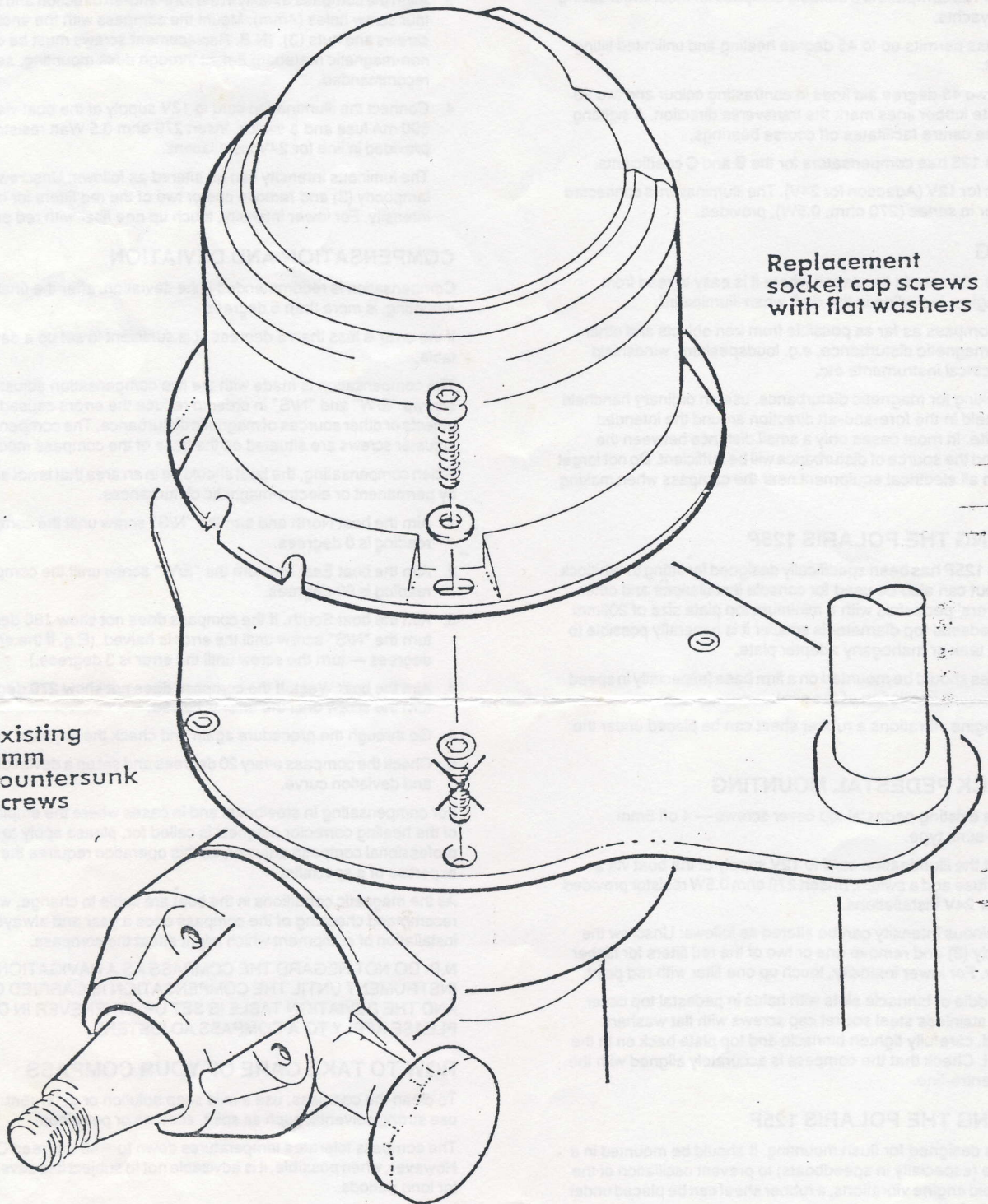


### Replacement socket cap screws with flat washers

Existing  
5mm  
countersunk  
screws



## Installation of Polaris 125/150 to Whitlock Pedestal



# WHITLOCK POLARIS COMPASSES TYPES 125P/125F

## DIRECTIONS FOR USE

The Polaris 125 compass is a suitable compass for most larger sailing and motor yachts.

The compass permits up to 45 degree heeling and unlimited tilting fore and aft.

There are two 45 degree aid lines in contrasting colour and two 90 degree white lubber lines mark the transverse direction. A sighting peg from the centre facilitates off course bearings.

The Polaris 125 has compensators for the B and C coefficients.

Illumination for 12V (Adaption for 24V). The illumination is connected by a resistor in series (270 ohm, 0.5W), provided.

## PLACING

The Polaris 125 should be placed where it is easy to read from different angles, including in the dark when illuminated.

Place the compass as far as possible from iron objects and other sources of magnetic disturbance, e.g. loudspeakers, windshield wipers, electrical instruments etc.

When checking for magnetic disturbance, use an ordinary handheld compass, held in the fore-and-aft direction around the intended mounting site. In most cases only a small distance between the compass and the source of disturbance will be sufficient. Do not forget to switch on all electrical equipment near the compass when making this check.

## MOUNTING THE POLARIS 125P

The Polaris 125P has been specifically designed for fitting to Whitlock pedestals but can also be used for console installations and other manufacturers' pedestals with a minimum top plate size of 205mm dia. If the pedestal top diameter is smaller it is generally possible to introduce a teak or mahogany adapter plate.

The compass should be mounted on a firm base (especially in speed boats) to prevent oscillation of the card.

To avoid engine vibrations a rubber sheet can be placed under the binnacle.

## WHITLOCK PEDESTAL MOUNTING

1. Remove existing pedestal top cover screws — 4 off 5mm counter-sunk type.
2. Connect the illumination cord to 12V supply of the boat via a 500 mA fuse and a switch. (Insert 270 ohm 0.5W resistor provided in line for 24V installations.)

The luminous intensity can be altered as follows: Unscrew the lampbody (3) and remove one or two of the red filters for higher intensity. For lower intensity, touch up one filter with red paint.

3. Align middle of binnacle slots with holes in pedestal top cover. Using 4 stainless steel socket cap screws with flat washers provided, carefully tighten binnacle and top plate back on to the pedestal. Check that the compass is accurately aligned with the ship's centre-line.

## MOUNTING THE POLARIS 125F

The 125F is designed for flush mounting. It should be mounted in a steady base (especially in speedboats) to prevent oscillation of the card. To avoid engine vibrations, a rubber sheet can be placed under the mounting ring.

1. Cut a hole with dia. 126mm according to the enclosed template. N.B. Be sure to have a free depth of 80mm minimum plus the space needed for a screw-driver under the mounting surface. Check that free access is available to adjust the "E/W" and "N/S" magnetic compensator.
2. Place the compass in the hole with the lampbody directed towards the bow.

3. Align the compass exactly in the fore-and-aft direction and drill the four screw holes (4mm). Mount the compass with the enclosed screws and nuts (3). (N.B. Replacement screws must be of non-magnetic material!) For all through deck mounting, sealing is recommended.

4. Connect the illumination cord to 12V supply of the boat via a 500 mA fuse and a switch. Insert 270 ohm 0.5 Watt resistor provided in line for 24V installations.

The luminous intensity can be altered as follows: Unscrew the lampbody (3) and remove one or two of the red filters for higher intensity. For lower intensity, touch up one filter with red paint.

## COMPENSATION AND DEVIATION

Compensation is recommended if the deviation, after the final mounting, is more than 5 degrees.

If the error is less than 5 degrees, it is sufficient to set up a deviation table.

The compensation is made with the two compensation adjuster screws "E/W" and "N/S" in order to reduce the errors caused by iron objects or other sources of magnetic disturbance. The compensation adjuster screws are situated on the base of the compass module.

When compensating, the boat should be in an area that is not affected by permanent or electro-magnetic disturbances.

1. Aim the boat North and turn the "N/S" screw until the compass reading is 0 degrees.
2. Aim the boat East and turn the "E/W" screw until the compass reading is 90 degrees.
3. Aim the boat South. If the compass does not show 180 degrees, turn the "N/S" screw until the error is halved. (E.g. if the error is 6 degrees — turn the screw until the error is 3 degrees.)
4. Aim the boat West. If the compass does not show 270 degrees, turn the screw until the error is halved.
5. Go through the procedure again and check the adjusted values.
6. Check the compass every 20 degrees and set up a deviation table and deviation curve.

For compensating in steelboats and in cases where the employment of the heeling corrector magnets is called for, please apply to a professional compass adjuster, as this operation requires the expertise of a specialist.

As the magnetic conditions in the boat are liable to change, we recommend checking of the compass once a year and always after installation of equipment which might affect the compass.

N.B. DO NOT REGARD THE COMPASS AS A NAVIGATIONAL INSTRUMENT UNTIL THE COMPENSATION IS CARRIED OUT AND THE DEVIATION TABLE IS SET UP. WHENEVER IN DOUBT, PLEASE APPLY TO A COMPASS ADJUSTER!

## HOW TO TAKE CARE OF YOUR COMPASS

To clean the compass, use a mild soap solution or detergent. Do not use strong solvents, such as spirit, acetone or petroleum.

The compass tolerates temperatures down to -40 degrees C. However, when possible, it is advisable not to subject it to severe cold for long periods.





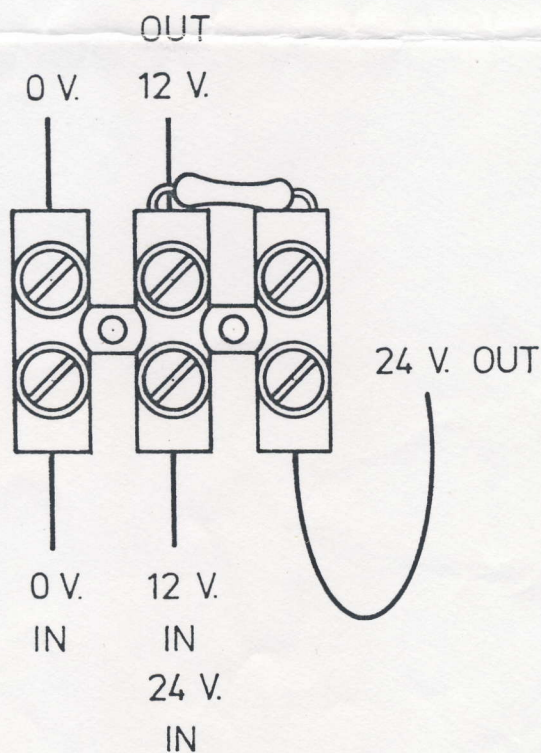
## POLARIS 125/150 COMPASS WIRING INSTALLATION

Please see illustration for the correct wiring of the compass bulb which is dependent on whether it is 12v or 24v supply.

If the supply is 12v the resistor is unnecessary and can be removed.

If the boat's supply is 24v, it is essential that the positive connection is made in series with the resistor according to the illustration.

### COMPASS LIGHT



DC SUPPLY