

THE OLYMPIC LIKE A CITY

New York Times

Sunday 18 June 1911

Carries 3,346 Persons

Turkish and Swimming Baths and Racket Court.

LONDON, June 10.—Engineering gives details in regard to the Olympic and Titanic, the sister ships of the White Star Line, which surpass in tonnage every other vessel now afloat. The Olympic begins her maiden voyage across the Atlantic next Wednesday, and the Titanic, recently launched at Belfast, will be put into commission later in the year. The Olympic is due at New York on June 21.

The dimensions of these 45,000-ton vessels—12,000 tons more than the Mauretania—have been given in previous dispatches, but other details will be found interesting. On each there are in all nine decks. The topmost of all, or boat deck, is about 492 feet long, and is at a height of 97 feet above the keel. The forward end constitutes the navigating bridge and contains the accommodation for the officers, for whose use a part of the promenade space is marked off. Another portion of the promenade is allocated to the engineers, and the remainder of the space is divided between the first and second class passengers. The only public room on this deck is a gymnasium.

On the next or promenade deck are situated all the public rooms, apart from the dining saloon and restaurant. The smoke room, which opens into a palm court and veranda, divided into two halves by the second-class companionway, is at the extreme after end and is entered from one of the two first-class entrances. From the opposite side of this entrance a corridor leads forward to the lounge and reading and writing room, from which access is gained by another corridor to the main first-class entrance and to a group of state rooms, the inner berths of which are lighted and ventilated from the boat deck above.

The next or bridge deck is mostly occupied by passenger accommodation, including several suites with sitting room, one or two bedrooms, and bathroom, though at its after end there is an à la carte restaurant for first-class passengers and a second-class smoking room. Round it there runs a promenade, partly for first-class and partly for second-class, protected for a great part of its length by solid steel screens pierced with large windows. A similarly sheltered promenade for second-class passengers is provided on the shelter deck below, running round the second-class library. Aft of this there is deck space for third-class passengers, and also a smoke room and general room for their use. Forward this deck is given up to first-class passengers' rooms, including a number of suites. Some of these cabins are on the tandem principle, the inner ones having a large passage running to a port-hole in the side of the ship. There is, also, a saloon for maids and valets.

A large portion of the saloon deck amidships is occupied by the first-class dining saloon, an apartment extending the whole width of the ship and nearly 120 feet long. It is entered from a reception room, which itself can be used for dining purposes if required. Aft of it there comes, first, the first-class pantry, then the first and second class galley, then the second-class pantry, and then the second-class dining saloon which also extends from side to side of the ship. This deck further contains rooms for first, second, and third class passengers, and toward the bow a third-class open deck space.

Much of the next deck below, known as the upper deck, is given up to the accommodation of stewards, cooks; seamen, &c., but there are also many rooms for first, second, and third-class passengers. The middle deck, which is still well above the waterline, has accommodation for second-and third-class passengers, as well as for the engineer officers, and on it are situated a Turkish bath and a swimming bath, the latter being 33 feet long and over 17 feet wide. The last two decks, known as the lower deck and the orlop deck, have but little interest for Passengers, since they are mainly devoted to the purposes of the ship: there are, however, rooms for second or third-class, and on the lower deck a squash- racket court which rises, through the middle deck.

The full complement of each vessel is given as 3,346 persons; made up of 730 first-class passengers; 100 of whom: are carried in single-berth cabins, 560 second-class, some also in single-berth cabins, and 1,200 third-class. The officers and crew number 63, the engine-room complement 322, while the remaining 471 are accounted for by the stewards and victualing department.

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