

TITANIC and OLYMPIC

some documentary highlights

held in the Marine Technology Special Collection, Newcastle University.

Our Collection has some original company documents, some of which are unique, in addition to publications which describe the building, launching, operation, and scrapping of these two famous passenger liners. Our Collection is open to visitors by appointment where these materials can be consulted.

Over a century after White Star's flagship TITANIC was lost in 1912, she and her sister OLYMPIC continue to exert a fascination. The Collection has a number of items related to these ships, including information on OLYMPIC's demolition in 1935:-

1. OLYMPIC furniture and fittings of Akzo Nobel (formerly Smith and Walton) paint makers of Haltwhistle 2004.
2. OLYMPIC construction and launching in two leading engineering magazines 'The Engineer' and 'Engineering' 1910-1911.
3. OLYMPIC and TITANIC construction published in 'The Shipbuilder' magazine midsummer 1911.
4. OLYMPIC 'Bill of Sale' from Cunard White Star to Ward shipbreakers dated 9 September 1935.
5. OLYMPIC photographs of arrival in the River Tyne on 13 October 1935 and subsequent demolition in Jarrow and Inverkeithing.
6. OLYMPIC auction catalogue of her fixtures and fittings during 5-18 Nov 1935 in Jarrow by Knight, Frank, & Rutley auctioneers by direction of Thos. W. Ward Ltd.
7. OLYMPIC outturn records of all the materials removed and recycled 1935-1937 in Jarrow by Thos. W. Ward Ltd.
8. ASTURIAS records of the use of this liner in 1957 in making the British drama film of 1958 "A Night to Remember" about the sinking of the TITANIC.

1. OLYMPIC furniture and fittings of Akzo Nobel (formerly Smith and Walton) paint makers of Haltwhistle 2004.

Conspiracy theories abound over the loss of the TITANIC. One of the more bizarre was written up in the book 'Titanic: The Ship That Never Sank?' by Robin Gardiner. He alleges that White Star exchanged the identities of the two ships before TITANIC left Southampton, supposedly as an insurance scam. Quite apart from the sheer implausibility of the exchange, how could it be kept secret from the thousands of crew members, shipyard workers and dock workers who would have seen what was going on? We have irrefutable evidence that it was indeed OLYMPIC that went for scrap in 1935, not her sister TITANIC masquerading as such. Shipyards used a 'yard number' to identify ships under construction (which might not be named until near completion) which enabled track to be kept of materials and costs. Thus many components had the yard number marked on them, equipment, furnishings etc, with OLYMPIC being Harland & Wolff's No. 400 and TITANIC No. 401. Among the furnishings sold in 1935

was panelling from her public rooms. Some was used in the buildings of Smith and Walton paint factory at Haltwhistle, Northumberland – later owned by Akzo Nobel. These were on display prior to their sale in 2004. Some of the panels had the No. 400 on them, showing that they did indeed come from OLYMPIC, not her sister.

The photo (dated ca.2004) below shows a wood panel clearly marked as the '1st Class Gents Lavatory on Bridge Deck for No. 400'. Ref: Ian Buxton. Private photograph, ca.2004.:-



2. OLYMPIC construction and launching in two leading engineering magazines 'The Engineer' and 'Engineering' 1910-1911.

Containing high quality articles with illustrations and photographs.

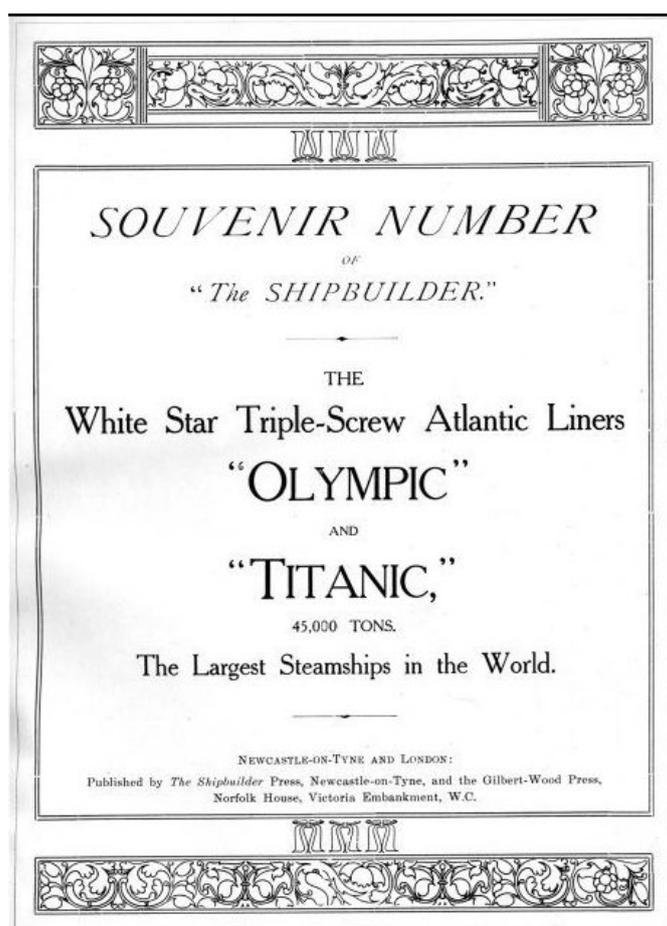
Refs include: Various 'Olympic and Titanic' articles. Anon. Engineering, vol.90, p564-565, pl.LIII-LX. vol.90, 4th Nov 1910, pp.572-621, pl.LXXIV-LXXVII between pp.620-621.; 18th Nov 1910, pp.94-695, pl.LXXVII-LXVIII between pp.692-693.

'The White Star Line "Olympic" and "Titanic"'. Anon. The Engineer, vol.89, 24 Jun 1910, pp.640, pl.[10] on [4]p between pp.642-643.; vol.90, 8 Jul 1910, pp.38-40.; 19 Aug 1910, pp.196. 'The White Star liner "Olympic"'. Anon. The Engineer, vol.110, 21 Oct 1910, pp.433-435, & suppl pl.[4] between pp.440-441.; 'The launch of the "Olympic"'. Anon. The Engineer, vol.110, 21 Oct 1910, pp.462, pl.[7] on [2] pp between pp.466-467. 'The "Olympic" and "Titanic"'. Anon. The Engineer, vol.111, 3 March 1911, pp.209-215, pl. between pp.220-221 [11] pl, [8] p.

Although photographs are often of higher quality than in 'The Engineer', compared with 'The Shipbuilder', example pages are not given here because many similar materials are presented in 'The Shipbuilder' of 1911 described below.

3. OLYMPIC and TITANIC construction published in 'The Shipbuilder' magazine midsummer 1911.

The magazine 'The Shipbuilder' was a splendidly produced monthly with much information on the contemporary shipbuilding scene and recent ships. For notable ships, it also produced a hardback souvenir number, covering the design, construction and trials. The TITANIC souvenir's original cost was 2/3d [2 shillings and 3 pence = 11.4 new pence], or 4/6d hardback [4 shillings and six pence = 22.5 new pence], say £25 in today's money. Second-hand copies sell today for over £1,500. The Collection has a copy containing 130 pages, over 146 photographs and fold-out drawings, mainly of OLYMPIC. Ref: 'The White Star triple-screw Atlantic liners "Olympic" and "Titanic": 45,000 tons. The largest steamships in the world.' In: The Shipbuilder, vol.VI, Midsummer, Souvenir Number/Special Number, 1911, The Shipbuilder Press, Newcastle-on-Tyne, and the Gilbert-Wood Press, Norfolk House, Victoria Embankment, W.C., 130 p & appendices, 146 photos, diagrams, & sketches. The monthly issues also contain progress reports from Belfast during construction which started in 1908, references not cited here. Sample pages from 1911:-



"The Shipbuilder," June, 1911.

Plate I.



The White Star Triple-screw Steamship "Olympic."
(The largest Vessel in the World.)

THE SHIPBUILDER.

A Quarterly Magazine devoted to
The Shipbuilding, Marine Engineering and Allied Industries.

Edited by A. G. HOOD.

VOL. VI. MIDSUMMER, 1911. SPECIAL NUMBER.

The White Star Liners "Olympic" and "Titanic."

GENERAL INDEX.

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Mr. J. Bruce Ismay (<i>Frontispiece</i>)	1
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The Builders of the "Olympic" and "Titanic"	7
Evolution of the Design	17
Building of the Hulls	19
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Trials of the "Olympic," and Departure from Belfast	129

With the following Plates:—

- I.—The "Olympic" at Sea (in colours).
- II.—The First-class Dining Saloon of the "Olympic"
- III.)
- IV.) Elevation and Deck Plans of the "Olympic" and "Titanic."
- V.)
- VI.—Elevation and Plan of Boiler Rooms Nos. 1 and 2.
- VII.—Elevation of Engine Rooms.
- VIII.—Plan of Engine Rooms.

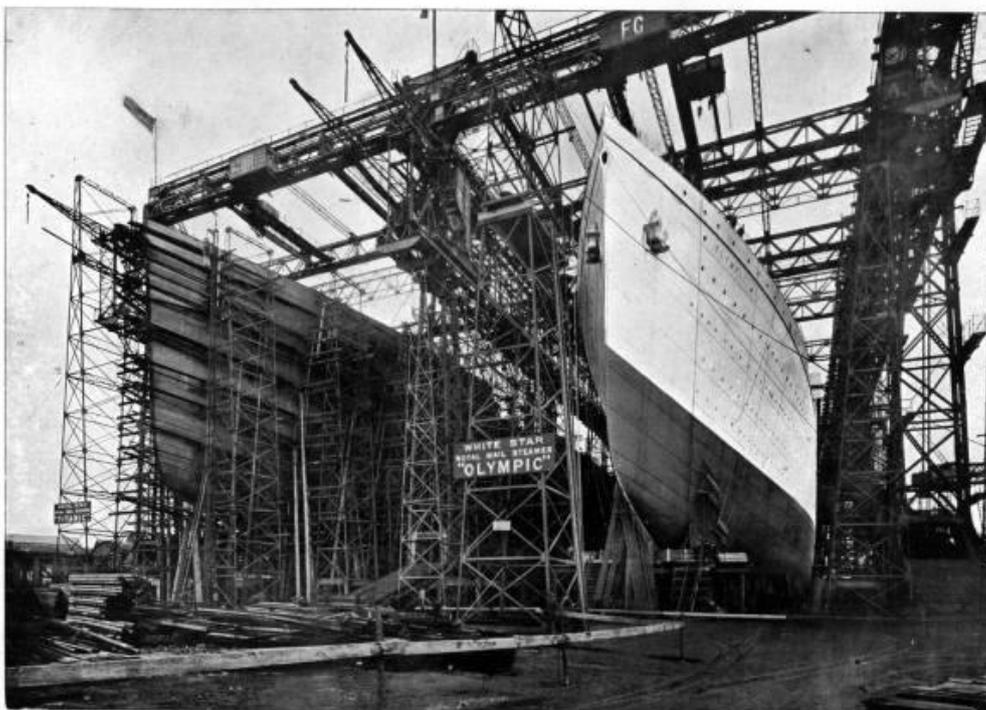


Fig. 34.—The "Titanic" and "Olympic" on the Stocks. (Photographed on the day the "Olympic" was Launched.)

Passenger elevators were of a more advanced design than had been previously installed in any ship and were one of the many luxury features:-



Fig. 74.—First-class Passenger Elevators.

Some of the first-class restaurant wood panels and furnishings are now in the magnificent Olympic Suite at the White Swan Hotel, Alnwick, Northumberland:-

The ship 1911

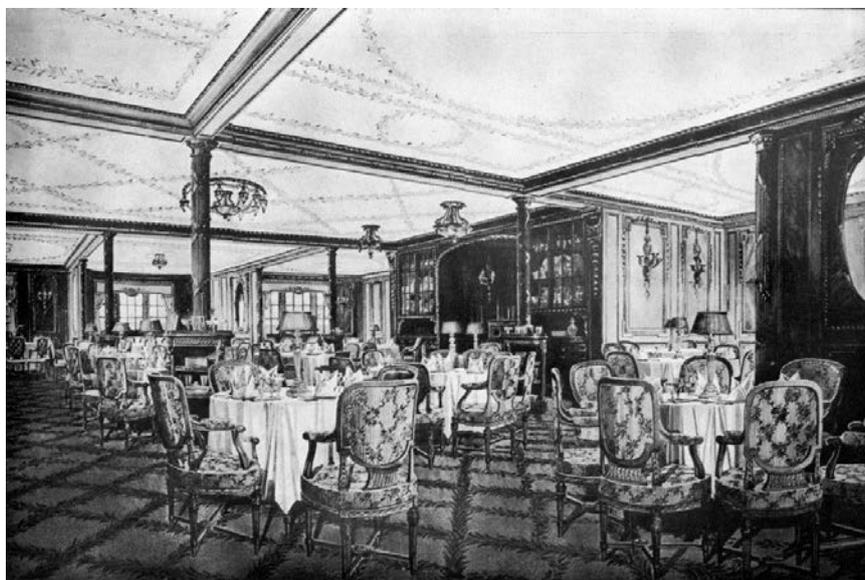


Fig. 78.—First-class Restaurant.

The suite ca.2010



A stark comparison between first-class and third-class accommodation:-

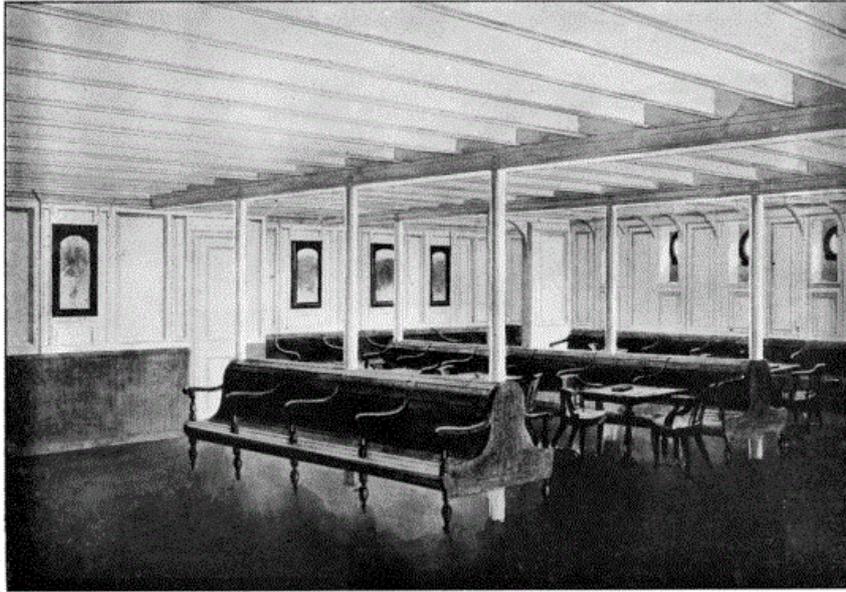


Fig. 119.—Third-class General Room.

Interesting scale between man and machine as one of four completed funnels is wheeled out of the workshop:-

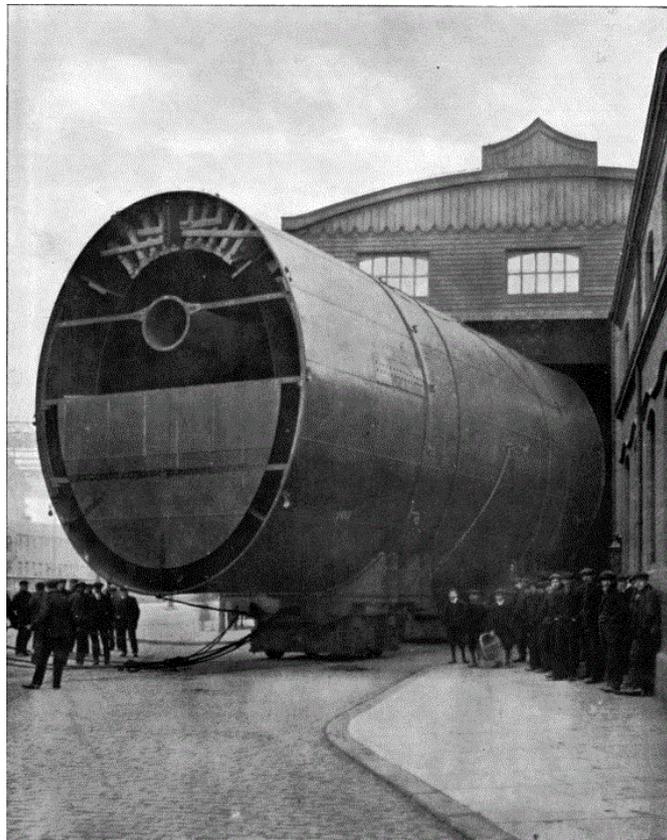


Fig. 47.—Last Funnel of the "Olympic" leaving the Shops.

4. OLYMPIC 'Bill of Sale' from Cunard White Star to Ward shipbreakers dated 9 Sept 1935.

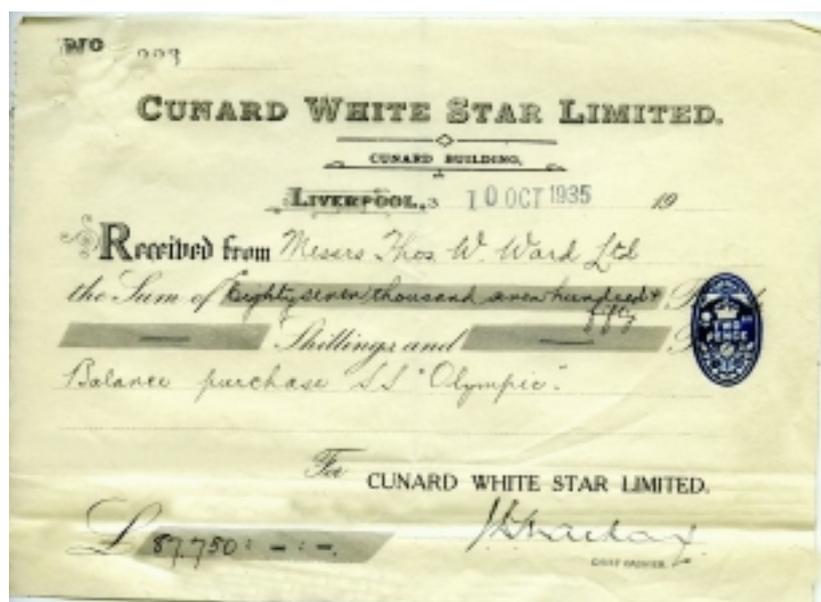
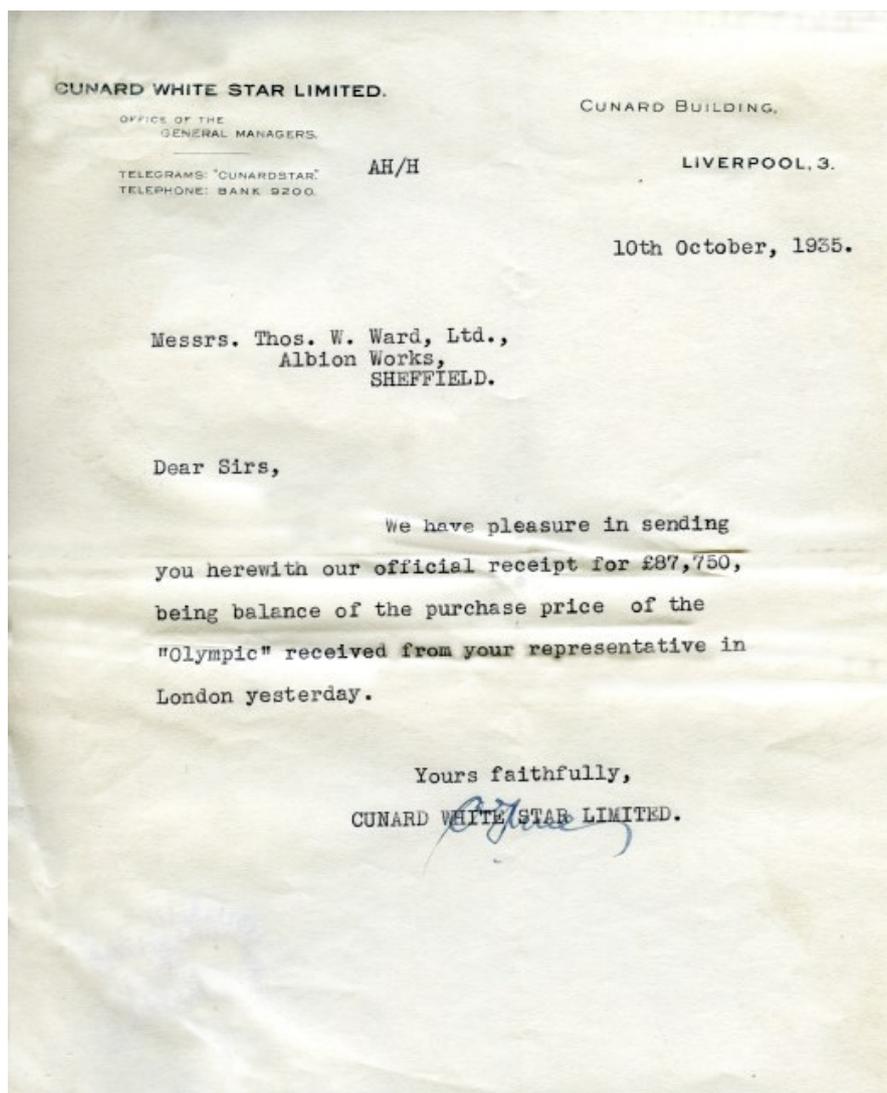
A Bill of Sale recorded the sale of a ship, with details of seller, buyer, price, date etc. We have the unique original Bill of Sale for £97,500 from Cunard White Star Ltd to Thos. W. Ward Ltd dated 10th Oct 1935 for OLYMPIC. Refs: '[receipt letter for sale of "Olympic"]' from Cunard White Star Ltd, Liverpool to Thos. W. Ward Ltd, Albion Works, Sheffield. 10 Oct 1935, [1] p.; '[receipt £87,750 for sale of "Olympic"]' by Cunard White Star Ltd, Liverpool to Thos. W. Ward Ltd, Receipt No. 223, 10 Oct 1935, [1] p.; Bill of Sale No.79A(Sale) for "Olympic", 1911 from Cunard White Star Ltd to Thos. W. Ward Ltd, Form No.10a, 9 Oct 1935, [1] p.:-

Bill of Sale (only top half shown. Full document in the Collection):-

The image shows a document titled "BILL OF SALE. (Body Corporate.)" with a form for recording the sale of a ship. The form includes the following fields and data:

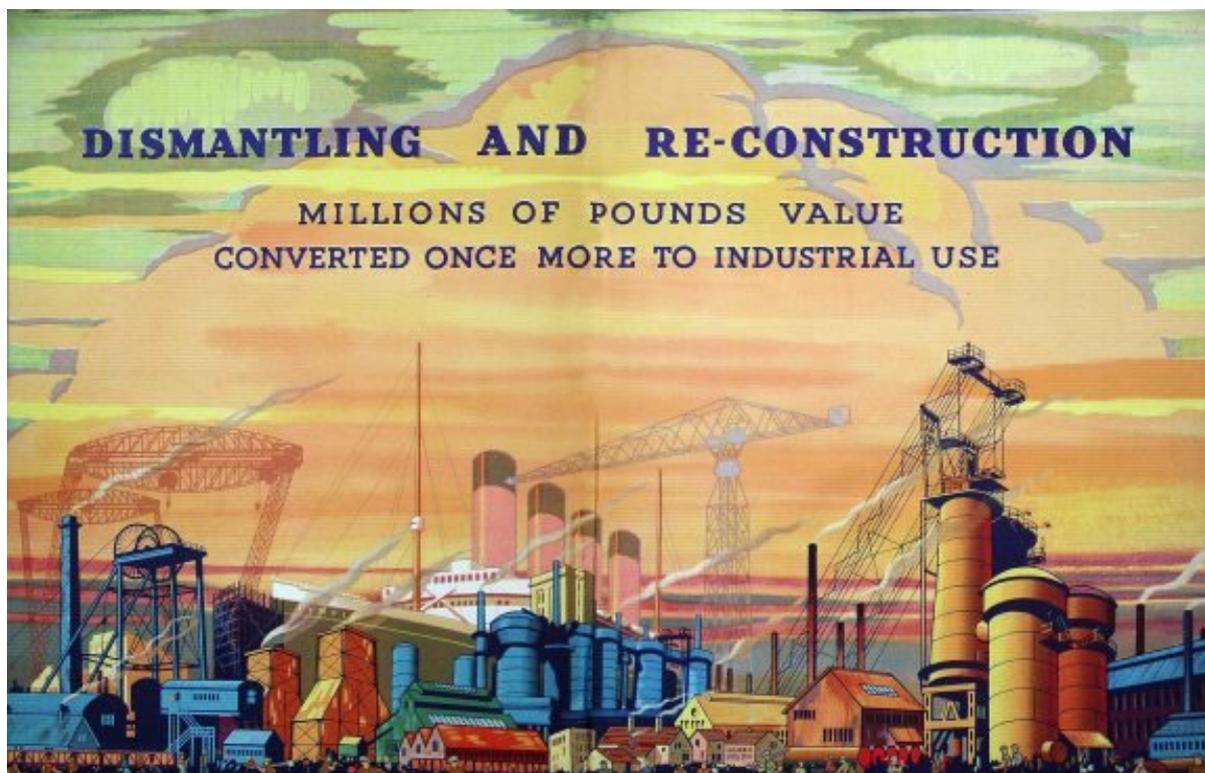
- Form No. 10a.** (Top left)
- No. 79A (Sale).** (Top right)
- Ship Name:** OLYMPIC
- Date:** 10 OCT 1935
- Price:** £97,500
- Buyer:** THOS. W. WARD LTD
- Seller:** CUNARD WHITE STAR LTD
- Dimensions Table:**

Length from keelson to stem, under the forecast, to the aft side of the head of the stern post	Beam breadth to outside of PLATING	Depth from top of deck at side amidships to bottom of keel	Feet	Inches
210	32	20	210	0
			00	0
			00	0 0



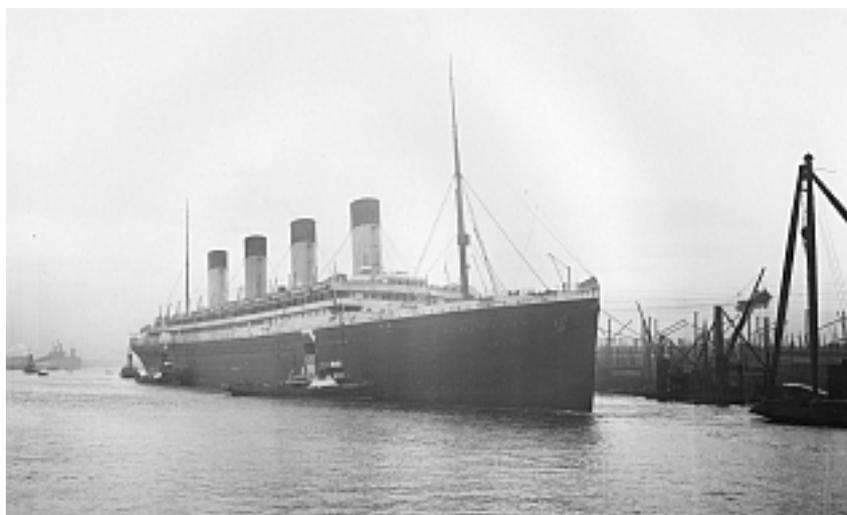
One of Ward's publicity brochures of 1938, features OLYMPIC (centre) and the shipbuilding gantries (left) at Jarrow where she was broken up. Ref: 'Dismantling and

re-construction: Millions of pounds value converted once more to industrial use'. Inside front cover of Thos. W. Ward Ltd. 60 Years of service 1878-1938. The Company, Sheffield, 1938, 76 p.:-



5. OLYMPIC photographs of arrival in the River Tyne on 13 October 1935 and subsequent demolition in Jarrow and Inverkeithing.

The arrival of OLYMPIC in the Tyne under her own steam on 13 October 1935 was recorded by photographers for Wards. The Collection has a few, although not our copyright. Ref: Thos. W. Ward Ltd. Photographs of the OLYMPIC, 1935, loose-leaf photographs. Sample photo:-



Ward also took progress photographs of her demolition, some of which are in an album with annotations, which were donated to the Collection when Ward stopped shipbreaking in the 1980s. Ref: Thos. W. Ward Ltd. Some materials held in the Marine Technology Special Collection, Newcastle University. Ward, Various loose-leaf & bound volumes, 1878-ca1981. Sample photos:-

Workmen using an oxy-acetylene cutter dismantling part of the superstructure at Jarrow 31 Aug 1935:-



Card showing materials removed during breaking by Ward at Jarrow and Inverkeithing 1935-1947:-

Vessel OLYMPIC		Dismantled at INVERKEITHING		N.H.P.	
Tonnage Gross	46,439	Length O.A.	952' 5"	Date of Arrival	Sept 1935
Tonnage Net	20,946	Beam	92' 5"	Date Commenced	22.9.35
Type	LINER	LL Displacement		Date Completed	20.5.47
Built on Arrival	Port 31' 6" Star 18' 0"				

OUT-TURNS			Realizations			Dismantling Costs			Cost per Ton			Remarks
Material	Weight	£ s d	£ s d	£ s d	£ s d	£ s d	£ s d	£ s d	£ s d	£ s d		
Steel Scrap	2000	4 2										Via Jarrow. £97,500 to Southampton - 1st 10/2 1940 to J. Jarvis & Co. 1935/47.
Cast Iron	245	11 2										
Re-Rolling												
Taken												
Rounds and Making	240	3 -										
Andons and Cables												
Plates												
Armour												
Machinery	50	15 2										
Timber, Planks, etc.	1000	12 2										
Copper	247	11 -										
Gun Metal	211	16 1										
Yellow Metal	251	11 -										
Lead and Zinc	85	11 -										
Total	3800	11 2										
Coal												
Petrol Oil												
Ballast												
Rubbish	120	10 1										
Total	240	8 3										

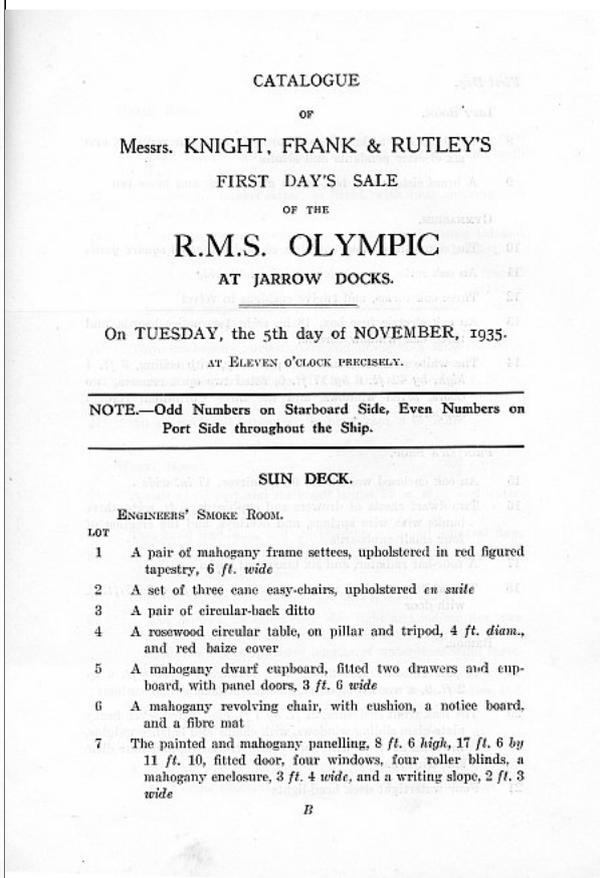
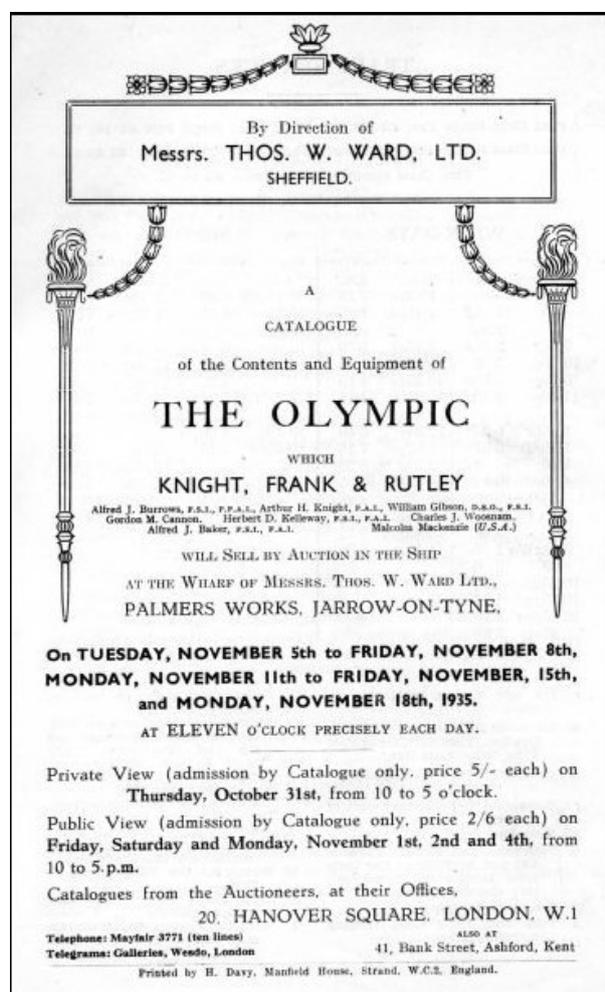
Dismantling Costs		Total Cost		Cost per Ton	
+ Service	Total Cost	£ s d	£ s d	£ s d	£ s d
Wages					
Oxygen					
Gas					
Grange					
Consumable Tools					
Carriage or Freight					
Harbour Dues, Pilage					
Towage, etc.					
Rubbish Carriage					
Survey Expenses					
Total Aggregate					
Remuneration					
Selling Commission					
Total Cost					

Material	For Jokers	For Scrap	TOTAL
Copper	194 10 1	31 10 2	225 10 3
Gunmetal	195 10 2	21 10 2	216 10 4
YELLOW METAL	122 10 -	110 10 -	232 10 -
LEAD & ZINC	111 11 3	61 11 4	172 11 -
MACALUM	2 10 3	24 10 3	26 10 6
CAST SCRAP	173 10 -	125 10 3	298 10 3
COARSE SCRAP	218 10 2	1200 10 -	1418 10 2
STEEL	201 11 3	110 10 1	311 11 4
TIMBER ETC	152 10 3	120 10 -	272 10 3
RUBBISH	120 10 1	140 10 1	260 10 2
STEEL ETC	240 10 -	170 10 1	410 10 1
TOTAL	2225 10 1	1547 10 3	3772 10 4

VESSEL	OLYMPIC	Gross or Net Tonnage	46,439	DEPOT	INVERKEITHING	Date Delivered	Sept 1935	TYPE	LINER
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6. OLYMPIC auction catalogue of her fixtures and fittings during 5-18 Nov 1935 in Jarrow by Knight, Frank, & Rutley auctioneers by direction of Thos. W. Ward Ltd.

After a passenger liner had been sold to shipbreakers, an auction was usually held to sell items of equipment and furnishings. In the case of OLYMPIC the auction was held in 5th to 18th November 1935 at Thos. W. Ward, Palmers Works, Jarrow-on-Tyne. The auctioneers Knight, Frank & Rutley produced a catalogue, of which the Collection has a copy. The sale of these items yielded about £12,000 for her breakers T W Ward of Sheffield. Some of those fittings can be seen today, notably in the dining room of the White Swan Hotel in Alnwick. Ref: 'A catalogue of the contents and equipment of The Olympic which Knight, Frank & Rutley will sell by auction in the ship at the wharf of Messers Thos. W. Ward Ltd, Palmers Works, Jarrow-on-Tyne on Tuesday, November 5th to Monday, November, 18th, 1935. At Eleven o'clock precisely each day'. By direction of Thomas W. Ward Ltd, Sheffield. White Star Line & Knight, Frank & Rutley, 1935, 365 pp. Example pages:-



Details of the Captain's rooms and Smoking Lounge-

5	First Day.	273	Ninth Day.
CAPTAIN'S BEDROOM.		LOBBY.	
76	The cone-pattern pile carpet, as planned, 6 ft. by 3 ft., a printed cotton curtain and holder, two electric wall radiators on brackets, a cane arm-chair and cushion, and a wall thermometer	3510	The painted wood panelling to walls, the oak ditto, and the panelled oak door, complete with fittings, to State Room No. 41, the pierced brass pipe covering at floor level, the figured inlaid composition floor covering, in two patterns, the painted panelling to ceiling, two electric ceiling fittings, and the switches
77	THE LIGHT OAK PANELLING TO THE ROOM to dado rail, the upper part white enamelled, fitted one hung door, bunker with drawers, spring mattress, hair mattress and cover, two feather pillows, an oak bracket, 24 in., a loose ditto for bunker, an oak dressing-chest, fitted seven drawers and swing frame mirror, a sliding painted glass window, and a slatted ditto, size of room, 7 ft. 6 by 9 ft. by 7 ft. 9 high	STATE ROOM No. 41.	
CAPTAIN'S BATHROOM.		3511	The painted oak panelling to upper part of walls, with arched glazed window, the oak panelling to lower part of walls, together 12 ft. 3 by 9 ft. 8 by 8 ft. 3, the panelled oak door, complete with fittings, the painted panelled ceiling, three electric ceiling fittings, an oxydised electric bracket, two triple wall hooks, three double ditto, and three plated and stringed wall ties
78	A mahogany medicine cupboard, as fitted, with mirror door, a ditto locker over, a mahogany bottle shelf, a mahogany shelf on brackets, 20 in., and a ditto oval wall mirror, plate 21 in. by 17 in.	SMOKING ROOM.	
MARCONI TELEPHONE RECEIVING ROOM (AMIDSHIP).		3512	THE FINELY CARVED MAHOGANY PANELLING to room, with supporting pillars, and floral and scroll ornamentations and egg and tongue mouldings, inlaid mother-o'-pearl in scroll and floral designs as fixed throughout, having numerous leaded glass panels and windows, with scenic and figure panels, forming four bay windows, with leaded panels over, two side-screens with plate-glass panels, a three-sided screen, enclosing cloak room, chimney breast, with oil painting in panel over fireplace—"New York Harbour," by NORMAN WILKINSON, 31 in. by 68 in.), the whole fitted two doors with plate-glass panels to aft companion-way, two panelled doors to lavatories, door-frame to starboard verandah café, folding revolving door to port verandah café with brass and glazed panels on café side, the doors having plate-glass upper panels, including the ormolu and brass door fittings complete, the floor springs to doors, the ormolu bell-presses and the pierced brass pipe coverings where fitted at floor level, also the moulded and painted panelled ceilings to bays, and the main ceiling in three sections, with raised mouldings, the reeded mahogany carvings to uprights and the mahogany carvings on ceiling, size of room: 64 ft. by 62 ft. 6 overall by 11 ft. 6 high
79	The cork linoleum, as planned, about 8 square yards, two electric pendants and shades, a side bench with eleven-ply top, 8 ft., and a two-tier side-table, 4 ft. 4		
80	A mahogany revolving-seat chair, a fire extinguisher, and a cocoa-fibre mat		
MARCONI TELEPHONE TRANSMITTING ROOM (AFT).			
81	An oak open arm-chair in leather, a corner cupboard, as fitted, with shelf over, a cocoa-fibre mat, a revolving-seat chair, and a fire extinguisher		
82	A return-end bench, 8 ft. 3, with lead-lined cupboard under, a pine shelf on brackets, and the wood and perforated metal enclosure, with small cupboard fitted, and mahogany panels		
MARCONI TELEPHONE GENERATOR ROOM.			
83	A pine wall cupboard, on iron lugs, with four doors, and a white enamelled cupboard, with four doors, 5 ft. wide		

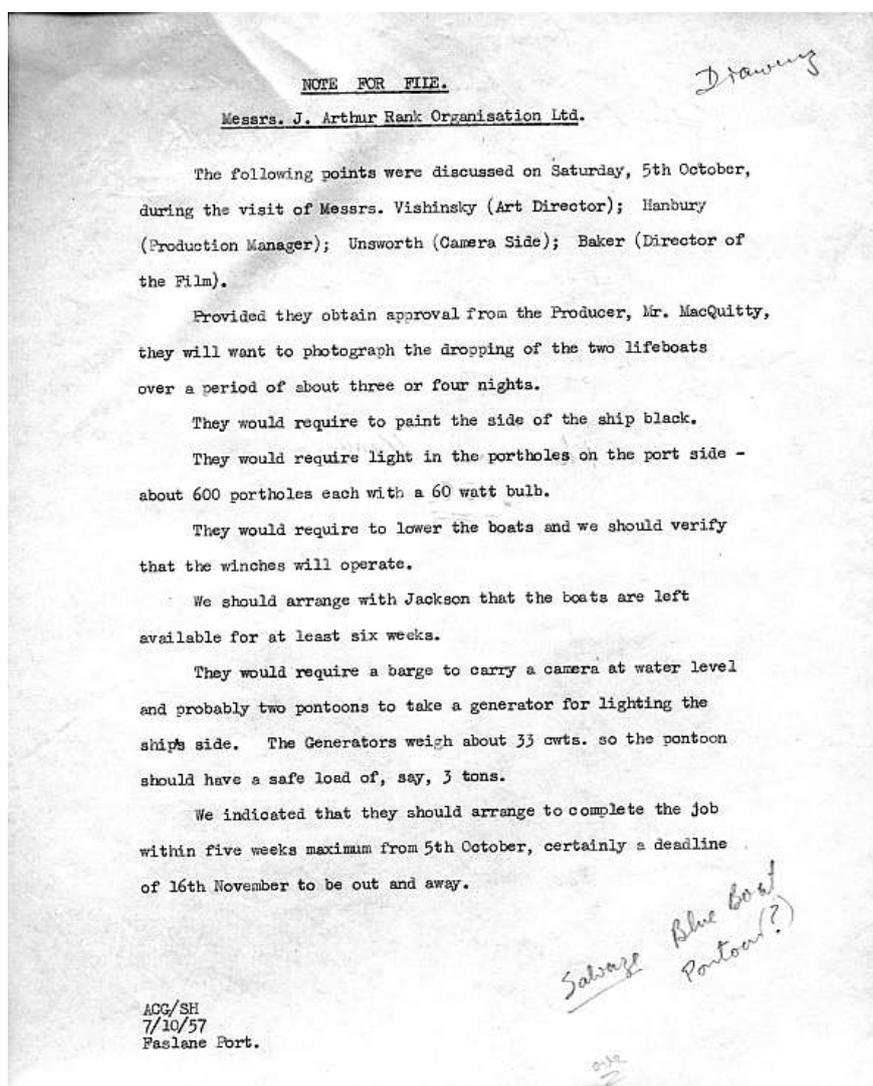
7. OLYMPIC outturn records of all the materials removed and recycled 1935-1937 by Thos. W. Ward Ltd.

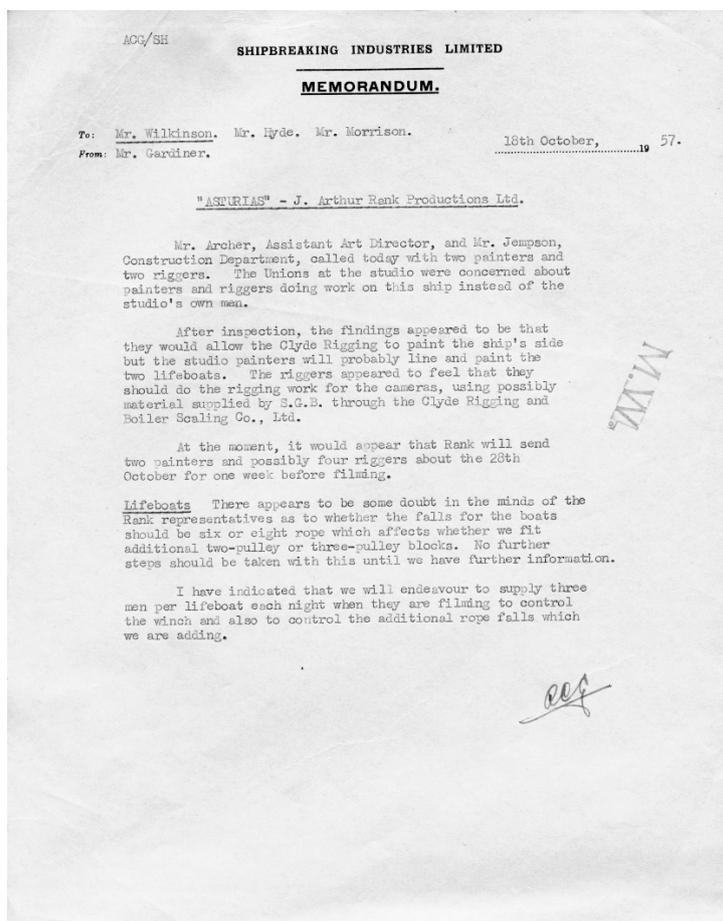
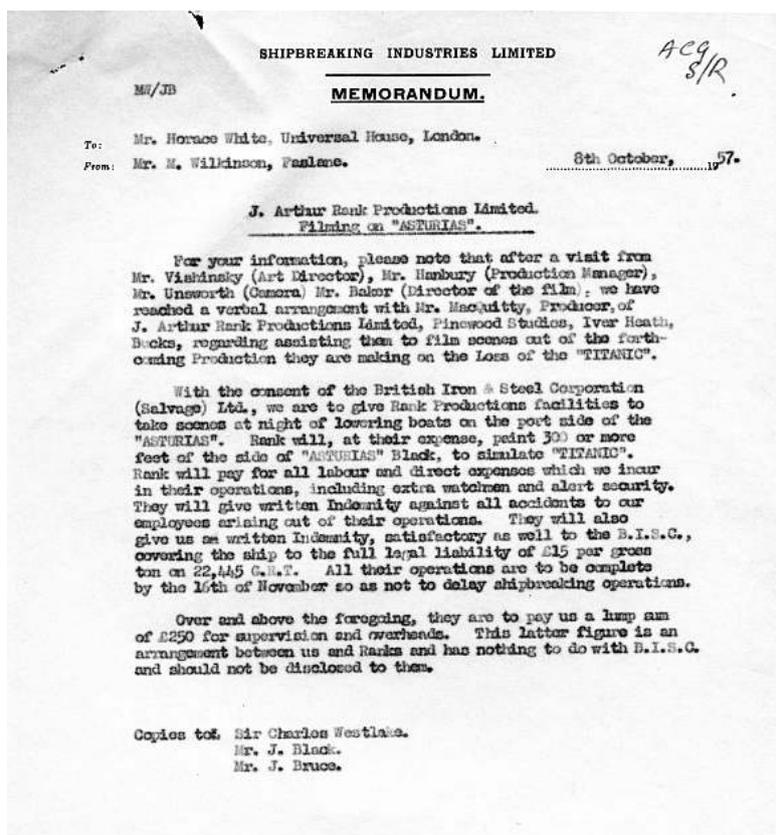
Shipbreakers kept records of all the materials they removed from ships being broken up, their quantity and value such as steel, equipment, machinery, furnishings, non-ferrous metals. This 'outturn' was important not only for accounting purposes but also to help estimate how much they might expect from similar vessels offered for sale in future. Ward kept huge loose-leaf ledgers for each ship demolished, most of which The Collection has from about 1900 to 1960, covering some 1596 ships. A separate catalogue listing those ships is available in the Collection.

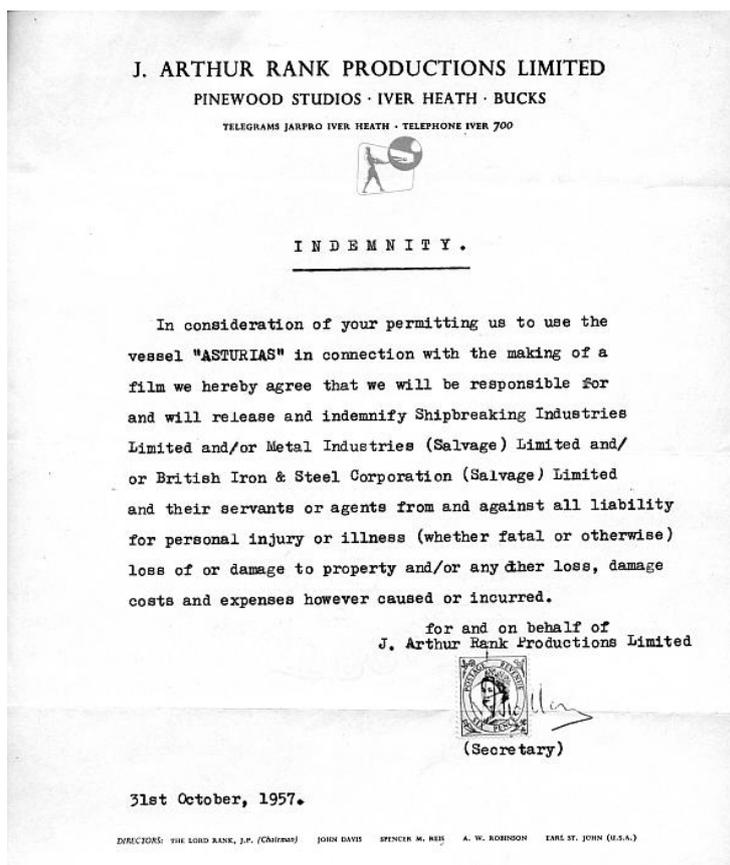
In the case of OLYMPIC, there are 72 pages of outturn records, covering both initial demolition at Jarrow on Tyne in 1935-6 by Ward but also final demolition of her hulk at Inverkeithing in 1937 onwards. The first page shows that she was open to the public for about 14 days prior to demolition starting, with about 40,000 visitors viewing at 1/- (one shilling = 5 new pence) per head adults and 6d (six pence = 2.5 new pence) children, yielding a total of £1572 in charity for local hospitals. The total outturn was

8. ASTURIAS records of the use of this liner in 1957 in making the British drama film of 1958 "A Night to Remember" about the sinking of the TITANIC.

While the 1958 film "A Night to Remember" by the J. Arthur Rank Organisation and starring Kenneth More was not on the lavish scale of James Cameron's 1997 "Titanic", a real passenger liner was used for the lifeboat scenes. These were shot on board Royal Mail's ASTURIAS (1925-1957) which had arrived at Shipbreaking Industries' yard at Faslane on the Clyde on 14 September 1957. The Collection has many of the shipbreakers records donated by the company when it ceased shipbreaking in 1981. Among them is a file on the filming. Ref: Shipbreaking Industries Ltd. Some company records held in the Marine Technology Special Collection, Newcastle University, various loose-leaf, ca.1925-1981. Sample pages (apologies but originals are poor quality):-







NOTE FOR FILE

J. Arthur Rank Organisation

The main personnel who attended Faslane for the filming on "ASTURIAS" were:-

Director	- Syd Hayers
1st Assistant	- David Orton
2nd & 3rd Assistants	- Eric and Ron
Photographic Director	- Paul Beeson
Assistant Art Director	- Ernie Archer
Production Manager	- Dougie Peirce
Secretary to Mr. Peirce	- Mrs. Teresa Bolland
Assistant Casting Director	- -. Owen.

SHIPBUILDING INDUSTRIES LIMITED
Falcons Port, Shandon, Helenaburgh, Dumbartonshire

Services to J. Arthur Rank Organisation

	£.	s.	d.
Electricity. 4,600 units at 2½d.	47.	18.	4
Electricity for sanitary pump. 8 days at 14 hours at 10 units = 1,120 units at 2½d.	11.	13.	4
Nightwork Electrician, Rigger, Foreman Fitter, 6 p.m. 4/11/57 Fitter, Gangway-watchman, to Extra Getson 6 a.m. 9/11/57 6 men - 5 nights	170.	10.	4
Materials used by Electrician (Tape, bulbs, cable, etc)	5.	-	-
Gloves for Riggers - 6 pairs at 3/-	2.	14.	-
Oiledn Suits - 4 sets at £3.5/-	15.	-	-
Hire - Materials - Ropes, electric cable, light fittings, tables, chairs, fire extinguishers, etc.	25.	-	-
" " "Lennox" Motor Launch - 5 nights at £36	180.	-	-
" " " " 2 lifeboats, ex "ASTURIAS" £10 each to Buyer for delay in delivery	20.	-	-
" " " " 2 extra lifeboats £10 hire + £8.15/- haulage per boat	37.	10.	-
" " " " Pontoons ex Fibercraft for painting ship's side 17/10/57 to 27/10/57 - 9 days at £2	18.	-	-
" " " " Cranes - 26 Hours at 25/- per hour	32.	10.	-
Meals in Canteen at Lennox Hostel 29 - 31/10/57 13 lunches at 2/6 £1.12. 6 3 Teas with sandwiches at 3/- £-. 9. - Biscuits £-. 7. -	2.	8.	6
	<u>£ 266.</u>	<u>4.</u>	<u>6</u>

SHIPBUILDING INDUSTRIES LIMITED
Falcons Port, Shandon, Helenaburgh, Dumbartonshire

Direct Charges for Labour to J. Arthur Rank Organisation

	£.	s.	d.
A. Preparing and transporting Ballast for lifeboats 21 Man Hours	9.	1.	6
B. Loading Ballast and testing lifeboats on ship 81½ Man Hours	32.	14.	-
C. Cleaning accommodation, fitting doors, closing alleyways. Removing bridge and burning where required. Preparing ship for location work 361½ Man Hours	146.	17.	7
D. Fitting new wire to lifeboat to replace fused wire and testing lifeboat under load 78½ Man Hours	32.	19.	8
E. Manufacturing and fitting dummy blocks to lifeboats 50½ Man Hours	25.	14.	-
F. Rigger and Mate. Fitting accommodation ladder, testing and preparing lifeboats, salvaging sunken pontoon 133 Man Hours	57.	1.	10
G. Electrician and Mate. Testing and checking with Rank electricians. Providing electric supply on ship and shore as required 88½ Man Hours	48.	5.	2
H. Painting ports and lowering boats (7/11/57) 16 Man Hours	5.	13.	4
J. Day watchman from 28/10/57 to 6 p.m. 8/11/57 121 Man Hours	49.	16.	6
K. Labour - 9/11/57 to 12/11/57 - Removing Generators from boats and loading to transport, assisting in removing material and clearing ship. 14/11/57 and 21/11/57 - loading scaffolding 81½ Man Hours	<u>40.</u>	<u>-.</u>	<u>4</u>
	<u>£ 448.</u>	<u>3.</u>	<u>11</u>

