

Titanic's Chart Room and Pilot's Room Windows

By Bob Read, D.M.D.

Introduction

It wasn't until wreck video was taken of *Titanic* that it was possible to identify windows in the chart room and pilot's room that had previously been unknown. This brief article will document and discuss these windows.

Photo Evidence

The forward extent of *Titanic's* officers' quarters was extended compared to early *Olympic's*. In this extended space provision was made for a chart room on the port side and a pilot's room just to port of it. Just forward of these rooms was the wheelhouse. Just aft of these rooms were the fan and vent trunks. Figure 1 shows this layout.

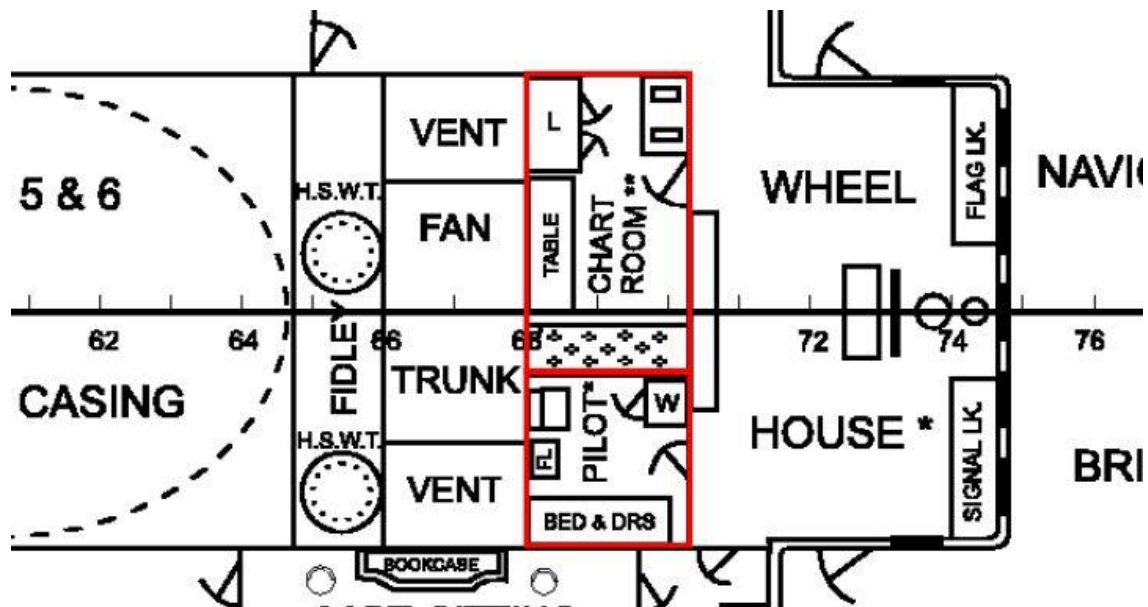


Figure 1

These two cabins were "blind" in that they were interior rooms which had no exterior windows. There were also first class cabins without windows on A deck below the officers' quarters which were provided light and air by "skid lights" that we see at the base of the outboard bulkheads of the officers' quarters. On *Titanic* provision was made for light and air to the chart room and

the pilot's room by placing light and air "windows" on the aft bulkheads of these rooms. These were not conventional windows in the sense that one could look out of them to have an exterior view. These windows opened into the fan trunk forward of the first funnel. They were directly below the stokehold duct over the fan trunk. Ambient light in the upper part of the fan trunk provided light through these windows. It is probable that they had translucent glass which they referred to as "obscure glass" to diffuse the light for greater illumination in the rooms. By some means the windows could be opened to allow air to enter. Figure 2 shows a wreck photo showing these three windows.



Figure 2

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Figure 3 shows a closer view of two of the windows.



Figure 3

Figure 4 shows an enlargement of one of the windows.



Figure 4

Window Arrangement

With these three windows opening into the fan trunk the next task was to analyze how they were arranged. The chart room and the pilot's room occupied a space which was 20 ft. wide. The chart room was 12 ft. wide and the pilot's room was 8 ft. wide. The fan trunk into which these windows opened was 12 ft. wide. Windows through bulkheads always are placed between underlying framing. In order to determine the placement and even the size of the windows we needed to determine the framing of this aft bulkhead between the fan trunk and the chart room and pilot's room. The way we were able to determine the framing was by examining an *Olympic* fitting out photo shown in Figure 5.

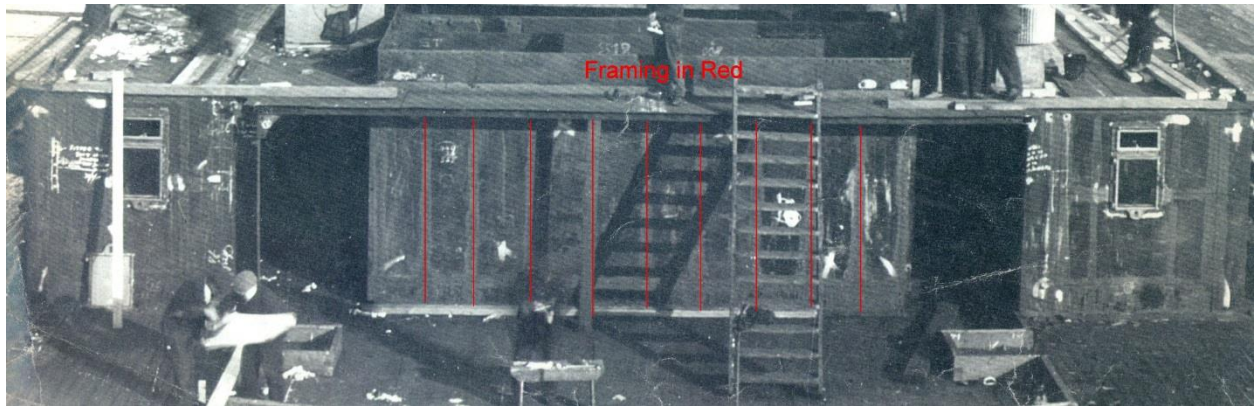


Figure 5

In looking at the photo we see that a smoothing compound was placed over the frames where they were flush riveted. The underlying frames are indicated in red. On this 20 ft. wide bulkhead it is evident that there are 10 spaces between frames. This means that the frame spacing was 24 inches. Using known dimensions of the fan trunk and those of the chart room and pilot's room, the layout of the windows was drawn in Figure 6. It can be seen in this drawing that given the width of the fan trunk and the spacing of the windows in the photos that only three windows could be placed within the area of the area of the fan trunk. They could be shifted one frame to starboard from what is seen in the drawing but the photos seem to suggest that the arrangement shown in Figure 6 is correct.

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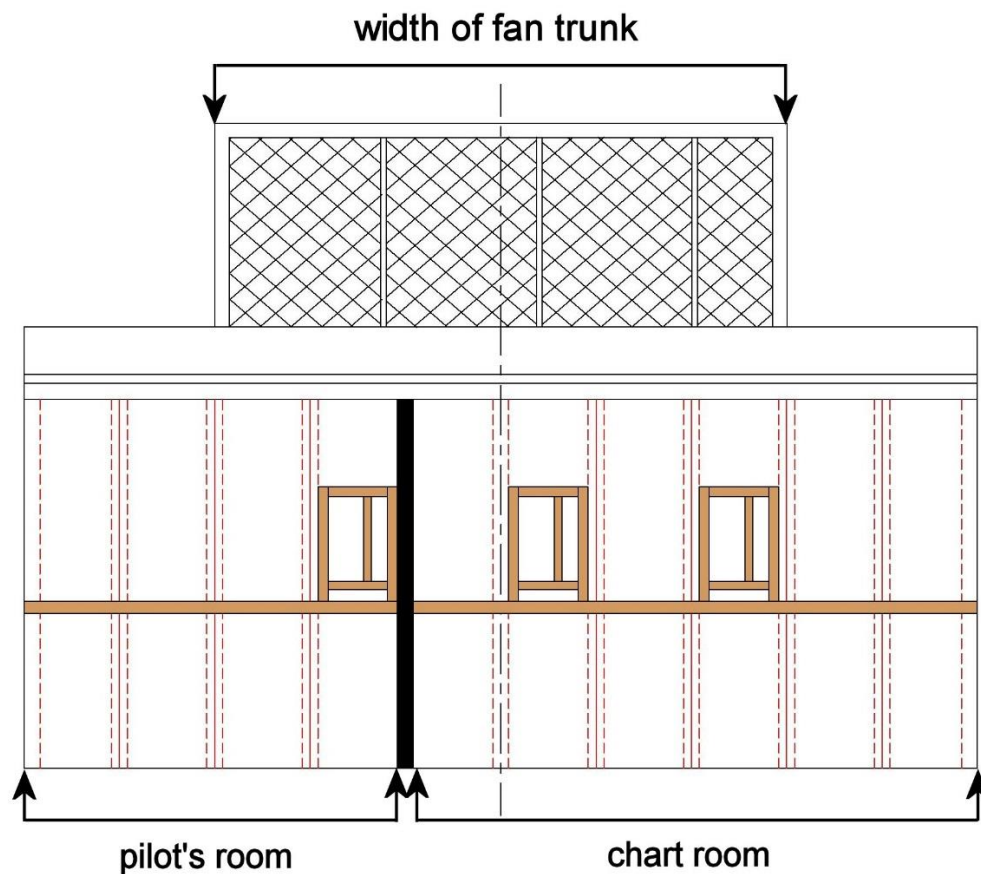


Figure 6

Window Framing

The most difficult thing to determine is how these windows operated based on the framing. The configuration of the framing is what is seen in photos. There are rusticles which are falling down on both the exterior and interior of these windows which probably obscure vital details necessary for determining how these windows functioned. Some have suggested that the window sash may move horizontally. I believe that the framing would interfere with and prevent any horizontal movement. The framing is probably teak because it has not been consumed by marine organisms and there are no rusticles arising from it which would indicate that they were steel. They could possibly be bronze but the color has more of a wood character and there don't appear to be paint remnants adhering. It might even be possible that there were other pieces of hardware on these frames which might better explain their operation.

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Conclusion

This article has sought to demonstrate the existence and function of light and air windows in *Titanic's* chart room and pilot's room. Existing wreck footage along with an *Olympic* fitting out photo were used to determine the arrangement and size of the windows. These windows are probably not something which would be relevant for most modelers but because their existence is not well known I thought that they should be documented.