

## National Museum

ID NUMBER	OBJECT NAME	Title
HOYFM.2010.73.1	Ship plan : Keel plate plan	
HOYFM.2010.73.2	Ship plan : Midship section	Midship section 850' x 92' x 64.6'
HOYFM.2010.73.3	Ship plan : Framing plan	
HOYFM.2010.73.4	Ship plan : General Arrangement	850' x 92 x 64.6'
HOYFM.2010.73.5	Ship plan : Orlop, lower orlop and tunnel deck beam plans	Orlop, lower orlop and tunnel deck beam plans
HOYFM.2010.73.6	Ship plan : Rigging Plan	
HOYFM.2010.73.7	Ship plan : Rigging Plan	
HOYFM.2010.73.12	Ship plan : Lines Plan	L 850' x B 92' x D 64.6'
HOYFM.2010.73.15	Ship plan : Bridge Deck	Bridge Deck
HOYFM.2010.73.17	Ship plan : Launching Curves	Launching Curves
HOYFM.2010.73.18	Ship plan : Proposed bow plan. 'B'	Proposed bow plan. 'B'
HOYFM.2010.73.19	Ship plan : Tank Floors and Brackets	Tank Floors and Brackets
HOYFM.2010.73.20	Ship plan : Launch	Launch
HOYFM.2010.73.44	Ship plan : Bridge Deck House Steel	Bridge Deck House Steel

HOYFM.2010.73.45	Ship plan : bulkheads aft	bulkheads aft
HOYFM.2010.73.46	Ship plan : Deckhouse on promenade deck	Deckhouse on promenade deck
HOYFM.2010.73.47	Ship plan : Details for chain connections for nested lifeboats	Details for chain connections for nested lifeboats
HOYFM.2010.73.48	Ship plan : Midship section of SS Olympic	Midship section of SS Olympic 850bp x 92 x 64.6 to shelter deck
HOYFM.2010.73.51	Ship plan : Design: Saloon, upper, middle, lower and orlop decks. 850 x 92 x 64.5 ft to shelter decks	Design: Saloon, upper, middle, lower and orlop decks. 850 x 92 x 64.5 ft to shelter decks
HOYFM.2010.73.52	Ship plan : Rigging plan (Fin) After reconditioning June 1920	Rigging plan (Fin) After reconditioning June 1920
HOYFM.2010.73.53	Ship plan : Olympic and Titanic Rigging Plan Working	Olympic and Titanic Rigging Plan Working
HOYFM.2010.73.54	Ship plan : Boat deck girders	Boat deck girders
HOYFM.2010.73.55	Ship plan : Raised roof girders	Raised roof girders
HOYFM.2010.73.56	Ship plan : Extra columns in turbine engine room	Extra columns in turbine engine room
HOYFM.2010.73.57	Ship plan : General Arrangement	Length 850 ft x breadth 92 ft x depth to shelter deck 64 ft
HOYFM.2010.73.60	Ship plan : Bunker plan / bunkers aft	Bunker plan / bunkers aft
HOYFM.2010.73.63	Ship plan : After Body Columns	After Body Columns, Hold Columns Aft N0s 400 and 401
HOYFM.2010.73.65	Ship plan : Bridge Deck House	Bridge Deck House
HOYFM.2010.73.69	Ship plan : Hydraulic Riveting at After End of Bridge	Hydraulic Riveting at After End of Bridge
HOYFM.2010.73.70	Ship plan : Hydraulic Riveting Between Forward and After End of Bridge	Hydraulic Riveting Between Forward and After End of Bridge

HOYFM.2010.73.71	Ship plan : Boat Chock Half Size and Full Size/Single Boat Chock	Boat Chock Half Size and Full Size/Single Boat Chock
HOYFM.2010.73.72	Ship plan : Keel Plate Plan	Keel Plate Plan
HOYFM.2010.73.75	Ship plan : Launching Curves from 418 to 434 (401 is included on the plan but not listed in title)	Launching Curves from 418 to 434 (401 is included on the plan but not listed in title)
HOYFM.2010.73.77	Ship plan : General Arrangement	Length 850 x breadth 92 x depth 64.6 to shelter deck / 1/16th scale design upper part
HOYFM.2010.73.78	Ship plan : General Arrangement	Length 850 x breadth 92 x depth 64.6 to shelter deck
HOYFM.2010.73.79	Ship plan : General Arrangement	1/32" Scale Design Lower
HOYFM.2010.73.80	Ship plan : General Arrangement	1/32" Scale Design Lower
HOYFM.2010.73.83	Ship plan : Curve of areas and 33 ft water line	Curve of areas and 33 ft water line
HOYFM.2010.73.84	Ship plan : Displacement scale	Displacement scale Olympic and Titanic
HOYFM.2010.73.85	Ship plan : Poop Deck - Iron	Poop Deck - Iron
HOYFM.2010.73.87	Ship plan : Tank Seats	Tank Seats (3 different drawings within the one plan - all with different scales)
HOYFM.2010.73.88	Ship plan : Length 850' x breadth 92' x depth 64.6' to shelter deck	Length 850' x breadth 92' x depth 64.6' to shelter deck
HOYFM.2010.73.90	Ship plan : Promenade deck house	Promenade deck house
HOYFM.2010.73.91	Ship plan : Middle deck iron	Middle deck iron
HOYFM.2010.73.93	Ship plan : Working Drawing Tank Top	Working Drawing Tank Top
HOYFM.2010.73.101	Ship plan : Fore body columns	Fore body columns
HOYFM.2010.73.102	Ship plan : Details of bridge deck girders aft.	Details of bridge deck girders aft.
HOYFM.2010.73.103	Ship plan : Turbine engine seating	Turbine engine seating
HOYFM.2010.73.104	Ship plan : Anchor crane	Anchor crane

HOYFM.2010.73.139	Ship plan : General Arrangement	850' x 92' x 64.6' to shelter deck
HOYFM.2010.73.140	Ship plan : General Arrangement	850' x 92' x 64.6' to shelter deck
HOYFM.2010.73.143	Ship plan : Coal bunkers forward	Coal bunkers forward
HOYFM.2010.73.144	Ship plan : Fore body bulkheads	Fore body bulkheads
HOYFM.2010.73.145	Ship plan : Girders under saloon deck	Girders under saloon deck
HOYFM.2010.73.146	Ship plan : Girders under saloon deck ford in line of hatches	Girders under saloon deck ford in line of hatches
HOYFM.2010.73.148	Ship plan : Saloon deck girders ford tween casings and ford hatches	Saloon deck girders ford tween casings and ford hatches
HOYFM.2010.73.149	Ship plan : General Arrangement	850' x 92' x 64.6' to shelter deck
HOYFM.2010.73.150	Ship plan : General Arrangement	Length 850' x breadth 92' x depth to shelter deck 64'
HOYFM.2010.73.153	Ship plan : General Arrangement	850' x 92' x 64.4' to shelter deck
HOYFM.2010.73.154	Ship plan : Alteration to fore end of wt hatch on forecastle deck	Alteration to fore end of wt hatch on forecastle deck
HOYFM.2010.73.155	Ship plan : General Arrangement	850' x 92' x 64.6' to shelter deck
HOYFM.2010.73.160	Ship plan : Electric welding on stern frame, work done in Thompson dock Belfast January 1924	Electric welding on stern frame, work done in Thompson dock Belfast January 1924
HOYFM.2010.73.161	Ship plan : General Arrangement	850' x 92' x 64.4' to shelter deck. Scale-Design Middle Part
HOYFM.2010.73.162	Ship plan : General Arrangement	850' x 92' x 64.6' to shelter deck
HOYFM.2010.73.187	Ship plan : L 850' x B 92' x D 64.6'	L 850' x B 92' x D 64.6'
HOYFM.2010.73.188	Ship plan : Design D, 850' x 92' x 64.6'	Design D, 850' x 92' x 64.6'
HOYFM.2010.73.189	Ship plan : 850' x 92' x 64.6'	850' x 92' x 64.6'
HOYFM.2010.73.190	Ship plan : Rigging plan	Rigging plan
HOYFM.2010.73.191	Ship plan : Waterlines with 2 compartments flooded	Waterlines with 2 compartments flooded
HOYFM.2010.73.192	Ship Plan : 850' x 92' x 64.6'	850' x 92' x 64.6'
HOYFM.2010.73.194	Ship Plan : 850' x 92' x 64.6'	850' x 92' x 64.6'
HOYFM.2010.73.195	Ship plan : Design D, 850' x 92' x 64.6'	Design D, 850' x 92' x 64.6'

HOYFM.2010.73.196	Ship Plan : Design D, 850' x 92' x 64.6'	Design D, 850' x 92' x 64.6'
-------------------	--	------------------------------

**Items NI Harland & Wolff Ship Plans Collection - digitised plans**

DESCRIPTION
Scale : Not Stated (1/4"=1ft & 1"=1ft details.) Ship No: 400 / 401 Name: Olympic / Titanic. Scantling Drawing with material take-off. Important Ink & pencil drawing of the principal features of the keelsons (longitudinal strength members) Senior designer / draughtsman) Stamped "Drawn by F Quin" and dated
Scale : 1/2" = 1ft. Ship No: 400 / 401 Name: Olympic / Titanic. Definition of principal scantlings. One of the first drawings made - it defines all the key elements of the design of the steel hull and is used for guidance for all other steel design. "FP" on end of plan. This is the first structural drawing made and shows the typical design at the middle part of the ship. On this drawing the key scantlings are shown. (Scantlings define the type and thickness of materials and how they are connected to other items. At this stage the
Scale : 1/8"=1ft. Ship No: 400 / 401 Name: Olympic / Titanic. Expanded drawing of Hull Surface detailing arrangement & approximate lengths of frame bars. Propose a later exercise to correlate all the related drawings for a sample frame. ie Shell Expansion, Framing Plan, D.B. Plan, Tank Top, Floor Plan as produced by the Drawing Office and further developed into production Information. Following approval of the Midship Section this drawing is typical of other scantling drawings. In this case the geometry is more representative of the actual shape of the structure but at the first stage of development the main purpose is to design and define the principals of the structure. A second stage of development by detail draughtsmen then adds more detailed information to the drawing and finally exact measurements obtained from the mould loft may be added. These different stages of development may be seen by the different styles of drawing and printing. At the time this drawing was made drawing reproduction techniques were at an early stage of
Scale : 1/16" = 1ft. Ship No: 400 / 401 Name: Olympic / Titanic. Plan covers Tank Top to D Deck. Possibly sheet 2 of 3.
Scale : Not stated. Ship No: 400 / 401 Name: Olympic / Titanic. Probably made by the Mould Loft using the full scale lofting - the lengths of the frames are dimensioned with the dimensions for 433 added in red. (433 had a different breadth to 400 & 401)
Scale : 1/12" = 1ft. Ship No: 400 Name: Olympic. "Marked "Finnished" on end This is "AS Fitted" Rigging Plan for Olympic. There are four examples of Rigging Plans available for Olympic. The earliest one also includes Titanic. The following examples cover the period of the delivery of Olympic and Titanic through the upgrade of Olympic following the loss of Titanic to the final version of Olympic in 1930. Whereas it is generally recognised that Olympic underwent three major refits during her lifetime, there appears to have
Scale : 1/12" = 1ft. Ship No: 400 Name: Olympic. Profile "picture" of ship with rigging details and boats with additional Lifeboats fitted October 1912 after Titanic disaster. The modifications include changes to transverse watertight bulkheads and the fitting of a longitudinal inner skin. Lifeboats Original No Length Type People Ft 14 30 Open 896 2 25 Cutter 66 4 28 Decked 160 Additional 12 27 Open 612 12 27 Decked
Scale : 1/4 = 1ft. Ship No: 400 Name: Olympic. Plan defining the shape of the hull Includes Lines & Body Plan Displacement Stations. This drawing is dated 15/11/26 and indicates that the propellers have been changed. It is unclear why this plan was redrawn. A considerable effort was required to redraw this plan and no other features of the hull form were changed. A note on the original drawing would have sufficed. Normally this is one of the first drawings made, initially in smaller scale then at a larger scale as more correct geometric information is obtained, The fairing of a 3 dimensional surface on 2 dimensional projection is difficult, requires excellent visualisation and good draughting skills and is a specialised job. Lines Plan consists of views in the xy projection (waterlines) and the xz projection (buttocks.) The Body Plan is sections in the yz projection (frames or stations.) This version of the drawing for Olympic was redrawn in 1926 and incorporates changes to the diameter of the propellers. It is drawn for Displacement Stations that are traditionally used in calculations. A Displacement station is a section along the length of
Scale : 1/4 " = 1 ft. Ship No: 400 / 401 Name: Olympic / Titanic. Steel design and construction details. Drawing with excellent technical detail and information for manufacturing but rather untidy draughting.
Scale : Not stated. Ship No: 400 Name: Olympic. Graph showing the estimated behaviour of the ship at launch at different heights of tide, slope and camber of ways. High level design calculation to design the layout of the ways and, to ensure a safe launch, predict how the ship will behave. This drawing shows the predicted performance of the ship at launch with different tide heights, slope and arrangements of the ways (the surface the ship slides down). This calculation would take 2 to 3 weeks to complete and evolved a lot
Scale : 1/4" = 1 ft. Ship No: 400 / 401 Name: Olympic / Titanic. Mooring arrangement on Forecastle (Pencil Drawing). Important Drawing of the layout of the forecastle Deck showing the layout of the mooring arrangements (always a difficult area) Signature could be Lord Perrie (Needs verified)
Scale : Not stated. Ship No: 400 / 401 Name: Olympic / Titanic. Sketches and Tables of Dimensions as lifted by Mould Loft. Important pencil drawing.
Scale : Not Stated. Ship No: 400 Name: Olympic. Launch
Scale : Not Stated. Ship No: 400 Name: Olympic. Initial Design & architectural feature. Pencil drawing on card outline the design of the feature windows and the steel structure (Production information has been added). Dated - 1st March 1910 & signed - G G Kurotchkin Historical Important Drawing.

<p>Scale : Not Stated. Ship No: 400 / 401 Name: Olympic / Titanic. Pencil Drawing of Scantlings with Material Take-off. Historically important drawing. Following approval of the Midship Section this drawing is typical of other scantling drawings. In this case the geometry is more reprehensive of the actual shape of the structure but at the first stage of development the main purpose is to design and define the principals of the structure. A second stage of development by detail draughtsmen then adds more detailed information to the drawing and finally exact measurements obtained from the mould loft may be added. These different stages of development may be seen by the different styles of drawing and printing. At the time this drawing was made drawing reproduction techniques were at an early stage of development and it was</p>
<p>Scale : Not Stated. Ship No: 400 / 401 Name: Olympic / Titanic. Initial Design &amp; architectural feature. Pencil drawing on card outline the design of the feature windows and the steel structure (Production information has been added). Dated - 1st March 1910 &amp; signed - G G Kurotchkin. Historically Important</p>
<p>Scale : Not Stated. Ship No: 400 Name: Olympic. Details for chain connections for nested lifeboats. Detail drawing of the Chains and Fittings for fitting the Nested Lifeboats to Olympic in 1922.</p>
<p>Scale : 1/4" = 1 ft. Ship No: 400 Name: Olympic. Top Level Design Drawing for Hull Structure. This drawing is one of the most valuable documents in the development of the design of the ship. It defines all the principal features of the Hull Structure and provides a framework for the development of the structural detail. This copy has been traced by a tracer from the original drawing made by a designer. The designer</p>
<p>Scale : 1/32" = 1ft. Ship No: 400 Name: Olympic. Design: Saloon, upper, middle, lower and orlop decks. 850 x 92 x 64.5 ft to shelter decks. This plan is a tracing of HOYFM.2010.73.192 showing the arrangement of olympic after conversion to oil fuel in 1920. Note the additional cabins for passengers in place of dormitory accomodation for firemen and the re-arrangement of certain store rooms aft. Also the coal bunkers converted to oil storage tanks and the inner skin fitted after the Titanic disaster in 1912. Similar content small scale version of HOYFM.2010.73.138, HOYFM.2010.73.140, HOYFM.2010.73.153 &amp; HOYFM.2010.73.155. On end of roll title "Design RC". Could this be a drawing made on the request of Rupert Cameron (Chief Naval Architect from 1953 and previously Chief Designer). Rupert Cameron was</p>
<p>Scale : 1/12" = 1ft. Ship No: 400 Name: Olympic. Rigging plan (Fin) After reconditioning June 1920. Shows arrangement with additional boats.</p>
<p>Scale : 1/12" = 1ft. Ship No: 400 / 401 Name: Olympic / Titanic. Rigging Plan. Marked "Working" on end. Shows arrangements of Boats as fitted to Titanic. Titled Olympic and Titanic and annotated "Working" on the end of the roll. It appears to be the earliest version. A part of the drawing is missing at the right hand end and this was repaired by the museum. It shows a lifeboat arrangement as fitted to both ships when delivered. There is an inserted piece in the drawing in way of the Bridge and numerous areas where corrections and changes have been made. Including changes to the height of funnels. It is reasonable to assume that this was an early version in the design phase. There are a number of notes in pencil probably</p>
<p>Scale : 1/4" = 1ft. Ship No: 400 / 401 Name: Olympic / Titanic. Design &amp; manufacturing details</p>
<p>Scale : 1/4" = 1ft. Ship No: 400 / 401 Name: Olympic / Titanic. Design &amp; manufacturing details.</p>
<p>Scale : 1/4" = 1 ft. Ship No: 400 / 401 Name: Olympic / Titanic. Extra columns in turbine engine room. Updates to previous design. Late modification probably based on experience with ship.</p>
<p>Scale : 1/16" = 1ft. Ship No: 400 Name: Olympic. Plan of Decks A to C. Interesting Drawing- an early example of a copy on tracing cloth of an original drawing. Stamped "Liverpool 7-8-1930" with comments "As Checked April 1930" &amp; "Received with Liverpool Memo 7/8/30". Possibly used as a master of an onboard Safety Plan. A photographic copy of HOYFM.2010.73.150 with some alterations of detail. Profile sheet not located. Under investigation – the relationship between these two drawings – which came first</p>
<p>Scale : Not Stated (1/4"=1ft &amp; 1/2"=1ft). Ship No: 400 / 401 Name: Olympic / Titanic. Bunker plan / bunkers aft. Scantling &amp; Manufacturing Detail. Drawing should always state critical dimensions so workshop personnel and detail draughtsmen should never have to scale from drawings.</p>
<p>Scale : 1/4" = 1ft. Ship No: 400 / 401 Name: Olympic / Titanic. After Body Columns. Combined Scantling, manufacturing &amp; assembly information.</p>
<p>Scale : 1/4" = 1ft. Ship No: 400 / 401 Name: Olympic / Titanic. Bridge Deck House.</p>
<p>Scale : 1" = 1ft. Ship No: 400 / 401 Name: Olympic / Titanic. Hydraulic Riveting at After End of Bridge. Drawing shows area where riveting is to be done by the Hydraulic Riveting machines. Drawing title for 400 &amp; 401.</p>
<p>Scale : 1" = 1ft. Ship No: 400 / 401 Name: Olympic / Titanic. Hydraulic Riveting Between Forward and After End of Bridge. Drawing shows area where riveting is to be done by the Hydraulic Riveting machines. Note The title on the end of the drawing indicates for Ship 400 &amp; 401 but the main title on the drawing has been altered to 400 only. The hvdraulic riveting machines could only operate in area consisting of plating</p>

Scale : 1/4" = 1ft. Ship No: 400 / 401 Name: Olympic / Titanic. Boat Chock Half Size and Full Size/Single Boat Chock. Standard Drawing with card endpiece indicating to be used for 400 & 401. Why an original drawing was used in this way is not understood.
Scale : 1/4" = 1ft. Ship No: 400 / 401 Name: Olympic / Titanic. Keel Plate Plan. Drawing developed from the scantling drawings showing the exact details and dimensions of the Keel Plate. This way the first part of the ship layed down and it was very important that this part would be positioned very accurately.
Scale : Not stated. Ship No: 401 Name: Titanic. Launching Curves from 418 to 434 (401 is included on the plan but not listed in title). Data recorded at the launch of a range of vessels. Plots of Time against Distance Travelled. Information collected by the Design / Calculation Dept for use on future vessels. This graph records the actual performance of a number of ships during their launch and would be used to refine
Scale : 1/16"=1ft. Ship No: 400 Name: Olympic. Blueprint copy with comment "Changes to WT Bulkheads" in Red pencil. Print of original drawing - records changes.
Scale : 1/16" = 1 ft. Ship No: 400 Name: Olympic. General Arrangement - Sheet 2. Blueprint copy. Sheet 2 of 77.
Scale : 1/32" = 1ft. Ship No: 401 Name: Titanic. Tank Top to Saloon Deck. This drawing is a copy of an original drawing and was intended to enable changes or alterations to be make on the top face (the original information is on the reverse face). No alterations are apparent so the purpose of this actual copy is
Scale : 1/32" = 1ft. Ship No: 401 Name: Titanic. Tank Top to Saloon Deck. This drawing is a paper print of an original drawing and was intended to enable changes or alterations to be make on the top face (the original information is on the reverse face). No alterations are apparent so the purpose of this actual copy
Scale : Not stated. Ship No: 400 Name: Olympic. Curve of areas and 33 ft water line. Intermediate calculation related to 84. Part of a calculation probably contained in a Calculation File. This paper tracing drawing was rolled within 84 (a set of Hydrostatic Curves for Ship 400). It is quite fragile and was not closely examined but probably relates to the design of a new protential ship at some time post 1913 (the tracing paper could be a clue also Taylor is mentioned.) This graph is part of an intermediate calculation using the Line Plan as input and related to the Displacement Scale. It was rolled up in the Displacement
Scale : Not Stated. Ship No: 400 / 401 Name: Olympic / Titanic. Displacement scale. More commonly known today as Hydrostatic Curves. Very Important Design Drawing. Initialed Charles Payne. These graphs, the result of extensive calculations, show the important characteristics of the ship relevant stability and are
Scale : 1/4" = 1ft. Ship No: 400 / 401 Name: Olympic / Titanic. A combined Scantling / Manufacturing Drawing with Material orders, Part Nos & Freehand explanatory sketches. The amount of technical information contrasts with the lack of attention to formal drafting procedures. This indicates work by a senior draughtsman more concerned with defining the technical requirements as opposed to draughting
Scale : 1/4" = 1ft and 1/2" = 1ft. Ship No: 400 / 401 Name: Olympic / Titanic. Details of Seats for various "Loose" Tanks. ""Loose Tanks" are self contained tanks as opposed to "Build-in Tanks" that are part of the main structure. Low level drawing. Note modification in Red for 401
Scale : 1/16" = 1ft. Ship No: 400 Name: Olympic. Length 850' x breadth 92' x depth 64.6' to shelter deck.
Scale : 1/4 " = 1 ft. Ship No: 400 / 401 Name: Olympic / Titanic. Promenade deck house.
Scale : 1/4 " = 1 ft. Ship No: 400 / 401 Name: Olympic / Titanic. Combined Scantling, manufacturing & assembly information. Following approval of the Midship Section this drawing is typical of other scantling drawings. In this case the geometry is more reprehensive of the actual shape of the structure but at the first stage of development the main purpose is to design and define the principals of the structure. A second stage of development by detail draughtsmen then adds more detailed information to the drawing and finally exact measurements obtained from the mould loft may be added. These different stages of development may be seen by the different styles of drawing and printing. At the time this drawing was made drawing reproduction techniques were at an early stage of development and it was effective to
Scale : Not Stated (1/8"=1ft). Ship No: 400 / 401 Name: Olympic / Titanic. A pencil drawing showing the layout of Machinery, Bunkers, etc on the Tank Top.
Scale : 1/4=1ft. Ship No: 400 / 401 Name: Olympic / Titanic. Fore body columns.
Scale : 1/4" = 1ft. Ship No: 400 / 401 Name: Olympic / Titanic. Details of bridge deck girders aft. Steel drawing with Parts Nos. & Section cutting information. New drawing probably made for 433.
Scale : 1/2" = 1ft. Ship No: 400 / 401 Name: Olympic / Titanic. Turbine engine seating. Design & manufacturing information.
Scale : 1/2" = 1ft. Ship No: 400 Name: Olympic. Manufacturing detail for crane. Rather tatty blueprint.



Scale : 1/16" = 1 ft. Ship No: 400 Name: Olympic. A Sheet of 3 sheet drawings (Tank Top to Orlop Deck with Sections) with Olympic modified to Oil Fuel in 1926. Olympic to modified from Coal Burning to Oil Fuel in 1928. <u>Other modifications included an upgrade to the systems notably electrical.</u>
Scale : 1/16" = 1 ft. Ship No: 400 Name: Olympic. General Arrangement. Profile & Top Decks. Early edition with Nested Boats. Sheet 1 of 4.
Scale : 1/4"=1ft & As Marked. Ship No: 400 / 401 Name: Olympic / Titanic. Scantling drawing with production information.
Scale : 1/4" = 1ft. Ship No: 400 / 401 Name: Olympic / Titanic. Fore body bulkheads.
Scale : Not Stated 1/4"=1ft & 1"=1ft. Ship No: 400 / 401 Name: Olympic / Titanic. Girders under saloon deck. Scantling drawing with production information. Drawing is a good illustration of quickly producing <u>technical information- good technical information at the expense of high quality draughting</u>
Scale : Not Stated 1/4"=1ft & 1"=1ft. Ship No: 400 / 401 Name: Olympic / Titanic.
Scale : 1/2" = 1ft. Ship No: 400 / 401 Name: Olympic / Titanic. Saloon deck girders ford tween casings and ford hatches. Design & manufacturing details. Drawing with much lettering in script.
Scale : 1/32" = 1ft. Ship No: 400 Name: Olympic. General Arrangement. Top level drawing showing <u>proposed layout of major spaces (with cabin occupancy). This version has been traced. Sheet 1 at 51</u>
Scale : 1/16" = 1ft. Ship No: 400 Name: Olympic. Length 850' x breadth 92' x depth to shelter deck 64'. General Arrangement. Sheet 2 Tank Top to C Deck. GA after refit to Oil Fuel. Note in Red Pencil dated 7/7/33. A drawing with similar level of detail as HOYFM.2010.73.92 but after conversion to oil fuel and significant modifications to accommodation and service spaces. Again Profile sheet not located. Drawing appears to have been joined together from two separate drawings. Drawing HOYFM.2010.73.150 contains much more detail than those at HOYFM.2010.73.138, HOYFM.2010.73.140, HOYFM.2010.73.153 & <u>HOYFM 2010 73 155 and perhaps was made as an "As Fitted" for display on-board the ship. This could</u>
Scale : 1/16" = 1ft. Ship No: 400 Name: Olympic. General Arrangement. A B C Deck. Part of HOYFM.2010.73.155.
Scale : 1/2" = 1ft. Ship No: 401 Name: Titanic. Alteration to fore end of wt hatch on forecastle deck. Detail Structural "Steel" drawing used for construction. See original plan HOYFM.2010.73.68
Scale : 1/16" = 1ft. Ship No: 400 Name: Olympic. General Arrangement. D E F Deck arrangement.
Scale : 1" = 1ft. Electric welding on stern frame, work done in Thompson dock Belfast January 1924. Ship No: 400 Name: Olympic.
Scale : 1/16" = 1ft. Ship No: 400 Name: Olympic. General Arrangement (Design 400 on end). 850' x 92' x 64.4' to shelter deck. Scale-Design Middle Part. Arrangement of Decks with Proposed Mods. Fragile paper print - <u>not examined. Assumed to be Sheet 2 of 162, therefore Important.</u>
Scale : 1/16"= 1ft. Ship No: 400 Name: Olympic. General Arrangement (Design 400 on end). 850' x 92' x 64.6' to shelter deck. Profile & Top Decks. Paper print dated 16/10/11 & Initialed TA (Thomas Andrews) <u>version with stacked lifeboats. Enclosed part plan of Bridge Dk showing proposed modifications for next</u>
Scale : 1/16" = 1 ft. L 850' x B 92' x D 64.6'. Ship No: 400 Name: Olympic
Scale : 1/16" = 1 ft. Ship No: 400 Name: Olympic. Design D, 850' x 92' x 64.6'.
Scale : 1/4" = 1 ft. Ship No: 400 / 401 Name: Olympic / Titanic. 850' x 92' x 64.6'.
Scale : 1/2" = 1ft. Ship No: 401 Name: Titanic. Rigging plan.
Scale : 1/16 = 1 ft. Ship No: 400 / 401 Name: Olympic / Titanic. Waterlines with 2 compartments flooded. <u>Mersey enquiry plan. The extent of damage as presented at the Mersey Enquiry 1912.</u>
Scale : 1/32" = 1 ft. General arrangement of Titanic - Olympic in 1912 would be almost identical. Arrangement is coal fired boilers with coal bunkers and lots of firemen. It is the dual arrangement of alternative 1st or 2nd class cabins on the upper deck and 2nd and 3rd class on the lower deck. A lockable <u>gate could be used to separate the classes but there was always a dedicated stairway to and from each</u>
Scale : Not stated. Ship No: 400 / 401 Name: Olympic / Titanic. 400-1 Framing plan. A toplevel scantling plan showing the arrangement and connection of the frames. The drawing is in the typical "expanded" format, <u>where the frames are shown around the girth that indicated the length of the frame.</u>
Scale : 1/16" = 1 ft. Ship No: 400 Name: Olympic. Proposed General arrangement. Presentation drawing for Ismay and Sanderson. Showing painting deck. Date stamp 29 July 1908

Scale : 1/16" = 1 ft. Ship No: 400 Name: Olympic. Design D, 850' x 92' x 64.6'. Profile missing or may not have been made as this drawing was initiated to demonstrate certain features to owners. Design inspected by Mr Bruce Ismay and Mr Sanderson etc. during their visit to Belfast on July the 29th 1909

Measurements
578 cm x 78 cm
150 cm x 88 cm
298.5 cm x 89.5 cm
157 cm x 92.5 cm
224.5 cm x 46.5 cm
205 cm x 53 cm
207 cm x 57.5 cm
424cm x 85.5cm
426cm x 74cm
186.5 cm x 76 cm
100.5cm x 94cm
302cm x 79cm
311cm x 68cm
470.5cm x 76.5cm

432.5cm x 101cm
518cm x 88.5m
68 cm x 55 cm
89 cm x 91.5 cm
83.5 cm x 74.5 cm
204 cm x 64.5 cm
187 cm x 55.5 cm
349 cm x 50 cm
165.5 cm x 53 cm
50 cm x 77 cm
143 cm x 99.5 cm
324 cm x 73 cm
260 cm x 52 cm
442 cm x 78 cm
172 cm x 74 cm
172 cm x 72 cm

160 cm x 66 cm
390 cm x 52.5 cm
206 cm x 79 cm
153 cm x 99 cm
152 cm x 99 cm
110 cm x 77 cm
108 cm x 75.5 cm
117 cm x 36 cm
139 cm x 67 cm
110 cm x 72 cm
172 cm x 65.5 cm
151 cm x 95 cm
492 cm x 91 cm
549 cm x 78 cm
278cm x 96cm
199 cm x 59 cm
83 cm x 54.5 cm
189 cm x 82 cm
83 cm x 81 cm

153 cm x 69 cm
160 cm x 72 cm
317 cm x 83 cm
462 cm x 103.5 cm
327 cm x 76 cm
149 cm x 47 cm
134 cm x 88.5 cm
89.5 cm x 74 cm
156 cm x 104 cm
156.5 cm x 67 cm
66.5 cm x 60 cm
152.5 cm x 66 cm
156 cm x 91 cm
153 cm x 92 cm
180 cm x 80.5 cm
161.5 cm x 108.5 cm
165.5 cm x 92.5 cm
99 cm x 638 cm
204 cm x 51 cm
99 cm x 445.5 cm
117 cm x 84.5 cm
165.5 cm x 68 cm

163.5 cm x 103 cm