can explain the cutting of all this structural steel on all four sides other than explosives. Even with the use of explosive charges, to sink the Titanic would have taken enough concentrated charge to cut through 600 feet of 1 inch thick hot rolled steel. I'm estimating 1912 demolition technology as follows: Use a shaped charge that is 6" in width and 12" in height, along all the sections of the lengths of plate that were cut. Note, this would have required 300 cubic feet of high density metal cutting charge. That is more than 11 cubic yards of nitro glycerin! This is a fair assessment of what sank this massive ship.

Perhaps you are beginning to understand that the iceberg story was just a clever cover from the beginning since in its full analysis it is laughable at best. From an engineering point of view, it is impossible. And now in this latest round, those who dreamed up the story about Titanic's stern breaking off and then falling into more pieces while sinking on a calm ocean went overboard in desperation. As you have seen from the latest forensics report, the latest story lines omit basic structural facts about steel structures for the simple reason that steel doesn't rip apart in three different places! It had to be cut to produce all the separate pieces.

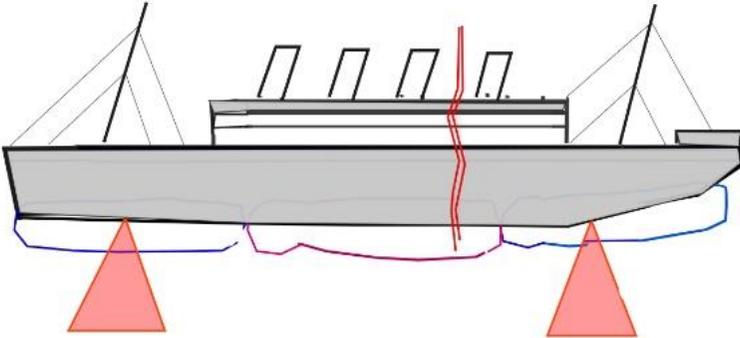
The analyses of these two new pieces of Titanic's hull-bottom now make perfect sense. When we look at the two bottom pieces, the total amount of hull surface area that they represent, 60 feet by 92 feet or 5,520 square feet, would be enough to flood the liner rapidly in the center, and with the destruction of the engine pedestals and crankshafts, the ship's backbone would break as the center went down held up only by the bow and stern sections.

Why and how these massive structural pieces were ripped completely free at the surface finally becomes understandable when it is supported by logical engineering and material sense, not scripted science fiction. The unsolved mystery of the Titanic is finally nailed down.

An analysis of available forces while sinking

Just how much force could the ship have exerted on itself during the act of sinking? Was it possible to produce massive structural pieces that have been cut from the hull bottom? What about those entire sections of Titanic's bilge, having been taken from a hull section that normally would not deflect or bend, much less break apart and allow pieces to come loose from the main hull. Could this have possibly happened because the ship was sinking?

First, a quick review about the structural properties of steel: Picture a 2-foot scale steel model of the Titanic sitting on top of a table propped up at the bow and stern with concrete bricks. Now we place enough weight in the center, say five-10-lb. weights, to buckle the model downward at the center. The steel model buckles indeed, but you will quickly notice that it does not separate into two pieces. It merely bends and buckles. This is in fact far from being separated into two sections.



This drawing represents the normal forces that the hull of the Titanic was expected to encounter, such as when charging through 100 foot waves during a storm. This is standard naval engineering, and of course the Titanic was built to withstand such forces associated with being just supported at her ends, as shown by the supports.

That is because steel bends. To break it is another completely different process. The Titanic is in two major completely-separated pieces. This process would have required that the tensile and compressive strengths of the steel were both exceeded and maintained. It's that second property that makes steel so tenacious. It doesn't just break. It has to be overstressed and allowed to stretch before it breaks.

You don't have to read all of this if you're already convinced, but if you need more technical analyses, then here it is:

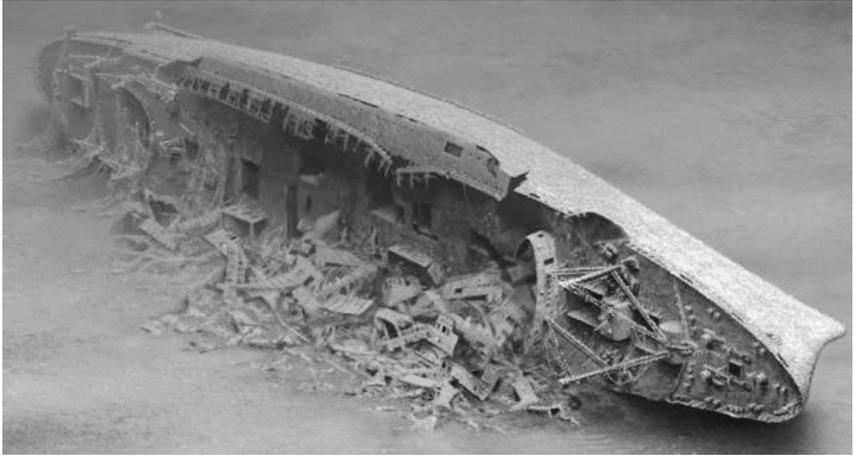
Just how much force could such a large ship exert upon itself in the act of sinking? Start with the total displacement of the Titanic, 46,000 tons. Since the ship split near midships, let's take 1/2 of this amount as the amount of total weight from the stern section that was pulling down on the bow section. This would represent 23,000 tons minus the weight of water pushing it up. This would reduce the actual force by roughly 15% leaving us a total weight downward of 19,500 tons.

Remember, the Titanic is not going to "crack" through like a dry Graham Cracker. You may crack some of it, but to get it to tear and separate requires MAINTAINING the force while it is tearing. In this case, there is going to be 19,500 tons pulling downward against the buoyancy of the still-floating stern section. But as you will see, this is not even 10% of the force necessary to pull this ship apart.

How much steel did the Titanic have in cross section to resist this downward force? If we take Titanic's 9 decks at 1/2" thick plus the two bottom 1" bilge decks, this represents an area of 92ft x 12 in/ft. x 6 1/2" total cross-sectional steel thickness, which equates to 7,176 sq. inches of steel. How much stress is on the steel: $19,500 \text{ tons} / 7176 \text{ in}^2 = 2.7 \text{ tons per sq. in.}$ or 5,432 lb. per sq. inch.

How much force does it take to pull steel apart in tension? Laboratory testing of an actual piece of Titanic taken from the wreck yielded a value of 64,000 psi. This means, that in a worst-case scenario, the stresses imposed on the steel decks of the Titanic would have been only 8.5% of the rated strength of the steel, and I have not added in the sides nor the structural beams beneath the floor nor the 18" bilge keels on either side nor the 3" x 3" steel keel along the keel. This would have reduced the total load to approximately 5% of the rated load.

There are instances where hollow tanker ships have split in rough seas when they crashed against rocks or jetties. The Edmond Fitzgerald broke up during a storm on Lake Superior, but this was aided by shallow water where the ship struck the bottom as it was sinking. Do not let these examples resemble that of the Titanic.



Here's the wreck of the Andrea Doria which was T-boned by another ship causing her to sink on July 26, 1956. Notice in this case how the contents and parts of the ship are next to her, like they should be. Courtesy: AwesomeOcean.com

A steel passenger ship has never been broken into major pieces while it was sinking unless it was up against rocks or the bottom. Titanic's sister, Britannica, is on the bottom in one piece. She sank from hitting a mine plus rammed the bottom attempting to reach shore before she sank completely. The Andrea Doria is also on the bottom in one piece. She was rammed by a larger ship.

If we are to believe integral structural steel components somehow became completely detached from the Titanic's hull bottom while she was in the process of sinking, then we must picture her final actions as those of a raging bull in its death throes. But it was a calm ocean, and the Titanic was merely sinking lower into it.

How could an iron structure be torn apart when the only forces working against it are from whatever air is trapped inside trying to maintain the ship

afloat? If the seas are calm, the only forces working to tear the hull apart are the ones pulling upward to keep the stern up versus the ones pulling downward.

In this photo of a buckled tanker ship if you look closely you can see that the steel siding has buckled out on the side and buckled in on the bottom. This ship is far from being in two pieces at this stage. Image Credits: fiveoceansalvage / Hasan Saad



Stern-breaking-off-theory one last time:

If we reconsider the *stern-breaking-off-theory* from an engineering analysis, the pieces should show that the bottom of the Titanic was squished in compression while the stern was lifted out of the water and pressing down. That would mean that these pieces were compressed or buckled. And here again, there is too much steel here to have ever buckled. If you look closely at the separated pieces they aren't buckled.



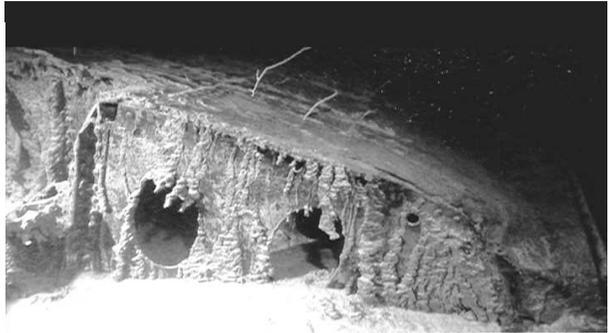
In this model of the stern section of the Titanic as it sits on the bottom, note how the decks are all bent downward. Courtesy: Pinterest

Buckling or compressive failure is always catastrophic and ugly. If the bottom of Titanic's hull could possibly have compressed and fractured two layers of its bottom, it would have been along one very ugly mass of twisted beams and plate. But these sections were never compressed, they were sheared through, and again, there are three distinct lines of failure.

Notice also how the ship's decks are bent downward in the reconstructed model of the Titanic. That would indicate that the Titanic first went up at the center, bending the top decks downward before they separated totally. The center of the ship could only have been lifted upward by the action of a large explosion that took place beneath the engines in the bilge. This is what I think happened.

After 60 feet of the backbone of Titanic was completely removed, then they could let the ship settle back down, flood with water, and then go down in the center bending the hull pieces the other way. At this point I believe there were additional shaped charges set off to separate the top decks and the cabins. The "Big Piece" was clearly produced by steel-cutting explosives as were many of the cabin pieces

This is a photograph of one of two pieces from the bilge of Titanic's hull. None of this plate steel ever buckled. It had to have been cut with explosives. Courtesy: RitchieKohler.com



What does all this really mean? It means the Titanic was not an engineering failure. Without using explosives she was in fact virtually impossible to sink. The provision of 16 separate watertight compartments and double hulled bottom did in fact render this ship almost impossible to sink.

One final word, the Titanic also had 44 separate cells in her hold and there were an additional 73 smaller watertight cells fabricated into her hull. Passenger ships built today do not have as many watertight compartments as did these Olympic class vessels of Titanic's era. She was without a doubt one of the safest ships that ever to put to sea.

The most practical way to sink a ship in 1912 other than torpedoing:

The cut-out bottom hull pieces positively confirm the use of steel cutting explosives. Steel-cutting explosives and shaped charges had already been developed in the arms and torpedo industries at the time the Titanic was being built.

Forget that the Titanic ever hit anything, much less an iceberg. Forget that the Titanic was ever sinking at the bow. Forget that the Titanic ever breached 300 feet of hull to flood five compartments. The evidence clearly indicates that twin cuts through the top and bottom layers of steel in her bilge were made possible using high-explosive linear-shaped charges, designed for cutting steel, that were placed along 6 lines over 92 feet in length; 3 lines each top and bottom. This was the only way to blow the bottom out of the Titanic; nothing else explains how those huge chunks of Titanic's backbone were cut through so evenly and separated completely from the main hull.

A linear shaped charge (LSC) has a liner with V-shaped profile and varying length. The liner is surrounded with explosive, the explosive then encased within a suitable material that serves to protect the explosive and to confine (tamp) it on detonation. The charge is detonated at some point in the explosive above the liner apex. The detonation projects the liner to form a continuous, knife-like (planar) jet. The jet cuts any material in its path, to a depth depending on the size and materials used in the charge. LSCs are commonly used in the cutting of rolled steel joists (RSJ) and other structural targets, such as in the controlled demolition of buildings. LSCs are also used to separate the stages of multi-stage rockets.



It's time to take the current Titanic-hitting-and-sinking-from-an-iceberg theory for what it is: a worthless explanation of the current facts and

events surrounding her loss, and honestly attempt to construct a more realistic picture of what happened on the night of April 14, 1912. Now, rather than picturing the Titanic sinking down toward the bow just like in the movies, picture the Titanic just sitting there floating high, having hit nothing and having stopped for no reason other than to receive an unexpected execution.

From here picture the 1st and 2nd Class passengers calmly strolling from their cabins across the deck to the lifeboats in the middle of the night while the rest of the passengers were having a party or sleeping. What becomes of prime importance at this point is to sink her fast enough to get her out of sight before another ship comes along. And at that moment the Titanic must have indeed looked like the unsinkable ship she was touted as!

Even if you blow a giant hole right in the center of her bottom, she is not going to sink for the fact that she has 16 watertight compartments! So, you would literally have to blow the Titanic in half to get her to sink within the timeframe allowed. Isn't this exactly what happened? Isn't this exactly what the scattered pieces on the bottom tell us?

The scattered hull fragments of the Titanic that now lie on the bottom of the North Atlantic forever dispel that the Titanic sunk from striking an object. Something much greater had caused the vessel to sink and tear herself into five major pieces. These totally-separated pieces expose the current story as ludicrous beyond any measure that takes into consideration metallurgy and naval engineering.

Titanic was a sound design all along

And now here is a most positive twist to the story of the Titanic. The fact is, or was; this vessel truly was unsinkable by anything other than a warship or by the deliberate planning and use of steel cutting explosives. The public got a good movie theme, not a scientific analyses. Her sinking was not the result of overindulging the hazards of sea travel with comfort,

over-confidence, poor quality iron, incompetent seamen, etc. It was a deliberate event to dramatically alter the course of future intercontinental transportation.

Cheers to Ireland and the Irish people who constructed the Titanic! In truth she was built upon proven engineering principles, hard work, bravery, ingenuity, resilience, skill, sound materials and reachable dreams.

And now we know that the passengers who went to sea on the Titanic were in fact totally safe right up to the point when they became part of one of the worst criminal acts to ever be committed on the high seas. Or were they taken off first? The story will never end.

CHAPTER 12

Petroleum Powered Contraptions

“The fuel of the future is going to come from fruit like that sumach out by the road, or from apples, weeds, sawdust — almost anything. There is fuel in every bit of vegetable matter that can be fermented. There’s enough alcohol in one year’s yield of an acre of potatoes to drive the machinery necessary to cultivate the fields for a hundred years.”
Henry Ford to New York Times, 1925.

PETROLEUM FUEL SOLD for pennies per barrel at the turn of the century because it was abundant and in low demand. Today it is interwoven into the fabric of America’s transportation system via wells, pipelines, tank farms and fuel tanks. The outlet is good ‘ole gasoline and diesel engines, whose origins date back to 1850. These are the designs from which the premiere power mechanisms of today evolved.

As the engines represent the “outlet”, the gas stations represent the “yoke”. We citizens bear it and pay homage to it almost daily. Meanwhile, monopolies are represented by supposed oil entrepreneurs. These have fostered toxic drill sites amidst pristine alpine forests and seas. Lack of concern substitutes for the environmental genocide carried on. And Big Oily has accomplished the marketing of a cheap toxic commodity into one at 100 times the cost of production.

This took a plan and it began as early as 1850 when research was underway that was to reveal and define many of the products that could be made from crude oil such as fuels, asphalts, paints, plastics, tires, etc. Early chemists employed by oil companies and teaching at universities discovered

amount is burned in gasoline powered piston engines that are equipped in cars, busses, light trucks, lawn equipment, etc. In the United States, today an average family pays \$10,000 per year per car based on current costs to lease, license, insure and fuel a four-door sedan type vehicle. If you are driving 20,000 miles per year at 20 miles per gallon you will spend between \$4000/\$5000 just on gasoline.



Kentucky coal miners, 1930. Courtesy: Pinterest

The fact that such enormous quantities of toxic petroleum is still being burned in piston “friction” engines after over 100 years of research is a disgrace. The fact that our nation was importing petroleum during a trade deficit such to keep the oil machine in high gear only made it more sinister.

Turning worthless crude into fine wine

After the Industrial Revolution in the U. S. the establishment of petroleum as the *energy of the future* would require convincing the public that petroleum was a valuable commodity. However, in 1910 petroleum was *anything but valuable* much less needed for existing equipment and power stations. They overcame this shortcoming by equipping the



The first oil district in Los Angeles, 1901. Courtesy: Wikimedia Commons

country's cars and military vehicles with engines that required refined petroleum to operate. Then it could become a valuable substance.

Next was the need to convince the public that petroleum was not endlessly abundant. Since it was never nor ever has been in short supply, it would be necessary to lie or deceive the public to inflate its actual value and increase the price. Thus, began the dinosaurian campaign about how these precious prehistoric animals had to age deep underground for millennia. In science class, students were taught that dinosaurs roamed the earth millions of years ago but now their decomposed bodies were the source of the oil. We knew the dinosaurs were gone for good. Oil was going to run out some day too, and our Golden Times would be over.

It was a brilliant campaign that made crude oil appear as scarce. This paradox was discussed until it became lodged within the human mind that oil had ever come from dinosaurs in the first place. Thus, the great era of oil-industry deceit came into existence. It arrived via the creation of a brilliant mind metaphor to make us think toxic crude was rare and valuable. After all, good wine requires aging before it becomes valuable.

The people forgot that previous to 1850 and for thousands of years crude oil that had come to the surface of the earth had been regarded as pockets of worthless goo. But now today virtually everyone believes this oil originally comes from organic animal material that had to accumulate and somehow be buried before it decomposed. Then it must "age" for eons of time buried under rock where the temperatures and pressures are just right

PETROLEUM & NATURAL GAS FORMATION

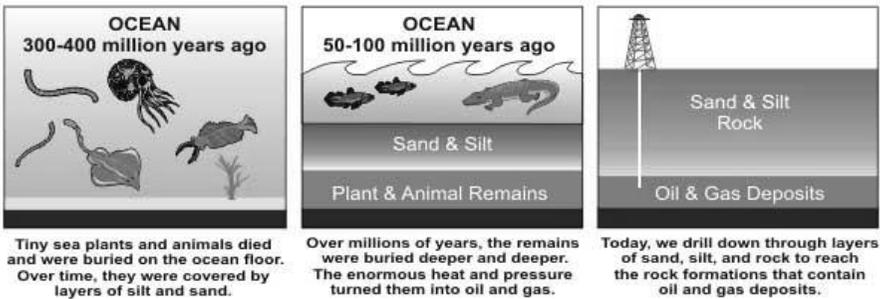


Chart reveals storyline still promoted today! Courtesy: awesomestories.com 6/2016

to produce the magic elixir known as crude oil. What a great story! What a deceitful story.

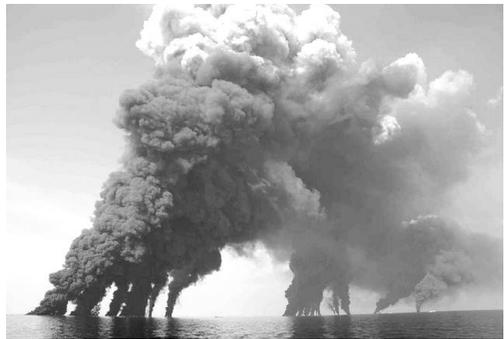
Our teachers merely salute the oil industry when they continue to teach this in public schools today. Sadly, it's not just a part of proper education but rather a proper indoctrination given to students who will be entering an oil-driven society in a few years. And since it begins at an early age it makes it hard for anyone to break the preconceptions.

Time to break the bondage forever

This is a deceitful bunch that planned and implemented this. **Crude oil within the earth's crust is endlessly abundant.** The crudelums have known this from day one so it's well past the date of proper public disclosure.

In *The Rise and Stall of the Piston Engine*, I document the discovery of **abiogenic oil** by the Russians during the Stalin era. Abiogenic oil is formed at a depth of 50,000 feet from solid rock in quantities that make Kuwait look like a drop in a bucket. I invite you to read this section or explore the term **abiogenic oil** on the internet. In the meantime, the subject is just one of thousands of energy sources that are covered-up by the crudelum media.

There never has been an "oil shortage" and there never will be. Clever crudelums created the myth. They made accurate predictions of the future because they were part of the planning of the future. Their success is the result of meticulous planning of our transportation system for us:



The Deepwater Horizon releases burning petroleum into the ocean and atmosphere. 2012. 4.9 million barrels of crude oil had escaped the well by the time the flow was staunched. Photo: SkyTruth, Flickr CC BY-NC-SA 2.0)

one that revolved around petroleum. They designed the system to consume exactly what they intended to supply.

The problem is that crudelums were not intelligent morally, since from their very inception they were deceiving the public immorally. All that they have done since they established their monopoly is demonstrate how destructive monopolies are. In our case, we can judge the destruction by looking at what has happened to our environment during the past 100-year petroleum-powered era. Since the organization was incepted from a false premise the organization has done nothing but add more treason against the planet and its inhabitants over time.

If you still just can't believe that crust oil is endlessly abundant consider what you witnessed during the BP/Macondo c/o Deepwater Horizons fiasco down in the Gulf of Mexico in April of 2010. If petroleum was really such a precious resource, why did they not skim the gushing crude oil from the surface of the sea to save it? You do remember them burning it or spraying it with a toxic dispersant to submerge it. Would they do this if crude was really so valuable?

The petroleum / transportation monopoly

For the past 100 years, we have seen piston engines designed in every imaginable configuration and we have also watched as countless examples of better engine designs like the Chrysler turbine and the Mazda Wankel were ignored. We have seen better fuels like methanol, ammonia, aquazine, hydrogen peroxide, etc. shelved by the auto/oil corporate conglomerate while we continue to rely on gasoline which produces poisonous carbon monoxide gas. But at least now we can see the trail is littered with the telltale dung of a monopoly, and that it has taken just about everything it can from the people who must rely on it.

In the Golden Era New York, Chicago, San Francisco and others maintained an electric train network within their cities powered by coal that was burned in a coal powered electric plant that was located miles away.

This system was not only much more efficient than self-contained piston-powered vehicles; it also kept the toxic pollutants out in the countryside away from dense populations.

Today, electricity has been defamed and the people dumbed down via short range battery-powered cars that are over-priced. The Tesla Electric car has gotten the range up to 300 miles and they have designed and installed charging stations which can recharge a vehicle in as little as 30 minutes. But what I find more interesting is that battery-powered cars have caused us to forget that electric cars do not need batteries.



Electric commuter train, Portland, 1920. Courtesy oldoregonphotos.com

The fact is no electric car ever has to carry its own fuel! Just put electric cables in our roads and we would never have to transport and pump gasoline again. The world is fifteen years into the 21st Century, and yet our modes of transportation still require us to carry our own gasoline on board and refill, refill, refill. This is insanity at this juncture of our capabilities.

Americans love their cars and thus most Americans love gasoline. It's no accident that Big Oily has made us believe that petroleum and the automobile are the cornerstones of our nation's technological burst into the 20th Century. But this is anything but true. One only has to look back 100 years and do a quick comparison with our current transportation devices to see that petroleum has not helped our society but in fact has degraded society with smog, traffic fatalities, endless blacktop ugliness and exorbitant costs.

Another mind game we have fallen for is that the history of the automobile itself has been made to look synonymous with the invention of the gasoline piston engine.

The Baker Electric Car at the turn of the century in 1901, 40 percent of American automobiles were powered by steam, 38 percent by electricity, and 22 percent by gasoline. 33,842 electric cars were registered in the United States, making the United States the country where electric cars had gained the most acceptance. Sales peaked in 1912. Courtesy: uniquecarsandparts.com.au



Few people can even conjure in their minds that there was a 20-year period, beginning in 1885, where the best vehicles on the road were electric powered. The gasoline engine at that stage was a piece of unreliable noisy junk compared to the smooth-riding Riker electric vehicle that was the preferred car for the rich. Steam powered engines from ships and trains were scaled down such that by 1900 the Stanley Steamer and the White Steamer, amongst others, were reliable, mass-produced cars. One should also note that early Model T's were equipped to burn alcohol as the standard fuel. The establishment of our current *petroleum powered piston engine world* was by no means a done deal at this stage.

The Fuel Efficiency Factor

Considering that the 883 foot Titanic steamship, with her 27 boilers that provided steam heating, hot seawater baths, hot showers, steamed lobsters, espresso coffee, etc. at 22 knots of speed, was all produced by burning raw coal, a material simply scooped from the earth and dumped in “as is”, she was truly an amazing mechanical invention. But when the Titanic sank, our hope of holding on to abundant cheap fuel alternatives began to sink as well.

The Titanic used raw coal which fired a steam plant that drove three propellers of 15 and 23 foot diameters. Compared to oil fired ships, like those that replace her, she was much cheaper to power. *This is for the simple fact there was no processing, no special formulations, no additives, no pipelines, no tanks, no refineries and no offshore oil platforms involved in the production of her fuel.* Titanic did all this herself.

She was the largest and most luxurious ship ever built up to that time. Nearly 900 feet long and 93 feet wide she could carry upwards of 3,400 passengers and crew. Two giant propellers, directly connected to two 45-foot-tall steam piston engines, and a smaller 15-foot diameter propeller in the center and connected to a steam turbine just aft of the main engines, propelled her gracefully at 22+ knots. Her two main engines were state-of-the art 4-cylinder 3-staged piston engines. The discharge steam from them was directed into a lightweight center turbine resulting in a three-propeller configuration that was more fuel efficient than her counterparts.

The Titanic was designed this way because speed was merely a secondary factor in her design. There were already several faster ships from the Cunard Line which performed several knots above what the massive and luxurious Titanic could ever achieve in speed. Two of these, the Lusitania and the Mauritania, had four turbine engines turning four screws! They were narrower, had less cargo capacity, were fuel hogs compared to Titanic, and were fast! The Titanic was never going to equal their speed.

The Titanic was the most fuel-efficient ship of her day. 100 years later a comparison of modern transportation mechanisms with the Titanic makes the flying gadgets and flimsy cruise ships we got stuck with look nonsensical. Today, even the QE II is powered by diesel reciprocating engines.

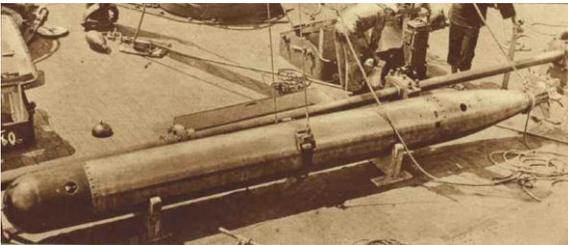
Turbine-Jet engine held back until after World War II

According to history Gustav de Laval invented and patented the impulse turbine in 1882. It ran off steam from a high-pressure nozzle that turned a flywheel at 30,000 rpm. In 1884 Thomas Parsons invented and

patented the modern multi-stage turbine and connected it directly to a generator dynamo that developed 7.5kw.

But even before we went astray on our engine choices, long before the official invention of the steam turbine by Parsons, engineers working for torpedo manufacturers had experimented with putting combustible fuel directly into an enclosed rotary blade engine to see the result. The result was the birth of the jet engine (example, airliner with no propellers) and the gas turbine (example, the Chrysler turbine of 1955-1974, now used to power the Abrams tank).

This was all happening without the public ever knowing, but the main point is: it happened and the technology was available. A turbine engine (an engine used for rotational output not for thrust) is just a fixed jet engine with an output shaft connected to the main shaft. It can either use steam velocity and pressure or it can combust a volatile fuel inside a combustion chamber to produce high pressures that turn turbine blades and produce power via an output shaft. Pound for pound, a turbine engine will produce up to 100 times the horsepower of a piston engine.



"In 1912, the E. W. Bliss Company produced its finest torpedo to date, the Bliss-Leavitt Mark 7," writes Anthony Newpower, "This innovative design featured the use of steam, generated from water sprayed into the combustion pot along with the fuel. The resulting mixture dramatically boosted the efficiency of the torpedo, leading to markedly improved performance." The Bliss-Leavitt Mark 7 was so cutting-edge that its design changed the face of naval warfare.[9] Building on inventor Frank M. Leavitt's initial design, and incorporating his later improvements, the Mark 7 had a range of 6,000 yards at a brisk clip of 35 knots. Courtesy: wikipedia

By 1870 compact turbine engines were already being used in torpedoes even though the first Mercedes gasoline-engine powered car would not come along for another 17 years. This was not some theoretical design concept but a product manufactured to meet the demands of foreign countries needing an effective harbor defense. These torpedo turbine designs were extremely powerful and could turn 50,000 rpm without flying apart.

In 1871 two torpedo manufacturers: Weeks and Ericsson, each built rocket powered torpedoes that achieved 40 to 60 knots for a range of 100 yards. These incredible power mechanisms were discreetly used inside top-secret designs that were used for harbor defense, and of course for burgeoning submarine fleets. Turbine engines were tested in this application because neither piston nor electric propulsion had the combination of speed and distance. Later, the “wet torpedo” would use a reciprocating engine in combination with water and steam.

The point is that as early as 1870 gasoline was relegated as such a poor fuel that it was not considered as a possible fuel choice for such compact and high speed turbine engines. This is because other types of propulsion fluids were tried and they all outperformed gasoline. Their formulas contained oxygen that was bonded in the liquid state, thus making them far superior to gasoline. One of the fuels used was hydrogen peroxide, H_2O_2 , and was combusted in combination with Hydrazine, NH_2 which produced the same relative power as the main space shuttle booster rocket that was recently retired.

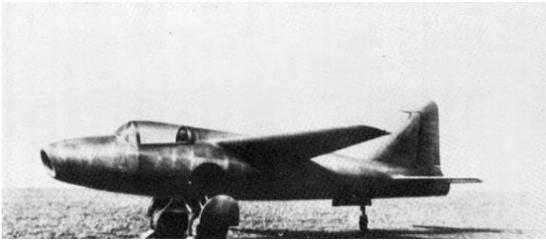
When the world got petroleum-driven piston engines as the power-of-choice for virtually every automobile, the public did not know that turbine engines were not only a viable alternative, but a much preferred one as well. Instead they got World War I which brought extensive machinery to the center of the war theater where petroleum powered piston engines were selected wherever they could be successfully applied. Heavy and cumbersome multi-cylinder engines were even equipped in airplanes where the obvious solution was the much lighter and streamlined turbine engine.



Radial piston engines for planes? Big, heavy, lots of moving parts and a big blunt shape to plough through the air=fuel hog. World War 1 Junkers CL 1 aircraft Stock Photo, Royalty Free Image

The rotary/jet engine design was no doubt available and should have been the choice for all aviation power, but the design was shunned for two major reasons: number one being that it was much lighter and therefore much more efficient, the other being that it did not require high octane fuel. The fact that a jet and/or gas turbine engine can run on many other types of fuels, such as natural gas, bunker fuel, emulsified fuel, peanut oil, animal fat, recycled plastic, soybean oil, alcohol, ammonia, any oil derived from virtually every organic source, etc. is a death note for either the gas turbine or the oil industry itself. The turbine engine would have allowed aircraft companies to operate with a variety of choices. This is a parameter the oil industry monopoly cannot tolerate.

High speed surface ships and torpedoes got steam turbine engines, the rest got diesel or gasoline piston engines. In a further stroke of bankster genius, the invention of the jet engine powered fighter was held back until the end of World War II. Now that the war was “over” every nation’s national defense budget was looted again because every nation’s air force



Heinkel He 178, in August 1939 the world's first aircraft to fly purely on turbojet power. Courtesy: wikipedia

had been rendered worthless by these new advanced jet powered fighters. This forced them to dump their existing piston-powered planes which were outmatched in speed and rate-of-climb. The world finally got the jet engine but it

came at a time when nations could least afford it. That’s a tell-tale bankster tactic.

The crudelums got their wish as approximately 500 billion gallons of petroleum were consumed before World War II ended. When the jet engine was released, it was only made available for military planes from 1944 onward. Later in 1957 the jet powered Douglass DC-7 and the Boeing 707 finally inaugurated modern jet service. And though the jet engine itself is not that difficult to manufacture, their use is still denied to the public sector except for very expensive corporate jets, helicopters and model airplanes.

Gasoline: the worst of all fuels

I will now give further discussion to the topic of gasoline, which was pointed out in Chapter 5 to be the worst possible choice for a fuel to power engines that move vehicles that carry humans. Before I list some of the reasons it is important to keep in mind that in each of the cases I discuss there is a much better alternative and in the abundance needed. For example: gasoline is poisonous to drink, poisonous to breathe and poisonous to burn in an engine. When it is burned in a piston engine it produces a killer gas we know as carbon monoxide. These negative attributes can be ended tomorrow if they would only let us use methanol in place of gasoline.

It is easy to manufacture a non-toxic fuel in the 21st century and we've had it all along. Since we know alternate fuel formulations are available from existing petroleum feed stocks, doesn't the world deserve to at least have a fuel that is free of the toxic volatile compounds that are present in all petroleum-derived fuels? This is more than a red flag that something is not right within the oil industry.

Methyl alcohol, or methanol, is simply methane gas plus one oxygen atom. Methane gas is what they flare off at the wellheads in the oil fields the world over. We could be converting it into methanol by combining it with oxygen from the air and water from lakes. Ammonia, used on croplands, is manufactured from such gasses, but only in Australia.

Another reason that gasoline is such a poor fuel choice in piston engines is its tendency to detonate rather than burn smoothly. The reason for this is that it contains a wide variety of hydrocarbon molecules and more than 20 of these are unique and troublesome volatile organic compounds (VOG's). This volatile mix shows its true colors when it is vaporized and compressed in an engine where under these circumstances gasoline vapor tends to explode. This is most undesirable as it results in the need for a low-compression engine. Low compression engines get worse gas mileage.

When gasoline explodes rather than evenly burns it is called detonation. When you operate a gasoline powered car and hear a clicking sound coming from the engine it indicates detonation is occurring. You will notice it the most on hot days or when under heavy load. It means that the gasoline you are using has too low of an octane rating for the compression of your engine and that your engine is being damaged.

It is because gasoline has this tendency to detonate that gasoline engines must be limited to about one half the compression ratio of diesel/alcohol/propane engines. As a result, gasoline engines are most inefficient compared to other piston engines that are configured to have more than double the compression ratio and thus get about twice the fuel mileage. Also, air/fuel ratio and fuel/energy/density benefits the diesel engine, not just higher compression ratio.

The current worldwide practice of car manufacturers to equip the vast majority of their vehicles with gasoline engines instead of diesel engines underwrites serious acts of collusion with Big Oily. For every gasoline automobile produced a kickback from the oil industry in terms of advertising is supplied. Auto and Oil work hand in hand to produce the right vehicle to consume the right fuel in the right quantities. This is the only reason that gasoline engines exist and are touted. No other perspective makes the use of gasoline engines appear legitimate.

Car manufacturers cleverly use high pricing combined with limited models to discourage countless buyers who would otherwise purchase diesel powered vehicles. Thusly the models desired are not the models offered. Compact diesels are over-priced and light truck diesels are too big and heavy. In small cars, the engines are poorly built and in light trucks the engines are oversized. This is all by design so that these diesels do not outperform the gasoline models by more than about 25%.

Today's diesels are further burdened with electronic systems and spark plugs even though diesel engines do not need an electronic circuit or sparkplugs. We have been sold on an inferior design of a superior invention. As you will soon learn, getting stuck with piston engines instead of

rotary/turbine engines was a bad development. And when we got stuck with gasoline engines we also got stuck with the worst possible fuel because:

1. Gasoline is the only fuel, that when combusted in a piston engine, will produce carbon monoxide.
2. Gasoline piston engines are the least-efficient combustion engines built today.

As I documented in *The Rise and Stall of the Piston Engine*, it was only through sheer determination by the oil industry that the gasoline piston engine prevailed despite the superior prototype designs that were spawned from thousands of inventive engineers with an eye on fuel consumption. The fact that their better ideas gradually succumbed to the level of lowly piston engines was not indicative of a free capitalistic market run under the mores of Western-Christian society. It came about because of the relentless funding of petroleum-profit money into our colleges, universities, automobile corporations and governments. And the money was directed toward research on piston engines and to help corrupt the research on everything else such as turbines, Wankel engines, induction-electric, fuel cells, hydrogen from water and Tesla energy.

Turbine type engines, though difficult to perfect, are less costly to manufacture for the simple reason they produce so much more horsepower per the same unit of engine weight. Their smaller size equates to smaller engine compartments allowing the entire vehicle to be built smaller and more streamlined. Turbine type engines would have been the obvious and logical choice for not only aircraft but cars and trucks during the Golden Era. To keep up the demand for high octane gasoline it was not until 1955 that the jet engine was adapted to commercial aircraft. And when the formerly used high octane aviation fuel was no longer needed by the airline industry, they made up the loss of aviation fuel sales by switching our attention to flashy cars with souped-up multi-cylinder overhead valve piston engines that needed high octane gasoline. Millions of Chevrolets, Fords and

Chrysler that got 12 miles per gallon were manufactured and sold to keep gasoline sales growing rather than diminishing.

The petroleum / war relationship

The Titanic sinking initiated a psychological shift in the human mind. People were emotionally traumatized by the high numbers of innocent lives that were so tragically lost at sea. America's hopes of remaining clear of the war brewing in Europe began sinking as well. This downcast mood helped to prematurely end the peaceful period that existed in America since the 1898 Spanish American War.

In fact, there was a psychological shift initiated by both the Titanic and Hindenburg as both tragedies occurred just a few years before America entered a World War. This timing was neither an accident nor a coincidence. By the end of this Golden Era dreams were replaced with false beliefs that two of mankind's best inventions, the luxurious steamship and the floating-with-the-clouds airship were gone. And it was because they were flawed. Subconsciously Americans began to believe such ambitious inventions were too luxurious for our own good. We believed we never deserved them. If you don't believe me then why do we accept having to endure 15 hour flights with no room to get up, walk around or even stand?

Thanks to the plans of the international bankers and petroleum lords, our country was gearing up to produce millions of tons of petroleum powered iron war machines that would be in conflict all over Europe in just a few years. The buildup was done behind-the-scenes and came to the public in the form of false press reporting.

We made the best of the situation not realizing that new wars were being waged over the same arguments (oil and debt) by the same people wanting to exploit the same world's oil reserves. We can now clearly see that the Titanic and Hindenburg helped posture us for World Wars which postured us for the manufacture of petroleum-powered mechanisms.

Getting the world to swallow piston engines took a plan. How could these crudelums, with their colossal sized ambitions increase the demand for gasoline? The first step was to invent the lowly low compression gasoline engine, then start marketing cheap cars to the public. But to really get this kicked off, how about having a war that would require massive aviation fuel, gasoline and diesel fuel to power the equipment? Would that help boost oil demand?

Look what happened after the Titanic and the Hindenburg. Massive armored war fronts from every industrialized nation clashed and for most became part of their mutual destruction. Major countries were forced to manufacture the most and largest war machines they could muster. The consumption of petroleum was of no concern, whether nations had a domestic supply or not. War battles fought using mechanical behemoths on land, the sea and in the air were virtually all powered by petroleum.

For those who have done their homework you've learned that virtually all the wars since WW II have been fought over the control of oil fields. And you have noticed that unfortunate countries like Iraq and Libya, which had known oil reserves, have had their governments compromised via U.S. trained puppet leaders who are bought off. If



Naval tanker refueling jet fuel. The Aircraft carrier is nuclear powered and the destroyer uses gas turbines for propulsion. Courtesy: Pinterest

you have been paying attention long you have noticed that every country the U. S. bombs gets left with the scourge of handpicked friends of the imperialists, and these remain in power and under cover by a monopolized press.

Wouldn't it be great if the U.S. Military really was a wise and benevolent peacekeeping force in the world? Sadly, wars back then and wars today are run by the same cowardly psychopaths. The reason they keep

succeeding is because the media they control continues to hide them from our scrutiny.

For those who profit off war, war becomes just a common technique to increase manufacturing and skim off excessive profits. The most fool-proof tactic to stimulate manufacturing is to make the people think that they have only one of two choices: 1. build everything your country can afford to prepare for possible war, or 2. plan on having your country bombed by despots because you didn't build everything your country could afford to prepare for possible war.

So here we are today with war machinery that runs on petroleum just as it did then to the tune of 7 billion gallons every year. The chart below highlights the performance of our modern military from a petroleum perspective:

One nuclear aircraft carrier deploys up to 100 jets that can burn 1500 gallons of kerosene per hour.

During deployment, the carrier will require 500,000 gallons of jet fuel every other day from a fuel supply ship.

All support and escort ships within the carrier fleet run on petroleum.

Army tanks will burn 5 gallons to the mile. At 20 miles per hour this equates to 100 gallons per hour or approximately 2,000 gal per day per tank.

Tanks are escorted by heavy fighting vehicles, trucks, armed personnel carriers, jeeps and fuel-hungry choppers. A typical armored regiment will require convoys of tanker trucks on the ground to support them.

Tankers are run by private contractors who inflate prices to as high as \$400 per gallon to cover the cost of "security" and delivery; paid for by the U.S. Military.

The oil racket has become the largest monopoly on the planet and yet the public cannot see it. What's the first thing that happens when a military goes into operation to take over an oil field? The initiation of massive oil consumption! It's time for the world to wake up to the fact that war is about oil PROFIT. And to profit the most, wars to control oil fields have become commonplace.

America's wars have come from the minds of cowardly men simply because it is the most effective way to dramatically increase demand for petroleum fuels. It is a giant conflict-of-interest and a horribly flawed government vs. corporation paradox. It is here that the cowardly media fails its citizens in the worst manner by ignoring these obvious facts thus allowing the continuance of ripping off the public.



Frontier Refining Company's 100-octane plant in Cheyenne, built during World War II. Wyoming State Archives.

Wake up people! If a corporation can profit from war, it has a reason to incite war and sooner or later it will incite war! If our newspaper editors and TV talking heads did their jobs they would report the fact that oil companies and corporations are making huge and illegal profits from wars. Unfortunately, the press is bought and paid for by the fomenters of wars themselves. As these fomenters of wars remain hidden the people languish amidst an excess of government lackeys who serve and cater to corporate-paid lobbyists.

What we call representative government has become business meetings with lobbyists who offer deals and spout slogans such as "War is good for the economy." We've all heard it and we've been tempted to believe it. Now that you understand what this endorsement means do you still believe it?

If we lived on a planet, where the preservation of food, air and water for existing humans and animals on earth was of primary importance instead of PROFITS then companies that attempted to profit from provoking a war would be brought before a planetary council. This council would be composed of senior elected men and women serving solely as volunteers, and they would consist of farmers, botanists, scientists, physicists, engineers, historians, artists, spiritualists, etc. Under their proper trial and judgement the heartless perpetrators of war would be found guilty of planetary abuse, immediately removed from office and never allowed to serve as trusted servants of the public again.

In the meantime, the consumption of petroleum has grown into the biggest money-multiplying scheme on the planet, and in the process, we have migrated away from the superb efficiency of the Titanic and Hindenburg and given them up to the wishes of darkness.

CHAPTER 13

A Matter of Extreme Gravity

In 1933, in an act of fake diplomacy, von Hindenburg was “persuaded” to appoint Hitler as Chancellor of Germany. This made Hindenburg the last democratic leader of Germany.

HINDENBURG’S DEMISE became a turning-point case, but in the minds of most, Hindenburg was just an open and shut case. As the case of the Titanic was ruled upon by courts within the United States and England, the case of the Hindenburg was ruled upon by courts within the United States and Germany. This duality and partnership involving official government courts greatly bolstered the notion that justice was served in both momentous events, because truth had been found and a consensus achieved. But you have seen that it was collusion, not consensus.

Thanks to the collusion of the United States and Germany regarding the supposed demise of the Hindenburg we have barely used hydrogen as a lifting gas or fuel since. The exquisite anti-gravity properties of airships make them a worthwhile subject to pursue, especially today, and here’s why.



The Nepal plane crash fire from September 2012. Courtesy: Daily Mail

What is the best way to fly?

Let's say we were traveling on the Hindenburg at 5,000 feet and an engine caught fire. In this case, the vessel would come to a stop, the crew would put out the fire and the passengers would remain floating at 5,000 feet.

Now let's say we are traveling by modern jet liner at 30,000 feet and the airliner's engine catches on fire. The vessel cannot come to a stop, the crew cannot put out the fire and the passengers won't remain floating for long. In fact, the next minutes will endanger the lives of everyone aboard with only the quick reflexes and skill of the pilot to save them.

What a fragile system, but it gets worse. In addition to the immediate action by the pilots, air traffic control, airport fire and emergency medical response must be carried out within minutes to avoid catastrophe. The fact is, today's relative passenger air travel success is due to in large part to beyond-skill performance from experienced pilots who have heroically managed to avoid countless accidents.

The world can't use hydrogen filled air ships because they supposedly burn, yet we continue to rely on kerosene laden carbon plastic jets that burn everyone beyond recognition if they crash. The fact they consume tens of thousands of gallons of kerosene fuel exposes the vulnerability of these planes, so it is rarely mentioned. This extra weight reaches 500,000 pounds for a jumbo-sized jet! As a result each time a jet takes off is a critical situation for the landing gear mechanisms, being under maximum strain. And it's all riding on petroleum-made rubber tires.

But the most critical point of every jet-powered trip by passenger airliner is just as the plane touches down. Consider that when a ship docks it is nearly stationary. When a plane docks it is going 140 knots. The airline industry has this glaring paradox built into it compounded by the fact that so much volatile fuel is carried aboard. Everyone's safety is dependent upon the proper deployment and support of the landing gear.

A plane's outer covering of composite plastics and aluminum burning against concrete during a 161 mile per hour skid with volatile fuel in the wings and fuselage poses mortal danger for every occupant aboard. That brings up another paradox: the pilot needs to dump the fuel to lighten the aircraft plus reduce the fire risk. This practice compromises the atmosphere, farmlands and people. The pilot hasn't landed the plane yet, but has already caused collateral damage! But we're not done yet: the airstrip must be covered with flame-retardant foam which is toxic as well.

The fact is, the existing airline system insures that each flight has the potential to be a complete disaster. This is unacceptable when one considers that neither a ship, nor an airship, nor a train, nor an automobile are ever totally dependent on a source of propulsion to hold them in a safe stationary position. None of these mechanisms require high powered engines running at top performance just to keep them from crashing.

We are so used to traveling with a system that exposes us to inherent risks that we have grown used to inherent danger. We've been further confused by the belief that airships were unsafe compared to the modern jet liner. The numbers of airline tragedies and near disasters since 1957 is near endless.

Here Are The Ten Worst Air Disasters Of All Time:

- | | |
|--------------------------------------|----------|
| 1. Pan Am & KLM (27 Mar 1977): | 583 dead |
| 2. Japan (12 Aug 1985): | 520 dead |
| 3. Saudi & Kazakhstan (12 Nov 1996): | 350 dead |
| 4. THY (3 Mar 1974): | 346 dead |
| 5. Air India (23 Jun 1985): | 329 dead |
| 6. Saudia (19 Aug 1980): | 301 dead |
| 7. Iran Air (3 Jul 1988): | 290 dead |
| 8. American Airlines (25 May 1979): | 273 dead |
| 9. PanAm (21 Dec 1988): | 270 dead |
| 10. Korean (1 Sep 1983): | 269 dead |

From the chart above it is indeed difficult to understand why, after these deaths, why kerosene fuel has not been deemed unsafe. In each case

these planes burned up after crashing. In stark contrast, only 37 were killed because of the Hindenburg accident, yet the incident left hydrogen branded as being too dangerous to use for fuel or lifting. We now can see that the Hindenburg was an inherently safer flying vehicle than our current ones that fall like a stone when they run out of fuel.

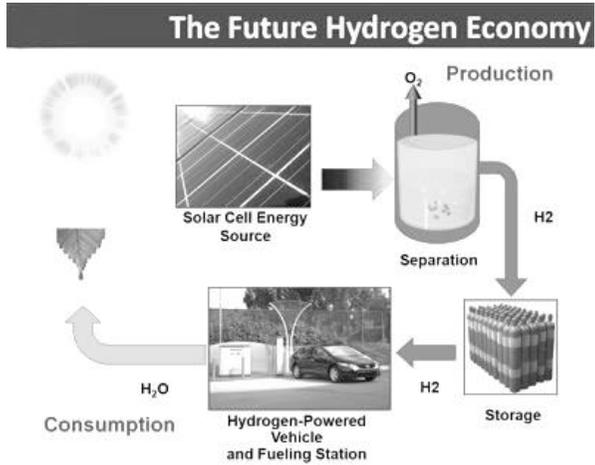
Ships are towed into a harbor when they run out of fuel. Airships can be towed to a landing mooring if they run out of fuel. A train or truck simply comes to a stop if they run out of fuel. Only the modern airliner creates a life and death emergency situation when it runs out of fuel. And this leads us to still one more paradox: The modern jetliner must make sure it never runs out of fuel and therefore it must always carry extra fuel, which is just more weight to lift and haul and this equates to lost cargo. That doesn't make it sound like a very intelligent design in the year 2018, does it?

The Glaring Contradiction Concerning Hydrogen

Today, and right under the public's nose, is a glaring contradiction regarding air travel safety. The public sector is denied the use of hydrogen as a lifting gas or fuel because it has been deemed as being too explosive, yet modern airliners continue to use jet fuel no matter how many times they crash and burn. Modern jetliners consume much more fuel than airships, thus their tanks are ten times as large. The same reason that was used to disqualify the use of hydrogen should be applied to jets powered by kerosene, but it isn't.

Here's the most pertinent fact: Hydrogen is the cleanest burning fuel on the planet and can be made directly from water using electricity. Therefore, any source of energy can be used to produce hydrogen since all you need to make it is electricity and water. It can thus be made cheaply such as using solar electricity in combination with silver catalysts.

For public transportation, if we were allowed to construct the type of hydrogen-producing electric pulse generator that was built and demonstrated by the late Stanley Myer in 1995 we could make hydrogen fuel from water right where we needed to combust it. More noteworthy is the



Courtesy: ARISE- Advanced Research Institute for Sustainable Energy- Texas A&M University.

fact that we would be using a fuel that came from water and went back to water. But such an energy equation would render the petroleum industry as an unnecessary component of our transportation system.

This is the main reason why the corporate banksters and crudelums had to get rid of dirigibles and strike them from the public’s mind and memory. This is why they burned the Hindenburg under so much fanfare with 22 photographers in attendance for an event that had happened 34 times before. They badly needed great pictures of her burning!

Destroying Hydrogen and the Airship

The photographic story that was prepared for the public after the Hindenburg burning in 1937 used newsreel footage and it was the first time that people on fire had ever been seen in a movie theater. Some of it showed people trying to walk out of the wreckage while they were engulfed in flames. These scenes were shown repeatedly in theaters across the country for a decade before television came into vogue. Over and over again the theme *Hydrogen burns people alive* was repeated.



The caption reads, “A survivor is taken to hospital. Doehner suffered burns to his face, hands and leg and had to remain in hospital for three months - before going to another hospital for skin grafts.” Courtesy: Daily Mail. Could this event look any more staged?

You may remember some other themes that have been repeated over and over again such as: *Oswald killed Kennedy, Vietnam attacked the U.S. Navy at Gulf of Tonkin, Osama bin Laden attacked the world trade towers, etc.* Today, this type of mental conditioning (repeat it enough times until people believe it) is commonly practiced within the media.

How bad was the Hindenburg tragedy, really?

The burning of the Hindenburg killed one person on the ground plus 35 out of her 97 passengers and crew. Overall, 62 people survived however. The reason they survived is because heat and hydrogen both go upwards and therefore the combustion heat of the Hindenburg’s hydrogen gas cells went upwards. This left the gondola underneath the heat and fiery inferno of the hydrogen-oxygen combustion.

The outer skin was set ablaze but the gondola itself descended slowly to the ground mostly intact allowing more than two thirds of the passengers to get out of the wreckage and walk to safety. If just half of the people had been saved in each of the ten worst air disasters, involving kerosene-powered jetliners, it would have amounted to a savings of 1,765 lives.



The Hindenburg has been on fire for some time, but notice there has been no “crash”. She’s just hovering with all of the heat and fire going straight up. She eventually settled down slowly, thus the reason there were 67 survivors: Courtesy: Daily Mail.

The way the Hindenburg event was portrayed made hydrogen look like it was unmanageable: that no matter how hard mankind

tried to use hydrogen, its use would always be fraught by danger. The press-released scenes of the Hindenburg burning were cut and pasted together such to pitch the level of shock. In this way, the best aircraft ever built was made to look unsafe, and this was used as a reason to cancel the use of all airships from then on.

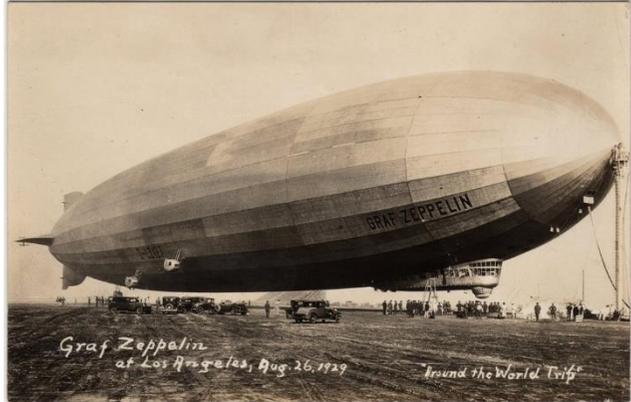
Even Graf Zeppelin was not spared. Hindenburg’s accident was used as a reason to dismantle her too; the world’s safest aircraft with a perfect air record. What was depicted as supposedly happening to the Hindenburg was a well-designed blueprinted end for the future of dirigibles.

After the Hindenburg, there was only a limited use of airships during World War II and for a period after that. But these were not dirigibles, nor were they constructed for carrying passengers and freight. The era of the rigid airship dirigible ended on the day the Hindenburg was destroyed in New Jersey. What came next were giant inflated balloons, frame-less and fabric covered, thus sluggish in performance and speed. Still, even these performed admirably.

The Hindenburg burning itself was not such a big tragedy. The loss of hydrogen and antigravity was a monumental tragedy.

Graf Zeppelin and Hindenburg

The actual service record of the Graf Zeppelin puts a gigantic hole in the story that dirigibles are inherently unsafe. She performed nearly perfect for nine years and used only hydrogen as a lifting gas. She logged more than 1,000,000 miles, carried 18,000 passengers in safety and comfort and made 144 successful Atlantic crossings. Her record of service is one the airship opponents would like us to forget.



In 1928, Germany launched the world's greatest airship, the *Graf Zeppelin*. For the next decade, it would make hundreds of flights all over the world: from Germany to the U.S., Brazil, Japan, even the north pole. It was enough to make the British very nervous. Courtesy: FCARVALLO

Transatlantic travel time from Liverpool, England to New York was reduced from two weeks by ship to 2 ½ days by dirigible. Ten years before the first fixed wing plane was able to cross the Atlantic with passengers, Graf Zeppelin had already taken passengers completely around the world. Even then they employed a flying boat design that needed to make several stops for fuel in Cape Race and Newfoundland.

Graf Zeppelin proved beyond a doubt that airships are a much better form of aircraft regarding passenger safety, cargo capacity and fuel efficiency than every other aircraft of the time and since. The public's use

of passenger dirigibles was shut down for no other reason but to favor the use of inefficient fixed wing aircraft that consume hundreds of thousands of pounds of petroleum kerosene, otherwise known as high priced jet fuel.

The Enigma of the Hindenburg “Explosion”

One thing I have noticed about the story of the supposed Hindenburg “explosion” is the media’s presumptive habit of describing pure hydrogen as though they were describing stoichiometric HHO gas, or hydrogen gas mixed with oxygen. They have made us believe that hydrogen gas will explode if touched with a match. That would mean that H_2 and HHO are the same thing. But these two gasses are not at all the same. H_2 cannot burn much less explode. The media never tried to clarify this and thus they never got the story right.

Since the hydrogen contained within the cells was under pressure it would have been impossible for air to get inside the Hindenburg’s gas cells. And because these cells were contained within the outer skin of the Hindenburg it would have been very difficult to get hydrogen to the outside of the outer covering. But one or the other had to occur for any of the hydrogen to burn.

HHO or Brown's gas is a stoichiometric mix of hydrogen and oxygen in a perfect 2:1 ratio. If you set this stuff off with a spark inside a dirigible the results would be catastrophic destruction. The whole 7 million cubic feet of HHO would literally go off simultaneously, such that the explosion would send a shock wave of tremendous force. How much force? Brown’s gas has seven times the expansion power of gasoline vapor per gaseous liter. Try to imagine 7 tanker trucks the size of the Hindenburg filled with gasoline vapors exploding in one giant ka-boom.

Only pure hydrogen was inside the Hindenburg. The media ignored the fact that there were 16 separate gas cells within, further separated from the outside air by a layer of durable non-metal fabric. This fabric was strong

and airproof because it was coated with aluminum powder. This is what gave the ship its silvery coloring, however its practical purpose was to reduce the heating effects of the sun. Otherwise, sunlight would cause an airship's gas cells to expand and release hydrogen gas. At the top of the hull, a layer of iron oxide was applied to the inside surface of the covering to protect the fabric from direct sunlight. It was these materials that burned and rained down upon Hindenburg's passengers, killing 35 of them.

Hindenburg burned in the sky and fell slowly to earth. That's really what the public was shown in the newsreel and frame footage. Of course, they keep calling it an explosion. It was set ablaze by breaching both the inner and outer gas bags such that hydrogen could mix with air and begin to combust. Only then did Hindenburg's skin catch fire. I remind the reader that the most modern commercial jetliner skin and structure burn to ashes when they are set ablaze with an incendiary shell like the Hindenburg was.

The theory that static electricity caused a spark that lead to Hindenburg's fire was never more than a theory and has not been proven to this day. Such an occurrence had never occurred in 30 years of successful dirigible operation. Still, right from the beginning of the investigation, the spark theory was to maintain prominence.

The most obvious cause, which neither investigative committee in the U.S. or Germany chose to pursue, would have been that she was deliberately shot at by a weapon that fired incendiary bullets, BECAUSE MANY SABOTAGE PLANS WERE KNOWN TO EXIST. But this was never looked in to.

TWA Flight 800

By comparing Hindenburg's story to that of TWA's doomed flight 800, which "exploded" over the Atlantic in 1998 and also covered up, there is more evidence that her burning was a planned event.

In the Flight 800 disaster, a Boeing 747 dropped from the sky like a stone shortly after leaving La Guardia Airport in New York. Within minutes

of the story's first breaking, the media in perfect unison began to report the same story; that the center fuel tank had "exploded". Here was another impossible scenario. The plane's fuel tank could never explode (it contained jet/kerosene fuel). And thusly, the plane's fuel tank became the iceberg of the Titanic.

It happened before the public even had a chance to question it. As it was, after months of debris recovery and reconstruction of the aircraft, the center-fuel-tank-explosion continued to reign paramount even though explosive residues from standard rocket ordinance had been found on seats, cushions and interior components of the crashed plane. In addition, there were over 700 witnesses who had seen a missile come up from ground level and explode when it reached the airliner. But like the testimonies that indicated sabotage of the Hindenburg, and like the witness who saw Captain Smith after the Titanic's sinking, these 700 witnesses were either ignored or discredited.

In the meantime, the Federal Aviation Administration paid out millions of dollars to a government aircraft contractor to conduct a test that would show how the fuel tank had exploded from the vapors inside a similar tank. However, after trying every possible manner of detonating jet fuel "fumes" they could think of in a controlled test to get the fuel tank to rupture, they gave up.

This information should have dramatically altered the case, but instead the Transportation Safety Board just left the entire summary of the failed fuel tank detonations out of the report. Adding insult to injury came later in the official "animation" which was produced by the CIA. Here they depicted the stricken 747 with having her entire nose blown off by this supposed "center fuel tank explosion", then continuing to fly straight up!

The charade movie went on to explain how the loss of weight in the front end of the plane caused it to pitch straight up (because the nose was now so light, oh that makes sense!), and this caused the plane to fly straight up for another 2000 feet! That's how they explained away the vertical trail of the missile that 700 people had seen.

Several airline pilots immediately spoke out against the story, as they knew such a large heavy plane would either stall or rip the wings off if it suddenly turned vertical going 600 knots. They stated the jumbo could not have changed its horizontal motion into vertical motion. There was lots of momentum in the heavy jet, but it was going in the wrong direction. The plane could not have climbed to a higher altitude just from her momentum going horizontally. In addition, the compromised aerodynamics of a plane, with her nose ripped off, would have made the plane slow down so rapidly she would have been torn apart by air friction. These statements from professional pilots were ignored.

J. F. Kennedy, Jr.

The story regarding the death of John F. Kennedy, Jr. in a plane crash was a creation of the media at a level comparable to the Hindenburg as well. Most can still remember this tragic loss which took place while he, his wife and another passenger were on a routine flight to Martha's Vineyard in a twin-engine plane. The plane was just approaching the runway and John reported he could see lights. It was just after dusk. Then something went terribly wrong and Kennedy's plane crashed. All networks soon began reporting it. Even though it involved the unexpected loss of the nation's favorite political candidate for president, every network stated it was haze that caused it. How did they know that? Why did they all agree on that?

Had all the news people out there forgotten that four members of the Kennedy family had already been killed by assassination; two of which had happened while they were in planes that exploded? Yet none of the despicable news channels would consider the possibility that an assassination plot had been attempted on JFK Jr. Nothing to worry about there!

I was watching when each one of the stations that I tuned used the same term. They all agreed that haze had caused J. F. K., Jr. to become disoriented such that he just flew straight down into the sea without

knowing how to pull up. Ponder for a moment the kind of collusion amongst these media for them to use the same ambiguous term for the culprit so quickly.

I've been watching the performance of the media for some time, and have caught them in the act of lying straight away to our faces enough times to know what kind of game they are playing with the American public. It is important that you know that the media cannot be trusted, ever. This is because American news media is controlled by five major corporations: ABC Disney, Viacom, Murdoch News Service, CBS and NBC. Each concocts stories and events just as an author writes a fiction novel. And like any corporation, when they badly need to deliver the public a message, they do it in the most efficient way possible; they use their own media tools.

The story surfaced about how John Jr. was not very experienced. This was contrary to the truth. The story continued day after day that they were lost in a haze, but we later learned that the Martha's Vineyard airfield air traffic officer was talking to John Jr. and he wasn't lost at all. The recorded transmission with Martha's Vineyard airport just before his plane went straight down into the sea was that in his final statement to the controller he said, "I can see the airports lights."

Just as TWA's center fuel tank could never have exploded, there was this major contradiction with this story and thus it was ignored as well. Nor was the public ever informed that J.F.K., Jr.'s plane was equipped with a self-stabilizing instrument that would re-orient the plane in the event the pilot really lost his orientation with the ground. They just said John, Jr. was not a good pilot.

J. F. K., Jr. was in fact a very good pilot. Bad piloting was the script for what ended the life of the greatest hope for a new president in generations. The people believed this explanation because all the news networks corroborated each other's false story.

The Destruction of the Hindenburg

Now let's get back to the Hindenburg burning and the fact the public have been conditioned to believe that hydrogen is a very dangerous and explosive gas. The media ignored the obvious: that the likely cause of Hindenburg's burning would be by sabotage by an anti-Nazi political group. The world was thus led to believe that there were extreme dangers regarding the use of hydrogen.

Let's recap what transpired. As LZ-129 neared completion in 1936 she was seized as a war asset by the Nazi Party and named Hindenburg. She had in fact been named after Paul von Hindenburg, Field Marshall and President of Germany from 1925 whom had defeated Hitler in the presidential elections of 1932. In 1933 in an act of fake diplomacy Hindenburg was "persuaded" to appoint Hitler as Chancellor of Germany. *This made von Hindenburg the last democratic leader.* Perhaps you noticed this poignant metaphor comparing Hindenburg's flames to Germany's democracy?



Ernst Leymann was badly burned but initially was expected to live. Courtesy: Airships.net

Today we know that just about everything about the Hindenburg was political. There were three Luftwaffe intelligence officers on board the Hindenburg during her flight from Germany to Lakehurst, New Jersey to look for and prevent a possible sabotage. The captain and crewman aboard the Hindenburg were alerted to the possibility of a bomb attempt. Just two years prior a bomb had been found aboard the Graf Zeppelin. So, the idea of a detonation device being aboard the Hindenburg had not only been suspected but demonstrated beforehand. Yet the media dropped the consideration of a bomb plot attempt right from the beginning and instead latched onto a theory that had even less

probability than the iceberg theory of 1912. This means all considerations of sabotage had already gone above the level of newspaper editors and radio/TV managers. The truth was being deliberately suppressed by the media controllers.

In New Jersey after the accident, Ernst Leymann, Hindenburg's Commander, was visited on his deathbed by Commander Rosendahl, a trusted old friend, fellow officer and great advocate of airships. Leymann had been severely burned on his back and spine, and died the following day. With his dying words, he expressed his belief that the Hindenburg could have been brought down only by an "infernal device" such as a bomb or incendiary weapon.

Back in Germany: Hugo Eckener, lifelong engineer and captain of several airships, voiced his opinion that the airship had been brought down by opponents of the Nazis. He was quickly silenced in no uncertain terms by Germany's air minister Herman Goering.

The morning after the accident, Heinrich Bauer, second officer of the Hindenburg went back to the crash site at first light and later wrote, *"Being the most senior officer who is still on his feet, I was compelled to go over the wreckage in search of clues as to what had caused the crash. After 12 hours, there were already dark rumors beginning to spread that she had been destroyed by sabotage."*



Captain Anton Wittemann (left) and Dr. Hugo Eckener (right) confer during the Board of Inquiry investigation. Courtesy: <http://facesofthehindenbug.blogspot.com>

More facts revealed that there were unsold passenger cabins on Hindenburg's last flight from Frankfurt May 3, 1937. Thus only 36 passengers were on board rather than the normal 72. This seems very odd that not more seats would be taken when the demand for airship travel at the time far exceeded availability. And here is a similarity with the Hindenburg

and the 911 tower demolition in 2001 when colossal numbers of people had been tipped off prior to the event. It appears in the Hindenburg case; certain passengers had been tipped off as well.

What timing since just prior to the Hindenburg burning Hitler had suspended the German constitution by turning over control of their country to a selected committee that reported only to him! And it was they who held their own board of inquiry. It appears that its sole purpose was to cover up an act of sabotage. All this information indicates the Germans were not only willing but planning to cover up the real cause of Hindenburg's destruction just as it was covered up in the United States.

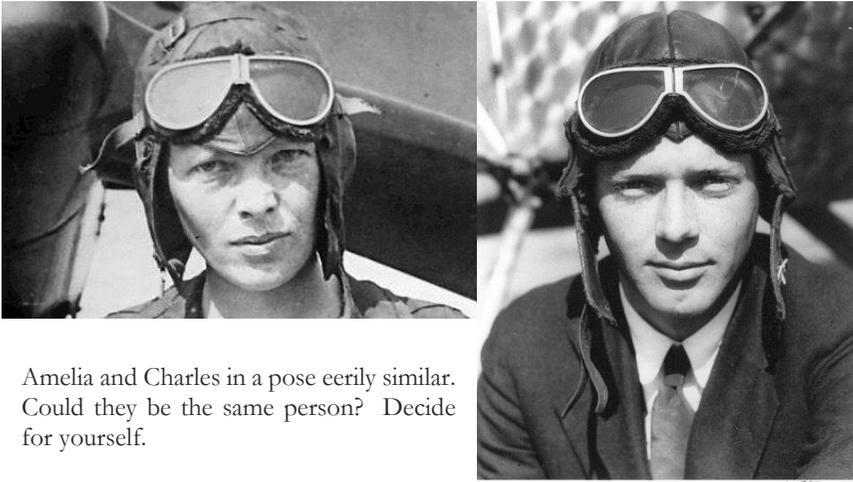
The Nazi Party had some reason to do so, to negate the matter politically. But why would the Americans want to cover up an act of sabotage that could have been used to discredit Hitler's Germany?

If the Hindenburg had been sabotaged by a group that was politically aligned against the Nazi Party they would have wanted to use this event to discredit the Nazi regime rather than censure it. At any rate, the catastrophic demise of the Hindenburg was and still is a political event, not an engineering one!

CHAPTER 14

Lindbergh and Earhart;

Two characters, one man.



Amelia and Charles in a pose eerily similar. Could they be the same person? Decide for yourself.

YOU MAY BE WONDERING why the subject of Charles Lindbergh and Amelia Earhart is part of this book. Well, their stories would not be part of this book unless they were related to the Titanic or the Hindenburg, and it turns out that in this case they both were. But before I delve into Lindbergh's past where he and his father's participation in Freemasonry leads to the Titanic, let me first concentrate on their connection to the Hindenburg. This part of the story is easier to convey, and a lot more fun to read!

How to “Properly” Introduce Aviation to the World

There are countless connections between Lindbergh and Earhart, but how could there be a connection between Earhart, Lindbergh and the Hindenburg? How about the fact that “they” all specialized in crossing the Atlantic Ocean? Another connection is the fact that each held the spotlight during the decade leading up to the start of World War II? Still another

connection is the fact that each played key roles in the rise and development of petroleum-powered piston-driven aircraft leading to the use of similar designs still in use today.



Alcock and Brown in a converted WWI bomber fly across the Atlantic in 1919.

Courtesy: Wikipedia

We didn’t know what was happening to us in the media. When the character Lindbergh arrived on the media scene, consider what American’s got hit with: First, headline news heard around the world; then the largest ticker-tape parade in New York ever. All this was for a man who had just flown the Atlantic for the first time solo in 1927. Wow!!!! Just one thing though. The first transatlantic flight had been made eight years earlier by two British pilots named Alcock and Brown. They completed the flight on July 2, 1919. Apparently, this was all forgotten by 1927.



Graf Zeppelin returns to New York after world tour 1929. Courtesy: MichaelRogge

Atlantic? Well, the misguided media went at it again in 1928 when a woman named Earhart became the second famous aviation icon. Here, she was

labelled in the press “the first woman to fly the Atlantic”. Wow! Never mind that the plane had been piloted by a man and she had flown along solely as female baggage. Oh, and just one other thing: the Graf Zeppelin airship would be regularly carrying passengers commercially beginning in July 1928, and these passengers would include women and children!

And the media really kicked it up in 1932 when a woman flew solo for the first time across the Atlantic. Here’s that solo “thing” again. Never mind that Earhart only flew 2/3 of the distance and used a six-passenger plane with more than twice the horsepower as Lindbergh’s. For women, it was a sellout for the press gooks to overlook those details and thus award her a woman’s handicap she had not even asked for. Normally, it’s not cool to modify the rules of the “contest”. This was obviously all for publicity.

Thanks to media wizards, like the one who demolished the Graf Zeppelin story, the world was misled over the numerous accolades, even awarding her the Distinguished Flying Cross from Congress and the Gold Medal of the National Geographic Society which were pinned on by President Herbert Hoover himself during a White House ceremony. Wow!

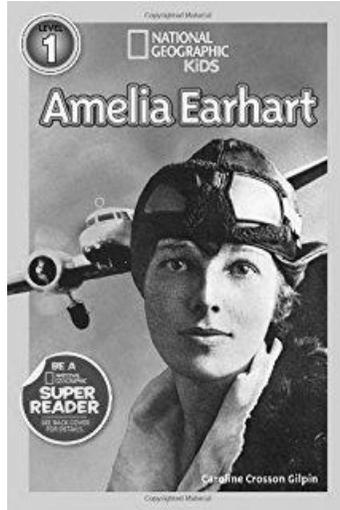
Keeping the publicity campaign going; in August of the same year Earhart made a supposed “historic” non-stop flight from Los Angeles to Newark. It was historic because the media described it as the “longest flight ever without refueling”. At this point Amelia had status as a hero that rivaled Lindbergh. All this for a new celebrity (*and her mysterious side-kick Putham*) who was not even trying to hide the fact that they were profiting from the publicity and making the most out of it!

From Wiki, “Immediately after her return to the United States, Amelia undertook an exhausting lecture tour in 1928 and 1929. Meanwhile, Putnam had undertaken to heavily promote her in a campaign that included publishing a book she authored, a series of new lecture tours and using pictures of her in mass market endorsements for products including luggage, *Lucky Strike* cigarettes, women's clothing and sportswear.”

This strange guy Putnam was her manager. The story would later describe him as the guy she supposedly married after spurning the marriage proposals of another then receiving six separate marriage proposals from

Putnam before finally agreeing. Does that sound like an exciting marriage to you?

Now the world had these poor profiting heroes who needed money as well as fame. Heroes looking for profit? Doesn't this out them as not really being heroes but famous people receiving profit? Whenever the media goes along with profiteers, it should raise a flag of suspicion that the motives aren't sincere.



From top left: Amelia with a professional makeup job, a photo later used on the cover of National Geographic, top right. Courtesy: Wikipedia. They obviously spent a lot of effort on getting just the right look (as in stage acting). Bottom left, how Amelia, rather how Lindbergh really looked without foundation cream first being applied to his face. Courtesy CNN.com Bottom right, sure looks like Lindbergh with a wig. Can't see any femininity there. Courtesy: Wired.com



In this case not only did the media go along, they made sure not to mention that the Graf Zeppelin airship had been providing regular non-stop transatlantic transportation from Germany to Rio de Janeiro since 1928! And when Earhart would take off on her epic round-the-world flight in June of 1937 the Graf Zeppelin had already circled the globe with 20 passengers nine years earlier. So why such fanfare, ticker-tape parading and drama for two transatlantic events that were in all honesty not even noteworthy events in aviation development? To answer this question, we just need to take an honest look at what happened afterwards.

First, just two weeks before Earhart took off, Graf Zeppelin's older sister, Hindenburg, was destroyed in the world's most infamous inferno of modern times. Then Amelia went missing. In the melee of the loss of the character "Earhart" the public forgot about the Graf Zeppelin and Hindenburg. They missed the point that travel around the globe had been decisively stepped-down to the lowly level of fixed wing piston driven aircraft. Hindenburg's loss was used as a reason to disassemble all airships, and this included the flawless-performing Graf Zeppelin!! That's right! A flawless 9-year transatlantic performer, the real Star of the Atlantic, got herself disassembled. Actually this was not a melee, it was a coup d'etat.

Without the public even suspecting what had just taken place the revolutionary technology of the Hindenburg got replaced with the mourning and loss of an aviation character. And because the public's interest got diverted, instead of the world receiving a new form of anti-gravity long distance air travel, the world got long distance aviation "heroes". It was a brilliantly designed maneuver and it perfectly heralded into the limelight the basic form of air travel we have today. Unfortunately, in the process, science and achievement were replaced by theatrics and illusion.

As you will soon learn, none of this happened by accident. The Lindbergh-Earhart two-punch was planned from the beginning. It was planned to entice Americans to accept a form of air transportation that was unsafe and barely reliable. To do this, Lindbergh and Earhart were painted as daredevil heroes. The fact of the matter was; commercially-run airships

were providing regular transcontinental service that wasn't dare-devilish at all!

Transatlantic service had been made safe, but the bankster pressstitutes had to add fear into the equation again. Just like they brought fear into sea-going transatlantic transportation with the sinking of the Titanic, they brought fear into air transportation. And once we began to accept these flying dare devils as heroes, we inadvertently lent endorsement to the use of poorly-designed flying contraptions that should never have been selected in the first place.

In order for this plan to succeed they had to entice us to forget the technological merits of Graf Zeppelin and Hindenburg. Two new aviation heroes became our “alcohols” to forgetfulness. In the process, Americans became enamored with harrowing accomplishments, forgetting that air travel itself didn't need to be harrowing.

The Making of Aviation Heroes

When you study the pictures of Lindbergh and Earhart they all resemble ones that came right off an epic movie scene. This is because in each the subjects are professionally made up using facial creams, makeup, wigs, clothing in addition to receiving the most professional camera angles, lighting and editing. This was no amateur endeavor in those early days of film photography. From John Bresnik.wordpress.com:

“My uncle, Albert Bresnik, was a professional photographer who focused on the Hollywood scene. He photographed most of the famous actors of the 1930s. He was also hired by George Putnam, Amelia's husband, to be her personal photographer.” John Bresnik

So here it is: proof that the same level of Hollywood theatrics were applied to what should have just been a straight forward documentary. Instead, the two were depicted using the same tricks of illusion that were developed and applied to the movie industry. Just look at their photos.

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Lindbergh on the left with a wig and facial cream makeup. Courtesy: Time Magazine. He's looking pretty hot at this point from the neck up and the camera man has the angle and lighting superbly positioned. Well done!!

Lindbergh on the right looking as cool as any Hollywood Top billed movie actor I have ever seen. Courtesy: Biography.com Look at those John Wayne eyes and Errol Flynn chin. Courtesy: Pinterest



To better delineate the planning and purpose of the Lindbergh-Amelia two-punch, let me re-state the heroic legacies of them as they are written and perceived today. I'll use an accredited

article by John Lienhard; Professor, University of Houston, as an example of the type of planning that goes into the development and “selling” of a hero concept to the public. Take note of my highlighted areas as you read the following abstract:

“Amelia Earhart and Lindbergh looked like two peas from the same pod -- lean, shy, same mouth, same eyes, same short hair. In 1928, the year after Lindbergh flew the Atlantic, Earhart became the first woman to cross the Atlantic in a plane.

The milestone came about when Philadelphia socialite Amy Guest asked publisher George Putnam to organize a transatlantic flight in her own Fokker Trimotor. Putnam found a pilot to fly it across the Atlantic. Then he interviewed women to find, and I quote, “[a] girl who would measure up to adequate standards of American womanhood.” As it was, she would keep the flight log.

Earhart did her homework. Don't be too appealing. That might cause Putnam to be protective. Don't make a big deal of the fact you're also a pilot. They only want a second banana here. So, she showed up looking just like Charles Lindbergh and she kept her mouth shut.

It worked! She became the first woman to make the flight. She stepped out of the plane into a media maelstrom that never ended for her. Earhart was the hottest story in the papers, even if she had only been a passenger.

Putnam took on the role of publicist. He booked high-pressure speaking tours. He fed material to the press. He made it hard on competing women pilots. It was a peculiar symbiosis. He manufactured her fame. She rode that wave. Then she slowly began drowning in it.

These were all just actors in front of a camera.

She married Putnam in 1930. It began as a marriage of convenience between two workaholics. But it grew into much more while the mad whirl continued. She finally flew the Atlantic solo in 1932.

For nine years Putnam managed Earhart, pushing this able pilot into the limelight over better fliers. Earhart used her bully pulpit to push things she believed in: women's rights, pacifism and flying.

Her last round-the-world flight had little real importance. But she vanished at sea. As a result, we've spent the last 80 years wondering what became of her.”

I hope you noticed there are more than a few similarities to life storylines that are scripted and made up in the first place. The professor doesn't realize in his writing that the promoters came right out and admitted they wanted a woman *character* who would measure up to the *character* of Lindbergh. If in fact you were an illusion specialist, and looking for two qualified pilots, both of similar stature, what better way to do that than just simply have the same person pose as both parts? Wouldn't this be the easiest way to duplicate all the necessary attributes needed to round out the other character? And, similar physical statures would make them appear competitive.



From top left. Supposedly a woman known as Amelia Earhart but they forgot to give her the right body. Lucky Lindy shown at right with what looks like the same unfeminine body. Note how they always crop his hair on the sides so he never has the same facial shot as Amelia. Courtesy: Los Angeles Times and Wikipedia.

I am not the first person to have noticed the similarities in the photographs of Lindbergh and Earhart. I got tipped off to it recently via new photographic analyses by truth seekers using the internet to try to put puzzles like this together. But I have to admit, when I first compared their photographs I couldn't help noting a striking resemblance. I set to work to attempt to solve this question. Today I can now honestly state with all

sincerity that the Lindbergh and Earhart characters, as depicted in the historical photographs, were all taken of the same character.

Now, before you decide that I must be out of my mind for even thinking such a thing, I suggest you reread the aforementioned section paying attention to the highlighted sentences. Note that they read exactly like a manufactured character would read if they were selected, instructed, made up and managed such to fulfil a public role in a properly personified fashion.



Why did Amelia and Charles get photographed in so many similar poses? Coincidence or part of the scripted characterizations? Check out the amount of make-up and theatrics and decide for yourself. Courtesy Smithsonian National Postage Museum and Biography.com.

Who was Charles Lindbergh?

If you are still reading then you are ready for the truth, the whole truth and nothing but the truth. What I have already presented to you may have taxed you beyond the limit of what your mind can comprehend about someone you have likely revered all your life. But such things about a man's true intentions and accomplishments are ultimately between himself and God and his judgment will be by God and not by me. In the meantime, it is not so important for us to judge the man but rather to judge the predicament Charles Lindbergh found himself in, having been born into a

role that was to continue the agenda of his father. Lindberg's father, Charles August Lindbergh was a Freemason and United States Congressman from Minnesota's 6th congressional district from 1907 to 1917.

His son, Charles, was active in the Mason's lodge in St. Louis. Here is a brief write-up prepared by a member of the same Masonic group which spawned the Charles "Lucky Lindy" Lindbergh we thought we knew.

"In St. Louis, where the Mississippi and Missouri Rivers flow together, Lindbergh joined the Craft. Most famous Masons joined the fraternity before coming to world notice, and Lindbergh was no exception. He completed his degrees in Keystone Lodge Number 243, A. F. & A. M. of Missouri, in December of 1926, months before the flight that was to bring him world renown.

*At the time, he was working as a mail pilot for Robertson Aircraft Corporation and already planning his trans-Atlantic flight in pursuit of the Orteig prize. Reading Lindbergh's own accounts of his experiences in 1926-27, one is struck by how thoroughly busy he was, making his efforts on acquiring the Masonic degrees more remarkable. During that period, he engaged in negotiations with aircraft manufacturers for the construction of the plane that was to be named *The Spirit of St. Louis*, flew the mail regularly between St. Louis and Chicago, and survived several parachute landings when bad weather forced him to ditch the mail plane. Only once did he fail to recover the mail bags and send them on by train.*

Lindbergh's biographers, including Lindbergh himself, make essentially no mention of his connection with Masonry. Perhaps it was that he, like many other Masons, carried the duty of secrecy beyond that which is required. We do know that he wore the Square and Compasses on his historic flight and the plane bore a Masonic emblem; he also later joined the National Sojourners in St. Louis and the Sciots in San Diego." .

In a normal world, I would not have to be pointing out that a man is a member of a particular organization or not; it would have no consequence. On planet earth however, the inclusion of the Freemasons into anything is noteworthy and should never be ignored. They might look like just a local club on the outside but they are not local in scope or homage. Freemasons are a worldwide organization that brings to every situation a

group of men with worldwide skills, and most unfortunately, worldwide plans and attitudes.

I must point out that very few inductees into Freemasonry know at the time they are inducted that once they sign on they are helping to bring about an international agenda. But before one signs on to become a Freemason they should think about who or what it is that the level 33 and higher-ranking Freemasons serve.

It is relevant to the understanding of the Freemasons that to reach level 33 degree every Freemason must become a Luciferian. At this stage, it is not such a stretch of acceptance of an anti-Christ but rather that Luciferians believe they work for a common cause that has been ongoing for thousands of years. Unfortunately, the common cause they work for is not at all for the common man. I don't care what they say to defend their choice in who they serve, in the end it works out as unbridled liberty for them and economic bondage for everyone else.

Another aspect of the Freemasons that is relevant to this book is the fact that their organizational members, as you will soon learn, were on board the Titanic in key positions on the night that she was "lost". If you're still not sure that mere membership in this group had anything to do with what Lindbergh did, take note of how the duration of the flight was reported in the press:

Elapsed time of flight: 33 hours 30 minutes 29.8 seconds.

Round off the 29.8 to 30 and one can see that Lindbergh's flight kissed the boot of a beloved level 33 Master Freemason; with a 33 30 30 or a double 33. And so, I must include the masonic touch, as masonic membership requires masonic services. The fact that all of this transpired behind the scenes of the public, the non-masons (*we are known to them as profanes*), makes it more relevant to the story of how the world ended up without steam power and hydrogen anti-gravity in the 20th and 21st Centuries.

Oh, do I need to mention that Big Oily is and always has been run by Freemasons? Does that add just a touch of relevance? In the meantime, let's learn some more facts about the "Lindbergh who flew the Atlantic".

Story from Germany From: <http://www.dw.com> A new biography of 20th Century icon reveals more about his various secret double lives: Lindbergh maintained himself as “father” for three separate families in three different European countries in addition to his American one!

The aviator with many secrets:

The tall American pilot stood with his young German companion, staring at the stone lions at Munich's Ferdherrenhalle in March 1957. "Why aren't the lion's roaring," the man asked. "I was told that those in love can hear them roaring."

The 31-year-old Munich milliner kissed him in response and thus began a secret love affair between Charles A. Lindbergh and Brigitte Hesshaimer that would last 17 years, as



detailed in a new biography of the aviator, "The Double Life of Charles A. Lindbergh," published in Germany this month.

The book, written by Rudolf Schlock with the cooperation of the three children Lindbergh fathered with Brigitte Hesshaimer (Astrid Bouteuil, and Dyrk and David Hesshaimer), also unearths other affairs previously unknown to the public: one with Brigitte Hesshaimer's older sister, Marietta, which produced two sons, Varo and Christoph; the other with his former private secretary, Valeska, last name unknown, who bore Lindbergh an unnamed son and a daughter. Marietta Hesshaimer and Valeska are still alive and live in Switzerland and Baden-Baden respectively but declined to be interviewed for the book.

Lindbergh, one of the most famous men of the past century, the first real celebrity as he is sometimes called, managed to keep his double life secret for more than three decades after his death in 1974, from his American wife, the media and even his children.

"He was the most celebrated living person to walk the earth, the first modern media superstar," said A. Scott Berg, author of "Lindbergh," which won the Pulitzer Prize in 1999, and who had unprecedented access to Lindbergh's papers. "And yet there wasn't a single clue. Typical of him, we are still learning about him."

Wouldn't you have to be the most arrogant man on earth to think that you were worth the lives of four separate families? Perhaps this is the same kind of arrogance required such that a man could masquerade himself as a woman? Any man who masquerades as a woman poses a perverted feminine character out there in front of men, without them knowing. Folks, I think we need to all agree that this kind of sexual deception is not exactly honest behavior. And I think we can all agree that for a person to be a hero like Lindbergh has been made out to be that if they were never honest in their role as a human being then they were never honest in their roles as a made-up character!

At the very least, it illustrates that the character behind Lindbergh was not only able to lie, deceive and carry on with a false identity but did in fact do so to the nth degree! For Lindbergh to masquerade as a woman character would be just another act. Those of you who are angry with me at this point for attempting to diminish Lindbergh's masculinity and dedication to his country need to hang on for the fact that next to be diminished is his supposed flying skills and transatlantic dare-devil crossings. Hang on because I've just gotten started with this guy Lindbergh.

Now for the big story: I have posted it here with the permission of Miles Mathis, the original author. It is a bit lengthy, and normally I would place the bulk of it in the appendix. However, the subject of Lindbergh and the truth about his life will be so mind-blowing to most Americans it is probably best that I give you all the bloody details now. All photos in this section are courtesy of his website: milesmathis.com.

Lucky Lindy?

By Miles Mathis First published February 23, 2016

Clipped: "We were told Lindy had modest financial backing, putting up his own tiny savings and salary as well as having investors in the amount of \$16,000. Since his father was a wealthy Congressman and banker with many contacts in the banking sector, the industrial sector (Weyerhaeuser, Singer, etc.), and Wall Street, that looks like a lie. It also looks like a lie given Lindy's contacts as a Master Mason. Those people have money and contacts like no others, so being

told he put up his own savings at age 25 for this contest is not at all believable. He was obviously the front or pretty face for a very large concern—that concern most likely being, as usual, US Intelligence working for the billionaires.

What finally broke this story for me was taking a very close look at the airplane involved, the Spirit of St. Louis. The SOSL was a one-of-a-kind design, and she flew for the first time three weeks before the famous trip. Before we look at her, let's look for comparison at the plane WW1 flying ace Rene Fonck had built for his attempt to cross the Atlantic six months earlier.



That's a Sikorsky S-35. It has three engines and is otherwise much larger than Lindy's bird. While the SOSL was 5,200 lbs. fully gassed, the Sikorsky was 24,200 lbs., almost five times larger. It had a three-man crew, including a designated radio man. Remember that for later. Fonck probably would have made it to Paris easily, but that in the re-design Sikorsky had failed to beef up the wheel struts enough. One broke during take-off and the plane crashed and burned. Given what we will discover about Lindy's people, there is another possibility no one has investigated: The Sikorsky may have been sabotaged. We will find that Fonck was up against US Intelligence, and the spooks don't like to lose.

Fonck was trying to take off from the same field [Roosevelt] that Lindy would take off from. Secretly cutting a strut would take about 5 minutes and would be undetectable.

Admiral Byrd flew a similar trimotor plane across the Atlantic one month after Lindy allegedly did it. His Fokker C-2 was 48 feet long with a 74 ft wingspan. The SOSL was only 27.5 ft long and had only a 46 ft wingspan. Four men were on board the Fokker, including, again, a full-time radio man.

On the next page is the Spirit of St. Louis: the most ridiculous aircraft ever presented as genuine, surpassing even the aircraft before the Wright Brothers—the ones covered in chicken feathers with flapping wings. We will start with the forward windshield. There isn't one. The pilot has zero visibility, unless he sticks his head out the window. You don't want to stick your head out the window at those speeds, especially over the North Atlantic. We are told the plane was installed with a periscope, but that is just the continuation of a joke. This was an

airplane, not a submarine. Designing an airplane with a periscope is like designing a submarine with an exterior garden.



If you aren't following me, go check the files for other airplane designs with no forward visibility. This is the only one you will find, for obvious reasons. The speed of the plane was about 130mph, so ask yourself this. If someone designed you a car that you planned to drive a speed of 130mph, would you ask the designer to take out the front windshield, so that you couldn't see where you were going? I doubt it. You would just be asking for an immediate crash.

Not to mention that Lindy was alleged flying very low over the ocean for part of his journey, low enough to run into large ships or waves. According to the mainstream story, Lindy was at times only ten feet above wave tops. With no forward visibility?

C'mon! I guess these storytellers have never heard of swells in the ocean. Just because the waves are cresting at 10 feet below you doesn't mean there won't be a wave in front of you ten feet higher. It makes no sense on any level, and I now see it as a test of the general public. They built this absurd plane as a Hollywood mock-up specifically to test the gullibility of the audience. Once they found the audience would buy this, they knew they would buy anything.

On the next page is the Ryan mail plane the Spirit was based on. See all the forward and side windows? That is more sensible, isn't it? Also notice the lights. A real airplane has lights. The Spirit had no lights. At any rate, we are told they wanted to fill all that forward space where the windows are with gas tanks,

which, because it makes some sense, fools most people. Lindy *did* need to carry a lot of gas. But that brings us to the next big problem.



The cutaway drawing reveals most of the gas forward of the wings should have lopsided the plane, making it impossible to fly. We are told 297 gallons were in the main forward tanks. In the wings were 153 gallons. No tank was rear. Since the heavy engine [500 lbs.] was also forward of the wings, most of the weight was forward of the center of the wings. To keep the plane from tipping up on its nose, they would have had to fill the tail with lead.



See, no weight in the rear. Main gas tanks in these small monoplanes were normally in the rear, and that wasn't just because that was where the free space existed. It was to balance the plane forward and back. To fly, this plane has to be balanced, with a center of gravity somewhere beneath the line of the wings.

A rear gas tank balances the heavy engine in the front. That is especially true at take-off, when the nose has to be in the air for angle of attack. Notice that about half the main forward tank is in front of the wings. It is also in front of the wheels, isn't it? That means that, including the weight of the engine, about 1,400 lbs. was positioned *in front* of those wheels. Well, fully loaded with gas and at take-off speed, this plane couldn't keep its tail on the ground no matter what you did with the flaps. In truth, the tail wouldn't be on the ground when the plane was *parked*, much less when moving down the runway.

Also notice that *all* the main gas tank is in front of the center line of the wing. Lindy is sitting under the back half of the wing, and he only weighed about 180 lbs. So in front of the middle of the wing, you have 2,350 lbs. of gas and engine. Behind the middle of the wing, you have Lindy, his ham sandwiches, and a tail that weighs about the same as the ham sandwiches. If you think that balances, I don't know what to say. Supposing you could get that monstrosity into the air, the nose would be so heavy you would have to fly with the flaps up the whole time, to keep the tail from flopping up and flipping the plane over. Of course that would destroy your fuel efficiency as well as your flight speed. And the wings tanks are no help, since they are also in the *forward* part of the wing.

You will tell me that they have made replicas of this plane, and they do fly, although not across the Atlantic. Actually, one of the "replicas" crashed, killing its pilot. But no one has ever loaded a replica with 450 gallons (1.4 tons) of gas, have they? No, because if they did, it would flip over on its nose. The pilot could never get it ten feet down the runway, much less take off. I would assume the replicas should be re-modified to balance them, which means they aren't really replicas. They are just monoplanes that look like the SOSL on the outside.

Furthermore, we are supposed to believe this little modified mail plane was capable of lifting over 5200 pounds into the air at a take-off speed below 100mph, on a wet and muddy runway? The M-1 this was based on had a gross weight a little more than half that [2700 lbs.], and a range of only 400 miles. So they had to increase that range by about 10 times! To do that, we are told the only necessary modifications were larger gas tanks and a wing five feet longer to a side. The re-design was accomplished in 2 months.

Again, things don't work that way in real life. You don't tinker with a design on an airplane in such large ways, immediately obtaining an increase in range of 10x. And you especially don't do it the month before a world-record flight, when you could only run limited tests. Under normal and real circumstances, the

government would never have signed off on this plane, since it was too new to be tested in the proper ways.

Remember, the plane first flew *three weeks* before the big event, so there was no time for Lindy to do proper tests, much less for the government to check it out. Lindy wasn't a military test pilot, he was supposed to be a private individual pursuing a public prize. In that capacity, he would be expected to conform to federal safety standards—which, yes, *were* in effect in 1927. The Air Commerce Act was passed in 1926, and under that set of laws the Secretary of Commerce licensed pilots, certified aircraft, and so on. There is no way they would have certified a fully loaded SOSL, since there is no possibility it was air worthy. It was a fraud, useful only as a prop in a Hollywood movie.

According the numbers above, there were about 40 cubic feet of gas in the main tanks forward of Lindy. Plus the oil tank “acting as a firewall”. Really, an oil tank as a firewall? Why not several cases of dynamite as a firewall? You will tell me motor oil isn't flammable, but it *is* combustible. With 40 cubic feet of gasoline right in front of it, I should think there might be some cause of combustion, which means a firewall of oil is not going to be much help.

More problems arise if we study the Wright Whirlwind engine and its gas consumption. The numbers don't add up. If we check the charts, we find the engine used 13.2 gal/hr. at 75% power. At 33.5 hours, that is a total consumption of 442.2 gallons. But we are told Lindy only used 366 gallons, which would only work if the engine were running way below 75%. He used only 10.9 gal/hr. That's about 17.5 % less, which means the engines were running at about 62% power. However, we are also told cruising speed was around 110mph, with a top speed of 133mph. Since 110 is 83% of 133, those numbers don't add up. I will be told that speed is not a direct function of power, which is true. But they shouldn't diverge by 21% at this power.

This indicates either an awesome low-altitude tailwind the entire trip or a complete hoax. I am showing you it is the latter.

A similar problem is shown by the oil consumption, which is listed at .77 gallons per hour at 75% power. This means the plane should have had at least 31 gallons of oil on board, which is never listed. Since oil weighs a lot more than gas, that adds considerable weight. That oil would weigh about 236 pounds. Compared to normal oil capacity on such a plane would be like having an extra heavy man onboard.

[Added March 3: The mainstream story is that the SOSL was built by Ryan Airlines, but Tubal Ryan actually sold Ryan Airlines just a few months before the SOSL was built. Very curious. It was sold end of November, 1926. Lindbergh ordered the SOSL end of February, 1927. Just *two months* later, the SOSL was delivered. That was around May 1. Just *three weeks* later, Lindy allegedly flew it over the Atlantic.

Who did Ryan sell the Airlines to? Benjamin Franklin Mahoney Jr, a wealthy stockbroker and real estate developer. He was the son of B. F. Mahoney Sr., who owned a retail store chain and was part of a family of wealthy merchants, including J. J. Mahoney and P. H. Mahoney. Mahoney Jr went to Mercersburg Academy in Pennsylvania. For another strange connection, guess who else went there? Jimmy Stewart, who starred in *The Spirit of St. Louis* in 1957.

We get many more easy signals this is all a hoax. The top speed of the plane is listed as 133mph. Note the 33. Connect it to the fact that Lindy was by now a 33rd degree mason—probably the youngest one in the country. How long did the trip allegedly take? 33 hours, 30 minutes. The forward tank held 88 gallons. Another favorite number of the spooks. Total fuel capacity was 1700 liters. $1 + 7 = 8$. That's 1230 kg of gas, which is also easy to see the number 33 in. Lindy arrived in Paris on May 21. That's $5 + 2 + 1 = 8$. The event is riddled with in-your-face numerology, and this is only a small taste of it.

For more misdirection, we are told Lindy flew without a radio, to save weight. He also had no navigation aids and no sextant, flying by the stars and dead reckoning. He also had no lights, although he flew through an entire night. And—are you ready for this?—*he had no gas gauge*. Hoo boy! And people bought this? Since even in the mainstream story the odds were very high Lindy would crash into the ocean, the very first things he would want were a life jacket, an inflatable raft, flares, and a detachable radio. Otherwise the flight was just suicide.

Compared to the total weight of the craft, the weight of all those things would have been negligible. We might as well be told he flew naked to save weight. Or didn't drink any water or coffee to save weight. It is absurd. They tell us he took along fishing tackle, but no radio. Maybe he was planning to fish for radios. The reason the event is without a radio isn't to save weight, it is prevent the plane from being tracked on the flight. With no radio, the event was easier to fake. All you have to do is ship the plane to Paris, roll it out on the runway, hire a bunch of extras, take some pictures, and send the story to the newspapers.

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And you should think about the lack of a gas gauge as well. Weigh these two factors against one another: how *heavy* is a gas gauge versus how *important* is a gas gauge. The gauge weighs almost nothing, but Lindy's life depended on it. Say he has hit the first channel island and has the possibility of landing. If he has gas and knows it, he can continue on. If he has no gas, he must land. If he has no gas and *doesn't* know it, he is guaranteed to crash and probably die.

You will tell me they couldn't fake 150,000 mobbing him in Paris. Why not? Remember, we saw in my last paper that Leni Riefenstahl had 30,000 extras to work with in her Nazi films just four years later. Besides, I never saw a photo or a newsreel of 150,000 people in Paris. This is all we get:

That's just a few hundred people, but even that's faked. You can see the seam on the left where they added more people. Squint and see where the photo goes from gray to black? But you can tell it is a fake in other ways. Where is the rudder on the back of the fuselage? It looks to me like they just pasted a picture of a model (which often lacks the rudder) into a crowd scene. Also ask yourself where this photo was taken from. They didn't have helicopters back then, you know. It would have to be taken from a tall tower very near the end of the runway, but they don't have tall towers very near runways, for obvious reasons.





For more indication of a fake: This is supposed to be from Paris. See the gendarmes with the black and white caps? Where is everyone? There aren't more than 50 people there.

That's supposed to be Lindy flying into Paris. Could that be a more obvious fake? As usual, they have several forms of the same photo, to fit everyone's tastes: But no matter how you lighten it or darken it, it still looks like a fake at a first glance. If you don't see it, look how it switches about mid-photo from black shadows to gray shadows. And why does it look like the plane is flying through a cloud of smoke? Was Paris on fire that day? You will tell me the crowd was stirring up all the dust, but of course that by itself disproves this. Do you think they would have wanted Lindy to have to land with no visibility, when he couldn't see out the front to start with?

If this had been real, they would have cleared the runway for that reason alone. They are supposed to have known he was coming in for several hours. Paris isn't on the coast, you know. Obviously, that is just the plane pasted in over some other crowd scene. It doesn't even look like France to me. This is supposed to be Paris in the late 1920s, and not one man in the crowd has on a beret or a boater? I see a couple of newsboys, but no berets.



TITANIC AND HINDENBURG

And now for the clincher. Lindy left New York at 8am. So after 33.5 hours, it would be 11:30pm in Paris. Paris is six hours ahead of New York. Does it look like that picture was taken at night? But let's go back to this picture:



What else is wrong there? Well, that engine is alleged to have just burned 366 gallons of gas and around 25 gallons of oil. Since there are no major exhaust pipes to channel the exhaust underneath, the exhaust comes out the nine little exhaust pipes all around. So that pretty hammered aluminum cladding with



the lettering on it should be blackened by 25 gallons of oil being burned. I see almost no signs of that. Notice that in all the pictures of the SOSL, she never seems to get dirty.

Here is another preposterous photo: So many problems there it is hard to know where to begin. To start with, does that look like 11:30pm local time?

Plus, Lindy was to land at Le Bourget airport, to the northeast of Paris. So the center part of the city was not on his line. He wasn't flying in from Spain or Bordeaux, he was flying in from New York.



In fact, we are told he flew over the southern tip of Ireland, so he was coming in from the north, not the south. He flew from the direction of Cherbourg. That would have taken him roughly over Rouen, coming to Le Bourget from the northwest. As you see from the map, that put him nowhere near the Eiffel Tower.

The second major problem is that Lindy had no forward visibility. In that situation, do you think he is going to buzz downtown Paris? They have faked the photo to give him an altitude below the top of the Eiffel Tower. At that altitude,



there were several cathedrals in the northern part of the city he could have flown into, including Sacre Coeur, way up on a hill in Montmartre.

One final clue as we leave this mess. To get back to the States, Lindbergh rode on the USS *Memphis*, which was conveniently parked at Cherbourg waiting for him. It took him nine days to return to Washington, and we are told he dictated parts of his book *WE* to ghostwriter Carlyle MacDonald of the *New York Times* as they traveled. Which means both the Navy and the *New York Times* somehow knew he would make it, despite the odds. Since a normal crossing by ship took nine days, MacDonald had to already be there in Paris waiting for him. And since the USS *Memphis* just happened to be parked at Cherbourg, which he allegedly flew over in route, what is to stop us from assuming the USS *Memphis* also carted

America that the greatest flying ace of WW1 was not American or even British, but French.

The faked flight was actually just prep work for the publication of the book *WE*, which of course sold millions of copies. The scumbag G. P. Putnam was one of the brains behind that part of this hoax. He was the head of Putnam Publishing, and was of course of the old Putnam family of Boston Brahmins, going back to James Putnam before the Revolution. Putnam was also another ranking spook, and at the time we may assume he outranked Lindbergh in that category, despite Lindbergh's 33rd degree status. Lindbergh was only 25, but Putnam was almost 40 and had been in Military Intelligence in WW1. The mainstream bios tells us he was in field artillery, but that is a likely cover. These rich boys normally went into Intelligence, never getting anywhere near a trench or a patch of mud.

According to Wikipedia:

1927 marked the breakout year of commercial aviation in the United States [and] the beginning of what came to be called the Lindbergh boom. In April, the month before Lindbergh's flight, 97,000 pounds (44,000 kg) of mail flew on airplanes. In September, that figure was up 50 percent, to 146,000 pounds (66,000 kg). The number of applicants for pilots' licenses tripled that year," and the number of airplanes quadrupled.

That's what it was all about, you see, and that was no accident. Like all other important things, the Lindbergh boom was planned beforehand and promoted to the hilt afterwards. Just think of all the money being made. If you want to know who Lindbergh's real backers were, just look at who was making money in those years from the Lindbergh boom." Miles Mathis. End

I think by now you more than agree the life of Lindbergh reveals a character who went well beyond the role of a brave and patriotic pilot. But there's still more!

The Flying Frankenstein:

Aviator Charles Lindbergh Was Obsessed With Macabre Experiments to Find the Secret of Eternal Life

By David Leafe **UPDATED:** 18:56 EDT, 2 July 2008

The story of Lindbergh's search for immortality is revealed in a fascinating new book which tells how he killed his children's pets in the name of his research, contemplated experiments on psychiatric patients and emulated Adolf Hitler in his determination to restrict the promise of eternal life to an elite of white Westerners. But perhaps the most incredible revelation of all is that Lindbergh and Carrel were no delusional Frankensteins. Based on sound scientific principles, their work laid the foundation for medical breakthroughs which today make the promise of perpetual life tantalizingly closer to reality.

For Lindbergh, the path leading to a groundbreaking experiment in 1935 could be traced back to his childhood when, as a shy and virtually friendless young boy growing up on a farm in Minnesota, he dreamed of becoming a doctor. A failure at school, he didn't get the required qualifications so he became a pilot instead, but he always saw himself primarily as a scientist.

He regarded the human heart as just a pump that could be fixed or replaced like any other mechanical part and, on a visit to the Rockefeller Institute in New York, he met a man who shared his ideas. Founded by Rockefeller, this haven where scientists could pursue their dreams free from the demands of clinical practice was home to the laboratories of the French surgeon Dr. Alexis Carrel. In 1912 he had won the Nobel Prize for Medicine for his pioneering work on sewing severed blood vessels back together, but he had other - rather less scientific - interests. A believer in spiritualism, and the ability of psychics to contact the dead, Carrel was convinced of the immortality of our souls and saw no reason why our bodies should not similarly last forever.

In his search for eternal life Charles Lindbergh allied himself to the sinister medical experiments of Dr. Alexis Carell. He was also researching how diseased organs might one day be removed from the body to be repaired and then re-inserted. To keep them alive while they were outside the body, Carrel was perfecting a technique called perfusion which involved placing the organ concerned in a glass chamber and artificially pumping it with blood.

So far his experiments on the thyroids of cats, dogs and chickens had failed because of bacterial contamination and he needed a mechanical genius to design a perfusion pump which was infection-free. He gave the assignment to Lindbergh. Two weeks later, he came back with some

designs which so impressed Carrel that he invited Lindbergh to work alongside him at the Institute. This began the partnership which would lead to the groundbreaking experiment on a hapless cat in 1935.

Lindbergh labored unsuccessfully to perfect them until the beginning of 1932 when his work was given a terrible new impetus by the tragedy surrounding his 20-month old son, Charles Jr. On the night of Tuesday, March 1, Lindbergh returned to the family home in New Jersey after working in Carrel's laboratory. According to the story, he was reading scientific papers in his study when his baby's nursemaid ran in to tell him that his child was missing from his crib.

There was a ransom note on the windowsill. Lindbergh was still a huge celebrity, receiving some 3,000 fans letters a month, but when the child's body was subsequently discovered in a wooded area some five miles away, some newspapers implicated him in his son's death. They alleged that Charles Jr had been born physically or mentally defective, a situation his 'perfect' father found so abhorrent that he murdered him.

Seeking refuge from the maelstrom swirling about him, Lindbergh returned to work at the Rockefeller Institute barely three months after his son's disappearance. One of his rare spells of absence from the Rockefeller Institute came in February 1935 when a carpenter named Bruno Hauptmann was accused of the abduction and murder of Charles Jr.

Lindbergh attended every day of the trial but he returned to the sanctuary of Carrel's laboratory almost as soon as Hauptmann was found guilty. There, he continued working feverishly until, finally, fewer than two months later, he was ready to test his latest prototype.

And so, on that memorable April morning in 1935, that unfortunate cat was strapped to a table, drained of its blood and offered up to Carrel and Lindbergh in their flowing black robes (Carrel thought that an all-black environment was more hygienic). Removing the animal's thyroid, Carrel placed the gland in the perfusion chamber designed by Lindbergh. They then faced an anxious wait to see whether it would survive outside the body which had housed it.

To their delight, the thyroid was still alive and functioning even after 18 days. Soon the two men had successfully perfused many other animal organs - including hearts, livers, and pancreases and in one ghoulish case

the entire limb of a miscarried human fetus. These were remarkable breakthroughs but it was clear that there was a sinister side to them. Both men believed in eugenics - the idea that the genetic stock of the human race should be improved by allowing the weak to be eliminated and encouraging the strong to reproduce.

In Carrel's suite of laboratories was a foul-smelling room called the 'mouesery' where thousands of rodents were allowed to roam free and fight, often to the death. The winners were given females to impregnate, the losers were given autopsies. The aim was to see whether this contributed to the creation of 'heroic' mice which were resistant to disease and lived longer.

'If I could do the same tests on humans, I might produce a man who could jump 20ft in the air and live to be 200,' said Carrel. Clearly both men believed that, if immortality was achieved, it should only be for the select few. Since they shared a horror of Western civilization being overtaken by racial 'inferiors', they were in no doubt this elite should be white.

In securing life everlasting for the lucky minority, they also appear to have been prepared to sacrifice lesser mortals to their research. Their correspondence with various state mental hospitals provides a clue as to who their intended human subjects might have been. In a letter to Carrel, the administrator at one such institution asks: 'When are you coming to look over some of our feeble-minded prospects?' Since neither Lindbergh nor Carrel had any psychiatric training, one can only conclude their visits had one purpose: to choose humans unable to give proper consent on which perfusion experiments could be conducted.

Whatever plans they might have had were interrupted when Hauptmann unsuccessfully appealed against his death sentence in the autumn of 1935. Lindbergh received many death threats from Hauptmann's supporters, some directed at his three-year-old son Jon who was born in August 1932, just a few months after his older brother's murder.

Lindbergh decided to move his family to the safety of Britain, where he rented a large house in Kent and continued his work. Soon, Lindbergh's attention was diverted elsewhere. An enthusiastic supporter of Hitler, who he described as a 'great man', he returned home in 1939 to dissuade the U.S. government from joining the war against Germany but was reviled for his views.

*Adapted from THE IMMORTALISTS by David M Friedman,
published by JR Books. 0845 606 4206.*

Have you read enough about Lindbergh yet? Now we can lay some more credit, even modern medical advancements, onto the shoulders of the character who accepted money and fame from the beginning, who had four separate families that he kept secret from themselves and the public plus masqueraded as a woman part time in front of the whole world without telling anyone. Sure, we can trust this guy to operate on cats and remove pancreases from animals with no worries to their well-being! Thanks Lindy for your wonderful contributions to sorcery!

Well now what if all three of these articles were to appear on CBS News? How do you think people would react? How long would it take for all the fraud perpetrated upon the people of America to sink in? The fact is the news would leave people hanging; they wouldn't be able to fathom why anyone would every devise such a plan. Therefore, now is the time to begin to expose these truths about Lindbergh and Earhart. We need to get the ball rolling sooner or later. Now, let's move on to the other character!

Earhart's name

In the creation of a character personality the selection of the right name is critical. You need to understand that it was no accident that Amelia's last name contained the sounds AIR and HEART. So at this point we need to go back and look at Earhart's birth, her parents and her early home life.

If ever there was a sign of a name being contrived to fit a subject, this one is at the very top of my list. The name is ear-hart but is pronounced air-heart. Hmm. Now, if I was looking for a name for a character for an aviation story I was writing, and the character needed to appear to have a kindred connection to the subject; like: *"she appeared to be flying an airplane through the air with all her heart"*, would a name with air and heart in it work?

Yep, it sure would! In Amelia's case, they just changed the lettering a little to Earhart instead of Airheart to give it uniqueness. But it was the perfect sounding name.

If it was contrived, how did they legitimize it? For a possible clue, I turned to ancestry.com and looked up the father of Amelia. He was listed as Edwin Stanton Earhart, born in 1868. His father is listed as David Earhart, born in 1818, and his father (another) David Earhart, born in 1789, and his father, Anthony Earhart, born in 1756. But we're just getting started.

The ancestors of Edwin go all the way back to 1721 where the original name of David Ehrhardt, born in Philadelphia is listed. And then Philip Reinhart Ehrhardt, born in Germany in 1696, then Hans Michael Ehrhardt, born in Germany in 1663. I'm sorry, that's all that was listed!

Holy Cow! What a pedigree for Amelia's supposed father! Well, so much for saying this name was selected because it was a subliminal acronym for the lady of flight. That would imply that they began planning this since 1756 when Anthony changed the name from Ehrhardt to Earhart. So, this must be a dead end.

Still, I was a bit suspicious of this family being connected to a bloodline or lodge because the family's first child is listed as stillborn; opening the possibility for the child having been given away or possibly served as a "first blood" sacrifice, a common trait of the elite when their first born are deemed unfit by the local mother superior. Earhart's family tree was easy to get and extremely definitive. How could they have faked the name?



Amy & Edwin Earhart's wedding photo.

As it turned out, it wasn't faked. They only needed the name, not the person. It was the name "Amelia Earhart" that they wanted and to legitimize it they needed to make a deal with the original human owner of the name Amelia Earhart. They did make a deal.

As you will see, they took over the name “Amelia Earhart” by having the real Amelia Earhart change her identity to a new name. In this case they came up with Irene Craigmile. Actually, the two agreed to switch. Amelia will henceforth be referred to as Irene #1.

The Mysterious Case of the Two Irene’s

If Lindbergh really was posing as Earhart, how would he provide a cover that was good for 24 hours of every day when he couldn’t be posing as her for more than a few hours each week? How about some mind-blowing evidence from the website?

<http://www.irene-amelia.com/id101.html> “Protecting Earhart”

At the beginning of this chapter I stated that Amelia Earhart and Charles Lindbergh were played by the same person. And I just stated that there really was an Amelia Earhart before this. And I stated that she changed her name to Irene Craigmile. But there was another Irene, and she played the part of the character we all know as Amelia, except for the photographs and the flying. She was the hometown face of Amelia Earhart. Lindbergh was the international face and the actual person doing the flying.



Amelia in 1908 at the age of ten.



First we start with the baby and childhood pictures of the real Amelia Earhart, from left in the first three photographs above, childhood, middle years and later as a nurse. Next, going from left to right on the next page



we have Irene Craigmile (Irene #1) who I believe is the original Amelia Earhart. Continuing right is the woman who played Amelia Earhart, and next to her she is shown later in life when she had quit impersonating Earhart. Look at the resemblance.

They would later refer to the person who played Amelia Earhart as the “2nd Irene” and this came about four years after Amelia was supposedly lost. At this point Amelia, known as Irene Craigmile was still alive and using that name. Thus the person impersonating Earhart took the name Irene Bolam as she had given it to the original Amelia Earhart.

This “2nd Irene”, Irene Bolam, (Irene #2) would impersonate “Amelia Earhart” on the ground from 1928-1937. Here she is later in life. Note this picture was used at the funeral of Irene Bolam but according to her son, this was not the real picture of his mother (who would have been the real Amelia Earhart). This character is shown at right.



These photos help to confirm that the became Irene Craigmile and lived out her life in the resemblance of Irene #2 to Charles Lindbergh has a gap in her front teeth, like the one “Amelia’

I admit, the teeth are not a match with the pictures of Amelia. He would have needed to have a fake set of teeth.

Lindbergh, was reputed to have had and was the reason she rarely smiled in photographs.

But it is not Lindbergh nor is it “Amelia”. It was the original Irene Craigmile, Irene #1, who played Amelia Earhart in everyday life, the one who supposedly was the famous woman pilot and adventurer. She provided the necessary person to cover for the original Amelia Earhart. As you can see, she could easily pass for the real Amelia whenever needed, such as private events where people got the idea that “Amelia” lived a normal life just like everyone else.

The name “Amelia Earhart” was temporarily taken over by an imposter, who started out as Irene #1, then became Earhart and later became Irene #2 after her public life as “Amelia Earhart” ended. With Irene #2 to play the role, the real Amelia Earhart just had to change her name such that she could live out a life free from the fame and glitter of “Amelia Earhart”. She thusly became Irene Craigmile, AKA Irene #1.



After “Amelia Earhart” supposedly went down in the sea off the Island of Saipan, the woman impersonating her back in the states had to disappear. This is when she moved to Japan and took on the name Irene Craigmile Bolam. To summarize: Irene #1 was named Irene Craigmile. Irene #2 changed her name to Irene Craigmile Bolam.

Above right: Irene #2 was photographed in 1965 when her picture was snapped by an investigator by the name of retired Air Force Major Joe Gervais who had spent years investigating Amelia Earhart's disappearance before he met her, Irene Craigmile Bolam, on August 8, 1965. This is the 2nd Irene, the woman who played Amelia from 1928 until 1937 as the woman character on the ground.

After “Amelia Earhart’s” disappearance in 1937 Irene #1 continued to live her private life but very little of it is known. Irene #2 spent some years in Japan before coming back to the U.S. where she lived until her death in 1982 undercover as Irene Craigmile Bolam. Note the confluence of names; both Irenes and both using Craigmile. This was no amateur setup and cover. Here’s a quote from the website:

“The assertion of Amelia's survival after her 'disappearance' was never taken lightly: Over the years, private investigative researchers combined to unearth many important truths about Amelia Earhart's 1937 world-flight.

Most drew the same conclusion: Without public awareness, Amelia Earhart continued to live overseas while in Japan's care well beyond the day she purportedly 'disappeared.'

A few felt equally as strong that she continued to live beyond World War Two in the United States cloaked with a different identity. The suggestion was greeted by 'official silence' in Washington and Tokyo. The general public also found it very hard to comprehend. To date, the governments of Japan and the United States have never expressed an 'official opinion' on the subject of Amelia Earhart's 1937 world flight ending or outcome.”

As discussed, the original Amelia Earhart got to live a life free of the fame of “Amelia Earhart”. Good for her, but this is not honest living so don’t expect me to endorse the act or practice of doing it. Meanwhile, here is an explanation from the web site “Protecting Earhart” as to why the original Amelia Earhart had to change her name. But beware as there is also an attorney Irene (Irene O’Crowley)!

“In the 1930s, the original Irene O’Crowley Craigmile and Amelia Earhart were friends. In 1932, after Amelia soloed the Atlantic she and her pilot friend, Viola Gentry, helped introduce Irene #1 to the world of flying airplanes. Unexpectedly though, in 1933 Irene #1 became pregnant out of wedlock by way of her flight instructor, Al Heller, and that summer the two eloped to marry. Irene #1’s brief flying days of about 20 hours came to an end at that point when a son was born to them in early 1934. Their marriage would later be annulled leaving the surname of 'Heller' to no longer be attributed to Irene Craigmile.”

“Attorney Irene and Nina Price remained friends and associates of Amelia's throughout her following nine years of fame. Attorney Irene had emceed Amelia's ZONTA induction luncheon where Amelia first met Attorney Irene's niece, the original Irene Craigmile. Nina Price was head of the New York City ZONTA chapter Amelia joined after she relocated to New York from Boston. Nina Price received all New York ZONTA correspondences for Amelia, and had served as ZONTA's first International Relations Chairman, a mantle Irene #2 would years-later have. Although Amelia did not always attend ZONTA meetings, back then she was revered as the ZONTA's most prominent member.

Attorney Irene O'Crowley and Nina Price also respectively served as the legal contract advisor and chief promoter for the Amelia Earhart signature luggage line. Into the 1960s Amelia Earhart Luggage was still headquartered in attorney Irene's hometown of Newark, New Jersey.”

“The forensic analysis also determined that photos Irene #1 are very scarce, and clear photos of her do not appear to exist at all. Larry Heller himself admitted he held no pictures of his mother pre-dating the mid-1940s. It is also the case that Larry Heller, beginning at age four became the subject of a lengthy custody battle after his father, Al Heller left Irene #1 on the east coast and moved to Buffalo, New York where he took a job at the Curtis-Wright factory.”

“The file on the annulment of Al Heller and Irene #1's marriage and the ongoing custody battle over their son is extensive, with harsh accusations of poor parenting and promiscuous behavior described by both parents about each other. In all the custody battle lasted from 1939 to 1942. Their son, Larry was often left in the charge of others then, and he was enrolled at a boarding school at a very young age.”

“Irene #1 appeared to no longer exist after the 1930s, and what became of her is a mystery unto itself. A clue about Irene #1 did come to exist when a later life acquaintance of Irene #2, a 1970s radio show host by the name of Diana Dawes of Princeton, New Jersey, mentioned in a 1993 recorded statement how she understood Irene #1 had died at some point, thus enabling Amelia to assume her identity.” (Note: I presume they meant to say “thus enabling Irene #2 to assume the identity of Irene #1).

"According to record, Irene #1 never flew again. Her Pilot's License was also never renewed, except for one final time, ironically May 31, 1937... The day before her friend, Amelia Earhart left the United States on her world flight, never to be seen again."

This is only part of the full article. As it is we must struggle through a confluence of names that make proper unraveling of the story almost impossible! But I hope you have seen enough by now to believe there was a purposeful cover-up of the real "Amelia Earhart" and that the "Amelia" character who was photographed and catalogued into American history as an aviation hero was a creation that included a professional choreographer, a set man, a prop man, a makeup artist, a photographer and a writer.



Above: The RC-3 Seabee amphibious airplane.

In the meantime, let's continue with more about Irene #2 from the same website.

"The mid-1940s also marked the time period Irene #2 began using the identity of 'Irene Craigmile,' after the time period (1939-1942) when Amelia's friend, Attorney Irene Rutherford O'Crowley handled the filing of the bizarre marriage annulment of Al and Irene Heller, the biological parents of Larry Heller. When the annulment was finalized, the Irene Heller name reverted back to Irene Craigmile, the name Irene #2 took on. After Irene #2 married Guy Bolam in 1958, she then became commonly known as 'Irene Bolam.'"

"Nobody in the public realm knows exactly where she was or what she was really doing those eight years she was gone. All we do know is by 1946 she was living on Long Island working as a bank figurehead by the name of Irene Craigmile." Joe Gervais quote from a filmed interview by Tod Swindell."

Irene #2 was obviously well connected to the people who planned and carried out the Earhart-Lindbergh masquerade. This photo was taken shortly before she began serving as an Assistant Vice President for the Great Neck National Bank of Long Island, New York... where she also made her home after World War Two.

“Great Neck was the same place where as Amelia she had lived with Marion Stabler and her family after relocating from California to the east coast in 1924. Amelia's sister, Muriel described her stay there as 'Amelia's recovery period from her second sinus operation.' Amelia was still living with the Stablers when she briefly re-enrolled at Columbia University in February of 1925. (She dropped-out before taking finals.)”



“When the photo at left was taken Irene #2 was with the Peoples National Bank of Rockville Centre, Long Island. Given her position there, she was possibly instrumental in securing the 1946 loan for her old pal, Percival H. Spencer of the Republic Aviation Corporation located in Farmingdale, Long Island. Specifically, through her bank branch, funding in the multi-millions was arranged for the RC-3 Seabee single engine, pusher-propeller amphibious aircraft Mr. Spencer had designed. The funding enabled the plane to be mass-produced and sold to the US Navy, of which over 4,000 of them eventually were.”

The caption reads, Above: The new Irene Craigmile [AKA Irene #2, FKA Amelia Earhart] front and center at a Christmas Bank party, 1947. Ten years had passed since she was last recognized as 'Amelia Earhart.' My note: I believe this person was the original Amelia Earhart and that the caption should have labelled her as Irene #1. You decide.

“Before as Amelia, she had spent time at the nearby Garden City, Long Island Curtis-Wright plane manufacturing plant where she met the visiting Jiro Horikoshi, Japan's genius designer of its WWII Zero fighter plane. Interesting to note as well, prior to World War Two, Japan had purchased and received forty-nine Lockheed Electras from the same Lockheed plant in Burbank that Amelia's came from.” (There's that Japanese connection again!)

Now onward we must go in our investigation, and what better place to double check trivia facts and public consensus than Wikipedia (the official public propaganda source):

Marriage to George Putnam

“Earhart was engaged to Samuel Chapman, a chemical engineer from Boston; she broke off the engagement on November 23, 1928. During the same period, Earhart and publisher George P. Putnam had spent a great deal of time together. Putnam, who was known as GP, was divorced in 1929 and sought out Earhart, proposing to her six times before she finally agreed to marry him. After substantial hesitation on her part, they married on February 7, 1931, in Putnam's mother's house in Noank, Connecticut. Earhart referred to her marriage as a "partnership" with "dual control". In a letter written to Putnam and hand delivered to him on the day of the wedding, she wrote, "I want you to understand I shall not hold you to any mid-evil code of faithfulness to me nor shall I consider myself bound to you similarly."



Earhart and Putnam in 1931

“Earhart's ideas on marriage were liberal for the time as she believed in equal responsibilities for both breadwinners and pointedly kept her own name rather than being referred to as "Mrs. Putnam". When *The New York Times*, per the rules of its stylebook, insisted on referring to her as Mrs. Putnam, she laughed it off. Putnam also learned that he would be called “Mr. Earhart”.

“There was no honeymoon for the newlyweds as Earhart was involved in a nine-day cross-country tour promoting autogyros and the tour sponsor, Beech-Nut chewing gum. Although Earhart and Putnam never had children, he had two sons by his previous marriage to Dorothy Binney (1888–1982), a chemical heiress whose father's company, Binney & Smith

invented Crayola crayons: the explorer and writer David Binney Putnam (1913–1992) and George Palmer Putnam, Jr. (1921–2013).

Let's review the above information: They got married at his mom's house. (*What better way to turn-on your bride to-be!*) They had no code of faithfulness. (*Not necessary since it wasn't a marriage.*) They took no honeymoon. (*That would have confirmed them as homosexuals.*) They had no children. (*Nor did they choose to adopt, so it was never a plan.*) Putman proposed six times to provide this? This was an obvious mockup of a marriage.

Speculation on disappearance

Now moving on, it is not important that we know all the theories, but here they are. After 80 years there are now thousands of books, articles and movies devoted to the subject; enough to keep the public going on discussing it forever. The situation reminds me of the same predicament we are in today regarding the Titanic.

Crash and sink theory

Many researchers believe that the Electra ran out of fuel and that Earhart and Noonan ditched at sea.

Gardner Island hypothesis

The Gardner Island hypothesis assumes that Earhart and Noonan, having not found Howland Island, would not waste time searching for Howland. Instead, they would turn to the south and look for other islands.

Japanese capture theory

Another theory is that Amelia Earhart was captured by Japanese forces. This theory came about as a result of the similarities of Earhart's Lockheed Electra's components to the Mitsubishi A6M Zero.

Spies for FDR

A World War II-era movie called *Flight for Freedom* (1943) starring Rosalind Russell and Fred MacMurray furthered a myth that Earhart was spying on the Japanese in the Pacific at the request of the Franklin D. Roosevelt administration.

Tokyo Rose rumor

A rumor that claimed that Earhart had made propaganda radio broadcasts as one of the many women compelled to serve as Tokyo Rose was investigated closely by George Putnam. (nothing to worry about with Putnam investigating!)

Assuming another identity

In November 2006, the National Geographic Channel aired episode two of the *Undiscovered History* series about a claim that Earhart survived the world flight, moved to New Jersey, changed her name, remarried and became Irene Craigmile Bolam. Subsequently, Bolam's personal life history was thoroughly documented by researchers, eliminating any possibility that she was Earhart.

What did you just read in the last theory? Wiki hit the nail on the head with Irene Craigmile Bolam! Unfortunately, after that, it looks like they went on to deliberately botch the story. Do you really believe that National Geographic conducted a valid investigation when in the end they concluded that Earhart had a double life but failed to point out Irene #1, Irene Craigmile?

Charles Lindbergh and Amelia Earhart

Now you can see the obvious link between Lindbergh, Earhart and Hindenburg. Now you can see how the plan allowed the greatest form of air travel yet to be devised just slip away. It was all replaced with a couple of characters.

We traded technology for heroes, and in the final analyses, they weren't heroes. They weren't even a "they". All of us ingenious free-lance

renegades just sat and watched the show while the greatest form of flying of all time just disappeared. Think folks! How did they do that to us? By using long range plans, plus being good at deceiving the masses.

Why did these perpetrators of this aviation masquerade go to so much effort? Why were Lindbergh and Earhart conceived and released upon the unsuspecting public? Answer: To torpedo hydrogen anti-gravity trans-Atlantic travel!

So, just how should the stories of Charles Lindbergh and Amelia Earhart be written up? Lindbergh and Earhart were part of the theatrical stage that brought the world "modern" aviation. They got us to love flyers and flying when they had stolen the best designs and tucked them away. And now today, going on 80 years later, jets are plowing through the sky at 5,000 gallons per hour.

The world needs to know why "Amelia Earhart" never came home. It is because "she" came home as Charles Lindbergh, stopped impersonating a woman and went on with more nefarious assignments. I believe that both he and co-pilot Noonan were returned to the states from Saipan under a prior agreement with a Japanese Navy operative.

To play a woman, a man must have total disrespect for the men he is deceiving. This is what is wrong with the back to back characterizations of Charles Lindbergh and Amelia Earhart. Both persons were the pilots who were to define aviation, and in Amelia's case, the human requirements for future female American aviators and many of the English-speaking women worldwide. Now, with the likely truth that Lindbergh and Earhart were played by the same person, what has been gleaned and written about them needs to be completely overhauled.

For instance, they depicted Lindbergh as: "Flying solo for 33 hours and 30 minutes in a plane with no windshield such to make the first solo transatlantic crossing from New York to Paris in an airplane." That was in 1927, supposedly.

Here's the same for Earhart, "Flying solo for 15 hours in a plane with 2x the horsepower and flying only 2/3 the distance she accomplished

the first solo transatlantic crossing by a woman in an airplane”. That was in 1932.

Lindbergh went on to world-wide fame and business success for his entire life. Earhart received some praise for the same event, but her carrier was cut short and put on indefinite hold where it has remained ever since.

When you take an honest look at the outcomes of the two events, one performed by a man and one supposedly performed by a woman, they still gave us an example of a man being overly revered and a woman being fractionally revered. First, they diminished the female’s effort by having her accomplish the feat a full five years after the male had performed it (*this was to the day, by the way!*). Then they lessened it even more by giving her a six-passenger plane and only having to fly 2/3 of the distance.

As a result, the true renderings of Lindbergh and Earhart’s accomplishments delineated the desired media depictions in which men are to be portrayed as the heroes while women are to be portrayed as subservient to men. This is another dead giveaway as it represents the same attitude the bankster/elitist control groups have toward their own women.

But we’re still not through with this story! In fact, some of the best is still to come. Two history-changing events occurred on nearly the same historical dates when “Amelia” embarked on her two most famous trans-oceanic flights.

Case 1: The Lindbergh Intrusion

I must mention this because of the proximity of dates, when on May 12, 1932, just eight days before Amelia’s takeoff on her famous transatlantic crossing, the first solo crossing by a woman, just as the story was building about Amelia’s upcoming transatlantic attempt the news of Lindbergh’s missing toddler son intruded into the spotlight. Now, just days before Amelia’s flight, instead of building up Earhart the headlines read, “Charles Lindbergh’s missing son found dead!”

We must ask ourselves; what are the odds that this chain of events could take place within days of each other, and that both main subjects

would be the two most premier aviation stars in the free world? For this to be deemed a “coincidence” it should not contain more than one unique combination, but as you will see, it contains three: 1. Both events involved two pilots, 2. Both events involved two pilots, of the same event (crossing the Atlantic solo in a plane), 3. Both events involved two pilots, of the same event, and at the same time (when the stories appeared in the media). These are too many linked-coincidences for them all to be chalked up to a coincidence.

Now let’s review what ended up happening to Earhart’s accomplishment verses Lindbergh’s. Charles makes his epic solo flight across the Atlantic in 1927. The entire world goes into euphoria over the bravery of the man and the outlook for human travel. Just five years later Amelia makes her courageous solo flight across the Atlantic. America notices some; the rest of the world hears more about Lindbergh’s lost toddler.

Hold on! What did I just suggest; that Charles Lindbergh’s son was kidnapped in order to divert attention away from what a woman was performing? This is getting too strange, you think. Could somebody or someone really have wanted to derail “the beginning of the modern women’s movement” desperately enough to go to the extremes of sacrificing people? Or, could this have all been done for a distraction, so that while we thought we were watching Lindbergh in court each day we never suspected that he was flying in place of Earhart. How deep does this story go?

How about the fact Lindbergh had already tried unsuccessfully to bring a mummy back to life and was removing the pancreases and thyroid glands of animals to see if they would continue to live outside the body just a few years later?

Anna Hauptmann's crusade

As soon as one starts to dissect the Lindbergh kidnapping it doesn’t take long to discover a glaring problem regarding the actual case itself. First, at the onset of the kidnapping, the main suspect in the case was Charles

Lindbergh himself. But the person who was tried, convicted and executed for the kidnapping and murder was a married German immigrant who just happened to possess a criminal record from his former country.

Bruno Hauptmann was his name. Hauptmann was the perfect target; a German immigrant with an awkward German name and a former conviction. Never mind the former conviction had been a minor crime committed before he immigrated. Never mind that he had served his sentence. Never mind that the evidence in the kidnapping case was inconclusive. This was Lindbergh's toddler, somebody was going to pay and it sure as hell wasn't going to be Lindbergh!

And we must keep in mind that these times were war building times. Germans were to be the bad guys. As the thirties wore on, Germans were more and more labeled and despised, just like the press was teaching them. Was Hauptmann falsely accused and executed? Perhaps the following article will help:

Hunterdon County Democrat

For 60 years from the day the police came to her home and hauled away the man she loved, Anna Hauptmann told whoever would listen that her husband was innocent. Long after the electric chair stopped Bruno Richard Hauptmann from maintaining his innocence, his widow plodded on. She spent the final years trying to exonerate him of one of America's most notorious crimes: the 1932 kidnap-murder of the infant son of aviator Charles Lindbergh.

Anna Hauptmann's six-decade crusade ended quietly last week in a hospital in Lancaster, Pa., where she died at the age of 95 on Oct. 10, the 69th anniversary of her marriage. "In my mind, Anna Hauptmann was a heroine," said Robert Bryan, her attorney for 13 years. "She deserved better than what the world gave her."

Mrs. Hauptmann lived her final four years in New Holland, Pa., about 40 miles west of Philadelphia, where she spent much of her life. She never remarried and she never forgot the man she called Richard. In his honor, she refused to say, "liberty and justice for all" when she pledged allegiance to the American flag. "He was dead, but his spirit,

what he stood for, lived on with her," said Mr. Bryan, a San Francisco attorney. "She made her decision to fulfill her obligation to Richard Hauptmann. Her love for him was boundless."

Mr. Hauptmann maintained his innocence until his electrocution in 1936. In 1981, Mrs. Hauptmann hired Mr. Bryan, a death-penalty specialist, to help her cause. They gathered evidence to support her claim and persuaded New Jersey to release hitherto secret evidence. "She said: 'Mr. Bryan, I've been waiting all these years. I don't have any money. I'm not important to society. But you've got to help me clear my husband's name. I owe that much to him before I die,' " said Mr. Bryan.

Through the years, Mrs. Hauptmann maintained the same story: that on March 1, 1932, the night the child was kidnapped -- that "nasty and cold night," as she called it during a 1991 visit to Flemington -- her husband picked her up from the bakery where she worked and the two drove to their home in the Bronx, where they stayed through the night. "I'm here again fighting for my husband. He was innocent, as innocent as you and me," said Mrs. Hauptmann during her Flemington visit. "My husband was innocent, and God knows it. Is there really a God in heaven? God saw us drive home. Why did He let them do that?"

Her visit to Flemington was her only one since the trial. "I said if I came to Flemington, I don't know what will happen to me," said Mrs. Hauptmann. "When I think what they did to me here, I didn't know if I was strong enough."

During the trial, prosecutors built a circumstantial but strong case. Some of the \$50,000 in ransom money was found in Mr. Hauptmann's garage. Handwriting experts testified his writing was on 14 ransom notes. Prosecutors said Mr. Hauptmann made a ladder to reach up to the Lindbergh nursery, and the child died when the ladder collapsed. The baby's body was found in a shallow grave several miles from the Lindbergh home two months after the kidnapping.

In recent years, Mrs. Hauptmann filed lawsuits alleging fraud and wrongful death, but they were rejected because of prosecutorial immunity and because the statute of limitations had expired. She also appealed in 1986 to the New Jersey Legislature, which said the matter

was better left to the courts. "She used to talk about when she died, she would go to be with Richard," said Mr. Bryan. "But, she said: 'I have a job to do here first. Once this is done, I'll die and go be with Richard.' "So, I have to believe that she is with Richard today." Survivors include a son, Manfred Hauptmann.

The Hauptmann's case has all the typical ingredients of a set up. The selection of German immigrants with a prior "record", then being accused of such a hideous crime as stealing the Lindbergh's baby, would well serve to dishonor German people during these politically-hyped months leading up to the United States involvement in the "inevitable" next world war. The fact that they were targeted to take the blame in the Lindbergh kidnapping trial is today a text book example of finding the perfect scapegoat.

In the meantime, we have at the very least a case looking more and more like it was perfectly timed to diminish Amelia (the woman) and expound Charles (the man). After all, even a hoaxed event could have become a worldwide inspiration for women. They didn't want this to occur at any cost. Then again, it is possible that Lindbergh just happened to accidentally kill his son in a miscalculated medical procedure just days before his biggest event posing as a transsexual.

Case 2: The Hindenburg Intrusion

Let me reiterate: The first time the woman took off, Lindbergh's baby took the stage. Now the second history-changing event related to "Amelia Earhart" was about to occur. This time it was just 15 days prior to her departure on May 21, 1937 from Burbank, California on her attempted circumnavigation.

Just when her event should have been building up in the press, what came instead was the burning of the Hindenburg in front of the whole world, thus the world was primed for another disaster not a triumph.

And now before I go any farther with the Earhart story it is important that we are both up to date on what is the latest truth that has been revealed concerning her disappearance. In doing my research I found noteworthy similarities with the Earhart and the Titanic stories. One of

them is the fact that both stories are still fully supported by television and media to maintain them as is. In the case of the Titanic, they continue to make television specials about her sinking from striking an iceberg even though there is a mountain of new evidence which shows that she didn't. In the case of Amelia, they are still making television specials about her crashing near some remote island because she ran out of fuel, when in fact she had extra gas tanks with plenty of fuel and had likely flown right into the Japanese navy and thus never was missing.

I inferred to the possibility that the Hindenburg was burned in Lakehurst, New Jersey on May 6, 1937 to set the proper stage for "Amelia Earhart's" circumnavigation which was set to begin on May 21st? Do I believe that the Hindenburg was destroyed for this reason? No. But since they were going to destroy the Hindenburg anyway, why not comingle their schedules so that they could explode the Hindenburg close to or just before Earhart's takeoff?

It may have been scheduled together just to increase the hype. After all, the plan was to remove dirigibles from the skies before World War II began. It would not be that difficult to schedule the two events close together. I know these elitist war mongers can get that done. They had their people in all the places where flights, airport services, training, mapping, maintenance of aircraft, etc. were reserved and scheduled. They knew what Hindenburg's 1937 flight schedule was and they were part of the planning and scheduling of Earhart's flight.

Amelia Earhart Didn't Vanish

Now after the U. S. occupied the Marshalls in 1944, liberating it from Japan, Admiral Nimitz was put in charge there. Later, in 1965 during an interview, Admiral Nimitz informed Fred Goerner, who was investigating the case, how such a truth about Earhart was long ago "known and documented in Washington." Part of what



Admiral Chester Nimitz, WWII
Fleet Commander

was known was Amelia Earhart's continued survival after her described 'disappearance'.

Nimitz Quote: *"Amelia Earhart and her navigator did go down in the Marshall Islands and were picked up by the Japanese."*

Here's another interesting quote:

"Weighing all the evidence put together, I believe she did survive. I believe she survived and came back to the United States, but that she wanted her privacy." 2009 quote of Lou Foudray, Supervisor of the Amelia Earhart Birthplace Museum.

Although the mainstream media has consistently supported the disappearance of "Amelia Earhart" as a mystery, with recent information coming forward it appears that the subject of her disappearance was, to the United States Military, no mystery. There is now much evidence Earhart and Noonan were in fact captured by the Japanese and held in a prison camp. In this scenario, they normally would have been treated as spies for the simple reason they had been set up to look that way by the United States Military.

It is also difficult to believe that "Amelia's" plane vanished from the entire U.S. and Japanese Navies. It is more plausible that the incident was covered up to avoid a nasty confrontation with Japan. And it's even more plausible that the bankster-crudelums set it up since after all they had financed the stunt to make "Amelia" the most publicized and endeared "woman" of modern times.

Look, these are the same guys who made oil deals with both sides during wars against both sides. Both sides were run by war mongers who needed lots of oil and lots of oil connections. A few favors supplied along the way is no big deal for these big players. It would have been a piece of cake to find a contact beforehand such that someone in the Japanese Navy would be told where to pick them up and then return them to the United States.

The Hindenburg verses Amelia Earhart

The aviation industry deserved the input of a woman pilot but didn't get it. What it got instead was a made-up character who posed for a camera to produce photographs that made flying in crazy piston powered contraptions appear cool and glamorous.

The perfectly-timed Hindenburg burning was heavily promoted as an air disaster of epic scale, and it was followed by epic repercussions. It primed the public for more air disasters making it easier to accept "Amelia's" air disaster. The fact is, we shouldn't have accepted the unscientific cause of the Hindenburg's burning and we shouldn't have accepted the media's explanation that Earhart's plane had simply disappeared, but we did.

Was the Hindenburg disaster, weeks before Amelia's epic circumnavigation a precursor to her plane coming down? Go back to the Titanic for a minute. Was the Niagara's ramming of an iceberg three days before the Titanic headed out into icy waters a precursor to her hitting an iceberg? The easiest way to get people to accept a tragedy is to have one just before it. In this case, there was one before it that was even worse.

If you had to write a script for a movie about a pioneer hero that ends with an anti-climax what might be the best way to create it? How about just letting the lead character go away and then having the movie end? That's the story the world got about Amelia Earhart. The news media deliberately left her life story on a ship outside the harbor that never came into port. As time went by people waiting anxiously on the dock became saddened and over time many became disheartened. This effectively put every upcoming young woman inspired to do things like fly airplanes and pioneer roomier aircraft on an indefinite "hold".

The media further reduced Amelia's accomplishments from then on as she was subliminally highlighted in subsequent stories as being *a failure in the end because she ran out of fuel*. In the end, what we got was a revolutionary form of air transportation that was quickly forgotten and a movie character masquerading as a woman who could never be forgotten.

***What did Charles Lindbergh have to do with the
Titanic?***

I mentioned at the beginning of this chapter that there was a connection between Charles Lindbergh and the Titanic. To understand that connection fully, I need to give away part of what is exposed in the final chapters of this book. First off, both stories are based on scenarios that are so highly unlikely most should have never fallen for them in the first place.

In the case of the Titanic, we have an unsinkable ship (*unsinkable by any normal means, not military demolition or torpedoing*) that sank faster than any old steam ship, and in the case of the Spirit of St. Louis we have a 450 gallon petrol bomb being flown by one man for 33 hours landing in Paris at night with no windshield.

I didn't fully understand how such stories could ever be fully accepted by the main populace, but over the years I have noticed there is a preponderance of them in the presstitute news media. It wasn't until I read this quote, taken from the Urantia Book, that I began to understand what is going on. They were referring to mota, a "place" where humans ascend to and reside in after we die (*as in heaven, if you can believe such a thing!*). And there we all would be taught certain inherent and unavoidable paradoxes within human existence that we needed to learn. This was one of them:

"The argumentative defense of any proposition is inversely proportional to the truth contained."

When I read this, I understood immediately and as I thought about it more and more, I came to believe it. I began to understand why the media and presstitutes seem to always get behind such ludicrous stories.

Here are a few examples of propositions heard in the past that contained no truth:

Oswald using a bolt action rifle/JFK hit with three precision shots,
Osama bin Laden from a cave/World Trade Towers are brought straight down,

Tim McVey with fertilizer bomb/completely destroys the Federal Building in OK.
Lindbergh flies across the Atlantic/33 hours in sitting position with no windshield,
and don't forget the best one of all time:
Unsinkable Steel Ship Titanic/Sunk by striking ice.

Now it started to all make total sense. It was a planned and orchestrated event. What or who could have been capable of pulling off such a publicized international event? Here's some more clues:

From a Masonic website known as skirret.com:

"The solo Atlantic crossing had made Lindbergh wealthy and famous, but he didn't rest on these laurels. He continued to work to build the image of aviation. He made a spectacular tour by air of 75 American cities. One of these cities was St. Louis. There he was greeted by the members of his Masonic Lodge.

From the records of Keystone Lodge No. 243 comes the account of the "Lindbergh Night." It took place on February 15, 1928, and will long be remembered by those Freemasons who were not yet born. Those who were there passed along to those who came later the triumph of that evening.

More than 300 Masons were present, including Grand Master Anthony F. Ittner, when the Lodge opened at 7:30 P.M. Because it wasn't certain that Lindbergh could be present, the Master Mason Degree was conferred by "The Boosters," a highly acclaimed ritualistic team.

Charles Lindbergh did make it and was escorted into the Lodge. The Master warmly greeted this distinguished member, related with pride many of Lindbergh's accomplishments, and praised him for his service to his fellowman.

After the applause had diminished, the Grand Master added his welcome and presented Lindbergh with an engrossed Gold Card — Keystone Lodge No. 243 had made the hero of the occasion a Life Member. Then a short recess was called to allow those in attendance to greet their world-famous member."

Let me interject a few questions here, if I may. Why did so many members (300) of the Masonic lodge celebrate Lindbergh's feat as a grand accomplishment by the lodge? Just how much of a role did the masons have in this over-hyped transatlantic crossing by Lindbergh? I think we all know the answer to that question after reading the above account of the celebration.

I'm also curious to know who or what were the highly acclaimed "Boosters" and why were they part of Lindbergh's crowning? Meantime, on with a bit more of the story as told by the masons.

"On May 27, 1929, Lindbergh married Anne Morrow. To protect their privacy, he built a home in Hopewell, New Jersey. It was from there that their 20-month-old son, Charles, was kidnaped and murdered in March 1932. This event changed their lives. To what extent no one will ever know. But it did cause them to flee to England in search of peace."

I should mention that Lindbergh fled to England because it was Lindbergh himself who was the original suspect in the kidnapping of his toddler son. Here's some more interesting Lindbergh media trivia:

"After Pearl Harbor was bombed, Lindbergh offered his services to his country. Roosevelt turned him down, and put pressure on the aviation industry to keep him out. Henry Ford, a member of Palestine Lodge No. 357, Detroit, and who disliked Roosevelt, a member of Holland Lodge No. 8, New York City, gave Lindbergh a job as a technical consultant."

I don't see how they could make it any more obvious that Lindbergh was more than just regular dude Freemason when in fact his effort and his reputation had the whole organization of Free Masons backing up and covering for him. What happens when the Masons get control of businesses and corporations? Let's look at some of them:

The same Sarnoff who oversaw the list of survivors from the Titanic on April 14th through April 18th, 1912 was a mason, later becoming the first president of RCA where he later headed up the formation of NBC. He also led in the development of color television.

Where has television gotten us today? It has gotten us false news, constant surveillance, destruction of our family unity and kids who never learned to read. But wait until you hear this story!

It begins in 1911 when David Sarnoff supposedly installed and operated a wireless radio on a ship that was hunting seals off Newfoundland and Labrador. The story goes he used the technology to relay the first remote medical diagnosis from the ship's doctor to a radio operator at Belle Isle. The medical diagnosis in this case was an infected tooth. Now since seamen who hunt whales have been dealing with infected teeth for centuries, I pegged this for a BS cover story.

What was the real radio test about? My guess is that it was a test of a similar setup that would be aboard the Titanic and tested from a point where the Titanic was to be sunk the following year. Belle Isle is about the same distance from New York as the Titanic wreck site and would provide an additional triangulated position with the other two coordinates.

That following year Sarnoff supposedly led two other operators at the Wanamaker station (*by the way, the Wanamaker station was in a hotel in downtown New York City*) to confirm the fate of the Titanic. The press later exaggerated Sarnoff's role as the sole hero who stayed by his telegraph key for three days to receive information on the Titanic's survivors. Since the event began on a Sunday, when the store would have been closed, researchers have questioned whether Sarnoff was at the telegraph key at all.

But as history recorded it, at the time of the Titanic disaster in 1912, Sarnoff worked for the Marconi Radio Company and was a manager of the telegraphers. He got written up as one of the heroes who supposedly stayed at his post to get people all the details. But the hard truth is only Sarnoff and Marconi had the exclusive rights to the only list of passenger survivors, and this went on for several days after Titanic had already sunk.

This means Sarnoff delayed information that was available within hours of the event for 3 or 4 needless days! Both Carpathia and New York had radios for cryin out loud!!

The true Legacies of Lindbergh and Earhart

Since men designed the aircraft and the system for flying, re-fueling, taking off, navigating and maintaining an airplane, they came up with a means of travel through the atmosphere that suited them and other men just fine. However, since the system they designed was designed by and for men, it did not necessarily make sense to women. Women should have gotten a real woman to test and approve our flying contraptions, not a man posing as one!

As it stands, the world's foremost aviation star was an adulterer with four families, who also masqueraded as a fictitious woman. As a result, whatever feminine input the aviation industry received was corrupted by masculine idiosyncrasies.

At this stage of our civilization we should not make the mistake of thinking that things men design by themselves do not need the design input of a woman for it to make sense to both sexes of humans. For instance, if we look at the current design of our aircraft they truly do not make sense, being of such a design that they fall from the sky and explode if they just run out of fuel. Perhaps if women had been able to provide their input into the aircraft design itself perhaps they would have tended more toward an airship design like the Hindenburg. In this case, they were cleverly bypassed.

I think it is apparent that the world would have a better form of air transportation now if women had been able to be a significant part of the evolution of it. Today however, only 2% of all pilots at the captain level are women. If women with a natural ability to fly had been sought out and coveted rather than falsely misrepresented by oilygarchy-paid male actors, perhaps by now the world would have 50 times more than the current 300 women airline pilots worldwide. That's as many as 14,700 qualified women pilots who never became pilots and thus never had any influence on an industry we must all accept.

If we would have had real females and moms involved in the development of our best human-engineered flying mechanism, common sense might have dictated to them to give up a little speed to have greater

safety and comfort. Common sense to them might have dictated the design of a craft that wouldn't crash to the ground as soon as it ran out of fuel. Common sense to them might have also said include more room during the flights so kids and people had something to do rather than just sit in one spot for endless hours like we do now. I don't know. I'm not a woman.

This is how the proper evolution of the airplane was derailed, leaving us with the petroleum-gulping flying mechanisms we have now. The facial features in the photographs of Earhart and Lindbergh when compared leave no doubt that "Amelia-the-photographed-flyer" was played by Lindbergh. And when one gains knowledge of all his improprieties (4 families), his fake airplane (barely flew), his ghoulish operations (on cats and cadavers) and the fact he was profiting off his fame and notoriety to the hilt, his former hero reputation is no longer difficult to let go of.

But to be dressing up as a tranny in the 1920's? Now that's some bit of news!

CHAPTER 15

Suspicious Anomalies of the Titanic Story

*"I presume the impact awakened me."
J. Bruce Ismay, Managing Director,
White Star Line*

AS POINTED OUT in chapters 8 and 9 there are serious parts of the currently accepted story of the sinking of the Titanic that do not make rational sense. In addition, there were actions by the crew that do not make rational sense. The reason the crew's actions do not make rational sense is because the actions occurred because of human behavior which is inexplicable. In this chapter, these actions along with the pertinent facts we know today, will be hashed out.

Some of you may not need to read further, being already convinced by the newly discovered pieces torn loose from the bottom of Titanic's hull that she was not sunk by striking an iceberg. Therefore, you have accepted the fact that the existing story is a fake. That will allow me to proceed with an explanation of "why" the real story has been covered up and "why" the Titanic was deliberately sunk. If you have any doubts at this point, however, then you definitely should read the next three chapters.

Remember, at the very minimum, to keep the existing story intact, we have to believe that this steel ship came completely apart during the act of sinking on a calm ocean. All additional contradictions or loopholes in the story only serve to make it more unworthy of being a legitimate explanation. Toward this end I have compiled a list of 23 unexplained anomalies of the existing story and now present a discussion of each.

1. The Titanic did not strike an iceberg (or anything) hard enough to alert any of the crew or 3rd Class passengers that there was any problem whatsoever.

It has already been pointed out that the likelihood of a vessel the size of the ocean liners that were built during the early 1900's sinking in less than five hours was considered to be miniscule. Therefore, normal reasoning would produce an explanation that the impact with the supposed iceberg must have been catastrophic, and that therefore it would have dealt the passengers a major disturbance.

However, the testimonies that were given under oath several days later at the United States Senate Investigative Disaster Hearings hardly described a contact at all. Somehow all the colossal damage that sent the Titanic to the bottom in only $2\frac{2}{3}$ hours had been caused by a collision that was so slight none of the working crew or 3rd Class passengers who were below decks even felt it. But as a matter of court testimony from the beginning witness the iceberg theory was accepted as not only a plausible explanation but the only one even worth considering. This fact looks very odd when you consider:

- A: the extreme low odds that any kind of collision could have sunk such a large ship in 2hrs. and 40min.
- B: the sworn testimonies describing the actual collision were evasive and ambiguous to the point they should never have been accepted as answers in the first place.

When the supposed collision occurred, neither cooks, waiters, general crew staff nor 3rd Class passengers were affected enough to cause them to believe that the Titanic had contacted anything, much less that she was damaged. No one fell. No one lost their step on a flight of stairs. Not one dish was broken. And no one apparently heard it.

Hold on, what did I just write? Five compartments had been punctured and it didn't make a loud enough noise to be noticeable? Can you think of a way to pound a hole through a half inch thick steel tank and not make a noise that somebody inside the tank would hear? Yet from those who testified to a "collision" every one of them stated that they didn't believe the damage could have been serious. From the president of White Star Lines down to the sixth officer on board, and from the passengers who survived the sinking and were allowed to testify, not one person ever described a sudden or noticeable jolt ever occurred and very little, if any sound was ever described.

All of those who testified, having themselves survived the sinking, should have been acutely scrutinized for this glaring fact alone. This and the additional contradictions pointed out in the paragraph above should have been enough to throw the courtroom into silence, so absurd was the story!

I have stated beforehand that testimony given by those who saw the "iceberg" go by revealed that the Titanic was still moving and went by it. This testimony helped to identify the culprit as an iceberg, but the story also indicates that the Titanic had not lost all her speed during this supposed contact. That only takes probability away from the iceberg story. Still we are asked to believe this collision sent her to the bottom in just two hours and 40 minutes.

From the testimonies of these witnesses it is more than apparent that if the Titanic did strike an iceberg at all that it could only have been a mild, glancing blow. Yet from this mild glancing blow the Senate Investigation Hearings were to accept the iceberg theory as the sole reason and cause for this most unsinkable ship ever built to be lost at sea.

The first to testify, (he should have been the last to trust) was the managing director of the White Star Line: Here is a transcript of part of the testimony between Senator William Alden Smith and J. Bruce Ismay, who was the first person to take the witness stand at the hearings:

Smith: “Will you describe what you did after the impact or collision?”

Ismay: “I presume the impact awakened me. I lay in bed for a moment or two afterwards, not realizing, probably, what had happened. Eventually I got up and walked along the passageway and met one of the stewards and said, ‘what has happened?’, and he said, ‘I do not know sir.’”

You will note that Ismay stated, *“I presume the impact awakened me.”* This reply was at best nothing more than an ambiguous answer that failed to describe the impact at all. But even more glaring is the fact that such testimony, which came in a person’s dreams, should normally have been deemed as being worthless, non-acceptable evidence. Such testimony could only mean that either he did not feel any “impact” or that he was simply not willing to describe it in any reasonable detail. When there should have been rolling eyes and cross examination, Senator Smith accepted his answer thus providing Ismay an excuse for any further questions regarding the all-important “impact” he was unable to describe.

The only plausible reason Ismay was allowed to slide on such an important detail with such an ambiguous excuse is because Senator Smith was determined to proceed with the assumption that an iceberg had sunk the Titanic as though it was fact. The use of the word “impact” implied that there really was an iceberg, but we can now see this was a clever means to get people to go along with an iceberg theory from the beginning. Such a mindset attitude amongst so many legal politicians and lawyers could not have been possible without a scripted plan.

Let’s look at more nonsensical testimony that was allowed by White Star Line’s president when he stated that he was asleep when the accident happened. This is quite an admission of knowing ahead of time that the

Titanic was going to have a supposed collision with an iceberg. Upon awakening how would he have possibly been able to presume that an impact from the ship with an object had awakened him? How did he know someone had not blown a horn from the promenade deck or perhaps he had been awakened by a dream? Note that he didn't say the "impact" awakened him, he said that he presumed the "impact" had awakened him. To presume means he himself admits he made a "guess" as to why he is awake. The true purpose of the Senate Investigative Hearing Disaster Committee was thus exposed with the first testimony from the first witness because it was obvious the chairman of the investigative committee was going to accept hearsay testimony. This could only mean that they were going to cover up the real cause of the Titanic sinking.

From this point, Senator Smith went on with the questioning as if he was sure that the Titanic had really hit an iceberg. No other plausible theories were considered, such as: Titanic hit a naval mine. Titanic had been stolen. Titanic had been the target of a foreign power seeking a way to start a war with England or the United States. Titanic had collided with a submarine. Titanic had been rammed. Any one of these was a plausible explanation as to how this great ship went down so fast. The iceberg story was not.

It was not possible every legal mind in that courtroom could have forgotten what the purpose of the hearings were in the first place; to make sure there was no gross negligence or foul play on behalf of White Star Lines in the deaths of 1,523 people. Senator Smith made sure the outcome would exonerate J. P. Morgan and White Star Lines of either by accepting a story that was hardly believable and easily dissectible.

2nd Officer Lightoller's Testimony

Let us continue with the testimonies from the Disaster Hearings. The next highest person to have survived and testified; the Second Officer of the Titanic, Charles Herbert Lightoller, was to continue the action-drama-testimony as another leading actor in this Titanic saga with this testimony:

Smith: “Did you believe the boat was in danger after hitting the iceberg?”

Lightoller: “No, Sir.”

Smith: “You felt it was not a serious accident?”

Lightoller: “I did not think it was a serious accident.”

Smith: “What was the force of the impact?”

Lightoller: “A slight jar and a grinding sound.”

Smith: “From front or side?”

Lightoller: “Well, I think it was from the front. I could not tell.”

Smith: “Was there a noise?”

Lightoller: “Very little.”

Smith: “Did you go back to your room under the impression that the boat had not been injured?”

Lightoller: “Yes, Sir.”

Smith: “Where were you when the impact occurred?”

Lightoller: “In my berth.”

Smith: “Asleep?”

Lightoller: “No, Sir. I was just getting off to sleep.”

What did you just read? Titanic’s Second Officer was just *getting off to sleep*? This is two times in two people that *sleep* was used to create a plausible answer that could later be redacted. And again, we see a clear example of the witnesses evading question by not giving any definitive information. Such ambiguity and evasiveness is not a characteristic of career seaman, whose job is to give orders to subordinates in a direct and precise manner. Such ambiguous and evasive answers were totally out of character, but here again, another key surviving witness was allowed to dodge any further questions about a supposed impact. This is most odd since not one witness had yet confirmed that any collision had ever taken place.

If Senator Smith was really the outstanding trust-worthy government servant he had purported to be, he would have said something like: “*Sir, you do not seem sure if you were asleep, or if you felt anything serious, or if the vessel had hit on the stern or the bow! Why do you expect this court to believe that the Titanic struck anything?*”

3rd Officer Pittman's testimony

The third officer of the Titanic, Herbert John Pittman, offered his testimony on Thursday, the fourth day of the hearings: Pittman testified that he had gone to bed a few minutes after 8:00 PM and was asleep in his cabin until 11:45 when (wait for this):

Smith: "What occasion was there for rising at that time?"

Pittman: "Well, the collision woke me up."

Hold on! What did he say? His admission now means that *three key witnesses so far had either been asleep or were just getting off to sleep at the time of the collision!* But again, when there should have been sighs, rolling eyes, a repeat of the question, a warning that withholding information under oath is perjury, etc., Pittman's answer was accepted!

He'd just admitted that he was in a semi-sleep state, just like Mr. Ismay and Officer Lightoller, and in so doing admitted that he would have had no way of knowing whether a horn had blown over his head or that there had been a loud knock at his door which awakened him. There could have been a dozen other possibilities that had caused him to be awakened. How had he known it was from a supposed collision?

They were all in too deep now, therefore Pittman's testimony was recorded and accepted just like Ismay's and Lightoller's. There can be only one reason why these three key men would have all stated a collision woke them up, then admit they didn't know what woke them up. This was obviously not valid testimony. But wait, there's more.

4th Officer Joseph Groves Boxhall's testimony

Here is a synopsis of the testimony given by another survivor of Titanic's sailing crew, **Joseph Groves Boxhall, 4th Officer**, as he described the "impact", when it occurred while on his walk past the captain's quarters: This was after he had heard three bells, which supposedly signaled an object

in the vicinity up ahead, and at which time he heard the command “hard to starboard”. According to Pittman’s actual words:

“the impact was so slight that it did not seem serious. I did not take it seriously, and it was not even enough to stop me in my walk.”

What unbelievable rubbish! Anytime a sailing crew member feels his ship have a bump, with anything, while out in the middle of an ocean at night, it is serious! There is no such thing as a non-serious contact with another mass when the ship is miles from shore in thousands of feet of dark water. He would have been frantically asking himself: Did we run aground or just hit something? Are we off course? Did we strike an old floating wreck? Did we contact another vessel?

Boxhall was lying. One unexpected bump would have sent everyone, whether it was slight or catastrophic, running up on deck to scan the waters and sides of the hull. Meanwhile, the ship’s steering crew and navigator would have been sent into a hysterical scramble as they rushed to confirm their coordinates on a chart, and fast.

Ho hum, no worries. “I just kept walkin”, Boxhall said. Boxhall is the same person who later testified to having seen a small amount of snow on the lower deck. Considering the credibility of him at this point means that this testimony is equally just as false, therefore it should not be used to lend credibility to an iceberg, especially one that was never contacted.

The Titanic had been built to the most recent standards and specifications of the British Board of Trade, yet we are to believe that she sank in half the time a normal ship would have, and from a glancing impact that nobody felt and was hardly heard! This is a storyline that screams COVER-UP! Justice for the 1,523 lost souls was not a concern. Senator Smith let these answers go without being questioned or without raising any doubt as to their accuracy.

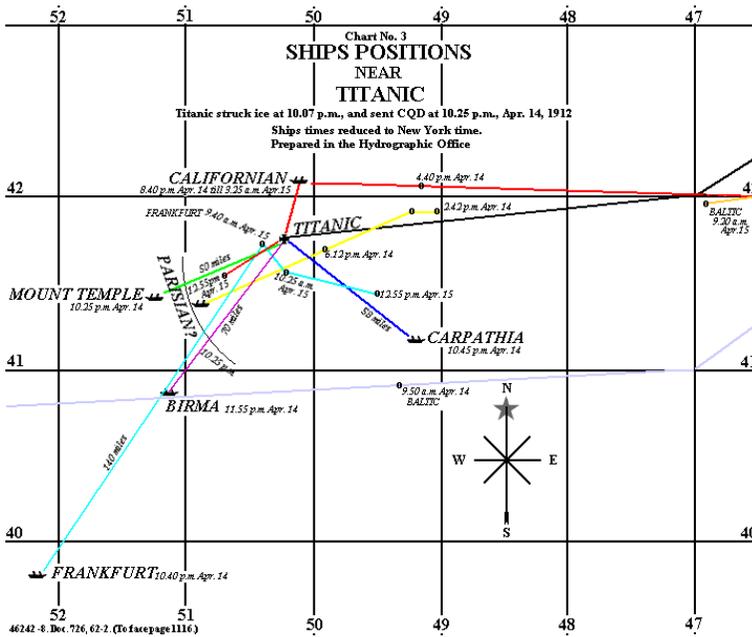
2. The Titanic sank in an area that had abundant traffic.

There should have been a lot more noise made over this aspect of the tragedy and the fact that on the evening of her fateful voyage the Titanic was never outside of the busy shipping lane that thousands of ships used and/or passed through on a weekly basis. She should have been reached by one of them well before she sank. The fact is, if the U.S. Senate Investigative Hearings had taken into consideration the actual whereabouts of all the vessels that were near the Titanic on this memorable evening of Sunday night, April 14, 1912 from 11:40 PM and up until Monday morning at 2:20 AM, the direction of their inquiry would have been dramatically different. Or, if any of the courtroom members would have looked at a chart that represented all the ships near the Titanic at the time of the sinking, they would have concluded that it would have been virtually impossible for her to go down without have been seen and tended to by one of the numerous ships that were either in transit, fishing, sealing or on military patrol, etc.

The discovery of her wreckage in 1985 confirmed that the Titanic was in fact in the middle of a busy shipping lane. As you have earlier read from the wireless ice warning reports, there were in fact many ships going through there at the time. The Mesaba is the most obvious one as she was just two hours ahead of the Titanic when she radioed them with the exact coordinates of the iceberg that they steered toward and supposedly into. What this ultimately means is that *the Mesaba herself could have simply turned around and reached the Titanic 30 to 40 minutes before she went down*. Strangely, this obvious point was never brought up in the hearings either.

There were in fact several vessels in the area at the very time that the Titanic was supposedly sinking. One of them was the **Californian**, a vessel owned by **Leymann**, a division of **International Mercantile Marine, Inc.**, the holding company of **White Star Lines**, the owner of *Titanic*. The Californian was within 5 to 10 nautical miles of them the entire time and just stood by. This part of the story is impossible to swallow by anyone who has worked at sea and knows the number one law of the sea: able vessels must assist whenever another ship is in distress.

But it gets even more troubling because there were several sightings and reports of additional ships in the area at the time. One was according to the testimony of the captain of Canadian passenger liner Mount Temple. As you will see in Captain Moore’s testimony, which was given during the 8th day of the Senate Hearings, there were at least three other vessels near the “rescue” coordinates that Titanic’s navigator, 4th Officer Boxhall, had calculated and transmitted. These were broadcast approximately three hours before the designated rescue ship Carpathia arrived. Unfortunately, the Carpathia arrived about an hour after the Titanic had sunk.

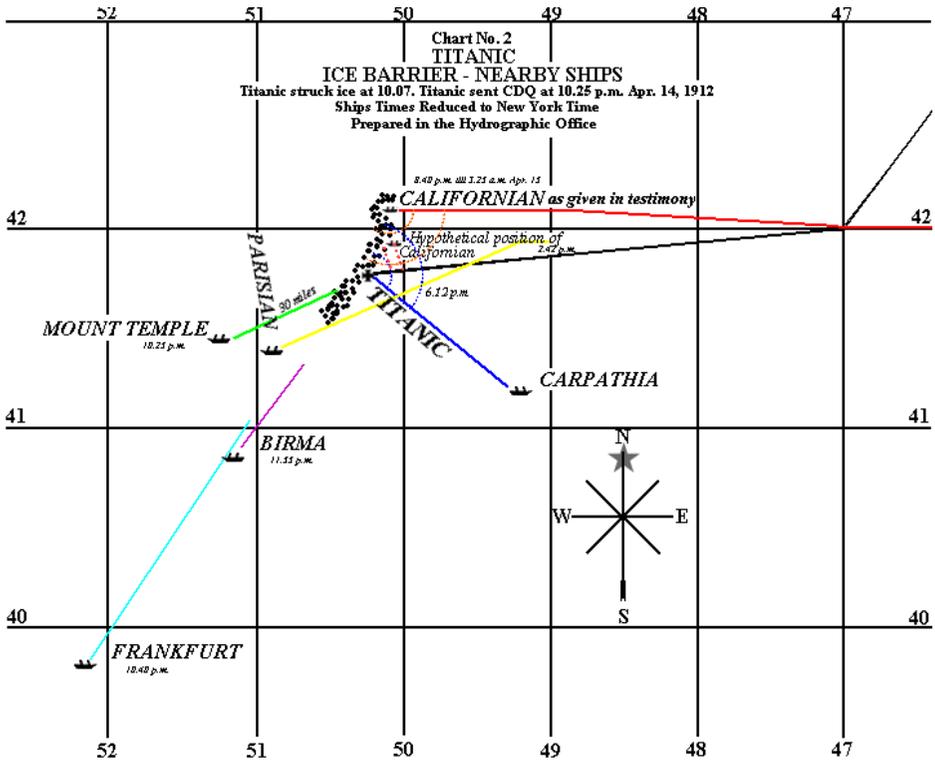


The above delineates the other vessels and their positions with regard to the Titanic. Note; the vessel Masaba is not even represented. Courtesy:titanicinquiry.org

While we’re discussing 4th Officer Boxhall, I should point out that the coordinate position he calculated for the captain, that was transmitted by Titanic’s radio operators when they finally asked for assistance at 12:15 PM, was off by 13 nautical miles. As it turned out, this 13-mile error did not affect the course of the Carpathia rescue ship because she was coming from the exact direction that was in a straight line with both the sinking Titanic and the faulty position 13 miles further away. Although Boxhall was

TITANIC AND HINDENBURG

noted for his navigational skills the coordinates he supplied, being off by 13 miles, caused all the other rescue ships coming from a different direction to go to the wrong place. What is particularly troublesome with Boxhall's faulty coordinates is the fact that the error indicated to the other ships the Titanic was located on the west side of an enormous and elongated ice field. This meant that any rescue ships coming from the South, West or North would end up on the wrong side of an impassable island of ice once they got near her.



The above delineates the Ice Field that Titanic was adjacent too and the other vessels and their positions with regard to the Titanic. Note: Titanic reported her position to be on the left side of the ice field. Courtesy: titanicinquiry.org (drawing submitted as part of official Titanic Disaster Hearings).

This is precisely what happened! All the other potential rescue ships arrived at a point that was within 13 miles of the Titanic, but they were on the wrong side of the ice and unable to get to her. As a result, they needed to steam north for 30 miles to get around the top of this obstruction. This

cost about 3 hours of precious time. Notice: this is the approximate amount of time it took for the Titanic to sink.

It was Boxhall's navigational error that stopped the Mt. Temple from reaching the Titanic at 3:25 AM when they arrived on the wrong side of the ice field from where she lay. This would mean that if Boxhall had transmitted the correct coordinates the Mt. Temple would have been on the scene just 45 minutes after the Titanic sank. This is just so close! As it was the Mt. Temple arrived on the wrong side and thus did not reach the Titanic's actual position until she had steamed north for 30 minutes to get around the top of the ice field and then back down, costing one additional hour.

And now, to add even more to the mystery, the captain of the Mount Temple reported seeing two other ships in this same vicinity at the time he was there.

Testimony of James Henry Moore: Captain of a Canadian passenger ship, Mount Temple.

Smith: "I would like to have you tell, in your own way, what if anything, special occurred during your voyage on Sunday and Monday."

Moore: "At 12:30 AM on the 15th (Monday) I was awakened by the steward from my sleep with a message from the Marconi operator, Sir."

Smith: "On your ship?"

Moore: "On my ship, yes, Sir."

Smith: "Have you the message?"

Moore: "Yes, Sir."

Smith: "Just read it please."

Moore: "Titanic sends C.Q.D. Requires assistance. Position 41-44 North, 50-24 West. Come at once. Iceberg."

Smith: "What did you do after receiving this message?"

Moore: "I immediately blew the whistle on the bridge. I have a pipe leading down from the bridge, and I blew the whistle at once and I told the 2nd Officer to put the ship on North 45 degrees East, Sir, and to come down at once, and I informed him what was the matter, and told him to get the chart out. When I was sufficiently dressed, I went up to my chart room, and we computed where the ship was, and we afterwards steered east by

compass.”

Smith: “Did you make any progress in your movements?”

Moore: “We turned her right around at once, Sir, and then we came down and took the chart out and found out where the Titanic was and steered her by the compass North 65 degrees East.”

Smith: “In the direction of the Titanic?”

Moore: “In the direction of the Titanic, yes, Sir. I went down to the chief engineer and I told him that the Titanic was sending out messages for help, and I said, ‘Go down and try to shake up the fireman, and, if necessary, even give him a tot of rum if you think he can do any more.’ I believe this was carried out. I also told him to inform the fireman that we wanted to get back as fast as we possibly could.”

Smith: “After satisfying yourself as to her position, how far was the Titanic from your vessel?”

Moore: “About 49 miles, Sir.”

And a bit later in the testimony;

Smith: “Were you stopped at any time?”

Moore: “At 3:25 our time we were stopped.”

Smith: “Where were you then, what was the position of your ship?”

Moore: “I should say we were then about 14 miles off the Titanic’s position.”

Smith: “What did you do then?”

Moore: “I stopped the ship. Before that, I want to say that I met a schooner or some small craft, and I had to get out of the way of that vessel, and the light on that vessel seemed to go out.”

Smith: “The schooner was between you and the Titanic’s position?”

Moore: “Yes, Sir.”

Smith: “Was he evidently coming from the direction in which the Titanic lay?”

Moore: “Somewhere from there, Sir.

Smith: “You saw a light on the schooner?”

Moore: “A light on the schooner, yes, Sir.”

Smith: “I want to be certain that the schooner was as near the Titanic as I understood you to say it was.”

Moore: “I should say the schooner, from the position of the Titanic, would be, perhaps, 12 ½ to 13 miles.”

Smith: “What I am trying to get at is this: One or two of the ship’s officers of the Titanic say that after the collision with the

iceberg they used the Morse signals and rockets for attracting help, and that while they were using these rockets, and displaying the Morse signals they saw lights ahead, or saw lights that could not have been over 5 miles from the Titanic. What I am seeking to develop is the question as to what light that was they saw.”

Moore: “Well, it may have been the light of the tramp steamer that was ahead of us, because when I turned there was a steamer on my port bow.”

Smith: “Going in the same direction?”

Moore: “Almost in the same direction. As he went ahead he gradually crossed our bow until he got on the starboard bow, Sir, on our starboard bow.”

Smith: “Did you see that ship yourself?”

Moore: “I saw it myself. I was on the bridge the whole time.”

We can see from Moore’s testimony that there were several ships in the area at the time Titanic sank other than the Californian. But now this is getting a bit hard to take, since first we had to swallow the knowledge that the Californian had sat and watched the whole thing from a distance of 5 to 10 miles without making any attempt whatsoever to come to their aid, and now we find there was a schooner and a tramp steamer in the same vicinity as well and they didn’t come to her aid either! Or did they?

Other ships not identified

But hold on, we’re just getting started here. From the log of the senate investigative committee regarding all the testimonies I found a total of 4 of these “mystery ships” which I label (1):

Ships not identified that were seen from these ships:

The yellow funneled ship seen from the Californian

The black and white funneled ship seen by the Mount Temple

The 3 or 4 mast ship as seen by Boxhall on the Titanic

The mystery lights seen from the arriving Carpathia

And from the Lloyd’s registry, there were 11 ships that were in this vicinity at the time of Titanic’s sinking that met these descriptions. This means that there was **a total of 11 additional confirmed ships that were within range of reaching her in time.**

And thirdly we have a list of ships taken from the radio logs of the Olympic that were submitted to the senate hearings committee. Below I have summarized a total of all the ships either discussed during the Titanic Disaster Hearings or taken from the radio logs that were submitted under affidavit. This gives us a total of 21 or more.

I also tabulated radio transmissions within the 24-hour period beginning from Sunday morning at 9 AM to Monday morning at 9 AM. Olympic, the sister ship of the Titanic, was about 300 to 350 miles west of the Titanic and headed towards her at this time. Using a 24-hour time window is not going to mean that any of these ships were within 2 ½ hours of the Titanic at the time she was sinking, but when we look at the total we can see how unlikely it was that not one ship was within 50 nautical miles of her at the time. These are shown below as number (2):

Ships identified by radio transmissions that were in the area at the time:

Amerika: Approximately 190 miles away
 Antillian, 60 miles astern of Titanic
 Baltic: headed East about 200 miles away
 Birma: whereabouts not confirmed
 Californian: 5 to 10 miles away, stationary and able to see the Titanic
 Caronia: whereabouts not known
 Carpathia had left New York on the 13th headed east was about 58 miles west.
 Frankfurt: nearby since they heard Titanic's distress call first.
 Minia Sable: Island cable ship, was at Cape Race, reached Titanic on April 16th
 Noordam: whereabouts not available
 Olympic: 300 Nautical Miles west heading East
 La Bretagne: westbound 5:30 AM
 Mesaba: 2 hours ahead of Titanic
 Mount Temple: 2 ½ hours, coming from the Southwest
 Parisian: about the same distance away as Carpathia
 S.S. Asian: at 5:40 AM she was going west
 S.S. Athens: 8:05 AM whereabouts not confirmed
 S.S. Berlin: was causing radio disturbance at 10:55 AM Monday and 1:25 PM

S.S. Hellig Olav: 12:30 AM whereabouts not confirmed
S.S. Scandinavian: 8:06 AM whereabouts not confirmed
Virginian: was within 25 miles of Titanic site at 9 AM
Monday

The total gives us a minimum of 25 ships that were in the nearby vicinity of the Titanic at the time. How did this accident come to pass with none of these ships being able to reach her? But we are still not through, because strangely absent from the list of potential rescue ships that were within the area at the time of the sinking were naval vessels from the United States, Canada, Great Britain, France, Germany, etc.

To prevent all military ships from these countries from reaching the stricken Titanic at the worst possible moment: just before she went down with 1,523 people aboard, in front of the eyes of experienced seamen, would have required a stand-down order from the commander of each country's navy. That this was in fact what transpired was evidenced by the behavior of Teddy Roosevelt when he made a well-publicized attempt to contact his friend who was aboard the Titanic. From the onset of the plea it looked as though the U.S. Government and Navy were not only aware of the Titanic's predicament but concerned for the livelihood of the people aboard as well. But this truly was not the case, for there were in fact no attempts by any naval vessels to come to her aid.

Deflecting aid and witnesses

Such as you can't "half-scuttle" an ocean liner, it would have been necessary to deflect any rescue efforts by any naval ships which might have chanced to be close enough to get to the Titanic. I believe that this was the purpose of the initial and erroneous messages that were sent by an unconfirmed ship or ground station which stated that *the Titanic was being towed to Halifax by the Virginian and all was well*. By reporting such news via the airwaves, these naval ships and their captains would have good reason to believe that there was no need to come to their aid. These facts only increase the mystery as to how this great ship managed to completely sink before any rescue ship could reach her and save her hapless passengers.

For the time being, let's forget the unexplained mystery of how the Titanic sank so fast, even though she was so large, had 16 separate watertight bulkheads and 73 additional watertight compartments fabricated into the hull. Let's just analyze the likelihood that no other ships could reach her in the 2 hour and 40 minutes of time from when she supposedly struck an iceberg and sank. In 2 ½ hours, any steamer that could make 20 knots would be able to travel 50 nautical miles. Ones that could travel 15 knots would be able to travel 37 nautical miles. These are conservative speeds for transatlantic ships of Titanic's day.

If we take 50 nautical miles as the necessary radius of an empty void on the ocean in which to sink the Titanic without being attended by any other ships this would require a completely empty circle that was 100 miles across. We must remember, that at the time of Titanic's infamous voyage, there were many more ships on the ocean than there are today, and this is for the fact that air travel was not yet in existence. For the program to come off without a hitch, the Titanic would have had to be sitting in the very center of this 100-mile diameter circle. How possible would it be to have a 100-mile diameter area of ocean clear of all ships, while at the same time being at the exact center of the area? That's what we are asked to believe transpired to accept the story that no ships could reach the Titanic in time.

Do you still believe a giant ocean void occurred just because of ill fate or coincidence? Then read on. From the weekly shipping report in the New York Herald for the week of April 14th, 1912 there were 95 ships inbound and outbound from New York alone. And from Lloyd's List and Lloyd's Shipping Gazette there were 9,000 ships steaming in the Atlantic Ocean. In addition, the Newfoundland Sealing Fleet operated extensive numbers of ships in these waters during April and there were numerous fishing and

whaling fleets which were wherever the migratory schools of fish and whales were at the time.



Another map based on information supplied by the Marconi Wireless Company as it appeared in the London Daily Chronicle on April 17, 1912. Courtesy: Ships of the North Atlantic

Because there was so much unpredictable ship traffic, the control of the wireless transmissions was of key and critical importance. Later analyses of the hundreds of ships which were steaming from both directions near this heavily-traveled shipping lane would have revealed that the Titanic story was likely a total fabrication. But Marconi held the rights and censored the public's access to them.

As previously mentioned, insurance companies and underwriters should have been on the lookout for fraud involving such loss of wealth, cargo and people. These professional underwriters would have had to consider that there was foul play involved regarding Titanic's sudden and unexpected loss; therefore, I am not the first person to consider the possibility that somebody did plan her disappearance from the beginning. Such a supposition is not a "bad" angle to take, but a logical one based upon the known facts.

Just how did someone manage to open a 100-mile diameter hole in the middle of a sea lane between two industrialized continents? They didn't. They only made us think that they did, and here is the proof.

At the time the Titanic supposedly struck an iceberg, 11:40 PM Sunday Night, the vessel Mesaba was just 2 hours ahead and could have turned around. There was the lowly Californian with her cowardly skipper standing off just 5 to 10 miles away. There was the vessel Frankfurt which was the first vessel to answer Titanic's radio distress call indicating that she was much closer to the Titanic than the Carpathia and there were the mystery ships which were seen as well. At the same time the vessel Antillian was coming up from 60 miles behind, about 3 hours away (just barely far enough away to not have reached her before she sank). And there was the vessel Mount Temple. From this information alone it becomes apparent that the Titanic should have been able to receive aid from passing ships of one type or another, and it confirms that there was no 100-mile diameter circle surrounding the Titanic that was devoid of ships.

The rescue ship that Titanic's radio operators chose, the Carpathia, was approximately 58 nautical miles away when the Titanic sent out her distress call at 12:15 AM Monday morning. As you will see in the following discussion, this difference in time from when Titanic supposedly struck an iceberg, 11:40 PM Sunday, and the actual time when she sent her first official call for help, 12:15 AM Monday, which represents 35 minutes, is about the actual time difference between when the ship sank and when the Carpathia arrived. This information is difficult to accept especially when there are so many peculiar oddities about the sinking of the Titanic.

If you desire more information, *Ships of the North Atlantic*, an extensive piece of work put together by a Titanic researcher, documents that there were approximately 3,000 various ships that could have been in the 100-mile diameter area of the Atlantic Ocean on the night of Sunday from 11:40 PM until Monday at 2:20 AM April 14th and 15th.

3. Titanic's 3rd Class passengers and crew were not alerted to the fact the ship was sinking, until it was too late.

Under the laws of the British Board and Trade, for public health reasons there had to be steel gates separating steerage passengers from the other passengers, and they had to remain locked during the entire voyage to ensure that none of the 1st or 2nd Class passengers would be exposed to possible diseases. Back then steerage passengers were equated with emigrants, and emigrants were equated with disease and pestilence.



A movie depiction of the locked gates on the Titanic.
Courtesy: 20th Century Fox

It becomes apparent from these health stipulations that there was not much sympathy for 3rd Class citizens on board ships back in those times. The lack of this sympathy led to the following exchange between Senator Smith and 2nd Officer Lightoller during the first day of the U.S. Senate Investigative Hearings in New York when the obvious lack of concern for them hardly caused a ripple.

Here's a part of their exchange:

Senator Smith: "I ask you again, there must have been a great number of passengers and crew still on the boat, the part of the boat that was not submerged, probably on the high point, so far as possible, were they huddled together?"

2nd Officer Lightoller: "I could not say, sir. They did not seem to be. I could not say sir, I did not notice. There were a great many of them, I know, but as to what condition they were in, huddled or not, I do not know."

Now any legal person would say this is at best an improperly worded question. Then notice that Lightoller repeats “*I do not know*” three times. This indicates that he knew the real answer. But what is most troubling is the way Smith structured his question so that the last part of it would provide an answer that avoided the first question as to the actual number of people that were involved. The question “*were they huddled or not?*” was a strange thing to want to know as it indicates that Senator Smith wants some details of these people’s pains and suffering. A person accustomed to human suffering would ask such a question. Here are the next questions to Officer Lightoller:

Senator Smith: “Did they make any demonstration?”

2nd Officer Lightoller: “None.”

Senator Smith: “Was there any lamentation?”

2nd Officer Lightoller: “No, Sir. Not a sign of it.”

Senator Smith: “There must have been about 2000 people there on that part—the submerged part of the boat?”

2nd Officer Lightoller: “All the engineers and other men and many of the firemen were down below and never came on deck at all.”

Senator Smith: “They never came on deck?”

2nd Officer Lightoller: “No, Sir. They were never seen. That would reduce it by a great number.”

Senator Smith: “After this impact, did you hear any explosion of any kind?”

2nd Officer Lightoller: “None whatsoever, Sir.”

Senator Smith: “What would be the effect of water, at about freezing, on the boilers?”

Folks, can you believe what you just read? Did you notice that just when Senator Smith got 1st Officer Lightoller to admit that the below-decks people were never alerted he changed the subject to *explosions*, and then further deviates from the subject of 3rd Class passengers by questioning the

effects of freezing water? This could only have been done to get the admission over with, buried and forgotten.

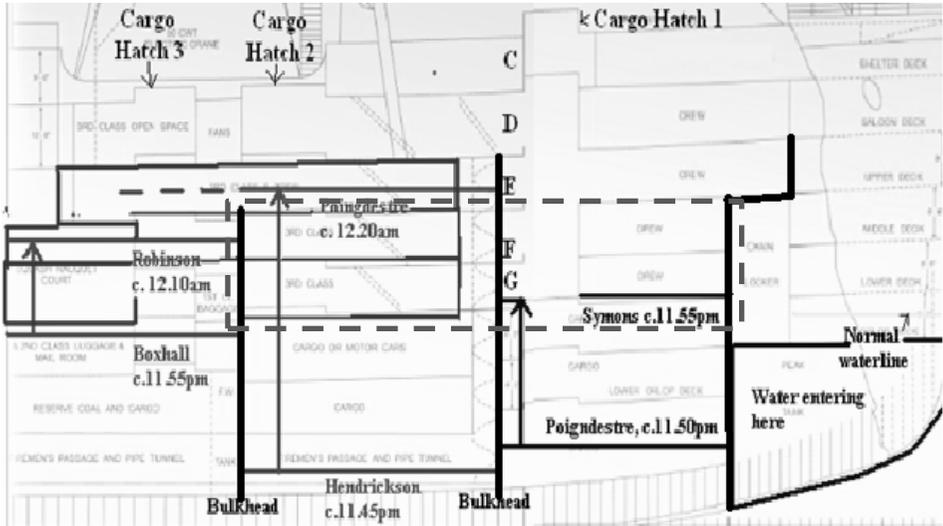
In the meantime, we are supposed to believe that the passengers all went down because they just ran out of time. How much time did they have? According to the testimony of J. Bruce Ismay during his conversation with Mr. Bell, the ship's chief engineer, right after he had been "awakened" by the "presumed" "collision" this is what they discussed:

"I asked if he thought the ship was seriously damaged and he said he thought that she was, but was quite satisfied that the pumps would keep up."

Here we get another venture into factual ambiguity; was the ship injured badly or not? One answer was "yes", the other was, "the pumps would keep up", which is a "no". The conversation does indicate that right after the initial "collision" there did not seem to be any danger of the ship sinking, and if the pumps could keep up, then even if she was sinking she would be sinking very slowly. So how was it possible for the ship to then go down so fast?

In a recent book, *Last Log of the Titanic* written by David G. Brown he claims that a timeline analysis he constructed from testimonies of surviving crew and passengers reveals that for the first two hours after the Titanic had supposedly struck a fatal blow there was no alarm or panic amongst officers and crew. What a mind-blowing revelation if that were true, because that would mean that from 11:50 PM Sunday night until 1:40 AM Monday morning the 3rd Class passengers and crew/staff who were locked down below had no knowledge that the ship was damaged and in danger of sinking.

If this were true, then the iceberg story is totally smashed. The story is smashed because the Working Crew berths and the 3rd Class berths were all in the bow. If the Titanic was really taking on water at her bow, and began to tilt down like they said, these people would have been doing everything possible to get noticed and get freed!!



Here is a drawing of Titanic's bow looking at it from the side. I drew a dashed line around the 3rd Class and Crew sections, just behind the second bulkhead and spiral staircase. They are on the Lower Deck and the Middle Deck. The Titanic could not have taken on much water before the 3rd Class passengers would have known there was a serious problem. Courtesy: Paulee.com

If Titanic was really sinking, her watertight doors would have been activated. In the bow sections of the Titanic, these watertight doors went higher than the other watertight doors, extending up to just one level below the top of the bow itself. This would have made aft transit from these compartments nearly impossible for any of the passengers in compartment 3, 4 and others. Crewmen as well as some 3rd Class males had quarters in the bow sections.

One can quickly see from the drawing that as soon as Titanic's bow began to pitch down, the living quarters in the first three compartments would have been flooded as soon as the ship was more than 1/4 flooded and that would equate to a maximum of 40 minutes. With no way to go fore and aft, as people became aware of the slosh of water, they would have done everything possible to make their way upward. And they would not have remained calm and loitering about the decks below!

The iceberg story has the Titanic going from a floating state to a sunken state in 2 hours and 40 minutes, or 160 minutes. During this time, she is supposedly sinking from an iceberg that has caused a hole in her hull that is from past estimates 10 to 20 square feet in size. Regardless, what damage was done would leave a hole that remained constant in size. Thus the rate of water coming aboard would have been constant. That would mean that within just 40 minutes the ship would have already been $\frac{1}{4}$ flooded. This would mean water was already coming over the top of the forward bulkhead.

However, according to Brown's research from testimonies of surviving passengers, many 3rd Class men were wandering along the lower hall while many 3rd Class women and families remained in the 3rd Class general room or dining room just before she went down. What did you just read!?

Let's be serious. The only way trapped crew and passengers could have been kept below, without many of the men going into a tumult to find an escape of any kind would be if the ship was not flooding. Perhaps the lingering theories about 3rd Class loitering about below decks up until the final moments before she sank, should be silenced once and for all.

More tragedy is coming into view one hundred years after the sinking. We now learn that on that fateful night, the Titanic sailing crew had oodles of time to alert the lower sections and start moving them up to the higher decks to safety and lifeboats, if that is what they had wanted to do. And if they had done that they could have gotten all the children and women aboard. And I think they really did do this. And that in reality these people who never could have been loitering about never were loitering about. They got put on other rescue boats, then they were shanghaied and sold as slaves.

The existing story tempts us to become incensed at the crass manner in which lives were lost then finding out later that by adding children to the lifeboats, these smaller occupants combined with the proper loading of them could have saved 50-75% more people than were saved by the bumbling crew. As you have read, that was certainly not the case. The facts reveal that the sailing crew gave very little time to those who were down below to

get aboard. 2nd Officer Lightoller even testified to the fact there was never a general alarm sounded. This is starting to sound more and more made up, isn't it?

As stated, the losses from 3rd Class and crew accounts for 81% of the total losses that were suffered. This confirms that preferential treatment was unlawfully given to the 1st and 2nd Class passengers on the night that all passengers were dependent on the available lifeboats for their safety. It thus became important that the testimonies be scripted to cover the unnecessary deaths of women and children, thus to avoid a myriad of wrongful death suites filed by grieving relatives.

The number of missing bodies, or ones never accounted for to this day is between 1,160 and 1,166 in total. Since these bodies were never found it was reported that the missing people were still inside the ship when she went down. This scenario is a total contradiction as it again does not fit the iceberg theory.

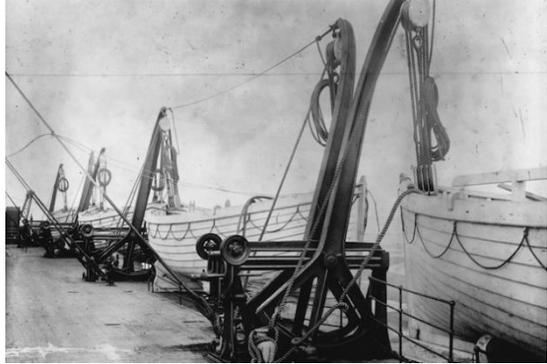
It doesn't fit the iceberg scenario because if the Titanic had really struck a large solid object, 3rd Class passengers and crewmen would have been alarmed by a jarring crash, watertight doors coming down, water rushing into the bow sections and kids screaming. They would have done everything possible to get up on deck. They would not have gone down trapped inside the hull.

You must ask, how could a professional lawyer, elected to the United States Senate, be so uneducated as to not notice such a colossal violation of the rights of its citizens? The Senate Disaster Hearings overall failed to produce important questions such as: *Where were the paternal instincts of every male officer onboard that night? Why were there no heroic attempts made by any of them to attempt to save the children and women who went down with the ship?*

The only explanation for the performance of the officers on board the Titanic that night is that these people never went down with this ship. They were removed and taken aboard another vessel before the Titanic was demolished. Or, all the members of Titanic's sailing crew were psychopathic killers who enjoyed drowning women and children. Which do you believe?

4. Titanic's crew released the lifeboats filled with mostly First and Second Class passengers before the 3rd Class passengers and crew were alerted.

Anybody who honestly considers themselves a true historian of the Titanic needs to be acquainted with the testimonies that were given at the hearings for it is in the records from these hearings that the entire case of the iceberg theory falls apart. In the process the story of the Titanic illustrates a much larger issue than just lack of lifeboats. It delineates the degree of preferential treatment that was given to the folks who had money.



Davits and lifeboats aboard Titanic.

Courtesy: the FW.com

Years after the Titanic sank more information became available such as the recorded loading of the lifeboats on the night she was lost. The records about the actual lifeboat loadings reveal that very few 3rd Class passengers ever found their way into the lifeboats. It reveals that all the lifeboats had been lowered and released from the ship before the 3rd Class was alerted to the fact the ship was sinking. This is where the solving of the Titanic sinking involves human injustice on a massive scale, and therefore this act must be further scrutinized.

The number of human losses that occurred is shocking, however, the tragedy gets much worse from the knowledge that 156 women and children never got near a lifeboat. Now that we know that most men in 1st and 2nd Class survived, these losses in women and children are impossible to justify. This part of the story about the Titanic is especially troubling since it has gone unnoticed and remains that way.

Passenger and Crew Survival Summary:

Total Passengers: 1300

Died: 812 Survived: 488 Survived: 37%

Total on Board: 2226

Died: 1523 Survived: 703 Survived: 32%

Passengers and Crew:

1 st Class:	319 passengers	120 lost	199 saved
2 nd Class:	272 passengers	155 lost	117 saved
3 rd Class:	709 passengers	537 lost	172 saved
Crew and Staff	918	703 lost	215 saved

Totals:	2218	1523 lost	712 saved
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It is a painfully obvious fact that the White Star Line staff was deferential to the 1st Class in all things; therefore, it was natural that the launching of the lifeboats would begin on the 1st Class decks. This is precisely what happened. The first six lifeboats launched contained only people from 1st Class. Overall, one half of all of Titanic's lifeboats were lowered into the sea containing only passengers from First Class plus 2 experienced crewmen who were put aboard as boatswains and rowers.

The total capacity of the combined total of lifeboats was rated at 65 adults per lifeboat but the rating was not necessarily a practical number. According to testimony provided at the British inquiry, a more realistic capacity for a lifeboat rated for 65 was closer to 50 except in the most favorable conditions. Yet on the night of the sinking, the sea was smooth and still, which did in fact equate to "most favorable conditions." This is another bothersome contradiction in the current *iceberg destroyed the Titanic* scenario. *The fact staring us in the face is that only 705 survivors out of a possible 1,178 that should have survived did survive.* This is only 60% of the total lifeboat capacity, and thus demonstrated a horrible failure by the sailing crew. But the true story gets even worse.

Most of the early-launched "1st Class" lifeboats were launched at less than half capacity. *The number of passengers in these cases was below what would have*

been a comfortable number to stabilize and row the vessel. This is more than incriminating evidence against 1st Officer Murdoch who was in charge of the starboard side where this occurred. What could have possibly accounted for such incompetence by the sailing crew unless they had been told ahead of time to perform in such a raucous manner?

The crewmen who loaded passengers on the port side were quite extreme in enforcing a "Women and Children only" policy. They not only refused to allow men to board, but in at least one case, physically removed men who had seated themselves. This was the side that 2nd Officer Lightoller supervised. However, procedures were very much different on the starboard side which was supervised by 1st Officer Murdoch. All the lifeboats launched from the starboard 1st Class deck had more men than women aboard. Whether they boarded after all the women were given a chance is not certain.

I'm sorry to have to mention that the disappearance of Murdoch, like Captain Smith, made for an easier explanation during the court proceedings, and as a result adds suspicion to his death as being faked like Captain Smith's and others. And still the story gets worse. The testimonies given by the surviving officers of the Titanic made it clear that Captain Smith and the chief officers of the Titanic knew before the first lifeboat was launched that the Titanic would sink, yet no one among the crew took measures to ensure that all boats were adequately filled. The decision to allow lifeboats to be launched at less than half capacity, even though it had become known that the Titanic would sink in a matter of hours, was made by Captain Smith. I can see why it was reported that Smith went down with the ship. These would have been some serious allegations to answer.

The issue of *women and children first* is often mentioned regarding the Titanic, and it was strictly adhered to on one side of the boat. But what was left out of the court hearings was the mention that the lifeboats were launched from the 1st Class decks first, the 2nd Class decks second, **and that there were no decks or lifeboats dedicated to the Third Class.** This is serious discrimination of common citizens that should never have been allowed.

Since the 1st Class suites, berths and social rooms were located principally on the center of the ship on decks A, B, and C, or more properly known as the Boat Deck, Promenade Deck and Bridge Deck, they had immediate or easy access to the Boat Deck where all the lifeboats were housed. Lifeboats numbered 1 through 8, the first to be launched, were in the fore of the ship, the 1st Class deck, where the numbers of survivors indicate that 1st Class Passengers utilized any lifeboat available without compunction.

2nd Class cabins were located on decks D and E with some on lower decks F and G. Where 2nd Class passengers were on the same deck as 1st Class passengers they were further aft. Some 2nd Class passengers would have had easy access through a stairway to the stern of the boat deck or 2nd Class deck, where lifeboats numbered 9 through 16 were located. There were no physical barriers separating 2nd Class passengers from entering the 1st Class section of the Boat Deck, only cultural ones.

Now let me contrast the difference between 1st and 2nd Class and the rest of the people on board the Titanic. Steerage passengers primarily had rooms on lower decks F and G, and no direct or immediate access to lifeboats on the boat deck. Most of the steerage passengers who survived supposedly did so only by reaching the last of the lifeboats that were launched.

There is contradictory evidence concerning the degree of physical restraint used to keep Steerage passengers from getting to the lifeboats. Colonel Archibald Gracie testified at the American inquiry that a "mass of humanity" from steerage poured up onto the boat deck only after all the boats had gone. (note: this again contradicts the "missing bodies" scenario which requires us to believe the people were still trapped below when she sank.)

In addition to the reports of gates being locked and passageways blocked by armed guards, testimony by at least one steerage passenger indicated there was no such restraint. The testimony of Annie Kelly, an Irish steerage passenger, revealed another startling procedure:

“the stewards not only did not wake the steerage passengers with an alarm, but told alarmed third class passenger who came up to the deck to go back down as there was no danger.”

Non-sailing crew members included trimmers, firemen, greasers, window cleaners, carpenters, mess men, engineers, stewards and stewardesses, bell boys, lift attendants, boots, baths, barbers, chefs, cooks, butchers, bakers, confectioners, platemen, scullions, a medical staff and a gymnasium instructor. Out of these, only a couple firemen were recruited as rowers on lifeboats. Result: of the non-sailing crew members, which totaled 38% of the people aboard the Titanic, only 25% of them survived.

There were 30 engineer and electrical engineers, and they all supposedly perished and were reported lost. The story is that they remained below until the end, and that their heroism is what kept the ship's steam plant and electrical system working. But we now know from the testimony of the steerage survivors that the Titanic was not sinking lower into the water during the period from 11:50PM until 1:50AM. Therefore, whether these were truly heroic people, and whether they were abandoned or got to escape or were sold as slaves, we do not know.

There were other members of Titanic's crew who were not employees of the White Star line. These included nine *Guarantee Group* members who were employees of the shipbuilder Harland and Wolff, and they were on board to familiarize the crew with the ship. Most this group, who were all men, were berthed in 1st Class, with just five in 2nd Class. This makes the *Guarantee Group* a major suspect in the destruction of the Titanic. It is impossible to believe that not one of these people survived (as a rescued passenger) since they were berthed in 1st Class and had access to lifeboats.

Personally, I believe this is the group that oversaw setting off the explosives that sent the Titanic to the bottom of the Atlantic in five major pieces. If any of the *Guarantee Group* members had “survived”, they would have lent a great deal of information about damage to the ship and the actual cause of her sinking. The fact that not one of them survived, and thus could not testify, did in fact make it a lot easier to short-change the investigation.

Additional non-White Star employees included eight musicians, two Marconi operators, five postal clerks and the nearly seventy members of the staff of the First Class *à la carte* restaurant. It was these non-White Star line crew members who had the worst rate of survival. The Marconi radio operators, Phillips and Bride, were of this group. Only Bride survived. His testimony later would confirm that he was not telling the truth.

The musicians who traveled in Second Class supposedly didn't get access to lifeboats either. Agreed, their story is truly touching; benevolent music-making humans playing their best music ever to help keep everyone calm up until the very last. They did all this even though they were moments away from drowning in icy black seawater themselves. It makes for a good story, but forgive me, it's too "good" of a story for me to believe it.

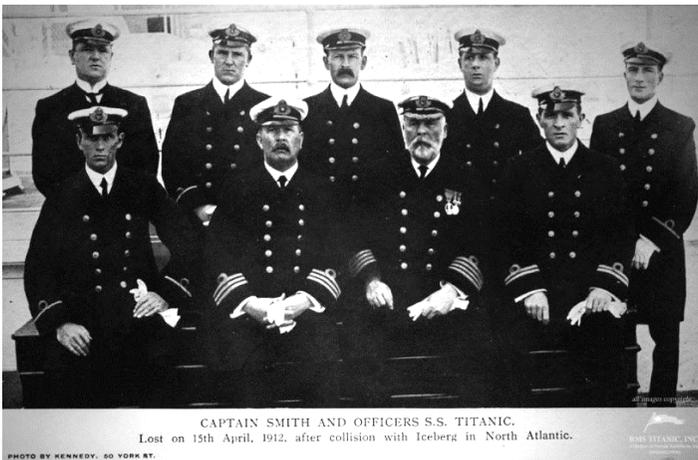
The public was given an image of them playing serenely right up until the end, but what could have been a better way to hide the actual plan from all the 3rd Class people who were being deliberately kept in the dark while the nobility was being rowed away. Could it be possible that the band played on during the late hours and into the morning so that everyone who chanced to hear their music would automatically assume everything was ok?

We've been told the reason the band perished was because they were men and men were not allowed into the lifeboats. But we now know that this was not the case. Who got places within the limited lifeboats was a matter of class; not gender, age or popularity, and the band travelled in 2nd Class.

Remember, according to the ruling of the British Board of Trade the Titanic initially suffered damage to her first five forward compartments. Only by puncturing the first five compartments could water have gone over the tops of the watertight bulkheads spreading to all the other compartments. The fifth watertight compartment back from the bow contained Boiler Room No. 6. Therefore, the boilers in Boiler Room 6 would have been subjected to cold water within minutes of the supposed flooding of the first five compartments.

This is why I don't believe that Titanic's steam engineers stayed to the end because they were willing to stay below extra minutes to keep the steam generators working. This is completely impossible as the electrical generator sets would have been underwater within 80 minutes, when the Titanic was supposedly half way down. This appears to be another story designed to touch our hearts but throw us off the real path toward the truth.

5. Titanic's officers allowed 50% of the children on board to perish but managed to save 73% of their own sailing crew.



Captain Smith and the sailing crew of the RMS Titanic. Photo by Kennedy of York Street

The "*Women and children only*" rule was applied only on the port side of the ship. There were 112 children aboard the Titanic, 56 of them perished, meaning that only 50% of the children were saved. There were 61 males that made up the sailing crew of Titanic. Of these 15 perished meaning that 73% of the sailing crew was saved.

The only child in First Class to go down with the ship was Lorraine Allison. This happened when the Allison family of two parents and two children, Lorraine and her baby brother, refused to leave in a lifeboat because they could not find their infant son. Unfortunately, they did not know that their nurse had already taken the baby on an earlier lifeboat. As

a result, the rest of his family ended up in the same situation as the 3rd Class passengers and staff. Children from 2nd Class were the only members of a group to have a 100% survival rate.

Numerous members of the sailing crew were “recruited” on the scene to take charge of lifeboats, and others were supposedly put aboard to serve as rowers. But this hardly seems worthy justification for why so many of them survived, when so many women and children did not ever get a chance to get near a lifeboat. The ocean was calm and the skies were clear. Their bumbling, inefficient handling of the lifeboats appears to us to be despicable. I believe it was scripted testimony to lure the public into thinking emotionally, not rationally.

It may have been the duty of the captain to go down with the ship, but that was certainly not true for the other officers and sailing crew. Only 34% of the children in Steerage survived, and there were no charges ever brought against these surviving men, neither the surviving company, nor the surviving shipping monopoly. There was no justice, but at least we know more of the truth and the fact that there were no heroics from the sailing crew nor the 1st and 2nd Class men on board the Titanic that night.

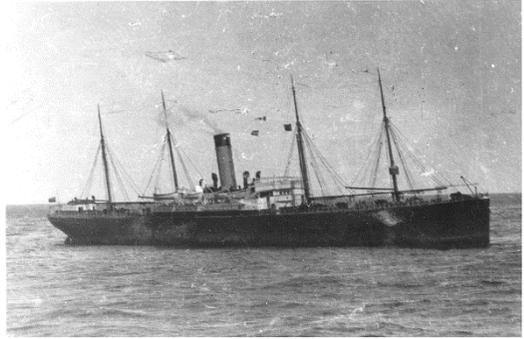
6. The sinking of the Titanic was witnessed by a nearby vessel from start to finish that refused to come to her aid.

On the night of the sinking of the Titanic in which 1,523 lives were lost, a vessel that was within just 5 to 10 miles sat and did nothing while a vessel that was 58 miles away came steaming at full speed to reach her as fast as possible. How did this obvious contradiction and violation of the rules of the sea ever get through the courts of both the United States and Great Britain?

The rescue vessel Carpathia was able to speed toward the Titanic at 20 plus knots, but the witness vessel Californian did not even attempt to crawl to her aid. This part of the Titanic story deserves its own chapter or book to adequately describe all the implications about this vessel and the captain of the Californian. I only discuss it here briefly because it is one of

the 21 unexplained contradictions in the Titanic iceberg theory. In Chapter 19 there is a more thorough analysis.

The presence of the Californian lying 5 to 10 miles from the Titanic's position was documented from surviving eye witnesses from both ships given under oath at the Disaster Hearings held in the U.S. and later



The S.S. Californian at anchor, arriving or departing, approximately 1912. Courtesy: Wikipedia.

in Great Britain by the British Board and Trade. This is not some theory. This is a proven fact and was admitted to by the captain of the Californian himself, a man with the last name, of all the possible choices: Lord.

Why was another vessel watching the whole sinking the whole time? This hardly sounds like the actions of the Lord. Was this somehow scripted into an already unbelievable story as an anti-Christian metaphor; in this case a captain fails to aid people in distress, meaning the lord will not aid mankind when he's in distress?

Why did the Californian, which was only five to ten miles away, fail to respond even when Californian's crew watched the Titanic go lower in the water. At this point Titanic's crew were sending white rockets up into the sky from her bow (according to testimony of the crew of the Californian). Why did they use white rockets instead of red?

The story gets worse; why were they unable to read the Titanic via Morse lamp on a night when the visibility was good and the seas were calm? And why did they not attempt to motor their vessel toward them? Something is not right with this story.

Captain Lord performed criminally regarding the basic laws of the seas, which is to *assist whenever such assistance is needed*, when at the same time, he could have been the hero of the North Atlantic. How could he turn down the captain's laws of the sea; How could he resist the temptation to become well known as a hero? The only possible explanation for such a blatant disregard of responsibility and ego is that he had specific orders to do just what he did.

CHAPTER 16

Crew Errors that Transcend Stupidity

“How far away was this black mass when you first saw it?” **Senator Smith**

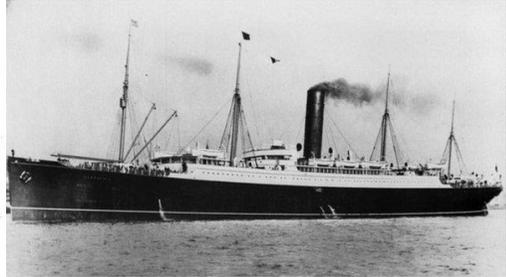
“I have no idea, Sir.” **Frederick Fleet**

IN THIS CHAPTER the actions of the sailing crew and how they deviated from normal human behavior is discussed. They surrendered their seamanship training and ignored their responsibilities. It was from the actions with regard to the 3rd Class and Crew that such tragic consequences resulted. In every case their actions broke normal protocol. Let's look at some of their stupidity: so stupid it had to have been planned:

7. The Titanic was preceded by the French passenger liner, Niagara, which was three nights ahead and on the same course. She supposedly struck an iceberg on the same night that Titanic departed from Belfast.

Well so the story goes today. Hold on, it's a strange one indeed. According to today's version this ship struck an iceberg head-on at full speed, injuring many passengers amidst smashed tables, chairs and dishes. What I found bizarre about the incident was the realization that the supposed collision had occurred in the same ice field that the Titanic was to go steaming into at full speed just three nights later.

Adding to the confusion in this story was the fact that the Niagara made port on her own and all passengers survived. What is most wrong with this odd Titanic-related story is, however, the fact it was not brought up at the disaster hearings. If this story had been brought up during the United States disaster hearings, it would have raised more than eyebrows.



Above left: the ship that supposedly struck the iceberg, the original RMS *Niagara* (from drawing). She was built for the Cunard Line and launched August 1847. Note the ship to the right, was also named the RMS *Niagara*. She was launched in August 1912, just months **after the Titanic had been sunk**.

It's strange that they named this new ship *Niagara*, there was already and still a *Niagara* plying the seas. The newer ship did not strike an iceberg. However, thanks to a "naming" slight-of-hand, the public assumes this is the ship that did. Note, the actual Niagara that supposedly struck the iceberg just before the Titanic had no resemblance to the Titanic! Courtesy: Cunard Steamship Fleet 1849.

Let's consider the mathematical probability. No ship ever and no ship since had struck an iceberg in this same location. Yet we are to believe, that just by coincidence, these two vessels did in fact strike an iceberg in the same location, and only three days apart. Now look at the glaring contradiction! In the case of the French vessel, she strikes it head on. Initially, there is a sudden impact which is strong enough to hurl passengers and severely damage the bow. Yet this ship stays afloat and even manages to make it into port on her own. Let's summarize the story again:

The Niagara strikes an iceberg on April 11th, the same day the Titanic leaves port on her maiden voyage. Much damage is done and many people are hurt, but she manages to steam on and make port. Three days later the Titanic just barely strikes an iceberg. She receives such catastrophic damage she is sent to the bottom in just 2 hours and 40 minutes.

Yes, I can see why this story was not brought up at the hearings; it would have made explaining how the Titanic **accidentally hit an iceberg** almost impossible. If the two supposed iceberg collisions really occurred in the same place, since the odds of this happening to two passenger liners just three days apart is barely above zero, they are without a doubt related by more than coincidence. But what could have been the purpose or reason?

Is it just possible that the reason the Niagara struck *this* iceberg just three days before the Titanic struck *an* iceberg, was because some “evidence” of *an iceberg collision* had to first be implanted in the public’s mind before triggering the actual event? Since the actual sinking would be sudden and tragic news, Niagara’s news would back up the claim of the Titanic having hit an iceberg.

But who is devious enough to know and thus plan a pre-conditioning event that is so crucial to the public’s acceptance of the story when it breaks? It does seem to be a bit of a stretch that someone had enough influence to get the Niagara to go crashing straight into a large object out on the high seas deliberately. But perhaps it’s time for a reality check. Perhaps the public has been “had” on this report as well. Perhaps the collision of the Niagara with an iceberg as reported by the press did not really happen as they reported it. Since the Niagara iceberg happened just three days prior to the Titanic iceberg the public had no time to sort out Niagara’s encounter as being fiction or truth.

I did some further research into the story and found that there are absolutely no pictures of the damaged bow of this ship anywhere on the internet. This strikes me as very odd. What I did find out is that the Niagara was supposedly in dense fog at the time and that the captain had slowed down before they rammmed into the iceberg. This makes it sound more like a planned event; one that would look good in the newspapers the next morning, but not have really caused catastrophic damage to the ship or passengers.

From what I can find about the Niagara, when she first struck the iceberg there was an SOS sent out by the captain that the ship was sinking. Later it was claimed that the crew were able to make necessary repairs to

leaks and thus resume course. That's why it bothers me that there are no pictures of her damaged bow. Agree with me or not, the Niagara incident did indeed implant a vision into the minds of normal citizens of icebergs floating around the North Atlantic, which could now loom out of nowhere and into a plausible disaster.

Is the deliberate setting of this scenario a far stretch? Two ships hitting virtually the same iceberg within three days of each other due to a coincidence is an even further stretch. In truth the setting up of the scene to properly influence the minds of human beings is the most important component in a successful false flag or cover-up. You can read all about such tactics in books that document the covert affairs of the CIA, Mossad, KGB, Freemasons, Jesuits, Illuminati, etc. and how fascist propaganda has been used and spread for the mind conditioning of citizens. The Nazis are famous in this regard. You may recall the list of propaganda techniques that were used such as *"if you tell the people a story enough times, eventually they will believe it"*. And this is because the fact is, once we've heard a bizarre story once it's easier to believe it the second time.

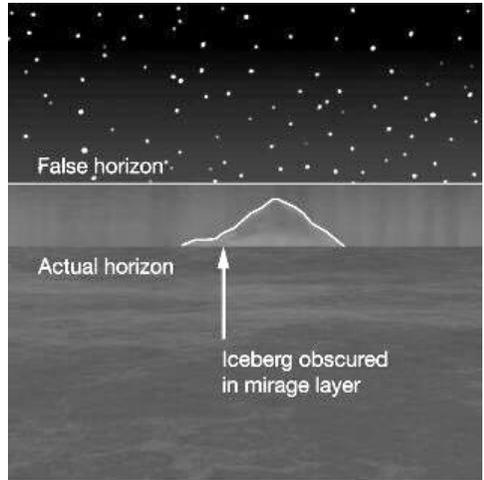
The Niagara iceberg delivered the "proper scene" for the proper depiction in spades. For us it was the wrong scene, and thus we got led off in the totally wrong direction. Coincidental or pre-planned, people were indeed alerted to the possibility of icebergs in the North Atlantic, when they first heard of Titanic's iceberg collision, Monday afternoon, April 15, 1912. If the press gets the majority of the population, that's all that matters. Consensus will prevail. From the false news to the workplaces and schools, the iceberg story took root.

Whether the Niagara iceberg incident was a fiction or a truth would not really have mattered. Her story had already opened up the iceberg arena, paving the way toward blaming another accident on another iceberg. In 1912 it had been a long time, from back in 1886, since any ship had been seriously injured from hitting an iceberg. Thusly, at a bare minimum, the Niagara incident served to establish the fact that there was a sizeable iceberg at the very place the Titanic supposedly struck and foundered. As it turned out in the courtrooms later, this was to be the cornerstone in the "iceberg-sunk-the-Titanic scenario".

One final note on this: The state of world affairs back in the times of the Titanic tragedy were anything but docile. In 1912 Bulgaria, Greece and Serbia were getting ready to declare war on Turkey. The United States invaded Nicaragua and put troops in Cuba. Powerful militarized nations like Russia, Germany, Italy and Great Britain were posturing themselves for war. Consider that if the public had heard from out-of-the-blue that the unsinkable Titanic had gone down from hitting an iceberg, discerning citizens at the time might have thought: *“Oh come now! This is an obvious cover-up story. That ship must have been torpedoed or mined, to have gone down so fast!”*

8. Titanic’s officers placed a man on watch who was known to have poor eyesight.

When I first ran across this story about how one of the watchmen was known to have poor eyesight, I thought that somebody had honestly attempted to find an explanation as to why the Titanic ran into an iceberg. This aspect of the Titanic story is indeed difficult to explain, since always during Titanic’s crossing there were a minimum of four trained seamen stationed on watch looking specifically for icebergs.



One of the best stories of all time; four trained men failed to see a mountain of ice because a hazy layer hung over the sea surface giving them a false horizon, all the way up to a few hundred yards away! Courtesy: Quora.com

After a bit of digging it became apparent that this story is not only flimsy but non-relevant to the supposed iceberg collision and was most likely an attempt to throw people off the real course. The lookout in question this eventful night was Frederick Fleet. It was found by historians writing about the case that Fleet had not received an eye exam for five years. That’s all there is to the story itself.

The *poor eyesight story* is another Titanic contradiction that is hard to swallow, since we are again asked to accept colossal incompetence from the leadership of the Titanic crew. Since neither Captain Edward J. Smith nor 1st Officer William M. Murdoch survived the sinking, or should I say that neither one was willing to show up to answer questions in the courtrooms, we have been coerced into the acceptance of additional human incompetence as the reasons for Titanic's sinking.

There were four men on watch. Lookouts did not normally use binoculars in those days. The naked eye worked the best in low light conditions. These are pertinent parts to the Titanic mystery, not whether they had binoculars. Frederick Fleet could see just fine, in fact well enough to help direct the Titanic within yards of an iceberg without hitting it.

9. Titanic's crew did not heed ice warnings, before and right up to the accident.

On the night of April 14, 1912 there were 2,226 people on board the Titanic. Now, on this particular night as the story goes, if ever there was an epic case of the blind leading the blind on this planet, this would serve as the primary example. The number of ice warnings that the Titanic received before her fateful demise delineates a story of such extreme foolhardiness that just this information should have destroyed the story that was proposed, settled upon and promoted.

The ice warnings, received by the Titanic radio operators on Sunday April 14, 1912, are presented below, along with some other noteworthy elements of the accepted story:

9:00 AM vessel Caronia (Cunard Liner) reports an ice field studded with icebergs, 60 miles long and directly in Titanic's path. She sends an ice warning. Titanic receives it.

11:50 AM vessel Noordam (Dutch Ship) reports ice at about the same spot as the Caronia reported. Titanic receives it.

01:50 PM vessel Baltic reports ice 250 miles ahead of the Titanic. Titanic receives message.

TITANIC AND HINDENBURG

02:00 PM vessel Amerika (German Liner) reports a large iceberg. Titanic receives.

06:00 PM Captain Smith changes Titanic's route, slightly to the south and west.

07:30 PM Captain Smith attends dinner.

07:35 PM vessel Californian (freighter) sends ice warning. Titanic receives. The Californian is traveling the same path as the Titanic and reports three large icebergs.

09:40 PM Just before Captain Smith retires to bed: vessel Mesaba reports that an ice field with large icebergs is just in front of the Titanic on her current heading at 42-25 North, 50-14 West.

11:00 PM vessel Californian has stopped in the ice field 20 miles ahead of the Titanic. Californian's radio operator, Cyril Evans, sends a message to the Titanic but is told to stop transmitting to them because he broke radio protocol. Smith never receives the message.

11:35 PM vessel Californian. Cyril Evans puts down his head phones and retires for the night. There is no other radio operator on board the Californian. Titanic is headed straight for an iceberg.

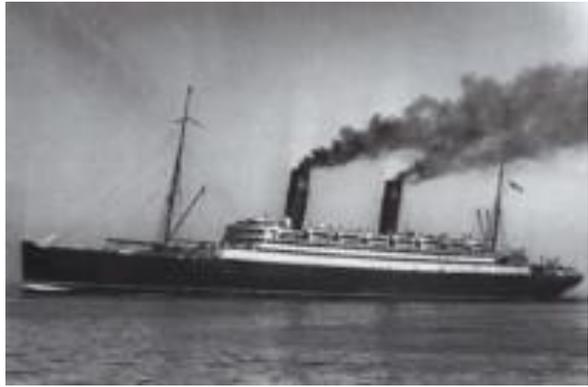
11:40 PM Titanic supposedly strikes an iceberg at 42-25 North, 50-14 West.

12:00 Midnight Titanic begins sending distress signals. The vessel Frankfurt responds that they are just 3 hours away. Instead, the Titanic's wireless operators respond back to not interfere with further radio transmissions.

12:05 vessel Carpathia contacts the Titanic. They are further away than the Frankfurt but the radio operators make the decision to place all their rescue hopes on a ship that is over 5 hours away.

There is no rational reason to select quality men, train them for years under actual conditions, test them for competence, reward them with advancement into higher ranks if they are allowed to totally break protocol and not perform their jobs when the time comes for them to perform them. How did so many professional servicemen ignore the most important part of their duty: "avoid icebergs"?

How could the sailing crew have had such a cavalier attitude on board a brand-spanking-new ship that was carrying some of the richest and most powerful people in the world? Such passengers would not have been the least cavalier when they found out that a bunch of idiots were so totally incompetent as to steam directly into an iceberg that the ship had been warned about beforehand and repeatedly. Yet that is what happened. The trained men aboard the Titanic managed to drop the ball at every key moment when they were needed the most?



The RMS Caronia, 1904. Another Cunard liner that sent Titanic an ice report that was disregarded. Courtesy: Wikipedia

Let's go back. Dropping the ball was nothing new to the captain of the Titanic. He was the highest paid Captain in the White Star Line, yet he had previously run three ships aground that he had skippered in the past. Recently he had caused a collision involving the brand new older sister, Olympic, with a naval vessel. This resulted in much damage to the Olympic, and has in fact spurred other rumors that Titanic may have even been switched with Olympic and sunk deliberately because there was so much damage they couldn't afford to fix her. Perhaps a more accurate assessment as to why Smith was so highly paid and put in charge of a brand-new ocean liner was because he was the person most closely connected to the corporate heads and banksters and would do whatever they asked. His performance history proves beyond a shadow of doubt that he was not captain of the Titanic because he was extra careful and the most capable.

The story about not heeding all the iceberg warnings illustrates such crew arrogance that it is difficult to believe. This is just the emotional reaction they had hoped for because the actual events never happened this way. The Titanic officers did receive ice warnings and they did not ignore

these ice warnings. What transpired was that the Titanic officers received the coordinates of known icebergs and proceeded straight toward them.

The truth is these men who were in charge of the Titanic had to perform this way since they had been given specific orders to get the Titanic to the known coordinates of a confirmed iceberg at just the right time. That time turned out to be 11:40 PM: just before midnight and a 22-minute clock adjustment.

There was indeed a very small window of time in which to sink such a large ship. They had to keep the Titanic far enough away from all the other ships crossing the Atlantic at the same time, in addition to preventing any ships along the route from reaching her before she sank. It would have had to be a precision plan. They would have needed to be at a specific point at a specified time. You will learn that it was a precision plan and the Californian provided the perfect coordinates.

10. The Titanic Officers let their ship strike an iceberg at nearly the exact coordinates given by the vessel Mesaba just two hours beforehand.

As noted in the list of ice warnings that were ignored, one of them came in at 9:40 PM just before Captain Smith supposedly retired to bed. It was from the vessel Mesaba and stated that there was an ice field containing large icebergs just in front of the Titanic on her current heading. The Mesaba transmitted the coordinates of the icebergs at 42-25 North, 50-14 West. What better information can you get than that, if you were looking to avoid hitting an iceberg?

According to the testimony at the Titanic Disaster Hearings held in the U.S., Captain Smith did not get Mesaba's 9:40 message. This is the message made famous in the 1997 "Titanic" movie, when the small piece of paper it was written on was supposedly handed to J. Bruce Ismay, president of White Star Lines, who proceeded to place it in his coat pocket and forget about it. The scene makes us believe that an entire passenger ship could end up a total loss because of one sleazy move; a piece of paper being crumpled up, stuffed and forgotten about. They made us think he was

responsible for his poorly calculated “gamble” that they would somehow steam on to reach New York the evening before schedule. It made for a good story with a bad “bad” guy, but was in reality an impossibility! Titanic could never have made it to New York a day early. They were already way too far behind and in actuality this is a glaring contradiction in the story.

Instead of attempting to depict the truth, the movie leads us to believe that J. Bruce Ismay, a privileged 1st Class person with his own separate suite on the upper deck, did not tell anyone else aboard the ship because he was interested in setting a transatlantic speed record. We are asked to believe that he did not even bother to drop in on the officers at the helm at the time and ask them if they were headed toward this coordinate. The problem is this would mean that Ismay was not the least bit concerned about his other rich friends in 1st Class, and their women and children traveling with them, nor did he worry about his own life being in danger.

One of his guests aboard was John Jacob Aster IV, then the richest man in the United States. This was a powerful person who could crush him publicly and financially in retaliation for being injured or his life jeopardized. Do you think that Ismay, a man rich with royalty from day one, was willing to risk everything on getting to New York a day early? Forget about it. At this juncture in the journey, the Titanic was already so far off the record pace set by the faster and more powerful Cunard Liners, there was no chance of her making it. Ismay even testified to this fact during his testimony at the hearings.

What about the notion that Captain Smith did get the message but was hesitant about slowing down or changing course which would alarm some passengers, as has been implied? This is not a valid excuse for the simple reason there would have been no cause for alarm if he had simply dropped by the bridge to make sure that they were not heading directly for this coordinate. If they were heading for this coordinate, he could have then said to alter course a bit to steer around it. This action would not have alarmed anyone.

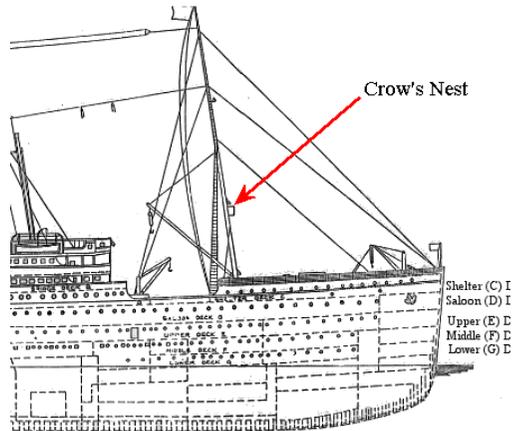
The public has been led to believe that Ismay ignored a message that definitively confirmed the ship was in grave danger, even though this

information, in and of itself, would have left him anxious and worried. But during his testimony at the hearings he stated he had retired and gone to bed on the fateful night of April 14th, 1912. This can only mean he was obviously not worried, and the only way he would not have been worried was if he had known at the time the Titanic would not be running into an iceberg.

This is recorded “factual” testimony. The Titanic did supposedly strike an iceberg that was at the exact coordinates give just two hours before by the vessel Mesaba. Therefore, whoever was steering the Titanic on the evening of Sunday April 14th made sure they arrived at the place where there was a known iceberg.

11. The Titanic’s officers and watchmen did not see the iceberg, even though it was a clear and cloudless night and the sea was calm.

As I have pointed out in earlier chapters, we must remember that the four Titanic crewmen who were in charge of spotting icebergs during the night of April 14th were experienced seamen, and that they were trained to perform specific and crucial functions for the safe operation of the ship. Job one was to not hit an iceberg.



Titanic’s forward mast and crow’s nest.
 Courtesy: Titanic Inquiry Project

Most of our attention has been directed toward the two men who were in Titanic’s crow’s nest at 11:40 PM on the night of April 14th 1912. More than coincidentally, both survived their demonstration of the worst performance by a pair of lookouts in the history of commercial seamanship. Of further interest, neither survived the post rescue trauma of their ordeal.

One of the lookouts, Frederick Fleet, after many years of suffering flashback memories of the debacle, committed suicide 30 years after retiring from the White Star Line. This could have been a result of extreme remorse. More likely, Fleet's death was not a suicide at all but a cover-up of his murder. Perhaps he was getting ready to talk.

Reginald Lee, the other lookout, was to suffer a premature death at the age of 43, just one year and four months following the Titanic disaster. A post-mortem "revealed" that he had an enlarged heart and died of heart failure following pneumonia and pleurisy. He was found dead, face down and partially dressed.

Under normal protocol, while underway and at sea, there should never have been a time during Titanic's attempted passage to New York when the safety of the ship, passengers and crew would be in the hands of just two people. However, according to the sworn testimonies heard at the disaster hearings in both the United States and Great Britain, this did in fact happen at 11:40 PM on the night of April 14th. It happened just at the moment when the two lookouts stationed on Titanic's bridge, Quartermasters Alfred Olliver and Robert Hitchens, were engaged in a shift change (Olliver) and a compass reading (Hutchens). Both just happened to be temporarily "tied up" at the precise moment the ship arrived within 1,000 yards of a mountain of ice! So, neither trained watchman on the bridge was watching.

What about the two men closer to the bow of the boat who were in the crow's nest? According to their testimonies both crow's nest lookouts were at this same moment engaged in some kind of mental lapse. This mental lapse was the result of them attempting to decipher a "black mass" from a pocket of "haze", so they somehow missed seeing it too.

Can you believe what you just read? Four trained lookouts, specifically charged with the protection of the liner, all dropped their duties and responsibilities at the same time the Titanic supposedly rammed into a huge solid white object on a clear and starry night? Sure. Frederick Fleet and Reginald Lee were paid lookouts for the White Star Line. Their failure to see a large object right where they were supposed to be looking, right at

the moment the two Quartermasters were not looking wouldn't fly on a tramp steamer much less the Titanic. A bus driver is paid to drive a bus. Bus drivers almost never have accidents. Fleet and Lee were two persons paid money to be professional lookouts aboard a luxury passenger ship. Both completely failed.

The testimonies of the four bumbling officers and lookouts should have been cross examined and re-examined during the inquiry. And this in fact did happen when the British Board and Trade hearings were held shortly after the ones in New York. It was then that Lord Mersey of the Wreck Commission in Great Britain repeatedly pointed out this incredible blunder and discrepancy in Titanic's watch protocol. Unfortunately, it was mostly for show. Although some harsh words were spoken during Mersey's testimony, not much happened after that. None of the courtroom people were willing to consider the possibility that the iceberg story could in fact be a cover for a much more likely scenario, like the Titanic was deliberately scuttled to collect insurance. Instead what followed were more procedures to further whitewash the case, leaving the lookout mystery a controversial unsolved part of story.

How could four men fail an entire ship, its crew and passengers during the maiden voyage of the grandest mechanical invention of all time? Since when have lookouts ever been allowed to fail? When is it ok to let a ship with passengers ram into a large object while out in the middle of an ocean? Fleet, Lee, Olliver and Hitchens not only ALL SURVIVED THE SINKING, they got off without any charges or reprimands!

Quartermaster Olliver managed to escape in lifeboat #5 and was never to go to sea again. Quartermaster Hitchens also survived the sinking and later moved to South Africa where he lived for the rest of his life. These seem like dramatic career changes for two men who supposedly had an excuse for their lack of attention during what was labeled as an accident.

Fuzzying the Visibility Factor

To mask and obscure this glaring paradox in the iceberg story, there has intentionally been a great deal of controversy concerning what kind of visibility these forward watchmen had as they were steaming toward an ice

field at 11:40 PM on a night that was clear and cloudless with calm seas. Both Fleet and Lee agreed that it was a clear and starlit night, and there never was any mention of fog, sleet or rain being present which could have significantly reduced their visibility. Instead, the controversy would be diverted using the term “haze”. Just a side note, in 1995 JFK Jr.’s plane was supposedly lost because of “haze”.

More problems with the story persist. In New York at the U.S. Senate Hearings, Frederick Fleet described the iceberg as a “black mass”. When he got back to Great Britain he testified that it was “haze” in



Frederick Fleet, left. At right is Reginald Lee. Courtesy: Wikipedia and Titanic Universe. When the senior officers of the Titanic began filling lifeboats, they asked crew members to take command of each small vessel. Both Frederick Fleet and Reginald Lee were asked to help with the rowing situation. Lee was put in charge of lifeboats **number 13**, which was lowered down the side of the sinking ship around **1:30** in the morning. Once the survivors were rescued by the Carpathia, and taken to New York City, Reginald Lee testified at the inquiry about the Titanic that the Board of Trade had, but Lee’s health was not that great. Reginald Robinson Lee died on August 6, 1913 from pneumonia at the age of 41.

front of the ship. His earlier “black mass” description given in New York had completely disappeared. What had caused his story to undergo such a transformation? Here was another serious contradiction in Fleet’s testimony. Why was Frederick Fleet able to change his story regarding the demise of the most modern ship in history without being put in irons instead?

From the testimony of a survivor who was on the bridge of the Titanic, we know that 1st Officer William M. Murdoch had received orders from Captain Smith to call him immediately if they encountered any “haze”. This tells us that the captain was concerned about their speed, if in fact, the Titanic did encounter conditions that would reduce their visibility. Therefore, it follows that Murdoch would have contacted the captain if there had in fact been “haze”? But Murdoch did not alert the captain to haze. This only serves to document that there was no haze.

And there’s more conflicting testimony involving Fleet. When both Fleet and Lee testified in Great Britain at the Wreck Commission, they had a total disagreement on when there was an ice warning sent to the bridge. Lee flat out contradicted Fleet when he stated the first and only message sent to the bridge regarding the iceberg was the one sent just seconds before impact.

Fleet had tried to imply that he had warned Murdoch of haze beforehand, as if to make it appear that he had given him an iceberg warning that was not heeded by Murdoch, when in fact it had never been given. Does it make sense that two men in one small lookout station, both looking ahead, would disagree about what took place if it really took place? Something is wrong here. Fleet was obviously attempting to entangle Lee in the “haze” theory hoping the added ambiguity would help muddle the case.

More questionable testimony from the lookouts:

Both Fleet and Lee testified that the vessel Californian was not visible from the crow’s nest of the Titanic as they were nearing the area where they supposedly struck the iceberg and came to a stop. This is conflicting and misleading testimony, since the men on the Californian testified that they had no trouble spotting the Titanic from their own ship. This part of the story clearly illustrates that the testimonies of Fleet and Lee are contrived lies.

This is what supposedly happened to the Titanic at 11:40 PM on the night of April 14, 1912: Two paid professional lookouts, on duty and

forward in the crow's nest, saw an iceberg just as they were upon it. The two Quartermasters, two paid officers on duty and responsible for watching for icebergs at the time, were in the process of attending the ship's compass and were exchanging shifts. At the hearings, they testified they were not watching the forward seas at the time either.

Just reread their story once and try to picture what this story asks us to believe: A mountainous-sized object literally appeared from nowhere right in front of the Titanic! Unfortunately, the only way this scenario could be true is if we accept their claim that there was no time period between viewing clear and wide open ocean ahead and having an iceberg suddenly appear right in front of their ship.

I can see that this might be possible with just one guy as watchmen who was dosing off. But for four separate, trained paid professionals, charged with the protection of the ship to not look over their shoulders or even take a glance at the horizon during the tens of minutes leading up to the supposed collision is impossible to believe. These explanations should never have been allowed to fly in the hearings which followed.

Question: How Did the Vessel Mesaba See the Iceberg?

Let's backtrack a bit to the report by the vessel Mesaba which was just two hours ahead of the Titanic, on the same route as the Titanic, and going approximately the same speed. We must ask ourselves, just how close did this vessel have to come to this iceberg, for them to see and confirm it? Did they have a "near miss" with this same iceberg before they spotted it?

There are no reports that they did. That would have meant that they came within roughly a thousand yards of hitting it. But, if they had come this close to see it themselves they would have been in fog and they would have reported fog to the Titanic and been forced to slow down. There is no evidence that the Mesaba ever slowed down, nor had a close encounter with this iceberg.

More: Forgotten facts from Titanic's sea trials

Here's some more interesting and pertinent information. The Titanic had been tested in a panic stop situation during her sea trials and performed much better than you might have expected. During this test, as the vessel was proceeding along at 20 knots, Captain Smith ordered full astern with absolutely no warning beforehand. This command was relayed down to the engine room, where first steam had to be vented, the engine briefly stopped, and then re-started in reverse. From a speed of 20 knots, from the moment the command was given until the point where the Titanic came to a complete stop, was just 850 yards!

This is mind-blowing information since on the night of the tragedy, the Titanic was steaming just a bit faster at about 22.5 knots. They would have been able to come to a stop in a little over 1,000 yards. This left plenty of room for Titanic's crew to simply reverse engines and avoid a collision if they had been within ten football field lengths of the mountainous white object.

Normally at night on a calm ocean the watchmen could spot icebergs from 5 miles or 8,800 yards. Considering a worst-case scenario, in which the Titanic's watchmen are totally caught off guard when an iceberg looms up and is dead ahead of their course, reversing engines would have saved the ship from any major damage. Remember, they had to have at least a mile or 1,760 yards of visibility to even consider steaming along at 20 plus knots with a ship loaded with passengers.

If the vessel Mesaba had in fact been in a situation where the visibility was reduced to 1,000 yards, which is a little more than ½ mile, would they have been speeding through there at top speed? No way. This indicates that the distance of visibility on this night was much greater than 1,000 yards, and likely in the 5 to 10-mile range as reported by witnesses from the Californian, which would be 8,800 to 18,000 yards.

If the visibility was such a short distance, then the likelihood of a ship ever spotting an iceberg goes down, not up. But the Titanic had received many ice reports. These ice reports that they received on the day leading up

to the supposed collision indicate that the other vessels did in fact have excellent visibility.

Cover-up explanations?

Since being enlightened to the Titanic's stopping ability, I checked with Wikipedia out of curiosity for the possibility that they might state that the watchmen had visibility of less than 1,000 yards to fit the rest of the currently-accepted story. I reasoned that if Wikipedia reported the distance as being greater than 1,000 yards, there would be an obvious conflict in the accepted story because of Titanic's stopping power. True to my guess, Wikipedia states that the Titanic's watchmen had visibility of only 100 to 250 feet. I couldn't believe what I was reading; it's so ludicrous.

Such poor visibility could only be the result of dense fog. No captain on earth would attempt to move an ocean liner through fog above 5 knots, unless they enjoyed running over smaller vessels and bouncing off icebergs.

What might have happened?

New evidence from the recent book, "The Last Log of the Titanic", has helped establish an accurate timeline of the events as they took place from the 11:30 PM until 12:00 AM, just when the iceberg was coming within range of what was going on. By knowing beforehand, what the actual speed of the ship was at this moment, 22.25 knots, then by factoring in the testimonies of the crew, the author calculated that the Titanic was 912 yards away when the warning was relayed from the lookout to the bridge.

This would indeed indicate that the helmsman had 1 minute and 14 seconds to respond, and although this does sound like a very short warning, it would have been enough to have them barely contacting the berg. At this distance, the Titanic could have reversed engines which would have brought her in contact at only one or two knots of speed.

More conflicting testimony

According to testimony given by Quartermaster Helmsman Robert Hitchens and 4th Officer Joseph Boxhall, one who was at the helm and the other just off the bridge, Murdoch, the 1st Officer, gave the command “hard astarboard.” Yes, you are reading this correctly; both testified that the Titanic was already making contact as the helm was put over.

The testimonies of Hitchens and Boxhall indicate that the lookouts did not give Murdoch more than a few seconds of warning. Both also testified that no “reverse engines” order was ever given. This might explain why no reverse order was ever given, because in this case, they were already in contact with the iceberg.

But this is all a moot point; one that I made as if I believe the iceberg collision story myself. But I don't! Did Fleet and Lee perform their job duties poorly or did they perform specific orders properly? Did these orders stipulate that they bring the Titanic safely to New York or did they stipulate they bring the Titanic to within a few hundred feet of an iceberg? The conflicting information that Hitchens and Boxhall testified to presented the court with a way out. At this point in their testimonies there was too much conflicting information to accurately determine what happened and who was at fault. *It was an accident.*

The whole case of whether the Titanic had hit an iceberg or not centered on this information. The courts reacted as though they couldn't resolve it, and thus they never did.

Who really went down with the ship?

Since Murdoch disappeared just before or as the Titanic was sinking, just as did Captain Smith, it raises the possibility that he was scapegoated to take the blame, and/or he was secretly taken off the ship the same way that Captain Smith and some of the rich aristocrats were taken off the ship and merely reported as lost. There is also the possibility that 1st Officer

Murdoch never saw the iceberg but was simply responding as if it were indeed real, based on the information just given him. With everybody on the bridge operating blindly, it wouldn't really matter if they were actually in danger of hitting an iceberg or not to get men into action.

Considering all the testimony that was given during both hearings we do not know if Murdock ever actually saw any object. And since his final actions, described by fellow crewmen, conflicted with the normal protocol that would have saved the ship, we cannot take their testimony as being factual. A much more believable story is that he made sure the Titanic did not even nudge an object, thus to not alert the 3rd Class.

If in fact Lee or Fleet rang the bridge and shouted something like "we're heading straight into an iceberg!" most crewmen on the bridge would go into action before they had seen or felt anything. And that would have been the perfect time for something even more unsuspecting to happen, such as an explosion going off in the lower hold of the mailroom, and as water came flooding in this could easily be blamed on a collision with an iceberg.

There was in fact a flood in the mailroom that occurred at this time according to witnesses. Water coming in at this instance would have "confirmed" for most that the Titanic had struck something, and it could have been an iceberg. This would explain why the collision with the iceberg was never felt. Of course, it was never felt. It never occurred.

Perhaps this is why nobody of any rank was willing to articulately describe the actual "impact". The fact that 1st Officer Murdoch did not survive the sinking, even though so many fellow officers did, is reason to consider that he and the Captain were to be the fall guys from the beginning, and, were thus to be removed from the scene, reported as lost and fully absolved of responsibility.

Captain Smith did take the fall as the errant captain. 1st Officer William Murdock is remembered as the one at the helm when the Titanic went into an iceberg that killed over 1,500 people. Murdock was also the

senior officer who let men get into the lifeboats on the Starboard Side of the Titanic.

The perceived loss of both senior officers was so shocking that few would question their fortuitous disappearance. And, the fact that 1st Officer Murdoch and Captain Smith were absent from all the hearings, made it possible to place the blame on them, and with no way to punish them, allow them to slide.

12. Titanic's officers turned down two requests to provide binoculars to the main watchman on duty.

Here are more claims that contradict the whole purpose of building the safest ship afloat. First you increase the price of the ship to equip it with multiple compartments, making her virtually unsinkable. Second, you skimp on a pair of \$10 dollar binoculars so that the safest ship afloat becomes a train wreck waiting to happen. That doesn't make any sense, unless somebody was trying to make it look like incompetence ruled the day. In that case, such a story makes perfect sense.

The binocular-request story falls flat from the very outset because lookouts during these times never used binoculars at night when on duty anyway. And this is because what they were looking for was well within their vision, such that the use of the naked eye in these low-light conditions was the common practice of virtually every ship that plied the North Atlantic. There were many examples of evasive questions. There were also examples of evasive testimony. Co-lookout man Frederick Fleet, the guy with the supposed bad eyesight, testified on the fourth day of the hearings in New York. His testimony in court before Senator Smith was characterized as evasive, ambiguous and greatly conflicted with the testimonies of the officers of the Titanic who survived. Let's look at one series of questions from Senator Smith:

Smith: "Where were you at the time of the collision?"

Fleet: "I was on the lookout."

Smith: "On the lookout?"

Fleet: “At the time of the collision.”

Smith: “You were in the crow’s nest?”

Fleet: “Yes.”

Smith: “At the time of the collision?”

Fleet: “Yes Sir.”

Smith: “Can you tell how high above the deck that is?”

Fleet: “I have no idea.”

Smith: “Can you tell how high above the crow’s nest the masthead is?”

Fleet: “No Sir.”

Smith: “Do you know how far you were above the bridge?”

Fleet: “I am no hand at guessing.”

Smith: “I do not want you to guess, but if you know I would like you to tell.”

Fleet: “I have no idea.”



William Alden Smith Courtesy: Wikipedia

Here Fleet is obviously not trying to help with the investigation. How could he have not had any idea how high above the deck the crow’s nest was? Had he never been on the roof of a building with three or four floors and looked down? Had he never played out on a soccer field with markers? Had he never coiled a 100’ rope? Had he never run a 100-yard race? Many people have perished. Why would he be evasive? Yet later his testimony included this:

Smith: “How long before the collision or accident did you report the ice ahead?”

Fleet: “I have no idea.”

Smith: “About how long?”

Fleet: “I could not say at the rate she was going.”

Smith: “How fast was she going?”

Fleet: “I have no idea.”

Smith: “Would you be willing to say that you reported the presence of this iceberg an hour before the collision?”

Fleet: “No, Sir.”

Smith: “45 minutes before?”

Fleet: “No, Sir.”

Smith: “Half an hour before?”

Fleet: “No, Sir.”

Smith: “15 minutes?”

Fleet: “No, Sir.”

Smith: “10 minutes before?”

Fleet: “No, Sir.”

Smith: “How far away was this black mass when you first saw it?”

Fleet: “I have no idea, Sir.”

Here it is more than odd that Senator Smith would stop his logical line of questioning when he had finally gotten down to 10 minutes, which was the most critical component of the supposed collision. Why did he stop here, when he had just spent all this time getting nearer to the more plausible answer? Instead he changed from a time-related question to a distance-related question, which served to add confusion and ambiguity. This was a key and necessary piece of information, required to determine if or not the crew of the Titanic had been guilty of gross negligence. No person capable of being elected to the U. S. Senate could be this incompetent unless they intended to be. But the charade of questions continued:

Smith: “If there had been a black object ahead of the ship, or a white one, a mile away, or 5 miles away, 50 feet above the water, or 150 feet above the water, would you have been able to see it from your experience as a seaman?”

Fleet: “Yes, Sir.”

Here Fleet has just stated that on the night of the disaster, with him standing in the crow’s nest, that there was very good visibility, because, he stated that he could have seen even a dark object ahead from at least the distance of one mile. We know the stew was boiling at this moment since the Titanic can come to a complete stop in $\frac{6}{10}$ ’s of a mile. But look what happened next:

Smith: “So that this black mass, when it finally struck the boat, turned out to be about 50 feet above the water?”

Fleet: “About 50 or 60.”

Smith: “Fifty or Sixty feet above the water?”

Fleet: “Yes.”

Smith: “And when you first saw it, it looked no larger than the tables in this room?”

Fleet: “No, Sir.”

Smith: “Do you know whether the ship was stopped after you gave that

telephone signal?”

Fleet: “No, no. She did not stop at all. She did not stop until she passed the iceberg.”

Smith: “Do you know whether her engines were reversed?”

Fleet: “Well she started to go to port while I was at the telephone (in the crow’s nest).”

Smith: “She started to go to port?”

Fleet: “Yes, the wheel was put to starboard.”

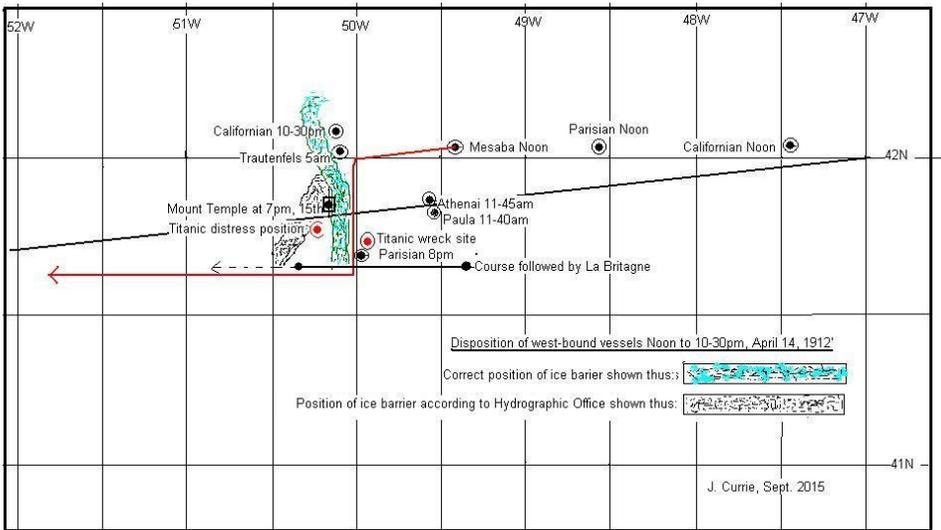
Fleet contradicted himself badly here. First after admitting that he had good visibility, and that he could have seen an object that was 50 ft. tall from a distance of over a mile, he goes on to state that by the time he had finished making the telephone call to the bridge the ship was already turning noticeably to port. If this were true, the Titanic would have had five or six minutes to alter course and would have missed the iceberg by hundreds of yards.

At the outset of learning that binoculars were not supplied as requested, it does appear so preposterous that we are tempted to place some blame on human negligence. That’s just what the committee wants us to think: that a series of negligent human acts led to the complete loss of an unsinkable ship and 1,523 people. The court would later rule that such human negligence was not condoned, however, since it was not premeditated, it was thus not intentional, thus to not bring about a ruling of gross negligence, and it did not.

13. The Titanic crew transmitted faulty rescue coordinates that placed them just opposite of an ice field that was 60 miles in length.

When you consider the fact that there were nineteen vessels that took part in radio communication with the Titanic during the hours of her distress, it is difficult to imagine how such a large and sturdy ship could possibly sink fast enough to not be assisted by other ships in her vicinity. Did this occur because of mere chance? We will look at the odds of this being possible, or if only by careful planning.

TITANIC AND HINDENBURG



Here is the chart that tells the whole story. Takes a while to study all of the details but the reward is seeing the obvious amount of planning and false charting that went into the sinking of the Titanic and the disorientation of the other rescue vessels. Thanks to J. Currie Courtesy Encyclopedia Titanica

As noted: At the time the Titanic supposedly struck an iceberg, 11:40 PM Sunday night, the vessel Mesaba was just 2 hours ahead. In addition, the vessel Antillian, was coming up from 60 miles behind and was about 3 hours away. Carpathia, the rescue liner, was approximately 58 nautical miles away from the Titanic when she received her distress call at 12:15 AM Monday. If the Titanic had sent out her distress call shortly after her unfortunate “accident”, which would have been approximately 11:45, this would have given the Carpathia 30 more minutes of time. As it turned out, this amount of time was all that was necessary to turn a memorable sea rescue into an immortal tragedy.

The fact that the Titanic waited 30 minutes before the first distress call for help is more than bothersome. The case would have quickly been unraveled if the public had been given access to the radio messages that were transmitted by all the ships and land bases during the night of the tragedy. Unfortunately, these radio messages, pertaining to the Titanic on this Sunday night and into Monday morning are the most difficult part of Titanic’s archives to properly untangle and decipher.

The Marconi Wireless factor

As it was at the time of the Titanic sinking, there was only one person in complete charge of the actual radio logs even though they contained vital information. That was Guglielmo Marconi, a man who had swindled the wireless radio design from the inventor, Nicola Tesla, and who now both owned and controlled the only wireless transmission company at the time. On the night of the Titanic tragedy, only through him were all the radio messages officially released. This is more than bothersome as the information contained within the original radio logs was heavily censored, and was done so without the public's knowledge.

This is how the media should work: The media gets information and they make a story out of it. Of course, this is censored information at this point because it has been edited by the media. This is not a crime because the people originally had access to all the information. In the case of the Titanic, they got an edited story (a censored story), but in this case the public never had access to the original information. This constituted a crime as an infringement of our constitutional right to uncensored media.

Time Zone Confusion

Another problem with the accurate reporting of wireless transmissions arose out of the fact that there were various time zones involved with the other ships and receiving stations. These time differences were critical, since the difference in time between when the Titanic sank and when the Carpathia arrived was only a matter of 30 minutes, or one-half of a time zone difference. To properly reconstruct the case, accurate time verification was crucial. There should have been consultants brought in on the case.

Now let's step back from the picture a bit farther. The storyline, that the Titanic sank in 2 hours and 40 minutes from the time they first sent out

a radio distress, AND, that no other vessels could reach her in time was not only extremely unlikely, but contradicted by the testimonies of eye witnesses on the scene as well. And in fact, there was time to rescue her passengers. It was the added time, caused by Titanic's faulty rescue coordinates, that cost several other vessels one crucial hour before reaching her. This one hour spelled the difference between tragedy and heroic rescue.

What happened is this: When Titanic's navigator finished plotting and turned over Titanic's supposed position to the captain to be transmitted by the radio operators, his faulty coordinates caused all potential rescue ships to believe that the Titanic was on the opposite side of an elongated ice field. Now whether we should blame Boxhall for faulty navigation and the demise of the 1,523 passengers who went down or was it just a bad mistake is between himself and God at this point. Incidentally, 4th Officer Boxhall was considered a very good navigator. He was another officer who survived the sinking.

Here is testimony from the captain of the vessel Mount Temple that puts the calculation and transmission of the Titanic's faulty rescue coordinates into proper perspective:

Smith: "I want to go back to the scene of the Titanic collision for a moment. When you arrived at the Titanic's position, it was long after 4:00 in the morning?"

Moore: "Half past four, Sir."

Smith: "Monday morning?"

Moore: "Yes, Sir."

Smith: "What did you see there, if anything?"

Moore: "I saw nothing whatever, Sir."

Smith: "Any wreckage from the Titanic?"

Moore: "I saw nothing, but I saw this tramp steamer, Sir."

Smith: "No wreckage?"

Moore: "Nothing whatever sir in the way of wreckage."

Smith: "Any floating corpses?"

Moore: "Nothing at all, Sir."

Smith: "Any abandoned lifeboats?"

Moore: "Nothing whatever, Sir."

Smith: "How long did you stay in that position?"

Moore: "We searched around to see if there was a clear place that we could go through, because I feared the ice was too heavy for me to push through

it. Of course, I reckoned I was somewhere near, if not at, the Titanic's position that he gave me which afterwards proved correct, when I got observations in the morning, sir. I searched for a passage to get through this pack because I realized that the Titanic could not have been through that pack of ice, Sir. When I got down, I got within about a mile of this other ship, which had already stopped, finding this ice was too strong for it to get through."

Here we have more proof that ships other than those mentioned during the hearings were in fact near the stricken liner and would have gotten to her if they hadn't been on the wrong side of this ice field. We also learned from his testimony that the coordinates transmitted by the Titanic were not only erroneous, but cut the Titanic off from ships from the North and West.

Did these events happen by chance or was it the last wildcard that was played just before the culprits split the scene? In this case, they used it to hide the Titanic behind a mountain-range of ice. This information also helps explain why there was the delay in transmitting the first call for help by over 30 minutes. And perhaps this explains why the Titanic went down so fast; the Titanic had to go down fast before anyone else got to the scene.

All of this could explain why two pieces of the Titanic's bottom, measuring 30 feet by 92 feet each were found on the bottom completely separated from the hull. You can't half-scuttle a ship and get away with it. Once that choice is made, it becomes imperative to get her out of sight before getting caught in the act.

14. The Titanic sent out a radio message 32 minutes after the supposed collision that stated: Everyone is safe. We are steaming for Halifax.

Adding to the confusion on the night of the Titanic sinking there were countless wireless messages sent and received that did not fit the result. Of note is a message that had been received at 11:53 PM, had been transcribed by a ship from the Allen Line, then sent to a Canadian ground station, then

sent to Boston White Star Office, then to White Star New York Office via land telegraph. It stated:

“Titanic had struck an iceberg. Everyone was safe.
Steaming for Halifax. “

Based on information recently published in “Last Log of the Titanic” according to the testimony of Quartermaster Alfred Olliver, the officers on the bridge of the Titanic had actually restarted her engines, and this was after she first supposedly struck an iceberg. This was at 11:40 PM and the Titanic had come to a stop. According to his testimony, at 11:51 PM, about eleven minutes after the “accident”, **Captain Smith gave the order to restart the engines of the Titanic**, and they began slowly motoring in the direction of Halifax, which was a closer destination than New York.

What is interesting to note regarding the testimony of Olliver, is that at 11:53 PM, all the contents of the above radio message were in fact true, since the Titanic had in fact restarted her engines at 11:51 and was steaming in a direction toward Halifax. Here is another related message that was listed with the wireless radio log of the Olympic, as submitted by E. J. Moore, the radio operator:

“10:50 PM Sunday April 14 New York Time: Hear Titanic signaling to some ship about striking an iceberg. Am not sure it is the Titanic who has struck an iceberg. Am interfered by atmospherics and many stations working.” **Note: this would correspond to 12:38 to 1:00 AM midnight, Titanic time.**

All is not well when you consider the timing of this message was so late that it cost 58 to 80 minutes of valuable time: an amount of time which spelled the difference between being rescued or sinking with the ship. Were these incorrect messages a result of a wicked person’s practical joke, as the court members were led to believe or were they deliberately sent out to confuse the other traffic? Were these messages at one time true? Did Titanic’s radio operators deliberately send such a message to make other ships in the area think that there was no reason to come to her rescue, thus

to buy themselves the extra time needed to carry out her sinking? No other reason makes nearly as much sense. See chapter 19 for more on this investigation.

The way these wireless messages were handled at the Disaster Hearings held in New York left the public with the impression that only three ships: the Frankfort, Carpathia and Olympic were in communication with the Titanic via wireless on the night of the sinking. But the fact is there were hundreds to thousands of messages that were sent during these fateful morning hours. These included messages from ships to the mainland, from the mainland to ships, from ships near the area to ships away from the area, from mainland to mainland, etc. Had these radio



The Marconi radio room aboard the Titanic. Courtesy: Pinterest

messages been better scrutinized and reported to the public, lawyers and insurance companies with an eye for fraud would have found a mountain of evidence that disputed the desired story. For a more complete list of these transcript wireless messages I have included them in the appendix.

Instead, all this evidence ended up as being worthy of one heading: “Conflicting”, and as a result the radio log information has been mostly ignored. So how is it possible that these messages were classified as “erroneous reporting” because they were conflicting when so much of the information they contained was correct? How could such things as the timing of the events from actual testimonies of the crew plus the factual data that the ship was underway toward Halifax after striking an iceberg be so easily discounted by the courts?

The courts failed to consider that the most obvious source of this information added up to Captain Smith having sent the message himself. He was one of the few people who knew the engines had been restarted which therefore makes him the primary suspect as to who sent the message. Now we should ask the question: why would Captain Smith or anyone on the Titanic send false information that devalued the seriousness of her situation?

There are several possible reasons: one; to cover over the fact that 32 to 55 minutes had gone by before any “CQ, come quick” distress call had been made, and two: to make other ships think that whatever emergency had occurred to the Titanic had been properly handled and she was not in danger.

The only way that these messages make sense is when they are viewed from the perspective of someone who had the intent to sink the Titanic. In the process of transmitting erroneous data, that was to tell all other ships in the area that no assistance was required, the hopes of the passengers onboard the Titanic were abandoned. Once they heard this information, there would have been no reason to come to her aid.

We must remind ourselves, repeatedly, that the likelihood of the Titanic becoming mortally wounded in a mild collision with an iceberg and then sinking before other ships could arrive is of such low probability that the whole story should have been dismissed from the beginning. I know it is hard to fathom a group of people, with the intent to sink a luxury liner, with over 1,500 people aboard. Part of the reason, is that for anyone to pull off such an act, no matter how much planning, it would have been cold blooded.

The only way that those planning to sink the Titanic could insure there would not be any ships within range of them, was by using the airwaves to convince any ships within range to not respond. So, they would have needed to communicate with the Marconi mainland office and the Associated Press of their go-ahead intentions before they could begin the actual sinking of such a large vessel.

Thusly a third possible reason for the first message that was sent out at 11:53 PM was to serve as a “go-ahead” signal from the perpetrators on board the Titanic to the Marconi radio office and Associated Press offices in New York. The message could have been coded to inform them that they had proceeded to the designated position and had begun carrying out the plan to sink her. This would signal the time frame from which to begin jamming the wireless frequencies and editing out incriminating wireless messages that might have been sent. And in fact, there was testimony that radio jamming did occur.

Later, J. Bruce Ismay refused to release the Titanic’s transcripts. This confirms that the wireless messages referred to were edited. Thusly the public had no idea all the information was known beforehand. For example, Philip A. S. Franklin, American Vice-president of International Mercantile Marine Co. testified in front of the Senate Disaster Hearings on Monday April 22, 1912 to the following information:

“At 2 minutes of 2 on Monday morning I was aroused by the telephone ringing. I went to the telephone and a reporter, I could not tell from what paper, said that they had heard that the Titanic was sinking, and that she had sent out a call for assistance. I asked them how they had gotten this message, and they told me that they had received it through the steamship Virginian and from Montreal. I immediately called up our dock and asked them if they had heard anything at all. They told me that several reporters had called them up.”

“At two minutes of 2”, how slick of Mr. Franklin; meaning, don’t trust a word this guy says. The time he gave would have been approximately two hours behind Titanic’s time or approximately 4 AM on the morning of April 15th where the Titanic lay. This would have been about 1 ½ hours after the Titanic had sunk. This proves that International Mercantile Marine and White Star Lines knew what was happening to the Titanic much earlier than they wanted people to know.

In continuing with his testimony Franklin went on to say that they were not able to find out and confirm until 8:27 PM on April 15th, 16 hours after he had been informed via telephone that the Titanic was sinking. In fact, he would have known then that she had in fact sunk with fatalities. As to what about the messages that were sent by the Marconi radio operator aboard the Carpathia? They had picked up the survivors by 4:00 AM (2:00

AM New York Time) but the public didn't get access to the passenger survivors until Thursday! What happened to them?

In addition, even though this was such extraordinary information, Franklin's refusal to name the reporter that had informed him in the early hours of Monday was not questioned. We also know that Ismay was sending messages from aboard the Carpathia after his "rescue" under an anonymous name YAMSI. Again, why was the public kept in the dark for 72 hours?

More time discrepancies

Before I go any farther now is the time to introduce another variable into the timing of the events that took place on the night of April 14th and into the early hours of April 15th. This was the scheduled resetting of Titanic's clocks, which were scheduled to be retarded by 23 minutes on Sunday night at 12:00 midnight.

The purpose of this procedure was to calibrate the ship's 12:00 time with the 12:00 meridian of the sun, and was a normal protocol. Since the Titanic was heading toward the direction the sun was falling, she was in effect chasing it, and this would add extra minutes of daylight into her day effectively making her days longer.

Until recently, the general assumption has been that the 11:40 o'clock time of the "collision" came exactly 11 hours and 40 minutes after noon on that Sunday. In actuality, on board the Titanic, 12 hours and 4 minutes had passed since noon on that Sunday, because of the calibration. Folks, I didn't do these calculations. We owe much gratitude to someone who understands this better.

On Sunday, April 14th the officers of the Titanic had calculated that the day would be 47 minutes longer than the expected 24 hours. Testimony by Frederick Fleet revealed that on Sunday, 47 extra minutes were "tacked on" to the end of the day after 12 o'clock noon on April 14th. Since his shift was ending at 12:00 midnight, he was informed that half of this time, or approximately 23 minutes, was to be added to his shift, making it a 2 hour

and 23-minute shift rather than a standard 2-hour shift. Are you confused enough yet? It only gets worse.

Titanic's noon longitude on Sunday, April 14th appears to have been 44°30' West. This meant that the ship's time was 2 hours 58 minutes behind Greenwich Mean Time (GMT). Noon on Titanic was 1458 hrs. (2:58 p.m.) GMT. Unfortunately, this conflicts with Bride's courtroom testimony that the Titanic was a full 10 minutes behind Ship's Time Sunday, April 14th: 1200 hrs. Titanic = 1458 GMT (or 2 minutes behind Standard Time for the zone she was in).

There were many wireless messages that were sent during the night of Sunday April 14th and there were even more during the three days afterwards leading up to the time the Cunard Liner Carpathia arrived into New York with Titanic's survivors. **Because every ship kept a slightly different time, accurate time correlations between ship's messages and real events as they happened on the night of the Titanic sinking is nearly impossible.**

To the best of our knowledge, the clocks on Titanic were set 1 hour and 55 minutes ahead of New York Time, EST. Likewise, Carpathia's clock was set 1 hour and 50 minutes ahead of EST.

Here is part of Junior Radio Operator Harold Bride's testimony regarding Titanic's ship time vs. the actual time:

Smith: "Do you know what time it was when you arose from your bed?"

Bride: "It must have been about a quarter to 12, sir; about five minutes to 12 ship's time."

This would mean that Titanic's clocks were set 10 minutes ahead of Standard Time. But what about the plan to adjust Titanic's clocks 23 minutes at midnight on the night of the accident? We have no way of knowing if this was ever done. So, the way things stand we are working with three possible time frames: 1. The accepted time, Titanic's clocks were ahead of New York Time by 1 hour and 58 minutes, and 2. The time that Bride stated in his testimony: 2 hours and 10 minutes ahead of New York Time, and 3. The proposed time after the clock adjustment: 1 hour and 48 minutes

ahead of New York Time. Any reported times could be off by 12 minutes before the event to 10 minutes after the event. This is after adjusting for the proper hour. What an incredible and perfect mess in which to cover one's tracks.

During the hearings, there was confusion over this 23-minute discrepancy and there should have been much more scrutiny from the courtroom members. The ambiguity it provided could have been used to buy time to keep other vessels from responding more quickly than desired. And in fact, this 23-minute clock adjustment did cover the fact Captain Smith had delayed the first "Come at Once" message for 30 minutes.

False Newspaper Reporting

You have already seen what happened in the press on April 15th, the morning and day after the sinking. The Vancouver World News in Canada was one of many newspapers across the world that reported all passengers had been saved. Here are some other headlines:

"Titanic's Passengers All Rescued," The Syracuse Herald front page.

"All Passengers Safely Transferred to Other Vessels," the Oswego Daily Times.

"Not One is Lost," headline from the Decatur, Ill. Daily Review.

"Titanic Passengers Safe Aboard Cunarder," News Scimitar headline in Memphis, Tenn.

The first paragraph of the Halifax, Nova Scotia, story April 15 stated: "Held afloat only by her waterproof compartments, the great White Star liner Titanic is slowly crawling toward this harbor."

The Oswego Daily Times used a United Press Association story reporting: "the Titanic was not only afloat, but that her engines were working."

What was the source of these strange headlines? Why were they so numerous and why did the versions of the story vary so much from one to the next? It came from the minds of the deceitful planners of Titanic's destruction.

These stories were planted like seeds sown in a field to buy time and add confusion. Much of it came from off the seas where the action was taking place under the watchful eye of Guglielmo Marconi and his maritime wireless network. But it wouldn't have mattered; they had control of plenty of newspapers at that time as well.

Titanic's bumbling radio operators

Just as you were thinking the fateful story of the Titanic couldn't be sounding more construed, hang on for more as the performance of the two Marconi-employed radio operators who were aboard the Titanic is up for analyses. For starters, it is amazing how many key sailing crewmen, owners, radio operators, etc. woke up "on their own" at 11:40 PM on the night of April 14th? Here is an example of Bride's testimony given at the hearings between himself and Senator Smith:

Smith: "Were you in bed when the collision occurred?"

Bride: "Yes, Sir."

Smith: "Were you asleep?"

Bride: "Yes, Sir."

Smith: "Were you awakened by it?"

Bride: "No, Sir."

Smith: "How were you awakened?"

Bride: "I woke up on my own accord."

It is hard to imagine that nobody in the courtroom minded one single bit as Bride then went on to explain that he was going to relieve Phillips. Here we again have testimony that the supposed contact with the iceberg was not felt and yet the person wakes himself up just a few moments afterwards. What is our total so far? Ismay, Lightoller, Pittman, and now

Bride; key people who said they were asleep, never felt anything, somehow were awakened, and somehow were in the right place at the right moment.



Junior Operator, Titanic: Harold
Bride Courtesy: Titanica Wikia



Senior Operator, Titanic: Jack Phillips
Courtesy: findagrave.com

At the hearings, Senator William Smith made it look like Titanic's radio operators, Phillips and Bride, had jumped into action the minute the Titanic had supposedly struck something. What in fact was performed by them was a waste of 35 to 55 minutes of crucial time. It turned out later, that this amount of wasted time, added to the wasted time from Boxhall's erroneous coordinates, brought devastating consequences to the last people aboard the Titanic.

As "luck" would have it, only one of the two radio operators aboard the Titanic, Harold Bride, survived the sinking. The other radio operator, Jack Phillips, did not survive. But get this: Phillips was on board the same lifeboat that Bride claims he was later taken aboard. And this was according to Bride's testimony, after he had freed himself from ropes that kept him trapped in the icy water beneath the overturned hull. Wow, what a story!

Harold Bride somehow survived 30 minutes in icy water, got pulled aboard and was later taken aboard the rescue vessel Carpathia. Jack Phillips

was on top of the overturned lifeboat the whole time but never reached the Carpathia and ended up being buried at sea. This is another side story given by Bride that should have been dismantled but it was not. And most unfortunately, with Phillips gone, it left no one to expose the lies in Bride's testimony.

According to Bride he retired at 8:00 PM Sunday evening. He later woke himself up on his own a few minutes before getting out of bed at 11:55 PM, ship's time. According to Bride at this point Phillips had already been at the radio and had sent a distress call per the captain's instructions. Bride was allowed to infer that Phillips started sending a distress call almost immediately after the supposed collision occurred.

But since Phillips had not survived to tell his side of the events, the actual time that the first distress signal was sent could not be confirmed. However, it has now come to light in a new analysis of the ship's log that Phillips did not send out Titanic's first distress signal until much later. According to the recent book, *Last Log of the Titanic* by David G. Brown, Bride's testimony was directly contradicted by the testimony of Quartermaster Alfred Olliver.

According to Brown's research Olliver stated he saw orders from Captain Smith to restart the engines for half speed ahead. Olliver testified that it wasn't until after the engines were restarted at 11:51 PM that the captain left the bridge for the wireless office. The captain did this to alert the operators for the "possibility that a message requesting some help would be necessary". That does not mean that this is the time when the first CQD message was sent.

Note, for the captain to leave the bridge to visit the radio room is highly unusual, but there are no records of a distress message being sent at this time or beforehand. According to the testimony of Bride himself, Captain Smith specifically instructed him to hold off on sending a message that contained CQD (come quickly, distress) or SOS (newly established international call sign for ship in distress). That seems more than just a little odd, coming from a ship that's going to sink in just a couple of hours.

During the disaster hearings, there was some effort made on behalf of Senator Smith and the Disaster Hearings attendees to glean out several of these radio-message anomalies, but in the end, the only thing gleaned was the acceptance of flimsy answers to questions that were crucial.

15. Titanic's radio operators Goofed up transmissions from two ships that were closer and could have gotten to her in time to rescue passengers.

One of the biggest lies of all time occurred during the Wreck Commission Hearings held in Great Britain when it was stated that: *had it not been for the Marconi radio that was aboard the Titanic on the night of April 14th, that 700 additional lives would have been lost.* Of all the statements made that turned out to be the opposite of the truth, this one takes the cake.

The statement was cleverly designed to give the public the impression that the Marconi radio was a benevolent being, rather than the fact it was an electronic gadget with plenty of quirks. These were the best days of radio; they could one minute perform what looked like a miracle and the next minute use static interference, or many variables to hide complete failure.

One of these failures occurred on the night of April 14th, 1912 when the two Marconi radio operators used the CQD in place of the SOS call sign to signal for emergency. This is more fully addressed in a following section, but it is worth noting now that the radio operators were confused from the start.

The Wreck Commission in Great Britain thus went out of their way to propagate a lie by inferring the Marconi equipment performed flawlessly and that the Marconi radio operators acted heroically. Let's look at what they really did.

For starters: The Marconi Radio on board the Californian, which could have saved the whole tragedy, was shut off at 11:30 PM, just before the supposed accident. On top of this, the fact that it was shut off was used

as a reason why the Californian never responded to the Titanic. If there had been no Marconi Radio aboard the Californian, she would have been forced to use the Morse lamp, and if no response was given she would have had to steam closer to her position to make contact. The radio was no hero when it let 1,523 people drown.

Secondly, there were 20 to 55 minutes of time wasted by two supposedly professional radio operators in just getting the first distress call out. As discussed, this amount of time was critical in this situation.

A step-back view of the reporting and/or cover-up of radio information from the night of April 14th is made even more suspicious by the fact the Associated Press was owned by the Rothschild family, the same family which controlled J.P. Morgan, who in turn had a controlling interest in International Mercantile Marine Company, the parent company of White Star Line. It was not just by coincidence, that there was a combined public-relations force, consisting of the press and the financiers of the vessel itself.

In reviewing the actions taken by the Marconi Wireless radio operators aboard the Titanic, on this night, from 11:40 PM until 2:20 AM, it duplicates similar actions that occurred on the bridge of the Titanic during the “who should have been watching charade” between the two Quartermasters and two forward lookouts. In this case, the testimonies by Bride, the survivor, were conveniently worded to blame Phillips for the blatant errors and arrogant mistakes that were made while they were attempting to contact two potential rescue ships: the Californian and the Frankfurt.

The makings of a cover

When you steal, or wreck a 50-million-dollar ship, you’ve got to make sure you don’t get caught. This means the ship has got to go down fast before somebody else sees what is going on. The poor criminals at this point were seriously wondering: *How are we going to sink this 900-foot-long ship in 2 hours and 40 minutes? How many other ships are within 50 miles of us?* You can

bet that they were darn well worried about some unknown ship coming along to ruin the secret.

Therefore, the control of the radio messages was of prime importance to the perpetrators of Titanic's demise. So they offset much of the questionable performance of the radio operators by painting one of them as heroic and the other as deceased. On the day the lone survivor Bride testified at the U.S. Senate Investigative hearings, he made a grand entrance into the courtroom by arriving in a wheelchair with a bandaged foot in the air. This garnished him with much attention and sympathy.

I'm sorry to tell you that his testimony and actions only demonstrated that he mishandled the CQR, "come quick" responses from the other ships, at the moment in time his position and training were needed most.

As you have already learned, there were several other vessels in the area at the time which could have picked up and taken these villains away. The fact is Bride had the liberty to skew the actual events and did so with inconsistency and lack of proper protocols. For example, the vessel Californian had sent the Titanic a radio message at 5:00 PM reporting they had seen three large icebergs. Bride was on duty but somehow did not get the message. When asked about this at the hearings he explained, *"I was doing some writing, Sir."*

Next, since the Californian did not get confirmation that the Titanic had received their transmission, they waited 30 minutes, and, this time transmitted the same message to the vessel Baltic along with the coordinates of the three large icebergs. And this time Bride did hear the message to the Baltic. However, since this message had been received via a transmission to the Baltic and not the Titanic, normal protocol did not require Bride to make an official record of the communication, nor did he have to hand it straight to the captain.

As it was, by using the secondhand message intercepted to the Baltic, instead of the first message sent to the Titanic, Bride was able to just scribble down a few notes and hand it to the bridge thus bypassing the captain. And as a result, the captain never got the first message from the Californian and

he never saw the second message sent to the Baltic. This became a plausible excuse for the captain's inaction and failure to alter course, but it was nothing more than a clever twist of procedure to release Captain Smith of obvious negligence.



The Frankfurt, built in Germany in 1899, 7500 Ton displacement. Courtesy: <http://freepages.genealogy.rootsweb.ancestry.com>

In summary, Bride, a junior operator, admitted to giving a message that contained the location of icebergs, right in the path of the largest passenger ship ever built, to the bridge instead of directly to the captain. It should have been immediately pointed out that Bride's actions were the result of gross negligence and carelessness. But they weren't. He was written up as a wounded hero.

Messing up Titanic's Chance for Rescue

We know from the radio log that the first message was delayed 20 to 55 minutes before it went out. Never the less, Bride stated that at 11:55 Captain Smith had told Phillips to send a message out requesting assistance, and, that Phillips then sent a CQD distress call six times. What happens next is hard to believe. Within 2 to 4 minutes the vessel Frankfurt replied. Phillips then sent the Frankfurt Titanic's position. Phillips had Bride take the message to the captain and report the Frankfurt. Captain Smith then asks, "Where is the Frankfurt?" Bride then goes back to the radio where he finds Phillips is waiting for a reply regarding the location of the Frankfurt. Then at that moment they received a message from Carpathia. At this point in his testimony Bride begins to paint Phillips' actions as totally unprofessional and out of character.

Bride's testimony went on to state that Phillips literally cut off the Frankfurt. Then after Phillips got another call from the Frankfurt with the message "What is the matter?" he got extremely offended by the question. And the reason Phillips supposedly got offended was because according to

proper protocol the Frankfurt should have just answered, “We’re on our way.”

This was used as a reason to cut off a nearby rescue vessel during one of the worst disasters at sea of all time? Continuing, Bride then stated that Phillips then said to the Frankfurt, “You are a fool, keep out and do not interfere with our communications!” thus eliminating them as a possible rescue vessel. It’s completely impossible to believe.

Frankfurt’s signal was stronger because of less distance to the Titanic, and that is the reason they got through to Titanic first. The testimony that Harold Bride gave had to be contrived to make Phillips look like he lost his cool at a key moment, in the process telling the whole Frankfurt ship and crew to shove it. But this would not have happened, especially from a senior radio operator who is highly trained in protocol, and Phillips’ normal protocol was always professional and cool.

Now let’s look at how the vessel Californian was handled by these radio operators. After all, the Californian was right there from beginning to end, and they had a radio, plus a trained Marconi radio operator on board. How did the Titanic’s two professional radio operators totally lose contact with the Californian? Again, at this point, the courtroom was left with only Harold Bride and his testimony to clear up this matter. Wait for this: Bride testified that *before Phillips got ticked off with the radio operator from the Frankfurt that Phillips had also gotten ticked off with the radio operator of the Californian*. You can’t write a better soap opera than this.



Cyril Evans left his post five minutes before his fellow mates aboard the Titanic struck an iceberg. Stanley Lord at right, let his ship and crew stand by from a distance of at 5 to 10 miles and watched her sink. Or did they? Courtesy: wikiwand.com



Now in this second case of *dereliction of duty due for failure to control one's personal emotions*, it was claimed by Bride that Phillips got irked over the fact that Californian's operator did not use the MSG (master's service gram) prefix when he sent them a message at 11:00 PM, which was just 40 minutes before the Titanic supposedly collided with an iceberg. A proper MSG prefix would have required the captain's signature. Who could believe such hogwash incompetence could be used as an excuse for a complete breakdown of communication during a state of emergency (the entering of an ice field)?

Bride testified that at 11:00 PM on the night of the tragedy, just after the Californian had run into an ice-field that was directly in front of the Titanic, they radioed the Titanic to inform them that they had stopped for the night, and that they were trapped in a field of ice. Does that really sound like a message that an experienced radio operator would get pissed off about!

And so, the public was fed, via testimonies at the hearings, a story let that Cyril Evans, the radio operator of the Californian, had put down his radio headphones at 11:35 PM and went to bed for the night; precisely five minutes before the Titanic was going to "strike" an "iceberg". That's what we are supposed to accept and believe. Try to picture this in your mind; it was 11:35, the Titanic was heading straight for an iceberg, Cyril himself could look out his cabin porthole and see the Titanic steaming toward and arriving at the edge of the ice field, but it was bedtime and so he went to sleep. Yep, sure.

Stanley Lord was the captain of the Californian and he supposedly let Cyril sleep because he had already had a long day. He made the decision not to wake him because he was tired and needed rest. At the time, Cyril would have been in his bunk for about 5 minutes. Big deal. Cyril was not even an employee of the shipping company that owned the Californian. Why would his sleep take precedence over 1,000's of lives?

Both of these betrayers from the Californian should have been charged with negligence of duties while at sea, and led out of the courtroom

in irons. And this is just one part of Bride's testimony that should have raised more than eyebrows in the court. Remember, Bride had been on duty at 7:35 PM on the eve of the sinking when he received an additional message from the Californian about an ice warning. He also botched this one by breaking protocol and not delivering it directly to the captain.

There is absolutely no doubt that the Titanic Disaster Hearings, and the characters chosen to act out their stories as real, deliberately scapegoated the absent Phillips as the man responsible for screwing up normal radio protocol. In this case, proper protocol would have prevented the disaster from happening, thus such a scapegoat is needed. Nothing works better than a dead, missing scapegoat.

The bodies of Captain Smith, 1st Officer Murdoch and senior radio operator Phillips were never recovered. This means they could have been part of the plan from the beginning. That's what bothers me about Phillips' body: first being on a lifeboat, then supposedly dying and his body just disappearing. Now he's got the perfect cover for the questions he would have had to answer at the hearing.

16. Titanic's radio operators placed all rescue hopes into the hands of one skipper and vessel that was too far away to rescue them in time.

Nobody would respond angrily to a simple and direct question; "what is the matter?" when they were on a sinking boat out on the dark Atlantic Ocean. But in the accepted Titanic story this is the reason that 1,523 people drowned. They drowned because one pissed off radio operator chose to keep talking to the Carpathia, and not the Frankfurt, over a protocol hissy fit, even though the Carpathia could not reach them in time. I think we need a more logical explanation!

How was it possible for the Titanic to sink so fast in just 2 hours and 40 minutes on the night of April 14th, 1912? Well here's another question yet unanswered: why didn't the vessel Mesaba, which was on the same path as the Titanic only 2 hours ahead and in radio contact with Titanic, not

simply turn around and come to her aid? That would have been a true example of the Marconi radio being of extreme value. This one simple maneuver by Mesaba could have turned the entire outcome of one of the world's worst tragedies into a famous tale of heroics, but in this case the Marconi didn't even slow her down.

Harold Bride's testimony, stating that he did not know how far away the Frankfurt was at the time, again betrays his actions since that meant the Frankfurt was ruled out even before the radio crew of Titanic knew how close she might have been to them. And then, just minutes later, knowing the Carpathia was 58 nautical miles away, and at full speed was going to take three hours to get to the Titanic, dumped the Frankfurt for good! Shouldn't they have then tried to call the Frankfurt back and re-establish contact?

We are supposed to believe that the Titanic was really sinking when at this point these two radio operators are acting more like kids than men or professional radio operators. If it had been you or me on board the Titanic at that moment we would have been calling the Mesaba to get her to turn around, then, calling the Frankfurt, over and over, until they agreed to help. Yet, not only did they not call the other ships back, they folded their hands to sit around waiting for a nice dip in the frigid Atlantic.

Such testimony was just additional examples of illogical and non-protocol actions that were accepted at the Titanic Disaster Hearings held in New York and Great Britain, and later turned into a fine performance by the media.

CHAPTER 17

Persistent Fallacies about the Titanic

“There never was the slightest chance the skipper of Titanic would attempt to outpace a Cunard Liner.”

Lord Mercy, Titanic Wreck Commission

THE STORY OF THE TITANIC is perhaps the biggest human tragedy of the modern age. We have been programmed to believe a certain story: that she hit an iceberg and sank. At this stage if you’re still hanging on to this part of the story, then you will understand why I provided the next chapter. For most, this 3rd Chapter on Titanic Anomalies will fully expose the basic themes of the storyline.

17. The Titanic Never Was Required to Carry Enough Lifeboats For All of Her Passengers.

We have heard excuses, such as how White Star Line executives decided to reduce the number of lifeboats, *because they took up extra room on the upper decks where the 1st Class passengers lingered about*. But this was hardly true. In truth, the Titanic was equipped with the most recent davits for storing lifeboats and deploying them. These newer davits could each hold two lifeboats. Still, they sent the Titanic to sea with only one lifeboat per davit.

Perhaps you did not know that at the time of the Titanic passenger steamships were not required to carry enough lifeboats for all the passengers. The rationale for the “relaxed” passenger ship lifeboat regulations, decreed by the British Board and Trade, and, in effect at the time of the Titanic sinking, will surprise you. In the meantime, think about



The British Disaster Hearings held on 25 May, 1912. Courtesy: Illustrated London News,

what the above statement says. Besides stating the obvious, that there never were enough life boats aboard the Titanic for all the passengers, it also states that this came about according to maritime law based on rulings by the British Board of Trade.

This no doubt, raised the eyebrows of every legal-minded elitist in Great Britain and the United States; it was such a pullback from normal maritime procedure. This was not just an oddly timed amendment of maritime rulings. It was the product of corrupted life boat stipulations, made in 1894, then amended back to safer standard in 1914, two years after she went down. Here’s a recap:

“At the time of the Titanic, the Board of Trade's 1894 regulations stated that British vessels over 10,000 tons must carry 16 lifeboats with a capacity of 5,500 cubic feet (160 m³), plus enough capacity in rafts and floats for 75% (or 50% in case of a vessel with watertight bulkheads) of that in the lifeboats.

Therefore, according to maritime law passed in 1894, in 1912 when the White Star Line placed Titanic into service they provided more lifeboat accommodation than was legally required.

The 16 boat minimum regulations made no extra provision for larger ships above 13,000 tons. The Titanic displaced 52,000 Tons.

After the Titanic disaster, recommendations were made by both the British and American Boards of Inquiry stating, in part, that ships would carry enough lifeboats for those aboard, mandated lifeboat drills would be implemented, lifeboat inspections would be conducted, etc. Many of these recommendations were incorporated into the International Convention for the Safety of Life at Sea passed in 1914.”

Think about what you just read. When the British Board of Trade put this “logic” and ruling into print, and enforced it as law, they put an inevitable disaster into forward motion. As written, the horribly ill-conceived British Board and Trade law assumed that 1st Class, 2nd Class, 3rd Class and Crew would all SHARE the available lifeboats. In reality, the lifeboats that the Titanic provided were a 1st and 2nd Class luxury, sent away into the night partially filled, never to return for the rest.

What happened on the night of April 14, 1912 was that 3rd Class passengers and crew were discriminated from the lifeboats, since they were relegated to their use only if the 1st and 2nd Class passengers brought them back to the ship. This never happened. This glaring flaw in the law; that it did not properly address the discrimination of women and children who were restrained in the lower decks, should have been reason enough to amend the law or never pass it in the first place. Now we know why they did pass the law. This law is what enable the sailing crew of the Titanic to avoid court-marshalling for failure to assist all passengers.

Without the return of the lifeboats, there would be no way to rescue the 3rd Class passengers and the working crew of the Titanic. The fact is, their lives should never have depended on the performance of a preferred group of passengers, and the British Board of Trade knows it. It remains a

result of their ruling that the Titanic was legally able to leave port with 2,226 passengers and crew and enough lifeboats for just 730 of them.

The Titanic's actual lifeboat capacity was 1,178 in total, meaning they were somewhat above the minimum standards of the BBT. But only 705 were rescued. This means they only filled the boats to 60% of capacity, even though they never had enough lifeboats to begin with. So, to summarize: First the British Board of Trade hung the 3rd Class folks out to dry, then the Titanic officers hung an additional 473 passengers *who could have fit into the existing lifeboats* out to dry. What a mess the British Board of Trade made of maritime safety standards during the era of the Titanic! This was not just another extraordinary coincidence. That such a flawed law was only in effect for a short time, and that this time encompassed the life of the Titanic, is just another planted component of a planned tragedy.

More Corruption in Maritime Law: Passenger segregation

Another maritime law, via the British Board and Trade, in effect at the time of the Titanic that significantly magnified the lifeboat issue was the guaranteed separation of 3rd Class passengers from the 1st and 2nd Class passengers. This maritime law had come about because in those days to sell a ticket as 1st or 2nd Class the ship's layout had to keep the two "groups" separate and apart. The reasoning was to keep in isolation those who might carry diseases that were commonly associated with the lower classes. Because of this 3rd Class passengers were separated and quarantined, and by law, were to remain locked behind grated steel doors and partition walls 24 hours per day during the entire voyage. This effectively blocked these people from ever reaching an upper deck.

It was more than obvious, with all the lifeboats on the same decks as 1st and 2nd Class passengers, and with no lifeboats provided on the lower decks where the 3rd Class and non-sailing crew members were locked down, there would be a huge advantage for the richer people to get into a lifeboat

first. The only reason this wasn't brought out at the hearings is because the British Board and Trade conducted the hearings themselves.

From the testimonies provided to the public, procedures followed in abandoning the ship gave rise to the well-publicized motto "*Women and children first*". But women and children were clearly not first. The rules that were in play allowed 156 women and children to perish. Both practices, the shortage of lifeboats and the lockdown of 3rd Class, were approved and endorsed by the British Board and Trade. Both practices, when applied together, enabled one of the worst maritime tragedies of all time.

18. The Titanic could not have set a transatlantic SPEED RECORD ON HER MAIDEN VOYAGE.

In 1912, the Cunard liner Lusitania established and held the record from Belfast to New York at a speed of 25.85 knots average. This unique vessel displaced 46,000 tons and had four turbine engines totaling 76,000 horsepower. In contrast, the Titanic displaced 52,000 Tons and had three engines totaling 46,000 horsepower.

The Lusitania and the Mauritania were built in conjunction with military contracts to test steam turbine propulsion. Both vessels were built as speed experiments. Since they had only turbine engines they avoided the extra weight of behemoth-sized reciprocating engines which saved an estimated 2,400 tons. In comparison to the Titanic Cunard line ships were designed with more horsepower per ton, were narrower at the waterline and were in fact capable of a minimum of 4 knots of higher speeds than the Titanic.

Lusitania had posted a top day's run of 26.7 knots while the Titanic had been built for fuel efficiency and never went above 22 knots. The possibility of the Titanic speeding is entirely unfounded and illogical. Remember, Titanic's sister, Olympic, had already been plying the North Atlantic for a year and had never set a speed record. The consideration of

speeding as being a contributor to the tragedy should never have been endorsed in any courts within the United States and Great Britain.

CITY EDITION EXTRA **The Globe** CITY EDITION EXTRA
AND County Advertiser
TITANIC INQUIRY ON;
LOSS OF 1,595 LIVES
DUE TO SPEED MANIA
Last Hours of the Giant Liner Filled With Unprecedented Scenes of Self-Sacrifice and Heroism---
Astor Put His Wife in the Boat and Then Made Way for a Woman---Mr. and Mrs. Straus, the One
SENATORS OPEN INVESTIGATION AT THE WALDORF

Note how the ruling of the British Board of Trade insured improper justice. Courtesy: The Globe County Advertiser.

But the story was endorsed; Titanic was storming through the iceberg-laden Arctic at racing speed because the skipper was trying to set a new transatlantic record. And this happened even though she could never have beaten the Cunard Liners which already held the record.

Let's go over a couple of facts about the design of the Titanic and the fact that it was her maiden voyage. Every steamship built then and today had to be broken in on their first journey. The fact that their engines were brand new meant they had to be run at reduced speed for the first hundred hours, and this was at a minimum. On her maiden voyage the Titanic had previously logged only 10 hours. This was the result of her sea trials being hurried up and cut short. As a result, on the first day of her crossing, after she set sail from Ireland, her engines were run at approximately 50 to 75% of maximum stream pressure resulting in a speed well below 20 knots.

After one day of steaming at this reduced speed she was already so far behind the record set by the Cunard Liners there was no possible way to better it. On day two the Titanic had sped up but she was still barely above 20 knots and thus even farther off the pace. By the third day on the third night, when she was supposedly "speeding", the Titanic was so far off the

pace that for anyone to suggest or infer that the Titanic was trying to break or set a speed record was paid highly to do so.

Captain Smith of the Titanic and J. Bruce Ismay of the White Star Line knew that the Titanic had no chance of breaking the existing record held by their rival competitor Cunard Line. And it deserves mention that the Cunard Line was owned by International Mercantile Marine, the same corporation that held the White Star Line. Therefore, how bad would they really have wanted to beat their own record?

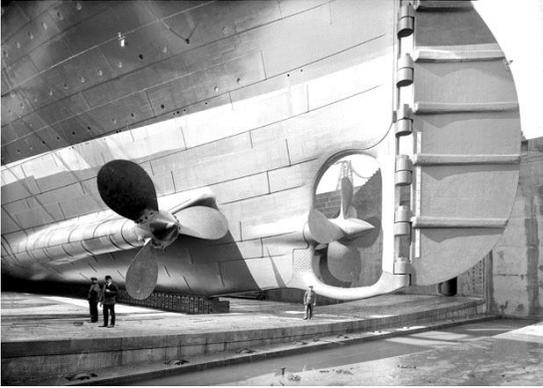
19. The Titanic Was Never Built To Set A Transatlantic SPEED RECORD.

Now let's take stock at what the Titanic was designed to be; one, the most luxurious ship ever built, two, she would be the largest ship in existence at the time, and three, she would be the most fuel-efficient passenger vessel on the ocean.

The Cunard ships were obviously much faster, but they had a serious problem with excessive fuel consumption because they were direct drive. At this stage of development steam turbines were efficient at top speed but were extremely inefficient at slow speeds when their rpms were reduced. Because of being direct drive, Lusitania's turbines had to run slower than their optimum rpm. The efficiency of these turbines was even less at low speeds when they were operated well below their optimum rpm range. This created serious fuel consumption problems for these ships.

Ships equipped with conventional triple expansion piston steam engines were thus more efficient than their turbine counterparts and consumed less coal during operation at reduced rpms and speeds, such as when entering ports and docking. The Titanic was equipped with the latest triple expansion piston engines, and these could be throttled down for slower speeds and efficient maneuvering. And for the first time in commercial ships the Titanic utilized one steam turbine that re-used the

exhaust steam from the two large reciprocating engines. This steam turbine was utilized when the throttle was opened, up allowing it to be brought up to pressure, resulting in 22 plus knot speed and efficient fuel consumption.



The Titanic was larger than Lusitania yet she had only three propellers compared to four propellers that were all direct turbine driven. Courtesy: Above top Secret. Note Titanic's rudder size. That discussion is coming up.

From the beginning, it was reasoned that by saving on coal the Titanic would be able to offer more in the way of accommodations. This was especially appealing to the 3rd Class passengers who now would enjoy much better accommodations than before. For the first time 3rd Class passenger had separate cabins for groups of four or more, including a cooking area, a dining room and a room for entertainment!

Here's a side note to those of you who think that a ship's waterline length is a determinate of a ship's speed. The Titanic had a waterline length of around 800 feet, which would potentially give her a top speed over 36 knots. But to reach this potential she would have needed 3.4 times the amount of horsepower that she had, which only propelled her at up to 22+ knots. It requires progressively more horsepower to move a vessel through a liquid as you increase its speed. The Titanic had 46,000 horsepower. For her to reach her top hull speed she would have needed over 150,000 horsepower.

If the men in the courtrooms of the U.S. and Great Britain were reasonably smart, they would have simply studied the specifications of the Titanic and thus learned that she did not possess the speed potential to ever be considered as being guilty of speeding. You can't win Indy with a brand new Cadillac; her sister, Olympic, had already proved that.

THE BRITISH "TITANIC" INQUIRY, 1912.

THE JUDGMENT.

The following is the finding of the Court:—

The Court, having carefully inquired into the circumstances of the casualty, finds, for the reasons appearing in the annex hereto, that the loss of the said ship was due to collision with an iceberg, brought about by the excessive speed at which the vessel was being navigated.

Note above the ruling of the British Board of Trade.
Courtesy: Dalbeatti Town History

20. The Titanic was not making more than normal headway at the time of the tragedy.

All right, you're getting bored with this topic of Titanic's speed. But to explain, fully what a ridiculous premise it was from the beginning you need to read further. Let me summarize the last three sub-headings: One: the Titanic could not have set a speed record at the time the accident occurred, thus there was no reason for her to be speeding at the time of the supposed collision. Two: the Titanic was never equipped with enough horsepower so she could never have set a transatlantic speed record. Three: the Titanic was in fact not speeding at the time of the supposed collision so her speed should never have been a factor from the beginning.

How is it possible that such an explanation that is not even plausible has become accepted by most people the world over? I am asking you to face the fact that a serious charade of justice took place 100 years ago. Such a comprehensive charade of justice would have had to be rehearsed before it was delivered up in public, wouldn't you agree?

From the beginning, the stories about the Titanic have imprinted ideas and images into the minds of most Americans. Movie scenes have depicted Captain Smith and President Ismay deciding from a business standpoint to go full speed ahead into a black abyss of killer icebergs. That's because human greed and deceit make for a good story line. The public perceives speeding as an act of blind presumption, and in this case since the Titanic was built to be unsinkable the captain could have presumed he could get away with speeding. This is just what they want us to think.

The maker of the latest Titanic movie may have gone to great lengths to explore the underwater wreck but he cast truth aside by reinforcing the old speeding scenario with his depiction of Ismay pondering they could arrive in New York the night before their expected arrival. They go on to infer the world would be stirred into euphoria over the news of a faster ship. It really makes for good drama in the movie. As a result, people still believe that greed or some other distracting human emotion caused the skipper to speed up and put his ship, passengers and reputation on the line. They see the captain of the greatest liner in history doubling-down just like in a game of Blackjack. Pressured by business profit motivations, Captain Smith was going to live in fame or go down in flames. What about the rich 1st Class passengers? No worries about them.

Here's the final contradiction in the case for speeding: According to testimony relating to the moments just before the ship's watch spotted an iceberg off the Titanic's bow, the ship was moving at 22.0 to 22.25 knots. The reader should note that it was standard practice in those days for Cunard Liners to maintain a speed of 26 plus knots during a transatlantic crossing. They did not slow down when they went through this section of ocean. So, to say that the Titanic was "speeding", when in fact she was making headway at three to four knots below what her rival passenger liners did on a weekly basis, was a story most ten year olds could have seen through.

Somehow both courts pursued and underwrote their support for the story. But they did not rule that the captain was guilty of negligence due to speeding. It had *fatefully happened, because of certain men's greed for publicity and success, that had caused them to push the Titanic ahead, too fast and into looming danger.* When all was finished, we were left with the now infamous "speeding"

theory. It was nothing more than a colossal hullabaloo over a couple of knots.

21. The Titanic did not have a rudder that was too small.

From my research, concerning the actual design of the Titanic and her rudder, I found that naval architects have already analyzed this very thing. This is what they state:

“the rudder of the Titanic was not undersized in comparisons of similar ships of her day. Other ships may have had rudder sizes that were as much as four times the size of Titanic’s in a proportional comparison. But there were also ships that have had or do have smaller rudders than the Titanic’s in comparison.”

The rudder design should never have been an issue as to why the Titanic struck an iceberg. It doesn’t even plug into the phony iceberg story from the beginning. The rudder controversy has only been promoted to reinforce the concept that the Titanic hit something that she in fact never hit, thus helping to keep the real cause of Titanic’s sinking a secret for over 100 years.

Steering is an issue any time there is a collision, however in this case it remains unexplained how the Titanic hit an iceberg on a clear night when the visibility was more than 5 miles. Because of the great distances between the ship and icebergs floating in the Atlantic, the relative speeds involved (approximately 25 mph) are extremely slow. The Titanic would have had plenty of time to dodge an iceberg if she had just had some time to react to an iceberg. According to Fleet, the Titanic didn’t have more than a minute in which to make a significant change of course. It was time, not the rudder, which was at fault.

We know that visibility at the time was 5 miles or more from the testimony of the Captain of the Californian who stated that he saw and witnessed the Titanic as it steamed into the area of the ice field and came to a stop. The Californian also tried to state they were standing off approximately 10 miles from the Titanic, not 5 miles as I have suggested,

and that would indicate that there was 10 miles of visibility! To blame the rudder for not seeing a white mountain for 10 miles out is a bit of a stretch.

Closing remarks about the last three chapters:

If you have read all this material, you now have even more reason to question the facts pertaining to the tragic demise of mankind's shipbuilding masterpiece, Titanic. Now you know that this is a bigger historical event than you had imagined possible. The story of the Hindenburg has raised your awareness as well and now you have many reasons to doubt the official story of her demise. The complete and full story requires a far-reaching analysis, but it is worthwhile. Having a thorough knowledge of both the Hindenburg and the Titanic finally allows us to put into proper perspective our current predicament regarding our transportation system.

These two tragedies affected the future design of the world's transportation mechanisms and systems BECAUSE they were part of one overall plan. What was the overall plan? To convert cheap coal fuel into expensive refined petroleum chemicals known as gasoline, diesel and jet fuel; such to be consumed in quantities that today equate to 1.4 trillion gallons per year. (<http://www.indexmundi.com>)

CHAPTER 18

Designed-to-Fail Airship Development in the U. S. and Great Britain

*Test Pilot Heniek put the blame on the removal
of safety valves, saying he would not have flown
on her "for a million dollars".*

LEADING UP TO the birth of the Hindenburg the combined progress made by Great Britain and the U.S. in airship development had made dirigibles look anything but reliable and safe. After reviewing most of them it became apparent that many of these air disasters were deliberately caused. In retrospect, their strategies seemed to prefer designs that were unsuitable for the conditions in which they were later sent into.

In the history of airship development during the period between 1920 and 1937 there were eight major airship disasters which killed 242 people. When we reconsider that these disasters, along with the numbers of people killed, are still used to this day as the reason why hydrogen is not used, a glaring contradiction emerges; these numbers compared to the numbers lost using modern kerosene-powered jets are miniscule.

Modern jetliners still crash. When they crash, they burn and usually everyone dies. Only one half of the people onboard the Hindenburg died yet as a result hydrogen was banned. Today it is ignored as a fuel while

lighter-than-air technology is considered an illegitimate form of flight through the atmosphere. After the burning of the Hindenburg, the most remarkable and abundant gas on the planet was basically outlawed. The public hardly noticed.

Today looking back on our history, the fruits of what was planned have revealed what the main objective was. The objective was clearly to promote a type of transportation that consumes ungodly amounts of petroleum. You can argue this all day, but in the final analyses, this is exactly what has happened. It happened because the crudelum banksters never intended to give us a better form of transportation nor a safer one in the first place.

Here is a summary of the major airship disasters which led to the abolishment of hydrogen fuel and lighter-than-air flying machines, in descending order by number of fatalities:

1.	1933	The United States, Akron	73 killed, 3 survive
2.	1930	Great Britain, R-101.	48 killed, 7 survive
3.	1921	United States, R-38	44 killed, 5 survive
4.	1937	Germany, Hindenburg	37 killed, 36 survive
5.	1922	United States, Roma	34 killed, 11 survive
6.	1925	United States, Shenandoah	14 killed, 29 survive
7.	1928	Italy, Italia	6 killed, 9 survive
8.	1935	United States, Macon	2 killed, 81 survive
		Total:	242 killed, 271 survive

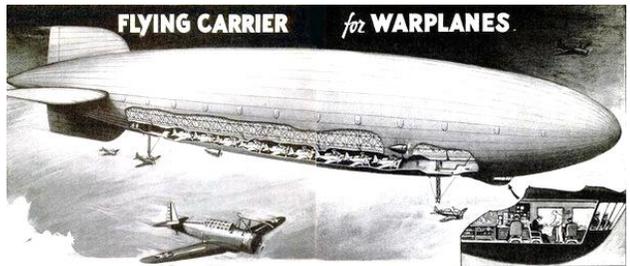
Let's compare this to the eight worst passenger jet crashes. The total number of people killed in the eight worst passenger jet crashes stands at 3,092. This is over ten times the number killed from airship accidents.

Why were airships unfairly branded and mortally assaulted? Ocean-going ships have gone down at sea with hundreds of sailors at a time but that didn't signal the end of humans using ships. The numbers of early aviation pioneers that crashed and killed themselves is near endless but we're still using petroleum-powered airplanes.

It is clear, hydrogen accidents have been played up beyond their true significance. As it turns out, each time we look closer, the cause of their failures look more like planned failures. We'll look at the worst ones in descending order:

1933: U.S.S. Akron

The Akron was a helium-filled rigid airship and was the first flying aircraft carrier in the world. She carried up to five Sparrowhawk fighter planes which could be launched and recovered while she was in flight. A team of



The flying aircraft carrier concept is demonstrated in this mockup drawing by the US Navy. Courtesy: Quora.com

German engineers came over to America and aided in her construction. She was the largest flying machine in existence when she was launched in September 1931 by the United States Navy.

The Akron was destroyed in a thunder storm off the coast of New Jersey in April of 1933 after being in service for less than two years. Seventy-three men including Rear Admiral William Moffett, a staunch proponent of airship technology, died on the Akron. Only three servicemen survived when she broke up at sea during a severe storm.

It does not take a rocket scientist to understand that the worst possible enemy of an airship, being that it is enormous in size and light in weight, is high wind. Therefore, there would normally be extreme reluctance to send a surface ship or a fixed wing aircraft directly into an approaching storm front over the ocean. But they sent the Akron, the largest and most sophisticated aviation machine in existence at the time.

The Akron's design restricted her maximum altitude, meaning she could not climb high enough to get above large storms. Therefore, the only way to avoid the high winds would be to avoid the storm, or to go around the storm. The Akron had never been tested in a storm. If a ship hasn't been tested in high winds it shouldn't be sent out into high winds! The plot thickens that the loss of the Akron might not have been accidental as there were plenty of ships at sea in those days with wireless transmitters which would have reported the storm to all military and marine operators. To make matters worse, Akron's altimeter was off by 800 feet!

A testimony to the fact the Akron was untested and shouldn't have been sent into a storm became apparent when her rudder cables snapped after being stressed in the high winds after several hours. This left the Akron defenseless against the whims of the wind.

Potential problems with the steering mechanism of any ship, whether it is on the sea or in the air should be thoroughly engineered and tested. This is normally accomplished by over-designing and adding redundancy to the mechanical components for added safety insurance. This clearly had not been done with the Akron. The Akron was totally disabled in extreme conditions!

The second part of the story regarding the demise of the Akron I find impossible to accept is that their altimeter gave a false reading that was off by 800 feet. Are you kidding me? Imagine a ship the size of an ocean liner, floating through the dark air, above a black ocean, and the captain and crew have only one altimeter on board this mighty floating war platform! Passenger aircraft today have instrument redundancy built into the cockpit, especially the altimeter.

This makes me suspect that the reason only one altimeter was ever mounted on board the Akron was to make it easier to sabotage the Akron. This is at least a believable story as to why such a unique aircraft was ordered into an oncoming storm after only 19 months of service.

1930: Great Britain R-101

It is difficult to read what has been written about this airship as being truthful such is her summary of what is an obvious engineering blunder. R-101 was built on the heels of R-100 which had been built about one year before in 1929 and had performed well. In the case of R-101 however, no expenses were to be spared. That was their first mistake.

With little regard for engineering considerations, a large lounge, dining room and overly-luxurious cabins were added to the design, along



British-built R 101 at the mast in 1930. Courtesy: Airships.net

with an asbestos-lined smoking room. A certain amount of stainless steel was also added into the design of the rigid frame, as it was stronger than the Duralumin normally used. It was of course heavier. Now get ready

for this! As soon as someone bothered to check the mathematics of the ship's modified design it became apparent that R-101 would do well just to get off the ground! Em huh, sure! They were designing an aircraft that was supposed to be lighter than air, and they just forgot to add on the extra weights. It gets better.

To remedy the situation, R-101's airframe was cut in half, and then extra sections were added in to the middle to provide for additional gas reservoirs needed to compensate for the increased weight. Yes, you are

reading this correctly. They cut through all the main members of her frame that run from bow to stern in a vertical plane that ran crossways (athwart ships) to her long slender body and welded two splices into each longitudinal member! Would you be feeling secure on her maiden flight if you knew this information beforehand? But it gets better.

Along the construction process, the skin of R-101 had been treated with an experimental rubber solution. This coating had turned out disastrous because it adversely reacted with the original fabric. Oops, now they had a dirigible that was covered with a brittle material! So, they set out to replace all the fabric covering of R-101. But there were two key sections that they never got around to, and these two key sections were in the nose of the aircraft. Of course!

How could the builders have left the most critical part of the ship, the part that cuts the wind out in front where it is the strongest, covered with a brittle fabric covering after admitting there is a serious problem with all the fabric? Why did they have all the sections replaced but mysteriously leave off the most important part of the job? And now pressure was mounting to meet her upcoming launch date. We're not done yet, but almost.

So, R-101 was then pressed into service with barely any flight testing. She was scheduled for a round trip maiden flight to Karachi, India. On October 4, 1930, R-101 was boarded by passengers who had to brave 50 knot winds and driving rain to get aboard. She departed in a severe storm with 55 people aboard. She was overweight and thus flying dangerously low. Are you beginning to see a possible tragedy in the making?

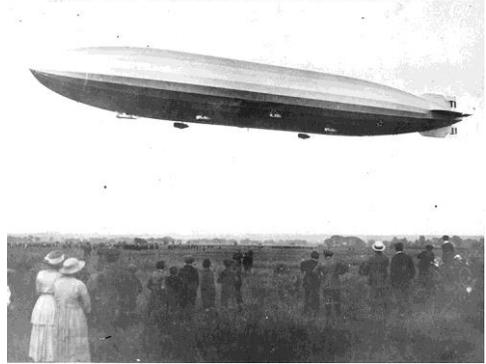
The people who set up R-101 got their wish. As she reached Beauvais, Northern France, the front section of the fabric covering the airship split apart exposing the hydrogen gas bags inside. With her hydrogen gas bags now exposed to 70+ knot winds they deflated and this made the nose of R-101 drop. Tilted downward and speeding ahead, she lost her remaining altitude quickly and plowed into the side of a hill. 48 people were killed in the crash.

Days later in London there was a formal funeral ceremony held on behalf of the government which featured 48 white coffins on display in the center of the square. They were stacked up nicely for all to see, and thus ponder the dangers of travel by dirigible.

1921: United States R-38

The British-built R-38 (intended to serve as the United States Navy airship ZR-II) was built in England in 1921. Designed just at the end of World War I she was hydrogen-filled and nearly 700 feet long making her capable of long range patrols over the ocean. Since she had a service ceiling of 20,000 feet she was designed as a high flyer, thus she was built to lighter standards. While conducting turning maneuvers near Hull, England during pre-transatlantic flight testing, she buckled at the center and crashed into the River Humber where the ship ignited, killing 44 of the 49 men aboard.

Photo # NH 1216 Airship R-38 (U.S. Navy ZR-2) on its first trial flight, 23 June 1921



R 38 June 1921. Courtesy: Wikipedia

“Inflight structural failure” confirms the design was so flimsy it could literally fall apart in midair. Yet the captain was instructed to perform tight turning maneuvers with 49 people aboard! Whoever authorized this was guilty of treason.

1922: The United States Roma

The USS Roma was an Italian-made semi-rigid airship that was purchased from Italy by the U. S. Government. She had six 400 Hp. engines which gave her a top speed of 80 miles per hour. Roma was designed specifically for transatlantic crossings.

A year after her construction back in the United States Captain Dale Mabry attempted a test flight of the Roma. He and the crew never had a chance. During the February test near Langley Field in Norfolk, Virginia, when the Roma reached a height of approximately 1,500 feet it was found that her elevators would not respond to controls.



The semi-rigid airship USS Roma. Courtesy: travelforaircraft.wordpress.com

Thusly, the crew was unable to stop her forward progress in time as she was diving downward, crashing into some buildings.

When the Roma struck some high tension electrical wires she was set ablaze. The “accident” killed 34 of the ship’s 45 crew members. The official cause of Roma’s crash was ruled as failure of Roma's box rudder system which was designed to allow maneuvers over tight areas. Among the dead was the airship's pilot, Captain Dale Mabry. The event marked the greatest disaster in American aeronautics up to that time. *After the Roma disaster, the United States government decided never again to inflate an airship with hydrogen.*

Here is a classic case of problem-solution mentality where you pick the wrong problem and come up with the wrong solution. The problem was never the fault of hydrogen being inside the Roma any more than it was the fault of the electricity being in the wires. It was the fault of the elevators - totally locked-up elevators that is! This is more than indicative of deliberate sabotage.

The story reported was that her contact with high voltage lines had resulted in her bursting into flames killing 34 people. So much for transatlantic travel in 1922.

1937: Hindenburg

You already know why the loss of the Hindenburg occurred. As it was, there would never be a reasonable scientific explanation for the cause of the blaze that took place in the afternoon at Lakehurst, New Jersey.

On her last flight, the Hindenburg carried only 36 passengers and 61 officers, crew members and trainees. Thirteen of the 36 passengers and twenty-two of the 61 crew died in the crash. The press would film and report it as the worst imaginable performance of an aircraft even though 62 out of 97 persons aboard did survive, leaving a total of 35 who perished. Additionally, one person was killed on the ground, bringing the total fatalities to 36.

1925: United States Shenandoah

The Shenandoah was as beautiful as her name was graceful. She was 680 ft. long, weighed 66,000 lb., had a range of 5,000 miles and could reach speeds of 70 mph. She was assembled in 1922–1923 at Lakehurst Naval Air Station, Hangar No. 1, the only one large enough to accommodate a ship of this size. Other parts were fabricated at the Naval Aircraft Factory in Philadelphia.

Lakehurst had served as a base for Navy blimps for some time, but Shenandoah was the first rigid airship to join the fleet.



The high-climbing design of the USS Shenandoah.
Courtesy: Wikipedia

The design of Shenandoah was based on a Zeppelin bomber built in 1917 known as LZ-96. This was a lightened airship designed for high climbing.

Americans thus chose a design which was known to be weaker than a normal Zeppelin. Some structural improvements were made, and new aluminum and copper alloys were used. An outer cover of high-quality cotton cloth was sewn, laced or taped to the duralumin frame and painted with aluminum dope.

In some instances, the construction of Shenandoah seemed to spare no expense. For example, her gas cells were made of goldbeater's skins, one of the most gas-impervious materials known at the time. Named for their use in beating and separating gold leaf, goldbeater's skins were made from the outer membrane of the large intestines of cattle. The membranes were washed and scraped to remove fat and dirt, and then kept in a solution of water and glycerin in preparation for application to the rubberized cotton fabric providing the strength of the gas cells. The membranes were wrung out by hand to remove the water-glycerin storage solution and then rubber-cemented to the cotton fabric and finally given a light coat of varnish.

As the first rigid airship to use helium rather than hydrogen, *Shenandoah* had a significant edge in safety over previous airships. The 20 gas cells within the airframe were filled to about 85% of capacity at normal barometric pressure. Each gas cell had a spring-loaded relief valve and manual valves operated from the control car. But since helium was relatively scarce at the time, the *Shenandoah* used much of the world's reserves just to fill its 2.1 million-cubic-foot volume. Clearly, this did not represent a solution to the use of anti-gravity gas technology.

Shenandoah was powered by 4-300 hp. eight-cylinder Packard gasoline engines. At the time the ship was floated free of the ground, helium cost \$55 per thousand cubic feet, and was considered too expensive to simply vent to the atmosphere. To compensate for the weight of fuel consumed by the gasoline engines, neutral buoyancy was preserved by installing condensers to capture the water vapor in the engine exhaust, thus not to lose the weight of the fuel burned.

Shenandoah's Naval service

USS *Shenandoah* took to the sky for the first time on September 4, 1923. She was designed for fleet reconnaissance work of the type carried out by German naval airships in World War I. Her pre-commissioning trials included long range flights during September and early October 1923 to test her airworthiness in rain, fog and poor visibility.

On 27 October, *Shenandoah* celebrated Navy Day with a flight down the Shenandoah Valley and returned to Lakehurst that night by way of Washington and Baltimore. Here crowds gathered to see the new airship in the beams of searchlights.

At this time, Rear Admiral William Moffett, Chief of the Bureau of Aeronautics and a staunch advocate of the airship, was discussing the possibility of using *Shenandoah* to explore the Arctic. He felt such a program would produce valuable weather data as well as experience in cold-weather operations. With her endurance and ability to fly at low speeds, the airship was thought to be well-suited to such work.

President Calvin Coolidge approved Moffett's proposal, but during a gale in Lakehurst on January 16, 1924 *Shenandoah's* upper tail fin covering ripped and the sudden roll tore out her mooring tube from the mast. Damage to the nose deflated the first gas bag and holed the second. Zeppelin test pilot Anton Heinen rode out the storm and landed safely while the airship was being blown backwards. A period of repair was needed, and the Arctic expedition was dropped.



Shenandoah moored to the oiler Patoka. Courtesy: Silodrome

In July 1924 the oiler *Patoka* put in to Norfolk Navy Yard for extensive modifications to become the Navy's first airship tender. An

experimental 125 ft. mooring mast was constructed. Facilities for the helium, gasoline, and other supplies necessary for *Shenandoah* as well as handling and stowage facilities for three seaplanes were built. *Shenandoah* engaged in a short series of mooring experiments with *Patoka* to determine the practicality of mobile fleet support of scouting airships. The first successful mooring was made on August 8, 1924.

Shenandoah's Scheduled Flight across North America

During October 1924, *Shenandoah* flew from Lakehurst to California and on to Washington to test several newly-erected mooring masts. This was the first flight of a rigid airship across North America. *Shenandoah* must have been quite a sight to behold in her day. The Graf Zeppelin would not fly over the United States on her non-stop circumnavigation for another five years.

But let us not forget that the design of the *Shenandoah* was taken from an earlier high-flyer design and her structure was flimsy from the start. Perhaps for the fact that she had been in service now, for a few years, people forgot that the original design of *Shenandoah* was for a light-weight dirigible.

And so, it is of no surprise that she was destined for a disaster. On September 2, 1925, after departing Lakehurst on a promotional flight to the Midwest where she would be displayed at over 40 state fairs, her inglorious career was looking brighter than at any time before. But as the *Shenandoah* passed through an area of thunderstorms and turbulence over Ohio early in the morning of September 3rd she was caught in a violent updraft. This carried her upwards beyond the pressure limits of the helium gas bags causing her pressure valves to release helium gas. Down she plunged where she struck the ground breaking into several parts. It was *Shenandoah's* 57th flight.

Fourteen of *Shenandoah's* crew, including her commanding officer, Commander Zachary Lansdowne, were killed. This included the entire crew of the control cabin (except for Lieutenant Anderson, who barely escaped

before it detached from the ship), two men who fell through holes in the hull and several mechanics who fell with the engines.

Twenty-nine survivors succeeded in riding three sections of the airship to earth. The largest group was eighteen men who made it out of the stern after it rolled into a valley. Four others survived a crash landing of the central section. The remaining seven were in the bow section which Commander Charles E. Rosendahl navigated as a free balloon.

Then came the media beetles to muck up the story. Later it was reported that thousands of people flocked to the wreckage which was then heavily looted, and that the logbooks and most of the ship's fabric were stolen. Does this sound like the actions of American farm people in 1924? It sounds more than fishy to me. Now check out this related story:

Official inquiry brought to public attention the fact that the fatal flight had been made under protest by Commander Lansdowne (a native of Greenville, Ohio), who warned of the violent weather conditions which were prevalent in the area and common to Ohio in late summer. His pleas for a cancellation of the flight only led to a postponement. His superiors were keen to publicize airship technology, and justify the huge cost of the airship to the taxpayers. So, as Lansdowne's widow consistently maintained at the inquiry, publicity rather than prudence won the day.

This event was the trigger for Army Colonel Billy Mitchell to heavily criticize the leadership of both the Army and the Navy, leading directly to his court-martial for insubordination and the end of his military career. According to the Daily Telegraph, Test Pilot Heniek put the blame on the removal of safety valves, saying he would not have flown on her "for a million dollars".

If a test pilot would not fly the Shenandoah without safety valves, and if an Army Colonel was willing to ruin his career over it, doesn't it make you wonder how it came to pass that 43 men were put aboard this aircraft and forced to fly without safety valves, much less be forced to depart into an approaching thunder storm? Thus, ended the 40-state-fair grand tour of *the Shenandoah* and with it the chance for a million people to see an airship for the first time.

1928: Italy, Italia

Famed Italian explorer Umberto Nobile made a successful flight over the North Pole in 1926 using an airship named Norge. He returned to the North Pole in 1928 with a much better ship known as *Italia*. With a crew of 14 their plan was to conduct a thorough mapping of 1 ½ million square miles of uncharted icy wilderness.



Airship Italia Courtesy: welweb.org

The *Italia* departed Kings Bay on May 22, 1928 and flew over the North Pole but suffered a minor crash on the ice northeast of Spitzbergen on its return flight to Kings Bay the following day. The first part of the program was carried out but weather conditions grew worse. Icing conditions slowed the *Italia* forcing the crew to fly low through the fog to help them determine their speed and drift. Later they stopped the engines and let the ship rise above the clouds where they found they were 180 miles from Spitzbergen.

Their problems started when they descended again on May 25th when icing created new problems causing the ship's controls to become erratic. This allowed her to settle at the tail before they could stop *Italia* from striking the ice. In the process the side of the pilot cabin was ripped open dumping the crew and many of her contents onto the ice. At this point the rest of the dirigible rose into the sky. Nothing more was heard of the six men left in the gondola.

Nine crewmembers, including Nobile, were thrown out onto the ice and survived the crash. A remarkably complete set of equipment was spread on the ice, even a radio was saved. News of the crash sparked a massive

search and rescue operation, the first in the far north, to which six countries sent planes and ships.

Nearly a month later, on June 23, 1928 a Swedish pilot removed Nobile to the mainland from the ice floe on which *Italia's* survivors were stranded, but damaged his plane on the return for more survivors and had to be rescued himself. Ultimately, the Russian icebreaker, *Krassin*, reached the badly disintegrating ice floe and rescued the remaining survivors. This was on July 12, seven weeks after the *Italia* crashed.

The media twisted the events and Umberto was blamed for the crash and although Umberto had done everything he could to stay with his men he was accused of abandoning them. This resulted in his career being destroyed for the time being and thus ended his efforts to chart the polar regions of the planet.

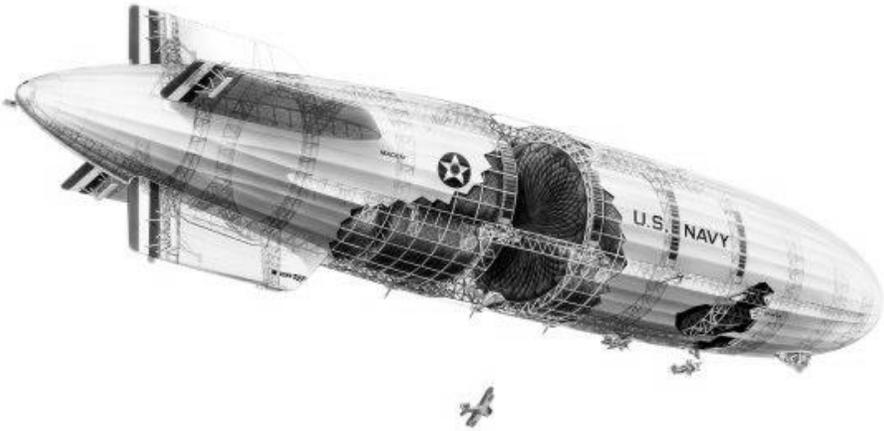
That this failed attempt to chart the Polar Regions was not immediately resumed is no doubt a result of the project itself having been upended by a non-revealed power. To this day, the polar regions of the earth remain off limits. Commercial aircraft cannot fly over them nor can people walk or sail boats there.

“Erratic operation of controls” was likely a cover for a severed cable or a hydraulic line which would cause the failure of the flaps to respond. One should not rule out that an act of sabotage brought down the *Italia*. After all, when World War II ended the report blaming him for the 1928 crash was discredited, and he was reinstated in the air force. Umberto Nobile resumed teaching at Naples and became a deputy in the Italian Constituent Assembly.

1935: United States Macon

The USS *Macon* (ZRS-5) was a rigid airship built and operated by the United States Navy for scouting and served as a "flying aircraft carrier". Like her sister, the USS *Akron*, she could launch 5 Curtiss F9C Sparrowhawk biplane fighters. The USS *Macon* class airships carried their

five planes in bays inside the hull. They were launched and retrieved using a trapeze. The Macon and Akron class airships were the largest flying objects in the world in terms of length and volume at the time.



USS Macon Courtesy: elpoderdelagalaxias.wordpress.com

The USS Macon was built at the Goodyear Air dock in Akron, Ohio by the Goodyear-Zeppelin Corporation. Because this was by far the biggest airship ever to be built in America, a team of experienced German airship engineers led by Chief Designer Karl Arnstein instructed and supported design and construction of both U.S. Navy airships Akron and Macon.

This was an extraordinary gesture on the part of Germany to share information about airships with the United States. Considering that the U.S. would be refusing Germany the use of helium for the Hindenburg just three years later, this exposes the unfair treatment that Germany received by the British-block group of nations.

The Macon had a rigid duralumin hull with three interior keels. She was kept aloft by 12 helium-filled gas cells made from gelatin-latex fabric. Inside her hull were mounted eight German-made Maybach, 12-cylinder, 560 hp. gasoline-powered engines that drove propellers mounted on the outside. These propellers could be rotated down or backwards and thus provided an early form of thrust vectoring to control the ship during takeoff and landings.

The Macon was commissioned on June 23, 1933 with Commander Alger H. Dresel in command. The USS Macon first docked an aircraft on July 6, 1933 during trial flights out of Lakehurst, New Jersey. Like her sister, she remained in service for less than two years.

Leading up to a crash

There were two separate events that were part of the Macon's destruction. First, during the Macon's transcontinental crossing of the United States she was forced to fly too high (6,000 ft.) to clear certain mountains in Arizona. The Macon's pressure height, the height at which her gas cells would rupture due to pressure difference, was less than 3,000 ft. For the Macon to ascend higher than this she would have to vent off a large amount of helium.

This crossing required the Macon to climb to 6,000 feet to clear the Rockies. Why would any commander send their most valuable attack bomber out on a non-essential mission that jeopardized such a revolutionary war machine? And this is what happened: The Macon's gas relief valves blew open as she ascended higher, finally reaching 6,000 ft. but too much helium was vented and lost getting there.

Now they needed to compensate for the loss of lift. Thus approximately 9,000 lb. of ballast and 7,000 lb. of fuel were dumped. Naval Intelligence planned this?

But even this left the Macon flying 15,000 lb. "heavy". To make up for this, the engines were run at full power. Remember, the Macon's propellers could be tilted downward to help with maneuvering. Now they were being used to keep the Macon afloat, meaning that the Macon and her crew are in a tight situation here, to say the least. Note: This was a public-relations mission and yet here the crew was forced to resort to emergency measures.

Now the world's most advanced aircraft, on a public relations mission, was in peril as she continued west, losing altitude and straining to remain there. Later she experienced severe turbulence through a mountain pass near Van Horn, Texas. In the extreme winds her structure was weakened when a diagonal girder in ring #17.5, which supported the forward fin attachment, failed. It was only by the rapid damage control by Chief Boatswain's Mate Robert Davis, who repaired the girders in flight before further failures could occur, that the Macon was able to complete the journey. That was a very close call for the Macon.

But we still have round two. Once docked in California, the buckled ring of the Macon and all four tailfins were inspected. They were found to need strengthening, but for some mysterious reason the most sophisticated airship in the world received only partial repair to the damaged ring. "Designed-to-fail" tactics were put into play with only the girders adjacent to the horizontal and lower fins being repaired. The critically-needed repairs to the girders, on either side of the top fin, were delayed until the next scheduled overhaul.

Can you believe what you just read? They had just come close to losing the largest and most sophisticated ship in the world, and this is after they had lost her sister, the Akron, and crew yet they went on to take even worse chances. Why do this during peacetime?

The Loss of the Macon

Although the repair of the USS Macon was incomplete she was sent out again on a non-essential mission anyway. And so, it was that on February 12, 1935, upon returning to Sunnyvale after completing fleet maneuvers over the Pacific that she ran into a storm off Point Sur, California. Severe wind shear caused structural failure of the same ring, #17.5 allowing the Macon's tailfin to fall to the side and be carried away. In the process, pieces of the fin punctured the rear gas cells, causing her to leak gas and placing the entire ship and crew in peril. The Macon began dropping. Does this sound familiar?

The captain, being forced to act quickly and having only fragmentary information ordered an immediate and massive discharge of water ballast. The USS Macon, now tail heavy and with engines running at full speed ahead, began rising rapidly. Within minutes she ascended above her maximum pressure height of 3,000 ft. This caused enough helium to be vented that her positive buoyancy was cancelled.

Now there was no more ballast to be discharged. The Macon was coming down now and there was nothing they could do to stop her 20-minute descent from 4,850 ft. into the Pacific Ocean. Luckily, she settled gently into the sea off Monterey Bay and only two of the 76 crew members were lost. This was helped by warm weather conditions and the introduction of life jackets and inflatable rafts that had been enacted after the Akron tragedy.

The two deceased were radioman 1st Class Ernest Edwin Dailey, who jumped from the ship while she was still too high above the ocean surface to survive the fall, and, Mess Attendant 1st Class Florentino Edquiba, who drowned while swimming back into the wreckage to try to retrieve personal belongings.

The cause of the loss of the USS Macon was cited as *operator error following the structural failure and loss of the fin*. It was reasoned that had the ship not been driven over her pressure height where the cells were expanded fully and lifting gas released, the Macon would have made it back to Moffett Field.

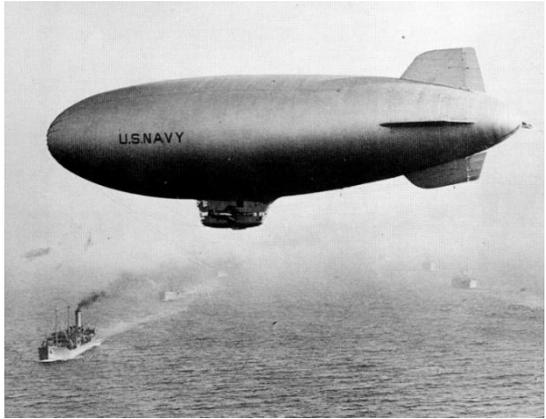
It is obvious that this is a bogus summary of the accident. The fact remains that the main cause of the loss of the USS Macon was the decision to send her out on a training mission with a damaged tail fin. The fact remains that the second major reason the Macon failed was because they never fixed the damaged tail fin ring in the first place. One other small note: Both designs of the shape of the Tailfins, and the way they were mounted on Akron and Macon, airships originally designed by the Zeppelin Company in Germany, had been modified during their construction in America.

The USS Macon was in service just 20 months, completing just 50 flights before being officially de-commissioned. Her loss caused all

subsequent airships used by the U.S. Navy to be constructed as non-rigid designs that were smaller and slower.

Airship Development: 1940 to 1960

We now come to the post-dirigible days that began with the burning of the Hindenburg and are still in effect to this day.



K-Class blimp. Courtesy: Wikipedia

In the United States the Navy went on to build and employ approximately 175 non-rigid airships during World War II. These were built to combat German U-boats on the prowl along the coastline which were sinking allied ships in alarming numbers. Although the non-rigid designs did provide reasonable air reconnaissance, they were far from equal to their rigid cousins. They did not fly as fast, as far or carry as much cargo. Thus, when the decision was made to only build non-rigid airships, airships themselves began to fall into the league with gas and hot air balloons which are slow and flimsy. And that's just what they want the public to think about airships to this very day.

For reasons that I have already discussed, such as the fact that airships would have made the carrier fleets obsolete, Germany adopted the same attitude that airships were too unsafe and concentrated on the development of airplanes like every other nation. That rationale has never made engineering sense until looked at from a petroleum perspective. In the meantime, the United States pursued military airship construction, even though it had not developed a clear military doctrine for airship use.

When the attack on Pearl Harbor on December 7, 1941 was carried out thus involving the United States in World War II, the U.S. had by then acquired 10 non-rigid airships.

United States Military Non-Rigid Airships at the beginning of WWII

- 4 K-class: K-2, K-3, K-4 and K-5 designed as patrol ships, built from 1938.
- 3 L-class: L-1, L-2 and L-3 as small training ships, produced from 1938.
- 1 G-class built in 1936 for training.
- 2 TC-class that were older patrol ships designed for land forces, built in 1933.

From January 2, 1942 till the end of war, the airships of the Atlantic fleet made 37,554 flights and flew 378,237 hours. Looking back on the performance and service these fabric covered airships provided, several observations become apparent: One is the sheer numbers of airships that were used compared to the number of accidents and fatalities that occurred. Two is the invaluable contribution that they made in the limited areas where they were used. Three is the fact that they could stay aloft so much longer than a conventional fixed wing piston powered aircraft. And four, they could carry a lot more weight, such as powerful depth charges that fixed wing craft could not.

If you were an enemy submarine and got spotted by one of these things you were not going to be able to shake free without great difficulty. All this from an inferior version of the rigid zeppelins they replaced!

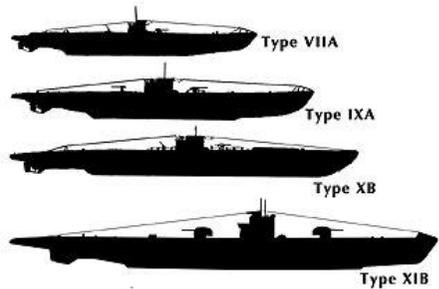
When the military specified that all blimps be fabric covered, they came up with a perfect way to shackle their range and top speed. Also note that these blimps were only 1/10 the size of the Hindenburg. This means they could not carry enough payload to pose a serious offensive threat over land. Still, they helped save 89,000 ships off the coast of the United States. And for this, they hardly get mention!

One final note, the **Soviet Union** used a single airship during the war, W-12, which they placed into service in 1942. It was used for paratrooper training and equipment transport. W-12 made 1,432 successful runs with 300 metric tons of cargo over a three-year period. This is extraordinary performance and yet it was the only prototype.

The Black Knight

And now here is a testimony to the military effectiveness of the airship. The Black Knight is the name of a World War II German U-boat whose design fits the wreckage of a 377-ft. long submarine designated as a Type XI U-boat that

has recently been discovered off the coast of Nantucket. According to what has been pieced together, the Black Knight was on a special mission secretly carrying powerful people loyal to the German Republic who desired to meet with United States Officials in 1944 to discuss a way to end the war before Germany was bombed into rubble.



According to official design drafts laid out for the German Type XI-B U-Cruiser in 1939, the specifications for this vessel were as follows:

Length Overall: 115 meters (377 ft.)
Breadth: 9.5 meters (31.3 ft.)
Depth: 6.2 meters (20.3 ft.)
Extreme Displacement: 3,630 tons
Deadweight: 6,800 tons +

Propulsion Machinery: 2-shaft diesel/electric motors, (eight 12cyl. diesel engines in two separate engine rooms) plus two high-grade electric motors in a third compartment.

Armament: 4 torpedo tubes in the bow 2 torpedo tubes in the stern
6 torpedoes in ready-fire
6 spare torpedoes carried below internal storage plates.

Above-Deck Armament: 4-127 mm Guns in two armored turrets.

TITANIC AND HINDENBURG

2-37 mm AA mounted on deck amidships. 2- 20mm AA mounted in after Wintergarten.

Crew: 110 men, with capability to carry an additional compliment of two companies of "Special Coastal Troops", ('Brandenburgers')

Cargo Capacity: 600 cubic tons above provisions.

Accessories: 1 One-Man "Arado/Argus 231" reconnaissance seaplane stowed in forward vertical storage tube.

The discovery fits the facts of past war records where a submarine like the Black Knight was spotted and attacked by a United States Naval Airship in the same area as where the wreckage of this type XI-U boat has been discovered.

"During the first week of July 1944 an incident involving a U-Boat and the U.S. Naval Airship "K-14" occurred off Bar Harbor, Maine. As is made so painfully clear in the official Inquiry records, the U-Boat in question brought down the "K-14" with 20mm Anti-Aircraft fire resulting in the loss of six Airship crewmen out of a total compliment of ten men. The Inquiry and related intelligence reports also show that the "K-14" was somewhat successful in at least severely damaging the enemy vessel.

What was not known by most military men at this time, however, was the fact that the Type XI U-Boat was proceeding to the American coast and was at that time located only 20 nautical miles away from U-1229 at the time of her demise.

This would very much indicate that the Naval Airship "K-14" may have herself sunk the Black Knight, but it was never reported. You must read the following article to understand why this has never been reported.

"The professional background of Allen Dulles and his brother, John Foster Dulles, are more than interesting. It seems both were heavily involved in pre-war dealings between American and German Corporations through their law firm of 'Sullivan & Cromwell' in New York City. It was through these German connections that Dulles was negotiating during the winter of 1943 through the fall of 1944. Official documentation concludes the Dulles brothers were not operating in the interests of United States as they sought an acceptable form of armistice which would benefit the German Industrialists.

In September of 1944 a much-delayed Finnish Intelligence report surfaced referring to a "Hitler Escape Boat" being made available

at the port of Danzig, Poland as of early July. There is only one conclusion: the alleged "Hitler Escape Boat" is none other than the Type XI-B U-Cruiser... the same vessel which was never officially commissioned into the Kriegsmarine.

This vessel departed the port of Danzig, (Gdynia), on July 20, 1944, the same day as the assassination attempt on Adolph Hitler by the Nazi-Opposition took place. Records indicate German Industrialists were behind the deployment of the Type XI-B U-Boat as quickly as possible for a two-fold mission: to negotiate an acceptable armistice directly with U.S. representatives and to export to Argentina at least a portion of the German corporate securities.

Thirty-Seven days later the Type XI-B U-Cruiser arrived off the Massachusetts coast. She surfaced just south of the Great Round Shoal Channel seven miles east of Great Point, Nantucket. **Due to a submarine sighting by a commercial Pan-Am Plane at this time, the Naval Airship Squadron 'ZP-11' based at South Weymouth, Massachusetts ordered the Naval Airship "K-25" to divert from its escort patrol 60 miles to the northeast and to investigate the reported sighting.** Local vessels of the Northern Ship Lane Patrol were also ordered to the scene, which included two Coast Guard 83-footers and two 110 foot Sub-Chasers.

Veteran interviews have revealed that the subject U-Boat was sunk by the Naval Airship "K-25", with the small surface vessels conducting a 48-hour surface search for survivors and debris.

The wreckage of a German Type XI submarine off Nantucket is the remains of the Black Knight. To conclude: although she could outrun most ships and hide from most planes, she was not able to outrun a blimp. That is for the fact that airship speeds of 60 to 75 knots meant they had 2 to 3 times the speed of most surface ships. Plus since they could hover for days without running out of fuel, getting away from one was almost impossible. And thus the story of the Black Knight is another example of how airships could have changed the course of the war if they had been seriously deployed.

CHAPTER 19

The Most Unsettled Parts of the Titanic

*“We had stopped for the night
because it was too dangerous
to proceed.”* Capt. Stanley Lord

FOR THE AVERAGE person, it requires more than intense evidence and analysis to believe and accept the fact that deliberate acts were carried out to sink the Titanic. On top of this the storyline pits man’s engineering and personality against an all-powerful ocean that contains innumerable comparisons of situations in our own personal lives. Even after seeing the massive pieces on the floor of the ocean and reviewing all the unexplained anomalies of her supposed striking and sinking from an iceberg, there are enough memories and past thoughts in our own minds to bring us back again to square one unless we are paying attention. In short, be on guard for mind relapse.

The best way to be on guard for mind relapse is to review the data from different angles. So, here’s another one: **Just what are the odds that the Titanic sank in 160 minutes from striking an iceberg?**

Let’s make a rough calculation based on everything that would have had to happen for the above to be possible. To get a rough idea of the probability of the event happening when it has more than one required event

you multiply the odds of each event times the other. This is a standard probability approximation for x number of variables at y probability. Here are the variables described:

The odds of not seeing an iceberg **times**
the odds of being fatally damaged from hitting an iceberg **times**
the odds of not being reached by another ship in time **times**
the odds radio transmissions from a closer ship would be misplaced **times**
the odds that the one ship in the same area at the same time would not respond

Equals the odds of this whole story being fact.

All of these things had to happen for the *Titanic-sank-from-hitting-an-iceberg* story to work. If we take, as a reasonable estimate, that the chance of any one of them happening would be 1:100, *and this by the way is a high estimate because most of these events never happen to another ship during its entire lifetime*, calculated together, the likelihood of these five anomalies occurring on the same night would be approximately $1/100 \times 1/100 \times 1/100 \times 1/100 \times 1/100 = 1/10,000,000,000$, and this for all practical reasoning is zero probability. So here is another reason why they should never have gotten such an improbable story to fly.

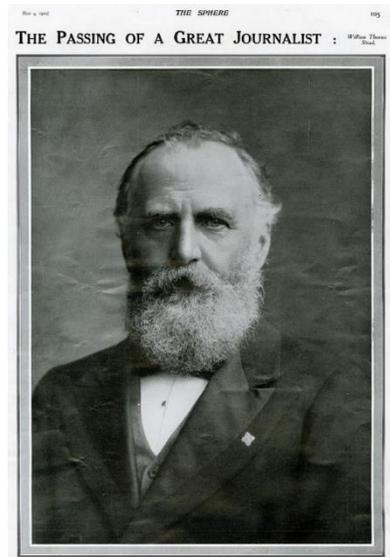
Setting the stage for the Titanic Disaster Hearings

You could say that the Senate Investigation Disaster Hearings were conceived shortly after 6 AM on Monday April 15th, 1912 when the New York Times reported in their morning edition that the Titanic had struck an iceberg. But the hearings had been conceived many years prior. I report this because there were five very suspicious anomalies of critical importance to the sinking of the Titanic that occurred before the actual sinking. In retrospect, each played a role in setting the stage such that people fell for such an improbable story. These are:

1. The magazine article: *"How the Mail Steamer went down in the Mid Atlantic, by a survivor"* needed to be written and doled out in a publication. It appeared in 1886.
2. The British Board and Trade needed to amend maritime law regarding the required number lifeboats down to the one-seat-for-each-3-passengers. This was a cornerstone ruling as it provided the basis for the loss of 1,521 lives to be ruled accidental. They amended the existing lifeboat laws in 1894.
3. The novel *"Futility"* by Morgan Robertson about a mail steamer named the Titan needed to be written and printed up in several thousand copies. It appeared in 1898.
4. The wireless radio network had to come under the control of one person who could oversee all wireless messages from one central point. This happened in 1911 when the patent for the wireless radio was stolen from Nikola Tesla and awarded to Guglielmo Marconi under the guise of a Nobel Prize for something he didn't invent.

That these things took place at the times shown is not in dispute. That each one of them helped to set the stage for what was reported regarding Titanic's sinking is not in dispute either. What I ask you to consider is: what are the odds of these unusual events happening within the timeframe that they happened?

But first, let's look at the newspaper article and the novel that were published more than a decade before construction of the Titanic began. British spiritualist **William T. Stead in 1886** wrote a tale: *"How the Mail Steamer went down in the Mid Atlantic, by a survivor"* which appeared in the March 1886 issue of the Pall Mall Gazette. In this story, Stead told



William T. Stead as he was written up in his eulogy; having gone down with the Titanic. Courtesy: Titanic Speakers Bureau

of a large steamship that sank after colliding with another ship resulting in many lives being lost due to a shortage of lifeboats. By the way RMS Titanic stands for Royal Mail Steamer Titanic. Stead later wrote in an article for the newspaper, "This is exactly what might take place and what will take place, if the liners are sent to sea short of boats".

William T. Stead also authored the novel *From the Old World to the New*. In this book, he described the sinking of a ship in the North Atlantic after striking an iceberg. Now, wait for this. In this story, the captain of the ship, which picked up the survivors, was Edward J. Smith, the exact same name of the eventual captain of the Titanic.

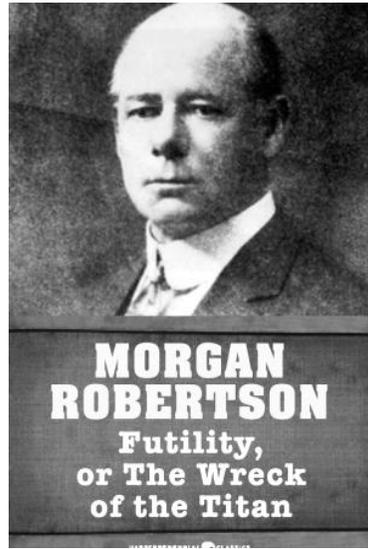
Hang on for the end! Stead was travelling to the United States, at the request of President Taft to address a peace conference to be held at Carnegie Hall on April 20, 1912. Stead was reported to have last been seen sitting calmly in the library reading a book as the North Atlantic sea water came rushing in. The ship he was traveling on sank. That ship was the Titanic and Stead did not survive.

Or did he? We now know that the ending is not correct because the Titanic did not sink from striking an iceberg and probably never did strike an iceberg. So, Snead would not have been sitting there calmly, especially after they had set off charges to send the Titanic to the bottom in minutes. I'm sorry to say that this British "spiritualist" was part of the plan from the beginning. His fictional literary contribution only served to help set the stage for something that had never happened: a steel steamship sinking from a collision with an iceberg. As for matching the real captain's name dead on? Case closed!

Morgan Robertson (1861 - 1915), who was acknowledged as being only a third-rate author, wrote a small book entitled "Futility" in 1898 which was published in hardcover by the firm of M.F. Mansfield. This barely-known historical novel that was published in only a handful of copies not only described the Titanic disaster but provided many similar details to the actual Titanic storyline. Robertson was remarkable in his description of a **large ocean-going passenger ship that struck an iceberg in April** in the

middle of the North Atlantic Ocean, on its **maiden voyage**, to **New York**, and **sinks**. And yet for over a century the uncanny accuracy of this book has been ignored.

I ask you to consider the odds. The name of the ship in Robertson's novel was the Titan, a ship that is eerily like the name of the Titanic and in addition similar in size, weight, horsepower, passenger capacity, number of lifeboats, number of masts, number of propellers, similar number of watertight compartments and speed at impact. And both were filled with aristocratic passengers. This is a major red



Photograph of the book "Futility". Courtesy: Harper Collins-NZ

alert because now two authors are predicting ahead of time a passenger liner was going to sink in the Atlantic in a tragic event where not enough lifeboats were going to be available for the passengers. Here's a total summary of the similarities between the book, 1898, and the Titanic, 1912.

Titan vs. Titanic

Both are British built of steel construction

Titan 800 ft. long, Titanic 882.5 ft. long.

Both have the same name, since all White Star Line ships had an 'ic' suffix

Titan considered 'indestructible', Titanic described as 'unsinkable'

Titan maximum speed 25 knots, Titanic 24 knots

Both sank after supposedly hitting an iceberg

Both described as being the world's largest luxury liner

Both were the largest craft afloat and the greatest of the works of men

Both impacted on the starboard side

Both sinkings take place on the maiden voyage

The times of impact are both within minutes of midnight

Month of each disaster is April

Location of both sinkings: the North Atlantic Ocean

Titanic carried 2,200 passengers, Titan 2,000

Both had an insufficient number of lifeboats.

Either Roberts' description in "Futility" inspired the building of the Titanic or Roberts was given the specifications of the Titanic before he wrote "Futility". If we are to believe that Morgan Robertson's work inspired the later designers of the Titanic, we must somehow accept that he was able to visualize these details and dimensions of a ship 14 years before one of them existed. Those are mighty slim odds.

Considering the number of positive matches, each a result of extremely unlikely odds and the fact that it was written before the Olympic-class ships were on the drawing boards, leaves little question the novel was inspired by the planners themselves. Later it would be the saboteurs of the Titanic who would be inspired by the novel. For example, the fact that in Robertson's book he chose midnight in the month of April for the tragedy more than hints at a connection to the Rockefeller/Rothschild occult.

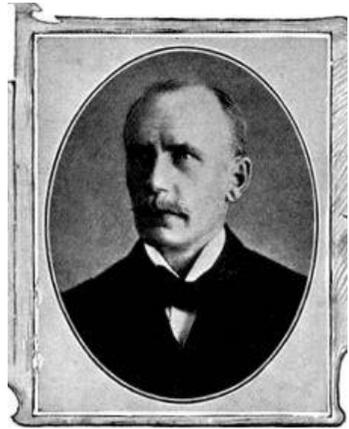
What I'm suggesting is that an agent from within this occult had contacted this relatively unknown but talented author and suggested to Robertson that he write such a book and instructed him to include such a date, along with coincidental names and the iceberg "plot" itself.

Every viable plan needs a good storyline for good people to swallow it. In this case, they picked a little-known author who could give them a good story at a good price. He would then fade away quickly, satisfied with a couple hundred dollars, only to find out later that just a few copies were ever printed. In the meantime, the storyline helped the planners put all the necessary details in the right order and presentation so they would appear believable to the public. And during this time their manual was sitting on the shelves, even in libraries, unknown to the public, perfectly disguised as a cheap novel.

Setting up the Lifeboat Fiasco

Another key staging element that needed to occur before the sinking of Titanic was to have corrupt lifeboat laws in existence at the time. This occurred in 1894 when the British Board of Trade ruled it was no longer

necessary to have a specified lifeboat seat for every passenger on board. This is because it was assumed it would take a minimum of five hours for a passenger-carrying steam liner to sink from a serious collision.



Sidney Buxton, president of the British Board of Trade who refused to amend the lifeboat regulations, avoided backlash even though he had been in the post for 20 years. Courtesy Encyclopedia Titanica

It was because of this ruling that on the night of April 14th 1912 the RMS Titanic was only required to carry one lifeboat position for every three passengers and this because in 1894 the British Board of Trade ruled lifeboats were now *multiple escort vessels* and that they were designed to transit three times, back and forth between the rescue ship and the sinking liner to transfer all the passengers off.

Can you believe what you just read? Only a group of sadistic creeps could have conceived of such a dangerous plan that would only work if all the passengers used all the available lifeboats in three shifts. And, in almost every serious accident involving a large passenger liner, when water is taken aboard, the ship heels over. And when the ship heels just 10 degrees, the lifeboats on the high side of the deck become useless.

In the case of passenger ships from the Titanic era that would cut the available lifeboat seats to one in six passengers. Therefore, I claim that only psychopaths would ask humans to travel across an ocean like this. Well, it took psychopaths to plan her destruction from the start, didn't it?

Guglielmo Marconi and Nikola Tesla

As I have stated, the control of the radio airwaves was of extreme importance on the night of April 14th, 1912 to hide the Titanic and her real destiny from the many ships at sea and along the same northern route. And



Guglielmo Marconi Courtesy: Wikipedia

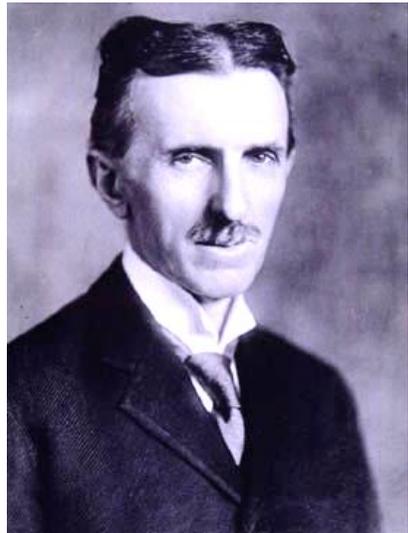
as improbable as it may seem, the control of the airwaves since 1911 were in control of just one man, Guglielmo Marconi.

What makes the outcome of who was in control of the airwaves so improbable is that the original inventor of the wireless radio was Nikola Tesla, and he had held a patent for the wireless radio since 1896. But what a strange order of events followed this when a man named Marconi, known for having invented nothing beforehand, filed a patent for a similar device in England the same year. Marconi's device did not

function beyond a short distance, yet still, in 1904 the United States Patent Office awarded patent rights to Marconi.

This was one of the strangest rulings in patent history, but it gets worse: Tesla was **TOTALLY STRIPPED** of his invention in 1911 when the Nobel Prize committee awarded the Nobel Prize to Marconi as the original inventor of the wireless radio. This was an illegal action by the committee since Tesla held several patents relating to the device but who was now forced to withdraw from all wireless communication! This is some mighty strange action just one year before the Titanic sank!

Why was all the trust placed in this one man, Marconi, who was from an aristocratic family with connections? Marconi was a connected person able to win the patent rights to the wireless radio that Tesla invented and held a patent for. These are some serious connections. They help reveal that Marconi was



Nikola Tesla later in life. Courtesy: AAAS.org

delivered control of the wireless radio transmissions in 1912 in conjunction with a serious plan that involved serious people.

Just one more thing needed to happen before the storyline was carried out on the Titanic; a passenger liner needed to hit an iceberg and get reported in the paper. As you have learned, the French Liner Niagara did just that on the same night Titanic got underway.

The Plan is put into play

The supposed physical act of sinking the Titanic began Sunday evening at 11:40 PM on April 14th 1912. In actuality, the plan to sink the Titanic was put into play in 1894 when the British Board of Trade amended the lifeboat laws.

In the initial reports made available by the press their performance was shameful. It began with the initial reports received into the office of the White Star Lines in the early morning hours of Monday announcing that the Titanic had struck an iceberg. This continued into the afternoon when the same New York Times reported the Titanic had sunk!

As a great deal of mental conditioning, in books and news reports, had already occurred. The press assumed their readers would forget about the fact that the Carpathia was equipped with a wireless radio, and their assumption turned out to be spot on. They went on to consume three full days before they got their story straight. In reality, it was three days to properly cover their tracks.

The information about the passengers was sketchy and did not improve as time passed. By 7 PM Monday the news of the Titanic included false reports, such as “she had been taken in tow” or “was steaming for Halifax with damage”. As a result, within just 24 hours of the accident there had already been enough erroneous news reports that it was going to be difficult to ever get the true story about what happened to the Titanic sorted out.

The Titanic supposedly sank at 2:20 AM Monday April 15th. The passengers that were floating in lifeboats were pulled out and taken aboard the vessel Carpathia one hour later at 3:20 AM. There was a Marconi Radio aboard the Carpathia. An accurate tally was taken and written into record of each arriving lifeboat and the occupants it contained. From this list, it was possible to transmit a list of survivors to the mainland as early as 6 AM Monday New York time that would have been highly accurate. But this was not done.

Instead, one key Marconi radio man in New York named David Sarnoff was able to receive any of the messages pertaining to the Titanic. This meant that there was no one to double check his figures or correct obvious mistakes. Making matters more suspect is the fact that Guglielmo Marconi was the only person who had the complete list of all the wireless messages that had been sent. This meant there was no one to double check the messages for possible clues as to what had happened.

Marconi controlled which wireless messages were used for the investigation and Sarnoff controlled the messages and information that pertained to the Titanic survivors. This information was used by the press, who informed the public, who had survived, and who was confirmed dead.

And this is what the public got in the way of reporting:

Monday 7 PM Titanic had sunk; status of passengers unknown.

Tuesday 900 people saved, many lives were now known to be lost.

Wednesday 868 people saved, the rest assumed lost.

Thursday 705 people saved, 1523 lost for sure.

The public got confusion. In the handling of the human losses and the next of kin the media gave the shoddiest performance imaginable. Folks, the Carpathia had an accurate tally of the survivors as soon as they had all

been taken aboard. The radio couldn't have lied. Therefore, the Marconi go-between agents deliberately withheld accurate information!

Making the situation more than obvious, the Carpathia reached port in New York approximately 72 hours after Titanic sank on Thursday April 18th: Guglielmo Marconi, the one man who controlled the release of all wireless messages, was allowed to go aboard the Carpathia and speak to his employed radio operator, Harold Bride, before any of the survivors were released! It gets worse. When the survivors and victims had been officially released major discrepancies in the reported fatalities and survivors were apparent. Let's look at some:

From Marconi's final revised list of survivors, Captain Smith and Andrew the Naval engineer had *now gone down with the ship*. First officer Murdoch had *now gone down with the ship*. Second officer Lightoller had *now survived*. The millionaire protégé Astor *had died and been buried at sea*, but Ismay, the president of White Star line *had survived*.

Perhaps if the right people had just asked how it was that these last-minute discrepancies occurred and why were they later accepted without scrutiny, we would have solved the case a long time ago? They had a wireless radio on board the Carpathia!! There was no excuse for this horrible mishandling of such mortal information with next of kin who had been kept waiting for nearly 4 days, unless you were the "bad guy".

Now if you were the "bad guy" covering up an illegal operation, these extra three days would allow you to get all the "missing persons" in their proper places, safely hidden and confirmed hidden. In addition, this would give you extra time to gather and question all the survivors, such that, now confident the sinking was not witnessed by some unforeseen person or vessel, you could release the story all nicely tidied up and packaged. And this was all part of the setting of the stage for Acts II and III of the Titanic story.

The Cowardly Captain and the Californian

As I have previously pointed out in Chapter 14, the fact that there were five ships in the area within hours of Titanic's distress call prove that it was impossible to find a $2\frac{2}{3}$ hour window of time within the Northern Atlantic Shipping Lane during the passenger season. And in fact, there was a ship there at the place and time, and in fact it came to a stop ahead of the Titanic's arrival. This ship then proceeded to watch the whole event unfold without doing one single thing to aid or assist.

This must be one of the most difficult Titanic accounts to swallow because it delineates vivid proof that all along, during one of the most tragic events in history, a potential rescue ship had been right next to the Titanic the entire time. And it would create a scandal two weeks later on the 7th day of the Disaster hearings over the fact that the Californian had just stood by.

One other small note: the Californian was one of J.P. Morgan's ships. This meant that two captains on two vessels, owned by the same company, in the same emergency, had failed to make contact. This was most clearly a violation of duties as captains.

But the story got even worse when it was learned that Captain Lord of the Californian had made the decision to let his Marconi radio operator go to sleep and remain asleep through the entire $2\frac{2}{3}$ -hour ordeal, thus without even attempting to make radio contact with the Titanic. He did this even though his Marconi radio operator had only gone to his cabin to sleep five to ten minutes earlier!

The accepted story also means that in this same emergency two professional radio operators, employed by the same company, Marconi Wireless, in the same emergency, had failed to make contact. This was most clearly a violation of duties as employees of the Marconi Wireless Co. who was operating under contract with the White Star Line to do just what they didn't!

Both two glaring facts would have shredded the existing *case of the iceberg* storyline if these extreme departures from normal protocol had only been discussed for what they were: clear violations of duty. Instead, a most peculiar thing happened.

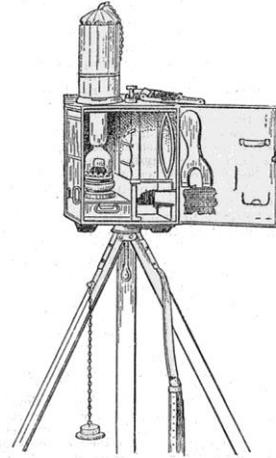
Plausible confusion to the rescue

On the night of the sinking, for a reason as yet never explained, the crew of the stricken Titanic fired off white flares. Normally the color of flares used to designate an emergency was red. The Titanic crew should have fired off red flares!

But during the hearings this unusual action was not prosecuted. Somebody should have mentioned that the firing of white flares would have served to prevent nearby freighters from responding because white flares were normally used aboard ships that were celebrating a party. Here is one of the crew's statements:

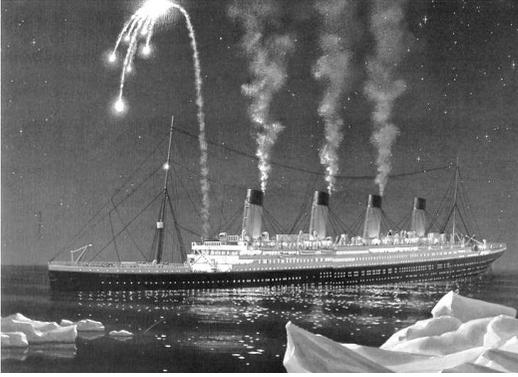
"although we saw the vessel had stopped and was firing white rockets and seemed to be settling lower in the water we didn't know they were in distress."

If the Titanic had fired red flares, the captain and crew of the Californian would have been found guilty of many international laws dealing with failure to assist at sea. But they hadn't used red flares. Therefore, Captain Lord had a plausible defense.



An oil-fired signaling lamp approx 1912 Courtesy: Wikipedia

Now today we can see this more as clever ploy, used in just the right predicament, was not the result of accident or fate. Remember, we already have two captains of the same company, in the same emergency, who failed



Artist's rendering of what was supposed to have occurred; firing white celebration rockets while you're sinking! Courtesy: Pinterest

to contact each other. Now we have two captains, of the same company, in the same emergency, that didn't recognize each other's flares. This is getting insane.

The more plausible truth is that these "synchronicities" are not coincidental at all but are the tale-tell marks of a staged event with a staged outcome.

And this was done because it was known from the beginning that the Californian would need a cover. That cover was provided when Titanic's crewmen set off white flares instead of red.

Captain Lord admitted himself that he had seen the Titanic firing the flares. He testified that he thought the ship was unsinkable and that the flares must be redundant. Lord was thus absolved of a captain's duties on this flimsy assumption.

Captain Lord admitted that he even broke his normal routine by going to bed early. And this was just before this grand passenger liner, filled with passengers, arrived on the scene of the most fateful event in his career. He was absolved of carrying out his captain's duties again, and this time over sleep.

Captain Lord went on to testify that he had watched the Titanic come to a stop in an ice field, and then tried to contact them with a Morse lamp. Then they just gave up. He was absolved of this dereliction of duty. Captain Lord testified that from a distance of approximately 10 miles they stood off and continued to do nothing even while his deck crew watched

the ship go lower and sink. At this point, the captain was not even expected to have a human heart.

The number of losses of life because of this man's failure to carry out his duties as the captain of a ship near an emergency stood at 1,523. What happened to Captain Lord because of this unnecessary loss? How did the Senate Investigative Hearings on the Titanic Disaster rule, knowing his ship witnessed the entire event and did not respond? The white flare vs. the red flare actions of the Titanic's crew allowed Captain Lord of the Californian to be sent away with barely a hand slap. What a slap in the face of the Lord this was.

There is no forgivable explanation as to how the Californian could possibly have sat by and watched a ship slowly go down without at least having tried repeatedly and with all available energy and experience to make radio contact. Then they could have asked them directly, "Are you OK?" The fact was that getting Captain Lord clear of the investigation was an important part of covering up the whole plot. If there had been an intense investigation into Captain Lord and his relationship with International Mercantile Marine it would have eventually entangled the culprits closer to the top. Thusly, no such investigation could be allowed.

More on Californian's "rendezvous" with Titanic

The story of the Californian and the fact her captain had sat and watched from start to finish a brand-new ocean liner full of people sink should have sent every person in the courtroom into a state of indigestion and nausea. And this would have been just the start of the story's unraveling. Leading up to the Titanic's supposed 11:40 PM collision with an iceberg, the captain and crew on board the Californian had wired the Titanic just two hours beforehand. They had told the Titanic there was an ice field, and they told them that they had stopped for the night **"because it was too dangerous to proceed."**

Now how would it then be possible for these two parties to later disconnect from each other, completely, two hours later? This was at 11:30

PM, just 20 minutes before the Titanic would arrive. If they were both going to be sitting in an ice field, shouldn't they have at least been watching out for one another such that they didn't bump or collide during the night?

Captain Stanley Lord of the Californian had a story; he went to bed. Californian's radio operator had a story; he was in bed. Both had cabins with portholes yet somehow neither one even cared enough to look out and see if the greatest liner in history was really there.

The crewmen testified they were talking about it in the hallways as they watched the Titanic sink lower in the water, but neither the captain nor the radio man had any curiosity whatsoever because sleep to them at that moment was paramount. But wait a minute; a captain is on duty 24/7, period. If we look at the glaring contradiction between the training of a captain verses their subsequent unprofessional actions, it becomes much more believable that each of them had specific orders and/or a serious reason to act the way they did. It is standard protocol to wake the captain whenever there is an emergency of any kind.

Perhaps you believe that it would be almost impossible to get a person like Captain Lord to just stand by and let innocent people go to their graves. You are a person of moral principle, and thusly no amount of money could buy your loyalty. Good for you. So how could the wicked planners of Titanic's sinking insure that this order *to stand off* would be carried out?

Lord could have been under oath of some other kind, such as to a grandmaster Freemason or to a Jesuit master (I'm not sure which). Although there were a preponderance of freemasons involved with the Titanic, I could not find conclusive evidence that Lord ever was one other than this photograph of him with his hand in his pocket:



Stanley P. Lord in a masonic pose. Courtesy: Owlcation.com

He could have been persuaded using one of the most common methods: to have Lord's children kidnapped just after he left port, then later break the news to him that if he ever wanted to see them alive again to stand off and stay out of the rescue. But I don't think this is the reason, since he was re-instated to his rank within less than a year. Either could explain how this skipper went against normal protocol in such a critical situation. This existing story about confusion and tiredness is a fraud.

Making an ocean liner vanish

If you "disappeared" an ocean liner, and it was insured with Lloyd's of London for \$5 million dollars (about \$300 million today), it would be possible to collect on the insurance plus confiscate 5 million dollars in diamonds (that you steal from the ship's vault before she goes down). But you would also be taking a lot of risk. Therefore, you would need to not only plan the event but to plan it out in every detail. Just one unforeseen event happening at the last minute could cause an uncovering of the plot.

For example, let's say you get the diamonds out of the vault, get the 1st and 2nd Class passengers into lifeboats, get your fellow perpetrators into lifeboats and other vessels that have come along to take away people like the captain and John Jacob Astor, then give the command for the explosives to be set off, but then to your horror you discover that the ship is sinking too slowly. Now other ships will arrive on the scene and discover the carnage you have wrought. "Oops! I guess we should have used more charges!" you say to yourself as the U.S. Navy arrives on the scene.

So, let's say you're this big wheel in some big organization, and you are in charge of getting this great ship destroyed or stolen and then making it look like she hit an iceberg to cover for the fact that the ship and all its contents are gone. Remember, the most important part of such a diabolical plan is that the public will believe the story. So you need to make sure the ship did in fact disappear. And you need to make sure that the ship did in fact hit or at least appear to hit an iceberg.

This is the reason why Captain Lord was told to go to the same ice field where the Titanic was to later be sunk, and, then hang out there to visually record and confirm the event. And in fact, Lord's testimony confirmed that the Titanic had in fact entered a known ice field and that his crew had visually observed it to go lower in the water and sink. As morbid as it was their testimony not only worked but helped to keep the people's attention off the most major discrepancy of all: **the fact that not in a thousand collisions would a vessel built like the Titanic have sunk from striking an iceberg!**

The cowardly, obedient, Captain Lord was at the scene in case the plan went horribly wrong and they might have to abort and get to another vessel. The Californian could have served as a rescue platform for the perpetrators, but this was not her primary purpose. The number one reason for having the Californian there, at the precise place and time only to display oblivious behavior was to verify, without any shadow of a doubt, that the Titanic was definitely in an ice field. It took this kind of cleverness in the testimony to make the story of her having hit an iceberg and then sinking from it BELIEVABLE.

Stanley Lord delivered us a double whammy. We didn't see his left hand setting us up for a false collision with an iceberg story, while he was making himself look like a heartless incompetent with his right hand. The courtroom saw him as wretched, and that was just as they wanted him to appear. In the meantime, we believed the preposterous part of the story: *that the Titanic sank because she hit an iceberg.*

Mystery train dispatched to Halifax.

Here is another suspicious event that originated from reporters in Halifax. In this case Phillip Franklin, vice president of White Star Lines in New York, had called Halifax sometime after 1:00 PM on Monday to arrange for a train to bring 700 passengers down to New York. Whoa! What is wrong with this picture? It more than incriminated White Star Lines that

they knew ahead of time that there were only 721 survivors from the sinking. If the Titanic was really headed there, why hadn't they arranged transportation for all 2,223 passengers? At this time, the number of lives lost had not yet been reported.

Ismay and Titanic crew try to depart before the hearings

Aside from this rumor going around that White Star Line might not be entirely honest with what had occurred aboard the Titanic to cause so many lives to be lost, suspicions were added to when it was learned that Ismay and the senior sailing crew survivors had booked immediate passage back to Great Britain ASAP. Thus, it appeared that they were fleeing and the fact they were fleeing the scene at the soonest possible time was very incriminating.

A "suspicious" Senator William Alden Smith brought up the fact that some of Titanic's officers, including Ismay himself, had tried to get onto a steamer bound for England as soon as possible. It was under these "suspicious" circumstances that this key member of the United States Senate went into action on his own to ensure that there was a proper investigation. As a pillar of justice amidst a sea of despair Senator Smith arose from the floor of the Senate floor as the one alert individual who would insure proper justice was forthcoming. He proposed the formation of a special investigative committee under the heading: **"to investigate the causes leading to the wreck of the White Star Liner Titanic, with its attendant loss of life so shocking."**

There was little time to organize the format. Former officers of the now-submerged Titanic were preparing to leave and sail back to England within days. Many Americans on board had lost their lives. Thus, a fair hearing was needed quickly to determine if they had in fact been treated as required under maritime laws which protected them against such things as

being shanghaied, kidnapped, extorted or killed. Smith did a great job looking like he was motivated by justice.

The resolution that was passed stressed the need to determine whether the ship had adequate lifeboats and had undergone proper inspections. It directed the panel to study whether new laws or an international treaty was needed to prevent a repeat of a similar tragedy. As fate would have it, Senator William Alden Smith was named Chairman. Now the public was primed to accept a kangaroo court. It was a brilliant one-two punch that made them think that if anyone would get the truth out, it would be Senator Alden Smith. It was easy for him to sell out the public after that.

Looking back, it is difficult to understand why more attention was not paid to these hearings, shoddy and mind-blowing as they were, in deciphering the Titanic mysteries. The public continues to be fooled by what looked legitimate: a U.S. Senator making a heroic effort to perform proper judicial justice regarding the Titanic. Today we can clearly see that Senator Smith's tactics led the public in the wrong direction from the outset, thus to churn preposterous claims and ill-human behavior into plausibility and fateful explanation.

White Star Line gets to testify first

At the United States Disaster Hearings Ismay was summoned to testify first, and since he had not had to face any of the actual survivors of the Titanic during their sail back to New York, his scripted testimony was fully accepted. It was here that Senator Smith proceeded to question him as if he was trustworthy. Here Mr. Sneaky, liar and life-boat stealer was hallowed on a pedestal when in truth he should have been shackled and wrapped in burlap.

Let's hear some more of his lies: Here is one of Senator Smith's first questions and the testimony given on the first day of the U.S. Senate

hearings held in New York. J. Bruce Ismay is the president and CEO of White Star Line, who held title to the Titanic and her passengers.

Smith: “Did you have occasion to consult with the captain about the movement of the ship?”

Ismay: “I did not consult with the captain about the movement of the ship, ever, since leaving Queenstown. Before that, we had both agreed that there was no point in arriving in New York at the lightship before 5AM Wednesday morning. We were able to arrive at that time without putting the ship to its full running capacity. There was nothing to be gained by arriving at New York any earlier than that.”

Wow! What a nice long prepared answer. Smith didn’t even have to ask him if they were maybe thinking of steaming at full speed through the North Atlantic to get to New York faster than the public might have expected. Ismay laid it all out right there. But the answer he gave is an impossible lie. For him to have had no contact with Captain Smith during the entire voyage would have been impossible, since it was his job, as managing director of White Star Line, to ensure that everything about the ship was proper and safe. This would have necessitated contact with the



J. Bruce Ismay Courtesy: Ultimate Titanic.

captain. Ismay was allowed to start out the questioning as if he was aboard the Titanic in the same capacity as a normal passenger going on a cruise.

We see that it was from the very beginning, on the very first day of the hearings, the allowance of false testimony was permissible and pervasive within this Senate investigation. This, my friends, is a whitewash investigation. Forget the notion that truth and justice were cornerstones of the proceedings. The rulings that followed, bizarre as they are today, were a result of what was clearly a charade in justice then.

How could there have been a consensus by everyone appointed to that courtroom? They had to consent to the fact that 1,523 lives had been lost because of an accident that was virtually impossible. She had sunk way too fast to have been sunk by anything less than torpedoes or mines. She had gone down in the middle of a busy shipping lane even though other vessels had been in the vicinity. The main witnesses were from another ship owned by the same holding company, International Mercantile Marine. The 3rd Class people were never even notified of a danger of her sinking. Nobody had felt a collision they could describe. How could the courtroom have gone along with this? Only by being handpicked, rehearsed and sworn to secrecy first.

The mystery man behind yamsi

If you still don't think the United States Disaster Hearings were rigged in favor of J. P. Morgan and White Star Lines then you need to read the testimony that J. Bruce Ismay gave to Senator Smith. This occurred when the senator brought up the case of the anonymous man behind a mystery call sign "YAMSI", a name that had been used by a person sending wireless messages from aboard the Carpathia during her voyage back to New York. Ismay admitted that it was himself who had sent messages to White Star offices while aboard the rescue vessel Carpathia under this coded name. YAMSI is Ismay spelled in reverse.

Let's put into perspective what this man admitted to: that he sent out messages after he had been rescued from the Titanic, and that he used Carpathia's radio, and that he was allowed to send messages under an anonymous name, and that the Marconi Wireless Co. allowed this! This should have sent alarm bells off in the courtroom. After all, this same Ismay had just escaped death at the expense of a child or woman when he stole his way into a lifeboat. So why was he getting special treatment such that he could get away with sending messages without identifying himself?

And this was not the only privilege he got. Ismay was given the only ship's spare cabin to hide in all by himself; provided by the captain so that he wouldn't have to give any information to or answer questions from the rescued passengers. The Carpathia was expecting him.

How to handle the Investigation

The way the Titanic Investigation was set up in the United States the Senate Hearings trumped all other courtrooms making any lower court investigations unnecessary! This is more than noteworthy since there was a definite possibility that the Captain of the Titanic had not followed proper protocol stipulated by her insurers. Since these insurers were underwritten by U.S. Banks such as J. P. Morgan, there stood a sizeable settlement if negligence was to be found.

Normally, such an investigation, concerning the proper administration of the insurance money paid out because of any damages, would have been conducted as a matter of standard protocol by the insurance company themselves due to the value. The appointment of this special committee of the U.S. Senate, however, was used to negate the need for a civil or criminal trial. That does not mean this was the proper course to pursue.

There can be no doubt that as to among lawyer-educated men such as Senator Smith, that before the court proceedings the subject of neglect on the part of the skipper and operators of the Titanic had already been scripted and rehearsed because from the very beginning of Smith's questioning what he accomplished was to divert the possibility of negligence. And he diverted the possibility of negligence when he *focused the questioning on the lifeboat situation at the moment the Titanic had supposedly struck an iceberg.*

By asking questions such as; "how many lifeboats were there? How were they loaded with passengers?" etc., the Senate Investigative Court

inadvertently lent entire credence to the iceberg theory as being fact and never even questioned it. And further, by beginning the line of questioning at a point in time when the ship was already sinking allowed the court to leave out specifically what caused this giant liner to go down faster than any old steam freighter involved in a similar collision.

As though every mind in that courtroom were wired into one source, nobody seemed to notice that *sinking from an iceberg* was a preposterous explanation even when a myriad of contradictory facts continued to emerge. There were some good theatrics on the part of the performers during the investigation that served to confuse the courtroom spectators. For example, when Smith questioned White Star Line's president J. Bruce Ismay and key members of the Titanic command who had survived, he made himself look out as being aggressive and suspicious. Smith would use this charade to hide the fact that the court's decisions were already a done deal.

And thus, the public was merely led to believe any potential wrongdoing on the part of White Star Line, such as theft, extortion, or murder for profit, would come out at a hearing performed by a U.S. Court of Inquiry. In actuality, the Senate Hearings never sought to investigate the larger looming criminal issues that they should have, such as this one: News that was printed on April 15, 1912:

LONDON, April 15- The Titanic was insured for \$5,000,000. No definite information is obtainable as to the number of valuables on board but it is generally understood that the vessel took diamonds consigned to dealers whose estimated value is as high as \$5,000,000 but this is admittedly largely conjecture. She also took a large amount of bonds.

The news of the wreck received here is all coming from New York with the exception of one message received at two a.m. from Lloyds signal station at Cape Race giving only the first details stating that she had struck an iceberg and was in a sinking condition and that the transfer of passengers had begun at once.

This article reveals the need for an investigation that would have considered the possibility of theft upon the high seas. More suspicions should have been fueled by the extraordinary news of famous people having “perished”, unexpectedly and without their deceased bodies to show

evidence to the fact. Any one of these rich person's unexplained deaths could have funded expensive investigations into the possibility of wrongdoing, and the people they hired would have been more than well qualified to conduct an earnest inquiry. But mysteriously, no wrongful death cases would be forthcoming from any of the deceased relatives. Today this fact adds suspicion as to the reported deaths of certain rich people who may have been relocated to other lands and reported as dead. If they hadn't really perished there would be no reason for a wrongful death case.

One last point to consider on this subject: Remember, rich people have rich life-insurance policies. Heirs of rich people with rich life-insurance policies can collect big time if their parent dies. Therefore, thorough investigations are normally conducted by insurance companies themselves.

A List of Prepared Questions

Senator Smith arrived at the courtroom hearings with a hurriedly-put-together list of questions for the key survivors of the Titanic, and this "effort" is presented in Kuntz' book as if to bolster Smith's preparation and determination. But is this the true reason why Smith had a prepared list of questions, or was it more likely he had a list of questions that the witnesses were expecting? Let's take a look.

Was this prepared list of questions of help when Lightoller testified to the ship going down without anyone sounding an alarm that kept the 3rd Class and crew totally in the dark and he asked what the effect of cold water would be on the boilers? Did it help when Senator Smith interviewed Titanic's lookout Frederick Fleet and changed the subject just as he got him to admit he could have seen an object over a mile away? Or were these questions chosen to change the subject at the critical moment, thus to deflect the major issue: the murder of 1,523 people?

Any time a court case centers around a pre-written list of questions, it allows for the questions to get leaked to the other side. This results in

witnesses having extra time to put together plausible answers and when this happens the courtroom turns into a soap opera. Isn't this what happened during the Titanic Disaster Hearings?

As the proceedings continued, more testimonies of the survivors confirmed the vast majority of crew and 3rd Class passengers did not get the chance to dive off and try to swim to a piece of flotsam. They confirmed that they did not know the ship was going down until it was too late. Yet, this testimony to the fact of abandonment of passengers and crew by the officers of the Titanic, was accepted by both the U.S. Senate Disaster Hearings Committee and the British Board of Trade Wreck Commission.

The Titanic Wreck Commission Hearings in Great Britain

Going from the U.S. Senate Hearings to the next hearings after the Titanic accident brings us to the Titanic Wreck Commission organized by the British Board of Trade in England. The crew survivors of the Titanic went through the same process again upon their return to England and it turned out to be a whitewash investigation just as the Senate Disaster Hearings. There were a few different twists between the two, however, that are valuable to our investigation now.

An important point to note in the direction of the investigation regarding the actions of Titanic's crew and officers came when Commissioner Mercy of the London Wreck Commission stated:

“Admiralty Law is different than law practiced on land. The total amount of damages for which a shipping company can be held is limited under Admiralty Law to the value of its ship and its voyage.”

This was the law in 1912. These damage limitations would have been nullified in the event there was a preponderance of evidence and/or proof of gross negligence on the part of the shipping company, White Star Lines. If a ruling of negligence had occurred, the White Star Line would

have been open to wrongful death and damage claims from upwards of 1,500 people. White Star Lines would have been bankrupted by such litigation and claims if Mersey and his contingents had found the company guilty of gross negligence.

This is the most likely reason that the captain of the Californian and his radio operator did exactly what they did; it was exactly what they had to do to provide absolute iron-clad **proof that the Titanic was in an ice field**. Since the Titanic had been seen by eyewitnesses to have entered a known ice field, then it becomes possible to prove accidental sinking rather than gross negligence as the cause of her sinking. The Californian did in fact arrive at this location and stay at this location and as a result they did provide testimony to the fact that the Titanic had in fact steamed into an ice field and sank. So, it was ruled an accident that an iceberg had caused.

More Shameful Performance in the Hearings

Both Titanic Senate Disaster Hearings unveiled the fact that the ratio of *survivors to total passengers* was a much lower ratio than the *officer/executive survivors to total officers and executives who were onboard*. This odd statistic is one that should have caught the attention of anyone possessing knowledge of basic mathematics, that 1,523 out of 2,240 total, or 70% of the total passengers, had drowned. But few of the officers and 1st class passengers had drowned. These mind-blowing statistics were ignored.

Let me try to explain what was happening with the delayed news and the discrepancies: Let's take Captain Smith and 1st Officer Murdoch as a scenario. Let's say the plan is to have them get into a lifeboat and be rowed out to a nearby sailing schooner where they are taken aboard, hidden and then sailed to a safe haven and put ashore with no fanfare.

Here's my question: Let's say you're controlling the news media. Would you want to let the public know at this stage of the plan that Captain Smith and 1st Officer Murdoch have drowned when you don't know for sure

if they have “accidentally” been picked up by the Carpathia or been seen climbing aboard the mystery schooner that was seen? If you’ve already reported that they went down with the ship, how are you going to back-track, from that story without getting the public aroused?

As discussed, the finalized passenger and crew survivor list was delayed by a minimum period of 53 hours, in this case from April 15th, 3:00 AM New York Time until April 17th, 8:00 AM New York Time. But it gets worse; here’s another anomaly:

Selling Shorts: Lloyds Overdue Insurance

Now here is another reason for delaying the survivors list and you are going to have a hard time believing it! It turns out that back in 1912 a person could go into the office of Lloyds of London and take out an insurance policy on a loved one anytime they were on a ship that was overdue on its expected arrival. It worked this way: Let’s say your son is traveling on a steamship from England and is expected to arrive in New York on Monday morning. On Monday morning, you go down to retrieve him only to find that the ship has not come in. Now you are worried that maybe something has gone wrong and that your son is in increased danger of losing his life at sea. So, you go into the Lloyds of London office and take out an overdue policy. Now if it turns out later that you were correct in your worries and that your son has indeed been lost, you will collect on your policy. Guess what? The Lloyds of London offices reported it was mayhem on both Monday and Tuesday because there was so much overdue insurance sold!

Remember the Marconi radio aboard the Carpathia. Thus, there were people that knew as early as Monday morning who had really gone down with the Titanic. What an opportunity to buy life insurance!

Guglielmo Marconi's part in the Titanic cover-up:

Guglielmo Marconi employed the two radio operators aboard the Titanic, Jack Phillips and Harold Bride. They were not employed by the White Star Lines. Also employed by the Marconi Company was Cyril Evans, the radio operator aboard the Californian. Evans was then 20 years old. This is the Marconi employee who put down his headphones at 11:00 PM and went to bed. This is the employee who worked for the Marconi Company for the rest of his life.

Also employed by the Marconi Company, and stationed in New York, was David Sarnoff who was the only person authorized by Guglielmo Marconi to receive the names of the Titanic survivors via wireless technology. Wireless communications were reportedly maintained for 72 hours between the Carpathia and Sarnoff, but Sarnoff's involvement has been questioned by some modern historians.

When the Carpathia docked in New York, Marconi went aboard with a reporter from The New York Times to talk with Bride, Titanic's surviving operator. Little of this talk was ever made public. One portion of it concerned a discussion about Bride selling his story to the press and getting paid for it. This was just a side story to make the courtroom suspicious about the wrong things discussed.

Marconi was thus the one person who had total control of the wireless transmissions sent from every ship that used a wireless radio on the night of April 14th when the Titanic went down, and this continued 72 hours up until the Carpathia docked. As I have pointed out, every wireless message sent by *every ship in 1912 was controlled by the Marconi Wireless Radio company*. And thus, when the Titanic went down, Marconi held the legal rights to all the radio transmissions. Marconi went as far as to state in court at the Senate Disaster Hearings *that he himself held all rights to any stories relating to the wireless messages or the messages themselves*.

Before we wrap up this chapter, some follow-up regarding this peculiar man's life is worthwhile. Just two years after the Titanic tragedy,

Marconi was made a Senator in the Italian Senate. That same year he was appointed *Honorary Knight Grand Cross of the Royal Victorian Order in the UK*. This all happened just two years later! It almost makes you think he was being “rewarded” for something he did by some powerful people. Was it for his help in the cover-up of Titanic’s radio logs?

It gets worse. During World War I, Italy joined the Allied side of the conflict, and Marconi was placed in charge of the Italian military's radio service. He attained the rank of lieutenant in the Italian Army and of commander in the Italian Navy. *In 1924, he was made a marquis by King Victor Emmanuel III*. Just eight years later and now he’s a marquis of the King! Remember, Marconi was connected to the elitists who chaired the Nobel Prize Commission. As a result one man had been able to jam radio messages and censure and hide any that would have provided an accurate timeline of the real events that happened aboard the Titanic.

Marconi’s seemingly brilliant path doesn’t end there. During the 1930’s there were many UFO sightings taking place in Italy of a similar nature to the ones which would take place later in the United States beginning in the 1940’s. And it was Guglielmo Marconi who was officially placed in charge of a secret governmental committee, known then as Cabinet RS 33, that reported only to Mussolini during the 1930’s. *Their purpose was keeping out of the public eye, all the data during this era that pertained to UFO’s.*

Yes, that’s right, Guglielmo Marconi was put in charge of Italy’s UFO cover-up program. What better person to put in charge of covering up all the people’s UFO sightings than a person who had already proven themselves in a former cover-up (like Titanic’s sinking)? At the time of one of the worst tragedies the world has ever known all the wireless information was under the control of this one individual, and this one individual went on to cover up evidence of UFO’s from the top level. And this was a full 10 years before the U. S. would begin their own “Operation Bluebook”.

Marconi was obviously at the leading edge as well as being connected to the Italian hierarchy (royalty), who were connected to the same international banksters who built and operated the Titanic. This makes him an accomplice in her destruction. When looked at today, the act of taking

control of the airwaves during the Titanic disaster reveal a serious flaw in international justice when one man was able to act as the sole arbiter for 2,226 people.

As a closing note, Nikola Tesla died unexpectedly in 1943 under mysterious circumstances, but just a few months later he was again awarded the patent to the wireless radio he had in fact originally invented by the patent office. This confirms that he should have had the rights to the patent all along. That means without a doubt that he had been forced out of the wireless network at the time the Titanic went down for a very good reason.

How to tell and sell a ludicrous story

How did they garner the public's acceptance of a story that presented such glaring contradictions in engineering, physics and logic? They did it by conducting it with the pretense of it being a United States Senate Hearing. They needed the public's trust from day one, so they chose the United States Senate from which to pull the main characters. Folks, the sinking of the Titanic was no small-scale operation.

The public had to somehow be convinced that an iceberg collision occurred. This was accomplished by pre-conditioning the public with the startling news about the Niagara collision with an iceberg just three nights earlier.

Then they had to convince the public that the collision was so catastrophic it had caused the ship to be fatally damaged. This was accomplished by delaying the news in the press as to whether the passengers had been rescued or not. We must remember that **it was not until April 17th, 58 to 72 hours after the Titanic had supposedly sank that official word of fatalities had occurred and the names of the 1,523 people who had been lost were made public.** So, by the time the public learned the full scope of the tragedy they had: 1. heard the Niagara struck an iceberg, 2. read that Titanic had struck an iceberg, 3. read that the Titanic had been taken in tow after hitting an iceberg, 4. read that the Titanic had sunk from

hitting an iceberg, 5. heard that only 865 passengers had survived the ship hitting an iceberg, etc. By this time, the term iceberg had achieved the public's acceptance. This was classic mental conditioning.

In 1912, during the period of the Titanic investigation, reported testimonies from selected witnesses made for a great story and it was placed in the hands of a few selected newspaper editors. They became the source of most if not all the stories and articles that were printed worldwide for decades. Today the Titanic tragedy is one of the most popular stories ever told or written because it forces us to ponder our own fate in a similar or future situation. Too bad it's a fake.

CHAPTER 20

Robbed of Our Success

“Organic plant material growth is really just hydrogen being pulled out of water and combined with carbon-dioxide using energy from the sun in a process called photosynthesis.” Adam J. Nehr III

THE PUBLIC HAD some distrust for newspapers during the days of the Titanic. Still, the cold drowning of 1,523 people trumpeted internationally via a new airwave system took them by storm. And worse, this was not the proper attitude to take as the public would have the same thing happen to them again just three years later with the sinking of the Lusitania. And it continued to happen via the Hindenburg burning in 1937, the Pearl Harbor bombing in 1941, the JFK assassination in 1963 and the 911 tower demolitions in 2002. And even today, most of the public continue to trust TV and the press.

The future of steamship travel hinged on Senator Smith and his appointed committee to get the facts straight, insure there was no negligence involved and dictate whatever legislation was needed to insure it did not happen again. In the process the media fed the public a story about how a supposed “honorary investigation” was boldly organized by a gallant watchdog American to safeguard the protection and property of citizens of the United States. The people thought that if any wrongdoing had occurred, Smith would get to the bottom of it. Well, you’ve seen the bottom pieces from Titanic’s wrecked hull; do you think he did?

Still tolerating Carbon Monoxide in the 21st Century

Americans and many other nations have the mistaken notion that our transportation infrastructure has gotten more modern. One of the examples is our nation having moved away from the burning of coal to the burning of expensive high-tech petroleum. That the world is still using gasoline and diesel fuel in piston engines should be under fire by all with a knowledge of energies beyond the realm of mere hydrocarbon combustion. As I've stated earlier, gasoline is a catch-all mixture of many variations of molecular sizes, making it unstable in engines operating above 10:1 compression ratios. This mixture is strictly designed to perform below the level of other petroleum fuels to insure the widespread use of inefficient low-pressure engines.

Diesel fuel is not the energy of the future but it IS much better than gasoline! Yet still, gasoline powered vehicles remain carte blanche in spite of extensive research proving that gasoline contains at least 34 toxic substances such as benzene that are cancerous, harmful to breathe and poisonous to consume. I'm sorry to report that our existing "smog" program which requires a catalytic converter doesn't stop them.

The good news is that gasoline can easily be reformulated into methanol, ammonia, nitro-methane, naphtha-water, hydrazine, etc., and these are superior fuels in that they are non-toxic. They also produce far greater power from an engine of the same size. In the 21st century the continued use of gasoline is blatantly insane.

If gasoline was a bi-product that we had to get rid of, there are simple ways to do this, such as in a steam plant as boiler fuel. This method of "disposing" of gasoline would be far less polluting than the current method of combusting it in millions of independently powered vehicles that are in our downtown areas. When gasoline is combusted in a piston engine it has the peculiar propensity to produce carbon monoxide which is a poisonous

gas to all oxygen breathing animals on earth. Gasoline does not produce carbon monoxide when used as boiler fuel or in a gas turbine.

Burning gasoline in piston engines is worse than ignorance at this late stage because carbon monoxide accounts for a significant portion of the exhaust gasses produced by piston engines. Carbon monoxide has about the same density as air and thus it tends to hang around at ground level where it was expelled from the passing vehicles. Yet still we loyal citizens and consumers must continue to use gasoline even though every decent engineer and scientist knows its use will introduce poisonous fumes within grids of houses, schools and businesses. And this means that humans must breathe poisonous air in just about every arena of transportation, which is just about everywhere on earth.



Contains Lead; as if carbon-monoxide needed a chaser to be lethal. Courtesy: Pinterest

You have seen that steamships and locomotives on rails provided superior transportation efficiency back at the turn of the 20th Century. You have seen how if the Hindenburg had not been destroyed and if dirigible development had been allowed to proceed along normally, we would have a far superior transportation system than what we have today. Therefore, it is so crucial that we understand how oil manipulators work, and how destructive their manipulations are to a working society. This is why corporate ownership of the necessary fuel-production to power our military equipment cannot be tolerated. Therefore, whenever a corporation or bank can profit off a war they must either be shut down or taken over by the people doing the fighting.

The early oil pioneers were not just brilliant chemists who figured out hundreds of ways to reformulate petroleum cocktails from lowly crude oil, but also bankers with oodles of money and greed that knew no bounds. The Titanic and Hindenburg disasters provided the corner-stones of the

building that housed the men who perpetrated the destruction of superior modes of travel during the years from 1912 to 1937. These cornerstones now stand as vivid markers that tell us exactly what organizations planned it and carried it out. The Hindenburg is another disaster with the same perpetrators.

A Testimonial to Hydrogen Energy

We now come to a discussion about the use of hydrogen itself. The following is a summary of a presentation made in 2009 to a congressman in Michigan by an engineer from Interstate Traveler HyRail. It contains information that is so valuable I left it in the original words of the author, Adam J. Nehr III. For those of you who have any doubts at this stage regarding the viability of hydrogen as a fuel I advise you to read this.

June 12, 2009
Representative Bill Rogers
1085 Anderson Building
Lansing, MI 48933

Dear Representative Rogers,

Thank you for this opportunity to give testimony regarding the Interstate Traveler (HyRail) project currently before your committee.

There has been a long history of misconceptions about the safety of hydrogen and its viability as an energy storage medium. Let me address these two concerns briefly in order. Hydrogen gas, when properly stored, is one of the safest energy storage media available. Liquid fuels, such as petroleum diesel oil and gasoline, are heavier than air and fall to the ground if spilled. They then spread out and present a large-area fire hazard that persists for as long as the liquid or its vapors are present.

Hydrogen on the other hand is the lightest gas in the known universe and when released accidentally it dissipates in a column straight up. Absent some ignition source, no other reaction occurs. The gas vents into the atmosphere and dissipates upward. Hydrogen gas is neither toxic nor is it a pollutant. If vented, it literally goes straight up through all layers of the

atmosphere and out into space with no negative consequences.

The Hindenburg disaster frequently is cited as a case study on the dangers of hydrogen. However, far from being an example of the dangers of hydrogen, the Hindenburg is an example of the inherent safety of hydrogen even when unexpectedly released, as it was on the ill-fated airship.

The hydrogen became involved only when the gas ballonets ruptured and it then contributed to the fire equation. Despite there being thousands of cubic feet of hydrogen released directly into an ongoing fire the fire did not behave differently than any fire with the same amount of fuel.

Over half of the people on board survived without a scratch. Of those who perished, most died from burns or impact from falling debris that was also burning. Hydrogen, by itself, was not a cause of ignition or explosion. It only added fuel to the already ongoing fire. (source: The Freedom Element, Addison Bain, Ph.D.).

While hydrogen contributed to the heat and fire the same could be said of any fuel like the diesel oil used to power the engines. The major difference is that heavier than air fuels fall downward until they oxidize and ignite while lighter than air fuels dissipate upward. This aspect tips the safety equation quickly in favor of hydrogen over liquid fuels.

In summation on this point, we feel that, in our system, Hydrogen is the safest method of energy storage available. At the Kennedy Space Center, we store and transport 850,000 gallons of liquid hydrogen with the LC39 system, which is equal to 96,000,000 cubic feet of hydrogen gas. Hydrogen, if used correctly, is the most efficient method available anywhere in the known universe. All “fuels” currently used are hydrocarbons. All the energy potential from hydrocarbon comes from the hydrogen content.

In petroleum fuels this hydrogen content has been saturated into the carbon matrix during thousands of years by a slow chemical process. A second way to produce hydrocarbon is by growing plants, since all of plants components are varying forms of hydrocarbons. Organic plant material growth is really just hydrogen being pulled out of water and combined with carbon-dioxide using energy from the sun in the process of photosynthesis. Hydrogen itself, on the other hand, is as readily available as seawater and producible straight from seawater. It is therefore the best choice of fuel for our future.

Sincerely,
Adam J. Nehr III

We get a very different perspective on the Hindenburg and the use of hydrogen when it is given by someone who has experience storing and using hydrogen. It is only because there are so few engineers and scientists investigating it with an open mind that we seldom hear positive testimonials pertaining to the use of hydrogen as a fuel. Note that nearly one million gallons of *liquid hydrogen* is stored at the Kennedy Space Center. Did you know the Space Shuttle itself was primarily a hydrogen burning device?

The Rocket Industry

Because the United States Space Program chose to endorse a thousand-year-old design that relies on thrust from the very weight it is lifting we find inefficiencies far surpassing those of the current airline industry. With NASA continuing with an outdated design that requires their space-bound vehicles to lift and carry 100% of the energy needed, and, in the archaic formulation as a liquid, the public is guaranteed of a space program that will sooner or later bankrupt itself. Once again, the only winners here are the oil industry.



The now defunct NASA space shuttle struggles to get off the ground. Courtesy: ringlead.com

Think about the Space Shuttle design that was recently taken out of service. Recall in your mind as you were watching a typical launch and picture the huge liquid-filled tank strapped to the bottom. This huge tank is going to be dropped off as worthless freight, along with the lost fuel, and this is after it has been lifted and accelerated, only to be lost. It is a system that does not make sense.

A space-bound vehicle should in all possible instances be given a boost from the ground station. This is demonstrated with jets taking off an aircraft carrier via steam-powered catapults. Since a land-boosted rocket does not have to carry the machinery and fuel that the ground station would provide, it is logical that as much of the lift required for orbit be transferred to the ground station, such that this required weight could be taken off the weight of the rocket itself.

Throughout the years there have been many methods devised for accelerating objects, such as electric induction, steam catapult, air pressure, long-barreled cannon, etc. As far back as the turn of the century, Nikola Tesla designed a system that would have sent electricity through the air such that an aircraft could be continuously powered from a ground station. Since the 1960's scientists have known how to transmit virtually any amount of energy, with very low energy loss using a laser beam.

There exist several ways to send energy into a rocket from the ground where a weightless and abundant amount of energy is available. Instead NASA's chosen way is to load it down with fuel, stand it straight up so that it must overcome its total weight then waste 50% of it just getting it off the ground. Now you know it was an obvious waste of fuel. Now you know we had a space program that was designed to spend the people's money on rocket fuel: fuel made from petroleum.

NASA means never a straight answer

Recently several people have come forward to tell a different story about space programs that exist beyond the reaches of the moon and out of the realm of public knowledge. The best way for me to explain what is really going on with our space program is to direct you to YouTube and the following people: David Wilcock-see his entire series of disclosures with Corey Goode via the Gaia network. Check out these topics: Secret Space Program, Cosmic Disclosure, Blue Avians and Alien Disclosure. These subjects are finally coming to the forefront of the public via these channels.

The world does not have full disclosure yet via CNN and NBC, however this is taking place and you can see for yourself. The bottom line is NASA is a purely a theatrical presentation of human's true space capabilities and achievements, and when the truth is known it will blow your mind.

If the Titanic and Hindenburg Had Lived

For a moment let's imagine that the Titanic and Hindenburg disasters never happened. Let's imagine that the early bankster pioneers were honest and cared deeply for our country and its citizens. Let's say you are living in an honest country that has produced thousands of brilliant engineers and scientists who really have been perfecting the transportation system for the past 75 years. What would it be like?

Let's say you want to take a 2500-mile trip from the suburbs and rent a cottage on a beach in Barbados. Now you're going to be using a transportation system that encompasses more of the known engineering and resources on earth. In addition, this transportation system is built for maximum ease of use and safety.

The simplest approach is applied to this system. It is assumed that every traveler is most concerned about getting from Point A to Point B comfortably, safely and on time. Now, whether you open your computer, or pick up the telephone to request transportation from point A to Point B does not matter. Either method connects you with a person because proper transportation that is easy to use is of importance, as it is also assumed, so are you. Thusly, you are answered by a person to whom you simply give your departure time and destination. Days later, at the appointed time, a carriage with a professional carriage driver arrives at your house. You load your gear and family members aboard and leave for the nearest transportation station. Once aboard you sit back and relax with your family to enjoy the ride.

This is a transportation system for people and it is run by people. The cost to employ people for helping other people to their destinations is considered by the government to be a modest investment towards its citizens that pays much greater dividends down the road. The government knows that its citizens are much more productive and creative if they are provided a means to get where they need to go without being subjected to stress or exorbitant cost. As a result, in this country, transportation is the pride of the nation and serves to make it great.

The people, working in unison with government, have a structured organization that insures that all the country's transportation components are interchangeable and built to the best quality standards that are currently established. All components are built on a non-profit basis, and thus there is no profit taking within the system. A small tax is collected by the government that funds the entire system. People don't want to see their taxes increased, so they are satisfied with a safe system that is affordable. By eliminating middle man profits, and by eliminating the need to refine, pump, store and dispense all the gallons of gasoline and diesel fuel that was consumed prior, this transportation system operates at costs far below the costs that are spent on transportation today.

You will at first be amused to learn that you live in a community that does not allow piston-powered vehicles within miles of any inhabitants, and therefore horses are often used for going from house to house within the area. This is done by choice, since the use of asphalt is outlawed and the horses keep the gravel roads level. There is a long waiting list to get into this community as it is a preferred atmosphere for families with children.

And that is why there is never the sound of an engine or the stench of exhaust smoke in your neighborhood. The grounds are maintained by people who raise goats, rabbits and chickens in just the right combinations. As a result, they produce goat's milk, meat, fur, eggs and compost. They are contracted to graze them in the open spaces. Society has finally concluded that it's cheaper to maintain an estate this way than with weed machines that need fuel and constant repair.

Most communities use small powered vehicles for commutes to the nearest transportation hub. They run on non-carcinogenic fuel such as methanol or a mixture of hydrogen peroxide and hydrazine, etc. or they might be driven electrically through cables in the road, a third rail for electricity, or fuel-celled batteries that recharge themselves. Of course, we can and do have independent powered vehicles, but we never use ones that are powered by engines that pollute the air, land and water.

Where electricity is not available, vehicles have a mini turbine or Wankel engine generator under the back seat, that when running is barely audible from inside or outside the car. Such vehicles can be driven right inside the house from the Saturday market because they are pollution free. And the application of existing mechanical technology in conjunction with either of these superior fuels the car's range exceeds 1,000 miles. Fuel cell technology, applied to the use of ammonia as a fuel now allows for a range of 10,000 miles. Fill-ups are now done semi-annually.

Most people have a carriage pick them up; others drive themselves to the first transportation hub. There you and your family are assisted to the electric conveyor that will carry you to the 300-mph high-speed electric train that you will board. People are paid to assist with the transportation needs from taxes that are saved *from not building expensive paved roads that continually break down and require re-building*. The people are more than pleased to see some of their tax money going into a transportation system that does not require them to continually replace cars and purchase endless quantities of fuel.

Your bags are loaded and you climb aboard, where again you relax with your family and enjoy the ride to the next destination; an international transportation hub. From here you are escorted to the next transport. In this case, you have selected an airship like the Hindenburg. These airships are powered by on-board-produced hydrogen taken from water that is carried on-board as fuel and ballast. Once the airship is released from its mooring it ascends to its maximum height, and once this is reached, then begins its long descent to its destination. As it is descending, it will now need to vent hydrogen, and this hydrogen will be vented right into the engines and converted into propulsion.

In this scenario, the hydrogen works twice, 1st to lift the weight high into the air, 2nd to utilize it as fuel. The lower the airship must descend, the more hydrogen must be released. It's a win-win situation. In this case, the airship is utilizing the forces of gravity to overcome the forces of lift. In the meantime, you're traveling along at 200 knots with a view of the ocean from your own private stateroom and bath.

You don't want to be going any faster. The view from the silent airship is superb. You don't want the trip to end. That's because you're not in a hurry to get back to work. Your boss doesn't care. You can stay for as long as it takes to fulfil a vacation that rejuvenates the spirit, as well as the photo album. That's because another co-worker just got back from his trip overseas to replace you, and he is so inspired by what he learned abroad, he is raring to go back to work like never before.

From there you will get onto a vintage 500-year-old, now electrically powered, carriage that rides on titanium wheels and a mixture of hemp, tallow and silicon tire material. You are driven to your destination on roads built of solid granite. But you will seldom need a car where you are going, since their transportation system is as connected as the one you came from. Then again, if you must have a vehicle where you are going, and there is none there, you can have your vehicle shipped as cargo on the same airship flight that you took over the Caribbean. Once there, the airship touches down, your vehicle is unloaded; you get in and drive away.

These roads are almost never clogged with traffic since almost all freight is transported in the air or underground away from passengers' routes. City transportation is provided using larger vehicles with professional drivers instructed to take the exact route at the exact rate of speed. Stop lights, bridge tolls, fuel stops, etc. have all been eliminated. Traffic system engineers monitor speeds and spaces such that you will only come to a stop in an emergency or when you get to your destination. It's not left to individual drivers in individual cars running about with one desire - to get to work on time. These people are now calmly reading about trout fishing on the sofa of their commuter train.

Travel carriages are built with bodies that are expected to last a minimum of 500 years, are of very high quality and built with the finest

materials and alloys on earth to resist corrosion and fatigue. And even then, carriages never travel at a speed which is greater than those in which they have been tested *to survive upon impact with a solid barrier*. They are beefy, comfortable, functional and well-padded inside. People are rarely killed in an accident involving one.

Most carriages are powered by electricity which is transmitted to them via cables in the ground or overhead, or by a system where the electricity goes through the air like the way radio waves do. By the way, this capability was first proposed by Nikola Tesla nearly 100 years ago. You can read about his efforts to construct an electrical plant called the Wardenclyffe Tower. The transmission tower was 50% complete when funding was suddenly cut.

High speed roads are built going only in one direction so there is no chance for a head-on collision. When roads must travel along the same route close together there is a barrier of reinforced concrete or granite 8 feet tall. I ask you to consider the beauty of a planet where the roads are built for efficiency, safety and durability as opposed to what we have currently. Consider that we never needed so many paved roads in the first place. A new world comes into view; lush greenery replaces dead freeway corridors of grey haze. Bicycle and footpaths worm their way virtually everywhere, each beautiful and unique. In the flatlands are canals with small boats and cargo barges. In the highlands gondola cars nestled within forests take people as high into the mountains as they dare to go. These overhead cables are replaced using beams of light or electromagnetic energy, depending on if they have been upgraded to the newer technology.

Flying overhead at lower altitudes are small airship busses and hovercraft. Higher up are the large and majestic airships. Practically everybody uses them to go further than 100 miles. After all there is a lot

more room in the skies for transportation corridors than there is on the surface of the ocean or dry land. So, we should travel the skies, not just the surfaces of the planet where we constantly come into near-miss situations with other travelers who are on the same flat grid. From our thatched hut in Barbados we watch them silently gliding overhead. The air is as clear and the sky as blue as in the days of Columbus. In fact, the world is beautiful no matter from where I am standing and from whatever view because when nature is left alone nature is its most beautiful.



Horse riding photo © Lev Olkha
Courtesy: HorsesDen.com

A woman chances to ride by me on a horse. I look up to her elegantly dignified presentation of humanity and horse combination, noting her subtlety and unison with such a high-spirited mare and think to myself, “this person has not only skill but knowledge of the most efficient transportation on earth”. Later, I reminisce back to the days when we all drove stinky gasoline powered cars, slumped down in our vinyl seats, listening to traffic congestion and accident reports. And I give thanks for the transportation revolution that took this new world by storm shedding itself of the parasitic oil industry along the way.

If the world did not use petroleum

The days of the steam ship, steam locomotive and the airship were the glory days of travel in the U.S. Both discarded systems delineated a form of human transportation that is well above what we got stuck with today. Neither one of them required petroleum.

Americans have been taught that cars equate to freedom and we've been led to believe that without roads we would still be living in the days of the horse and buggy. Nothing could be further from the truth. Petroleum asphalt is everywhere today even though it is a lousy road material that should have been discontinued 60 years ago. Asphalt is a by-product of the refining of crude oil into gasoline and other fuels. So, if the world did not use gasoline, we would not have roads made of asphalt.

The world had invented and built railroad engines that ran off a material scooped right from the ground: coal. The Germans had perfected the airship design that demonstrated a quantum leap in transatlantic travel: a leap from the ocean up into the skies. Humans should have been allowed to experience what human ingenuity had invented.

Psychological Warfare

If the United States had kept their steam and electric powered trains, and if we had continued to embrace them as our primary means of transporting passengers and cargo, we would not be in the economic sink-hole we are today. But thanks to the crudelums and banksters, one group captured and monopolized the total world's petroleum market and took control of the manufacture of automotive vehicles. And these vehicles specified gasoline and would only perform on gasoline.

I beg you to consider how we ever managed to get a jet propulsion system that consumes 7 to 10 times its cargo weight in fuel? In the process of converting to the "jet age" we gave up travel which was comfortable and enjoyable. What we are traveling in today compared to what we should be traveling in today is an insult to the capabilities of the human mind and the physical needs of the human body. The fact that humanity has been deliberately and deceptively denied a safer, faster and cheaper means of transportation is nothing short of a travesty, because in the process, the planet on which we rely has been abused in the worst way possible.

Today the transportation system of the United States currently ranks dead last with regard to other developed countries. Below are some of the reasons:

Electric powered cars and trucks containing batteries that were charged from an electrical grid that was powered by unprocessed fuels such as coal: **phased out**

Steamships that used unprocessed fuels like coal: **phased out**

Steam powered locomotives that used the same: **phased out**

Electric powered trains and streetcars that were powered by a grid connected to a coal-powered electric plant: **phased out**

Lighter-than-air dirigibles that used natural gas, hydrogen and diesel fuel: **phased out**

Turbine powered aircraft designs that were both fast and efficient: **phased out**

The oil bankster crudelums were kept very busy getting these things phased out and in the process, they received accolades from their comrades. They are most pleased with the current setup which produces green cash by the super-tanker load. What do you think we should reward them with? How about a first-floor apartment in downtown Los Angeles?

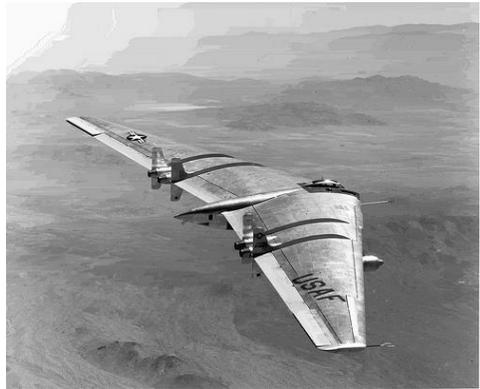
We Can't Travel By Ship Today

In case you were unaware, the passenger ship industry has been totally shut down. Today's venture on the high seas is relegated to an out and back cruise on mega-sized top-heavy motorized cities, that have as much charm as your local amusement park. Nobody seems to notice they are merely being entertained when they take a cruise. You can't really travel anywhere on one and there's no need to be on one.

The passenger ship industry has totally given way to the passenger airline industry and the airline industry has left us robbed of efficiency. As a result, we have been robbed of our space and comfort as well. But as you will soon learn, if we were using technology developed from the late 1940's we could be flying efficiently and with plenty of space to move around and nap.

The Flying Wing

The American Flying Wing program began in 1941 as a design program of the U.S. Government and Northrop for significantly increasing the effectiveness of long range bombers used during and after World War 2. There were two major configurations of the Lockheed flying wing: the XB-35 which was propeller driven and the YB-49 which was jet powered. The YB-49 was a true breakthrough in aircraft design.



Pictured, the Northrop jet powered flying wing, YB-49.
Courtesy; whiteeagleaerospace.com

Take an extra minute to study the photograph above. Note the four small nozzles on the backs of each wing. Note how the engines are tucked neatly inside the wings with no disturbance to the normal wing shape. Note that the plane is shaped more like a triangle than a wing. And consider this: how much space for humans and cargo is available inside the plane if it is 8 feet high in cross section or greater?

This amazing flying conception had gobs of interior space such that no other plane in the United States aeronautical program compared to Northrop's flying wing. This configuration utilized a 172' wingspan giving it a cabin height of 7'-3". If it utilized the same wingspan as a Boeing 747-400 it would have a cabin height of 8'-0".

Both flying wing designs were roughly three times the size of the existing B-17 Flying Fortress in wing area and gross weight. What needs to be made clear however, is that the increase in performance between an existing bomber and the flying wing was because it *was one of the few aircraft since the German Messerschmitt rocket-powered interceptor of World War II that had its engines totally inside the wings and body.*

Once Northrop engineers came up with a design that eliminated the practice of placing engines and propellers on the outside of the craft, the future design of aircraft would never be the same. And that is because it moved through the air more efficiently with the engines inside the laminar surfaces of the wing itself.

But as you know, the world never got the benefit of a flying wing design. Instead we got a story that told of pilots who were killed because they were so hard to fly due to their short overall length. Looking at the design in comparison to a conventional winged aircraft, it does seem like a logical conclusion, but is this really the true reason the flying wing was abruptly cancelled?

Today one of the largest bombers in the world is a flying wing, designated the B-2 and it flies just fine. The official explanation released to the public is that today's flying wing is made possible by the advent of computerized flap and rudder controls that prevent the slower-responding pilot from getting into trouble during flight. But is this true as well?

A non-biased evaluation of the flying wing design by the actual test pilots who flew them with conventional aircraft reveals that both above statements are false. The fact of the matter is, once the plane's engines were put inside the wing itself thus eliminating all the turbulence and drag on the outside caused by engine pods and propellers, there was a dramatic reduction in fuel consumption. That is and remains the sole reason why the flying wing was cancelled.



11 nearly-completed flying wing aircraft; just before the program was canceled. Courtesy; backroadswest.com

doors were set to open at high lift coefficients thus preventing wing tip stall and increasing stability.

This is an all too familiar story that dates to 1900. But the story gets even more poignant. The flying wing design not only afforded superior speed and fuel efficiency, but afforded much more space for passengers as well. I invite you to view a Northrop advertising trailer that was made shortly after the war to introduce the flying wing design to the public. Unfortunately, we never got to see it until recently and this only came about thanks to YouTube and some digging back into the Northrop archives. In the trailer, passengers are seen relaxing comfortably and socializing with fellow passengers, **inside a voluptuous cabin complete with a bar, restaurant, piano and lounge area.** It bespeaks of earlier eras in American history, when passengers were treated as valuable guests rather than as excess baggage like they are today.

The bottom line for us common citizens is we could be traveling the world efficiently and comfortably. It is a hard but necessary fact, but today's transatlantic passenger planes are anything but marvels of modern engineering. We've been had again. "Modern" planes have been engineered to consume colossal quantities of expensive processed "jet" fuels. If the flying wing had become better known before it was cancelled we might have had a chance at getting the design incorporated into a passenger airliner. As

it was they got away with cancelling a huge government contract which left nearly one hundred planes half-constructed, without the public even knowing they had been cancelled. This allowed them to just let the flying wing fade away into oblivion until much later, when the need to drop heavier bunker-busting bombs gave way to the B-2 Stealth Bomber.



A Boeing 777 taxis out on the runway. Note the amount of cross-sectional area of the engine pods.
 Courtesy: iccjet.com

Now you know why the “modern” jetliner has two engines outside the wings. Just picture the cross-section of the engine cowling on a Boeing 767, which is 8 feet 6 inches in diameter equal, going through the air at 600 knots. This represents 113 square feet of surface that

must be moved through the air in addition to the wings and body. I realize that air is going through the engine cowlings, but do you realize that this air could be going through the wings as it did in the Northrop YB-49? Do you see now how this design would save 113 square feet of cross section profile?

Why do the designers continue the stupid policy of hanging these obtrusive pods beneath the wings of their aircraft? Because it is an oil-company’s greatest dream come true. What does the public get? They get contraptions designed to benefit the oil industry and deny the public comfort, rest and safety.

No high-speed rail in the United States

Here is another glaring shortcoming within the transportation system of the United States; the fact that there still is no high-speed rail available. HSR is an electric powered train that receives its power through the rails and typically travels at speeds of 200 to 300 miles per hour. HSR

trains don't rely on locomotives pulling or pushing them and thus they don't have to carry their own fuel.

On any given day in France more than 450 high-speed rail trains carry 40,000 passengers to 150 destinations at 200 miles per hour. Why are there no high-speed rail systems in the United States when France, Russia, India and China not only have them, but are expanding them at a fast rate and as part of their future transportation system?

The government doesn't own the airlines, but continues to own high-speed rail. During the 80's American investor Lee Wanta and Ronald Reagan set about to design a high-speed rail system which would be justified by its ability to aid with the national defense by way of carrying missiles rapidly to undisclosed locations. Lee Wanta was determined that the American people would not pay for set-aside allocations for politicians or freebies for bureaucrats. He proposed a system that would link American cities together like no other system before.

Under Reagan the public was to be told that the rail system Wanta developed was so people could be moved to safety when the need arose such as a hurricane evacuation route for Florida, Georgia, Alabama, Mississippi and Texas. High-speed rail filled that need perfectly. Another reason that justified the costs to install high speed rail was national defense and the movement of MX Mobile Missiles to critical locations. In the process the study underwrote how High Speed Rail (HSR) could provide Civil Defense capabilities not otherwise possible. But as I mentioned, there is no HSR in the United States. Instead what we have is a government-run train system featuring expensive tickets, offering few destinations and still losing money.

Amtrak is old, inefficient, slow and government managed.

By Preston James, PhD. Veteran's Today Dec 2013. Edited by author.

“Amtrak is the National Railroad Passenger Corporation and it is 40 years old. It is government owned and controlled. It is Union operated and employs more than 20,000 workers and its CEO is appointed by the President of the United

States... a political appointment. The Amtrak budget is allocated by Congress. Amtrak can't even run its own company in a business-like manner. In fiscal year 2010, Amtrak earned \$2.51 billion and expensed \$3.74 billion... a net \$1.2 billion loss.

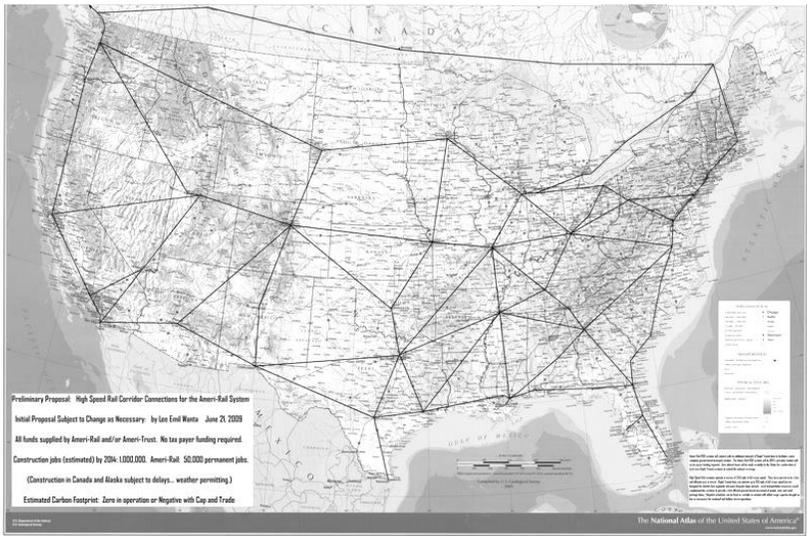
The Amtrak system is antiquated, bloated and inefficient and its total cost to taxpayers for its 40 years of service is \$50 billion. Japan implemented its first HSR train in the mid-1960s.

China has opened more than 42 high-speed rail lines and has the world's biggest train network, with 56,000 miles (91,000 kilometers) of passenger rail. Even with so much traditional and high-speed rail access, trains are overloaded with passengers and cargo. Chinese rail technology dominates foreign diplomacy, extending the country's regional influence as well as addressing its growing energy demands." End clip

Airlines of course don't want the competition of a well-run high-speed rail line. They thus support lobbyists who are preventing Lee Wanta from gaining access to funds, thus making it impossible for him to build such a system for the American people. The fact is high-speed rail is tens of billions less costly than the alternative, expanding existing highways with petroleum asphalts for petroleum-powered cars along with more airports to accommodate population growth."

The environmental advantages to HSR are far better than jets, buses and cars. When it comes to hauling cargo, a train is 20 times more efficient than an over-the road truck, and an over-the-road truck is 50 times more efficient than a turbine powered jet resulting in the potential to reduce overall energy consumption by a factor as low as 1/1,000th. This is the primary reason why HSR has not been allowed to proceed in the United States.

You have now seen enough to know that America has been robbed of much of her success. As a result, the public not only ended up saddled with expensive petroleum-consuming contraptions that are not safe, but got deprived of bunks, cabins, dining rooms and living space. On top of this, the system is rarely on-time.



Top: A map provided by the Department of Transportation for their proposal of a low speed, segmented system. Above: the High Speed Rail system proposed by Leo Wanta in the 1980's. Which do you prefer?
Courtesy: Veterans Today

CHAPTER 21

Culprits of Corruption and Death

“It is my opinion that if the liberties of the United States of America are destroyed, it will be by the subtlety of the Roman Catholic Jesuit priests, for they are the most crafty, dangerous enemies to civil and religious liberty.”

Marquis de LaFayette



The American Dream in 1954 reveals a high-speed ground system and a modernized air system. Courtesy: Pinterest

I HAVE MERELY documented and discussed current misconceptions about the Titanic and Hindenburg and I have done this so that other people can decide for themselves whether they want to alter their current perceptions of these events and the era.

Perhaps, gradually over time the public will get an updated consensus of what happened to the Titanic, but I doubt it. The fact is that the only way for the public to properly close the story of Titanic and Hindenburg is by holding a second Government-sanctioned Investigative Court to reexamine the cases along with the latest evidence. And for a new ruling to mean anything it would require that a panel that includes scientists, engineers, ship captains, merchant sailors and law experts be included in the jury. This is what it will take to give the public a proper closure on the Titanic. I don't think we are going to get this anytime soon.

In the meantime, the media puppets will continue to blather ludicrous misconceptions as if they are facts cast in stone tablets. And even though the latest findings from the New York College of Marine Forensics dispute the high-angle break theory used in the 1997 movie, spokespersons will leave the impossible hull-breaking scenario as it is. Thus, you will not be part of the population consensus regarding the sinking of the Titanic. This is something we all must get used to.

It's time to get down to the part about *who* sunk the Titanic. Unless others you talk to have read this book your chances of finding somebody who will agree with this new revised story is about one in a thousand. I don't suggest trying to change someone's mind unless they are at least willing to read this book. Use your new perspectives to your advantage in innumerable ways. One way not to utilize them is to face off against these people today on your own.

A Quick Summary of Titanic and Hindenburg

When the Titanic went down a transformation began. Oil powered ships with large diesel engines began to replace the former coal/steam engines. Millions of fuel-consuming cars, trucks and planes were manufactured to thus create even more demand for this new liquid fuel. The petroleum powered piston engine was forced upon the public at every juncture of our expanding transportation development.

Practically every driven mechanism became powered by a toxic fuel which would be burned, exhausted and replaced, repeatedly in an endless process that pollutes the earth. The world got saddled with vehicles that guzzle fuel and rapidly wear out. And all of this could have been eliminated by utilizing electricity for propulsion mechanisms instead of petroleum powered reciprocating engines.

The Titanic in 1912 and the Hindenburg in 1937 performed better than the ships which replaced them. This made them prime targets in a planned campaign to muddle steam power and eliminate hydrogen anti-gravity. Today, new evidence and scientific analysis has revealed the methods used to carry out the two planned destructions.

These facts document that our transportation designs took a wrong turn after each of these superior forms of travel were destroyed.



I've yet to see a friendly picture of John Pierpont Morgan.
Courtesy: Wikipedia

Following the Money and Power

The known deliberate destruction of the Titanic and the Hindenburg expose the root of an evil plan. Such steering of better designs into much worse designs could only have come about through dogged determination to stick the world with piston engines that consume gobs of fuel.

By researching the sources of the money which sprouted the JPMorgans and Rockefellers, which sponsored the world's banks, which funded the early automobile and aircraft pioneers, we can open up and expose the auto/oil conglomerate gangsters who directed it. These early "pioneers" who controlled and guided the corporations that built petroleum powered engines and vehicles have left a trail of atrocities that gave rise to

the mega corporations now owned by their descendants. Their banking empires donated large sums of grant money to universities for internal-combustion engine research and promoted ill-conceived designs for cars, boats and aircraft that were inferior to the more advanced concepts of electric, steam, coal, bio-fuel, alcohol and hydrogen powered. This was all done because of one reason; to insure the power system of choice would consume refined petroleum or gasoline.

As colleges, researchers and institutions continued to accept grants and donations from these big industry sponsors, they became more aware of the necessity to please the sponsor of the research rather than address the country's energy imbalance. As more research and money was on the line, the more the university feared rocking the boat and losing the funds they now counted on to run their operation. This is how the oil/auto profiteers manipulated and steered the public into petroleum consuming mechanical devices, even when superior fuels and mechanisms for transportation had been discovered.

If we focus on the main financiers of unscrupulous profit-taking such as from wars, petroleum and monopolized corporations at the time of the Titanic it leads directly to J.P. Morgan. He was the CEO of International Mercantile Marine, which was the parent company of the White Star Line, the builder and owner of the Titanic. J.P. Morgan's control of International Mercantile Marine also put him in control of the Cunard Liners. These included the Carpathia, the designated rescue ship for the Titanic's survivors and the Lusitania, the fastest ship on the sea and major rival of the Titanic.

Lusitania was blown up in 1915, causing the U.S. to enter World War I, a war that greatly benefitted J.P. Morgan. And J.P. Morgan owned the Californian; a ship which stood by and watched the Titanic as she approached and slowly sank without lending one ounce of assistance. That both ships were under the operation of International Mercantile Marine was a major red flag when it involved an over-insured ship that had just disappeared with \$5 million dollars in diamonds aboard. One other small note: J. P. Morgan was booked on the Titanic's maiden voyage but supposedly dropped his plans at the last minute due to illness. Do you think that just possibly he never intended to take that voyage?

People didn't know then what they do now. It is much easier to put it together now that WWI has been fought and the people who profited from it have been exposed. But even these pieces of the puzzle are not enough to nail the case completely shut. That's because the plan to build and sink the Titanic for profit required deceit, theft and fraud, but the actual sinking of the Titanic required murderers.

Or did it? Remember, there have been no skeletons or bones found at the wreck site since multiple excavations dating from 1985. Also remember, the McKay-Bennett retrieved 330 bodies from the site of Titanic's sinking. So yes, I think we are looking for murderers. Then again, there is the possibility the persons are not murderers but people who were under oath to do whatever was necessary, and in this case, it ended up including the loss of 330 people.

Men Who Take Non-Revocable Oaths

Let's look at organizations that exist in the world which involve men taking oaths. Out of these we look at the ones that are the most fanatical and willing to kill individuals who get in the way of the goals and plans of the lodge or whatever. Without question, there are many secret groups that fit this description and at the top of this list is an organization known as the Society of Jesus. It is also known as the International Jesuit Society. Few people have any idea what it really is.

The vast majority of people today are thoroughly confused regarding what sounds like a benevolent organization known as the Society of Jesus. That is because they have incorporated the name of our lord and savior into their name as if they are our lord and savior too. Nothing could be further from the truth.

The Society of Jesus has a separate chamber within the Vatican in Rome and its members are called Jesuits. They are sanctioned by the Catholic Pope to provide angelical and apostolic services and exist in 112

countries on six major continents. They work in education to provide schools, colleges, universities and seminaries. For this reason, most people mistakenly construe that they are supporters of Jesus and Christianity.

Also known as “God’s Marines” or “The Company,” the order of priests and brothers was founded by St. Ignatius of Loyola in 1534 along with six other students from the University of Paris. The fact is The Society of Jesus was formed by a military officer and it was done so to counter the Protestant Church Movement and not bolster the Christian Movement. It has never deviated from its initial purpose.

St. Ignatius was a military general and came from a military background. Because he severely injured his leg he was unable to continue in a military capacity so he became head of this organization. His early adherents referred to themselves as the “Company of Jesus,” hence both nicknames live to this day.

A corrupt Catholic, Pope Paul III, granted them commendation in 1537 to become priests. Three years later he gave them the right to become their own order of priests. As the head of the new order, Ignatius sent his priests throughout Catholic Europe to start schools, colleges and seminaries. By the time of Ignatius’s death in 1556 the Jesuits had already founded 74 colleges on three continents.

The Jesuits elect their own leader, known colloquially as the Black Pope and this is because of the black vestments worn by the Jesuits. They meet in a separate conclave within the Vatican in Rome where members from around the world gather to make their choice. The current leader, the current Black Pope, is Father Adolfo Nicolás, of Spain.

You must wonder why the original Catholic Pope gave commendations to a group that requires its members to take a lifetime oath to a person other than god. In this case, they take a lifetime oath to a man referred to as the black pope who wears a black robe and meets with his constituents in secrecy. Why did the Catholic Church give commendations to a group which follows a leader that was selected without any input from the Catholic Church? A man can only make one lifetime oath. Any other

oath than one to God, that is for a lifetime, renders a man's oath to God as worthless. Thusly do the Jesuits deceitfully use the name Jesus as a false depiction. They do not follow the King James Bible or the Catholic Bible nor do they heed Jesus's most exemplary advice "to love thy neighbor as yourself".

They are clever. They cover their bodies with humble robe disguises, but their doctrine is entirely secretive and anything but humble. Their relationship with Catholics is completely disingenuous since each Jesuit member has sworn a lifetime oath to a member of their own rank. Their oath of loyalty is to the Jesuit General, not to God and definitely not to Jesus. J. P. Morgan was a Jesuit. This is more than noteworthy as you will soon see.

As of January 2014, the Vatican Pope is now a Jesuit Priest. This is not a minor point since he has sworn a lifetime oath to his Jesuit master, the Superior General, and he is therefore under oath as a Jesuit to a Jesuit. The world's newest Pope, Francis, being a professed Jesuit is proof a conspiracy exists within the

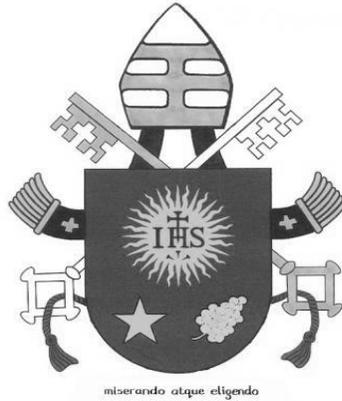


Father General Adolfo Nicolás
Cardinal Jorge Mario Bergoglio.
Courtesy: America Magazine

Catholic Church. In a statement issued on March 14, 2013, Father General Adolfo Nicolás SJ gave thanks to God for the election of Cardinal Jorge Mario Bergoglio SJ as the Pope, which he said, "opens for the Church a path full of hope".

Three days later the new pope wrote: Dear Father Nicolás, I received with great joy the kind letter you sent me, in your name and that of the Society of Jesus, on the occasion of my election to the See of Peter, in which you assure me of your prayers for me and my apostolic ministry as well as your full disposition to continue serving - unconditionally - the Church and the Vicar of Christ according to the teachings of St. Ignatius Loyola.

Pope Francis' Coat of Arms remains the same as what he chose when appointed as an auxiliary of Buenos Aires in 1992: the sun marked with the Holy Name and featuring the Jesuit seal: IHS surrounded by a sunburst. The IHS monogram is the first three letters in Greek for the name of Jesus. A cross pierces the H in red, and there are three nails under the letters.



Extreme secrecy is crucial to their organization therefore lifetime oaths are mandatory. Unfortunately, anyone planning world-changing events in secrecy is not planning them in secrecy because they are good plans.

Just as the Jesuits carry out assignments passed down from the Jesuit Superior General, so do the Catholic Cardinals and Bishops carry out assignments via guidelines passed down from a pope, who has now become beholden to a Jesuit. Both organizations have thusly become puppet organizations, with neither one caring about the teachings of Christ.

Notice that the current Pope was totally silent on the slaughter that took place in Gaza during July 13-July 20, 2014. Also note these organizations have never tried to stop child pornography, homosexuality, pedophilia and child slave trafficking which is rampant within both of their organizations. Notice how they have supported groundless wars and repeated acts of genocide against peoples in 3rd World countries by never doing a thing about it other than making complaints or hand slapping. Notice how the media failed to point out the alarming contradiction in the selection of the Pope from a Black Society.

How past world leaders described the Jesuits

Perhaps these statements of fact have offended you. Well here are some quotes from past world leaders that were very offensive. Too bad we didn't ponder these nuggets of information they left behind.

“My history of the Jesuits is not eloquently written, but it is supported by unquestionable authorities, [and] is very particular and very horrible. Their [the Jesuit Order's] restoration [in 1814 by Pope Pius VII] is indeed a step toward darkness, cruelty, despotism, [and] death. ... I do not like the appearance of the Jesuits. If ever there was a body of men who merited eternal damnation on earth and in hell, it is this Society of [Ignatius de] Loyola.” John Adams (1735-1826; 2nd President of the United States)

The Jesuits have instigated MOST of the wars of Europe.” Marquis de LaFayette (1757-1834; French statesman and general. He served in the American Continental Army under the command of General George Washington during the American Revolutionary War.)

“The war [i.e., the American Civil War of 1861-1865] would never have been possible without the sinister influence of the Jesuits.” Abraham Lincoln (1809-1865; 16th President of the United States)

“The Jesuits...are a secret society – a sort of Masonic order – with superadded features of revolting odiousness, and a thousand times more dangerous.” – Samuel Morse (1791-1872; American inventor of the telegraph; author of the book *Foreign Conspiracy Against the Liberties of the United States*)

“The Jesuits are a MILITARY organization, not a religious order. Their chief is a general of an army, not the mere father abbot of a monastery. And the aim of this organization is

power – power in its most despotic exercise – absolute power, universal power, power to control the world by the volition of a single man [i.e., the Black Pope, the Superior General of the Jesuits]. Jesuitism is the most absolute of despotisms [sic] – and at the same time the greatest and most enormous of abuses...” Napoleon I (i.e., Napoleon Bonaparte; 1769-1821; emperor of the French).

This is the official logo of the International Jesuit Society. It features a pointed cross that resembles a sword thrust into the letter H. At the bottom are three black nails. Christ was nailed to the cross with three spikes. Notice that the circular sun-like ring is composed of spikes and lightning bolts, or are they meant to be the sun's rays. This is a most extraordinary way to depict the sun. It's hideous and unfriendly; there is nothing godlike about it. Courtesy: jesuitsmidwest.org



The Federal Reserve Theory

Now at this point allow me to introduce evidence that has been around for many years concerning the destruction of the Titanic, known as *The Jesuit/Federal Reserve Theory*. This provocative theory intertwines the mysteries of the Titanic sinking with the installation of the Federal Reserve Bank in 1913, just one year after the Titanic sinking. All the members of the original group who illegally created the Federal Reserve at Jekyll Island were Jesuits. It needs to be made perfectly clear that all its members must swear a life and death oath of allegiance and agree to carry out whatever they are asked to do. This is more than a steep commitment for the price of membership!

The Federal Reserve “Jesuit” Theory starts out by noting that from 1830 onward, after then President Jackson abolished the central bank, that the Bank of Rothschild had plans to reinstate the central bank under

the auspicious name Federal Reserve. By 1912, with World War I looming on the horizon, there was a desperate need to re-establish this former central bank because the plan was for America to be entering the war. Once this happened, massive war funding was required, and the new phony “Federal Reserve” sponsored it. This provided a bottomless reservoir from which to draw money from and for which to conduct war on a massive scale.

In 1913 seven men did indeed meet on J.P. Morgan’s estate at Jekyll Island just off the coast of Georgia to re-establish the Federal Bank back into existence. They named this bank the Federal Reserve Bank even though it was owned privately by the following men: Nelson Aldrich and Frank Vanderlip, both representing the **Rockefeller** financial empire; Henry Davison, Charles Norton, and Benjamin Strong, representing **J.P. Morgan**; and Paul Warburg, representing the **Rothschild** banking dynasty of Europe.

It should be noted that the Rothschilds were the banking agents for the papacy’s Jesuits, *“holding the wealth of the Roman Catholic Church.”* *Griffin* This does not mean they were above the Jesuits themselves, however they did control the wealth with things such as gold deposits, precious gems and stolen ancestral artwork. Now let’s review what these seven men did as a group: They signed illegal documents in secret. They signed into existence a private bank that was unconstitutional. They signed into existence a scheme to bankrupt the United States and it was all done in a small meeting room that was coincidentally built atop an ancient sacrificial altar. This building, owned by the Rockefellers, had been deliberately constructed above this stone altar that was still part of the rock that made up its foundation and had been on Jekyll Island for hundreds if not thousands of years. And these people knew about it.

According to a Pastor and witness to this altar that exists on Jekyll Island there is in another building which serves as the island’s museum, a painting which depicts the ancient altar in use. Pictured in the painting is an ancient race of tall white people standing around this altar while they hold babies upside down by their ankles and cut their heads off with machetes so they can bleed upon it. All the members who signed the treasonous Federal Reserve into law were into satanic ritual about as deep as any man can get.

This is a serious kind of fellowship that requires its members to sign a document that if they don't sign could lose their heads like all those sacrificed babies beforehand. This is the way they play and as you now know it is no game but rather satanic intimidation.

Titanic departs from England with Francis Browne aboard

The first part of Titanic's maiden journey to the United States began from Southern England on April 10, 1912 bound for Ireland where additional passengers would get on before departing for America. Francis Browne, the most powerful Jesuit in Ireland and the Jesuit master of Captain Edward Smith, boarded the Titanic here for the trip to Ireland. Francis Browne answered directly to the superior general of the Jesuit Order in Rome.



Father Francis Browne just before departing the Titanic. Courtesy: National Geographic

We know this took place thanks to a documentary entitled *The Secrets of the Titanic* produced by National Geographic in 1986. During the documentary, they revealed that Francis Browne was indeed aboard the Titanic. Their videotape, taken of Browne's original photographs, is that of a vacationing priest, Father Francis Browne, who took certain snapshots of his fellow passengers. Was he unable to resist the temptation to record their last acts aboard the Titanic or was he merely providing documentation for his Jesuit Master?

The next day Titanic made her last stop off the coast of Queenstown, Ireland. Here tenders brought out the last passengers who were mostly Irish immigrants headed for new homes in America. And here Father Browne disembarked.

Featured in the documentary is one of Father Browne's most poignant snapshots seen at left. It caught Captain Smith peering down from Titanic's bridge. Was he poised on the brink of destiny with death or on the brink of a sinister plan to sink the Titanic? These photographs do demonstrate one thing: Father Browne was very interested in documenting the event. Come to think of it, the taking of photographs by a supposed high priest does not seem at all "priestly".



In the photo above, taken by Father Browne, Captain Smith looks down from the bridge of Titanic before her departure from Ireland. Was Browne documenting the key players in position for "insurance"? Courtesy: National Geographic

Here are some noteworthy quotes that have been taken from Eric J. Phelps, regarding the Jesuit connection to the sinking of the Titanic:

The Provincial [Father Francis Browne] boarded the Titanic, photographed the victims, briefed the Captain concerning his oath as a Jesuit, then bid him farewell the following morning. — Eric J. Phelps, Vatican Assassins, Halycon Unified Services, p. 427.

He continues: *The Jesuit General had told Francis Browne what was to happen. During the time that Browne was on board the Titanic, he went over with Captain Smith one last time, exactly what he was supposed to do in the North Atlantic waters.*

As you have read in the previous chapters, there were numerous details that had to be adhered to precisely, such as to have the Titanic rendezvous with the Californian at 11:30 PM Sunday evening April 14, 1912. As you read on, you will begin to understand why the Jesuits were the only organization that could have carried out the sinking.

The Federal Reserve Jesuit Theory expanded:

The Jesuit Theory hits the mark as to “who sunk the Titanic”? It does not, however properly answer the question as to “why was the Titanic sunk?” I have documented the reason the Titanic was deliberately sunk was to shock the public into believing that it was still unsafe to travel the oceans, thus to get us to venture out in flimsy airplanes. And this began the conversion of cheaper coal fuels toward expensive processed fuels in conjunction with a budding aviation industry. Therefore, the reasons that the Titanic was sunk goes way beyond the need to remove key people who were supposedly in the way of the reestablishment of the central bank now known as the Federal Reserve. They might even have secretly supported it. Don’t even begin to believe that they died aboard the Titanic. Remember, nobody in 1st Class had any problem whatsoever getting aboard a lifeboat on the evening of April 14, 1912.

Banking in the United States and the Federal Reserve were not the only endeavors in which J. P. Morgan had a strong financial interest. Using his control over the nation’s railroads as a financial lever he had created an international railroad shipping trust which even included Germany’s two largest lines. This was in addition to International Mercantile Marine which owned the White Star and Cunard Lines in England.

Here is more from the Jesuit Theory:

“These three financial families, the Rothschilds, Morgans and Rockefellers did the bidding of the Jesuit Order, which had earlier infiltrated some of its members into each of these organizations. But at the time there were several very rich and powerful men who had made it abundantly clear they were not in favor of the Federal Reserve System.

J.P. Morgan was ordered by the Jesuits to build the Titanic. By luring those men opposed to the establishment of the Federal Reserve aboard the Titanic for its maiden voyage, the ‘unsinkable’ ship would serve as the death vehicle for those who opposed the

TITANIC AND HINDENBURG

Jesuits' plan. They had to be destroyed by a means so preposterous, no one would suspect they had been murdered. In the process, these rich and powerful would not be present to block the establishment of the Federal Reserve in 1913.

The Titanic was the vehicle of their destruction. To further shield the papacy and the Jesuits from suspicion, many Irish, French, and Italian Roman Catholics, immigrating to the New World, were aboard. They were people who were expendable. Protestants from Belfast, who wanted to immigrate to the United States, were invited on board.



Father Francis Browne took this photograph of the Titanic's crew posed with their life jackets on in 1912. This was just before he got off in Belfast and said goodbye to his comrades. Courtesy: National Geographic

The wealthy and powerful men who were targets of the Morgans, Rothschilds and Rockefellers were invited to take the maiden cruise aboard the most luxurious and safe liner ever built. Three of the richest and most important of these were Benjamin Guggenheim, Isadora Strauss, the head of Macy's Department Stores, and John Jacob Astor, probably the wealthiest man in the world. Their total wealth, at that time, using dollar values of their day was more than 500 million dollars. Today that amount of money would be worth nearly eleven billion dollars."

Problems with the Jesuit Theory as currently written

Since 1913 we have had an illegal fiat monetary system in place known as the Federal Reserve System, and even though the system has bankrupted the United States, most continue to believe that the Federal Reserve is responsible for making sure that our country does not go bankrupt. Also take note: the former financial empires of the three men who were supposedly taken down by the Titanic are still intact. It would not have been necessary to kill these three men for the Rothschild/Jesuit group to get their plans accomplished. They only needed to make the rest of the world believe they had died.

Why would they just want people to believe they had died? Because they could hide the fact that they supported the establishment of a Federal Reserve all along. This was a treasonous act after all the authors and researchers who have compiled The Jesuit Theory have provided to date the most plausible theory for the sinking of the Titanic. As currently written this theory would be easier to prove in a courtroom than the iceberg story, however it doesn't explain how Titanic's hull is lying on the bottom of the Atlantic in five major pieces. If this information had been known at the time the Jesuit Theory was first researched it would have freed the authors of the iceberg ruse and they could have expanded their analyses. Remember, the Titanic never struck an iceberg. No collision with an iceberg, at any speed, from any angle would have sunk this great ship.

The Jesuits are alleged to have been ordered to sink the Titanic to eliminate three key people, John Jacob Astor, Isadora Straus and Benjamin Guggenheim, and they reportedly drowned or went down with the ship and were lost. I believe the Jesuits ordered and did sink the Titanic, however I do not believe this was the reason why.

Reason One: If we accept the part of the story in which these rich and powerful “heirs to fortune” made a courageous decision on their own to ride Titanic down with the rest of the screaming souls who were still trapped below, they come out looking heroic. But we know that these rich elitists are anything but heroic, especially with regards to 3rd Class people. It is a contradiction to believe that anyone who plans and operates in secrecy can go on to act heroic. What we do know is that the press very definitely went out of their way to depict them this way.

The sculpture by Sir Thomas Brock depicts the goddess of death, variously called Thane or Fortuna, receiving the body of a seaman from two mermaids. He is being given a crown of olive leaves to welcome him into the afterlife. The theme was meant to tie in with the names of White Star’s liners, Olympic and Titanic: derivations of Olympus and Titan. What the public doesn’t realize is these mythological figures are actually representations of ancient rulers who these elitists still revere to this day. When you see representations of these Olympic gods erected to commemorate an event, you are seeing the symbols of the group that directed and controlled the outcome. Courtesy: The Victorian Web.



The idea that Astor wanted to go down like a man is total nonsense. These elitists are taught from birth that they have a divine right to rule their fellow man. They are taught to never make a sacrifice for anything other than their own empires. A much more likely scenario is that J.J. Astor, Straus and Guggenheim didn’t go down with the ship but were merely reported missing by the press. They most likely slipped away in one of the lifeboats dispatched from the side of the ship 1st Officer Murdoch oversaw,

then transferred to one of the several mystery ships that are discussed in Chapter 13.

Mr. Astor and friends only needed to make it look like they had drowned and we must remember that Astor was first reported as being one of the survivors on board the Carpathia, then he had been buried at sea when they reached port. No body, no evidence that he died and it thus fits the typical false-death scenario. Murdoch, Captain Smith and Phillips the radio operator all went missing.

As I have shown from the actual lifeboat unloading charts, long before the ship was in danger of sinking, J.J. Astor could have simply strolled across the deck outside his suite and stepped into any number of half-filled boats that pulled away, and 1st Officer Murdoch would have helped him climb in. Do not cry for nor salute these who in great likelihood left the crime scene without a scratch. Don't fall for the false 100-year-old notion that rich conniving men are brave and heroic. Deceit, bigotry and sneakiness are never the attributes of a true hero.

Reason Two: A lifeboat from the Titanic was discovered two months after the Titanic sinking that contained three dead seamen. Their deaths were ruled as caused by starvation. The report said that all three had flotation material in their mouths, lending proof to the story that as a last resort against starvation they took to eating their life preservers. I have been routing out cover-up stories for a long time and I can tell you that this is undoubtedly one of them. No way in a million years could you get three seamen to eat cork material, all at the same time, just before they died. It's laughable.

A more plausible explanation is that the three men were shot and killed because they had helped row several people from the Titanic in their lifeboat and seen them get aboard another ship or submarine. The captain and 1st officer wouldn't have to testify. The supposedly drowned millionaires wouldn't have to drown. They simply got new identities, new assignments and a new ocean-front mansion in Italy or Greece from where to continue the banking scam they created.

Reason Three: The sinking of the Titanic required near perfect precision in navigation, timing, radio jamming, newspaper reporting and heretical courtroom rehearsals to pull it off. Only very dedicated men could have pulled this off and considering what they pulled off, these men would have to ignore God in the process. The Jesuits can more than fulfill this requirement.

So, as the theory goes, by the end of April 1912 all supposed opposition to the Federal Reserve had been eliminated and thus in December of 1913 the Federal Reserve System was illegitimately signed into law on Jekyll Island. And eight months later the Jesuits had sufficient funding through their new Federal Reserve Bank to begin World War One. The establishment of the Federal Reserve, where there was no federal ownership and no reserves became one of the worst disasters to ever befall the United States. If I was one of the people who had helped set it up, I would want to hide the fact that I had.

Who took part in the actual sinking?

From what we know regarding the extreme lengths the perpetrators of Titanic's destruction went to to cover their actions and deceive the public, we can easily reason that those persons who were reported as having gone down with the ship did not. In fact, the most likely persons involved in the deliberate sinking of the Titanic would be those very persons who were reported as having gone down. This is because all those who were reported as drowned would never have to testify.

Other suspects emerged from the obvious and shameful way the Disaster Hearings were carried out in the United States and Great Britain. These trials were obvious cover-ups. Thus, of all the sailing crew who survived, along with the surviving radio operator and lookouts, are implicated as co-conspirators in the staging and sinking of the Titanic as well.

The only reason that Captain E. J. Smith was not a prime suspect in the sudden and unexplainable sinking of the *Titanic* is because he had supposedly gone down with the ship. 1st Officer Murdoch, himself being a Jesuit and having turned up missing, is in the same category as the captain. He was the officer who allowed anyone from 1st and 2nd Class to enter the lifeboats on his side.



Masonic body signs: 2) Left hand grabbing the right bicep forming a left angle on the square there by with the thumb of the left hand tucked inside and the right hand overlapping the outside of the arm with the whole right hand tucked under the left armpit. This position says that one has a strong grip on feeling and control there by. (2nd degree) Courtesy: [Titanic and her sisters.weebly.com](http://Titanicandhersisters.weebly.com)

Now it should be noted that Francis Browne, Edward J. Smith, J. Bruce Ismay, J.P. Morgan and William J. Pirrie all survived the sinking of *R.M.S. Titanic* and they were all Jesuits. These people are prime suspects as well.

Make note of the fact that Jesuits, who are not priests, serve the order through their profession. Thusly, anyone could be a Jesuit and their identity would not be known. Captain Edward Smith served the Jesuit Order in his profession as a sea captain and was known as a 'Jesuit tempore co-adjutor.' This means that he was not a priest but a Jesuit of the short robe.

“Edward Smith believed that the Jesuit General is the god of the Jesuit society, and nothing but his touch can galvanize their dead corpses into life and action. Until he speaks, they are like serpents coiled up in their wintry graves; lifeless and inactive. The moment he gives the word of command, each member springs instantaneously to his feet, leaving unfinished whatsoever may have engaged him and ready to assail whomsoever he may be asked to assail, and to strike where-so-ever he is directed to strike.” — R.W. Thompson, *The Footprints of the Jesuits*, Hunt and Eaton, pp. 72, 73.

Let us review some of the other work that has implicated the Jesuit Order. Here are some quotes:

“Edward Smith was given an order to sink the Titanic and that is exactly what he did. By the command of “God”, the Jesuit General, it was lawful to murder and rob the innocent and to commit all lewdness, because he is Lord of life, and death, and of all things; and thus, to fulfill his mandate is their duty.” — W. C. Brownlee, *Secret Instructions of the Jesuits*, American and Foreign Christian Union, p. 143.

“There is no other organization which has stood for three hundred years unchanged and unaltered by all the assaults of men and time, and which has exercised such an immense influence over the destinies of mankind. ‘The ends justify the means,’ is his favorite maxim; and as his only end, is the order, at its bidding; the Jesuit is ready to commit any crime whatsoever.” — G. B. Nicolini, *The History of the Jesuits*, Henry G. Bohn, pp. 495, 496, emphasis added.

Let us disseminate the oath that every person takes to become a part of the Jesuit Order. Here is that oath:

“I should regard myself as a dead body, without will or intelligence, as a little crucifix which is turned about unresistingly at the will of him who holds it as a staff in the hands of an old man, who uses it as he requires it, and as it suits him best.” — R. W. Thompson, *The Footprints of the Jesuits*, Hunt and Eaton, p. 54.

When a person takes the Jesuit oath he is bound to his master until the day that he dies. Upon taking this oath Edward Smith had thus become a man who would commit any crime the Order wanted him to. Captain

Edward Smith knew his duty that night. He was under oath to command a ship to a known location, remove the upper-class passengers and then send his great ship straight to the bottom of the Atlantic Ocean in 160 minutes without being seen. He had to go along with 1,523 people either being drowned or kidnapped. And he had to avoid ships near the same busy shipping lane he was in who could potentially reach them before the Titanic went down.



1st Officer Murdoch and Captain Smith just before the Titanic's departure. Both were reported as having gone down with the ship, but it was Murdoch's side that allowed the most 1st Class men to board lifeboats and be lowered down half empty. Courtesy: shakesaspear.com

Captain Smith knew that his life, his current identity that is, would be required for martyrdom. But he also knew that he was not required to give up his actual life to get it. He had to go missing, not go down with the Titanic. He was commanded to commit murder, but he was not commanded to commit suicide.

The story they fabricated requires a giant leap of illogic being that eight ice warnings were supposedly not heeded by this veteran captain directly leading up to Titanic's impending doom. A logical explanation is that instead Smith had been given orders from

his "god" in the Vatican to steer the Titanic to the position of a known iceberg and then sink her according to a timed plan. That is why nothing would turn him from this course. That is the only explanation for how he supposedly ignored eight radio-transmitted ice warnings. Captain Smith was under the Jesuit oath and under the orders of the Jesuit General to destroy the Titanic.

Captain Smith after the sinking



"SILENT SMITH"

Sirs:
Twenty-eight years ago Captain E. J. Smith of the S. S. Titanic disappeared in New York. Three years later an unknown, penniless man, whom local police called "Silent Smith," died in Lima, Ohio. The stranger wouldn't talk except to muster "Smith," when asked his name. Undoubtedly he was an Irish seaman. The Hook of Agoo was tattooed on his chest. A map of the Pacific was tattooed

on his back. His height and weight were the same as the Titanic's Captain Smith. Embalmed by a local undertaker, Silent Smith's body has been kept on display in an effort to identify him. No one has yet been able to do so. But the body is a good barometre and the hair continues to grow and must be cut every so often by the man who is in charge of the body.

CHARLES WILSON
New York, N.Y.



At left the cover of the 1940 edition of Life Magazine which featured the mysterious story of "Silent Smith", seen at right in this un-flattering mummification of his body. Could this be one way the Jesuits let their other members know what happens to them if they begin to talk? Courtesy: Life Magazine

The bodies of Isadora Strauss and Benjamin Guggenheim supposedly went down with the Titanic and were thus never recovered. John Jacob Astor's body was recovered by the rescue ship Carpathia, but since he had already died was buried at sea. That makes three reported deaths of rich and important people and no bodies of rich and important people. This means in all cases there was no evidence. This is a major red flag.

The Captain of the designated "rescue" vessel Carpathia was another J. P. Morgan boat, and thus her captain was another J.P. Morgan employee. This makes Captain Rostron's testimony about J.J. Astor being buried at sea non-trustworthy.

Now Captain Smith, as the story goes, went down with the ship like Strauss and Guggenheim, and was thus spared the scripted and harrowing treatment that the ensuing court cases dished out. The plan went perfectly according to plan until three months later, when this "dead" Captain Edward J. Smith was seen by a colleague from his past Atlantic crossings.

This former colleague distinctly recognized him and talked directly to him for several minutes. When asked what he was up to, according to the friend, Smith responded, "I've got a new assignment now". The man, a former captain himself, even went to the trouble to report his encounter to the local newspaper:

The Mathews Journal Thursday August 1, 1912

LONDON, Special---The story told by Captain Peter Pryal, of Baltimore, to the effect that he met Captain Smith, the commander of the Titanic, who was supposed to have gone down with his vessel, on the streets of Baltimore on Friday last and talked with him was received with incredulity at the offices of the White Star Line here.

"We have heard nothing to indicate that Captain Smith did not meet death when the Titanic went down," said the manager. "This Baltimore captain's story must be either the result of delusion or mistaken identity."

Captain Pryal had stated that he sailed with Captain Smith when the latter commanded the Majestic; that he met him on the street in Baltimore on Friday, talked with him and watched him depart for Washington.

You'll note from the article that Pryal had sailed together with Smith under his command on the Majestic. This would have given him plenty of time to get to know Smith, thus once Pryal saw Smith and heard him speak he would have recognized him spot on. For this reason, Smith had no choice but to acknowledge it was himself.

But by far, the most incriminating evidence I found was the following story; published by the Lima Daily News, Oct 14/1915:

"Mysterious stranger's life ends without any relatives being found.

"A sudden stroke of apoplexy closed forever the lips of 'Silent Smith,' whose real name is Michael McKenna, at the county infirmary at 0:30 this morning. Note that the news-paper is dated 14th October 1915, which is almost precisely three and a half years after the Titanic sank.

"McKenna dropped over dead, and for a time it was thought that he had taken poison or something of the sort. Coroner E.J. Curtiss was called and he discovered that a slight stroke in the already weakened condition of the man's system caused an easy death.

"The mysterious stranger will no doubt be buried in the potter's field, as absolutely nothing is known of him.

"After a night spent in the city prison, Silent Smith was arraigned in probate court and found to be demented. Not dangerous, he was sent to the county infirmary until some other disposal could be made of him. Added to his idiosyncrasy of not talking, was that of not eating and there were days when he scarcely touched food, and never unless someone ate with him.

"Old, unkempt, white of hair and halt of step, he was a pitiful figure."

What I find most believable about this story is the fact that the person reported to be Smith would rarely eat and would never eat unless somebody ate with him. This means that somebody was trying to poison Smith in his final days, and he knew it. He knew this is how they treat their own kind when they start to get old and a little feeble. He knew that if he started to talk to others he would be silenced in no uncertain terms.

Always keep in mind the countless deceptive tactics of these highly-trained elitists and the fact that it's much easier to "disappear" a witness than it is to train and counsel them to properly answer a million poignant questions in a courtroom, even if it is a whitewash investigation. A lot of things could have gone wrong if Captain Smith had been subjected to a

serious inquiry about the repeatedly-ignored ice warnings, the use of miscolored flares, the lack of communication with the Californian, the lack of a general alarm ever being sounded, the partial filling of lifeboats before the 3rd Class was ever alerted, etc. etc.

Next, we have the Life Magazine article published in 1940 that described another incident with Smith dating back to 1915, three years after the Titanic sinking. These are the photographs shown at the beginning of this section.

On page 95 of the 12th February 1940 issue is a small letter from a Charles Wilson of New York, N.Y., which reads:

"Sirs: Twenty-eight years ago, Captain E. J. Smith of the S. S. Titanic disappeared in New York. Three years later an unknown, penniless man, whom local police called "Silent Smith," died in Lima, Ohio. The stranger wouldn't talk except to mutter "Smith" when asked his name.

Undoubtedly, he was an Irish seaman. The Rock of Ages was tattooed on his chest. A map of the Pacific was tattooed on his back. His height and weight were the same as the Titanic's Captain Smith. "Embalmed by a local undertaker, Silent Smith's body has been kept on display to identify him. No one has yet been able to do so. ..."

Whoa! What did you just read? Since when have strangers been embalmed after they die, and then put on display in hopes that someone will identify them? It doesn't make sense that someone would spend so much money and effort on a stranger. But perhaps Silent Smith was worth embalming to some group that likes to keep ancestral bones and skulls around to pound-home-a-point to graduates who have just been initiated. The Skull and Bones Society is one such organization. The Freemasons and the Jesuits taught it to the Skull and Bones.

Telltale tracks of the Titanic Culprits

Sometimes when a secret soldier of the Jesuits gets old and nearer to death they begin to make amends in some ways and in this condition, begin to talk about their past. Captain Smith was already considered such a risk being of such an old age and what could be at greater risk than allowing the story of the Titanic to come out in the open? No, this could not be allowed to happen. He'd already been spotted by Captain Pryal.

Perhaps it is for this reason or the fact that Smith was back in Baltimore just 3 ½ months after being reported lost aboard the Titanic that Smith had fallen into unfavorable standing with the Jesuits. Just what was he doing in the United States and why was he walking on the streets in recognizable form? Why was he headed to Washington D.C. and who did he plan to meet there? Only one thing is known; within three years Smith would be dead. Probably, it's because the Jesuits wanted him dead.

There are a variety of methods, other than obvious gunshot or strangling procedures that are employed by assassins to terminate the life of individuals that need to be eliminated. Therefore, when such people mysteriously die or disappear there is a high likelihood that it was a professional snuff. In Silent Smith's case, according to the doctor's report he had dropped over dead as if poisoned. Most suspiciously, when it was turned over to the coroner it was officially proclaimed that Silent Smith had died from a stroke.

Accidental drowning, heart attack, coma, car accident, plane crash, fire from a faulty heating system, choking, etc. are commonly applied to cover the murderous death of certain individuals who either got in the way of or opposed the plan handed down. As long as the media goes along with their cover-up story, unless the coroner wants to have his career cut short, there is little chance of the public ever knowing the true cause.

As to the planning, financing and building of the Titanic, there were key people who carried out actions leading up to and including the tragedy and the cover-up afterwards. The companies that financed and built the

Titanic were run by directors and elite stockholders who were blood-related to the world's powerful money elite such as the Morgans, Rothschilds, Rockefellers, etc.

Perhaps one of their possible objectives was to murder and disappear Astor, Straus and Guggenheim, such that they could in fact establish the Federal Reserve System. But I think we need to consider that this too is part of a cover for these three very rich and connected people. We must always keep in mind that those who were “disappeared” are the most likely suspects for the simple reason that their supposed deaths not only provide a cover, but also generate extreme sympathy. In this case, sympathy is applied to the rich in general, and this is exactly what the perpetrators of the Titanic disaster had hoped for. This is why they made the world believe that 1st Class people received the same “*women and children first*” ultimatum that the lower classes received.

One other note: the theory that three rich men were killed to establish the federal reserve promotes the false impression that such elitist power groups will assassinate each other to get their way. Is this true though? Aren't they taught that it is crucial that these “families” work together to achieve a common goal; wealth and power? Imagine if word got out that the Morgans, Rothschilds and Rockefellers assassinated Astor, Guggenheim and Strauss to get their way? And by the way, these deceptive people are virtually impossible to fool and so normally wouldn't be.

The fact should have been as soon as the death of one of these people was reported with no confirmation in the form of a dead body to prove the person really died voluntarily, suspicions would have been aroused. Private investigations, both internal and external, would have begun immediately. But they weren't.

Why did these rich families choose to accept the public story when in fact these people knew from the beginning that they controlled the very media that published the corrupted stories? They did it to support the story which guaranteed it could be sold to the public. For us to think that these folks would believe the stories produced by the media back then asks us to believe that they are as stupid and naïve as the public. Don't believe it.

Corporate elitists and corrupt bankers don't believe anything in the media; after all they control the media. It would be much wiser and simpler for them to have these key people go along on the journey, knowing ahead of time that they are part of an important plan, and that they themselves will never be in any danger of really drowning out there on the open seas. This goes for Captain Smith as well. He wouldn't have needed to die, just disappear completely so they could both blame him and let him slide at the same time. His reported drowning would, after all, be an effective way to convince the public that every possible attempt had been made to save the lives of all the passengers who were aboard.

More tracks; The Gunpowder Plot of 1605.

The article below confirms that the Jesuits are not new to the use of explosives to carry out orders and obtain objectives. This is more than a pertinent article about the Jesuit's past, and it's one they wish we would all forget.

The Gunpowder Plot is an official English court case in which the Jesuit organization was not only charged but convicted of an attempted mass murder of the King of England and his entire Protestant court in 1605. The Jesuits not only got caught red handed with the tens of barrels of gunpowder explosives they had planned to blow up the palace with during a coronation, but in this case, since they had attempted to assassinate the royal family they were unable to stop their own prosecution and paid dearly for their crime.

“In England, Henry Garnet, one of the leading English Jesuits, was hanged for misprision of treason, because of his knowledge of the Gunpowder Plot (1605). The Plot was the attempted assassination of King James I of England and VI of Scotland, his family, and most of the Protestant aristocracy in a single attack, by exploding the Houses of Parliament. Another Jesuit, Oswald Tesimond, managed to escape arrest for his involvement in the Gunpowder Plot.” - from Wikipedia

So, it has been proven in an English court of law that the Jesuit Society does in fact carry out objectives that involve mass assassinations at any level and to anyone whom they deem is worthy of their “justice”. Unfortunately, such groups that dole out verdicts and sentences on their own accord are the scariest groups on the planet. Today the Jesuits operate under the same charter they operated under during the Gunpowder Plot of 1605. Thus, this charter was very much alive during the era of Titanic. Never forget this fact about the Jesuits and don’t ever start to think they’ve mellowed with the times. Now let’s take a look at the links to the Freemasons, the dutiful gullible soldiers of the Jesuits.

***Officials Avoided Censure over Titanic because of
Freemason links!***

Courtesy of: Lisa Smyth
November 24, 2015

Belfast Telegraph

“Official figures may have escaped blame for the sinking of Titanic because of their links to Freemasonry, it has emerged.

The publication of a secret archive of Freemasons by online genealogy service Ancestry, has revealed the scale of Masonic involvement across the highest echelons of British society at the time of the 1912 tragedy. The secret archive of Freemasons' members between 1733 and 1923 confirms that not only the judge who oversaw the British Wreck Commissioner's inquiry into the disaster and leading investigators, but also even some of those who escaped censure were Freemasons.

A US Senate inquiry into the sinking savaged the White Star Line and singled out the British Board of Trade for blame for lax regulations which allowed the Belfast-built ship to sail with just a small number of lifeboats on board. However, the UK investigation overseen by Lord Mersey avoided blaming the Board of Trade.

It has now emerged that Lord Mersey was a Freemason, initiated in 1881 at the Northern Bar Lodge in London. So, too, was the President of the Board of Trade, Sydney Buxton.



Lord Pirrie in a photoshoot

The names of at least two of the inquiry's five expert assessors - Prof John Harvard Biles, a specialist in naval architecture, and Edward Chaston, the senior engineer assessor, can also be found in the Masonic archive.

Meanwhile, Lord Pirrie, who was not only chairman of the Harland & Wolff shipyard in Belfast which built the Titanic but, crucially, also one of the directors of White Star's parent company, also appears to have been a Freemason.

The British inquiry was headed by the Board of Trade who had approved the ship, and some believed it had little interest in finding itself or White Star negligent.

It concluded that Titanic's skipper Captain Smith had done "only that which other skilled men would have done in the same position" and neither White Star nor its parent company, the International Mercantile Marine Company (IMM) was found negligent." Belfast Telegraph

Concluding pieces of the story:

Now let's move on to the concluding pieces of the Titanic story. This is where we're at regarding the sinking: **We know how she was sunk;** her bottom was blown out. **We know why she was sunk;** mainly for petro-monopolization; secondarily for traumatization leading up to World War I, and thirdly to create the mistaken impression that sea travel was not safe.

We know who planned her sinking: the very banks and industries that went on to establish energy monopolies the world over. Now it's time to reveal **who actually carried out the sinking.** At this point I am staking all of my research on the believe the sinking of the Titanic was conducted by the following individuals: Captain Smith, under Jesuit oath, and being observed by Bruce Ismay. They were assisted by fellow Jesuits Murdoch,

Lightoller, Boxhall, Andrews, Marconi and others. This core group was assisted by Freemasons Oliver, Hutchens, Fleet, Lee, Lord, Bride and Phillips. In addition the members of the Guarantee Group., who all disappeared even though they were cabined in 2nd Class, are suspected as being complicit.

The Titanic Monuments

Now, let's see if the group who secretly ordered Titanic's execution was arrogant enough to put their mark on its own misdeed. If I am correct that the Freemasons and the Jesuits carried out the planned sinking of the Titanic, then there should be a marker that they constructed to commemorate their involvement. These groups can never resist adding a symbol to confirm to themselves and the other lodges they were the ones who carried out the plan. In short, they must have some way of boasting to each other.



Above right: the monument to the Engineers of the Titanic in Liverpool. Note the obelisk theme with a torch at the top, symbolic of the holding of power over everything below it. You will note the upturned sun symbol above the four naked men who are depicted as if they have drowned and now live beneath the seas.

In this image you can see the Jesuit symbol is very prominently displayed on the base of an Egyptian/Masonic obelisk. Photo courtesy: Victorianweb.com

The Jesuits, being that they operate under the guiding of the mystery schools from pre-Christian times, continue to revere pagan gods such as Osiris, Mithras, Zeus, Neptune, etc. to this day. What would it be like to live under such a “religion”? To get an idea, consider what it would be like if you were living with astrology as your only spiritual guide. That’s where the Freemasons and Jesuits have evolved to spiritually. Thusly they are way behind the rest of the human races as most of the human races have higher concepts such as *good deeds bringing you good favor*. Believe me, this is a far superior rudder to guide your life than one that relies on *predictions based on stars*.

Today we have archives of data that fully expose the Luciferian practices of the Freemasons and Jesuits, because as the years have passed enough former members, job-related whistleblowers and surviving victims of their nefarious affairs have attempted to warn the people of their deceitful practices. This mass of incriminating evidence merely awaits the passage of time leading to a trial of every one of the members. When the truth comes out, and the truth is coming out, they’re screwed. This data you won’t find on wiki. But just google “Jesuit society exposed”, “secrets of the freemasons”, etc. You’ll have plenty to read for years.

The buildings and structures that these organizations get constructed always demonstrate astrological references to sun symbols along with reproductions of pagan and Greek gods adorning them inside and out. Thusly when the Freemasons and Jesuits are publicly (and many times secretly) behind the construction of historical monuments, you will find these same kinds of symbols. As I said, they cannot resist putting their mark on an object that they caused to be built. Every monument or building that gets constructed by them is for a hidden, “higher” purpose and conveys a special message to the secret members. One of their messages is “We mean business!”

Let’s look at the monuments that have been built.



Top left, a close up of the sun symbol atop the men featured on the Monument to Titanic's Engineers. To Right, A close up of the torch at the top of the monument, itself an obelisk. The women atop are naked from the waist up and each is clutching a life preserver. Note they are wearing an Egyptian style headdress. Alamo Stock Photos. Bottom, the Jesuit Church of St. Ignatius Loyola in Serbia constructed in 1738 by Pietro Passalacqua who also built facades in Rome. Shown is just the second story and roof. Note the sun symbol above the window like the symbol on the Titanic Monument in Liverpool shown above. Note the torches at the top like the torch atop the monument in Liverpool as well as the use of obelisks on both. Aren't all the sharp points hideous! Courtesy: commons Wikipedia.com





The seal is thinly disguised above the front door of 10 Downing Street, London, the Jesuit Lodge. See the sun symbol in the center of the spoke section? This is another variation of the Jesuit Logo. This same bent-spike logo is represented on the crest of the Liverpool monument. Courtesy: twitter

Pagan references; the naming of Olympic and Titanic

In 1907 William J. Pirrie, chairman of Harland & Wolff shipbuilders and J. Bruce Ismay, chairman of White Star Lines, discussed the construction of three huge ocean liners. Why did they choose Olympic, Titanic and Gigantic, names based on the Gigantes, Olympians and Titans of Greek mythology? Titanic is just Titan with 'ic' appended.



Gigantomachy (the battle between the Greek gods and the Gigantes, or Tritons), a 1st-Century AD frieze, Istanbul Archaeological Museum. *Why is it still replicated today?* Courtesy: Wikipedia

The 12 Titans were supposedly defeated and superseded by the younger Olympians and then cast down into the seas of the World. Thusly, it has been surmised that the Giants, Titans and Olympians are other names

for the Anunnaki, referred to as fallen angels or Nephilim in the book of Genesis. At 6.4 it states: "The Nephilim were in the earth in those days, and also after that, when the sons of God came in unto the daughters of men, and they bore children to them; the same were the mighty men that were of old, the men of renown."

This reverence for mythical gods and symbols delineates the "religion" of the Rothschilds, Jesuits and the Freemasons. They work in concert. The Freemasons are the bottom layer. The Rothschilds are the chief financiers. The Jesuits control the Vatican and demand the most stringent oath from their members. They are the most anti-Christian of the group, but all three are Luciferian at their root.

Tracks of the Hindenburg culprits

I will now break from the Titanic discussion to highlight recent information made available concerning the Hindenburg disaster. This recent information came about via the release of a former secret interview with Heinrich Mueller, the former chief of the Gestapo under Adolph Hitler. I invite you to read *The Interrogation*, which is available from www.tbrnews.org and see if you think any of the data is newsworthy.

It states that in 1948 a CIA Interrogator, James Kronthal, recruited Mueller for \$1 million plus \$50,000 a year to tell what he knew about the real powers and controllers in the events of World War II and afterwards. **During this interview, Mueller stated that the Zeppelin Hindenburg explosion was sabotage but they never caught the instigator.**

Mueller's information corroborates many points made by researcher Gregory Douglas who provides documentation. His information also corroborates James Perloff's article claiming a man responsible for training a team fired an incendiary round into the Hindenburg as she was docking. How strange that his son is now a chief prosecutor for the United States.

The Hindenburg Monument

At this sad juncture we will now look at the one and only Hindenburg Monument.



The Hindenburg “Monument” today in Lakehurst, NJ. Note the overall shape of an obelisk and triangle at the top. A Maltese cross is at the center. At the center of the cross is a raised square with a plaque that is shown below. The heavy chain around the perimeter is a naval symbol to make us think of heavy weight and mass; things the Hindenburg never was. This is no monument but more serves as a gravesite. Courtesy: The Wanderer

In the photograph above is shown the final resting place of the Hindenburg, known as the Hindenburg Monument. It so much resembles a grave site I can almost hear the organ playing. The whole display seems to say one thing, “the end”.

This “monument” to the airship Hindenburg is located at the sight of the crash in Lakehurst, New Jersey. Unlike the Titanic, which has inspired many monuments to be constructed in numerous cities and countries, the Hindenburg has been left with just this single one.

The monument itself is a collection of cast triangular, trapezoidal and rectangular stones lying flat against the earth, presenting this majestic flying machine's memory as tombstones covering the body of the deceased. This is really a depiction of the Hindenburg as if she died and was buried here because they want us to think that anti-gravity technology is buried too. It would be difficult if not impossible to come up with a more morbid way to depict the Hindenburg.

Let's see what else we can decipher from the symbols that are attached to it. As it turns out, even this cheaply-built monument serves to provide us with valuable clues regarding Hindenburg's demise. The same kind of symbolism that backdrop the Hindenburg monument are the same symbolisms that backdrop the Titanic's monuments.



Top: The insignia of the NAS organization that takes care of the grounds where the Hindenburg was burned. **Note the use of the pyramid and the Seeing Eye, in this case disguised as a blimp hanger on the blue triangular symbol complete with an eyeball.** Below that is a two-headed eagle adorned with a masonic kilt. Courtesy: Wikipedia.

On the following page: The plaque mounted at the center of the Maltese Cross on the Hindenburg monument. It was donated by The Ocean County Board of Chosen Freeholders to commemorate the 50th anniversary of the Hindenburg's burning in which 36 people died. What type of people would want to commemorate deaths 50 years later? The ones who had caused it. Courtesy: welweb.org



The Hindenburg monument is clearly Masonic in its design and symbolism and thus easily recognized by their own members as representations of the cults of the Illuminati, Free-masons and the Jesuits. They can't resist putting their mark on their ill deeds. I'd stake my reputation on the fact the Freemasons did this one.

In this classic photo the spectators are shown at the scene of the Hindenburg while she was on fire. Note the three gentlemen to the rear and nearer to the right. Don't they look just a little too cool for being witnesses to people burning in the sky? Perhaps they look so cool because they knew ahead of time what was going to happen. Perhaps they were there to make sure the job was properly completed. You can decide.



Crowd reacts to the Hindenburg burning.
Courtesy: Getty Images

And now with these monuments having been seen and discussed, believe it or not, we are nearing the end of this epic story.

CHAPTER 22

Epilogue

ARE THE JESUIT and Masonic connections to the Titanic sinking enough to finally solve this Titanic mystery? Well consider this: what amount of evidence will ever force the governments of the United States and Great Britain to re-open and re-write the case? No amount of evidence will, at least not until we have Governments in place that actually seek the truth and want to write history accurately.

In the meantime, you have seen the hull pieces from the stricken Titanic. No iceberg could have done to the Titanic what was done to the bottom of her hull. There had to be a deliberate plan to sink her. Her tragic demise was planned in a way to scare the public. The loss of many lives empowered the tragedy to take permanent residence in the human mind. It was the perfect way to get people to start considering air travel which at the time was 100 times more dangerous.

You have seen the obvious cover-up of the cause of the Hindenburg fire. She performed more efficiently than every ship design of her day and many of those produced within the last 75 years. The cause of

Hindenburg's supposed failure was preposterous and to this day has never been duplicated. Yet from this one accident all nations cancelled further airship development. Such potential was squashed for a reason. There had been a plan to destroy anti-gravity.

The Titanic supposedly sank with 1,523 lives making it one of the most tragic human events ever. The courts made it appear that the lower-class people were just in the wrong spot at the wrong time even though they admitted never sounding an alarm. The crew testimonies made it look like the royal class performed heroically and were willing to die, even though they weren't. The press proclaimed it was "women and children first", and let 156 of them perish without a hand slap given to the company or sailing crew.

The media lackeys blamed it on an iceberg. We now know this story is completely bogus. That means the reporters were bogus. That means their touching stories of the rich and famous people dying alongside 3rd Class folks were bogus too. The officers either survived in other lifeboats or were transferred into one of the several mystery ships seen coming away from the wreckage site. The same can be applied to the rich and famous who supposedly went down holding hands with their fellow men in 3rd Class.

The entire public-fed story of the Titanic is now exposed as the cheap novel that it started out as. We can stop worrying about icebergs out on the high seas. We can stop feeling chilling anguish for those who went down in the frigid Atlantic as to date there is no evidence they were on board when the Titanic sank. We can stop trusting the media and stop supporting the deceptive movie making industry. We can stop paying homage to the dangerous cruise travel they have stuck us with.

We can start being more observant and combine this with our own experience and logic to sort out the predicaments that lie before us. We can start casting off false media stories as we continue to hone our abilities to find inconsistencies and improbabilities. We can start taking our "high tech" society for what it is: a yoke of servitude to toxic petroleum. We can start taking our personal cars and trucks less seriously and stop setting as a goal

the purchase of flashy petroleum powered junk sold to us by the sleaziest organization you can imagine.

And now we know the truth about airships; that they are a simple but ingenious form of anti-gravitation and that they are much more efficient for transporting people and cargo than modern day aircraft. The Graf Zeppelin's nine-year performance, using only hydrogen gas has been allowed to be all but forgotten. Her around-the-world achievement in 1929 is only remembered or known by a few.

The superiority of the airship was more than demonstrated and their use should have been expanded. Piston driven aircraft did not offer transatlantic service from New York to Paris until 1939, a full ten years after the Graf Zeppelin had completed a circumnavigation with 20 passengers. And these few Boeing Clippers had to make several stops along the way in Nova Scotia and New Brunswick. The engines were so unreliable they employed a flying boat design just in case one failed and had to set down unexpectedly.

Nations should never have stopped the development of airships. The story of the Hindenburg has been crafted to destroy hydrogen. We can finally stop thinking of hydrogen as being dangerous but rather as the eco-water-friendly energy that it is. We can stop thinking about gas-filled aircraft as having to resemble an overinflated Goodyear blimp. And we can stop paying homage to the oil-industry-designed air transportation system they have stuck us with.

The Legacy of Titanic and Hindenburg

I have shown how both the Titanic and Hindenburg tragedies time-date two tragic events, both of which took human consciousness from ecstasy to heartbreak. In each case, false stories about their demise were mercilessly plastered across every form of media. On the heels of both

failures in technology came failures in governments and nations to overcome political disasters that led us into wars.

Both tragedies served to deliver a subliminal message that proclaimed over-aspiring humans had dared to dream of ships and planes that were beyond our human capabilities. In both events, we fell victim to an apparent failure of our own technology to foresee and overcome hidden obstacles. But the facts are recorded in the plans and designs of these vessels that both ships were revolutionary designs, not failures of human engineering.

Today we are seeing the failure of human engineering in the form of corrupt corporations failing to stop run-a-way deep-sea crude oil blunders and nuclear plant meltdowns. Both continue to leak mercilessly into our oceans. If what I have conjectured is true, then tomorrow we may see a government that unable to overcome its own obstacles, such as stopping a planetary disaster, will fall victim to another war. In fact, such failures in UN member governments have already happened in Yugoslavia, Bulgaria, Kosovo, Iraq, Afghanistan, Libya, Somalia and Sudan where we have failed to overt bombing by means of diplomacy, constitutional law, criminal and civil law or any other means. And here's the big one: Palestine. Look at how the nations of the world have failed to resolve the forced incarceration of 1.7 million people with barely enough water and food to survive on, for 65 years and counting.

More historical evidence comes to light seventy-five years after the Era of Titanic and Hindenburg. We witness how our nations are burdened with the wasteful deployment of millions of independently propelled gasoline vehicles and fuel-hungry jet aircraft. Our contraptions use polluted fuels in massive quantities in place of electrically powered vehicles that performed in harmony with nature. Our vehicles are expensive and do not provide safety. Freeway mayhem is what we have in place of precision and order. Discomfort and ill treatment is what we have in place of coal fired steamships and floating air palaces.

The world's engineers and geniuses had designed, built and put into operation superior mechanisms before these tragic events. There is no way

to explain why or how these better and existing forms of transportation were dismantled and replaced with the rat-on-a-wire system we have today, without incriminating the industries responsible. What transpired could never have come about without the deliberate actions by investors who had a misguided plan. The agenda that they served was of their forefathers who brought their investments to America. It was their sons who planned and carried out the monopolization of petroleum and transportation mechanisms.

But even the banksters, who ran the banks, that financed the corporations, along with the corporate directors, who followed their lead, are merely just followers of the worst culprits who are unidentified. Only the record of what they did exists. What has happened to us is that record. Thus, those who planned and shaped the world's current transportation system, during the Era of Titanic and Hindenburg, are brought forth from their underground lairs and lofted alpine palaces for all the people to evaluate. Matthew 7:16 “Wherefore by their fruits ye shall know them.”

After 100 years, we see the fruits of the trees these oil pirates planted, and the obvious fruits are in the form of billions of oil-consuming engines that spread smog and cancer everywhere. A simple historical review provides the truth, as we now know who did the investing and juggled the plans. In the United States, John Pierpont Morgan and his banking empire from 1890 was the rotten core of a group of parasitic investors in the United States. Today Morgan's contributions are in print and online for all to review, and his legacy is exposed in the face of all the facts.

For starters, the monopolization of the shipping industry through International Mercantile Marine is factually recorded, his sunken ship is being exposed and thousands of researchers worldwide have documented the illegal monetary schemes of the IMF and central banks who have bankrupted almost every government on earth.

The monopolization of the shipping industry was just one of J.P. Morgan's many “accomplishments” during his reign until 1913 when his son, Jr. took over. Not that Jr. was any less immoral. But the biggest story of all is the fact that it was J. P. Morgan who shut down Nikola Tesla's

electric energy transmitter project in 1903 by pulling the funding. The pulling of his funding left the most gifted inventor of all time financially destroyed. Just what did J. P. Morgan shut down when he pulled the funding from Nikola Tesla's epic power-transmission device?

In 1903 J.P. Morgan shut down an anti-gravity device. Today the



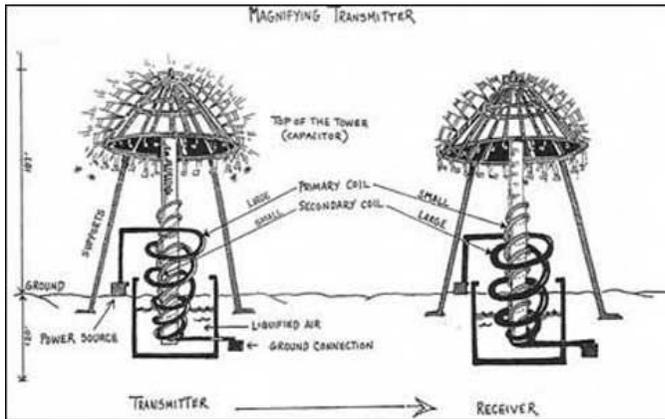
subject of anti-gravity aircraft or spaceships is still labeled as conspiracy science by major media. There's nothing wrong with having some doubt about the existence of anti-gravity technology, but just what was the Hindenburg? She was a concrete example of an anti-gravity not only being real but extremely functional. The fact that the public is denied the use of simple gas anti-gravity technology proves that all forms of anti-gravity have been taken off the table.

Above: Nikola Tesla. Below: The famous Tesla Tower, so called Wardenlyffe Tower, was erected by Nikola Tesla in 1901 -1903 as the first broadcasting system in the world. Courtesy: The Velvet Rocket



Tesla's invention for sending electricity through the air using the earth's biosphere not only worked (his transmitter blew out the electrical system of an entire town in Colorado during one of his experiments) it would have revolutionized air travel.

We've only just begun to learn and understand the "energy threshold" the world stood upon at the turn of the 20th Century. Here is one demonstration of a man's ideas that were shut down. Thus, we can the sooner *stop paying homage to petroleum technology*. I've been studying hidden technologies for years. For me to believe that Nikola Tesla invented a method to send electricity through the air along with using repelling charge to negate an object's gravitational field just took a study of some of his many patents. Tesla's patents total hundreds of innovative electro-magnetic inventions that he designed. Most were never brought into public use. Tesla had developed anti-gravity technology. J. P. Morgan knew the potential of anti-gravity technology and that its deployment would dramatically reduce petroleum consumption. Therefore, he was against it ever being brought to the public and the reason he shut down a revolutionary energy saving transportation system along with the reputation of one of the greatest inventive geniuses of all time.



The first broadcasting system in the world, and transmitting electrical energy without wires to the globe using the Ionosphere (the electrified upper part of the atmosphere of the earth important for transmitting radio waves around the globe). Under the solar radiation, molecules of the upper atmosphere are being constantly transmitted into ions. The way the system was to operate is illustrated below. Courtesy: entjournal.wordpress.com

This is the same J. P. Morgan who cancelled his voyage on the Titanic at the last moment. This is more than incriminating information that he was tipped off to the plan to sink her. Of course he was; it was his plan. History has been made and history is recorded. Instead of helping to finance a transportation system that would have provided safe and comfortable travel for the people, J.P. Morgan and associates employed petroleum engine designers and wars to grossly stimulate the manufacture of army truck, tank and aircraft engines that ran only on the products they controlled.

The transportation mechanisms, the banksters and crudelums selected and built for our nation have left us dependent on toxic petroleum, languishing in poisonous air and drinking from polluted rivers and lakes.

In this illustration, the full scope of Tesla's invention is displayed. Instead of aircraft having to go 80 knots forward just to gain enough lift to get off the ground, these aircraft employ an anti-gravitation device. The craft are constructed with conductive laminates separated by an insulating laminate. The conductive laminates are connected to powerful generators that provide powerful electronic fields which are rapidly oscillated directly out of phase. The energy for the generators is received via a beam of electricity from the ground station. Such a design would have required no fuel on board, making for much lighter and efficient aircraft. Courtesy: Pinterest



Now we know why they did this instead of investing in ideas that would have benefitted mankind. They did it because monopolies can produce gross profits beyond comparison to separate corporations, not to

mention there are added profits off the sale of equipment and ammunition to countries during wars. Thus, instead of emancipating us they placed us in shackles such that today virtually every powered military contraption is powered by petroleum. The fact is every powered contraption is a finely-honed tool through which the oil industry pours billions of gallons of toxic petroleum liquid into engines that exhaust directly into our atmosphere.

Inciting wars for profit is an insidious practice that continues to be carried out in front of a comatose public programed by CNN news. The Lusitania sinking has been routed out as being a deliberate false flag event that was designed to get the United States to enter the war against Germany. The Pearl Harbor attack has been exposed as a planned air assault that was allowed to happen such that it would incite the people of the United States into war against Japan. And the list of false reasons to start wars goes on.

Profiting from War: what could be worse?

But miraculously, since 2016 things have improved dramatically. The conflicts-of-interest and crimes committed by companies seeking to profit off a war are being outed as corporate incentives to start wars. Our current administration is making it clear that it cannot tolerate any corporation that attempts to make a profit from war. Perhaps, even soon. our war machinery and fuels will be manufactured by the government itself or built by non-profit entities under a board of directors elected by the public.

Our current government is comprised of spineless “electorate” who got their sponsorship via predacious oil magicians and thus they support this petro-monopoly. But things have definitely improved. Look at Russia and the United States; war is no longer the pinnacle of temptation.

If a nation’s military machine is dependent on a corporation’s product, then the nation itself is at the mercy of the corporations and those who control the corporations. Today we must all stare straight at this

glaring paradox. It does not make logical sense, even to a ten-year-old, that any government would construct a national defense mechanism that could be rendered useless by a corporation that failed to supply a crucial part of it. What happens to our nation's treasury when a company tells us that jet fuel is now \$100.00 gallon, take it or leave it? Incidentally the current price for kerosene jet fuel aboard a United States Navy aircraft carrier is \$32/gal!

When a nation is at the mercy of corporations, there is an obvious breakdown in constitutional law, because **constitutional law forbids monopolization**. Remember the anti-trust trial of Standard Oil Company of New Jersey verses the United States in 1911 which delivered a verdict of guilty under the Sherman Act. Monopolies are supposed to be against the law in the United States. Has everybody forgotten that? Well today the entire world is using the same lousy piston engines and the same toxic fuel. That's a monopoly!

The only reasonable explanation as to why this oil-corporation-in-control relationship is tolerated by our government is that a group above government, industries and banks, are the ones calling the shots. It is not the government. They would not have tolerated oil price manipulation for the past 100 years; all the while the United States is losing hundreds of billions each year in GDP to other nations. They would not have wanted the United States to go bankrupt.

We now know that wars are fought using the mechanisms that the petroleum producers helped design and approve, and although they may look more modern with their innovative electronics, they are nothing more than leftover designs from World War I. We need to wake up and break the war-petroleum cycle. But it isn't going to be easy. Fat and corrupt government officials are not going to relinquish their 30 room houses and exorbitant salaries without a fight. Example, the Bret Kavanaugh supreme justice hearings. Enough said?

It's getting better but we are still under an "elected" congress that has sold out to the corporate lobbyists of the oil industry. The signing of bills one after another, they have not even had the time to read, has come to an end. This direct violations of their oath of office to defend the

Constitution of the United States have been greatly reduced. Unfortunately, our democratic constituents have morphed into a mob of exploitation specialists during the Kavanaugh hearings.

Ah, you think to yourself one last time before you fold up this book one last time, Big Oily ain't so bad. And maybe this book's premise is invalid. Maybe the current world dilemma is not about petroleum and transportation monopolization for profit. Maybe it's really all been done with good intentions. Maybe we as citizens, wives and soldiers have been manipulated, because of the innate requirements of a "free" nation. Maybe we're lucky to have any freedoms at all. Maybe wars came about because we folks in the 2nd and 3rd Class ranks are just plain warlike. Maybe we like to encourage our sons to leave their families and go fight against fellow men in foreign lands.

I hope that the story of the Titanic and Hindenburg has helped you to see the bigger overall picture. I hope that now many of the typical calls-to-duty that you heard from those beating the drums for "national defense" are now more easily seen as the continued promotion of war to both plunder and consume oil. The reasons we went to war have turned out to be for the wrong reasons every time.

We now know that many of the events, such as the Battleship Maine, torpedoed and blamed on the Spanish to start the Spanish-American War in 1898. We know the Gulf of Tonkin incident never occurred but was a staged event as justification start the Vietnam War in 1963. Whether the events were real or not doesn't matter to those whose primary interest was getting the public to believe they were in danger of an attack from a supposed enemy.

And thusly the young men got drafted as the people stood behind their governments in trust and support. The young men served and many died for their country believing in something real; loyalty and courage. The fact that they were in a war that had been deliberately caused was put aside for protection of their comrades.

And in some ways, wars produce greatness. But the fact remains, most people don't want to leave their homes and families and never would have had they not been cleverly steered into a war that was fomented by men who have never fought and will never fight.

Choosing a Wise Path

The world is moving along so fast today that few people, except for the poor, imprisoned and those who have given up their material aspirations, have any time to ponder the question of *purpose and destiny* for themselves, much less for humanity. But perhaps this is part of our problem? Perhaps we should begin questioning and moderating what we're doing so that we could plan our futures into ones that equate to *real human progress*, such as a less toxic world with less cancer and disease. And perhaps we who profess to be Christians should take an honest look at how many times Christian nations have gone into war against other God-believing nations and do everything possible to stop doing so.

Are you on the right path? If you think you are, consider how far you should follow a government that itself is not following God. It seems that the current administration has rekindled the importance of God to our nation. The concept was under siege. That was made obvious when they forced us to remove God from our schools.

Was that the right thing to do? Doesn't every nation need a set of laws that everyone must follow. How long could we survive a string of new presidents who come in and change everything to their liking? There must be a rule book. In the United States, we know this rule book as the Constitution.

Within this book I have demonstrated by our government's failure to prohibit monopolies that our constitutional laws were violated. Yes, they through the rule book out! At the end of the Civil War, when the war ended and Marshall Law ended they gave us a different Constitution. We've been operating "interregnum", meaning with the wrong Constitution ever since.

What does this mean? It means every law passed since the end of the Civil War has been done under the wrong Constitution and will thus become null and void. Now, if that really happened, that would mean that the Federal Reserve, which was never federal and was never a reserve, is no longer an operating entity of the United States Treasury. We shall see. I believe we are on the cusp of a new gold backed dollar that will cause the housing debt/loan scandal be written off and our debts forgiven.

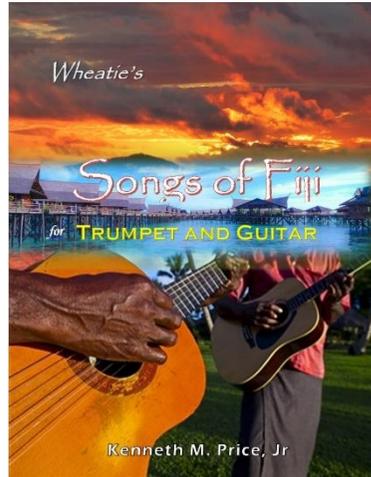
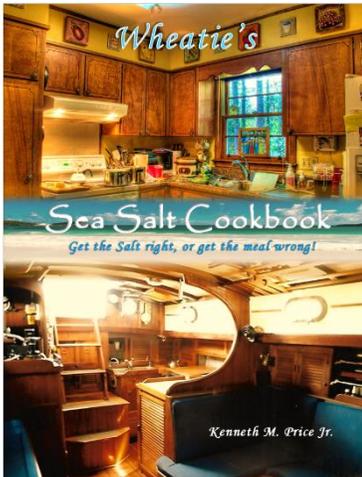
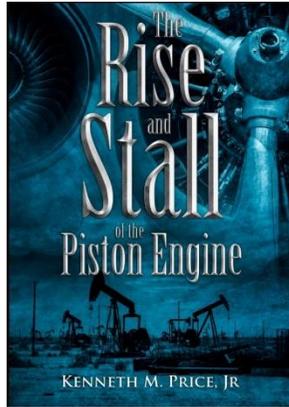
The people's case against the war/oil profiteers, by the world's courts, are just now getting off the ground and gaining momentum. Don't expect the mindset of the majority to become enlightened overnight. In the meantime, remain optimistic that the world is entering better economic times, not worse ones. Even now you can look abroad and see that all of the proxy wars have ended. We even have peace between China and North Korea!

We no longer have steamships or airships. Our transportation system has morphed into a petroleum system. Near-infinite volumes of liquid "fuel" is extracted, piped, stored, refined, transported, stored again, pumped into terminals, pumped into stations, and pumped into vehicles so we can carry it off again back in the direction it came from 50% of the time. You can now see that moving all this heavy, toxic, flammable petrol around when it could all be just a simple transfer of electrons down a wire is more than stupidity on top of ignorance. Keep the concept of a true transportation system in mind. This will allow you to see through and reject the corrupted vehicle designs the industries will continue to tantalize us with.

The heretical use and waste of toxic petroleum will be ended. The skies will become blue again and the waters pristine. We will finally have clean hydrogen fuel cell batteries, self-running electric generators in our homes, anti-gravity and unlimited transportation options. And finally and for a millennium shall the population enjoy a style of life that befits the conscientious kindred human beings that we are and have worked to become.

I sincerely thank you for reading this.

Additional Books by Kenneth M. Price, Jr



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