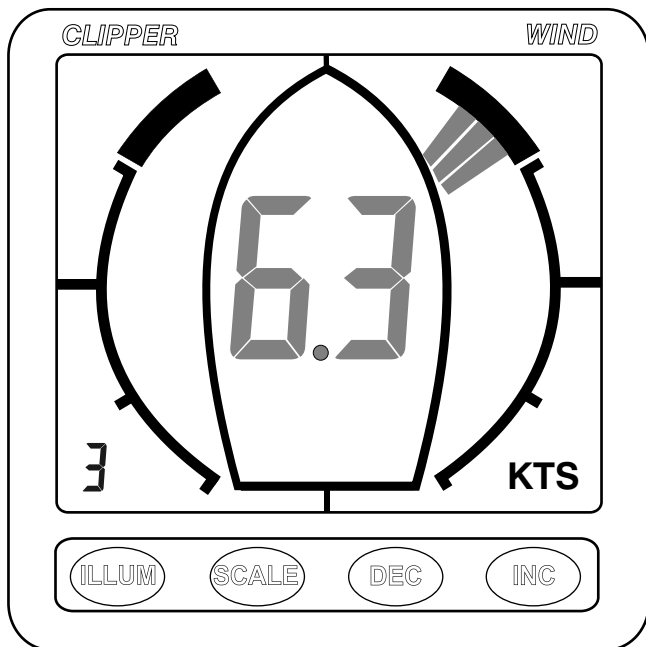




DESIGNED AND
MANUFACTURED
IN ENGLAND



CLIPPER

WIND

SYSTEM



RoHS ✓
2002/95/EC





TABLE OF CONTENTS	PAGE
INTRODUCTION	2
PRE-TEST OF INSTRUMENT	2
INSTALLING THE MASTHEAD SENSOR UNIT	2
INSTALLING THE DISPLAY	2
NORMAL OPERATION	4
CHANGING THE BACKLIGHT SETTING	4
CHANGING THE POINTER SIZE	5
CHANGING THE POINTER STYLE	5
CHANGING THE SPEED SETTING	6
ENGINEERING	6
FAST AND AVERAGED SPEED DISPLAY	6
CHANGING BETWEEN FAST AND AVERAGED SPEED DISPLAY	6
WIND VANE DEAD-AHEAD ALIGNMENT	7
SETTING DEAD-AHEAD WITH THE VANE ALIGNED WITH THE VESSEL	8
SETTING DEAD-AHEAD BY TACKING THE VESSEL	8
EXAMPLE OF SETTING DEAD-AHEAD BY TACKING	9
REMOTE REPEATER FACILITY	12

INTRODUCTION

The Clipper Wind System is supplied complete with display unit, mast head sensor unit, 20 metre cable and mounting kit. It is designed to operate from the vessel's 12v battery supply

PRE-TEST OF INSTRUMENT

Before mounting the units, check that the instrument is complete and undamaged. Plug the masthead sensor unit into the 20 metre cable and connect the end of this cable to the display unit and apply 12 volts. Gently spin the wind cups and the wind vane and confirm the operation of the display.

INSTALLING THE MASTHEAD SENSOR UNIT

The masthead unit is fitted with connectors. Whilst these connectors are waterproof to IP65 it is essential they are bound with self amalgamating tape to be completely waterproof. Push the plug and socket together until the plastic bodies are in contact. Use the tape provided. Strip off a short length of the backing cloth and start binding the tape around the cable about 2.5cm from the plug. Continue binding the tape, removing the backing cloth as necessary, (overlapping by a half width and slightly stretching to ensure amalgamation.) Covering the connector until you get 2.5cm along the other cable. Squeeze the tape to ensure its amalgamation. You must do this carefully as any leaks at this joint could cause failure which would not be covered by the warranty. The masthead sensor unit is designed for mast mounting and is supplied with 20 metres of cable. Choose a position where the masthead unit can receive an unobstructed flow of air from all directions. The masthead unit must be substantially horizontal, however the orientation with respect to the vessel is unimportant. Four mounting blocks together with four stainless steel self tapping screws are supplied to screw the masthead unit to a metal mast. If the masthead unit is to be fitted to a wooden mast, suitable screws should be used. Securely fit the masthead unit. For ease of installation the other end of the cable is open ended. When the cable has been installed connect it into the terminal block attached to the display unit. Use the tie wrap to hold the cable in position on the terminal block circuit board and connect the wires as indicated on the legend. Check the operation then clip the plastic cable protector box over the assembly.

INSTALLING THE DISPLAY

Select a convenient position for the display on a panel or bulk-head. The site must be flat and the cavity behind the panel must remain dry at all times. (The cable entry is deliberately not sealed to ensure adequate ventilation. This prevents misting of the display).

Cut a hole in the panel 67mm high and 87mm wide. Bring the wiring through the hole in the panel and connect the black wire to negative and red to positive. (See Figure 1). It is wise to use a fused supply to provide protection should a fault occur. The current consumption is very small, so any supply with at least a 1/4amp fuse is more than adequate.

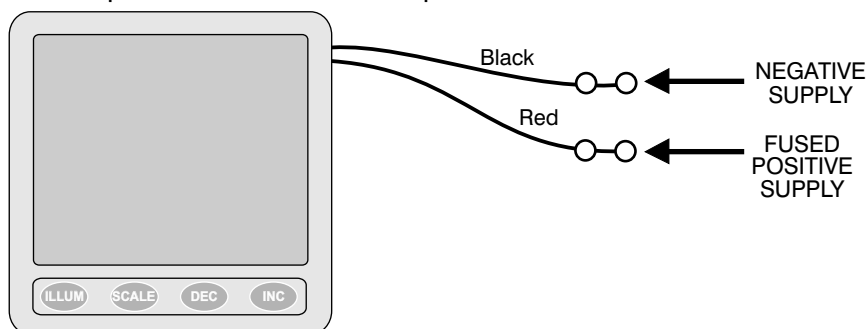


Figure 1 - Wiring Installation

Unscrew and remove the wing nut from the rear of the instrument and remove the stainless steel clamping bracket. Fit the "O" ring seal into the groove in the panel mounting face of the instrument. Ensure that it is correctly lying in its groove before fitting the instrument to the panel, which provides the watertight seal for the display.

Fit the instrument into the panel, fit the stainless clamp over the stud, fit and tighten the wing nut finger tight only.

It is important that the O-ring rubber seal makes good contact with the panel to prevent water getting behind the unit and entering the cavity behind the panel.

It is good practice to run the cables vertically downwards from the unit, even if they later have to rise to connect to the vessel's supplies. Doing so prevents any water that might get onto the cables from running back along the cables and into the unit.

NORMAL OPERATION

When power is applied to the Clipper Wind system, it executes a comprehensive internal test routine. It then displays the relative wind direction and the wind speed. On a new unit, the relative wind direction will not be correct until the dead-ahead setting is done. A typical display is shown on Figure 2.

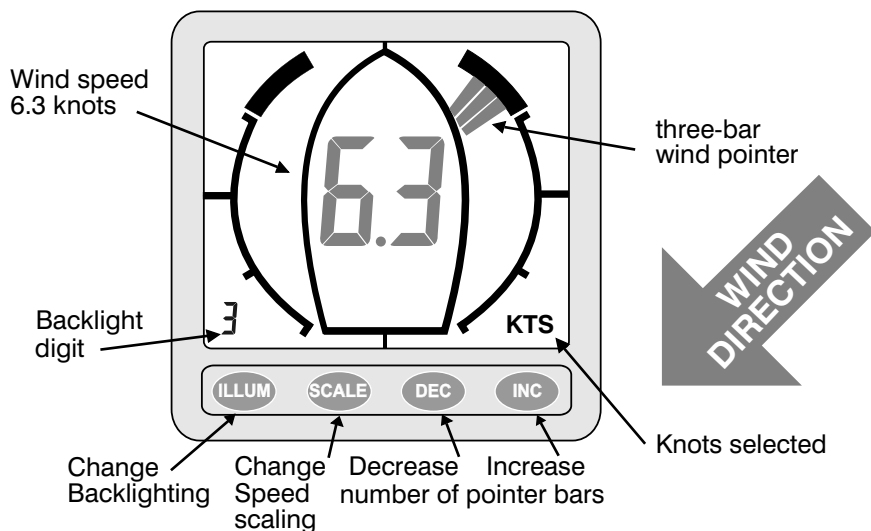


Figure 2 - Normal operation display.

CHANGING THE BACKLIGHT SETTING

Backlighting is provided to allow the unit to be seen at night. The backlit area is restricted in the top corners of the display to concentrate the lighting in the areas of interest (see Figure 2). The brightness of the backlighting is adjusted by pressing the ILLUM button at any time during normal operation. Each press of the button increases the brightness by one in the range 0 to 9, shown by the backlight indicator in the bottom left of the display (see Figures).

A setting of zero switches the backlighting off, and a setting of 9 is maximum. In common with all the other settings in the unit, the backlight setting is stored even when the unit is off, so that it returns to the chosen setting whenever the unit is powered up again.

CHANGING THE POINTER SIZE

The width of the wind direction pointer can be selected by the user. Press the INC button to increase the pointer width. Press the DEC button to reduce the pointer width.

CHANGING THE POINTER STYLE

An alternative pointer is available which resembles a mast head indicator. Press the DEC and INC buttons simultaneously to change to the alternative pointer style at any time. Press the DEC and INC buttons again to change back to the standard pointer, as shown on Figure 3.

Note that no width adjustment of the standard pointer is available when the alternative pointer is selected.

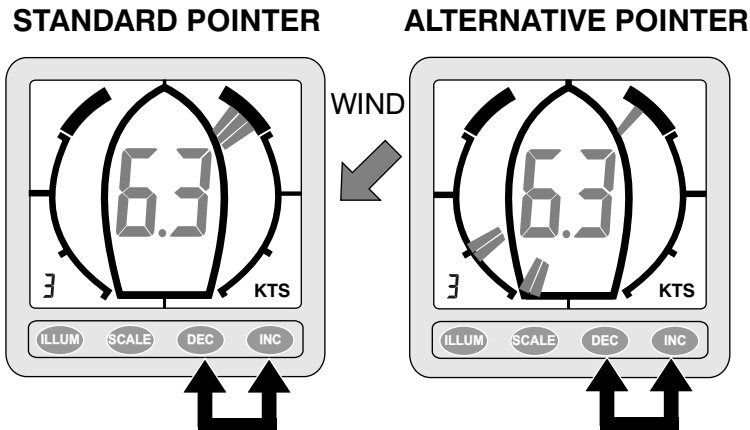


FIGURE 3 - Setting the Arrow pointer style

CHANGING THE SPEED SETTING

The Clipper Wind system can display wind speed measurements in miles per hour (MPH), nautical miles per hour (knots, shown as KTS), and metres per second (m/s). Pressing SCALE switches between knots, miles per hour, and metres per second. The choice is always saved so the unit operates as set whenever it is powered up again.

ENGINEERING

Engineering settings means those adjustments which seldom need changing, but which affect how the unit operates. These settings (as are all those which can be selected in normal operation too) are stored even when the power is disconnected. There are two features which are set in Engineering - Fast or Averaged display of the measured speed, and resetting the dead-ahead position so that the display reads dead ahead when the wind vane is aligned fore-and-aft along the vessel.

FAST AND AVERAGED SPEED DISPLAY

Fast display updates the speed reading during normal operation at a rate dependent on wind speed: more quickly at high speed, and slower at low speeds. Averaged readings are shown at a constant update rate, and represent the average wind speed over approximately three-second intervals. Averaged readings are appropriate if speed changes during gusts are tiresome to observe, but the accuracy of readings is the same in either mode.

CHANGING BETWEEN FAST AND AVERAGED SPEED DISPLAY

Hold down the ILLUM button while turning on the power to put the unit into the Engineering mode. The Engineering mode displays "En" (for Engineering). The present vane reading is continuously

displayed. The wind speed is not displayed in Engineering mode, but the speed display mode is shown on the backlight digit as "A" for Averaged or "F" for Fast.

Press the SCALE button to switch between Fast ("F") on the backlight digit) and Averaged ("A") speed display. The new setting is stored for future operation. Pressing SCALE again switches alternately between the two speed display modes.

Exit from Engineering by pressing the ILLUM button.

WIND VANE DEAD-AHEAD ALIGNMENT

It is always necessary to set the dead-ahead position of the vane when it is first installed on the vessel so the display shows the relative wind direction correctly. Setting the dead-ahead alignment is very easy on the Clipper unit, and two methods are available. The first requires access to the wind vane to physically align it with the vessel's fore-and-aft axis while setting the dead-ahead, but the second can be done without access to the mast-head unit during tacking.

In both methods, dead-ahead is realigned whenever the INC and DEC buttons are pressed in turn when the unit is in Engineering mode. It does not matter which button is pressed first: the alignment is completed when the second of the two is pressed. The new dead-ahead position is stored and the unit reverts to normal Engineering mode.

The system automatically calculates the correct dead-ahead value if it is set during tacking. The dead-ahead value is half-way between equal angles to port and starboard. Equal angles to port and starboard can be achieved by tacking as close as possible into the wind on opposite tacks.

Both methods are described separately below, and an example of doing the setting by tacking is also given.

SETTING DEAD - AHEAD WITH THE VANE ALIGNED WITH THE VESSEL

Hold down the ILLUM button while applying the power to put the unit into the Engineering mode. The Engineering mode displays “En” (for Engineering). The present vane position is displayed, and is unlikely to be correct on first installation.

Make sure the wind vane is correctly aligned with the vessel and does not move during the setting process. Press the INC button, whereupon the “En” display changes to “St” to show that the Starboard button press has been logged. Now press the DEC button to log the dead-ahead position and store the setting permanently. The display will revert to showing “En” and the pointer will move to indicate dead-ahead to show that the unit has correctly stored the new value.

The same process can be done by pressing the DEC button first, whereupon the display changes to “Po” to show that the Port button press has been logged. Now press the INC button to log the dead-ahead position and store the setting permanently. The display will revert to showing “En” and the pointer will move to indicate dead-ahead to show that the unit has correctly stored the new value

Exit from Engineering by pressing the ILLUM button.

SETTING DEAD-AHEAD BY TACKING THE VESSEL

Hold down the ILLUM button while applying power to put the unit into the Engineering mode. The Engineering mode displays “En” (for Engineering). The present vane position is continuously displayed, although its direction is unlikely to be correct on first Installation, and its position can be ignored during alignment.

Sail as close to the wind as possible on Port tack. (On this tack, the masthead vane points to Port.) At a moment when you are satisfied

that the vessel is pointing predictably on that tack, press the DEC button. The display changes to “Po” to show that the Port button press has been logged. If you wish, the DEC button can be pressed again to revise the stored vane angle on this tack. The word “Po” continues to be displayed.

Now go about onto starboard tack, and again sail as close to the wind as possible. The masthead vane will now be pointing to starboard. When you are satisfied that the vessel is on its highest point of sail on this tack, press the INC button to log the starboard vane angle. The display will revert to showing “En” and the display will immediately display the new and correct relative wind on the starboard tack. The new dead-ahead setting is permanently stored.

The whole process can be done beginning on starboard tack, pressing INC, and then tacking to port and pressing the DEC button to log the dead-ahead value. When the “En” is displayed again, the display will show the correct relative wind direction on the port tack. As before, the new setting is permanently stored.

In either case, the completion of the dead-ahead setting is shown by “En” being displayed again. If the same key is pressed again while either “Po” or “St” is shown, the new position of the vane is logged for the calculation when the other is finally pressed to log the readings, and to set and store the new dead-ahead value.

Exit from Engineering by pressing the ILLUM button.

EXAMPLE OF SETTING DEAD-AHEAD BY TACKING

This example shows the sequence of operations and expected displays during setting dead-ahead by the process described above.

Hold down the ILLUM button while applying the power to put the unit into the Engineering mode, as shown on Figure 4. The position of the pointer at this stage is not important.

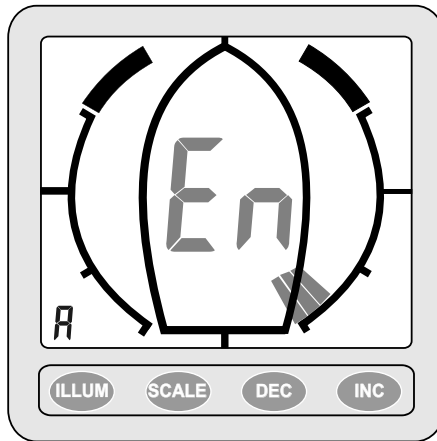


Figure 4 - Engineering mode

Now sail as close to the wind as possible on Port tack. At a moment when you are satisfied that the vessel is pointing predictably on that tack, press the DEC button. The display changes to “Po” to show that the Port button press has been logged, as shown on Figure 5. If you wish, the DEC button can be pressed again to revise the stored vane angle on this tack. The word “Po” continues to be displayed.

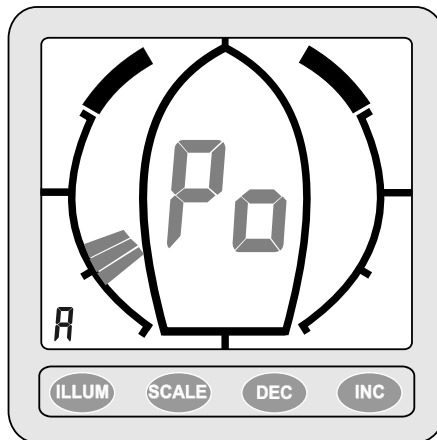


Figure 5 - Engineering mode, Port tack vane position logged

Now go about onto starboard tack, and again sail as close to the wind as possible. The masthead vane will now be pointing to starboard, but the display may not, as shown on Figure 6.

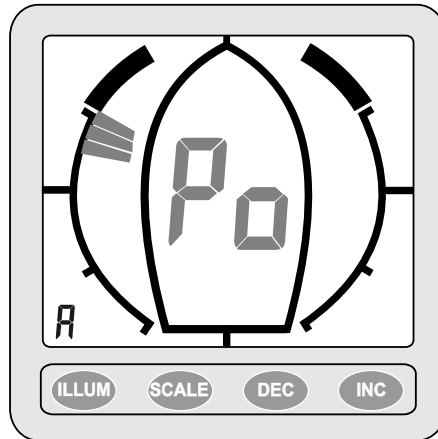


Figure 6 - Engineering mode, Port tack vane position logged, Starboard tack vane angle ready for logging

When you are satisfied that the vessel is on its highest point of sail on this tack, press the INC button to log the starboard vane angle. The display will revert to showing “En” and the display will immediately display the new and correct relative wind on the starboard tack, as shown on Figure 7. The dead-ahead setting is permanently stored.

Exit from Engineering by pressing the ILLUM button.

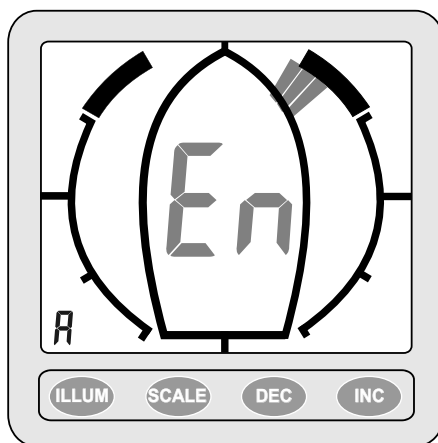


Figure 7 - Engineering mode, Dead-ahead logged, and correctly showing starboard wind direction

REMOTE REPEATER FACILITY

A Repeating display unit and a Close-hauled & Running Display unit are available for use with the Clipper Wind System. The repeater cable is plugged into the rear of the master instrument.

If it is desired to use both a Repeating Display and a Close-hauled & Running Display with a Clipper Wind System, connect the second repeater to the 3 way terminal block of the first repeater.

IMPORTANT READ THIS BEFORE UNPACKING INSTRUMENT

Prior to unpacking this instrument read and fully understand the installation instructions. Only proceed with the installation if you are competent to do so. Nasa Marine Ltd. will not accept any responsibility for injury or damage caused by, during or as a result of the installation of this product. Any piece of equipment can fail due to a number of causes. Do not install this equipment if it is the only source of information and its failure could result in injury or death. Instead return the instrument to your retailer for full credit. Remember this equipment is an aid to navigation and not a substitute for proper seamanship. This instrument is used at your own risk, use it prudently and check its operation from time to time against other data. Inspect the installation from time to time and seek advice if any part thereof is not fully seaworthy.

LIMITED WARRANTY

Nasa Marine Ltd. warrants this instrument to be substantially free of defects in both materials and workmanship for a period of one year from the date of purchase. Nasa Marine Ltd. will at its discretion repair or replace any components which fail in normal use within the warranty period. Such repairs or replacements will be made at no charge to the customer for parts and labour. The customer is however responsible for transport costs. This warranty excludes failures resulting from abuse, misuse, accident or unauthorised modifications or repairs. In no event shall Nasa Marine Ltd. be liable for incidental, special, indirect or consequential damages, whether resulting from the use, misuse, the inability to correctly use the instrument or from defects in the instrument. If any of the above terms are unacceptable to you then return the instrument unopened and unused to your retailer for full credit.

Name _____

Address _____

Dealer Name _____

Address _____

Date of Purchase _____

Proof of purchase may be required for warranty claims.

Nasa Marine Ltd.
Boulton Road, Stevenage, Herts SG1 4QG England

Declaration of Conformity

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