

BOARDING PASS

TITANIC

The Musical



Oppa!
On Pitch Performing Arts

Mon/Fri

Paul Nielson
Chris Morgan
David Barrett
Conner Oltmanns
Kennedy Miller
Gavin Turner
Eli West
Charles Cook
Gary Day
Joey Engh
Jacob Clark
David McKenzie
Chip Castleton
Cole Beckham
Chantryce Diehl
Krystal Day
Cassie Hurt-McLarty
Emily Butcher
Alexa Wood
Heather Day

Thomas Andrews
J. Bruce Ismay
Captain Smith
Barrett
Bride
Fleet
Charles
Edgar
Hitchens
Jim Farrell
Pitman
Murdoch
Lightoller
Bellboy
Alice
Caroline
Kate McGowan
Kate Murphy
Kate Mullins
Ida Straus

Thur/Sat

Paul Nielson
Chris Morgan
David Barrett
Colin Harris
Kennedy Miller
Gavin Turner
Eli West
Charles Cook
Gary Day
Joey Engh
Jacob Clark
David McKenzie
Chip Castleton
Cole Beckham
Chelsea Tramell
Cariel Goodwin
Harriett Bauer
Abby Olsen
Elli Sanchez
Heather Day

Cast List



CHARACTERS

CREW		Prepared By	Initials	Date
		Approved By		
Thomas Andrews	Architect/Ship Designer			
Frederick Barrett	Stoker & Crewman			
Harold Bride	Radioman			
Frederick Fleet	Lookout			
William McMaster Murdock	1st Officer			
Charles Lightoller	2nd Officer			
J. Bruce Ismay	Chairman of White Star Line			
Herbert Pitman	3rd Officer			
Joseph Boxhall	4th Officer & Navigator			
Robert Hitchens	Quartermaster			
Edward J. Smith	Captain			
Henry Etches	Steward			

FIRST CLASS PASSENGERS

*Colonel John Jacob Astor
and Madeline Astor*

*Mr. and Mrs.
George Widener*

*Isidor Straus and Ida Straus
Benjamin Guggenheim*

John and Marion Thayer

Charlotte Cardoza



SECOND CLASS PASSENGERS

*Edgar Beane and
Alice Beane*

*Charles Clark and
Lady Caroline Neville*



THIRD CLASS PASSENGERS

*Kate
McGowan*

*Kate
Murphy*

*Kate
Mullins*

*Jim
Farrell*



BUILDING THE TITANIC

At a 1907 dinner party hosted by Lord Pirrie, the chairman of Harland & Wolff shipbuilders, and attended by J. Bruce Ismay, the chairman of the White Star Line, the idea for Titanic was born. Cunard's new ships Mauretania and Lusitania were the talk of the town, and the two colleagues launched a plan to outdo the French carrier. They would build three massive ships: Olympic, Titanic, and Gigantic.

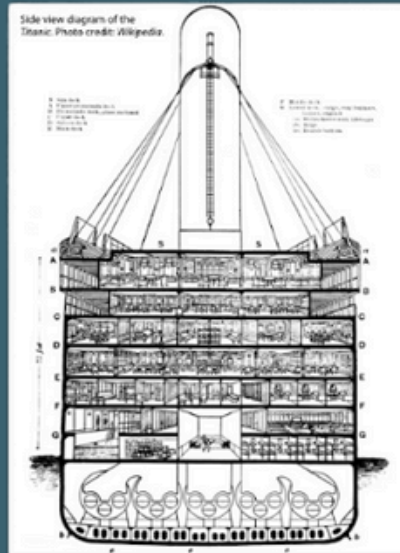
In 1908, the British White Star Lines announced the construction of Titanic and its sister ship, Olympic. Titanic was planned as the largest, most luxurious passenger steamship in the world. The ships would, of course, be built by Pirrie's Harland & Wolf. While the White Star Line was a British company, the building of these new ships was funded by American J.P. Morgan's trust, International Mercantile Marine.

At the time of the ship's construction, there were no gantries (a sort of cradle made for holding ships under construction) big enough for the proposed size of Titanic and Olympic. Over \$1 million (approx \$28 million today) was spent just on building the gantries for the construction. The proposed length of the ships was 860 ft long with a beam (width) of 92 feet. The first keel plate was laid for Olympic on December 16, 1908, and for Titanic on March 31, 1909.

With the hull completed, on October 20, 1910, Olympic was launched and hauled out to her fitting-out basin. Titanic followed on May 31, 1911 to a crowd of over 100,000 spectators. The installation of machinery and completion of Titanic's unparalleled interiors took ten months and the work of thousands.

ACCORDING TO NEWS ARTICLES FROM THE TIME, THE PLANNED STEAMSHIPS WERE NOT ONLY IMPRESSIVE IN SIZE, BUT MORE SPECIFICALLY IN ALL OF THEIR LUXURIOUS AMENITIES:

- CARRIAGE OF UP TO 5,000 PASSENGERS AND 600 CREW MEMBERS
- A SWIMMING POOL DEEP ENOUGH FOR DIVING
- LARGE DECK AND CABIN SPACE FOR FIRST AND SECOND CLASS PASSENGERS
- CABINS WITH PRIVATE SHOWERS AND BATHTUBS
- LARGE GYMNASIUM
- PLAYROOMS FOR CHILDREN
- MULTIPLE DRAWING ROOMS AND SMOKING ROOMS
- LARGE LIBRARY
- A LARGE BALLROOM
- A SKATING RINK WAS PLANNED "SHOULD THE FASHION PREVAIL"
- LARGE DINING ROOM THAT WILL SEAT NO LESS THAN 600 PEOPLE
- LARGE SUITES AKIN TO APARTMENTS
- LUXURIOUS AND OPULENT FURNISHINGS AND DECOR
- A VERANDA CAFE ON ONE OF THE UPPER DECKS
- AN ONBOARD GARDEN



Some of these planned amenities did not end up being in the final plans or outfitting of the ship, such as the ballroom and the skating rink. The approximate total building cost of Titanic at the time was \$7.5 million, or over \$200 million today. The original plans for Titanic called for 64 lifeboats, but the company reduced the number to 32 and then sixteen in order to make more room for deck space. Four collapsible lifeboats were added before the ship launched, bringing the total lifeboats to twenty and the capacity to 1,178 people, far below the passenger number of the ship. On April 2, 1912, Titanic set sail for its sea trials after her final completion. By April 10, she was in Southampton, being loaded for her fateful maiden voyage.

TITANIC BY THE NUMBERS

2,000: Portholes and Windows

5,892: Tons of coal carried by Titanic

29: Boilers on the ship

200: Miles of Electric cables strung on Titanic

15,000: Workers at Harland and Wolff

892: Crew members aboard Titanic

2: Bathtubs for over 700 Third Class Passengers

\$100k: The cost of a First Class Parlour Suite Ticket in today's money

THE SINKING OF THE TITANIC: A TIMELINE

APRIL 14

MORNING OF APRIL 14:
Captain Smith cancels a scheduled lifeboat drill.

5:50 PM:
After receiving ice warnings during the day, the ship changes course, but does not decrease speed.

9:40 PM:
The *Mesaba* sends a warning of an ice field with packed ice and large icebergs, but the message never makes it to the *Titanic* bridge.

10:55 PM:
The nearby *Californian* sends the following message to *Titanic*: "Say, old man, we are stopped and surrounded by ice." Wireless operator Jack Phillips ignores the message to focus on passenger messages.

11:35 PM:
The wireless operator on *Californian* turns off his radio. Lookout Frederick Fleet spots something ahead from the *Titanic* crow's nest. He sounds the alarm and calls the bridge. First Officer Murdoch orders *Titanic* "hard-a-starboard" and reverses the engines. Doors to the watertight compartments are closed.

12:20 AM:
The *Carpathia* receives a distress signal from *Titanic* and immediately changes course to come to the ship's aid. *Carpathia* is 58 nautical miles away. It will take at least three hours to arrive.

12:15 AM:
Captain Smith orders the wireless operators to send out distress calls to any ships near enough to respond. Most of the ships that are reached are too far away to arrive before the ship sinks.

12:00 AM:
The lifeboats are readied for launch.

11:40 PM:
The starboard side of *Titanic* scrapes along the iceberg. Captain Smith arrives on deck and is informed of the collision. Soon after, reports come in that the mailroom is filling with water. Other reports come in that at least five of the watertight compartments have flooded.

12:45 AM:
Lifeboat Number 7 is the first lowered into the water; it only has 27 passengers aboard, although there is room for 65. Many of the first lifeboats are launched at much less than capacity.

Titanic launches the first of its distress rockets. A ship has been spotted less than ten nautical miles away, but cannot be reached by wireless. The rockets also prove unsuccessful in reaching the sighted ship.

12:55 AM:
Number 5 and Number 6 are launched. Number 6 includes "unsinkable" Molly Brown, who later threatens Quartermaster Robert Hichens when he refuses to return for survivors after the sinking.

1:00 AM:
Number 3 is lowered with only 39 passengers, twelve of whom were crew members. Water is seen at the base of the Grand Staircase (E deck).

Number 1 is launched with only twelve people (capacity forty), seven of whom are crew members. Later reports speculate that one of the First-Class passengers paid off the crew to stop people from boarding the lifeboat.

1:40 AM:
Collapsible C is lowered, including Chairman of the White Star Line, J. Bruce Ismay. While he claimed that no women or children were in the vicinity, later reports refute that claim. He is later branded a coward by many for not going down with the ship.

1:35 AM:
Number 16 is launched.

1:30 AM:
Several male passengers try to board Number 14, causing Fifth Officer Harold Lowe to fire his gun three times. Number 15 and Number 13 are launched, with Number 15 almost landing on Number 13 as it is being lowered.

1:20 AM–1:25 AM:
Number 9, Number 10, and Number 12 are launched.

1:10 AM:
Number 8 is lowered, also well below capacity. Isidor and Ida Straus are offered spots, but when Isidor declines a spot over women and children, Ida stays behind with him.

1:45 AM:
Number 2, Number 11, and Number 4 are lowered.

2:17 AM:
Wireless Operator Phillips sends a final distress signal.

2:18 AM:
The electricity on *Titanic* goes out. As the bow goes under, the strain breaks the ship in half at its midsection.

3:30 AM:
The *Carpathia* arrives in the area.

4:10 AM:
Number 2 is the first lifeboat to reach *Carpathia*. It takes several hours for all survivors to be picked up.

8:30 AM:
The *Californian* arrives, but finds no survivors.

8:50 AM:
The *Carpathia*, carrying 705 survivors of the *Titanic*, departs for New York City, where it will arrive on April 18th.

2:00 AM:
The only lifeboats remaining on *Titanic* are three of the collapsibles. *Titanic*'s bow has sunk enough that the propellers are visible above the water. The crew is released from duty, with Captain Smith saying "It's every man for himself." Several of the remaining lifeboats are swept off of the deck.

2:20 AM:
The stern sinks and *Titanic* is consumed by the sea. While there is room in many of the lifeboats, many of the crew members are afraid of the boats being swarmed by survivors. When a few lifeboats do return, most of the passengers who went into the sea have died of exposure.





Isidor & Ida Strauss
Isidor was a co-owner of Macy's department store and a member of the US House of Representatives. When the Titanic sank, Ida refused to board a lifeboat without Isidor and Isidor refused to take a seat that could be given to a woman or child. The two perished in the tragedy. Ida was the only first class woman who died

John Jacob and Madeline Astor

John was the wealthiest passenger aboard the Titanic and at the time, one of the wealthiest people in the world. His second wife, Madeline was 29 years his junior and became pregnant while they were traveling abroad, leading them to book passage on Titanic so their child could be born at home in the US. Madeline and her nurse survived the sinking by escaping on the lifeboats; her husband perished.



Benjamin Guggenheim

Guggenheim was a wealthy American businessman who maintained residences in both New York and Paris. He boarded the Titanic with his mistress and several of their servants, and was one of the most prominent Americans aboard the ship. When the ship was sinking, it was reported he helped women and children board the lifeboats and then changed into evening wear, remarking, "We've dressed up in our best and are prepared to go down like gentlemen."



Frederick Fleet

Fleet was originally from Liverpool and had spent much of his 25 years on ships when he joined the crew of Titanic as a lookout. At 11:39 pm, Fleet first spotted the iceberg ahead. Fleet was put onto a lifeboat to row along with another crew member. After the tragedy, Fleet had to participate in several inquiries about the sinking, where he indicated that the lack of binoculars for the lookouts contributed to the sinking. Fleet died in 1965.



Henry Etches

Etches was a First Class bedroom steward who was responsible for eight cabins, plus the cabin of the Titanic architect, Thomas Andrews. Etches survived the sinking of the Titanic and later testified in the American inquiry about the sinking.



Some of the characters in Titanic: The Musical are amalgams of multiple people who traveled on the real Titanic, but some of them are based on real individuals who experienced the tragedy

THE REAL PEOPLE BEHIND THE CHARACTERS

Frederick Barrett

Barrett was a British lead stoker in boiler room 6 on the Titanic. Boiler room 6 was the site of impact with the iceberg. Barrett was able to make his way to the deck and was put in command of one of the lifeboats, leading him to survive the tragedy. After the sinking, Barrett participated in several inquiries about the tragedy both in the US and Great Britain.



Capt. E. J. Smith

Captain Smith had been a seafaring man his entire life, serving in the Royal Navy Reserve and eventually joining the White Star Line. During his career with the prestigious British carrier, he captained many ships and was made commodore of the entire fleet. His journey on Titanic was to be his last at the helm before his retirement. He perished in the tragedy.

Harold Bride

Bride was a junior radio officer on Titanic who stayed at his post transmitting CQD and later the newer SOS signals to other ships until the ship's power was completely out. Bride was washed off the deck as the boat was sinking, but was able to cling onto some wreckage and was rescued. Once safely on Carpathia, he helped his friend and Carpathia radio officer Harold Cottman transmit survivor and personal messages despite suffering injuries in the sinking.



Thomas Andrews

Andrews was the main architect of Titanic and a staunch believer in voyaging on the vessels he designed in order to make improvements. This led him to travel on Titanic and to perish in its sinking. According to steward Etches in his inquiry testimony, Andrews was constantly taking notes, checking on things, and as the disaster loomed, he seemed only concerned with the passengers over himself.



When looking at stories of Titanic, there are often noticeably missing BIPOC stories. There are many reasons for this, from who had been telling these stories for the past 100+ years to the fact that BIPOC comprised of a very small number of the thousands of people aboard. As historical research has advanced and diversified, the stories of a few of these passengers have been told. Although these people do not appear in the musical, their stories still deserve to be heard. To read more about BIPOC passengers on Titanic, see the following resources:

- <https://titanichistoricalsociety.org/miss-louise-laroche/>
 - <https://www.bbc.com/news/world-us-canada-56755614>
 - <https://www.wellesley.edu/news/2020/stories/node/175636>
- Black Man on the Titanic by Serge Bilé
https://www.hufpost.com/entry/titanic-anniversary-sheds-light-on-passengers-of-color_n1418049

The LaRoche Family who traveled on Titanic



Titanic

Maury Yeston

Music and Lyrics



Maury Yeston (born October 23, 1945) is an American composer, lyricist and music theorist. Yeston has written the music and lyrics for several Broadway musicals and is also a classical orchestral and ballet composer. Among his Broadway musicals are *Nine* in 1982, *Titanic* in 1997, for both of which he won Tony Awards for Best Musical and Best Score and was nominated for Grammy Awards, and *Grand Hotel* in 1989, for which he was nominated for a Tony Award for best score and two Drama Desk Awards for his music and lyrics. He composed, in addition, the incidental music for the Broadway production of *The Royal Family* in 2009. He received a third Grammy nomination for the revival of *Nine* in 2004, which won a Tony Award for Best revival of a musical. He also was nominated for an Academy Award and a Golden Globe for two of his new songs in the film version of *Nine* (*Take It All* and *Cinema Italiano*).

His musical version of the novel *The Phantom of the Opera*, titled *Phantom* (1991), has received more than 1,000 productions worldwide. His off-Broadway musicals include *Death Takes a Holiday* (2011), nominated for eleven Drama Desk Awards. His classical works include *December Songs*, a classical crossover song cycle commissioned by Carnegie Hall for its centennial celebration; *An American Cantata: 2000 Voices* (a three-movement classical choral symphony commissioned by the John F. Kennedy Center for the Performing Arts for its millennium celebration); *Tom Sawyer: A Ballet in Three Acts*, a full-length story ballet commissioned by the Kansas City Ballet for the opening of the new Kauffman Center for the Performing Arts in Kansas City; a *Cello Concerto*, premiered by Yo-Yo Ma; and other pieces for chamber ensembles and solo piano.

Earlier in his career Yeston was Associate Professor of Music and Director of Undergraduate Studies in Music at Yale University for eight years, authoring two scholarly books on music theory published by Yale University Press (*The Stratification of Musical Rhythm* and *Readings in Schenker Analysis*), and subsequently presided over and taught the BMI Lehman Engel Musical Theater Workshop in New York City for more than two decades beginning in 1982. Yeston has won two Tony Awards, two Drama Desk Awards and an Olivier Award, and was inducted into The Theater Hall of Fame in 2023.

Titanic

Peter Stone

Book



Peter Stone was an acclaimed Tony- and Oscar-winning writer who began in TV and moved to motion pictures and the theater. The son of a schoolteacher turned motion picture producer, Stone was raised in L.A., and after heading east for schooling, began his career in live TV. He went on to script such well-received motion pictures as CHARADE (1963) and FATHER GOOSE (1964, for which he won an Academy Award) and has provided the book for several Broadway musicals, notably "1776" (1969) and "Woman of the Year" (1981).

Stone's theatrical work began in 1958 when his play, "Friend of the Family," was produced in St. Louis. By 1961, he had written the book for the unsuccessful Broadway musical "Kean." His second venture, "Skyscraper" (1965), also didn't fare well at the box office. His first real success was "1776," an unlikely but powerful musical about the creation and signing of the Declaration of Independence. Winning the Tony as Best Musical, it had a healthy run on Broadway and was a modest success in London. Stone adapted Clifford Odets' "The Flowering Peach," about Noah and the ark, as a musical vehicle for Danny Kaye, with a score by Richard Rodgers. He later adapted the classic 1959 Billy Wilder film SOME LIKE IT HOT as "Sugar" (1972), which earned mixed reviews, and turned the 1942 Tracy-Hepburn comedy WOMAN OF THE YEAR into a 1981 star vehicle for Lauren Bacall. His polish of the book for "My One and Only" (1983) helped solidify Tommy Tune's reputation, and Stone reportedly did uncredited work on Tune's staging of "Grand Hotel" in 1990. He and Tune again collaborated on the award-winning "The Will Rogers Follies" in 1992, and Stone wrote the poorly reviewed "Titanic" in 1997.

In motion pictures, Stone was a success almost immediately. His first produced screenplay, CHARADE (1963), which he also novelized, was a mystery with romance that paired Cary Grant and Audrey Hepburn. It offered more twists, turns, and surprises than one might think a movie could hold as a bevy of unsavory characters try to discover where Hepburn's deceased husband hid \$250,000. Oddly, Stone won the Academy Award for his next screenplay, FATHER GOOSE, again starring Grant as a beach bum turned lookout for the Australians during World War II who doubles as a guardian of schoolgirls. Although the 1964 film was well received, it garnered neither the critical acclaim of CHARADE nor the box office success. Stone continued to excel at adaptations, with the musical SWEET CHARITY (1969) and THE TAKING OF PELHAM 1-2-3 (1980), based on the mystery novel about a nefarious gang who hijack a subway train. Later came WHY WOULD I LIE? (1980), which put Treat Williams as a social worker trying to unite a youth with his ex-con mother. Stone took a long sojourn from the big screen until JUST CAUSE (1995), which starred Sean Connery as a famed law professor trying to prove Blair Underwood innocent of a crime for which he was convicted.

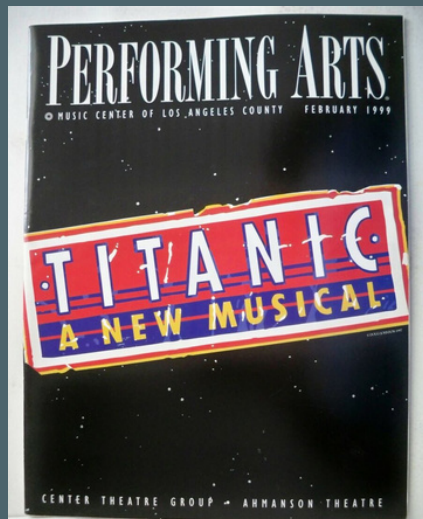
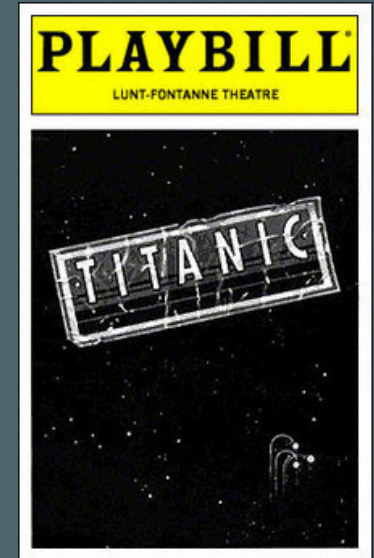
Titanic

Production History

Original Broadway Production

Titanic opened on April 23, 1997, at the Lunt-Fontanne Theatre and ran for 804 performances and 27 previews, closing on March 21, 1999. Directed by Richard Jones with choreography by Lynne Taylor-Corbett, the cast included John Cunningham, David Garrison, Larry Keith, Alma Cuervo, Michael Cerveris, Victoria Clark, Don Stephenson, Judy Blazer, and Brian d'Arcy James. Danny Burstein was a cast replacement. The set encompassed three levels to help form the impression of the size of the ship. The lobby of the Lunt-Fontanne Theatre was redecorated for the production: the complete passenger list of the Titanic was painted on the walls, noting those who ultimately survived the disaster. Orchestrator Jonathan Tunick won the first Tony Award for Best Orchestrations for his work on the score. The show received four other Tony nominations, winning in all five categories in which it was nominated, including the Tony Award for Best Musical.

Stewart Laing was responsible for both the costume design and the scenic design, for which he won a Tony Award for Best Scenic Design. The wardrobe is on display at the Costume World Broadway Collection in Pompano Beach, Florida. Paul Gallo was responsible for the lighting design. Steve Canyon Kennedy was responsible for the sound design.



First US National Tour

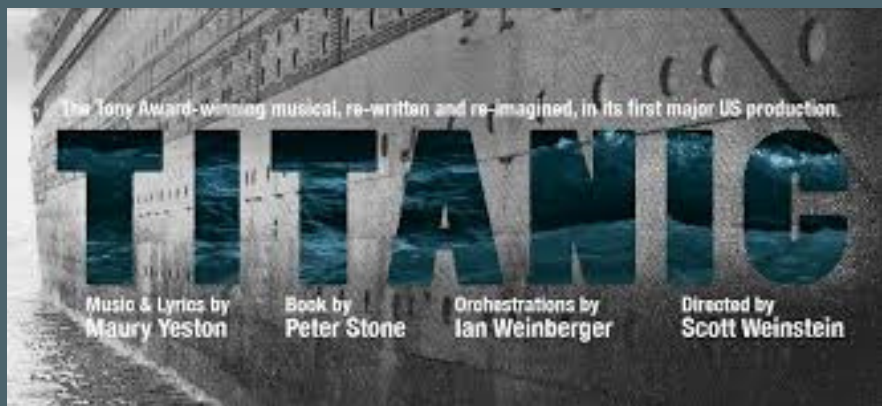
The production toured the United States after closing on Broadway, beginning in January 1999 at the Ahmanson Theatre in Los Angeles, with a cast that featured Brian d'Arcy James (Los Angeles only), Marcus Chait, William Parry, Adam Heller, David Pittu, and Matthew Yang King. There were also several subsequent tours with non-Equity performers.

Titanic Production History

Ensemble Version

In 2012 original Broadway cast member Don Stephenson, who created the part of Charles Clarke, developed a new chamber version of Titanic in collaboration with choreographer Liza Gennaro. This scaled down production used 20 actors playing all of the roles, an abstract set design, projections of the actual ship and passengers, and new orchestrations designed to make the score sound as if it was being played by the ship's band. Material that had been previously cut from the original Broadway production was put back into the show, and existing material was reordered and reassigned. This new intimate version of Titanic opened in July 2012 at The Hangar Theatre. The production was nominated for 11 BroadwayWorld Awards which included Best Musical, Best Director, Best Choreographer, and Best Ensemble Performance. Stephenson subsequently remounted this production in hopes of an eventual Broadway revival at Westchester Broadway Theatre in Elmsford, New York in January 2014.

The US regional theater premiere of the ensemble version of the show was on October 26, 2014, at The Griffin Theatre Company in Chicago, directed by Scott Weinstein with music direction by Elizabeth Doran and choreography by Sawyer Smith. It had its amateur premier at Avon Players in Rochester Hills, Michigan on September 8, 2017.



Concert Productions

In February 2014 most of the original Broadway cast reunited, including Michael Cerveris, Brian d'Arcy James, Martin Moran, David Garrison, David Costabile, and Becky Ann Baker for a staged concert of the musical at Lincoln Center's Avery Fisher Hall. This concert was produced by Manhattan Concert Productions and featured a chorus of 200 singers from across the country. It was conducted by original musical director, music supervisor, and conductor Kevin Stites, choreographed by Liza Gennaro, and directed by Don Stephenson.

In June 2024, there was an Off-Broadway concert at New York City Center as a part of the Encores! series. Anne Kauffman directed the production with choreography by Danny Mefford. The cast included Bonnie Milligan as Alice Beane, Chuck Cooper as Captain Edward Smith, Eddie Cooper as Henry Etches, Drew Gehling as Edgar Beane, Ramin Karimloo as Frederick Barrett, Emilie Kouatchou as Caroline Neville, Judy Kuhn as Ida Straus, Brandon Uranowitz as Bruce Ismay, Chip Zien as Isidor Straus, Lilli Cooper as Kate Murphey and Samantha Williams as Kate McGowan.