

Press release describing passenger deck. (C)

PAN AMERICAN AIRWAYS SYSTEM

PACIFIC DIVISION

427 Post Street - San Francisco, Calif.

1940

SUBJECT: PASSENGER ACCOMMODATIONS
OF BOEING 314 CLIPPER

2nd class

The new Clipper, with its two decks and eighteen separate rooms, its soft carpeted floors, its davenport-type lounging chairs, and its modern styling throughout, is virtually a "Park Avenue suite on wings."

One boards the silvery giant by a gangplank that leads to the broad upper surface of one of the hydro-stabilizers, which is actually a 1500-gallon fuel reservoir but serves for passengers as a loading deck. Entering the passenger deck by a side door, the passengers step down three steps into the dining saloon and recreation center, the largest room in the ship with the exception of the control room on the upper deck.

The 10½ by 12-foot dining room has a gay color scheme, with a spirited blue pattern on furniture upholstery, rich terra cotta carpeting, and walls of silvery-biege. Double windows on either side of the room have modern Venetian-type blinds, as do the windows of all other passenger compartments in the ship. There are five dining tables of polished black walnut, and deeply upholstered armchairs for the fourteen persons who may dine in the room at one time.

For long ocean hops when the maximum seating capacity of the ship will not be used, this room will remain available at all times as a social center for passengers. For shorter

chedules and greater overnight passenger loads it can be furnished as a lounge with standard passenger seats for day-time occupancy, convertible into upper and lower berths at night. When this arrangement is used the Clipper has berth accommodations for a total of 40 persons.

Arched doorways at either end of the central lounge lead to passenger compartments fore and aft. If you choose first to look over the after sections of the ship, you pass successively through three standard passenger compartments, all identical except for alternate color styling in adjoining cabins. Each has floor dimensions of $7\frac{1}{2}$ by 12 feet, and is $7\frac{1}{2}$ feet in height.

For these rooms, soft, restful color schemes have been chosen. Seats are upholstered in a beige wool tapestry, tailored with leather trimming. The subordinate color touches in the furniture upholstery harmonize with the carpet and wall colors in the particular room, some of the rooms having turquoise green carpeting and light green walls, and others having rust carpeting and beige walls.

The quiet of a radio studio is noticeable within the cabins -- a result of the double insulation and soundproofing in the walls, consisting of felted kapok and spun glass wool.

Each compartment has accommodations for ten persons. Davenport-type triple seats face each other on the starboard side and double seats are similarly located on the port side. They are made up of Australian horse hair, curled and rubberized. Between the seats there is a bridge table fastened to special brackets and readily removable.

As a sample of what may be expected in night accommodations aboard the new Clipper, you find one of the passenger compartments made up into berths. They are closed off by heavy curtains in deep rich Pan American Airways blue, while blankets and interior berth fittings have a light blue tint. Each triple seat has been converted into upper and lower berths running across-ship. They are six feet three inches long, 32 inches wide, and have $35\frac{1}{2}$ inches head room. The double seats on the port side have been converted to an upper and lower berth running lengthwise of the ship and measuring seven feet, four inches long, and 38 inches wide. Each of the berths has an outside window, individual ventilator, reading light, steward's call button, clothes rack, and hangers.

Leaving this room and proceeding farther toward the stern, one enters a four-passenger port side compartment opposite which is a door to the women's dressing room. Large and tastefully styled, the women's room has a grey linoleum floor, Pan American Airways blue Vinylite plastic sheet wainscoting on the lower portion of the walls, beige fabric lining on the upper portions, turquoise leather-covered upholstered dressing table stools, and beige Micarta table-tops. To the left just inside the door is a wash basin with hot and cold running water, a large mirror, and a dental lavatory. Along the outer wall is a long double dressing table, with two plate glass mirrors and modern lighting fixtures.

Beyond the women's dressing room, in the aft-most section of the passenger deck, one enters the Clipper's much-talked-of de luxe compartment, or "bridal suite." Its color plan is like that of the dining saloon, with a lively blue tone in up-

upholstered furniture. Over by the starboard windows is a love seat, beside which is an end table. Along the adjacent wall is a davenport-style triple seat that converts into berths, and another end table. In an opposite corner there is a combination dressing table and writing desk, while the fourth corner has a folding wash-stand cabinet. An occasional chair and a coffee table complete the furnishing of this self-sufficient cabin.

Retracing steps to the central lounge and beyond, to scout the forward end of the passenger deck, one enters another of the standard ten-passenger compartments, then a section containing a galley to the port and a men's dressing room to the starboard, beyond which is still another standard compartment. There is a drinking fountain at this end of the passenger deck, and another at the stern.

The galley contains an ingeniously compact arrangement of equipment designed and built by Pan American Airways for serving full-course meals to their sizable list of transoceanic passengers. Not only are there the necessary cupboards, drawers, containers, etc., but an ice refrigerator and a steam table. Between meals a cocktail bar may be set up in this area.

The men's dressing room is finished with grey linoleum on the floor, maroon Vinylite sheet plastic wainscoting on the lower part of the walls, and beige fabric above. Its furnishings include a dental lavatory, two wash basins with hot and cold running water, and two plate glass mirrors.

In the hallway between the galley and men's room there is an interphone with which the steward may call various officers on the flight deck above, and a 56-station annunciator

panel with signal lights for the steward, individually connected to each of the many call-buttons throughout the ship. Nearby is a spiral staircase leading to the upper deck where control room, cargo holds, and crew's living quarters are located.

The Clipper has a thermostatically controlled heating system capable of circulating a five times greater volume of warm air than the heating system of a modern seven-room house. There are two "furnaces," using exhaust heat from two of the four engines. Either of the two is capable of supplying sufficient heat for the entire plane.

General room lighting in passenger cabins of the ship is supplied by modern dome lights built in the ceiling.

An indication of the remarkable improvement in provisions for comfort of airplane passengers, culminating in the new Clipper, can be gained by a few comparisons with typical planes of the past. The Boeing Model 80-A tri-motored transport of 1928 provided per passenger 7.3 square feet of floor space, 45.7 cubic feet of cabin volume, and 47.5 pounds of furnishing and equipment. Similar figures per passenger in the twin-engined Boeing 247-D transport, introduced in 1933, are 8 square feet, 48.8 cubic feet and 77.3 pounds. For the Model 314 Clipper the figures are 22 square feet of deck space, 164 cubic feet of cabin volume and 175 pounds of furnishings and equipment, including night furnishings, per passenger.

The Clipper's passenger accommodations and furnishings were planned by Boeing engineers and interior decorators in conjunction with Pan American Airways representatives, including Howard Ketcham, color consultant for Pan American, who supervised the color treatment.