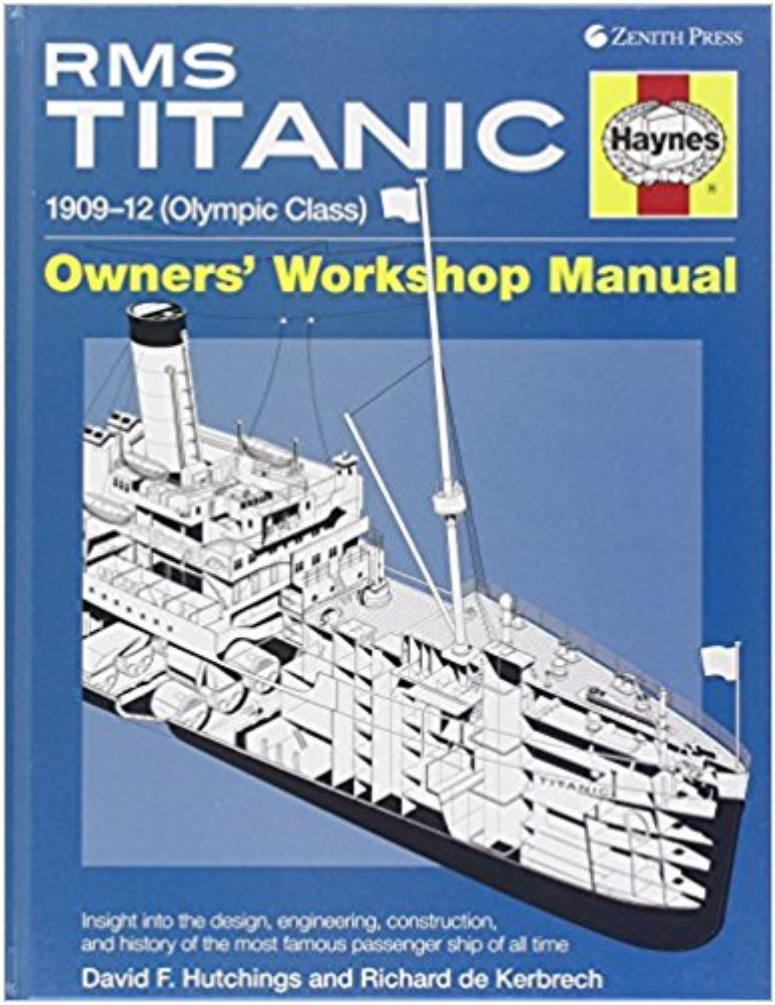
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RMS Titanic Manual: 1909-1912 Olympic Class (Haynes Owners Workshop Manuals)



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Synopsis

The world famous ocean liner Titanic, which sank on her maiden voyage in 1912, is the latest subject to receive the Haynes Manual treatment. With an authoritative text and hundreds of illustrations, see how this leviathan was built, launched, and fitted out. Read about her lavish passenger accommodation. Learn about the captainÃ¢â ¬â„¢s responsibilities, including the operation of a transatlantic liner. Consider the chief engineerÃ¢â ¬â„¢s viewÃ¢â ¬â •how did he manage the huge engines and other onboard systems? What was it like to operate the luxury ocean liner from the perspective of TitanicÃ¢â ¬â„¢s owner, the White Star line?

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Customer Reviews

HOBBY MERCHANDISERÃ Â Ã Â Ã Â With an authoritative text supported by more than two hundred illustrations, RMS Titanic Owners' Workshop Manual helps readers discover how this Leviathan of the seas was built, launched, and fitted out, understand the complexities of her massive engine room and appreciate the lavish passenger accommodations. Readers will also learn about the captain's many responsibilities and discover how the chief engineer kept the mighty ship and its systems running. This one-of-a-kind book offers a rare and fascinating insight into the design, construction, and operation of the Titanic. Ã Â

TitanicÃ¢â ¬â •the second of the Olympic class linersÃ¢â ¬â •was not revolutionary in design, but

was remarkable for her size. She measured 882 feet 9 inches from stem to stern, her navigating bridge towered 104 feet above the keel, and she could carry more than 3,300 passengers and crew. With a gross tonnage of 46,328 tons,Ã Â TitanicÃ Â sacrificed speed in favor of size and luxury, space and comfort on the North Atlantic passenger route.Ã Â TitanicÃ¢â ¬â„¢s fifteen watertight bulkheads were said at the time to make the ship Ã¢â ¬Å“practically unsinkable.Ã¢â ¬Â• But these bulkheads did not extend high enough, and this, along with insufficient lifeboats, proved to be her AchillesÃ¢â ¬â„¢ heel. On her maiden voyage across the North Atlantic in 1912,Ã Â TitanicÃ Â struck an iceberg and sank with heavy loss of life. With an authoritative text supported by more than two hundred illustrations, you can read how this Leviathan of the seas was built, launched, and fitted out, understand the complexities of her massive engine room, and appreciate the lavish passenger accommodation that was the talk of Edwardian Britain. You can also read about the captainÃ¢â ¬â„¢s many responsibilities and discover how the chief engineer kept the mighty ship and its systems running. The HaynesÃ Â RMS Titanic ManualÃ Â offers a rare and fascinating insight into the design, construction, and operation of one of the greatest passenger ships of the twentieth century.

This is a good book for someone interested in the Titanic. Not exhaustive; go to the Harland and Wolfe files for that (or something).A comment on the two-star review of this book makes a pretty strong statement that the "last picture of the Titanic" is actually of the Olympic. It isn't, as the Olympic's A-deck promenade never had the forward section enclosed as the one in the picture. It is really too fuzzy to make any strong statement about it, but I'd say it's the Titanic.One mistake that is in there, though, is the picture of the Titanic's officers. I only noticed this as I have Mark Chirnside's worthwhile book "R.M.S. Olympic" which has the same picture noted as the officers of the Olympic on her maiden voyage. Captain Smith, First Officer Murdoch, and Chief Purser McElroy are on the picture and correctly noted, as they transferred to the Titanic the following year. It wasn't hard to confirm; Henry T. Wilde had no mustache.This doesn't make me hate the book; it's just intriguing.

Great book, I have to admit I got kind of interested in what made the Titanic tick, and this book will satisfy your curiosity, I mean it has everything that you want to know about the great boat, diagrams of the boilers, engine rooms, constructions, firemen passages, you name it, its pretty bad ass, if you are a history aficionado like myself and wondered about the Titanic, this is a great little book. My only gripe is that I wish they had it on Kindle or I books so I can have it with me all the time.

The authors are qualified engineers with a great deal of experience in ship design and construction and marine machinery. Most of the text is taken up with clearly-explained and factual descriptions of the ship, her systems, and their operation. Since the publishers haven't taken the trouble to include a table of contents in their description, I have:INTRODUCTION 7ACKNOWLEDGEMENTS 8THE TITANIC STORY 11Harland & WolffÃƒÂ¢Ã â ¬Ã â„¢s Olympic Class 12The Titanic is born 15Entry into service 18Maiden voyage 21ANATOMY OF THE TITANIC 37Hull 39Framing 42Plating 43Water ballast 44Watertight bulkheads and doors 45Superstructure 47Expansion joints 47Decks 47Passenger accommodation 57Lifeboats 61Davits 61Engines 61Funnels 61Propellers 64Rudder and steering engines 68Anchors, capstans and windlasses 70Electric plant 73Refrigeration 74Olympic Class waterworks 74Ventilation 74Radio and navigational aids 74PROPULSION 77Scotch boilers 80Raising steam 84Inspection, common defects and repairs to Scotch boilers 88Main propulsion machinery 90Low-pressure exhaust turbine 96Condensers 100Thrust collars and blocks 104Generators 106LIFEBOATS 109Construction 116Inspection 117VIEW FROM THE BRIDGE 123Control of the steering gear 126Navigation and wireless equipment 127ENGINEER'S VIEW 133Management and working of the engines 135Management of boilers 137Propellers 137Electric light 138Fuel consumption 138Administrative duties 138Hydraulic machinery 139Refrigerating machinery and cold chambers 139Aspects of main engine operation 139POSTSCRIPT 144The Titanic Rediscovered 144APPENDICES 150Appendix 1 Glossary 150Appendix 2 Where Titanic-related artefacts can be seen 155Appendix 3 Useful Titanic-related contacts 156Bibliography 157IndexThere are several hundred illustrations. Some are pretty shopworn, but that's inevitable. It wasn't a time when everyone carried a high-rez camera around in his cell phone, and photographing action scenes was nearly impossible. In a good many cases well-known photos are explained better and more clearly than elsewhere.There are some things the authors don't cover that would be relevant, and a few things they don't get quite right, but not too many. Take it for what it is and it's a lot of book for the money, a lot more than you get from many others.

If you already own the massive "Titanic: The Ship Magnificent," you don't really NEED to buy this book, but it's nonetheless an effective single-volume distillation of what made the famous ship tick. Lots of very nice photographs and diagrams, semi-detailed technical explanations of the ship's machinery and arrangement, and some interesting insights into early 20th century shipbuilding. I didn't notice any serious mistakes, beyond a set of plans of the Olympic captioned as being of the Titanic. You don't need to be a steam engineer to follow this book, but a more than casual interest in

naval architecture would be helpful.I wouldn’t describe this book as a particularly groundbreaking piece of Titanic research, but it’s pretty enjoyable and better than I’d expect from a $20 novelty title.

Another unusual Haynes Workshop Manual! Generally a nice insight into the incredible effort needed to keep an Edwardian Era Liner up and running. My only complaint is there are almost none of the detailed cutaway artwork drawings that I found in my other Haynes Manuals, such as the "Starship U.S.S. Enterprise", the "Milennium Falcon", and the "Klingon Bird Of prey" manuals.

As someone who has always been fascinated with the ship (not so much her end, with the tragic loss of life), this was an incredible look into the design and inner workings of the ship. Amusing that it comes from the same company that produced the repair manuals I’ve favored for my cars over the years.There is a huge amount of detail, probably nearly enough to maintain and repair an Olympic class vessel. If you had access to the resources required. The graphics were excellent. The tips made it feel very real, even if there are longer any of the three vessels that would need it.All in all, a very innovative way to see the ship from a different perspective than it’s normally presented

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