

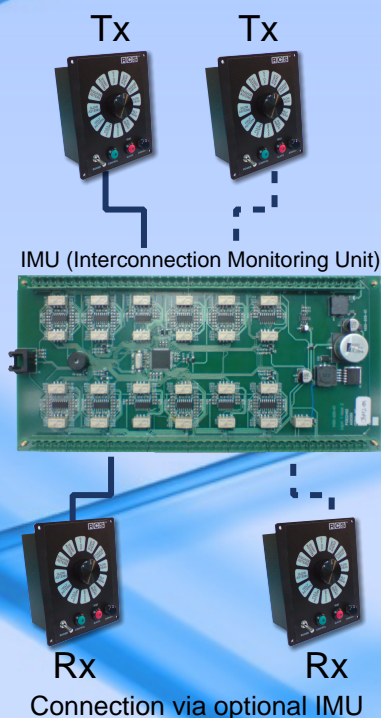
ROTARY SWITCH TELEGRAPH SYSTEMS

Radamec's rotary switch range of telegraphs provide the optimum solution for vessels requiring telegraphs as a back up to bridge control systems.



Transmitter

Receiver



Connection via optional IMU



Direct connection

Call us now for prices for your vessel

Tel: +44 (0)1635 40528

Latest Generation Ships Telegraphs



These latest generation Ships Telegraphs incorporate the traditional time proven method of signalling between Bridge and Engine room with modern high reliability LED technology. LED's offer long service life as well as reduced power consumption. The answerback functionality gives positive confirmation back to the bridge that either the command has been accepted and actioned or the engine room may indicate back the nearest available option to the bridge if they are unable to meet the requested command.

A new command is selected using the central rotary knob at the transmitter which illuminates as it is selected. At the receiver the same command illuminates and an audible signal is given that action is required. The receiving station then acknowledges the order by selecting the same command with their rotary knob. This will silence the audible signal. Alternatively they may indicate another position e.g half ahead instead of full ahead if this is all that is possible. The bridge then has the option of acknowledging and accepting this.

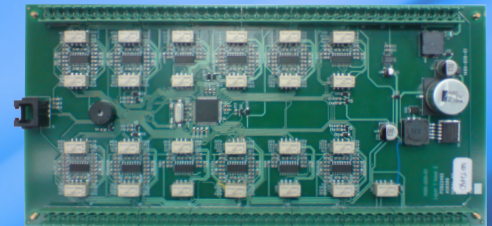
These units can be supplied with between 9 and 12 commands as specified by the customer. As an example a 12 command system could be configured as follows: Stop, Start Ahead, Engage Ahead, Slow Ahead, Half Ahead, Full Ahead, Start Astern, Engage Astern, Slow Astern, Half Astern, Full Astern and Brake.

IMU (Interconnection Monitoring Unit)

This optional unit unique to Radamec connects between each transmitter and receiver and constantly monitors the state of each device. In the case of failure for any reason from accidental damage in commercial applications to missile strikes in military applications the unit concerned will be switched out of the chain of command but still allow the rest of the system to function normally.

It gives complete peace of mind that even in the most trying of circumstances that the chain of command from bridge to engine room is maintained and that with its answer back functionality that the correct commands are being acted upon.

These Telegraphs may be used as either the prime means of communication or may be installed as emergency back up to other control systems. They are already in service with the UK's Royal Navy where they are an essential part of the ships backup command systems.



IMU

SPECIFICATIONS

Compliance

Safety
EMC

Electrical Specifications

Main Power Supply
System Power Consumption

Regulation

EN61010:2001
BS EN 60945:2002

Value

18 to 32V
12W (Max)

Dimensions Transmitters/Receivers

Panel width
Panel height
Rear enclosure width
Rear enclosure height
assembled unit depth
Weight (Approx)

Value

127mm
152mm
104mm
130mm
100mm
600g

Environmental Operating Conditions

Description

Storage Temperature
Operating Temperature
Humidity

Value

-20°C to +70°C
-15°C to +55°C
10 to 90% relative humidity
non-condensing