



## Remote Assisted Compass Adjustment

**Compass adjustment; we all know that the magnetic compass remains an essential navigation instrument on any sea going vessel, and has to continue operating independently, in the not uncommon event of an electrical failure or electronics malfunction. A correctly installed and adjusted magnetic compass, of a size and type suitable for the vessel, fulfills this requirement.**

According to ISO 25862 all magnetic compasses shall be swung and adjusted no less often than:

- every two years;
- after dry docking; or
- after significant structural work.

An exemption is made for vessels calling the United States of America and/or the Panama Canal. For these areas the deviation table must be verified by a certified compass adjuster no longer than year ago. So for vessels in this trading area it is an annual item. When the deviation is exceeding the limit of 3 degrees, the compass must be re-adjusted and a new deviation table must be made up as well. So far the basics. In this field digitization also kicks in hard, so we have been working on an evolution in compass adjustment:

### **Remote Assisted Compass Adjustment (RACA)!**

#### **This new procedure has some benefits!**

- It gives the opportunity to adjust the compass whenever needed.
- Vessels trading to the USA/Panama Canal occasionally can wait with the compensation until they are fixed to an USA destination and/or Panama transit. The deviation table can be verified while underway to the USA/ Panama Canal. This avoids unnecessary adjustments if the vessel does not call a US port/Panama Canal for several years.
- There is no need to interrupt the voyage for compass adjustment, which saves time and fuel.
- It will create more awareness and understanding by the involved navigation officers as they are actively involved in this procedure.
- It saves time and cost!

#### **How does it work?**

We will send you clear instructions what to do, the crew can check the compass bearing/course on the various compass points during the upcoming weeks. The results must be logged in a sheet and returned to us. If the deviation is less than 3 degrees limit, we submit a new deviation table. If the deviation exceeds the 3 degrees limit, we provide the crew with remote assistance to adjust the compass. If all points of compass show a bearing within the limit again a new deviation table (a valid document) is submitted by us by email to the vessel.

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