Figure 2.0 Exhibition map for *Partners* (Passage Two)
Figure 2.1 Giulio Paolini, *Mimesi*, 1975–76 (installation view)
Figure 2.2 Giulio Paolini, *Mimesi*, 1975–76 (detail)
Figure 2.4  Hanne Darboven, *Ansichten >82<*, 1982 (detail)
Figure 2.5  Hanne Darboven, *Ansichten >82<*, 1982 (installation view)
Figure 2.6  Hanne Darboven, *Ansichten >82<*, 1982 (installation view)
Figure 2.7  Hanne Darboven, *Ansichten >82<*, 1982 (installation view)
Figure 2.8  Hanne Darboven, *Ansichten >82<*, 1982 (installation view)
Figure 2.9 Ydessa Hendeles, *Ships (The Zeppelin Project)*, 2002 (installation view)
Figure 2.10  Ydessa Hendeles, *Ships (The Zeppelin Project)*, 2002 (detail)
Figure 2.11 Ydessa Hendeles, Ships (The Zeppelin Project), 2002 (detail)
Figure 2.12  Ydessa Hendeles, *Ships (The Zeppelin Project)*, 2002 (detail)
Figure 2.13  Ydessa Hendeles, Ships (The Zeppelin Project), 2002 (detail)
Figure 2.14  Ydessa Hendeles, *Ships (The Zeppelin Project)*, 2002 (detail)
Figure 2.15  Ydessa Hendeles, *Ships (The Zeppelin Project)*, 2002 (detail)
Figure 2.16 Ydessa Hendeles, *Ships (The Zeppelin Project)*, 2002 (detail)
Figure 2.17  Ydessa Hendeles, Ships (The Zeppelin Project), 2002 (detail)
Figure 2.18  Ydessa Hendeles, Ships (The Zeppelin Project), 2002 (detail)
Figure 2.19  Ydessa Hendeles, Ships (The Zeppelin Project), 2002 (detail)
Figure 2.20  Ydessa Hendeles, *Ships (The Zeppelin Project)*, 2002 (installation view)
Figure 2.21  Ydessa Hendeles, *Ships (The Zeppelin Project)*, 2002 (detail)
Figure 2.22  Ydessa Hendeles, Ships (The Zeppelin Project), 2002 (detail)
Figure 2.24  Ydessa Hendeles, Ships (The Zeppelin Project), 2002 (detail)
Figure 2.25  Ydessa Hendeles, Ships (The Zeppelin Project), 2002 (detail)
Figure 2.26  Ydessa Hendeles, *Ships (The Zeppelin Project)*, 2002 (detail)
Figure 2.27 Ydessa Hendeles, *Ships (The Zeppelin Project)*, 2002 (detail)
Figure 2.28  Ydessa Hendeles, *Ships (The Zeppelin Project)*, 2002 (detail)
Figure 2.29  Ydessa Hendeles, *Ships (The Zeppelin Project)*, 2002 (detail)
Figure 2.30  Ydessa Hendeles, *Ships (The Zeppelin Project)*, 2002 (detail)
Figure 2.31  Associated Press, Sixteen photographs of the *Hindenburg disaster*, Lakehurst, New Jersey, 1937
Figure 2.32  Associated Press, Hindenburg disaster, 1937 (“OVER NEW YORK BEFORE DISASTER. New York, May 6 – The giant German ‘pride of the air,’ the zeppelin, Hindenburg, burst into flames in an attempted landing at Lakehurst, N.J., a few hours after this picture was taken as she sailed serenely over New York City.”)
Figure 2.33  Associated Press,  
_Hindenburg disaster_, 1937  
(“AS DISASTROUS EXPLOSION BEGAN. Lakehurst, N.J., May 7 – This picture was taken as the disastrous blast which wrecked the Hindenburg, Germany’s silver queen of the skies, began. Smoke may be seen coming from the rear part of the huge craft.”)
Figure 2.34  Associated Press, Hindenburg disaster, 1937 ("STRIKING SHOT OF FLAMING ZEPPELIN. Lakehurst, N.J., May 6 – Bursting into flame as it nosed toward the mooring post at the Naval Air Station here the giant German zeppelin, Hindenburg, was caught by an Associated Press photographer on scene for the docking. The number of fatalities had not been determined.")
Figure 2.35 Associated Press, Hindenburg disaster, 1937 ("HINDENBURG CRASHING TO EARTH. Lakehurst, N.J., May 6 – Her nose to the ground her tail in the air, the flaming giant zeppelin, Hindenburg, crashes to the earth, a mass of ruins after an explosion rent her in mid-air. The number of fatalities was undetermined.")
Figure 2.36  Associated Press, Hindenburg disaster, 1937 ("FLAMING SHIP HITS THE GROUND. Lakehurst, N.J., May 6–The flaming Hindenburg hits the ground after an explosion in mid-air destroyed the giant German lighter-than-air ship. The crew was making ready to nose her into the mooring mast at the Naval Air Station here when the explosion occurred. Fate of her 31 passengers and 69 crew was undetermined.")
Figure 2.37 Associated Press, Hindenburg disaster, 1937 (Top: “FLEE FLAMING AIRSHIP. Lakehurst, N.J., May 7 – As the flaming air-
ship Hindenburg crashed toward the ground here last evening, members of the ground crew and spectators raced with death as they fled
the spot on which the craft would fall.” Bottom: “SURVIVOR FLEES BURNING AIRSHIP. Lakehurst, N.J., May 7 – As the blazing
Hindenburg struck the ground here early last night, a survivor (lower right) dashed from the inferno of twisted steel. Meanwhile, rescuers
rushed forward to pull other passengers and crew members to safety. This picture is one of the most dramatic made as the luxury liner
was reduced to ruins.”)
Figure 2.38  Associated Press, Hindenburg disaster, 1937 (Top: “CLOSE-UP OF THE FLAMING WRECKAGE SHOWN. Lakehurst, N.J., May 6–The majestic Hindenburg, giant German zeppelin, is seen in a close-up of the flaming skeleton after she caught fire and exploded in mid-air. Fate of the 100 members of crew and passengers was undetermined.” Bottom: “BURNING SHIP SHOWN FROM DISTANCE. Lakehurst, N.J., May 6–The flaming skeleton of the ill-fated zeppelin, Hindenburg, which had just completed its first transatlantic voyage of the year, is shown in a picture taken from a distance. The Navy Department reported early tonight that it was informed at least 48 persons were known dead.”
Figure 2.39 Associated Press, *Hindenburg disaster*, 1937 (Top: “Lakehurst, N.J., May 7 – Tangled aluminum girders of what was once Germany’s silvery ‘queen of the skies’ remained at glowing hot temperature hours after the hydrogen-filled bag exploded in mid-air. The Hindenburg had just completed its first transatlantic trip of the season and was nosing toward its mooring mast.” Bottom: “NAVY MEN GUARD WRECKED ‘HINDENBURG’. Lakehurst, N.J., May 7 – Sailors march out to guard the twisted ruins of the zeppelin Hindenburg today. The huge German airliner crashed to the naval air station last night seconds before she was to anchor to her mooring mast.”)
Figure 2.40 Associated Press, Hindenburg disaster, 1937 (Top: “EARLY MORNING VIEW OF WRECKAGE. Lakehurst, N.J., May 7 – Here is a striking view of the wreckage of the giant airship, Hindenburg, taken shortly after dawn today. The ship exploded and fell to the ground in flames last evening.” Bottom: “SEARCH HINDENBURG WRECKAGE. Lakehurst, N.J., May 7 – Navy men today searched the debris which yesterday had been the transatlantic flying airship Hindenburg for bodies and valuables.”)
Figure 2.41  Associated Press, *Hindenburg disaster*, 1937 ("SURVIVORS NAMES POSTED ON BOARD. Lakehurst, N.J., May 7 – Here is the bulletin board on which the names of survivors of the Hindenburg disaster are being posted as quickly as they definitely are ascertained to be among the living. Grouped around the board are anxious relatives and friends of persons listed as missing. The death toll in the crash of the airship exceeded 30.")
Figure 2.42  Associated Press, Hindenburg disaster, 1937 (Top: "INQUIRY BOARD INSPECTS WRECKAGE. Lakehurst, N.J., May 10 – Following hearing the testimony in the Hindenburg disaster investigation the U. S. Department of Commerce Inquiry Board inspected the wreckage of the giant German airship." Bottom: "SURVIVORS OF HINDENBURG CREW. Lakehurst, N.J., May 9 – Surviving members of the crew of the ill-fated zeppelin Hindenburg photographed today at the Naval Air Station here. Center (white cap) is Rudolph Sauter, chief engineer. Front row (black cap) Heinrich Bauer, watch officer. Youngster (center front row), 18-year-old Werner Franz, cabin boy. Several members of the airship's crew are wearing U.S. Marine summer clothing furnished them to replace clothing burned from many of their bodies as they escaped from the flaming dirigible.")
Figure 2.43  Luciano Fabro, Italia d’oro, 1968–71 (installation view)
Figure 2.44  Luciano Fabro, *Italia d’oro*, 1968–71 (installation view)
Figure 2.45 Luciano Fabro, *Italia d'oro*, 1968–71
THE RESPONSE OF AN OBJECT TO CONTACT SUFFICIENT TO LEAD TO A CHANGE IN INHERENT QUALITY (VIS INERTIAE)

LA RÉACTION D'UN OBJET AU CONTACT SUFFISANT A ENTRAINER UN CHANGEMENT DE QUALITÉ INHÉRENTE (VIS INERTIAE)
Figure 2.47 Lawrence Weiner, *Catalogue #471*, 1980, and Malcolm Browne, *Sacrificial Protest of Thích Quảng Đức*, June 11, 1963 (installation view)
Figure 2.48  Malcolm Browne, *Sacrificial Protest of Thích Quảng Đức*, June 11, 1963 (installation view)
Figure 2.49  Malcolm Browne, Sacrificial Protest of Thích Quảng Đức, June 11, 1963 (1 of 9)
Figure 2.50  Malcolm Browne, *Sacrificial Protest of Thich Quang Duc*, June 11, 1963 (2 of 9)
Figure 2.51  Malcolm Browne, *Sacrificial Protest of Thích Quảng Đức*, June 11, 1963 (3 of 9)
Figure 2.52  Malcolm Browne, *Sacrificial Protest of Thích Quảng Đức*, June 11, 1963 (4 of 9)
Figure 2.54  Malcolm Browne, *Sacrificial Protest of Thích Quảng Đức*, June 11, 1963 (6 of 9)
Figure 2.55 Malcolm Browne, *Sacrificial Protest of Thích Quảng Đức*, June 11, 1963 (7 of 9)
Figure 2.57  Malcolm Browne, *Sacrificial Protest of Thích Quảng Đức*, June 11, 1963 (9 of 9)
Figure 2.58  Lawrence Weiner, *Catalogue #471*, 1980, and Eddie Adams, *Murder of a Vietcong Suspect by Saigon Police Chief (Vietnam)*, February 1, 1968 (installation view)
Figure 2.59  Eddie Adams, *Murder of a Vietcong Suspect by Saigon Police Chief (Vietnam)*, February 1, 1968 (installation view)
Figure 2.60  Eddie Adams, *Murder of a Vietcong Suspect by Saigon Police Chief (Vietnam)*, February 1, 1968 (1 of 8)
Figure 2.61  Eddie Adams, *Murder of a Vietcong Suspect by Saigon Police Chief (Vietnam)*, February 1, 1968 (2 of 8)
Figure 2.62  Eddie Adams, *Murder of a Vietcong Suspect by Saigon Police Chief (Vietnam)*, February 1, 1968 (3 of 8)
Figure 2.64  Eddie Adams, *Murder of a Vietcong Suspect by Saigon Police Chief (Vietnam)*, February 1, 1968 (5 of 8)
Figure 2.65  Eddie Adams, *Murder of a Vietcong Suspect by Saigon Police Chief (Vietnam)*, February 1, 1968 (6 of 8)
Figure 2.66  Eddie Adams, *Murder of a Vietcong Suspect by Saigon Police Chief (Vietnam)*, February 1, 1968 (7 of 8)
Figure 2.67  Eddie Adams, Murder of a Vietcong Suspect by Saigon Police Chief (Vietnam), February 1, 1968 (8 of 8)
Figure 2.68  Bruce Nauman, *Thank You*, 1992 (installation view)
Figure 2.70  Bruce Nauman, *Thank You*, 1992
Figure 2.71  Bruce Nauman, *Thank You*, 1992
Figure 2.75 On Kawara, *I AM STILL ALIVE*, 1986, 1987, from the *I AM STILL ALIVE* series, 1969–ongoing (installation view)
Figure 2.76 On Kawara, *I AM STILL ALIVE*, 1986, 1987, from the *I AM STILL ALIVE* series, 1969–ongoing
Figure 2.77 On Kawara, *I AM STILL ALIVE*, 1986, 1987, from the *I AM STILL ALIVE* series, 1969–ongoing
Figure 2.78  On Kawara, *I AM STILL ALIVE*, 1986, 1987, from the *I AM STILL ALIVE* series, 1969–ongoing
Figure 2.79  James Coleman, *Box (Ahharetturnabout)*, 1977
Figure 2.80  James Coleman, *Box (Ahhareturnabout)*, 1977