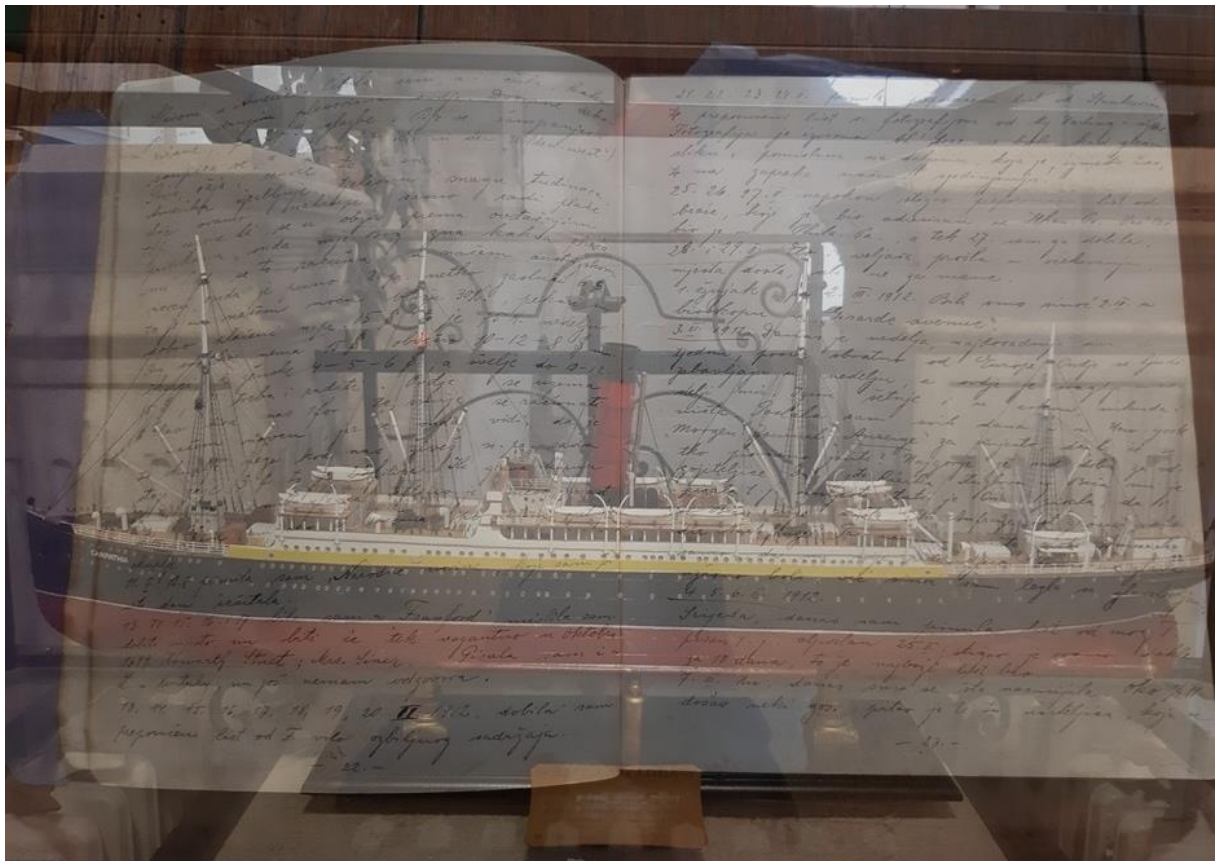


HRT - Croatian Radio Drama Department



THE DAY I SHALL NOT FORGET FOR THE REST OF MY LIFE DAN KOJEGA NEĆU ZA CIJELI ŽIVOT ZABORAVIT

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SUMMARY

The feature titled “The Day I Shall Not Forget for the Rest of My Life” is the story of Carpathia, the ship best known for heading into the precarious rescue of people from the Titanic on April 15, 1912. It is also the story of all of these people: officers, sailors and passengers, participants of this event that forever marked their lives. The feature follows the chronology of Carpathia's sailing history, focusing on the tragic and heroic moments that took the two ships into eternity. An authentic testimony of these events is brought to us through the diary of Marija Aliuš Bartowski, a teacher from Osijek who wrote this extraordinary biography after finding herself on the Carpathia traveling from New York to Rijeka that day. Her diary entries take us back into the midst of the dramatic scenes of the shipwreck rescue, but also portray a charismatic woman who left behind an extremely private and historical document.

SOUND OF PLASTIC BAG RUSTLING AND PAPER LISTING

Branimir Bartowski:

I have photocopied my grandmother's diary, my sister and I typed it so that it can be read fast. These are the photos... this is the timetable... here, departure, Rijeka, 2nd December 1911. Arrival... Messina. I have a postcard... Departure... Palma de Mallorca. Departure... Naples, Gibraltar... This is all here...

MUSIC, HARBOUR ATMOSPHERE, WAVES, SEAGULLS

Diary of Marija Aliuš Bartowski:

December 1911. We had to be by the steamship at 9 a.m.; the third class was the first to board. 1300 persons. Dalmatians in the third class danced and competed in wrestling, a lot of fun. I have slept quite well the first night.

MUSIC, SHIP ATMOSPHERE

Voice:

The day I shall not forget for the rest of my life. Documentary radio drama by Đino Đivanović.

Diary:

Messina. I am writing while looking at the ruins of what used to be a beautiful big town. Such misfortune! The ruins stick up, like a nemesis. I posted my cards here "Carpathia" and "Messina" to my brothers in Osijek... The weather is beautiful, pray it stays that way...

Branimir Bartowski:

This was in Messina after the earthquake...

Narrator (Đino Đivanović):

We are in the home of Branimir Bartowski, a pensioner from Osijek who is holding a small notebook, with worn, faded blue covers. Between them open up yellowed pages filled with easy-to-read handwriting of Branimir's grandmother, Marija Aliuš Bartowski. At the end of 1911 Marija made an unusual decision for that period: to travel alone to the USA from Našice, where she had used to work as a teacher and where she had lived with her husband Franjo Bartowski and two small children.

Branimir Bartowski:

I was just a kid you know, and I found a box in the attic. The box contained this diary, and those papers, all bound together... I knew straight away that nobody had a diary like this any more. This is one of its kind... And it survived many regimes... It says here... Mica Aliuš, teacher...

ZVUK ŠUŠKANJA PLASTIČNE VREĆICE I LISTANJA PAPIRA

Branimir Bartowski:

Tu sam ja bakin dnevnik fotokopirao, sestra i ja smo to prekucali da se to može brzo čitati. Tu su te slike... to je taj vozni red... evo, odlazak, Rijeka 2. 11. 1911.
Dolazak... Messina. Imam razglednicu... Odlazak... Palma de Mallorca. Odlazak...
Napulj, Gibraltar... To sve imam tu...

GLAZBA, ATMOSFERA LUKE, VALOVI, GALEBOVI

Dnevnik Marije Aliuš Bartowski:

Prosinac 1911. U 9 sati ujutro morali smo biti kod parobroda, najprije se ukrcavao III. razred. 1300 osoba. Dalmatinci na III. razredu igrali su kolo i natjecali se u hrvanju, zabave dosta. Prvu noć spavala sam dobro.

GLAZBA, ATMOSFERA BRODA

Glas:

Dan, kojega neću za cijeli život zaboraviti. Dokumentarna radio drama autora Đina Đivanovića

Dnevnik:

Messina. Pišem gledajući razvaline tog nekoć krasnog velikog grada. Kolika nesreća! Ruševine strše u vis, kao kaki nemesis. Oдавде poslala sam karte „Carpathia“ i „Mesina“ braći u Osijek... Vrijeme divno, samo da tako ostane...

Branimir Bartowski:

Ovo je bilo u Messini poslije potresa...

Narator:

U domu smo Branimira Bartowskog, osječkog umirovljenika koji u rukama drži malu bilježnicu, dotrajalih, izbljedjelo modrih korica. Među njima otvaraju se požutjele stranice ispunjene čitkim rukopisom Branimirove bake, Marije Aliuš Bartowski. Marija je krajem 1911. godine donijela za ono vrijeme nesvakidašnju odluku da iz Našica, gdje je radila kao učiteljica i živjela sa svojim mužem Franjom Bartowskim te dvoje male djece, sama otpuče u SAD.

Branimir Bartowski:

Ja onako znate kao balavac, na tavanu, pronašao sam jednu kutiju. I u toj kutiji pronađem taj dnevnik, i te papire koji su bili svi vezani... Meni je bilo odmah jasno da takav dnevnik nitko nema više. To je unikatno... I taj je preživio puno režima... Evo ga piše... Mica Aliuš, učiteljica, teacher...

ATMOSPHERE, SHIP SOUNDS

Diary:

Palermo. A big, beautiful town, good, strong harbour. Italians are playing cards in the smoking-room. The wine is good, we drink it bravely, the six of us. Everyone in the second class is still healthy. Thank God, I do not know how it will be later.

Branimir Bartowski:

She was somewhat younger than my grandfather... 26 years... She sold the house and vineyard in Kutjevo to travel to America, to see whether America is as described in the papers. She saw what was there, but she was ahead of her time, do you know how much? Approximately 150 to 200 years.

MUSIC

Branimir Bartowski:

She worked as a governess in a family in Philadelphia. She taught them German and some cooking, during three months... And my grandfather with two sons, my father and Franjo, waited for her return from America.

MUSIC, SOUND OF LEAVES TURNING

Branimir Bartowski:

This is my grandmother with her sons before she left to America. They were small children...

MUSIC

Diary:

Naples. The man I like is also here, an elderly gentleman travelling with his son, they said he was a detective, I don't know. He does not speak a lot, polite, the only likable person on the ship. He is mainly quiet, does not meddle into anything, I think he speaks only English and Italian. What are my little ones doing? God protect them! Last night I lost at cards again, I'm not very lucky; I guess Franjo is too faithful...?

Narrator (Đino Đivanović):

Marija begun her voyage on 2nd December 1911 in Rijeka, the town marked by continuous political, social and economic changes in the last two centuries. We are walking around the harbour, one of the basic symbols of the “town that flows”¹.

ATMOSPHERE, SEAGULLS

¹ Rijeka means river in Croatian, thus the town that flows.

ATMOSFERA, ZVUK BRODA

Dnevnik:

Palermo. Veliki lijepi grad, dobra, čvrsta luka. U Smoking-roomu kartaju se Talijani. Vino je dobro, pijemo ga junački, nas šestero. Zdravi smo dosad još svi u II. Razredu. Hvala Bogu, ne znam kako će biti dalje.

Branimir Bartowski:

Ona je od moga djeda bila malo mlađa... 26 godina... Ona je prodala kuću i vinograd u Kutjevu da ode u Ameriku, da vidi da li je Amerika to što piše u novinama. Vidjela je što je to tamo, ali ona je bila ispred vremena, znate koliko? Otprilike 150 do 200 godina...

GLAZBA

Branimir Bartowski:

Ona je kod jedne familije, u Philadelphiji, radila kao guvernant. Učila ih je njemački i nešto kuhati, tri mjeseca... A moj djed je sa dva sina, moj otac i taj Franjo, su čekali povratak nje iz Amerike.

GLAZBA, ZVUK LISTANJA PAPIRA

Branimir Bartowski:

To je moja baka sa sinovima prije odlaska u Ameriku. To su mala djeca bila...

GLAZBA

Dnevnik:

Napulj. I moja simpatija je tu, neki stariji gospodin, koji putuje sa sinom, vele da je detektiv, ne znam. Govori malo, ućtiv, jedina simpatična osoba na brodu. Većinom šuti, ne miješa se u niš, držim da govori samo engleski i talijanski. Što rade moji mališi? Bog ih čuvao! Sinoć opet izgubila na kartama, slabe sam sreće, valjda mi je Franjo i odviše vjeran...?

Narator:

Marija je plovidbu započela 2. prosinca 1911. u Rijeci, gradu kojeg su u zadnja dva stoljeća obilježile stalne političke, društvene i ekonomske mijene. Šećemo po luci, jednom od temeljnih simbola „grada koji teče“.

ATMOSFERA, GALEBOVI

Slobodan Novković:

We are now near the pier from which the Cunard line ships used to sail every two weeks from Rijeka to New York. Today it is called the Orlando pier... During the Austro-Hungarian monarchy it used to be called Rudolf's pier. I think that these pawl bitts are authentic from that period, at least according to the photos I have. I am now standing at a historic place, first of all for Rijeka, the town that really used to be an important emigrant harbour... Whenever I look into distance from that pier, and then imagine 20-25 metres further, I have a notion how Carpathia used to be an impressive and huge passenger ship.

Narrator (Đino Đivanović):

This is Slobodan Bobo Novković, the best known Croatian Titanic specialists. He wrote two books about Titanic and the Croats on it, and one about the ship that connected the main harbour of the imperial and royal monarchy with the most important destination of the new world.

Slobodan Novković:

When you occupy yourself with Titanic, Carpathia is a topic that cannot be avoided. By studying that and coming to Rijeka often, I simply realised that Carpathia deserved to be told its own story, because what that ship did, and because it is an important part of Rijeka's and Croatian maritime history... that should be emphasized...

SOUND OF WAVES

Narrator (Đino Đivanović):

If ships are really like people, conscious, feeling beings with character, what did Carpathia's identity card contain?

Slobodan Novković:

Carpathia was built in Newcastle, starting from 10th September 1901. It was one of Cunard line ships, constructed to connect Europe and America, as many other ships at that time... to transport frozen meat from America to Europe and of course, emigrants from Europe to America. It was finished on 5th May 1903 and started on its maiden voyage that was very successful... and supposedly here begun one more or less boring life of a ship...

SOUND OF SHIP AND SAILING

Diary:

Mediterranean Sea. Miss Roth's mother was the first to wish me happy birthday this morning, then that young lady, Jewish. Yesterday evening, I invited 3 gentlemen and two young ladies for beer. Mister Roth brought me Stanitzel candies, the good ones.

Slobodan Novković:

Tu smo sad blizu pristaništa gdje su brodovi *Cunard linea* svaka dva tjedna iz Rijeke isplovljavali u New York. Evo, Orlandov gat današnji... U vrijeme Austrougarske zvao se Rudolfovo gat. Mislim da su ove bitve još autentične iz onog vremena, bar po slikama koje imam. Stojim sad na jednom povijesnom mjestu, prije svega za Rijeku, grada koji je u ono vrijeme bio stvarno jedna važna luka iseljenička... Kad god gledam u daljinu prema kraju tog gata, i onda zamislim još 20-25 metara dalje, dobijem neku predodžbu koliko je Carpathia impresivan i ogroman putnički brod...

Narator:

Ovo je Slobodan Bobo Novković, najpoznatiji hrvatski titanikolog. Autor je dviju knjiga o Titanicu i Hrvatima na njemu te jedne o brodu koji je glavnu luku istočnog dijela *k. und k.* monarhije, spajao s najznačajnijim odredištem novoga svijeta.

Slobodan Novković:

Kad se bavite Titanicom, Carpathia je tema koja ne može izostati. Kroz bavljenje time i čestim dolascima u Rijeku, jednostavno sam vidio da o Carpathiji treba posebnu priču ispričati, jer je taj brod ovim što je napravio, a i zato jer je važan dio riječke pa i hrvatske pomorske povijesti... da bi trebalo to istaknuti...

ZVUK VALOVA

Narator:

Ako su brodovi zaista poput ljudi, bića svijesti, osjećaja i karaktera, što je stajalo u Carpathijinoj osobnoj iskaznici?

Slobodan Novković:

Carpathia je građena u Newcastleu, njena gradnja je počela 10. 9. 1901. Bio je to jedan od brodova *Cunard linea*, konstruiran da povezuje Europu i Ameriku, kao i mnogi drugi brodovi tada... da prevozi smrznuto meso iz Amerike za Europu i naravno iseljenike iz Europe za Ameriku. Njena gradnja je završila 5. 5. 1903., uskoro je krenula i na prvu plovidbu koja je bila vrlo uspješna... i tu je započeo jedan manje-više dosadan život jednog broda, kako su pretpostavljali...

ZVUKOVI MORA I PLOVIDBE

Dnevnik:

Sredozemno more. Majka gospođice Roth čestitala mi je jutros prva rođendan, onda ona gospođica, Židovka. Pozvala sam već sinoć na pivo 3 gospodina i dvije gospođiče. Gospodin Roth donio mi je Stanitzel bombona, dobrih.

“Vebe Andere Blumen gibt es auf der Carpathia nicht!” We drank 3 bottles of beer, I crown 80 fillers. The man I like is here too.

MUSIC, SHIP ATMOSPHERE

Diary:

We danced to the music of mandolins and violins, on the deck, but I lost myself slightly because dancing excites me considerably. I like a young Italian, intelligent lad. It is a pity we cannot talk; he does not know a word of German. We are dancing, flirting, but we do not understand each other's words...

The name of the Italian I like is Rallo Guiseppe from Valgurmero, Sicily. Very handsome boy, 23 years old... a barber!!! (laughter) I gave him a souvenir – a comb! (laughter) The “boy” is travelling to Rochester.

Branimir Bartowski:

This is a song; some Italian had sung it there, so she wrote it down. (laughter) He was a barber; it's got its points.

MUSIC

Diary:

They are playing “Paloma” in the dancing-room. This afternoon we saw a sailing ship and a steamship and a lot of birds, a sign that land is near – America. Now we are stopping... It was beautiful to watch the pilot ship and boat hurry towards us in the darkness. This is the last night on Carpathia. Good night! ...

Slobodan Novković:

On Carpathia and on other ships that sailed on that line, there was a lot of Croats from Croatian Littoral, from Rijeka, Istria and around Labin... Out of 306 sailors on Carpathia, 84 were Croats.

Narrator (Đino Đivanović):

One of the places from which the sailors on Carpathia originated was Vozilići, a small place in eastern Istria. Many family memories about this period are still vivid there. We are sitting with three generations of descendants from Carpathia crew members who took part in the voyage that marked their lives forever.

Ivan Vozila:

I am 94 years and full five months old.

„Vebe Andere Blumen gibt es auf der Carphatia nicht!“ Pili smo 3 flaše pive, 1 Kruna 80 filira. I moja simpatija je tu.

GLAZBA, ATMOSFERA BRODA

Dnevnik:

Plesali smo uz mandoline i gitare, na palubi, nu ja sam se bila izgubila, jer me ples silno ešofira. Jedan mladi Talijan, inteligentni dečko mi se sviđa. Šteta što ne možemo zajedno govoriti, ne zna apsolutno ništa njemački. Plešemo skupa, očijukamo, ali se ne razumijemo u govoru...

Moja simpatija talijanska zove se Rallo Guisepe rodom iz Valgurmera - Sicilija. Vrlo feš dečko 23 godine star... brico!!! (smijeh) Za suvenir dala sam mu - češalj! (smijeh) 'Mali' putuje u Rochester.

Branimir Bartowski:

To je neka pjesma, to je neki Talijan tamo njima pjevao, pa je ona to zapisala. (smijeh)
Bio je brico, nije za baciti...

GLAZBA

Dnevnik:

Sviraju u „Dancing-roomu“ „Palomu“... Popodne vidjeli smo jedrenjaču i parobrod i dosta ptica, znak da je blizu kopno - Amerika. Sada stojimo... Krasno bijaše gledati u noći brodić pilota i čamac kako juri prema našem brodu. To je zadnja noć na Carpathiji. Good night! Laku noć...

Slobodan Novković:

I na Carpathiji i na ostalim brodovima koji su plovili na toj liniji, bilo je jako puno Hrvata iz Hrvatskog primorja, iz Rijeke, Istre, okolice Labina... Od 306 mornara na Carpathiji, njih 84 su bili Hrvati.

Narator:

Jedno od mjesta iz kojih su na Carpathiju stizali mornari bili su i Vozilići, mjestašce u istočnom dijelu Istre. Tamo su još živa mnoga obiteljska sjećanja na ta vremena. Sjedimo s tri generacije potomaka članova posade Carpathije, koji su sudjelovali u plovidbi što im je zauvijek obilježila živote.

Ivan Vozila:

Ja imam 94 godine, i pet mjeseci gotovih.

Dino Đivanović:

I see two Vozila on this list of Croats on Carpathia, one is Dominik and the other is Antonio.

Ivan Vozila:

Antonio, Anton... That was my father... It is 107 years since that happened on Carpathia. I was not born yet, I only know what he told. He was born in 1877. In 1891 he boarded a sailing ship here in Plomin for the first time... he was 14. He sailed around half the world... In 1909, as I see here, he boarded Carpathia... and he stayed on Carpathia till the end of the First World War.

Redi Kiršić:

I am a grandson of Mate Kiršić, born in Nedešćina. He was on 3 voyages on Carpathia, the last one was after the saving of the Titanic, and he never sailed again... I was seven when he died, but I remember those stories... From his last journey we have a medal for bravery they received... My grandfather, he was a stoker... It stuck with me when we watched the movie, every now and then he would say, it was not quite like that... I have something else at home, a photo with him, taken on the big beach in Rabac. And memories that he would not let me into the sea... probably there was fear.

Fabio Juričić:

My great grandfather, Jakov Kranjac was also in that tragedy... Mister Vozila is son, Redi is grandson, I am great grandson. I can also tell only what my grandmother told me, his daughter who lived to be a 100, when I was little she talked about... that grandfather did not talk a lot about tragedy. Was there any reason not to talk about some stuff, that horror that happened at sea itself...?

MUSIC**Narrator (Dino Đivanović):**

After arriving in America, Marija is impressed by a completely different environment, culture and everyday life. She is fascinated by its size and splendor, diversity, food and fashion, but writes: "...everything is a commercial, however the core should not be sought, because there is no such thing here..." She tries to find a job as a governess, mostly without success. Frustrated and depressed, in her diary she will say: "I didn't think it would be so hard... The days go by, I just wait for them to pass." She starts working for the respectable Norris family, but not for long.

Dino Đivanović:

Ja u ovom popisu naših ljudi na Carpathiji vidim dvojicu Vozila, jedan je Dominik, a drugi je Antonio.

Ivan Vozila:

Antonio, Anton... To je bio moj otac... To je prošlo 107 godina da je to na Carpathiji bilo. Mene nije bilo, ja samo znan nešto ča je on pričao. On je rođen 1877. 1891. se je prvi put ukrcao na jedan jedrenjak tu u Plominu... imao je 14 godina. On je obišao točno pola svijeta... 1909. kako ovdje vidim, se je ukrcao na Carpathiju... i na Carpathiji je bio do Prvog svjetskog rata.

Redi Kiršić:

Ja sam unuk Mate Kiršića, rođenog u Nedeščini. Na Carpathiji je bio 3 putovanja, zadnje putovanje je bilo nakon spašavanja Titanica, i od onda plovio nikada više nije... Ja sam imao sedam godina kad je on umro, ali se sjećam tih priča... Od tog njegovog zadnjeg putovanja imamo medalju za hrabrost koju su dobili... Djed, on je bio ložač... To mi je ostalo kod gledanja filma, svako toliko njegove riječi, nije to bilo baš tako... Još jednu stvar imam doma u kući, sliku sa njim, slikanu na velikoj plaži u Rapcu. I sjećanja su tu da me nije htio pustiti u more... vjerojatno je tu strah postojao.

Fabio Juričić:

Moj pranono, Jakov Kranjac se isto našao u toj tragediji... Gospodin Vozila je sin, Redi je unuk, a ja sam praunuk. I ja mogu reći samo ono što je meni moja nona pričala, kćerka njegova, koja je doživjela 100 godina, kad sam bio mali još je pričala o tome... da nono nije puno pričao o toj tragediji. Da li je bio razlog da se ne priča o tim nekim stvarima, o tom užasu koji se desio na samom moru...

GLAZBA**Narator:**

Dolaskom u Ameriku, Marija je pod dojmom potpuno drugačije sredine, kulture i svakodnevice. Fascinira je njena veličina i sjaj, raznovrsnost, hrana i moda, ali zapisuje: „...sve je reklama, nu jezgru ne traži, jer toga tu nema.“ Pokušava pronaći posao guvernante, uglavnom bezuspješno. Frustrirana i depresivna u dnevniku navodi: „Nisam mislila da će mi biti tako strašno... Dani prolaze onako, samo da prođu.“ Zapošljava se kod ugledne obitelji Norris, no ne zadugo.

Diary:

The job is not so bad, but to cope with a bunch of small children, one needs stamina I do not possess. I am fit for school, but governess – thank you. I had enough of it. I received a letter from my Franjo and decided to go back on. 11th April 1912.

Narrator (Đino Đivanović):

Marija Bartowski decided to return home after she had spent 3 months in Philadelphia. She missed her sons and husband more and more, and she was somewhat disappointed with the idea of the American dream and dissatisfied with her situation. As destiny will have it, she returned home with the same ship she left on.

Slobodan Novković:

That day at 11 a.m. Carpathia departed from New York on her usual voyage towards Mediterranean, and Rijeka... stopping on the way in Gibraltar, Naples, Genoa, Messina, Trieste with Rijeka as the last stop.

Diary:

April 1912. I have the same table number 60, and the cabin is 50. A fellow-countryman is waiting on me, that nice Croatian lad who was at the steamer when I went to America. The weather on Saturday and Sunday was nice, but cold. We observed that there must be a lot of ice further north...

SOUND OF TELEGRAPH**Slobodan Novković:**

The whole voyage was a routine one till midnight on the 14th to 15th April 1912... it was Sunday to Monday... when Harold Cottam, telegrapher on Carpathia, just as he was finishing his shift, with receivers casually on his head since he waited for another confirmation of the message sent to the ship Parisien, remembered that he had a few messages that had to be transferred from Carpathia to Titanic the next day. He hailed them, it was some 25 minutes after midnight... he did not finish typing when the message returned from Titanic. "We hit an ice berg, we are sinking, come quickly!"

SOUND, FX, CLASH, CRACKING OF ICE**Slobodan Novković:**

And he, of course, grabbed the message, ran on the deck towards the captain's bridge where an officer met him. Together with Cottam he ran to captain's Rostron's cabin and they told him what had happened... Rostron, still drowsy and sleepy, surprised by it all, ordered the change of course immediately and went to the bridge to organise a rescue. He received the official position of Titanic's disaster and estimated that Carpathia was 58 miles away. With Carpathia's maximum speed, they needed about 4 hours to get to Titanic. At that time Titanic had been sinking for 45 minutes. They

Dnevnik:

Posao nije tako strašan, ali hrpu male djece podnijeti, tu treba želudac kojeg ja nemam. Ja sam za školu, ured, ali guvernantu – hvala. Dosta mi je zauvijek. Primila list od mog Franje i odlučila sam se povratiti, 11. travnja 1912.

Narator:

Marija Bartowski se nakon 3 provedena mjeseca u Philadelphiji odlučila na povratak kući. Sve snažnije su joj nedostajali sinovi i muž, a bila je i pomalo razočarana idejom o američkom snu i nezadovoljna svakodnevnim životom. Sudbina će odrediti da će se u domovinu vratiti istim onim brodom s kojim je iz nje i otputovala.

Slobodan Novković:

Tog dana u 11 sati, Carpathia je krenula iz New Yorka na svoje uobičajeno putovanje prema Mediteranu, odnosno prema Rijeci... na putu na kojem je trebala još stati u Gibraltar, Napulju, Genovi, Messini, Trstu i kao zadnja stanica Rijeka.

Dnevnik:

Travanj 1912. Pri stolu imam isti broj 60, a kabinu 50. Poslužuje me pravi Hrvat, onaj herceg dečko, koji je na parobrodu bio i kad sam pošla u Ameriku.

U subotu i nedjelju vladalo je lijepo ali hladno vrijeme. Primijetili smo da je gore na sjeveru moralo biti puno leda...

ZVUK TELEGRAFA**Slobodan Novković:**

Uobičajeno je cijelo to putovanje išlo nekim svojim uhodanim tokom, do ponoći 14. na 15. travnja 1912., bila je to nedjelja na ponedjeljak... kada je telegrafist Carpathije Harold Cottam, završavajući već polako svoju smjenu, imao je nemarno prebačene slušalice na glavi jer je čekao još jednu potvrdu poruke koju je poslao brodu Parisian, telegrafist Cottam se sjetio da ima nekoliko poruka koje su trebali s Carpathije proslijediti sljedećeg dana na Titanic. On ih je pozvao, bilo je negdje oko 25 minuta nakon ponoći... nije još ni završio sa svojim otkucavanjem kada mu se s Titanica vratila poruka: „Udarili smo u ledenu santu, tonemo, dođite brzo!“

ZVUK, FX, SUDAR, PUCANJE LEDA**Slobodan Novković:**

I on je naravno zgrabio tu poruku, istrčao na palubu prema zapovjedničkom mostu gdje ga je dočekao časnik. Zajedno s Cottamom se sjurio u kabinu kapetana Rostrona, gdje su mu javili što se događa... Rostron je još onako bunovan i snen, iznenađen

sailed to the position which Titanic sent, not knowing what was unknown for a long time later, for nearly 100 years that the wrong SOS position was signalled from Titanic. According to calculations and the place where the wreck is today, the place of disaster was 26 kilometres east from the signalled one.

SOUND OF TELEGRAPH

Serdo Kos:

At that time navigation science was only developing...

Narrator (Đino Đivanović):

Serdo Kos, once a captain, today professor at the Maritime Faculty in Rijeka, recapitulates the details of the moment when two ships made history.

Serdo Kos:

It was not possible to follow the trajectory of the ship, and there were no radars either, so the objects could be spotted only visually. The radio equipment that existed at the time enabled exclusively radio-telegraph communication using Morse code. Unfortunately, the case of Titanic shows that it was unacceptable to use one communication channel for commercial use and for safety. Namely, exactly at the time when a very important safety message about dangerous ice in this part of the sea was issued, the telegrapher at Titanic was sending travellers' commercial messages, completely irrelevant, to a station in Canada so he could not receive this very important telegram.

SOUND OF TELEGRAPH

Serdo Kos:

Carpathia was on its way from New York and she had to make a whole circle to sail in the direction that Titanic had sent. At that moment there were 6 ships around Titanic: Californian, Carpathia, Mount Temple, Frankfurt, Birma and Parisien. All of them were more east than Carpathia that was already heading towards Gibraltar...

MUSIC

Narrator (Đino Đivanović):

Captain Arthur Henry Rostron gathered his officers on the bridge demanding that they give their best in the operation to save the shipwreck victims. He said to his shocked men, who were looking at each other in disbelief: "Yes my men, Titanic is sinking!" The uncertain race with time, sea and icebergs begun.

svim, odmah naredio promjenu kursa i krenuo na most da organizira akciju spašavanja. On je dobio službenu poziciju havarije Titanica i procijenio da je u tom trenutku Carpathia od njega udaljena 58 milja. Sa maksimalnom brzinom koju je Carpathia imala, njima je trebao oko 4 sata da stignu do Titanica. U to vrijeme Titanic je već tonuo nekih 45 minuta. Odmah su krenuli na tu poziciju koju su s Titanica javili, ne znajući ono što se dugo i nije znalo, skoro 100 godina, da je s Titanica javljena kriva SOS pozicija. Prema proračunima, gdje se danas nalazi olupina, mjesto havarije je bilo 26 kilometara istočnije od zadane.

ZVUK TELEGRAFA

Serdo Kos:

U to vrijeme navigacijska znanost je bila u povojima...

Narator:

Serdo Kos, nekad kapetan, danas profesor Pomorskog fakulteta u Rijeci, rekapitulira detalje trenutaka koji su dva broda odveli u povijest.

Serdo Kos:

Nije bilo moguće stalno pratiti trajektoriju broda, također, nije bilo radara, dakle isključivo otkrivanje svih objekata vizualno. Tada, postojeća radio oprema, omogućavala je isključivo radio-telegrafsku komunikaciju korištenjem Morseovog koda. Upravo nažalost slučaj na Titanicu pokazao je neprihvatljivost korištenja samo jednog komunikacijskog kanala i za komercijalne potrebe i za sigurnost. Naime, upravo u vrijeme kad je emitirana jedna vrlo važna sigurnosna poruka o opasnom ledu u ovom području na moru, RTG operator na Titanicu slao je obalnoj stanici u Kanadi komercijalne telegrame putnika, potpuno nebitne, a nije mogao primiti ovaj vrlo značajan telegram.

ZVUK TELEGRAFA

Serdo Kos:

Iz New Yorka Carpathia je ovako normalno išla, s tim da je ona morala napraviti cijeli krug i krenuti prema poziciji koju je poslao Titanic. U tom momentu, oko njega je bio Californian, Carpathia, Mount Temple, Frankfurt, Birma i Parisien, 6 brodova. Svi su bili istočnije osim Carpathije, koja je već vukla na Gibraltar...

GLAZBA

Narator:

Kapetan Arthur Henry Rostron na zapovjedničkom mostu okuplja svoje časnike i šefove službi te od njih traži da daju sve od sebe u operaciji spašavanja brodolomaca u

Slobodan Novković:

Of course, he led the ship full speed ahead and ordered that all the power from the boilers should be directed to engines, so that Carpathia was soon left without heating. They turned off the lights wherever possible and at one point Carpathia exceeded her maximum of 14 knots and reached 17 knots.

Serdo Kos:

The captain ordered to sail with the so-called maximum speed. This is the speed obtained by forced work of the main driving machine. Rostron did precisely that, he raised the number of revolutions over the nominal value and increased the speed. God forbid that he accidentally hit an iceberg or anything else happened, he would be subject to prosecution. He took a terrible risk, which was amazing because he did that to save those passengers. He knew that he was endangering himself, the crew and all the passengers on Carpathia at the same time. If only he had some auxiliary means that would enable him to detect icebergs, but he did not. He had to rely on human eyes only.

Slobodan Novković:

At first nobody knew what was going on, and then the rumours started that perhaps Carpathia was damaged, which many passengers believed, that it was rushing towards other ships... Rostron asked the crew to go about their business as quietly as they could... Of course, with time, the work of the engines, the vibrations, the creaking of the shell and frame, as well as the cold that spread to cabins... people started to wake up and realise that something was happening... They saw that the whole crew was up in the middle of the night, that they carried great quantities of tea, drinks, blankets, moved furniture, carried chairs, tables... that the boats on decks were prepared into launching positions...

SOUND OF SINKING SHIP, SHIP ENGINES

Branimir Bartowski:

When the telegrapher on Carpathia received the message that Titanic collided with an iceberg and was probably sinking, nobody believed that! She said that it was news out of the blue...

SOUND OF SINKING SHIP

Slobodan Novković:

When the news broke that they are going to rescue Titanic, the doubt crept in. Because everybody believed that she was unsinkable, there was nearly a mutiny, because being afraid, the passengers wanted to force their way to captain's bridge to hear from Rostron what was going on... And of course, the experienced sea dog Rostron realised at some point that it was time that the crew and people knew what was going on, so he

koju su upravo krenuli. Šokiranim ljudima koji su se u nevjerici pogledavali, rekao je: „Da, momci moji, Titanic tone!“ Otpočela je neizvjesna utrka s vremenom, morem i ledenjacima.

Slobodan Novković:

Naravno, on je potjerao brod punom brzinom i naredio da se sva snaga iz kotlova usmjeri na pogon, tako da je Carpathia u vrlo kratkom roku ostala bez grijanja. Isključili su osvjetljenje na brodu gdje god nije trebalo, i u jednom trenutku Carpathia je premašila svojih 14 maksimalnih čvorova i došla do čak 17 čvorova.

Serdo Kos:

Zapovjednik broda je naredio da se plovi takozvanom maksimalnom brzinom. To je brzina koja se postiže pri forsiranom radu glavnog pogonskog stroja. Upravo to je napravio Rostron, digao je broj okretaja iznad nominalne vrijednosti i povećao brzinu. Ne daj Bog da je slučajno udario u nekakav ledeni brijeg ili bilo što da se desilo, on bi kazneno odgovarao. Strahovito je riskirao, i to je zadržavajuće jer to je učinio zato da spasi te ljude. Znao je da istovremeno ugrožava sebe, posadu i sve putnike na Carpathiji. Da je bar imao nekakvo pomoćno sredstvo, pomoću kojega je mogao detektirati ledene sante, ali nije. On se morao pouzdati samo u ljudske oči.

Slobodan Novković:

Prvo u biti nitko nije znao što se događa, onda su krenule glasine da je čak možda Carpathia oštećena, što je puno putnika povjerovalo, da juri ka drugim brodovima... Rostron je zamolio posadu da sve što obavljaju, obavljaju u što većoj tišini... Naravno, s vremenom, taj rad strojeva, te vibracije, to škripanje oplata i nosača, kao i hladnoća koja je došla u kabine... ljudi su se polako počeli buditi i vidjeli da se nešto događa... Vidjeli su da je cijela posada usred noći na nogama, da se nose velike količine čajeva, pića, pokrivača, razmješta namještaj, prenose stolice, stolovi... da se gore na palubama čamci pripremaju u pozicije za spuštanje...

ZVUKOVI TONUĆA BRODA, ZVUKOVI BRODSKIH MOTORA

Branimir Bartowski:

Kada je ovaj na Carpathiji, telegrafist, primio poruku da se Titanic sudario i da vjerojatno tone, to nitko nije vjerovao! Tako da ona kaže da je to bio grom iz vedra neba...

ZVUKOVI TONUĆA BRODA

Slobodan Novković:

Kada je probila vijest da se ide Titanicu u pomoć, e tek onda je nastala sumnja. Jer svi su vjerovali u tu nepotopivost te je čak skoro došlo do pobune, jer su putnici

ordered the officers to gather everyone in the lounge to make the announcement. Of course, the captain knew on the basis of messages Cottam was receiving that the situation on Titanic was getting worse and was convinced that the ship would sink... especially when they received the telegram that the water reached the engines, which marks the beginning of the end of each ship...

SOUND, FX

Narrator (Đino Đivanović):

The lights on Titanic were slowly sinking into freezing sea, while those on Carpathia were quickly turning out. During that time, another power was taking over the decisive role in the events that were about to happen.

Slobodan Novković:

When Titanic stopped, sea current carried it towards southwest... during the time Titanic was sinking, for 2 hours and 40 minutes, the ship floated towards south, and after it had sunk the boats were carried further away by the sea current... If the sea current flowed into different direction that night, Carpathia would have probably passed by the boats by 3-4 miles and in the night the boats would be difficult to spot. No one else would be searching for them in that area, so probably the number of victims would have been even greater...

MUSIC, SOUND OF A SINKING SHIP

Diary:

15th April 1912. The day I shall not forget for the rest of my life. I woke up around 5 :30 a.m., a lady in the cabin, a Hungarian had already woken up and was out. She returned to the cabin crying... The ship is sinking! I said let her, I shall not budge. At that moment a young lady jumped out of the bed, dressed quickly and went out. She came back in 20 moments. The ship is not sinking, but Titanic of Star Line has sunk! Nineteen boats brought us shipwreck victims. Some 1500 persons sunk, mostly men. What a terrible accident. Sailors do not remember it. An iceberg cut the steamer and for three quarters of hour the greatest steamer on the world was gone.

SOUNDS OF A SINKING SHIP, FX

Slobodan Novković:

Titanic sunk at 2:20 a.m., and Carpathia reached the first boats at 4:10 in the morning. It first arrived to one boat, and the others started slowly emerging behind ice floes... It was difficult to discern the white boats on the horizon from white floes, they were very difficult to spot, but Carpathia was conspicuous, so the boats rowed slowly toward her... The rescue action lasted from four till nine in the morning, they were gathering those 20 boats for five hours, because some of them were three miles away...

jednostavno u strahu htjeli na silu do zapovjedničkog mosta da čuju od zapovjednika Rostrona što se događa... I naravno da je iskusni morski vuk Rostron u jednom trenutku shvatio da je vrijeme da posada i ljudi saznaju što se događa te je časnicima naredio da okupi ljude u salonu i da im obznani.

Naravno, kapetan je znao da na osnovu poruka koje je Cottam dobivao, da je na Titanicu stanje sve dramatičnije i bio je svjestan da će taj brod ipak potonuti... pogotovo kad su dobili telegram da je voda došla do strojeva, to je početak kraja svakog broda...

ZVUK, FX

Narator:

Na Titanicu su svjetla već polako tonula u ledeno more, dok su se na Carpathiji ubrzano gasila. Za to vrijeme, jedna druga struja preuzimala je presudnu ulogu u događajima koji će uslijediti.

Slobodan Novković:

Kada se Titanic zaustavio, morska struja ga je nosila u smjeru jugozapada... u tom vremenu dok je Titanic tonuo, 2 sata i 40 minuta, brod je otplutao na jug, a nakon što je potonuo, čamci su nastavili biti nošeni morskom strujom... Da je morska struja te noći bila u nekom drugom smjeru, Carpathia bi vjerojatno prošla pored tih čamaca na nekih 3-4 milje udaljenosti i u toj noći bi bili teško uočljivi. Drugi ih nitko ne bi tražio u tom području i još bi vjerojatno broj žrtava bio puno veći...

GLAZBA, ZVUK POTAPANJA BRODA

Dnevnik:

15. travnja 1912. Dan, kojega neću za cijeli život zaboraviti. Probudim se oko pola 6, jedna gospođa Mađarica u kabini već ustala i bila vani. Povrati se u kabinu i plače... Brod tone! Rekoh neka, neću se ni maknuti. U to skoči frajlica brzo iz postelje, brzo se obuče i pođe da vidi što je. Za 20 časaka se povrati. Brod ne tone, ali je potonuo Titanic od White Star Linea! Devetnaest čamaca donijelo nam je brodolomce. Oko 1500 ljudi je potonulo, najviše muškaraca. Užasne li nesreće. Brodari je ne pamte odavna. Santa leda porezala je parobrod i za tričetvrt sata nestao je najveći parobrod svjetski.

ZVUKOVI POTAPANJA BRODA, FX

Slobodan Novković:

Titanic je potonuo u 2 sata i 20 minuta, a Carpathia je stigla do prvih čamaca ujutro u 4 i 10. Ona susreće prvo jedan čamac, do kojeg je naišla, a onda su ostali polako izvirali iza ledenih santi... Bilo je teško bijele čamce na pučini razlikovati od bijelih

SOUND, FX

Narrator (Đino Đivanović):

The recollection of Anton Vozila testifies to those dramatic scenes in the middle of dark Atlantic.

Ivan Vozila:

He was an engineer on Carpathia so that he did not actually see how Carpathia was moving quickly, he knew that the engines were working fast and that they were going somewhere, to help someone... they knew all that. But that there was ice in the vicinity, those big mountains of ice... in the beginning he did not see anything. But when Carpathia stopped, when she found Titanic's boats, it was the duty of men from the engine room to work the davits, machines for lowering the boats into the sea... And he saw when the boats from Titanic came near Carpathia, some were loaded and some had very few passengers, and here it was obvious that the rescue from Titanic did not go as it should have.

Slobodan Novković:

The first boat was relatively empty; there were few people in it. Under the circumstances, illuminated ship, calm sea, the orchestra playing... simply nobody thought that there was great danger, just a precaution and people went into boats reluctantly. Of course, as time passed and the ship was leaning over increasingly, the sea surface came closer to upper decks, things got serious and the boats were filling more and more...

SOUND, CRIES, FX

Diary:

I watch as they hoist them on our ship. Oh no, a stiff body at the bottom of the boat, and there in another boat, two. All wear lifebelts, but there was no help for those who are not in boats. They lift individuals from the boat, women and children first. One man died of joy because he was saved just as they lifted him up. His heart broke! There is a refined lady, laughing, she lost her wits, her husband and two children are missing...

Branimir Bartowski:

She would always end these conversations saying: "You know that what happened to Titanic kept me awake for days and months." Because that was something... a catastrophic world wonder. She was in shock, it was a real nightmare.

santi, jako teško su bili uočljivi, ali bila je Carpathia uočljiva pa su čamci prema njoj polako veslali... Akcija je trajala od četiri ujutro do devet, pet sati su oni skupljali tih 20 čamaca, jer neki su čamci bili po tri milje udaljeni...

ZVUK, FX

Narator:

O tim dramatičnim scenama nasred mračnog Atlantika, svjedoči nam sjećanje Antona Vozile.

Ivan Vozila:

On je na Carpathiji bio skladištar stroja, tako da on ustvari nije vidio ni kako je Carpathia hodala brzo, on je znao da strojevi brzo rade i da idu nekuda, nekome u pomoć... sve su to znali. Ali da je negdje blizu led i da su vidjeli te velike brjegove od leda... on na početku nije ništa vidio. Nego kad je Carpathia stala, kad je naišla na čamce Titanica, onda su ljudi od stroja po dužnosti išli na sohe, sprave za spuštanje čamaca... I on je vidio kad su ti čamci Titanica blizu Carpathije došli, neki je bio jako krcat, pun, a drugi vrlo, vrlo malo, i tu se vidjelo da spašavanje na Titanicu baš nije išlo kako treba.

Slobodan Novković:

Prvi čamac koji je pristigao bio je relativno prazan, u njemu je bilo vrlo malo ljudi. Pod okolnostima koje su bile, osvjetljen brod, mirno more, orkestar svira... jednostavno nitko nije smatrao da tu postoji neka velika opasnost, nego čista predostrožnost i nerado su se ljudi davali u čamce. Naravno, kako je vrijeme teklo i brod bio sve nagnutiji, morska površina se sve više približavala gornjim palubama, vidjelo se da je vrag odnio šalu, i onda su se čamci počeli puniti više...

ZVUK, KRIKOVI, FX

Dnevnik:

Gledam kako ih dižu na naš brod. O ne, na dnu čamca ukočeno tijelo, a tamo, u drugom čamcu, dva. Svi su opasani sa spašavajućim gurtom, nu tko nije u čamcu tome nema spasa. Dižu ih pojedince iz čamca, žene i djeca najprije. Jedan muškarac umro od veselja, da se je spasio čim su ga gore dovukli. Puklo mu je srce! Eno otmjene gospođe, smije se, šenula je pameću, nestalo joj je muža i dvoje djece...

Branimir Bartowski:

Ona je uvijek meni završavala te razgovore, kaže: „Znaš što, to kad se desilo sa Titanicom, danima i mjesecima nisam mogla spavati.“ Jer to je nešto bilo... svjetsko katastrofalno čudo. Ona je bila šokirana, ona je bila pod jednom morom.

Slobodan Novković:

As a matter of fact, there were 500 empty spaces, because there could have been 1178 persons in boats... and yes, people came to Carpathia chilled through, some in pyjamas, some in evening dresses, some barefoot, some just sat in the boats quietly, in other boats the atmosphere was completely different, people were shouting, singing, celebrating...

MUSIC

Diary:

Our ship looks like a battlefield. Some walk here, some there, a mother is looking for her children, a woman her husband, but they were gone, the sea swallowed them. The majority among the saved are women, ladies and children. Officers were stopping men with guns. A husband had to leave his wife and children; he had to stay in his grave. Horrible! The shouting, crying! Oh horrible shipwreck!

Slobodan Novković:

The testimony of the fourth officer on the Titanic, Boxhall and captain Rostron depict the essence of that moment... When the fourth officer came to Rostron, shaking from the shock and cold, he asked him whether Titanic sunk and he replied affirmatively, his voice faltered and the man started crying knowing that 2/3 of passengers died.

MUSIC

Diary:

Shipwreck victims, widows sitting in every corner of dressing room. Only a few men were saved, only by force. There is a Slovene with his girl. I hear him talking Croatian, I talk to him, how is it, what? He says, my brother and I were holding my little one. They took her into a boat, and pushed us away, but I did not waste time and jumped into the boat, my brother stayed on the ship... he is gone. He was 28, and he left a wife and five children in Europe. Poor widow! Countless cases, each one more deplorable than the other.

Slobodan Novković:

As the day was breaking, they could see the magnitude of ice fields closing the entire west part of the Atlantic within sight, and it was clear that neither Titanic, nor any other ship in the world could pass through this ice field...

MUSIC

Slobodan Novković:

Činjenica je i ta da je 500 mjesta ostalo praznih, jer je u čamcima moglo biti 1178 osoba... i da, ljudi su dolazili na Carpathiju promrzli, neki u pidžamama, neki još u večernjim haljinama, neki bos, neki su u čamcima nijemo sjedili, neki drugi čamci koji su stizali, tamo je bila potpuno druga atmosfera, ljudi su vikali, pjevali i slavili...

GLAZBA

Dnevnik:

Izgleda nam brod kao ratište. Jedni hodaju ovamo, drugi onamo, ovdje majka traži djecu svoju, ondje žena muža, a nema ih, more ih progutalo. Spašeno je najviše samo ženskih, i to gospođa i djece. Časnici parobroda su zaustavljali muškarce sa revolverom u ruci. Muž je morao ostaviti ženu i djecu, morao je ostati u svom grobu. Užasno! Taj jauk, taj plač! Oh, brodolome kako si strašan.

Slobodan Novković:

Kakav je u biti taj trenutak bio, najbolje svjedoči susret četvrtog časnika Titanica, preživjelog Boxhalla i kapetana Rostrona... Kad je četvrti časnik došao pred Rostrona tresući se od hladnoće i šoka, ovaj ga je pitao je li Titanic potonuo, na što je ovaj potvrdno odgovorio i tu mu je pukao glas i čovjek se rasplakao znajući da je 2/3 ljudi poginulo.

GLAZBA

Dnevnik:

U svakom kutu Dresing-rooma sjede brodolomci, udovice. Malo se je muškaraca spasilo, i to silom. Jedan je Kranjac tu sa svojom djevojčicom. Čujem ga hrvatski govori, obratim se k njemu, što je, kako je? Veli, brat i ja držali smo moju malu rukama. Malu su primili u čamac, a nas su odgurali natrag, ali ja ne budi lijen i skočih s broda u čamac, moj brat ostao je na brodu... nema ga. Ima mu 28 godina, a u Europi ostavio ženu i petero djece. Sirota udovica! Bezbroj primjera i jedan žalosniji od drugoga.

Slobodan Novković:

Kad se razdanilo, onda su vidjeli koliki je taj opseg ledenog polja koje je zatvaralo cijeli zapadni dio njima vidljivog Atlantika, i bilo je jasno da te noći Titanic, ni bilo koji drugi brod na ovom svijetu ne bi mogao proći kroz to ledeno polje...

GLAZBA

Narrator (Đino Đivanović):

Captain Rostron will later note in his memoirs how he was frozen like the sea surface in front of him, while watching the white plane, and...

Slobodan Novković:

... that night, not only he, but some other hand was guiding that ship through the ice field. Only then was he aware of the adventure he embarked on with his ship, passengers and crew.

SOUND OF WAVES

Slobodan Novković:

One option was to continue towards Europe, one option was to give the passengers over to the Olympic that should come by in half a day, or to the nearest port: Halifax on Newfoundland and put the passengers ashore there. The idea to transfer the passengers to Olympic was quickly rejected because it was concluded that the appearance of the twin ship, a copy of Titanic, would affect them psychologically... and then it was decided to return to New York, so the passengers would finish their journey in the city from which they started.

MUSIC, SOUND OF SHIP ATMOSPHERE

Diary:

We provided for the shipwreck victims. People gave what they could. A despairing mother is lying in my bed; she lost her husband and all her belongings. They wanted to settle in America. Six big cases full of things perished, and the husband had the money with him. She was walking the whole night and could not sleep a wink, so we are not comfortable either. Tomorrow we shall arrive in New York to put ashore the unfortunate people.

Slobodan Novković:

716 persons arrived to Carpathia, 4 of them subsequently died, so 712 survivors came to New York.

SOUNDS OF PORT, SHIP SIRENS

Diary:

We are in New York. Large crowd. They are waiting for theirs, hoping they have survived, although Marconi's telegram already brought the list of survivors. Horrible scenes! The Americans can provide help quickly in great distress. Ambulances,

Narator:

Kapetan Rostron kasnije će u svojim memoarima zabilježiti kako je poput morske površine pred njim, bio smrznut dok je promatrao neprelaznu bijelu plohu, i da je...

Slobodan Novković:

...te noći, ne samo on, nego i neka druga ruka iznad njih vodila taj brod kroz ledeno polje. Tek je onda bio svjestan u kakvu se on avanturu u biti upustio sa svojim brodom, putnicima i posadom.

ZVUK VALOVA**Slobodan Novković:**

Bila je opcija, nastaviti put za Europu, bila je opcija predati putnike na Olympic koji je trebao za pola dana naići, ili do najbliže luke Halifax na Newfoundlandu i tamo iskrcati putnike. Ideja da se putnici prebace na Olympic je brzo odbačena jer su zaključili da bi pojava broda blizanca, kopije Titanica, na njih psihički djelovala... i onda je odluka pala da se vraća u New York i da ti putnici i završe putovanje u gradu u kojem su i krenuli.

GLAZBA, ZVUK ATMOSFERE BRODA**Dnevnik:**

Opskrbili smo brodolomnike. Što je tko mogao, dao je. U mojoj postelji leži majka zdvojna, muža je izgubila i sve svoje imanje. Nakanili su se nastaniti u Americi. Šest velikih kovčega punih stvari propalo je, a novac je imao muž pri sebi. Cijelu noć hoda i ne spava ni čas, pa ni nama nije ugodno. Sutra ćemo prispjeti u New York, da iskrcamo nesretnike.

Slobodan Novković:

Na Carpathiju je stiglo 716 osoba, od toga je 4 naknadno umrlo, znači u New York je stiglo 712 preživjelih.

ZVUKOVI LUKE, SIRENE BRODA**Dnevnik:**

Evo nas u New Yorku. Svjetine sila. Čekaju svoje, nadaju se, da su ipak na životu, premda je Merkonijev brzoglav već donio listinu preživjelih. Prizori strašni! Gdje je velika nevolja to Amerikanci znadu brzo pomoći. Ambulantni automobili, liječnici,

doctors, a number of ladies, all waiting to receive the unfortunate people who have nobody in New York. God help them!

Slobodan Novković:

And on the 19th, the very next day, around 4 in the afternoon she pulled up the anchor, detached her from the pier and started towards Rijeka again. During her Atlantic voyage, telegrams, congratulations, praises were following them... and on entering Gibraltar the British navy lined up to meet her... Carpathia was the hero of the month, and her crew too.

MUSIC, SOUND OF SHIP, ATMOSPHERE ON THE SHIP

Diary:

So we are leaving New York for the second time. Music on Saxonia is following us again. Each ship in the harbour is waving good bye. The Carpathia was the "lion of the week"!

MUSIC, ATMOSPHERE ON THE SHIP

Diary:

We are dancing on the upper deck. Some of the workers on the ship... "trimmers" made the music: tin plates, big tin box, accordion, triangle (a piece of bent steel) and a drum. After supper, they gathered on the roof of the ship and they are giving a concert. Laughter all around!

MUSIC, ATMOSPHERE ON THE SHIP

Branimir Bartowski:

Here are the originals, the people who were saved, their addresses, those she was in contact with...

Narrator (Đino Đivanović):

At the very end of Marija's diary several pages are filled with different handwritings. They were written by her fellow-travellers, leaving her their addresses and inscriptions. Jules Deutch from Hamburg:

Voice:

To a remembrance of the delightful and long remembered trip which we had from New York to Trieste. May this express the present recollections I will have always when thinking at you (which I will do very frequently).

*zbor gospođa, svi čekaju da prime one nesretnike, koji nemaju nikoga u New Yorku.
Pomogo im Bog!*

Slobodan Novković:

I ona je 19., odmah sljedećeg dana, popodne oko 16, digla sidra, odvojila se od pristaništa i ponovo krenula na put prema Rijeci. Za vrijeme plovidbe preko Atlantika, još su stizali brzogavi, čestitke, pohvale... i na ulazu kroz Gibraltar ih je Britanska mornarica dočekala u špaliru... Carpathia je bila heroj mjeseca, i njena posada naravno.

GLAZBA, ZVUK BRODA, ATMOSFERA NA BRODU

Dnevnik:

Evo odlazimo po drugi put iz New Yorka. Glazba na Saxoniji opet nas prati. Svaki brodić u luci maše nam na odlazak. Ta Carpathia je bila 'lav tjedna'.

GLAZBA, ATMOSFERA NA BRODU

Dnevnik:

Plešemo gore na Decku. Neki od radnika na brodu... „ugljari“... sastavili su glazbu: limeni tanjurići, limena velika kutija, harmonika, triangel (neko savinuto željezo) i bubanj. Poslije večere, evo ih na krovu broda te koncertiraju. Smijeha dosta!

GLAZBA, ATMOSFERA NA BRODU

Branimir Bartowski:

Evo tu su originali, od ovih ljudi koji su spašeni, njihove adrese, s kojima je ona dolazila u kontakt...

Narator:

Na samom kraju Marijina dnevnika nalazi se nekoliko stranica ispunjenih različitim rukopisima. Ispisivali su ih njeni suputnici, ostavljajući joj svoje adrese i posvete. Jules Deutch iz Hamburga:

Glas:

To a remembrance of the delightful and long remembered trip which we had from New York to Triest. May this express the present recollections I will have always when thinking at you (which I will do very frequently).

Narrator (Đino Đivanović):

Filip Mauro from Rapallo:

Voice:

He that believes in the Son has everlasting life.

Narrator (Đino Đivanović):

Margaret Mauro added underneath:

Voice:

Christ is all – Good, acceptable, perfect.

Narrator (Đino Đivanović):

An unexpectedly long and shocking return from America was drawing to its end.

SOUND OF SHIP ATMOSPHERE

Diary:

The weather is beautiful, Dalmatian islands follow each other, like a necklace on a girl's neck. Tomorrow! Will my Franjo be there to meet me?

MUSIC, SOUND OF WELCOME AND CELEBRATION

Slobodan Novković:

A magnificent reception was organised for Carpathia in Rijeka, the whole harbour was filled with people... Rostron was invited to Budapest, to the government that thanked him for his heroic act... After 5 days in Rijeka, Carpathia set on her voyage to New York. After she arrived to New York again the whole crew received a remembrance medals, procured by an action of survived women from the first class who gathered financial resources, for the heroic act of saving people from Titanic. Of course, captain Rostron received a gold medal, officers silver and the rest of the crew, including the last sailor bronze medals. Those are in high demand even today. Only 64 were preserved in the world, 6 of those medals belong to Croatian sailors.

Narrator (Đino Đivanović):

Some medals of sailors from Carpathia are today dedicatedly kept in Istria and Rijeka.

Narator:

Filip Mauro iz Rapalla:

Glas:

He that believes in the Son has everlasting life.

Narator:

Margaret Mauro ispod toga je dodala:

Glas:

Christ is all – Good, acceptable, perfect.

Narator:

Neočekivano dug i šokantan povratak iz Amerike, bližio se kraju.

ZVUK ATMOSFERE BRODA

Dnevnik:

Krasno nam je vrijeme, dalmatinski otoci nižu se jedan za drugim, kao đerdan na dikinom grlu. Sutra! Hoće li me moj Franjo dočekati?

GLAZBA, ZVUK DOČEKA I SLAVLJA

Slobodan Novković:

U Rijeci je Carpathiji bio priređen veličanstven doček, cijela luka je bila popunjena ljudima... Rostron je bio pozvan u Budimpeštu, u tamošnju vladu, da mu se zahvale za taj herojski čin... I Carpathia je nakon 5 dana u Rijeci krenula na svoj put prema New Yorku. Nakon ponovnog dolaska u New York, cijeloj posadi su u jednoj akciji preživjelih žena prvog razreda koje su skupile novčana sredstva, bile uručene spomen medalje za herojski čin spašavanja ljudi s Titanica. Kapetan Rostron je naravno dobio zlatnu medalju, časnici srebrnu, a ostatak posade, do zadnjeg mornara, brončanu medalju, koje su dan-danas vrlo tražene. Postoji ih samo 64 u svijetu očuvanih, od toga je 6 medalja hrvatskih mornara.

Narator:

Neke od medalja mornara s Carpathije danas se predano čuvaju u Istri i Rijeci.

Redi Krišić:

For me it is priceless. My son has a friend who is captain of a ship on *Shell*... and when he saw it at ours 4-5 years ago, tears came to his eyes... He says. "Look, I'll go to bank tomorrow and bring you 10 000 Euro; will you sell it to me?" No way, I said, even if you add one zero it stays here and will probably, if it's up to me, stay forever.

Fabio Juričić:

My granny managed to save this medal, despite the things that were happening... One occasion was the so-called, we called them "rastrellamento"², when Italy capitulated, the Germans went through villages and stole everything they could... so they took her wedding ring from her finger and stole it, but she managed to hide this medal so it was saved.

Serdo Kos:

This motivates many students finishing nautical school and becoming captains and commanding the biggest container ships in the world now, the biggest LNG tankers... This medal was awarded to Marko Komandić, member of the crew of RMS Carpathia, for exceptional bravery and dedication in saving the survived passengers and crew members from Titanic.

Ivan Vozila:

He preserved all this, and about the medal he told me that I used to be very playful as a child, so sometimes he would give me the medal to play, he explained it like that... and that it got lost, he could not find it any more. It is over... I don't have it now, or he ... But he kept the seaman's book from the Austro-Hungary, you can see... issued in 1901.

Narrator (Đino Đivanović):

Anton Vozila's seaman's book hides one special signature...

Woman's voice:

Here it is...

Ivan Vozila:

This is on the last, on the last... (meaning the pages of seaman's book)

SOUND OF TURNING THE LEAVES OF SEAMAN'S BOOK

² From Italian meaning thorough police search

Redi Kiršić:

Za mene je to neprocjenjiva vrijednost. Moj sin ima prijatelja koji je kapetan broda na *Shellu*... i kad je on to vidio kod nas prije 4-5 godina, njemu su suze došle... Kaže: „Gledaj, sutra ujutro ja idem na banku i nosim ti 10.000 eura, hoćeš li mi je prodati?“ Nema šanse, rekoh, da mi daš još jednu nulu, za sada ona ostaje tu i vjerojatno će, po meni, zauvijek.

Fabio Juričić:

Moja nona je uspjela sačuvati tu medalju, usprkos raznim stvarima koje su se dešavale... Jedan je primjer da su bili takozvani, mi smo ih zvali „reštelamenti“, kad je Italija kapitulirala, onda su Nijemci prolazili ovdje po selima i krali sve što su mogli po kućama... tako da su njoj vjenčani prsten skinuli sa prsta i ukrali, a tu medalju je uspjela negdje sakriti i tako je ona ostala i sačuvana.

Serdo Kos:

Ovo je motivacija mnogim studentima koji završavaju nautiku i postaju kapetani, zapovijedaju najvećim kontejnerskim brodovima momentalno na svijetu, najvećim LNG tankerima... Ova medalja je dodijeljena Marku Komandiću koji je bio član posade broda RMS Carpathia, zbog izuzetne hrabrosti i požrtvornosti kod spašavanja preživjelih članova i putnika sa broda Titanic.

Ivan Vozila:

Sve je ovo sačuvao, a za tu medalju mi je rekao da sam ja bio prilično nestašan kao mali, pa mi je neki put dao da se šnjon igram, tako je on to tumačio... i da se ona izgubila, da je nije mogao više naći. I gotovo je... ja je sada nemam, kako ni on... Ali on je sačuvao pomorsku knjižicu od Austrougarske, možete vidjeti... koja je izdana 1901.

Narator:

Matrikula Antona Vozile skriva i jedan poseban potpis...

Ženski glas:

Evo ga...

Ivan Vozila:

To je na zadnjem, na zadnjem... (misli se na stranice pomorske knjižice)

ZVUK LISTANJA POMORSKE KNJIŽICE

Woman's voice:

Here is the last... wait...

Slobodan Novković:

Isn't this it?

Several voices:

Rostron, yes... Rostron

MUSIC

Narrator (Đino Đivanović):

What does graphology say? Big open A. Very unusual H, like a chair, from its back legs protrudes a slanting line making an upside down sail. And a broad R like Rostron. Slightly slanting towards right, mainly straight and centred handwriting revealing a self-confident person who does not dash headlong and does not let the emotions partake in decision making.

SOUND OF THE SEA

Narrator (Đino Đivanović):

Carpathia will continue to perform its regular work on the line Rijeka – New York...

Slobodan Novković:

... until the First World War broke out, when the line was suppressed... Symbolically, Carpathia was the last ship that left Rijeka on its voyage to New York on 22nd July 1914, and that was the last time that Cunard Line ship sailed from Rijeka.

Narrator (Đino Đivanović):

From 1915 to 1918 Carpathia was in war service as a ship that transferred soldiers, equipment and weapons from America to European battlefield. And all was going well until a few weeks before the end of the war when on 17th July 1918 she ran into a German submarine that fired three torpedoes into the ship and sank it approximately 190 kilometres west of Irish coast.

MUSIC

Slobodan Novković:

Many good things originated from Rijeka, but this was also the place where a tool, a weapon was invented that a few weeks before the end of the First World War sealed

Ženski glas:

Ali tu je zadnji... čekajte...

Slobodan Novković:

Kaj nije ovo?

Više glasova:

Rostron, da... Rostron

GLAZBA

Narator:

Što kaže grafologija? Veliko otvoreno A. Vrlo neobično H, kao stolica iz čijih zadnjih nogu izlazi kosa crta i pravi obrnuto jedro. I široko R kao Rostron. Blagog nagiba u desno, više ravan i centriran rukopis što odaje samopouzdanu osobu koja ne srlja i ne dopušta da emocije sudjeluju u procesu odlučivanja.

ZVUK MORA

Narator:

Carpathija će nastaviti obavljati svoj redovni posao na liniji Rijeka-New York...

Slobodan Novković:

...sve do izbijanja Prvog svjetskog rata, kada je ta linija ukinuta... Simbolično je Carpathia 22. 7. 1914. bila posljednji brod koji je napustio Rijeku na putu prema New Yorku, i to je zadnji put da je jedan brod *Cunard linea* isplovio iz Rijeke.

Narator:

Od 1915. do 1918. Carpathia je bila u ratnoj službi kao brod koji je prevozio vojnike, opremu i oružje iz Amerike na europsko ratište. I sve je išlo dobro do samo par tjedana pred kraj rata, kada je 17. 7. 1918. naletjela na njemačku podmornicu koja u nju ispaljuje tri torpeda i potapa je oko 190 kilometara zapadno od irske obale.

GLAZBA

Slobodan Novković:

Kako je iz Rijeke poteklo i puno dobrog, tako je na ovom mjestu izumljen jedan stroj, oružje, što je par tjedana prije kraja Prvog svjetskog rata zapečatilo i sudbinu

the fate of Carpathia... We are on the place where torpedo was invented in Rijeka, on the place where torpedo was tested.

MUSIC

Narrator (Đino Đivanović):

Her husband was waiting for her. After she had returned from America, Marija Bartowski led a quiet life in Osijek, in a family house in Ružina street 27 till 1927 when she experienced the first in a line of personal tragedies. Her son Franjo lost his life, and after the Second World War ended the new authorities put her other son Većeslav (Branimir's father) to prison and he was executed by a firing squad soon after that. Her husband Franjo died in 1947. Marija left this world in 1954 in Osijek, at 74 years of age. After her transatlantic adventure with Carpathia, she never travelled again. Or kept a diary.

Branimir Bartowski:

The farthest she travelled, I remember it very well, was when we went to a religious fête in Karanac (a place some 30 km away from Osijek), where the sanctuary is.

MUSIC

Diary:

After lunch we went to visit mum's grave. Several yellow roses were the last gift. I took some soil from mum's grave as a souvenir and a leaf from a turf. Gucili, Nunoš and my Franjo escorted me to the station. Franjo's last word was: Bleibt mei trau... Stay faithful.

MUSIC

The End

Carpathije... Nalazimo se na mjestu gdje je izumljen Torpedo u Rijeci, na mjestu gdje se Torpedo testirao.

GLAZBA

Narator:

Suprug ju je dočekaao. Nakon povratka iz Amerike Marija Bartowski živjela je mirnim životom u Osijeku, u obiteljskoj kući u Ružinoj ulici 27, sve do 1927. kada doživljava prvu u nizu osobnih tragedija koje će je zadesiti. Pogiba joj sin Franjo, a s krajem drugog svjetskog rata nove vlasti zatvaraju njenog drugog sina Većeslava, Branimirovog oca te ga uskoro strijeljaju. 1947. umire i njen muž Franjo. Marija je svijet napustila 1954. u Osijeku u svojoj 74. godini. Nakon svoje prekooceanske avanture s Carpathijom, više nikad nije putovala. Niti vodila dnevnik.

Branimir Bartowski:

Najdalje putovanje bilo je, ja se sjećam vrlo dobro, mi smo išli na Kirvaj, tamo je svetište, u Karanac. (mjestašce 30-ak km udaljeno od Osijeka)

GLAZBA

Dnevnik:

Poslije objeda pošli smo na mamin grob. Nekoliko žutih ruža bili su zadnji dar. Za uspomenu ponijela sam si nešto zemlje s mamina groba i listić od busena. Gucili, Nunoš i Franjo moj otpratili su me na kolodvor. Zadnja riječ Franjina bijaše: Bleibt mei treu... Ostaj mi vjerna.

GLAZBA

Kraj