

Titanic's Navigating and Docking Bridge Telegraph Dial Faces

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Introduction

Physical and digital modelers are often faced with representing the telegraphs used on *Titanic*. One of the more difficult aspects of doing this is recreating the dial faces of these telegraphs. The telegraphs performed a number of different functions and therefore had different dial faces reflecting the orders which they transmitted. This article will show the dial faces of the various telegraphs. It is not within the scope of this article to explain the functions and operations of the various telegraphs.

Telegraph Locations and Identifications

Titanic's visible telegraphs were found on the navigating bridge and on the docking bridge. There were telegraphs in the engine room but these will not be described. The locations of the telegraphs on the navigating bridge are shown in a plan view drawing shown in Figure 1. The numbers given for these telegraphs will be used throughout this article.

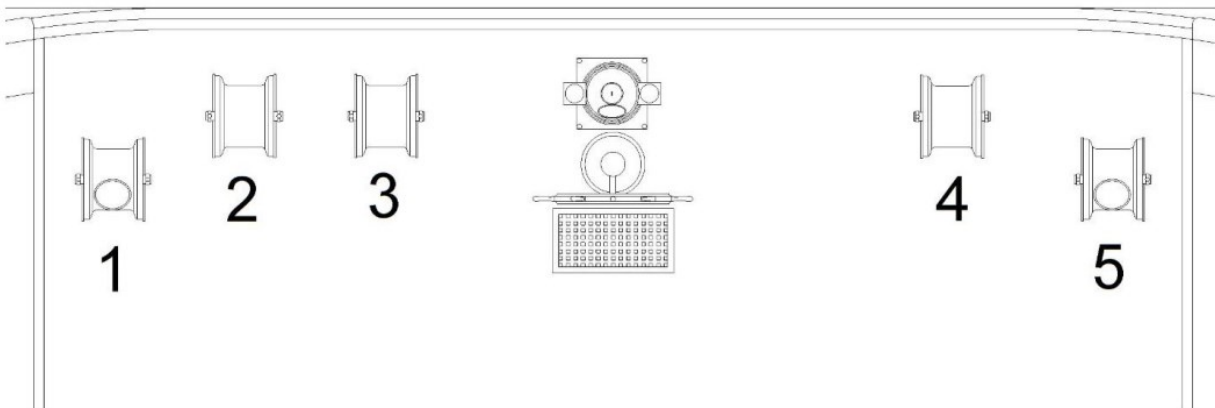


Figure 1

Telegraphs on *Titanic's* navigating bridge

Figure 2 shows a plan view drawing of the telegraphs found on *Titanic's* docking bridge.

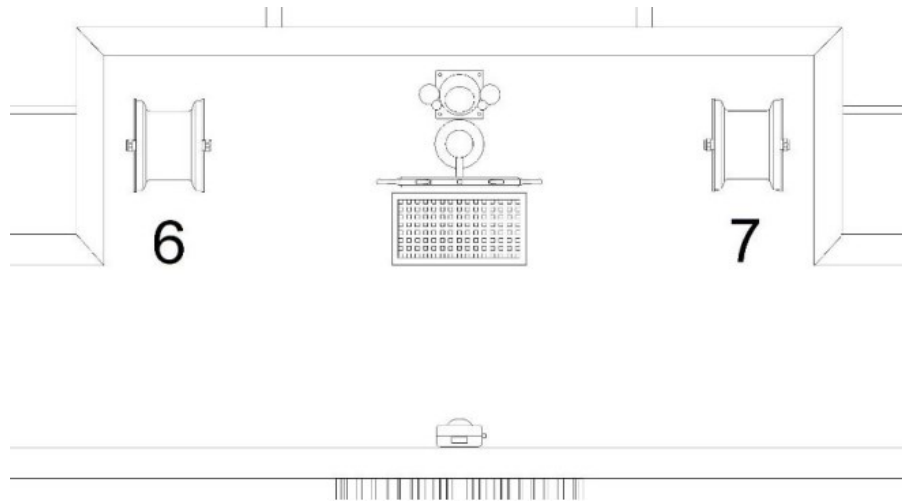


Figure 2

Telegraphs on *Titanic's* docking bridge

The identification of the telegraphs is as follows:

- Telegraph #1: Combined port and starboard reciprocating engine order with separate tell-tale
- Telegraph #2: Combined port and starboard docking order/starboard emergency steering order
- Telegraph #3: Emergency back-up combined port and starboard reciprocating engine order
- Telegraph #4: Combined port and starboard advisory engine order a.k.a. "maneuvering telegraph"
- Telegraph #5: Combined port and starboard reciprocating engine order with separate tell-tale
- Telegraph #6: Combined port and starboard docking order/starboard emergency steering order
- Telegraph #7: Combined port and starboard advisory engine order a.k.a. "maneuvering telegraph".

Telegraphs #1, #3 and #5

Telegraphs #1 and #5 were identical and their functions were synchronized. Figure 3 shows the port dial face of these telegraphs. The port and starboard dial faces of telegraph #3 was identical but it did not have a tell-tale dial.



Figure 3

Port dial face of telegraphs #1, #3 and #5

Figure 4 shows the starboard dial face of telegraphs #1 and #5.



Figure 4

Starboard dial face of telegraphs #1, #3 and #5

Figure 5 shows the dial face of the aft facing tell-tale of telegraphs #1 and #5.



Figure 5

Aft-facing tell-tale dial of telegraphs #1 and #5

Figure 6 shows the port dial face of telegraphs #2 and #6.



Figure 6

Port dial face of telegraphs #2 and #6

Figure 7 shows the starboard dial face of telegraphs #2 and #6.



Figure 7

Starboard dial face of telegraphs #2 and #6

Figure 8 shows the port dial face of telegraph #4.



Figure 8

Port dial face of telegraph #4

Figure 9 shows the starboard dial face of telegraph #4.



Figure #9

Starboard dial face of telegraph #4

Figure 10 shows the port dial face of telegraph #7.



Figure 10

Port dial face of telegraph #7

Figure 11 shows the starboard dial face of telegraph #7.



Figure 11

Starboard dial face of telegraph #7

Summary

This article has sought to show unobstructed views of telegraph dial faces on *Titanic's* navigating bridge and docking bridge. No elaboration of the function of these telegraphs has been given.