

A QUIET SEA

RMS TITANIC



STEERING SIMULATOR

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The technical portion of A Quiet Sea will incorporate a steering simulator to reproduce, as far as possible, Titanic's steering and engine response characteristics. Wartsila Manufacturing has kindly provided initial pricing for the unit and Webb Institute, a local naval architectural university, has been contacted to provide further data.

The three Olympic class liners were provided with two steering stations, one on the bridge, and the second in an enclosed wheelhouse in the after portion of the bridge. The bridge station was used when approaching harbor and for close quarters maneuvering when the vessel was under the control of the pilot.



Bridge steering station - image credit: Wartsila Manufacturing

The wheelhouse steering station was manned when the pilot was dropped, and the ship bound for sea. It was considered important to isolate the helmsman from distractions so he could concentrate on the compass course and maintain the desired heading. The officers and seamen on watch were on the bridge to keep a sharp lookout, attend to the ship's navigation and maintain contact with other watch stations about the ship. They also plotted the ship's daily position, regularly compared the steering and standard compass courses for errors, performed ship checks, monitored wireless transmissions and relayed engine orders. While at sea, the bridge wheel was disconnected to avoid any unintended interference with the ship's course. An independent emergency steering station was provided on the after bridge in the stern and could be used in the event of a mechanical failure to the main steering control system. In extremis, the rudder could be steered by wire and rope tackles controlled by capstans adjacent to the tillers in the steering compartment, below deck in the stern.



Wheelhouse steering station - image credit: Fandom