



Mahogany And Brass Wheel Bar Brown Bros Co. Ltd. Rosebank Ironworks, Edinburgh.



990 EUR

Period : 20th century

Condition : Très bon état

Material : Mahogany

<https://www.proantic.com/en/386043-mahogany-and-brass-wheel-bar-brown-bros-co-ltd-rosebank-ironworks-edinburgh.html>

Description

Steamer bar with eight spokes and an embossed brass ring by Brown and Brown Bros. tiller Ltd. Rosebank Ironworks, Edinburgh. Origines a steamer. Diameter 93 cm. 13 kg Very rare model Most steamers of any size in the 20th century had a system where the rudder is connected to a "steam bar" an alternative reciprocating steam engine adapted to the helm station. The most common mark of the direction of the steam was made by Brown Brothers of Edinburgh. It was used on ships as big as the Titanic. The steering motor or steam cylinder has been duplicated and either can be engaged or disengaged as needed. In the case of the three Olympic-class ships, the steering engines were built by Harland & Wolff themselves, but the Brown Telemotors were used. The steam engine was hydraulically controlled

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with connection to the wheelhouse by the piping and the steering wheel actuated two pistons. With the middle of the wheel, the hydraulic pressure was the same in both lines, turning the wheel to starboard, the pressure would increase in the straight line and decrease in the left. A sensor in the steering box would open a valve on the steering engine and apply steam until the pressure is balanced in the system. If you have turned the wheel until the pointer on the pedestal is 5 degrees, the steam engine will operate until the pressure in the lines is balanced and 5 degrees of bar is lit. On the Titanic, there was also an electrically operated bar indicator that detected the rudder position and transmitted it to an indicator on the deck. The rudders on Olympic, Titanic and Britannic were duplicated, the wheel in the forward part of the bridge was used only in the harbor and was connected by the shaft to the main control of Telemotor and the wheel that was in the wheelhouse. The front wheel could be disconnected by a clutch, which could only be engaged or disengaged when the bar was in the middle of the boat. There was a steering wheel with Telemotor control in the mooring deck it was only for emergency use. Paddle steamer Waverley Clyde uses Browns and Telemotor steam steering equipment.