

Engine Order Telegraph: “NORM” type



The “Norm” type telegraph has been designed to be used on board of all types of vessels having a remotely controlled propulsion control, and serve as the back-up communication system in case the remote control system should fail. The wheelhouse and engine control room telegraphs are console mounted, IP42, 144x144mm devices, and have a stainless steel housing and a non-reflective black finish. An IP56 housing is available for bulkhead mounting applications such as the Engine Room.

Specifications

The telegraph systems are supplied with potential free contacts for data logging (voyage data recorder) for each command, and for telegraph alarm, power failure and station on service (in case more than one receiver/transmitter is used).

The default execution has the following engraved telegraph commands:

1. Full Ahead
2. Half Ahead
3. Slow Ahead
4. Dead Slow Ahead
5. Finished With Engine (FWE)
6. Stop
7. Standby (STBY)
8. Dead Slow Astern
9. Slow Astern
10. Half Astern
11. Full Astern

To send an order from the wheelhouse to the engine (control) room receiver/transmitter, the control knob of the wheelhouse transmitter/receiver has to be put in the position corresponding with the required order. A visible and audible intermitting alarm will now come into operation.

On the wheelhouse transmitter/receiver the requested order is indicated by means of a flashing signal lamp, while at the same time a continuously lit signal lamp shows the position of the receiver/transmitter knob in the engine (control) room. In order to acknowledge the requested order, the knob should be rotated to the position of the flashing signal lamp, after which the alarm will stop.

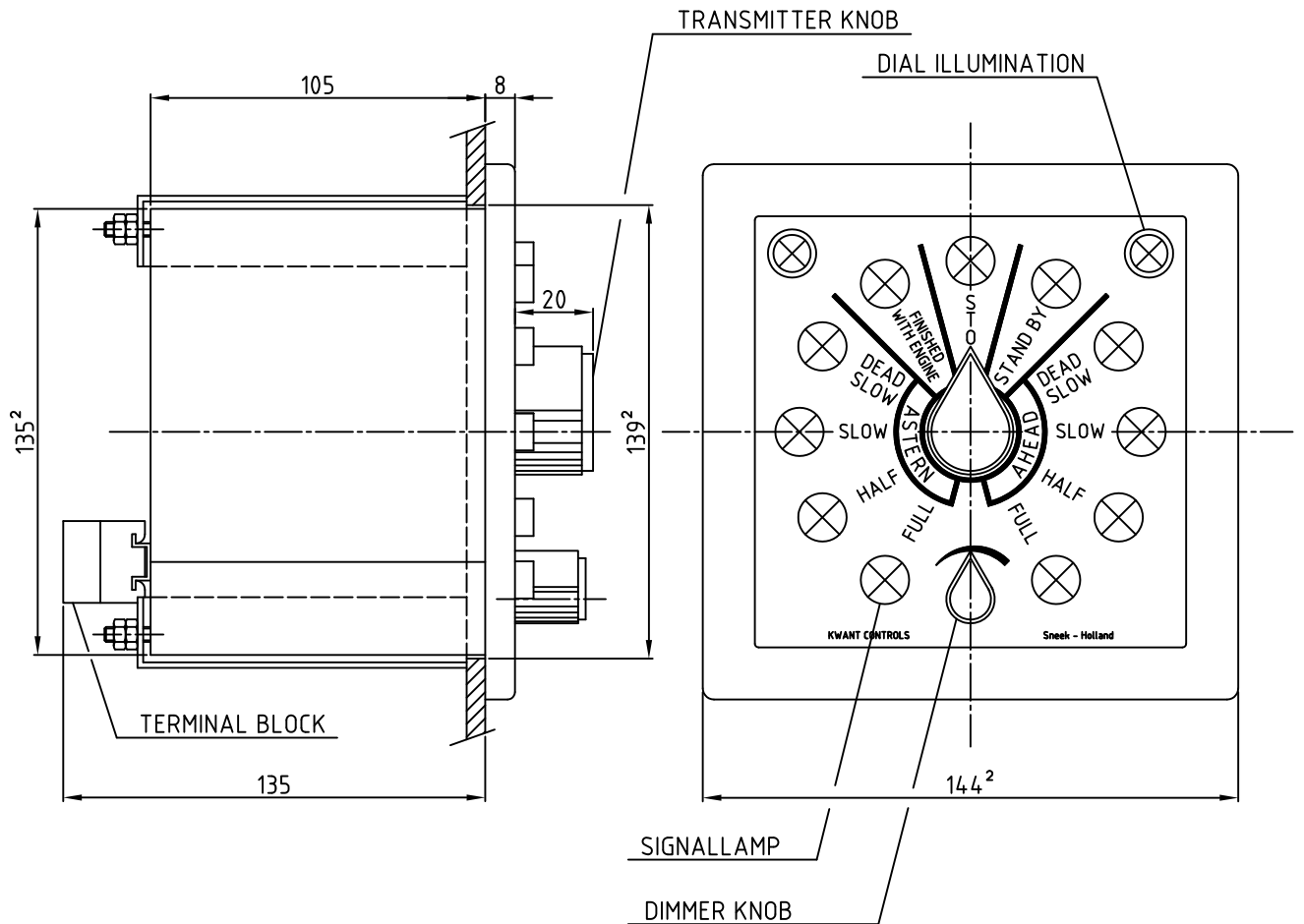
A combination of the “NORM” type and “Push button” type is possible, see Engine Order Telegraph: “Push button” type for more information.

The audible alarm on the wheelhouse consists of an internal buzzer, while for engine (control) room an external gong or claxon can be supplied. The wheelhouse transmitter/receiver is supplied with a dial illumination and dimmer.

Options

- Horns, gongs and/or claxons for audible alarm;
- Rotating mirror beacon for optical alarm;
- Additional (potential free) contacts for specific applications;
- Also available in 9 commands i.e. without FWE and STBY.

LET.	ST.NR.	WIJZIGING	D.D.	NAAM
A		OMGEZET NAAR CAD	15-11-95	EVD
B		Inbouwdiepte 130 mm toegevoegd	27-01-04	SS
C		BEMATING AANGEPAST, TABEL VERWIJDERD	07-07-'05	HS



TRANSMITTER RECEIVER WITH LAMP SIGNALLING

4 A0015354

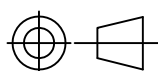
PROJ. METHODE

KWANT CONTROLS

KWANT CONTROLS B.V. SNEEK HOLLAND
HET AUTEURSRECHT WORDT VOORBEHOUDEN OVEREENKOMSTIG DE WET

WIJZ.

C



GET. EVD

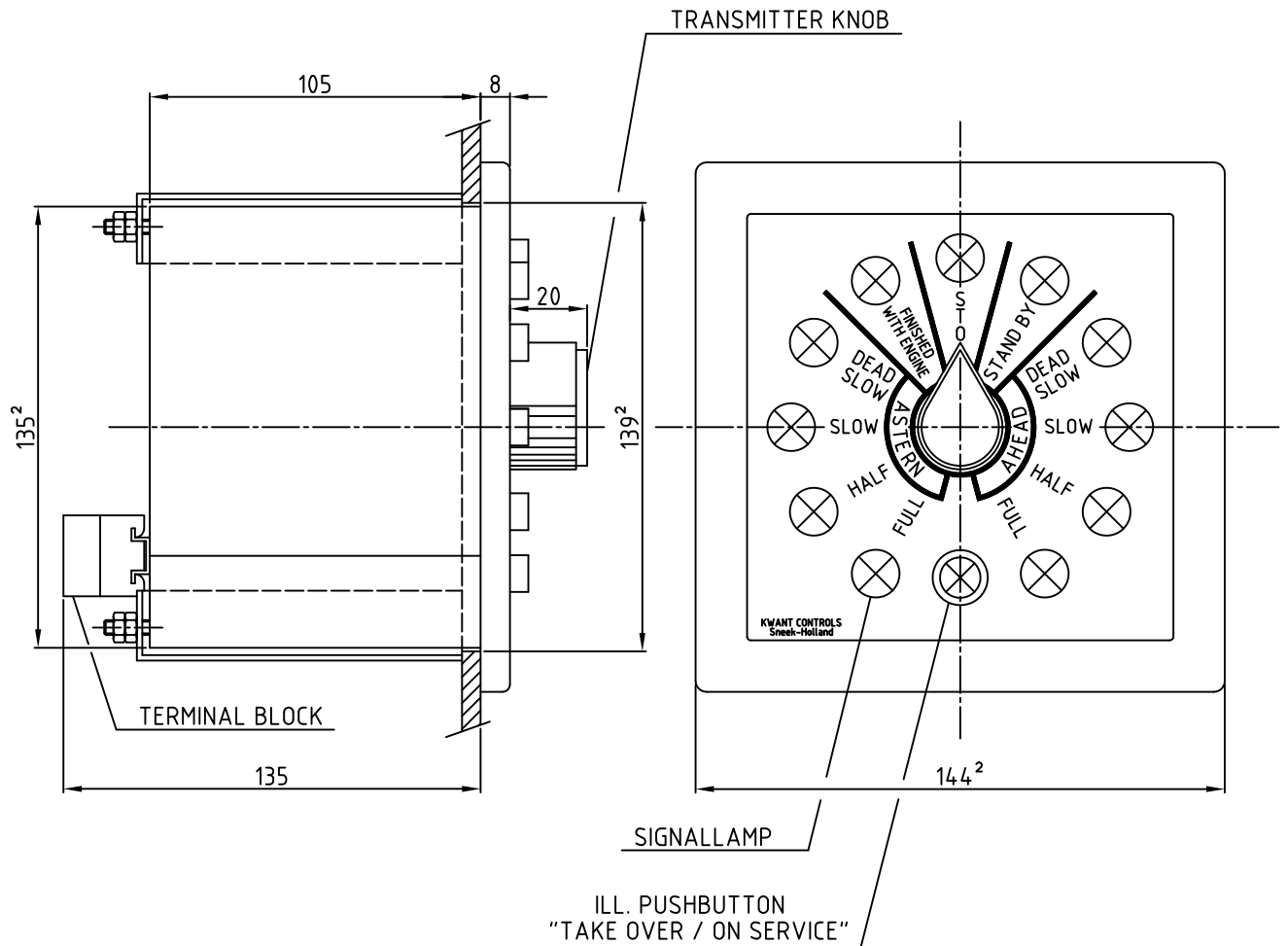
D.D.

GEZ.

SCHAAL: 1:2

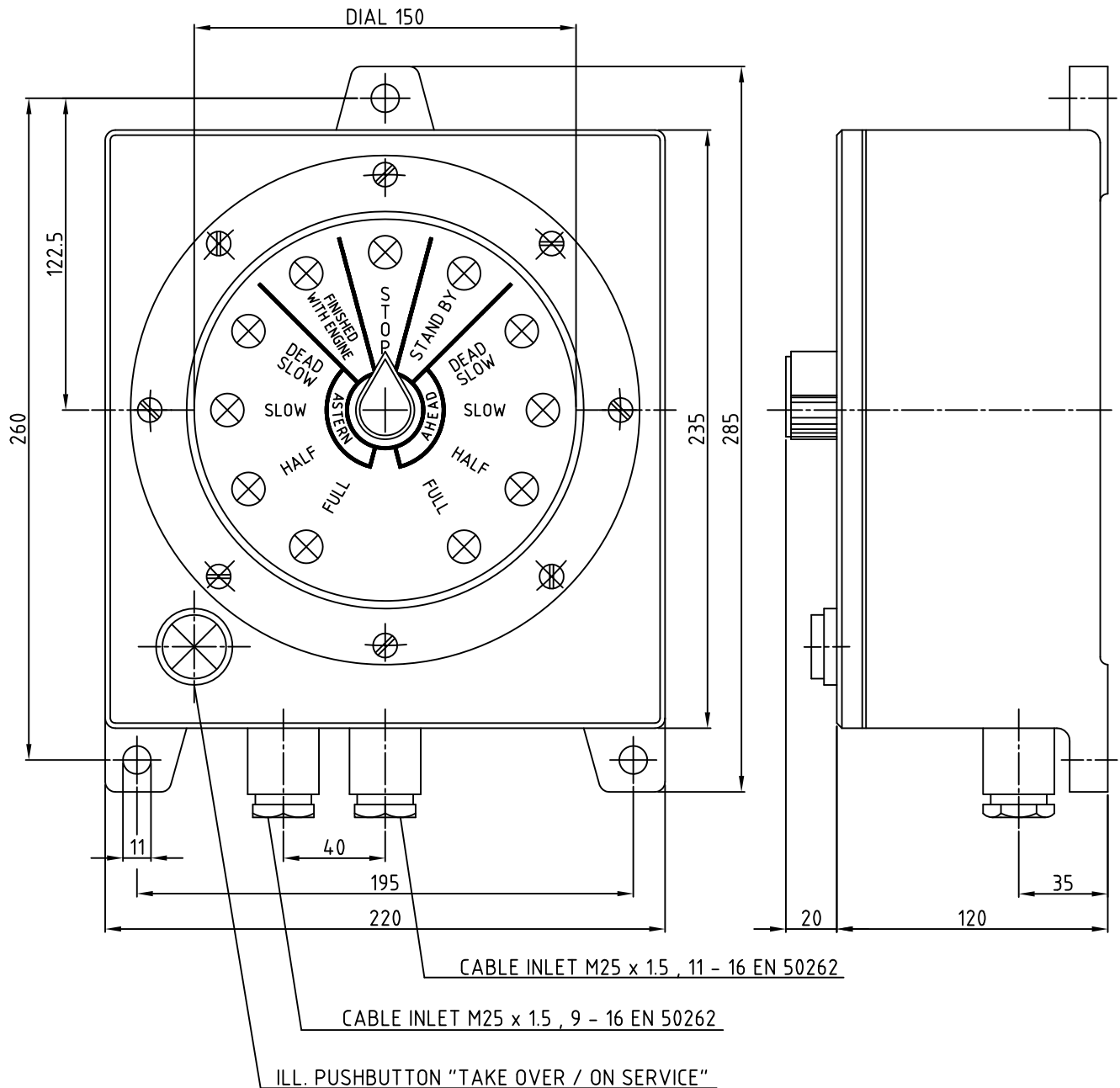
BLAD.

LET.	ST.NR.	WIJZIGING	D.D.	NAAM
A		OMGEZET NAAR CAD	04-03-96	EVD
B		BEMATING AANGEPAST, TABEL VERWIJDERD	07-07-'05	HS



SKETCH RECEIVER-TRANSMITTER "NORM" TYPE		4 A0098524		PROJ. METHODE
KWANT CONTROLS KWANT CONTROLS B.V. SNEEK HOLLAND HET AUTEURSRECHT WORDT VOORBEHOUDEN OVEREENKOMSTIG DE WET		WIJZ.	B	
		GET. EVD	D.D.	GEZ.
SCHAAL: 1:2		BLAD.		

LET.	ST.NR.	WIJZIGING	D.D.	NAAM
A		OMGEZET NAAR CAD	21-03-96	EVD
B		KASTDIEPTE 105 ---> 120	02-12-'02	HS
C		WARTELS AANGEPAST	27-08-'04	HS



SKETCH RECEIVER - TRANSMITTER

4 A0098525

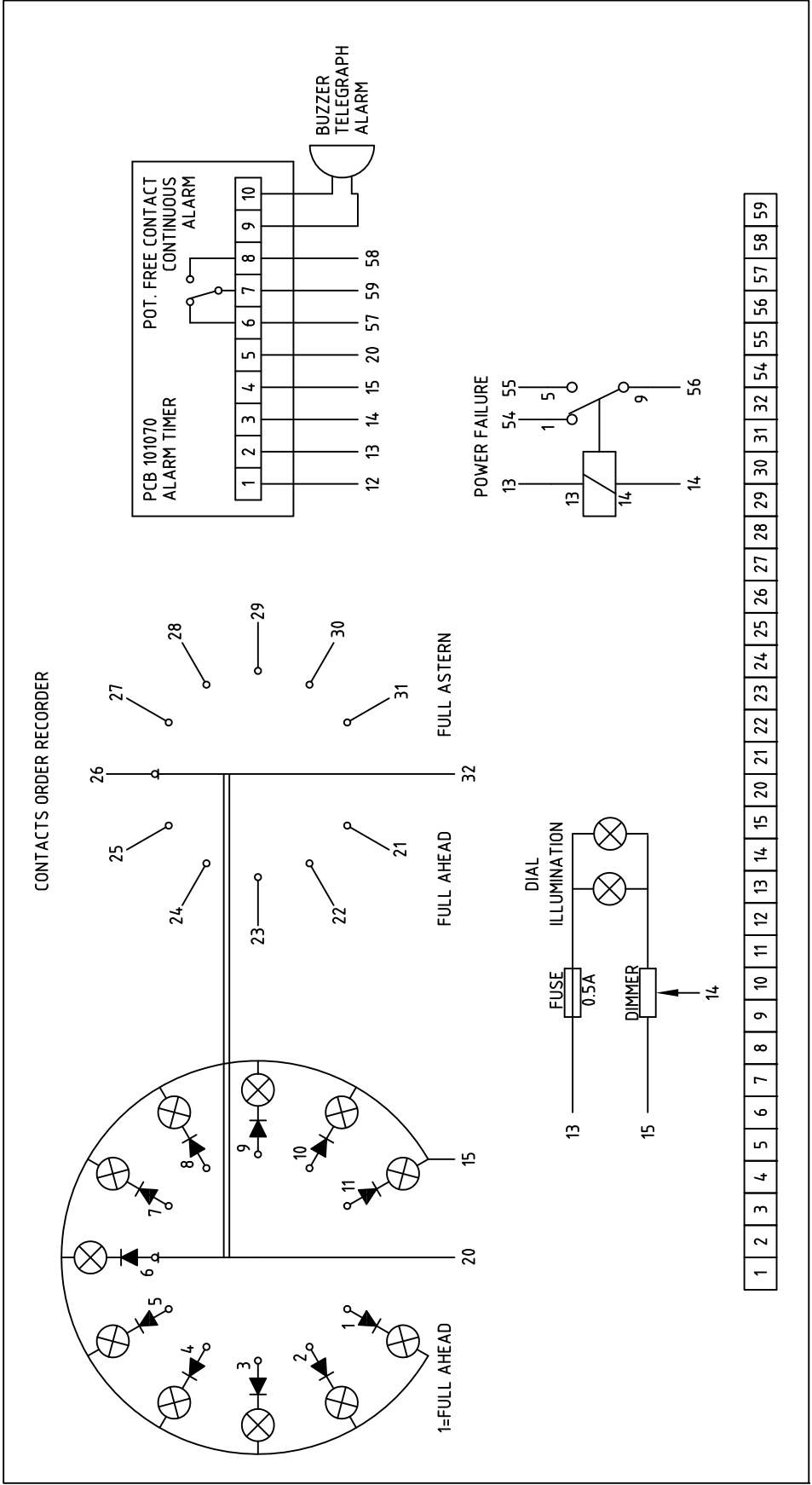
PROJ. METHODE

KWANT CONTROLS
 KWANT CONTROLS B.V. SNEEK HOLLAND
 HET AUTEURSRECHT WORDT VOORBEHOUDEN OVEREENKOMSTIG DE WET

WIJZ. C
 GET. EVD D.D. GEZ.
 SCHAAL: 1:2.5 BLAD.



TRANSMITTER/RECEIVER WHEELHOUSE



4 A 0 1 1 0 4 5 7

WIJZ. _____

GET. JR _____

SCHAAL: _____

D.D. 23-08-02 GEZ. _____

BLAD: _____

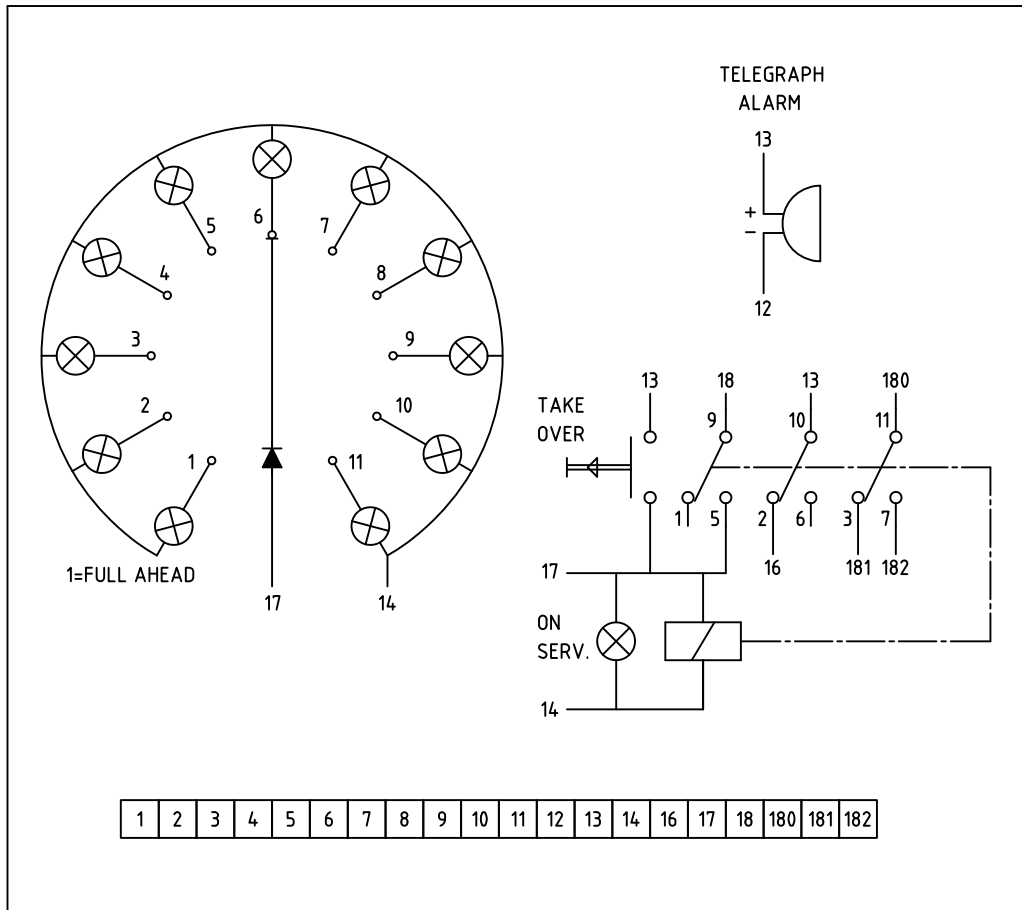
WIRING DIAGRAM TELEGRAPH TRANSMITTER/RECEIVER WHEELHOUSE

KWANT CONTROLS

KWANT CONTROLS B.V. SNEEK HOLLAND

HET AUTEURSRECHT WORDT VOORBEHOUDEN OVEREENKOMSTIG DE WET

RECEIVER/TRANSMITTER ENGINE CONTROL ROOM



WIRING DIAGRAM RECEIVER/TRANSMITTER E.C.R.

4 A0110197

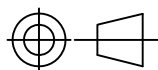
PROJ. METHODE

KWANT CONTROLS

KWANT CONTROLS B.V. SNEEK HOLLAND
HET AUTEURSRECHT WORDT VOORBEHOUDEN OVEREENKOMSTIG DE WET

WIJZ.

A



GET. JR

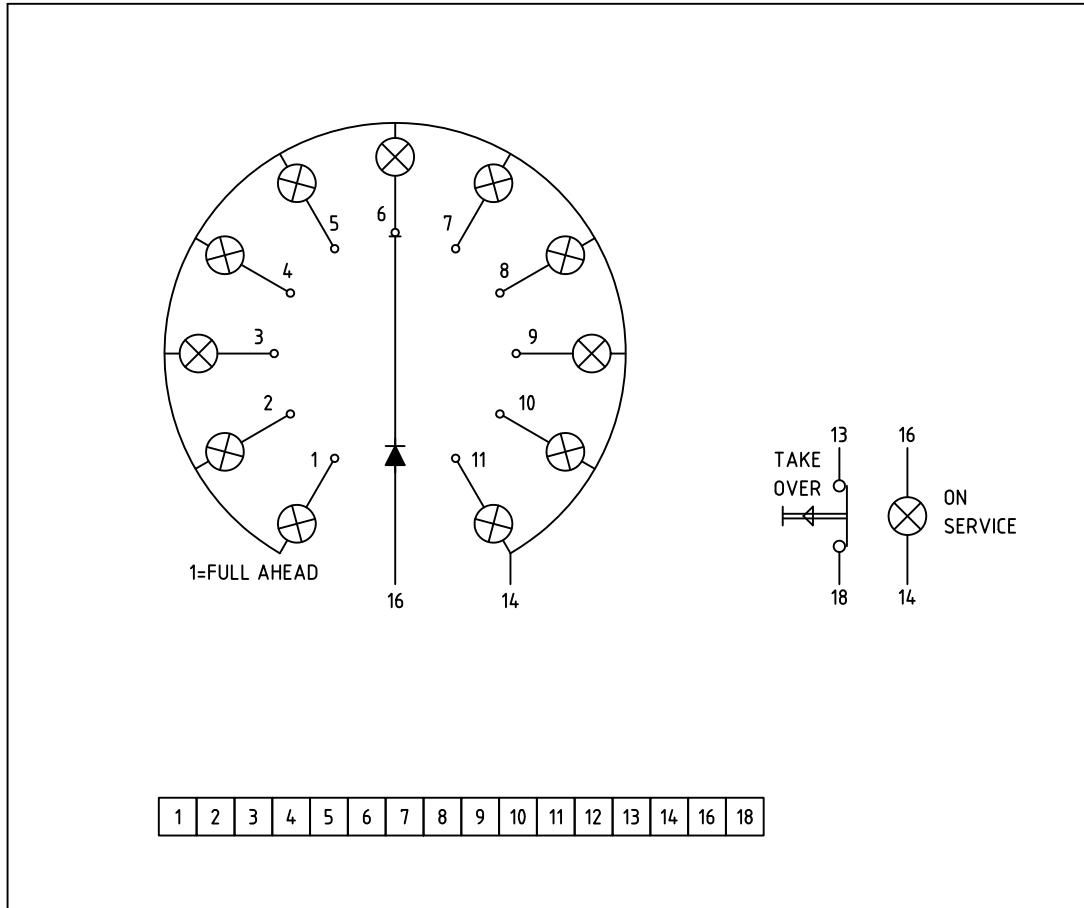
D.D. 05-06-02 GEZ.

SCHAAL:

BLAD.

LET.	ST.NR.	WIJZIGING	D.D.	NAAM
A		CONVERTED TO CAD	22-09-97	TTW

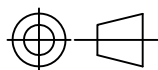
RECEIVER/TRANSMITTER ENGINE ROOM



WIRING DIAGRAM RECEIVER/TRANSMITTER ENGINE ROOM

4 A0099148

PROJ. METHODE



KWANT CONTROLS

KWANT CONTROLS B.V. SNEEK HOLLAND
HET AUTEURSRECHT WORDT VOORBEHOUDEN OVEREENKOMSTIG DE WET

WIJZ.

A

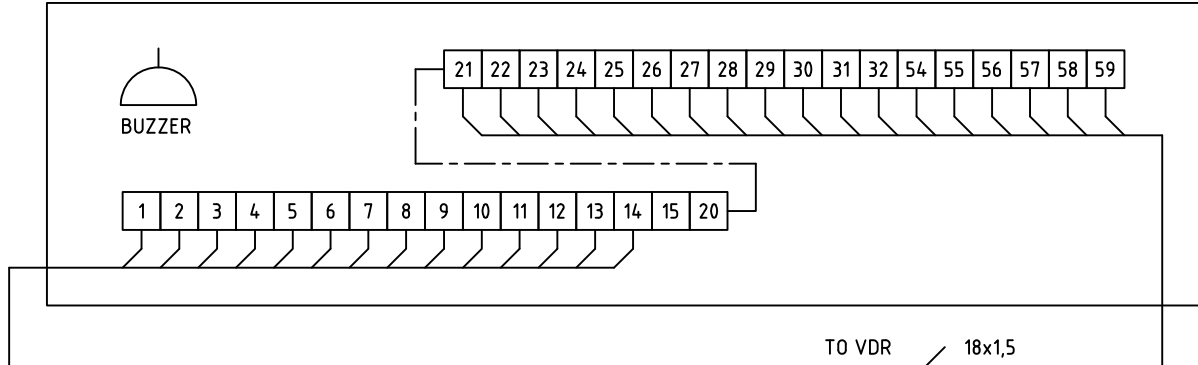
GET. NJV

D.D. 14-08-89 GEZ.

SCHAAL:

BLAD.

TRANSMITTER/RECEIVER WHEELHOUSE



TO VDR 18x1,5

ORDER RECORDER:

- 32= COMMON
- 21= FULL AHEAD
- 22= HALF AHEAD
- 23= SLOW AHEAD
- 24= DEAD SLOW AHEAD
- 25= STANDBY
- 26= STOP
- 27= FINISHED WITH ENGINE
- 28= DEAD SLOW ASTERN
- 29= SLOW ASTERN
- 30= HALF ASTERN
- 31= FULL ASTERN

POT.FREE CONTACT POWER FAILURE:

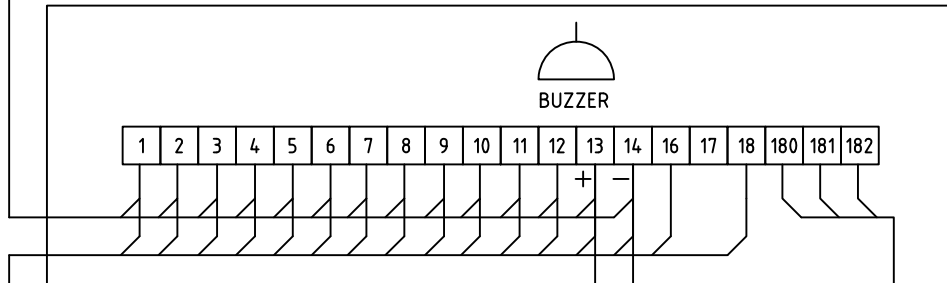
- 54 = CLOSED DURING POWER FAIL.
- 55 = OPEN DURING POWER FAIL.
- 56 = COMMON

POT.FREE CONTACT TEL.ALARM:

- 57 = OPEN DURING TEL.ALARM
- 58 = CLOSED DURING TEL.ALARM
- 59 = COMMON

14x1,5

RECEIVER/TRANSMITTER ENGINE CONTROL ROOM



SUPPLY 24VDC (13=+) 2x1,5

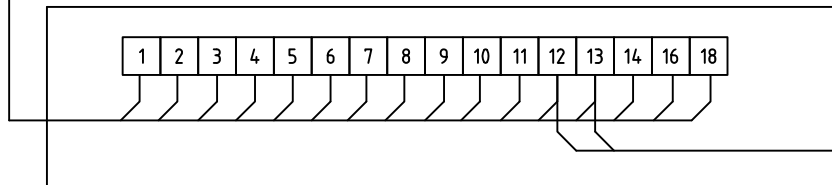
TO VDR 3x1,5

POT.FREE CONTACT ECR/ER IN SERV.

- 180 = COMMON
- 181 = ER IN SERVICE
- 182 = ECR IN SERVICE

16x1,5

RECEIVER/TRANSMITTER ENGINE ROOM



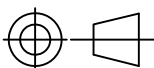
2x1,5



CABLE DIAGRAM TELEGRAPH INSTALLATION 'NORM' TYPE

4 A0111150

PROJ. METHODE



KWANT CONTROLS

KWANT CONTROLS B.V. SNEEK HOLLAND
HET AUTEURSRECHT WORDT VOORBEHOUDEN OVEREENKOMSTIG DE WET

WIJZ.

GET. JR

SCHAAL:

D.D. 01-04-03 GEZ.

BLAD.