



# TITANIC'S PARABLE

## SHIP OF DREAMS AND FANTASY

### GOD WILL PILOT THIS SHIP SAFELY INTO PORT

(The Message God Left us in the Experience of the R.M.S. Titanic)

The Alpha apostasy which took place within the Seventh-day Adventist Church at the turn of the century, presented tremendous and heart-wrenching problems to the faithful at that time. Ellen White was in the midst of the whole thing bearing an even more heavy burden than anyone else, for she saw, with a prophet's eye, things that others could not see, and at times it was hard to communicate either the implications or the urgency of what was going on at that time.

The book Omega by Lewis R. Walton is a tremendous documentation of that crisis and its issues, which had taken place, giving clues as to what may lie ahead for us in the future. It tells about another apostasy to come for our church just before Christ comes again:

"God's work was being challenged by something Ellen White called the "alpha of deadly heresies." And then she added an afterthought. This would not be the last such attack. Another would come, another even more treacherous for the work of God. The alpha had arrived. The Omega would surely come. And Ellen White "trembled for our people." -- Omega p. 49.

"What has been will be again, what has been done will be done again; there is nothing new under the sun." -- Ecclesiastes 1:9

"It has been said that those who fail to learn from history are condemned to repeat its mistakes. For Seventh-day Adventists that statement is more than a cliché. It is a certainty.

'Be not deceived; many will depart from the faith, giving heed to seducing spirits and doctrines of devils. We have now before us the alpha of this danger. The omega will be of a most startling nature.' -- 1SM p. 197.

Take note that the Spirit of Prophecy has implicitly stated that there will be rampant apostasy within the official church just before Jesus comes. Notice the problems stated that affected the church at the turn of the century. In this noteworthy book and in cooperation with the symbols presented, the author more than alludes to the possibility that all these circumstances will be repeated:

". . . if we probe Ellen White's choice of symbolism, there seems to be even more that we can decipher. In 1904 she sees that something fearful is happening to the church. Doors that once stood open to the gospel are swinging shut. Even the most basic truths are being questioned in every way. It is a dreadful experience that she openly fears may cost her her life, and looking into the future, she sees that it will happen again, near the end of time. Somehow God's people

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must be warned, and Mrs. White reaches for a figure to describe two events, separated by time but similar in nature." -- Omega p. 51.

In the midst of that very desperate struggle which took place at the turn of the century, the Lord gave Ellen White a vision showing her the church's marching orders in how to deal with the great invasion of Satan into the structure of the church. At that time the church had a choice of whether to obey those marching orders, or disobey them:

"Shortly before I sent out the testimonies regarding the efforts of the enemy to undermine the foundation of our faith through the dissemination of seductive theories, I had read an incident about a ship in a fog meeting an iceberg. For several nights I slept but little. I seemed to be bowed down as a cart beneath sheaves. One night a scene was clearly presented before me. A vessel was upon the waters, in a heavy fog. Suddenly the lookout cried, 'Iceberg just ahead!' There, towering high above the ship, was a gigantic iceberg. An authoritative voice cried out, 'Meet it!' There was not a moment's hesitation. It was time for instant action. The engineer put on full steam, and the man at the wheel steered the ship straight into the iceberg. With a crash she struck the ice. There was a fearful shock, and the iceberg broke into many pieces, falling with a noise like thunder to the deck. . . . Well I knew the meaning of this representation. I had my orders. I had heard the words, like a voice from our Captain, 'Meet it!' For the next few days I worked early and late, preparing for our people the instruction given me regarding the errors that were coming in among us." -- 1SM pg. 205, 206.

Notice the urgency of the situation. Errors were coming into the church. Why did errors coming into the church alarm our church leaders back then? Do they alarm our church leaders today? Today, if you remind our church leaders about errors in the church, they smile and tell you not to worry about it since Christ is pledged to protect the church. They tell us about this wonderful age of diversity where all the varying opinions in confusion is actually an asset to the church and will make it get stronger. Why is there a disparity here? Why should errors coming into the church bother Ellen White and others of that day? All they needed was a relationship with Jesus, wasn't it? Isn't that what we're told? Why didn't our forefathers realize that they didn't have to worry about all the errors in the church? Why couldn't they realize and take comfort in the fact that God was in control of everything?

But yet, what was truly significant about this vision Ellen White received was the timing to which it was given. Around the time this vision was given, two very massive structures were being built. What were those massive structures? These massive structures were congruous with the statement earlier made by Lewis Walton when he stated that the time of the Alpha apostasy was a "time when all the energies of every loyal member of the church were needed to keep the SHIP afloat." Yes two very massive vessels were being constructed. One of those vessels was called the Olympic, and the other vessel we can reveal through a very noteworthy book, which here states:

"For months and months in that monstrous iron enclosure there was nothing that had the faintest likeness to a ship; only something that might have been the iron scaffolding for the naves of half-a-dozen cathedrals laid end to end. . . . at last the skeleton within the scaffolding began to take shape, at the sight of which men held their breaths. It was the shape of a ship, a ship so monstrous and unthinkable that it towered there over the buildings and dwarfed the very mountains by the water. . . . A rudder as big as a giant elm tree, bossess and bearings of propellers the size of windmills--everything was on a nightmare scale; and underneath the iron foundations of the cathedral floor men were laying, on concrete beds, pavements of oak and great cradles of timber and iron and sliding ways of pitch pine to support the bulk of the monster when she was moved, every square inch of pavement surface bearing a weight of more than two tons. Twenty tons of tallow were spread upon the ways, and hydraulic rams and

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triggers built and fixed against the bulk of the ship so that, when the moment came, the waters she was to conquer should thrust her finally from the earth. In front of the immense steel scaffolding, a small black sign with simple white lettering announced:

### **WHITE STAR**

### **ROYAL MAIL STEAMER**

### **"TITANIC"**

Without question, she was the apogee of the steamship, the apotheosis of the ocean liner. Coincidentally, her sea birth would formally launch the epoch of the twentieth century." -- The Titanic, End of a Dream. Wyn Craig Wade, pg. 11-12.

Yes, the ship was the R.M.S. Titanic, and notice how the author stated that the events surrounding this mysterious ship would "launch the epoch of the twentieth century." The mystery surrounding this ship has inspired many to come to the conclusion that this massive vessel served as an actual parable for many things. When I had learned of the vision Ellen White received, and found out about the proximity from when the vision was given to the construction and maiden voyage of the R.M.S. Titanic, I felt convicted to do some studying on it. The actual words given by Lewis Walton in the book Omega relating to the vision Ellen White received about the ship that prompted me to study the Titanic are as follows:

"The divine instruction was to "meet it" [figuratively the iceberg, literally the alpha apostasy]--hit it head-on. There would be a bone-jolting collision; everyone aboard would be shaken, but the ship would remain afloat. Hit the obstacle a glancing blow, and one would only open a gash into which the sea would flood uncontrollably. (In just eight years that very illustration would be lived out in the experience of the "unsinkable" Titanic.)" -- Omega, p. 81.

The result of studying the Titanic left me with no little shock.

This ship became the talk of humanity during its time. The events surrounding this ship turned the course of civilization as is ably described by our author:

"For 75 years, the R.M.S. Titanic has possessed a nautical mystique second only to that of Noah's Ark. The inaccessibility of the Titanic's wreckage, resting some two miles deep in the North Atlantic, has seemed only to increase the ship's strange pull on our imaginations. With the newsbreaking discovery of the Titanic's grave in 1985, we have relearned what our grandparents always knew, that there is something very special about the Titanic--something other-worldly and numinous that exploration of the wreck by manned submarine is just as likely to enhance as to dispel.

We may have forgotten that in 1912 the foundering of the fabled White Star liner was a twofold drama. One side of it was a monumental catastrophe: a luxury cruise transformed from Paradise to Chaos in less than three hours. The other side was society's response to the calamity. In America, the profound reaction to the disaster can be compared only to the aftermath of the assassinations of Lincoln and Kennedy, which were followed by periods of rapid and often frightening transition. In the case of the Titanic disaster, the entire English-speaking world was shaken; and FOR US, AT LEAST, THE TRAGEDY CAN BE REGARDED AS A WATERSHED BETWEEN THE NINETEENTH AND TWENTIETH CENTURIES. THE SINKING OF THE TITANIC MARKED THE END OF AN ERA. WITH HER SANK THE SMUG VICTORIAN DREAM THAT MANKIND'S PROGRESSING TECHNOLOGY WAS LIFTING THE PLANET CLOSER AND CLOSER TO HEAVEN. Out of the bitter loss of this cherished illusion came our present age--the Age of Anxiety--for which the foundering of the Titanic offered the first glimmer of reality." -- Ibid. Preface, p. 11.

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Notice how this quote explains to us that no other vessel in history is so enraptured with mystery as is the R.M.S. Titanic except Noah's Ark; yet what he is trying to portray is that the mystery surrounding the Titanic like Noah's Ark, more than borders upon the supernatural.

The question therefore is, what can we find if we were to examine the aspects surrounding the adventure of this mighty ship and what has and is going on within the Seventh-day Adventist church organization today? Would there be some kind of a parallel or message for the church, for you or for me?

Now some would automatically gasp to even imagine that the Seventh-day Adventist Church could in any wise be depicted as the Titanic. After all, we all well know what happened to the Titanic. Yet why was the vision of Ellen White, given around the time when the Titanic was being constructed, given to our church, when it was evident that the church was victorious over, or was able to survive the Alpha apostasy? The Seventh-day Adventist Church came out of that trial, though not unscathed. Remember that the marching orders to the church was to hit the iceberg head on. This is what the loyal leaders of the Seventh-day Adventist Church did, and they therefore secured a future for us as a people.

Let us not misunderstand what is being said here. I am not implying that the Seventh-day Adventist church organization is represented by the Titanic, meaning that it is fated or destined to fail or be lost. I am saying that it is represented by the Titanic FLOATING! Do you want her to sail? Do you want her to survive? If you wish her to sail or survive, you must know that her destiny rests with you. The Lord is trying to show us that if we allow this "ship"--the "church"--to operate under the same principles or in the same way the Titanic operated on that fateful night when the Titanic met destiny, the Seventh-day Adventist Church organization is going to share the same fate as did the Titanic on April 14, 1912.

We therefore ask the question throughout this entire work: Is it true that the Lord allowed the R.M.S. Titanic to be built and constructed to be a parable to the Seventh-day Adventist Church? I am not saying that the Lord allowed the Titanic to be built and fashioned as a parable to the Seventh-day Adventist church: I am saying that the Lord allowed the R.M.S. Titanic to be built and constructed to be a parable firstly to the Seventh-day Adventist Church, then secondarily to the other churches, thirdly to the United States of America, and then lastly to the rest of the world.

To substantiate this fact and also to show the supernatural character behind the mystery of this vessel, it would help us to understand that Ellen White was not the only one who received some sort of supernatural premonition regarding the ill-fated vessel. Several secular authors have added to the mystery of the Titanic through writing and publishing works closely paralleling the events which took place with the Titanic before they actually happened. Our author gives us some insight regarding this:

"It was revealed that Mayn Clew Garnett, a fiction writer, had written a story remarkably foreshadowing the wreck of the Titanic. Garnett's story, "The White Ghost of disaster," had been run off the presses at the time the Titanic was preparing for her maiden voyage and would eventually appear in the May issue of Popular Magazine. Garnett's tale concerned a giant 800-foot liner which struck an iceberg and foundered, losing half the people aboard because of an insufficient number of lifeboats. (Rumor intimated that the author had dreamed the story while returning home from Europe aboard the Olympic.) People then discovered another piece of fiction--an obscure one, but even more uncanny than Garnett's premonition. Morgan Robertson's 1898 novel, *Futility*, also featured an 800-foot liner named, of all things, the Titan. Robertson's plot was frighteningly similar to the Titanic disaster. Finally, Celia Thaxter's 1887 book of poetry was uncovered; her poem "A Tryst" told the same story. It was almost as if the catastrophe was prophecy fulfilled--an inevitable toppling of Titans by an outraged divine Power." -- Ibid. pg. 42, 43.

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Were all these stories mere accidents? Of course we are left to conjecture upon that. After the Titanic disaster however, the entire world reacted as if it was a message sent to them from God. But yet, is there a message for us here in the story of the Titanic?

If we were to ascertain that there is a story here for us, among the first things we would need to do is to ask certain questions, such as:

Was God angry because of the whole enterprise surrounding the building and sailing of the R.M.S. Titanic?

If it was perceived that God was angry with those who were responsible for the building of the Titanic or else something related to it, what specific points about it would make God angry? Why did and do so many still feel that there was something supernatural about the foundering of the Titanic and why did corrections in the behavior of sea navigation and life thereafter change dramatically?

In what ways was the story and events surrounding the R.M.S. Titanic similar to what is happening with the Seventh-day Adventist church organization today? And lastly:

In what ways was the story and events surrounding the R.M.S. Titanic similar to what is happening with the other Christian Churches, the United States of America, and with the rest of the world?

The author of the book, not to doubt every other book which deals with the subject, has presented the comments of many at that time and since who have documented what they thought were the conditions and reasons behind the foundering of the Titanic. Interestingly, at the time the Titanic foundered, the world was boundlessly optimistic about the future. Understanding that this ship was built on the climactic point of the Gilded age in light of optimism, the narrative tells us:

"By 1840, the steam engine alone had transformed England's industries into sprawling, whirling beehives, and no part of her culture was free from the dizzying influence of a leaping technology. The telephone was invented; then came mechanical refrigeration. Faradays electrical dynamo, then Edison's electric light permitted factories to stay open all night long, swelling production to a hitherto unimaginable degree. The turbine and internal combustion engines appeared. In time, the sorcery of Marconi's wireless telegraphy. As Winston Churchill recalled, 'Every morning when the world woke up, some new machinery had started running. Every night while the world had supper, it was running still.'" -- Ibid. pg. 2.

Yet here is where this optimism can cause problems. The optimism can cause people to have attitudes they shouldn't have, which in turn may well cause them to do things which should not be done.

"It was as exhilarating as only the experience of seemingly limitless growth can be. The feeling at a mass level spawned an optimism childlike in its innocence and adultlike in its determination. It was a consuming optimism, oblivious to the complications that would ensue once the natural limits of growth appeared. Furthermore, the breadth and immediate consequences of the growth were so unprecedented that people could no longer rely on past solutions for their problems. Instead, novel solutions had to be invented almost on a daily basis. In time, the need to keep eyes affixed on the future buoyed optimism even further, for the future had become tautly intertwined with the Victorian Dream." -- Ibid. pg. 2.

Adding to this thought the author later states:

"Twenty years later saw the beginning of an era that lasted until 1912. The Second Industrial Revolution had been born, and English-speaking nations achieved intellectual and social domination of the world. Progress in all its myriad forms continued, the Dream remained intact, but something was amiss. Advances in science had trammelled former religious beliefs,

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substituting a new credo in which people actually grew skeptical of anything that could not be proved in a laboratory. More and more, the real became equated with the material. The Dream slowly crystallized into a goal of mere acquisition." -- Ibid. pg. 4.

Now how does our church relate to this quotation? Are we being urged to turn away from relying upon past solutions for our problems? Are we being told to "jump out" into the unknown through our publications, our educational institutions and our pulpits? When was the Bible created? In the future?! It was written in the past. What therefore would happen if we decide amongst ourselves that we can no longer rely on past solutions to solve our problems?

Another point about the Titanic was that there was controversy surrounding its very construction. Amazingly there was controversy surrounding the very construction of the denominational structure of the Seventh-day Adventist Church at the time of the Alpha apostasy at the turn of the century. This controversy is still just as strong today. Within our church it is the issue of their [our new theology leadership's] insatiable desire to follow what the other churches are doing in purchasing and constructing mammoth buildings or concentrating means and talent in singular places and projects, and certainly with everything else (including, as we are finding out more and more: Sunday worship), contrary to the repeated and very clear admonitions of the Bible and the Spirit of Prophecy. These warnings are described in the book Omega:

". . . disturbing things had been happening in Battle Creek, and they seemed to portend trouble. For one thing, against her [Ellen G. White's] repeated urging the city had become a large and increasingly unmanageable Adventist colony. For years she had warned against the danger of concentrating means and talent in one place, yet in 1900 Adventist institutions dominated the city." -- Omega, pg. 11

After the Battle Creek Sanitarium burned to the ground in 1902, Ellen White asked the question:

"A solemn responsibility rests upon those who have had charge of the Battle Creek Sanitarium. Will they build up in Battle Creek a mammoth institution, or will they carry out the purpose of God by making plants in many places?" -- Special Testimonies, series B #6 pg. 9.

Now this same concern was issued against those who were responsible for the construction of the mammoth vessels being constructed at the time of which the Titanic clearly dominated. Amidst the time when most of the world were praising with awe the great structures indicative of the wisdom and power of man, the book pointed out:

"There were a few detractors. The editors of the Economist growled at shipbuilders attempting to 'lick creation.' Their objections were entirely pragmatic: These 'monster ships' would 'involve too great a concentration of life and wealth in a single bottom'; moreover, the size of the ships surpassed existing underwriters' ability to insure them. Seaman and novelist Joseph Conrad would become the most eloquent opponent of the 'big-ship movement.' Increase in the size of ships, said Conrad, was not progress: 'If it were, elephantiasis, which causes a man's legs to become as large as tree-trunks, would be a sort of progress, whereas it is nothing but a disease, and a very ugly disease at that.'" -- The Titanic, End of a Dream, pgs. 16, 17.

## PART II

It is easy to witness that the denomination today also clearly violates these messages from inspiration. The loyal members notice that something wrong seems to always take place when men earn credentials within the denominational organization. Earning credentials within the denominational establishment continues to be more and more like taking a course in German. As soon as you earn it, you no longer

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have the ability to understand clear English. And yet, when the Time of Trouble comes, are we to assume that they don't know that all the property we have used God's tithe to purchase will revert into the Pope's hands making the opposition to God's truth become more powerful? Yet the size of the Titanic was shown to encourage the very attitudes which guaranteed its demise in 1912.

The awe-inspiring size of the ship combining with the profusion of electrical gadgetry and accommodation caused many to wonder at the ability of human beings to build and construct, and therefore to trust in man. The awesomeness of this vessel caused men to declare that the Titanic was 'unsinkable.'

"Advertisements assured that 'any two main compartments may be flooded without in any way involving the safety of the ship'. . . . So ingenious was the entire system that The Shipbuilder pronounced the vessel 'practically unsinkable,' a phrase which, in less than two weeks, would become a haunting epitaph." -- The Titanic, End of a Dream. Wyn Craig Wade, pg. 20.

Lo and behold! We find that the Seventh-day Adventist Church also has a tremendous problem of considering herself to be "unsinkable." As was stated before, our men of new theology smile and tell us not to worry about all the heresy coming in, and tell us how "Christ will guide this ship safely into port," even if we don't do a single thing Christ has told us to do to protect it. They then get alarmed and worried that the "church may be destroyed," when we desire to preserve our dignity and not fall for that kind of deception, and make efforts to correct the very problems they are pulling heaven and earth to perpetuate.

The ones most humiliated by this tremendous deception are the veteran conservative pastors and leaders of this denomination. These are the men who love the mission and message of this church and the ones most responsible for the views of Historic Adventists. Most of them are now retired, looking forward to retirement, have died, or have been canceled out; willfully allowing the terrible things which are happening to continue, not realizing their future anguish ahead for settling on their lees and the destruction which will fall upon their brethren also who loved and trusted them to warn of incoming danger. It is clear that their colleagues--the new theology men who have taken power over from them--do not believe that this denomination is "unsinkable," or they would not be propagandizing their concerns that the denomination can be destroyed by "criticism."

Yet in light of what we're trying to portray about the Titanic here, several authorities at that time, and even in our day, commented upon the real motivation which commanded the building of these immense vessels:

"The North Atlantic Ferry was already big business. Many years had passed since Dr. Johnson had compared crossing the Atlantic Ocean with 'going to prison with the chance of being drowned.' The new technology, which had entered shipbuilding as a direct consequence of the Great Exhibition, had changed all that. A dynamic transformation had been wrought in the form of ships. Light wooden hulls had given way to ponderous steel; graceful sails had been usurped by belching smokestacks. By 1900, the form of ships was still in transition, intensified now by the changing demands and the spirited competition of travel merchants who scrambled for the expanded and highly lucrative markets of exportation and emigrant traffic. As emigrants literally eddied in steady streams toward various, distant Lands of Golden Opportunity, steamship companies became corporations, and the big ships grew even bigger." -- Ibid. pg. 12.

Over and over again, those responsible for the building of these huge ships stated that their aim and mission was to provide inexpensive and safe transatlantic transportation. This claim was refuted over and over again, and was proved merely by the cost of riding on the Titanic alone which was far higher than on other ships.

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". . . a booking in second class on the Titanic was more expensive than what they had paid for first-class accommodations aboard the [other] canceled liners." -- Ibid. pg. 23.

"To the battle of Transatlantic passenger service, the Titanic adds a new and important factor, of value to the aristocracy and the plutocracy attracted from East to West and West to East . . . ." Quote from the Standard. [a British periodical] -- Ibid. pg. 29.

Just as these periodicals and people stated the true motivation for the construction of these vessels, so in our church do certain periodicals and authorities--including the Spirit of Prophecy--state the true reason why our denomination possesses an insatiable desire to impress the world in the constant and clear violation of the directions of the Lord in this matter.

Just before the Titanic went on its maiden voyage, while it was still under construction, opportunity was given for a comparison to be made between her and her sister the Olympic. Remember that these were twin ships. We hardly hear anything about the Olympic, yet she was just as monstrous in size as was the famous Titanic. This ship was the older sister of the Titanic. One was just like the other. Yet something gradually happened which made people not willing to refer to them as twins any longer.

Owner Bruce Ismay, after being on board the Olympic during her maiden voyage, made certain observations and took those observations as an opportunity to make improvements upon the Titanic:

"Leaving aboard the Olympic was J. Bruce Ismay, making the maiden voyage for the express purpose of determining any shortcomings in her appointments or general functions. Overall, Ismay thought the Olympic 'a marvel,' but several things couldn't pass his impeccable standards. The deck space on the Olympic, for example, Ismay thought excessive; it would be more feasible (as well as lucrative) to transform a good deal of the Titanic's deck space into additional passenger accommodations. . . ." -- Ibid. pg. 18.

"All of these observations introduced alterations in the blueprints of the Titanic--changes directed by experience and that seemed insignificant at first. The cumulative effort of the alterations would be such that the sister ships could no longer be regarded as true twins." -- Ibid. pg. 18.

"For one thing, the Olympic had provided wonderful advertising, and Manager Ismay had let it be known that the Titanic promised so much more than her sister ship. Earlier in the year, Ismay had been in New York City. Leaving there on the Olympic on January 24 in order to make the Titanic's maiden voyage, Ismay had told the press that the Titanic was even more splendid, possessing in fact 'one hundred more first-class cabins than the Olympic.'" -- Ibid. pg. 24-25.

All of these considerations relate to the constant comparison taking place today between our past church--The Seventh-day Adventist Church--at the turn of the century during the Alpha apostasy and the new church which now exists during the Omega apostasy. This new church is now making "improvements" in such a way with the direct intention in mind to make sure that both organizations can no longer be recognized as "twins." She yet has a problem of calling those who do not agree with her unprecedented and inspirationally undocumentable plans, "Offshoots."

Yes our former church at the turn of the century had its problems. It organized itself into a hierarchical structure, and the effects of that decision still haunt us to this very day. Faithful leaders in the church--Ellen White included--fought hard against the plans to make this an hierarchical establishment. But she was rather completely ignored. In that sense did we see that both ships (the Olympic and the Titanic) were monstrous in size. They were indeed to represent a whole or a totality of the church, but they were not supposed to command the awe of worldlings along worldly terms.

In this comparison between our past church of the alpha and our present of the omega, it remains to be seen what happened to the Olympic (the older sister ship) and what happened to the Titanic as a point

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of comparison. In both cases of ships versus churches, we find that the older and former entities both of ships and churches, survived because they obeyed the rules and principles with which they were founded or regulated. It was an opposite situation relating to the ship of the omega which is the Titanic. How will it be relating to the church of the omega?

Yet all that time the Titanic spent in the shipyards of Harland and Wolff of Belfast, were in preparation for something, just as, since the inception of the Seventh-day Adventist Church to this very day, is in preparation for something. Both of these entities were in preparation for their "maiden voyage." That time had fully arrived for the Titanic.

There were some problems to be taken into consideration before the Titanic was to make its first very visible trial. Everything had to be right for this journey, for the entire world--yea the entire universe, as we will see--was watching.

The Titanic already faced a problem at the point of its maiden voyage which threatened its ability to make it. Believe it or not, she finds herself not having enough fuel to make the voyage. The reason for this problem is here demonstrated by our author:

"The famous 1912 coal strike was on . . . and a number of North Atlantic vessels were short of fuel. The Titanic needed 650 tons of coal per day to feed her 159 hungry furnaces. . . ."

Here we see that the Titanic needed fuel to make her trial and eventful journey. Does our church also need fuel to make a very special journey? What did the makers of the Titanic state was the premier reason for its construction? It was to move people from one point to another quickly, safely and inexpensively. What is the premier purpose of God's church? Is it not also to move people from one place [earth] to another [heaven] quickly, safely and inexpensively? The Titanic required fuel to make this journey. Does our church require fuel for this journey? The question therefore is, what did the Titanic do about its evident shortage of fuel? Our author, in the same breath, tells us:

"Consequently, the White Star Line canceled the trips of its Oceanic and Adriatic, likewise scheduled for New York, and transferred the passengers AS WELL AS COAL [which is the fuel] to the Titanic. White Star also bought coal from the holds of other ships--the smaller liner New York, for one. Other vessels, such as the Philadelphia, canceled scheduled departures transferring many of their passengers also to the Titanic." -- Ibid. pg. 23.

Here we see that in order to solve the problem of a lack of fuel, the administrators of the White Star Line in charge of the Titanic had to take the actual fuel from the holds of other actually competing ships and bring it aboard the Titanic. Now with those other ships short of fuel, it can only be that the personnel of those other ships would also come aboard and unite in that they may all go in one direction.

Amazingly we discover historically that this decision those managing the Titanic had made in order to solve the problem of a lack of fuel actually caused problems:

"Problems also rose among the Titanic's crew. The Olympic had been laid up for repairs following a minor collision in the channel with a cruiser, the H.M.S. Hawke. . . . In any event, the chief officer of the Olympic, H. T. Wilde, was transferred to the Titanic, causing a reshuffle in the hierarchy of the other officers as well as in their respective duties. Crewmen had also come from the Olympic, as well as from the canceled Oceanic, a vessel considerably smaller than the new White Star giants. The Oceanic's crew couldn't get over the vastness of the Titanic. For Second Officer Lightoller, an expert seaman of considerable experience, it took two weeks before he could confidently find his way from one part of the ship to another by the shortest route. More men came from the canceled New York--even smaller than the Oceanic--whose coal was now in

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the Titanic's stokeholds. Many of the New York crewmen had joined the Titanic late as the morning of sailing day, and although their impressions are unrecorded, they must have been befuddled.

IN SHORT, THE MEN WERE A DIVERSE GROUP--what one dissatisfied passenger would later call 'a scratch crew'--UNFAMILIAR WITH THE SHIP, THEIR DUTIES AND WITH EACH OTHER. By Wednesday morning, a full complement of crewmen had been secured: 397 officers, engineers, seamen, firemen, trimmers, and greasers. There were an additional 518 employees aboard solely to run the ship's hotel: stewards and stewardesses, cooks, butchers and bakers, musicians, medical personnel, waiters, porters, cashiers, bellboys, scullions, and janitors. In all a total of 915 people were employed for the Titanic's maiden voyage--enough to fill to capacity many of the other liners offering passenger service to New York in 1912." -- The Titanic, End of a Dream, pg. 24.

The trip our church is supposed to make will also require some fuel. The question which has caused so much controversy of late is where we are going to get this fuel. Yet what kind of fuel is needed to enable the church to make its maiden voyage? We all agree that what is needed is the Holy Spirit. Yet the drive now taking place within the church is to push a "holy spirit" which has been created through the churches of Babylon--the very establishment which the true Holy Spirit has condemned in the Word of God. The other churches have taught us how to sing, how to pray, how to praise, how to have worship, and HOW TO CELEBRATE. Those who obey the command of Christ to "watch" now understand that these churches are now also teaching us how to KEEP SUNDAY! People are coming into membership of our church with incorrect ideas about our "ship." They are bringing their former ideas from their "ships" into our establishment.

Everywhere our ministers and church leaders have a problem which none of the patriarchs, prophets, apostles, nor New Testament saints had. They all have this strange desire to say the word, "celebration," or "celebrating," or "celebrate." We continually remind these men that none of the saints ever had this problem, and that they had better correct this problem before God corrects it for them. All these warnings fall upon their ears in vain. They tell us that we must enter into a new "worship style," and the impetus behind this we see is to build a "bridge" between us and the other churches, for the leaders of the other churches of Babylon also have this problem. We notice a reshuffling among the hierarchy where ministers and conference officials who have no business calling themselves Seventh-day Adventists and who point blank do not belong here are dominating everything and promoting ecumenism and friendship with Rome everywhere.

Indeed the other churches are already within our midst due to the very fact of this widely pushed concept of "diversity," and due to the fact that new members coming into our communion have scarcely been trained in the peculiar doctrines of our church also due to the fact that these peculiar doctrines are continually and stealthily being assaulted and downplayed. Everywhere is being announced that we as a people are part of a "global community" which is being threatened by "separatists." We are constantly hearing the word "diversity," and we are constantly hearing about the concept of "diversity." All our periodicals confirm that we have just what the Titanic possessed: a diverse group of people. Yet our narrative tells us that this diversity caused problems on board the Titanic. For one thing, people who should not have been there both of passengers and crew, were there. We will see that this problem prevailed throughout the very adventure and even cost many lives when the Titanic foundered. In this sense did the Titanic prove itself to be a parallel of our church:

"In maritime history, the Titanic's sumptuous accommodations and wealth, her beauty and bounty, had never before been seen. All this, plus her human cargo representing a panorama of civilization in its social extremes, would never be equaled. The image of this superb gigantic vessel racing over the North

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Atlantic to her chilling rendezvous AT MIDNIGHT would create the first enduring archetype wrought by the twentieth century." -- Ibid pgs. 28, 29.

"Steerage was booked to 70 percent of capacity--712 passengers in all. They were nearly all emigrants: English, Irish, French, Polish, Scandinavian, Italian, and a surprising number of people from the Middle and Far East. STEERAGE, IN FACT, WAS A MICROCOSM OF THE GLOBE." -- Ibid. pg. 26.

So then, the Titanic departed on its maiden voyage, "a microcosm of the globe." The last leg of this maiden voyage was the journey between Queenstown, Ireland, to New York City. This was the place it never reached.

The Titanic was given a glorious farewell from start to finish. As it headed for New York, naturally IT HEADED IN A WESTERLY DIRECTION. This is precisely the direction the church takes in her journey in the heavenly sanctuary. The way the earthly sanctuary was arranged, the opening to the court was facing the east, which meant that in order to enter, you had to be heading west where your back would wind up being toward the sun. At the end of that westerly journey was the Most Holy Place, which happened to be the destination of our journey right into the very presence of God. But yet in this very westerly journey, something strange happened to the Titanic. She arrived in an area which had many icebergs. These icebergs came from a very notable and prophetic direction:

"It had been an odd season for ice in the North Atlantic; the fact was well known. A relatively warm winter had caused a great number of bergs to break off from the Greenland coast. Drifting northward, these had eventually hit Labrador current and shifted in a southerly direction. Eventually, they had littered the steamship lanes off the Grand Banks of Newfoundland." -- Ibid. pg. 31

Now notice the parallels here between the Titanic and the Seventh-day Adventist Church. Both are headed in a westerly direction, one in a literal sense, and the other in a spiritual sense. But yet in both cases they meet up with something coming at them from the North.

The book of Daniel tells much about a certain "king of the North" spoken of in chapter 11 which we have known to represent the Papacy. Speaking of this same power, Daniel 8 tells us:

23 And in the latter time of their kingdom, when the transgressors are come to the full, a king of fierce countenance, and understanding dark sentences, shall stand up. 24 And his power shall be mighty, but not by his own power: and he shall destroy wonderfully, and shall prosper, and practice, and shall destroy the mighty and the holy people. 25 And through his policy also he shall cause craft to prosper in his hand; and he shall magnify himself in his heart, and by peace shall destroy many. . . . -- verses 23-25.

At the very time of this writing, the American people are being set up for a military assault. When we try to warn our people about this plot, celebration pastors would wind up subtly finding ways to stop us from doing this, stating that, "Christ is not in that." The king of the north is coming, but we do not understand that he is already here because HE IS AMONG US! This is the Papacy which our denomination is now finding more and more ways to honor and link us up with.

In Jeremiah's day, he warned God's people that ancient Babylon was coming for them from the north (Jer. 1:13-16). This coming disaster was typified as a seething pot toward the north. In our day, God's people are warning the rest of the believers that modern Babylon is coming for them from the north, this time bringing destruction as had not been seen since people were upon the earth. In the meantime, we find the denomination honoring the "king of the north," linking our health system to his and

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continuing this insatiable desire to follow her new leader. Even their pretentious dread of "division" and "divisiveness" cannot stop these blatantly apostate acts.

Then yet, another point of note is the time when the Titanic confronted the iceberg was at a very significant time of day. As was earlier stated, she confronted the iceberg at midnight. She actually struck the iceberg a few minutes before midnight which is the very time we as a church are scheduled to meet upon the Time of Trouble. The Time of Trouble actually takes place just before Jesus returns. It is recorded that the collision of the Titanic with the iceberg took place at 20 minutes before midnight. Amazingly we find that the collision of the Titanic took place on April 14, 1912 which happened to be, in human terms, on a Sunday, while the collision about to take place with our denominational establishment is regarding the observance of Sunday.

### ***GOD WILL PILOT THIS SHIP SAFELY INTO PORT, PART III***

(The Message God Left the SDA Church in the R.M.S. Titanic)

Remember now that symbolically water represents people (Rev. 17:15). The ship is now placed upon the water and is making her maiden voyage. She floats on top of the water, and that is where her vision is. Her vision is above the people of the world. She is versed in higher principles, therefore seeing no reason whatsoever to be taught of the world nor to follow it. She merely has her eyes on the Lord following principles mandated by Him, and in time, the world would see the superior principles of the Lord manifested in His church and would see for themselves the need to follow the church. But then the time came when the Titanic confronted the iceberg.

Remember that water represents people. Icebergs are frozen and packed water: people with the coldest hearts who are inwardly as ravening wolves. Both the air and water at the time and place when the Titanic sank were bitterly cold, signifying the spiritual condition of the elements when our ship will make her maiden voyage. The interesting thing about icebergs however is that the greater part of the story surrounding them is not readily seen. The visible part of an iceberg is supposed to reveal a greater danger beneath the surface of the water where human eyes all too frequently cannot penetrate. The greater weight and destructiveness of an iceberg is below the waterline and cannot be seen.

The ship had struck the iceberg; yet the evidence revealed that for some reason, after the collision took place, the passengers did not view the urgency of the situation in the correct light. A frequent example of how they reacted is here illustrated by our author in the following examples:

"Another level down, far aft on F Deck, Mrs. Allen O. Becker and her three children had been awakened 'by a dead silence. The engines had stopped. We heard people running through the halls and pounding above our cabin.' Mrs. Becker became alarmed so she got out of bed to inquire of a steward the reason for stopping. 'Nothing is the matter,' he told her, 'we will be going on in a few minutes.' Mrs. Becker WENT 'BACK TO BED, but the longer she lay there the more alarmed she became. She decided to get up and inquire again.' In the corridor she met the cabin steward and asked him what the trouble was. 'Put your life belts on immediately and go up to the boat deck,' he told her. 'Do we have time to dress?' she asked. 'No, madam,' he replied, 'you have time for nothing.'" -- The Titanic, End of a Dream, pg. 178.

"On G Deck . . . Immediately upon impact in the forepart of the ship, steerage passenger Olaus Abelseth awoke startled. 'What is that?' his roommate asked. 'I don't know,' Abelseth replied, 'but we had better get up.'"

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"Close by, emigrant Daniel Buckley had slept a few minutes longer. When he finally awoke he 'jumped out on the floor, and the first thing I knew my feet were getting wet. The water was just coming in slightly. I told the other fellows to get up, that there was something wrong and that the water was coming in. They only laughed at me. One of them says, 'Get back into bed. You're not in Ireland now.' I got on my clothes as quick as I could, and the three other fellows got out. The room was very small, so I got out to give them room to dress themselves. Two sailors came along and they were shouting, 'All up on deck, unless you want to get drowned!'" -- Ibid. pgs. 178, 179.

Here we see ten virgins all asleep. Even after the collision the passengers just couldn't seem to realize what has happened. Some are valiant enough and love the people enough to endure the laughter of their brethren who tell them, 'Go back to sleep! DON'T ROCK THE BOAT!' Some even venture to go back to sleep. They are ignorant of the reality of the situation. The strongest message on their minds is that which fogs our minds up today, 'SHE IS UNSINKABLE!' Even our new theology men who have drowned us in this deception don't believe that, or they would not be concerned about 'criticism' [Protestantism]. Are we not at all ashamed for this?!

At this time a call was made. Remember that the air was bitterly cold outside. As soon as the engines stopped and the ship came to a grinding halt, some got up immediately and went to inquire on what had happened. Some listened to the call to go out toward the lifeboats quickly, but others preferred to stay in their warm cabins yet longer.

There were still yet others who knew nothing at all of what was going on. These were the steerage passengers, who, in light of their ignorance, suffered the greatest casualties. Yet let it be known that no other group among the passengers on board the Titanic represented a diversity of races and cultures than the steerage passengers.

The message is now clear to us as a church. We have a message to give. IT IS A WARNING MESSAGE! We have Three Angel's Messages to proclaim. We have the Papacy to expose and sins to confess and forsake. It's cold out there! Are we going to give the message in the cold and cruel world? or would we rather remain in our warm cabins of that ship which is hailed by the world for its magnificence! Do we warn about the great military assault planned by the Pope against the American people? or do we have his officials address our sacred gatherings? Do we preach the warning message? or do we link our health systems to that power which the Word of God states will be responsible for the terrible destruction of mankind in these last days?--the Papacy! Do we brave the cold? or do we 'celebrate' Valentine's Day, 'celebrate' Halloween, 'celebrate' Mother's Day, 'celebrate' Easter--even Groundhog's day! Do we 'celebrate' Celebration?! The choice is ours!

The final analysis revealed that only 713 people out of 2,235 were saved. The subsequent hearings also revealed that there were not enough lifeboats for the people who were aboard the ship. So on our ship, there is not enough truth to go around. The truth is there, but men have been commanded and trained to hush it up, to cover it in debate, and have taught the multitudes to misinterpret the scriptures and to distrust the guidance found in the Spirit of Prophecy. Lifejackets aboard the Titanic were inadequate to save people alive in those frigid waters. Yet of the lifeboats that were there, scarcely were any of them even two-thirds filled to their capacity.

A small minority therefore left the ship, and the reported scenes of how the others died were horrible. It is recommended that our people study this situation out for themselves, for there is great meaning in most everything that took place on that night of 1912. Nevertheless, the bottomline here is that a minority left the ship:

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"The church may appear as about to fall, but it does not fall. It remains while the sinners in Zion are sifted out." -- 2SM 280.

Thus it was that a small minority left the ship. To all appearances, a small minority were 'sifted out' and left the ship. In just that same way is a small minority leaving 'the ship.' There is much documentation today about people who are leaving the Seventh-day Adventist Church organization in order to attend services held by other gatherings or home churches which are committed to preaching and teaching what the Remnant has always taught and which the denomination is now stealthily committed to suppress and pervert. Our publications continually propagandize to us, as we view this exodus, that 'the sinners in Zion are being sifted out.'

Yet the strange fact is that though a minority left the Titanic, it was just that same minority which wound up being saved in the end. Don't you count that strange?

"IN THE VERY COURTS OF THE TEMPLE SCENES WILL BE ENACTED THAT FEW REALIZE. God's people will be tried and tested that He may discern between him that serveth God and him that serveth Him not. Vengeance will be executed against those who sit in the gates deciding what the people should have." -- Manuscript 15, 1886.

Here we see that what will happen in the near future will follow the minority view. Only a few will understand and realize what will actually take place upon God's people in just the near future. The glorious future portrayed by the majority who have committed their souls to the teachings of our subverted media will not take place. The glorious future will be missed largely because our people have established 'the ship'--the church organization--as the focal point of the expression 'the church' instead of THE TRUTH. They believe that whatsoever is sifted out of the organization--regardless of what she does--cannot possibly be the church which will go on from victory to victory.

It was not their unwavering loyalty to the hull of the Titanic which saved that minority who left on the lifeboats in 1912. It was their loyalty to THE TRUTH which saved them. Many of them got the message early and moved. In that sense:

IT WAS ACTUALLY THE MAJORITY WHICH WERE 'SIFTED OUT'!  
THE MAJORITY WERE NOT SIFTED OUT OF 'THE SHIP': for that was not and is never to be the focal point of life and death.  
THE MAJORITY WERE SIFTED OUT OF THE TRUTH!!!  
THAT IS THE FOCAL POINT WHICH DISTINGUISHES WHAT IS THE CHURCH!  
THE CHURCH--WHICH OBEYED THE TRUTH was sifted out FROM THE WORLD!

Lo and behold today in the church, we are given specific instruction for what we must do when the Sunday law is enforced nationally. We were told that we should already have dwellings prepared for us outside of the cities so that we can have shelter when the riots and military assault take place. Yet new theology celebration pastors stealthily discourage all efforts to inform and prepare the people along these lines, constantly telling us that 'Christ is not in that.'

Agents of Satan among us are doing their best to discourage any thought of this preparation even though such preparation is clearly pointed out in the book *County Living* by Ellen White. Many among us are ridiculing those who urge upon the people the dangers and consequences of the times in which we live. They ridicule those who try to bring this before the people by calling them 'Conspiracy theorists' and the like. Lo and behold, our subverted media, long professing to be bound to opinion polls, tell us that the crucial and prophetic national Sunday law, has already been fulfilled; and the people of the new theology discourage all efforts to prepare to make an exodus when the crucial hour arrives.

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When that hour arrives, a small minority will leave the cities. The churches, buildings, conference offices, institutions and organizations will be left behind, already more than giving hints that they are in no wise going to run anywhere. A small minority will leave 'the ship.' This minority will be sifted out of 'the ship.' But they will not be sifted out of this:

15 When ye therefore shall see the abomination of desolation, spoken of by Daniel the prophet, stand in the holy place, (whoso readeth, let him understand:) 16 Then let them which be in Judaea flee into the mountains: 17 Let him which is on the house top not come down to take any thing out of his house: 18 Neither let him which is in the field return back to take his clothes. 19 And woe unto them that are with child, and to them that give suck in those days! 20 But pray ye that your flight be not in the winter, neither on the Sabbath day: 21 For then shall be great tribulation, such as was not since the beginning of the world to this time, no, nor ever shall be. -- Matthew 24:15-21.

THEY WILL NOT BE SIFTED OUT OF THE TRUTH. Why? BECAUSE THEY ARE THE CHURCH WHICH KEEPS THE COMMANDMENTS OF GOD AND HAVE THE TESTIMONY OF JESUS CHRIST!

On the Titanic, the minority obeyed the call in time to get up and get in the lifeboats which then left the ship. Yet the first truth which would have prevented the disaster was that the monstrous ship should not have been built in the first place. Yet after it was built, it would still have remained afloat had it not ventured to go full speed through an area which was infested with icebergs.

The lack of sufficient lifeboats, is just part of a list of startling inadequacies which were found to have stained the reputation of the leadership of the Titanic and the White Star Line, and was also notable in contributing to the loss of life:

Senator Perkins had been examining some papers. 'It is in the testimony that there were eighty-three sailors,' he announced. (This, out of a staff of over 900 people!)

"'I don't know,' said Lowe. 'We were brand new to the ship, just the same as everybody else.'"  
"Here was the crux of the problem. White Star had been in a hurry to get the Titanic into service. Given the crewmen's lack of familiarity with the ship and with each other, the boat drill scheduled for the fourteenth was all the more important. For whatever reason, it had been omitted." -- The Titanic, End of a Dream, 210, 211.

Notice how the diversity of the people and their lack of training relating to the ship and to each other contributed to their disorganized efforts at saving the people after the ship hit the iceberg.

"The senator turned to the subject of the lifeboat drill. There had been just one drill, when the ship was docked in Southampton, and only two boats had been lowered. There had been another drill scheduled on the very day of the collision, but it had never taken place. The boatlists had been put up, but the drill was never called--no one knew why." - Ibid. pgs. 208, 209.

They should have known why. If you don't recognize why by now, this next quote should prod you to understand why:

"Furthermore, there had been proportionately few seamen among the Titanic's enormous crew. It had been inconceivable that on the 'practically unsinkable' ship the need would ever arise for evacuating all the passengers at sea." -- Ibid. pg. 210.

There you see that since they thought that the ship was 'unsinkable,' they did not perform the recommended safety procedures.

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So it is that in the church that we all know and love, she falls headlong into a crisis the likes of which was never seen in the history of the earth. She was warned over and over again of the great trial ahead; yet the further and further she heads towards this great crisis, is the less and less her media talks about it, or she trains concerning it. We then find, that when others, out of concern for the people, endeavor to bring this subject into the view of the people, our new theology men suddenly do not like the color of their hair and therefore find some pretext to stop them from doing this with the added afterthought that 'Christ is not in that.' And yet incidents like these are left with the thought that the new theology people who prevent these necessary procedures and warnings--who are actually working out the ETERNAL mass-murder of our people--are sweet-spirited and Christ-centered!

Our people have the strange and erroneous idea that all they need to do is to go to church and praise God, and they will be safe from the crisis. Did any of them read Foxe's Book of Martyrs? Did any of the martyrs of Jesus throughout history do such a thing--totally ignore emergency procedures for crisis times thinking that God will enact those procedures for them or perform a miracle in light of their negligence when the time comes? Thinking that if they enact such procedures, they will be 'legalistic?'

The people aboard the Titanic trusting to the size and strength of the ship, and also to the wisdom of those who managed it found out too late where their trust should have been. Now the damage was done, and, because of a tremendous gash in the starboard side of the ship toward the bow, water immediately started to rush in. As the water rushed in, it filled up the watertight compartments at the bow of the ship (for they were not covered or watertight at the top). After one compartment was filled, water would overflow over to the next compartment, and then to the next.

As the water filled more and more of these compartments, the ship began to lunge forward, vividly describing the horrible infiltration taking place within the Seventh-day Adventist Church organization from the 'top down.' The more and more the bow of the ship was loaded down and was sinking, so all the more the stern of the ship was raising up in the air. As the ship sank, the water--representing the people of the world--began rushing in, slowly engaging in a process where the ship would eventually become a part of the water, which is what the Titanic is today. Then as the stern of the ship began to be lifted up in the air, the higher it went was the more visible it became to any other ship around the area, making itself an horrible spectacle. Of course, at that particular hour, it was dark. Let it be known that if and when this ship--our church--sinks, THE WHOLE WORLD WILL KNOW, for our stern will be lifted up for all to see our demise!

This sinking action of the ship created a dramatic adventure for those who were in close proximity; for most any ship--especially a ship of that size--sinking, would create a tremendous problem for those around the area. The problem: SUCTION! An example of this is given by our author:

"The end was near. The ship took an abrupt lunge forward, and the sea rolled up over the bridge. Standing on the roof of the wheelhouse, Lightoller dove and swam toward the sinking foremast. In a moment of panic caused by the icy water, he was about to hang on to the crow's nest--now level with the sea--BEFORE HE REALIZED THE DANGER OF CLUTCHING ANYTHING CONNECTED WITH THE DOOMED VESSEL. . . ."

This point needs to be considered after the denominational establishment pushes Sunday observance. Yet continuing, the narrative states:

"He began swimming toward starboard when, suddenly, he was drawn by suction toward an airshaft on the roof of the officers' quarters--directly in front of the first funnel. The sea was pouring down the shaft, and Lightoller found himself riveted to its wire grating; should the grating give way, he knew he'd be swept down 100 feet into the flooding forward stokehold. "Glued to the foundering ship, he closed his eyes as his head went under water, recalling the

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words of the Ninety-first Psalm: 'He shall give his angels charge over thee.' At that moment, a volume of hot air belched up from the shaft (probably a boiler explosion) and set him free. He struggled to the surface only to be sucked under by another ventilator, and he could never recall how he got away from this one. When he surfaced the second time, an overturned collapsible lifeboat was miraculously floating alongside. He grabbed ahold of its rope.

"Drifting with the collapsible, Lightoller watched as the Titanic's bow plunged deeper and her stern, some four blocks away, rose groaning into the air. By then, the base of the first funnel was under water, and the grating that supported it collapsed under the pressure. The enormous smokestack, with its scores of tons, toppled over with a crash and a spray of sparks onto the hundreds of horrified people bobbing and gasping in the water." -- Ibid. pg. 136.

Suction was created by and around the Titanic. Soon suction will be developed by and around this 'ship' and establishment. Notice how Officer Lightoller struggled for his life. Soon some of us will be struggling for more than merely our earthly lives; for when the denomination capitulates to the Sunday laws, soon the people of the world will then look at everyone that remains, and declare, 'NOW YOU MUST KEEP SUNDAY!' At that time, many who have set their focal point upon 'the ship' instead of the truth will betray the truth and join the rest of the world in harrasing God's true people, therefore causing suction.

It is important also to note what happened to the portholes of the Titanic as it sank:

"The boat quickly reached the water, and its occupants could see at once how seriously the ship was sinking. She was very much down by the head--the angle of inclination steadily increasing. One could actually watch the portholes disappearing; and from inside the ship came 'a crashing noise resembling china breaking.'" -- Ibid. pg. 219.

The portholes of a ship is where people look from the inside out. So long as a ship is sailing, her sight out to the world would always be above water. So long as our 'ship' 'the church' is sailing regularly, her vision and views will always be above the water--above the views of the world. When she sinks, the time comes when her vision sinks below the waterline in the terrible process of actually becoming a part of the water. This happened from the bow of the ship first, then after time down toward the stern. This happened from leadership down.

None of this had to happen. A major part of the story surrounding the Titanic was that she was given abundant warning of the danger that surrounded her when she was in the dangerous iceberg infested waters.

"Admiral F. E. Chadwick sent a letter in time for the late edition of the New York Evening Post. 'The Titanic,' claimed Chadwick, 'was lost by unwise navigation, by running at full speed, though so amply forewarned, into the dangerous situation, which might easily have been avoided. This is the fundamental sad, and one important fact. It accounts for everything.' It was a terse summing up of the information known so far. Bad navigation accounted for the disaster. . ." -- Ibid. pg. 40.

During the New York hearings investigating the disaster soon after, these words were collected during an interview Senator Alden Smith had with Harold Bride, who was the only surviving Titanic wireless radio operator:

"'There was a message delivered to the captain in the afternoon, sir, late in the afternoon--'  
'Of Sunday?' Smith interposed.  
'Yes, sir, regarding the ice field.'  
'From whom?'

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'From the Californian, sir,' Bride replied. The crowd gasped. THIS WAS AT LEAST THE THIRD ICE WARNING KNOWN TO HAVE BEEN SENT TO THE TITANIC. Over the next month, the subcommittee would collect more ice warnings that had been sent to the liner, and even then the list would be incomplete." -- Ibid. pg. 145.

One key passenger who was interviewed as to his thoughts surrounding the cause of the disaster stated pointedly:

"I say it was carelessness, gross carelessness. Why the captain knew we were going into an ice field, and why should he remain dining in the saloon when such danger was about?"

The same person related to a reporter:

"Mr. Ismay was dining with Captain Smith--both of them in evening clothes--in a lower saloon when the captain, at least, should have been at his post of duty on the bridge. . . . In my opinion, as a man used to discipline and responsibility, Captain Smith should have been on the bridge, knowing, as everyone aboard the Titanic knew, that there were icebergs en route. I suppose, however, that he was invited to this dinner by the general manager of the line and that he had to go." -- Ibid. p. 60.

This turned out to be the damning indictment against Captain E.J. Smith, who did not survive the Titanic disaster, and who, I would imagine, would not have desired to survive after the utter humiliation of destroying a huge and superexpensive marine marvel on only its very maiden voyage.

The experience of Captain Smith is remarkable to that of the veteran conservative ministers who once had control of this denomination, but who have mysteriously submitted themselves to some 'spell' and stepped out of the way for the denomination to be guided by the new theology men who are committed to the destruction of the very thing the denomination has been entrusted to protect: Seventh-day Adventism.

These conservative men are the ones responsible for the views we Historic Adventists now possess. These are the ones who trained us and taught us what Seventh-day Adventism is. These were the ones whose words we confirmed for ourselves out of the Bible and Spirit of Prophecy. These men have won many souls into the body. They however were beguiled into thinking that 'times have changed.' They therefore stepped aside and allowed the enemies of the faith to twist this church to whichever shape they pleased. The bottomline difference between these conservative leaders and the 'certain' independent ministry leaders is notable. The 'certain' independent ministry leaders believe most everything the conservative leaders believe except that the 'certain' independent ministry leaders are purely Protestant in belief. The idea that any person, group or institution has God's unconditional blessing--His blessing regardless of what they do--regardless of their complete disregard of Divine authority as taught in the written word--is completely contrary to the Bible and therefore contrary to Protestant principle. Our conservative leaders hold fast to the idea that the denominational ORGANIZATION will always be protected by the Lord regardless of what she does. This is blatant Catholic principle. Yet in the events taking place within the denominational organization today, there is no class within the Seventh-day Adventist Church which is more humiliated before all of heaven and earth than is this class: the conservative minister.

Soon these conservative ministers will witness the terrible destruction of the members of this denomination who trusted in their guidance, and these men will realize quite keenly the part they played in the forthcoming tragedy. The terrible embarrassment which will take place will be worse than what Captain Smith suffered on the night the Titanic foundered, for this embarrassment will involve eternal consequences. These conservative men will soon realize what the price is for sitting pretty while

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'Christ-centered' men push heresy and become alarmed when true Seventh-day Adventists try to remove it, actually expelling them through 'criticism' and smear campaigning. These conservative men will find out the price for sitting pretty while our invaders connect this denomination to that person whom the Word of God tells us Christ will destroy with the Spirit of His mouth when He comes the second time: the man of sin.

Captain E.J. Smith had a large part to play in the destruction of the Titanic. So have our conservative ministers already played a large and retroactive role in the precarious situation the denomination is in today. Just as Captain Smith was guilty of disregarding multitudinous warnings about the danger that lurked in the path of his journey, so our conservative ministers are guilty of disregarding the many evidences shown to them that their colleagues are the men of the Vatican: the Jesuits. So have they rejected the warnings that 'the ship'--the Seventh-day Adventist Church organization is NOT unsinkable. None of this would have happened had they retained faith in the reliability and relevancy of the Spirit of Prophecy in this end time.

The final analysis or results of the inquiries performed by Senator Alden Smith were direct and uncompromising, yet Senator Smith realized a problem when being too plainspoken regarding the unfortunate results stemming from the actions of Captain E.J. Smith:

"The senator reviewed the ice warnings sent to the Titanic by the Baltic, Amerika, and Californian, and documented a fact the surviving senior officers of the Titanic had adroitly downplayed--that ice is a well-known hazard to navigation. He then moved toward the culpability of the Titanic's late commander. The 'heroism' of Captain E.J. had been praised from nearly every American and British pulpit, and introducing the inescapable fact of the captain's negligence was going to be a matter of the utmost delicacy. William Alden approached the task by adopting the sepulchral rhetoric of the clergy." -- Ibid. pg. 287.

Here we see that it is a well-known fact that heresy is a hazard to true religion just like icebergs are to navigation: something our conservative leaders who formerly blessed this denomination now cannot seem to understand when appeals come to them to do something to stop this unrelenting heresy their colleagues are determined to defend to the death all throughout our structure. These conservative leaders keep telling us that the 'ship'--the Seventh-day Adventist Church organization is invincible. They constantly acknowledge that bad things are happening within the denominational establishment, but their mouths continually reverberate the same damning expressions: 'prophecy says all this will happen. We just have to keep our eyes on the Lord and tend to our own salvation.' 'Don't worry: 'God will pilot this ship safely into port!' They are completely and willingly ignorant of what prophecy states will happen to them--to all those who are 'settled on their lees.' They forget easily what happened to the Children of Israel for permitting Achan to remain among them, and that how their mission against Ai was thwarted due to the existence of just that one man in the camp. What therefore will happen to our mission?

What a tremendous embarrassment appears when it is obvious that their new theology, Vatican-loving colleagues who victoriously push these impressions upon them are intelligent enough to understand that they are ridiculous! Here these new theology leaders are constantly demonstrating their great concern over independent ministries in our periodicals consistently in the faces of our conservative leaders, and a bell does not ring in the minds of our conservative leaders that their new theology colleagues do not believe that 'the church' is invincible! These new theology men preach everywhere that heresy cannot destroy this church, not to mention anything else, but reform makes them become alarmed!

## Titanic: The Parable

Yet the case of the veteran conservative minister and church leader must be handled delicately especially while there is still time to save the precious souls who have been buried in every form of deception by the men of new theology and since they still have a great deal of power and influence. Senator Smith noted:

"Captain Smith knew the sea, and his clear eye and steady hand had often guided his ship through dangerous paths. For forty years storms sought in vain to vex him or menace his craft. . . .

Each new advancing type of ship built by his company was handed over to him as a reward for faithful services and as an evidence of confidence in his skill. Strong of limb, intent of purpose, pure in character, dauntless as a sailor should be, he walked the deck of this majestic structure as master of her keel.

Titanic though she was, his indifference to danger was one of the direct and contributing causes of this unnecessary tragedy--while his own willingness to die was the expiating evidence of his fitness to live. Those of us who knew him well, not in anger but in sorrow, file one specific charge against him: *OVERCONFIDENCE AND NEGLECT TO HEED THE OFT-REPEATED WARNINGS OF HIS FRIENDS.*" -- Ibid. p. 287-288. [Italics supplied]

The history of these conservative leaders is without question. They have labored hard and brought many into the faith. At the climactic point of the labors of these men, when they passed by, the Vatican trembled. We today struggle in vain to get these men to take their minds off of retirement and put it on the precious souls who are being destroyed by their deceptive and traitorous colleagues. Yet notice that after 40 years of service, ministers retire. In this case, Captain Smith was forced to retire after 40 years of successful service.

## **GOD WILL PILOT THIS SHIP SAFELY INTO PORT, PART IV**

(The Message God Left the SDA Church in the R.M.S. Titanic)

We struggle to get Captain Smith in our figurative day to realize that we are in an area infested with icebergs and that he had better get out of the Saloon of retirement and out of his pajamas. Yet they cannot seem to realize that we who are giving them the warnings are their friends.

"A fearful responsibility is resting upon Brother G. While professing to be a shepherd he suffered the devourer to enter the flock, and looked on while the sheep were torn and devoured. God's frown is upon him. He has not watched for souls as one who must give account." -- 1T p. 232.

The results of this nonchalant attitude unreasonably trusting in God to do their established duty to protect the flock for them will surely shortly be seen. The members of the Seventh-day Adventist Church will not understand what will shortly hit them, and they will wind up putting a large part of the blame upon these conservative leaders. The convicting narrative of Captain E.J. Smith continues:

"The mystery of his indifference to danger, when other and less pretentious vessels doubled their lookout or stopped their engines, finds no reasonable hypothesis in conjecture or speculation. Science in shipbuilding was supposed to have attained perfection and to have spoken her last word. Mastery of the ocean had at last been achieved. And overconfidence seems to have dulled the faculties usually so alert. With the atmosphere literally charged with warning signals and wireless messages registering their last appeal, the stokers in the engine

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room fed their fires with fresh fuel, registering that dangerous place her fastest speed." -- The Titanic, End of a Dream. Wyn Craig Wade, pg. 288.

A similar condemnation rested with a number of the steerage passengers aboard the Titanic. What did many of them do when they discovered that the ship was in trouble?

"Hundreds [of steerage passengers] were in a circle with a preacher in the middle, praying, crying, asking God and Mary to help them. They lay there still crying till the water was over their heads. They just prayed and yelled, never lifting a hand to help themselves. They had lost their own will power and expected God to do all the work for them." -- Ibid. p. 278.

This clearly represents those who throw their hands up and say, 'What can I do? What can I do?' The least that can be done is to warn and make sure that no one is left deceived: to warn and enlighten. The next step would naturally be to protest and rebuke. All instruction is given to us especially in the Spirit of Prophecy.

The last important and very startling aspect about the Titanic which parallels the events taking place around the Seventh-day Adventist Church organization in these last crucial days revolves around how the Titanic confronted the iceberg.

I invite you to remember the specific instruction given by the Lord to Ellen White through a vision which wound up being the policy that preserved the denomination to this day. The Lord ordered her and the faithful leaders to "MEET IT!" He was in other words saying, "BE PROTESTANT!"

"The divine instruction was to 'meet it'--hit it head-on. There would be a bone-jolting collision; everyone aboard would be shaken, but the ship would remain afloat. Hit the obstacle a glancing blow, and one would only open a gash into which the sea would flood uncontrollably. . . . The lesson in the symbol is crystal-clear: many of the dangers the church will face are hidden beneath the surface, disclosed only by a few indicia that are just the tip of a larger iceberg. These are the deadliest threats of all, and in Ellen White's vision they were met by hitting the obstacle head-on, with all the force the church could muster." -- Omega, pg. 81.

Question therefore is, 'How did the Titanic meet the iceberg on that fateful night?' The evidence shows clearly that the Titanic in the short time allotted to her for action, attempted to veer away from the iceberg.

Now listen closely to what was discovered about the way the Titanic met the iceberg compared to how she should have met it described by our author; for this became a major issue although it did not become a major controversial one during the hearings which took place after the disaster:

"Murdoch [the first officer] evidently saw the mass of ice practically at the same time as the lookout men (this is highly debatable) and shouted, 'Hard astarboard, full speed astern!' His idea was to swing her stem clear and then put the helm hard over the other way and so swing her stern clear. Even so, as long as Murdoch was trying to veer out of the iceberg's way, why had he 'jammed on the brakes,' so to speak, by throwing the engines full speed astern?" [this meant that he put the engines in reverse] -- The Titanic, End of a Dream, pg. 181.

The 1910 edition of Knight's Modern Seamanship clearly contraindicates such action. --- Ibid. pg. 181.

The policy of officer Murdoch was to send the ship engines into reverse in order to slow her down, and at the same time to veer away from the iceberg.

The end result was that the iceberg scraped a gash in the starboard side of the vessel by the bow and that this was not only the cause of the loss of the ship, but also responsible for the many lives that were

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lost as we will soon see. Yet at that time it was made clear by all responsible authorities investigating the accident that the ship would have survived the incident had she done just what the Lord told Ellen White and other leaders to do about the apostasy that was confronting the denominational establishment at the turn of the century:

"In the past, other ships had experienced severe blows with icebergs and survived. The Arizona, a famous case in 1879, the Donaldson liner Concordia in 1899, the Kron-Prinz Wilhelm in 1907, and the Columbia just the past year had all rammed headlong into North Atlantic bergs. Their stems had all crumpled like tinfoil, but the forward bulkheads had held and they were relatively unharmed. Indeed, there was no case in current recollection of any sizable ship going down as a result of an iceberg." -- Ibid. pg. 32.

"During the first hearing after the disaster, the chairman of the White Star Line and the owner of the ship, J. Bruce Ismay, commented clearly, 'If this ship had hit the iceberg stem on, in all human probability she would have been here today.'"

At a later time, those words returned to the memory of Senator Smith:

"Senator Smith couldn't forget Ismay's New York testimony that had the ship rammed the berg head on, it would not have foundered; and this contention was subsequently verified by marine engineers. Although Joseph Conrad would vigorously deprecate such a proposed course of action, there is evidence that--in the Titanic's case--this course would have been not only justifiable but obligatory. Lookout Frederick Fleet had testified to the effect that the iceberg had been seen very late. The lookouts had been given no binoculars. Also, the lack of definition between horizon and sky and the absence of a swell prevented the iceberg from being seen until it was very close at hand. Most authorities agreed that the ship was practically upon the berg when Murdoch took evasive action; for such dire situations, the recommendations of Knight's *Modern Seamanship* (1910) are again explicit: . . . so far as other considerations of law and seamanship permit, any vessel in danger of collision . . . should present her stem to the danger rather than her broadside." -- Ibid. pg. 183.

Today we cannot see the icebergs because of the darkness our strange visitors put upon us in engulfing us in all this wind of doctrine they label 'diversity.' Through this concept, and by suppressing our present truth doctrines and our interest in end-time events, they have effectively taken away our 'binoculars.' In the vision of Ellen White, the ship was in a dense fog. History shows us that the foundering of the Titanic took place on a crystal clear night. It should be noted that at the time the Titanic foundered, the pluralism and relativism prevalent today and mislabeled "diversity" were hardly around. The fog more than anything else represents our day than the day in which the Titanic foundered.

This idea of 'diversity' is indeed the disease of the entire world falling to the greatest deception of the history of mankind: a New World Order. We today cannot see the defining line between horizon and sky which separates the world from heaven. Nevertheless the recommendations of Knight's *Modern Seamanship* (1910) continues by stating:

"The first impulse of many officers in such a situation is to turn away from the danger, and at the same time to reverse the engines with full power. This course is much more likely to cause collisions than to prevent them. It may be right for [the ship] to turn away, if the emergency is such as to call for any actions on her part; but if she does this, so far from reversing the engines, she should if possible, increase her speed as her whole effort must be directed to getting [out of the way of the obstacle] as quickly as possible . . . To turn away and slow is the surest possible way of bringing about collision." [Italics in original.] -- pgs. 181, 182.

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Notice how this is directly the advice given by the Lord to Ellen White which would guarantee that the denominational organization would remain afloat. The question we need to ask today therefore is, WHAT APPROACH ARE WE AS A PEOPLE TAKING IN LIGHT OF THE MANY ICEBERGS WHICH STAFF OUR RESPONSIBLE POSITIONS TODAY?

Wherever I go I am always told, "Move away! Move away from trouble!" "Don't rock THE BOAT!" "Don't cause trouble!" I am told not to confront the cause of the trouble, but to just step aside and move away EVEN BY FELLOW HISTORIC ADVENTISTS! The fact that even Historic Adventists are intent to follow this path doesn't leave much hope for the denominational establishment. We were commanded that we are to confront these men directly with our weapons: with the Word of God. Once we free God's word from their destructive concepts of diversity, it will possess enough power to defeat our agents of Satan, and save our church.

Remember however what Lewis Walton stated would happen if we obey the command of the Lord and hit the heresy and heretics directly:

"There would be a bone-jolting collision; everyone aboard would be shaken, but the ship would remain afloat." -- Omega, p. 81.

Since the Titanic did not hit the iceberg head-on, notice what ultimately happened to the lives of those who were on board as described by Senator Alden Smith in the conclusion of the investigation of the Titanic disaster:

"At that moment the ice, resistless as steel, stole upon her and struck her in a vital spot, while the last command of the officer of the watch in his effort to avert disaster, distracted by the sudden appearance of extreme danger, sharply turned aside the prow--the part best prepared to resist collision--exposing the temple to the blow. At the turn of the bilge, THE STEEL ENCASEMENT YIELDED TO A GLANCING BLOW SO SLIGHT THAT THE IMPACT WAS NOT FELT IN MANY PARTS OF THE SHIP. . . . [MANY] OF THE PASSENGERS AND CREW DID NOT EVEN KNOW OF THE COLLISION UNTIL TARDILY ADVISED OF THE DANGER BY ANXIOUS FRIENDS, and even then official statements were clothed in such confident assurances of safety as to arouse no fear. The awful force of the impact was well known to the master and builder, Mr. Andrews, who from the first must have known the ship was doomed and never uttered an encouraging sign to one another. Neither ever adjusted a life belt to himself. The builder, whose heart must have broken when he realized he had not prepared that ship to resist a blow so dangerous, seemed to have been quite willing to go down with the ship.

There is evidence to show that no final warning was given by any officer. . . . No general alarm was given, no ship's officers formally assembled, no orderly routine was attempted or organized system of safety begun. Haphazard, they rushed by one another on staircase and hallway, while men of self-control gathered here and there about the decks, helplessly staring at one another or giving encouragement to those less courageous than themselves." -- The Titanic, End of a Dream, pg. 289.

"No sufficient tests were made of boilers or bulkheads or gearing or equipment, and no lifesaving or signal devices were reviewed. Officers and crew were strangers to one another (and passengers to both); neither was familiar with the vessel or its implements or tools. No drill or station practice or helpful discipline disturbed the tranquility of that voyage; AND WHEN THE CRISIS CAME, A STATE OF ABSOLUTE UNPREPAREDNESS STUPEFIED BOTH PASSENGERS AND CREW. AND IN THEIR DESPAIR, THE SHIP WENT DOWN CARRYING AS NEEDLESS A SACRIFICE OF NOBLE WOMEN AND BRAVE MEN AS EVER CLUSTERED ABOUT THE JUDGMENT SEAT IN ANY SINGLE MOMENT OF PASSING TIME. . . ." -- Ibid. pg. 287.

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Many of the crew of the ship--also partly embarrassed by what had happened and who desired to create no panic--did not properly state the urgency of the situation to the passengers. Most all their efforts were early to render a 'peace and safety' message to the people. They exerted effort so as not to arouse any fear. Notice that no general alarm was given and that the officers were never formally assembled, nor did they enjoy the benefit of any orderly routine. This coincides with what the loyal Historic Adventists have been saying all along which those who are the cause of the trouble have been secretly opposing:

15 Blow the trumpet in Zion, sanctify a fast, call a solemn assembly: 16 Gather the people, sanctify the congregation, ASSEMBLE THE ELDERS, gather the children, and those that suck the breasts: let the bridegroom go forth of his chamber, and the bride out of her closet. 17 Let the priests, the ministers of the Lord, weep between the porch and the altar, and let them say, Spare they people, O Lord, and give not thine heritage to reproach, that the heathen should rule over them. . . -- Joel 2:15-17.

Notice that the very way the Titanic met the iceberg created no stir among the passengers and therefore did not provide for them the right understanding nor frame of mind to meet the terrible emergency. Notice also how the 'wonderful' diversity on the Titanic encouraged matters:

"Second, compared with first or even second class, there were far fewer stewards to assist in organizing and directing the steerage passengers. THE NUMEROUS LANGUAGE BARRIERS ONLY HEIGHTENED THE CONFUSION. Berk Pickard, Smith's witness from the Hebrew Immigration Society, recounted the confusion: 'There were no doors locked to prevent us from going back. I did not take much notice of it, and I went on deck. The other passengers started in arguing. One said that it was dangerous and the other said that it was not. One said white and the other said black.'"

If we take the advice from this series of articles, we will follow the actions of Berk Pickard, who here in the same breath, tells us how he solved this problem of confusion:

"Instead of arguing with those people, I instantly went up to the highest spot." -- The Titanic, End of a Dream, p. 277.

Remember that Historic Adventists are not bound to diversity. They don't believe that any of the prophets, apostles, saints, nor Jesus Christ Himself set their flocks into debating. Yet what many of you can't seem to understand is that our new theology leadership who teach you about and press this diversity upon you ALSO ARE NOT BOUND BY DIVERSITY, NOR DO THEY BELIEVE IN IT! They are here to war against us as Historic Adventists, and we war against them. It is you--the general population of Seventh-day Adventists--who are on a plane below us, for you have allowed the new theology leadership to deceive you into accepting diversity. They endeavor to use you as a tool against us in aiding the destruction of our faith. The diversity is designed to disarm you. It is just you in the middle who are between the warring factions--one fighting to save Adventism, and the other fighting to destroy it. Both of these conflicting groups do not believe in diversity: only you do. The ones who taught you the diversity are the enemies of the faith. Do you know who they are?

You more trend to support the enemies of the faith, for their constant concern is now as always: power and authority. Because they have the power and authority--the seats of those who were guardians of the faith--you trust to their guidance not rightly comparing them to the Word. True Adventists are not interested in acquiring such things, for the Scriptures tell us that if we would be greatest in the kingdom of heaven, we would become more like servants. Brethren, we are living the Protestant Reformation over again!

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What therefore are we as a people going to do? Are we going to learn and heed the message? Are we going to learn that nothing is indestructible apart from the directions the Lord has established? Are we going to be able to understand that the only way Satan was often been able to destroy the people of God was to separate them from the principles and directions the Lord laid down for them? I can't destroy the Seventh-day Adventist Church by bankrupting her. I can only destroy her by separating her from the principles her Master has laid out for her. Are we going to take our trust from the directions the Lord has given us throughout our history and put it on our structures, and administrators? That is the choice we must make quickly one way or the other: Will we allow the Titanic to sail with the goal of impressing the Lord? or will we run her full speed ahead into an iceberg field in order to impress the world? The Titanic sailing? or the Titanic sunk. The denomination sailing into port, or foundering. The denominational organization confirmed, or the denominational establishment keeping Sunday: the 'abomination of desolation.' That is our choice!

"Of contributing causes there were very many. In the face of warning signals, speed was increased; and messages of danger seemed to stimulate her to action rather than persuade her to FEAR." -- The Titanic, End of a Dream, pg. 287.

"It was E.J. who neglected to pay sufficient heed to numerous ice warnings, who neglected to reduce the speed of the ship, who neglected to post extra lookouts in the eyes of the ship, and who neglected to inform his officers of the gravity of the situation before they loaded the lifeboats. His was the negligence of following his own experience. There was also the responsibility of the officer of the watch, William M. Murdoch, who, seeing the iceberg virtually upon him, WENT 'AGAINST THE BOOK' IN REVERSING THE ENGINES AND SHIFTING THE HELM. His was the negligence of following his own instincts. Negligence arising from such simple misjudgement is paltry gratification indeed, and we have therefore sought evidence of more sinister motives." -- Ibid. pg. 321.

Witnesses stated that officer Murdoch shot himself in the head after placing some of the passengers into the lifeboats. You can imagine why he would do that when he understood that the ship was doomed and that it was largely on account of his disregard of the stated rules of evasive action when confronting an iceberg in that situation. The whole thing was yet no little embarrassment. He knew many lives would be lost and may also have felt that life would not be comfortable for him when asked to account for his actions by the British and American governments. Even if these did not trouble him for answers, surely his own conscience did. Murdoch and E.J. represent all too clearly the conservative minister and church official.

We are now upon the heels of an infinitely more appalling tragedy which can yet be averted if we act correctly and quickly.

"Amid static and jamming by amateur operators, Sarnoff managed to detect the faint signals of the Olympic, 1,400 miles out at sea. The message was concise, authoritative, and meticulously telegraphed: The Titanic had foundered at 12:47 A.M., New York time, and her only known survivors, about 675 people, were aboard the Carpathia now bound for New York.

The news was appalling. The paragon of the world's technology, the floating palace, the 'practically unsinkable' ship had indisputably sunk. Nearly two thousand of her passengers and crew had gone to an unspeakable death. It was the worst marine disaster in history. IT WAS A WHOLESOME SLAUGHTER OF INNOCENTS TOO UNTHINKABLE FOR ITS AGE. In after years, nothing--no event in any of the wars of the twentieth century--would equal the Titanic disaster in the breadth of its shock or the depth of its pathos." -- The Titanic, End of a Dream, pgs. 34, 35.

There is something yet coming which will infinitely rival the experience of the Titanic.

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"The IMM (International Mercantile Marine) White Star office was now besieged by phone calls from across the nation and by telegrams from all over the world. By nightfall, a steady stream of visitors began trooping to the office. P.A.S.. Franklin (vice-president and general manager of IMM), deliriously optimistic, would hold on to the end." -- Ibid. pg. 35.

"By midnight, Franklin was weeping. 'I thought her unsinkable,' he sobbed, 'and I based my opinion on the best expert advice. I do not understand it.'" -- Ibid. pg. 35.

And so it is that whenever any institution wars against the Lord, the Lord ultimately makes a complete end of that institution in His own time. Where is ancient Babylon today? Was she not a glorious city? She is now destroyed. Who can now rebuild her?

The Titanic is on the bottom of the ocean today. Who can bring her back up? Oh yes, people have considered and thought about accomplishing this feat. Is there anyone who can actually lift up what God has laid to rest?

He will turn again, he will have compassion upon us; he will subdue our iniquities; and thou wilt cast all their sins into the depths of the sea. -- Micah 7:19.

We are here told that the Lord will put our sins into a place where they will never return nor be retrieved again if we repent before Him. The Titanic is in a place where she will never be retrieved again. Would we like our establishment to join her? Are we going to continue to fund apostasy and the worldwide persecution of God's people?

The Titanic: a lesson-book for our people and for the end-time. A lesson for the generations advancing into science and the outer limits of human probation. It is a lesson for our church, for the other churches, for the United States of America and for the rest of the world. The choice of our future rests with us. Will we follow the book? or trust to the humans?

"There was peace, and the world had an even tenor to its way. True enough, from time to time there were events--catastrophes--like the Johnstown Flood, the San Francisco Earthquake, or floods in China--which stirred the sleeping world, but not enough to keep it from resuming its slumber. It seems to me that the disaster about to occur was the event, which not only made the world rub its eyes and awake, but woke it with a start, keeping it moving at a rapidly accelerating pace ever since, with less and less peace, satisfaction and happiness. . . . To my mind the world of today awoke April 15, 1912." -- John B. Thayer, Titanic passenger. Ibid. pg. 10.

Let us wake up by ourselves, without the aid of a disaster.

"Indeed, every tragically ironic circumstance would have been held to contribute to the rebuke of overweening pride. For the Titanic was the incarnation of man's arrogance in equating size with security; his pride in intellectual (apart from spiritual) mastery; his blindness to the consequences of wasteful extravagance; and his superstitious faith in materialism and technology. What is really alarming, however, is how much these pitfalls still typify the Western--especially the English-speaking--world of today in the Age of Anxiety. As long as this self-same Hubris is with us, the Titanic will continue to be not just a haunting memory of the recurrent past but a portent of things to come: a Western apocalypse, perhaps, wherein the world, as Western man has known and shaped it, IS UNDERMINED FROM WITHIN, NOT OVERCOME FROM WITHOUT; and ends not in holocaust but with a quiet slip into oblivion." -- Ibid. pg. 323.

Let us now find out what happened to the ship of the alpha: the Olympic, and compare it with what happened to the ship of the omega: the Titanic:

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"The Olympic was taken back to Harland and Wolff after the disaster and rebuilt at the cost of 250,000 pounds. Her double bottom was extended up the sides and her bulkheads raised. After rebuilding, she was able to withstand flooding in six compartments, rendering her impervious to the damage that had sunk the Titanic. She returned to service in 1913 and, as the Titanic's sister ship, enjoyed much favor by enthusiastic tourists who vicariously relived aspects of the disaster on her decks: 'Isn't this the boat that Ismay left in?' 'Isn't this where Mrs. Straus remained with her husband?'"

### NOW NOTICE THIS VERY CRUCIAL PARAGRAPH:

"During World War I, the Olympic became a troop transport. In May 1918, she was attacked by a U-103.

**SURPRISINGLY, SHE TURNED AROUND, RAMMED, AND SANK THE U-BOAT** and was promptly dubbed 'Old Reliable.' a name that stuck. In 1919, she became the first large Atlantic liner to become oil fired.

On May 16, 1934, the Olympic accidentally collided with and sank the Nantucket lightship in a dense fog off the New England coast. All seven of the lightship's crew were lost, and the U.S. government sued the White Star Line. Shortly thereafter, the Olympic was removed from service. In September 1935, she was sold to the wreckers and broken up. (Parts of her fittings may be found today in London pubs.) Her lifetime was in striking contrast to that of her more elegant sister ship, and one of her commanders called her 'the finest ship in my estimation that has ever been built or ever will be.'" -- Ibid. pg. 329.

Notice here how the Olympic rammed the U-boat--**HEAD ON**--during World War I? No wonder she far outlived her rival sister. She obeyed the command of her Lord!

Let's now get some greater detail on what has become of her rival sister:

"The Titanic rests on the bottom of the North Atlantic on a gently sloping, Alpine-like seascape overlooking a small canyon. She is 13,120 feet deep in the water, south of the Point of the Grand Banks of Newfoundland. Her stem faces north. The pressure at the depth at which she reposes is two tons to the square inch. This would have crushed any air-filled, nonporous receptacles like tissue paper; however, bottles of wine are intact, and eggs would also have withstood the pressure and still be edible, though salty, today. At the depth where she lies, **THERE IS NO SUNLIGHT, VIRTUALLY NO OXYGEN**, and a constant water temperature of twenty-eight to thirty-two degrees; the salinity is lower than that of surface water, and rust is not so severe. All these factors have kept the ship in a remarkable state of preservation. Nevertheless, her astounding headstand before foundering has rendered her internal fixtures an unholy mass of ruptured, twisted metal and mangled debris; and her descent to the bottom has separated the stern from the rest of the ship." -- Ibid. pg. 331.

The Titanic is located at the nautical position 41 degrees, 46 minutes North, 50 degrees, 14 minutes West.

"One cannot avoid strange thoughts as to the destiny of the very material that expressed all this wealth and luxury--the silver plate, the beautiful china, the hot-house flowers, the Jacobean panelings, the Louis XV suites, the tapestries, the brocades, the rare polished woods and inlays, the clothes from Paris, the diamonds and the gold--all within the space of an hour or two converted into an indescribable mess and mush of lumps and fibres under the stupendous pressure at the ocean bed. . . . And strange it is to think that among the many lovely works of man crushed out of recognition by that mighty two-mile pressure, the only practically indestructible things are the diamonds, the last expression in material of human wealth; and

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that they will lie there for ever, valuable no more, beautiful no more, harmful no more." -- Filson Young

This will yet be a haunting thought to the leaders of the church of the omega: the church of the alpha is still alive, just like the ship of the alpha is still alive; and the message which she was committed to advance is what will destroy those who turned the church against her mission.

END

Editor's Notes: Recently I saw a few more facts of interest in the parable of the TITANIC.

First: she had a false funnel and two false whistles that had only the purpose to make her 'look better' to outsiders.

Second: Her whistle wasn't blown to awake the people to the danger when she was wounded and sinking; instead the time consuming method of knocking on doors was used; there were rules that the whistle should not be blown as it might upset the people!!! Titanic's whistles were only sounded 15 times. The last time was in a special 'whistle blowing ceremony' just a few years ago when they had been recovered from the bottom of the sea!

Also there may be meaning in the blue diamonds that went down with her; they are indestructible as are God's truths but they are lost to the world. What a jewel our truths would have been to the world if only we had practiced what God had directed.

Just as germs can only come into a body that is already sick and compromised from the breaking of Gods laws of health- so the infiltrates of the armies of the Vatican, and Satan's 'germs', could only penetrate where the body was already sick and compromised. temcat