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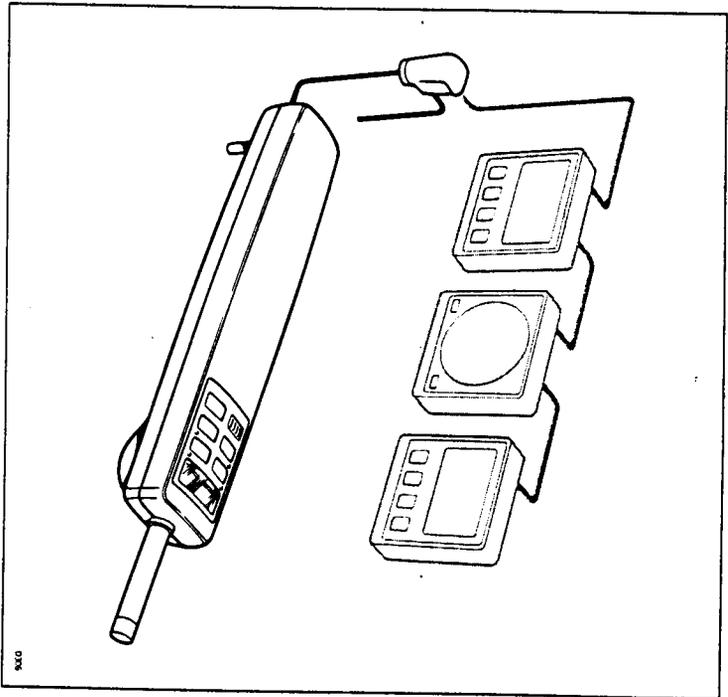
# **Autohelm™**

# **ST1000**

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**AUTOPILOT**  
Operation and  
Installation

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ST1000 Autopilot

100

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## Specifications

- Power Supply
  - 10 to 15V d.c.
- Current consumption
  - Standby: 65mA (120mA with lighting)
  - Auto: between 0.5A and 1.5A depending on boat trim, helm load and sailing conditions
- Operating temperature
  - 0°C to +70°C
- 6 button digital keypad
- LCD display of heading, locked course and navigational information
- User calibration for optimum performance
- Wind trim control in wind vane mode
- SeaTalk compatible
- Automatic compass deviation correction
- Northerly/Southerly heading compensation
- Automatic heading deadband
- Automatic tack
- Built-in radio navigation interface
- Waypoint advance feature

## Introduction

Your Autohelm ST1000 is a totally self contained autopilot designed for tiller steered yachts. The autopilot is mounted between the tiller and a single attachment point on the yacht's structure. It is designed for owner installation and after connection to the yacht's 12 volt electrical system will be ready for use.

The ST1000 is SeaTalk compatible and therefore can share all data transmitted from other Autohelm SeaTalk instruments:

- Wind information from a wind instrument can be used for windvane steering without the need to install a separate vane
- Track information from either Navdata or Navcenter instruments provides waypoint control from the autopilot
- Boat speed from the Speed instrument for optimum Track keeping performance

• SeaTalk compatibility also allows additional fixed and handheld autopilot control units to be easily connected at secondary steering and control positions

When used with a SeaTalk interface the ST1000 can be used with any position transducer (GPS, Decca, Loran) transmitting NMEA 0180 or 0183 data.

The ST1000 can be calibrated to suit each installation giving maximum performance with many types of boats.

### Important Note

**The ST1000 is recommended for tiller steered vessels up to 7,000 lbs (3,200kg) displacement. Above this limit and for heavy duty applications, such as single handed racing or long distance ocean sailing, one of the more powerful Autohelm autopilots (ST2000, ST4000 Linear) is advised.**

# Safety

Passage making under autopilot can greatly increase the pleasure of the voyage and ensure the crew can relax. However, this can lead to a dangerous lack of attention to basic seamanship. The following rules should always be observed:

- Maintain a permanent watch and check regularly all round for other vessels and obstacles to navigations. No matter how clear the sea may appear a dangerous situation can develop rapidly
- Maintain an accurate record of the vessel's position either by use of a radio navigation receiver or visual bearings.
- Maintain a continuous plot of position on a current chart. Ensure the locked autopilot heading steers you clear of all obstacles. Make proper allowance for Tidal Set – the autopilot cannot!
- Even when your autopilot is locked to the desired Track using a radio navigation receiver maintain a log and a regular positional plot. Radio navigation signals can produce significant errors under some circumstances and the autopilot cannot detect this situation
- **Ensure that all members of crew are familiar with the procedures required to disengage the autopilot**

Your Autohelm ST1000 will add a new dimension to your boating enjoyment. However, it is the responsibility of the skipper to ensure the safety of the vessel at all times by careful observance of these basic rules.

# Basic Operation



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## Chapter 1: Operation

### 1.1 Basic principles

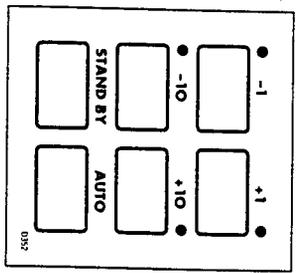
When switched on, the ST1000 will be in 'Standby' mode. To select automatic steering simply steady the vessel on the required heading, place the actuator over the tiller pin and push **Auto**. At any time to return to manual steering release the clutch and push **Standby**.

Autopilot control has been simplified to a set of pushbutton operations, all of which are confirmed with a 'beep' tone. In addition to the main single key functions there are several dual key press functions. Course changes can be made at any time using the **-1**, **+1**, **-10**, and **+10** degree keys.

**Passage making under automatic pilot is a very pleasant experience which can lead to the temptation of relaxing permanent watch. This must always be avoided no matter how clear the sea may appear to be.**

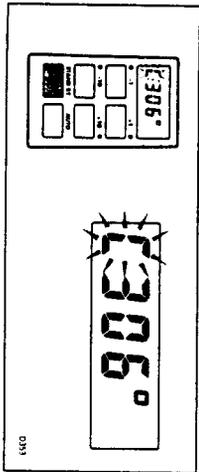
**Remember, a large ship can travel two miles in five minutes - just the time it takes to make a cup of coffee.**

The next few pages list all of the pushbutton operations needed for full autopilot control.



### 1.2 Operator controls

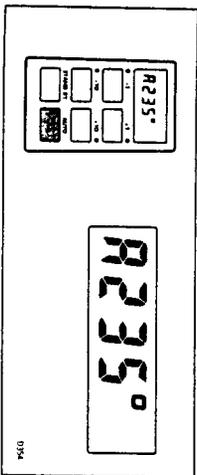
#### Standby



- Push to disengage the autopilot for hand steering  
The previous auto heading is memorised and can be recalled using the **Auto** key (see 'Auto').

In 'Standby' the display shows the vessels current compass heading.

#### Auto



- Push to engage automatic steering and maintain current heading  
In 'Auto' the display shows the locked autopilot heading.

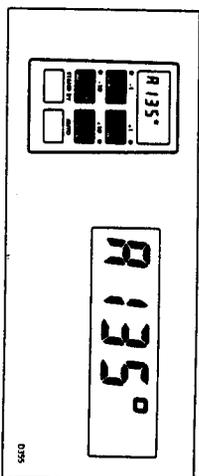
If for any reason the vessel is steered away from the selected locked heading (e.g. Dodge manoeuvre or selecting 'Standby') then:

- Push and hold down **Auto** for 1 second

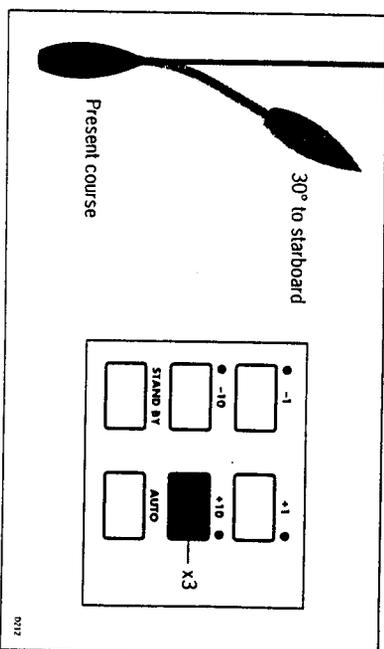
The previous locked heading will be flashed for 10 seconds. To select this heading, and resume the original course, press the **Auto** key once within 10 seconds.

Also see 'Dodge' – page 10.

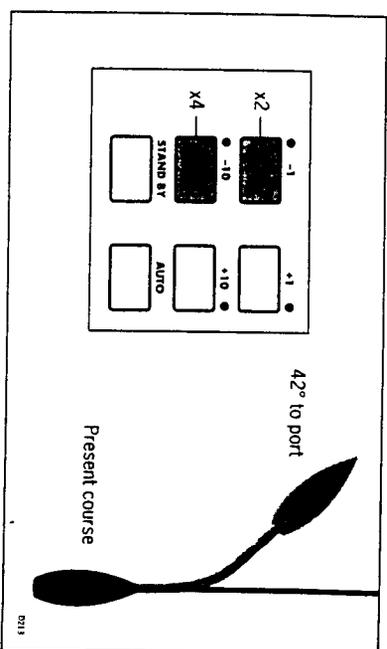
#### Course changes (-1, +1, -10, +10)



- Push to alter course to Port (-) and Starboard (+) in increments of 1° and 10°



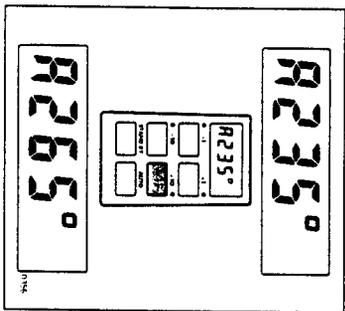
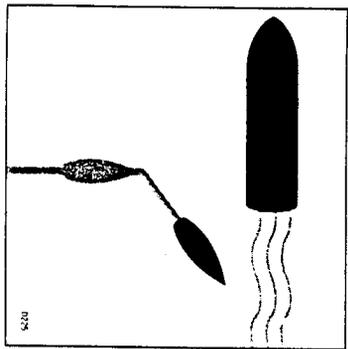
30° course change to Starboard



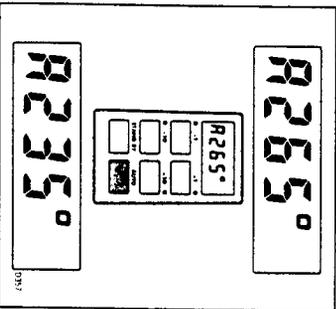
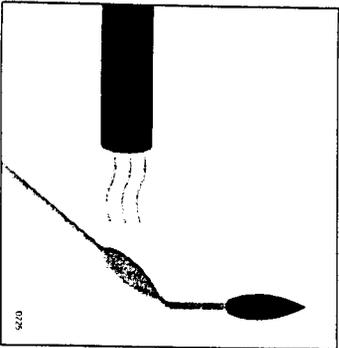
42° course change to Port

**Dodge**

In order to avoid an obstacle under autopilot control select a course change in the appropriate direction (say starboard 30° = 3 x +10°).

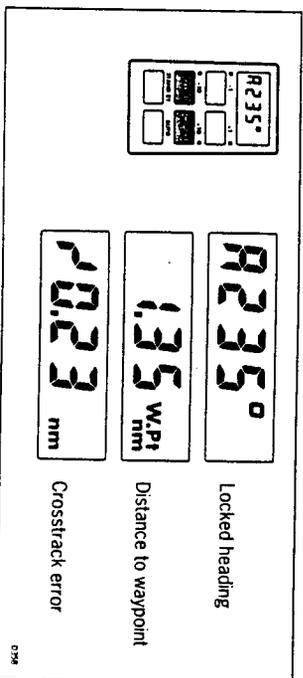


When safely clear of the obstacle press and hold down **Auto** for 1 second. The previous locked heading will now be flashed on the screen. To return to the old course press **Auto** within 10 seconds.



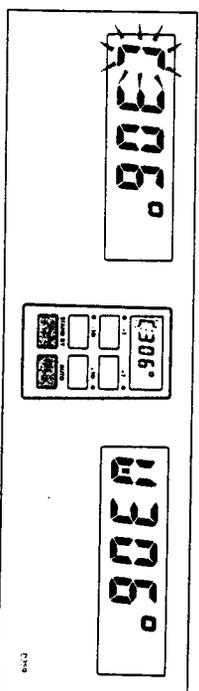
Alternatively the previous course change can be reversed via the key pad example: 3 x -10°

**'Track Control'**

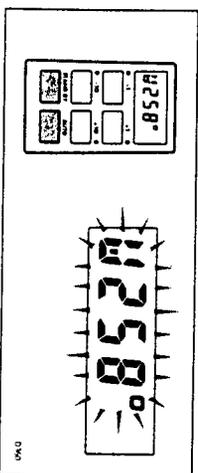


- Push **+10** and **-10** degree keys together to select 'Track Control' from Auto. Push again to return to automatic steering
- Once in 'Track Control' the autopilot will follow a predetermined track set up on a GPS/Decca/Loran navigation receiver, see 'Advanced operator' for more details.

**Windvane Mode (Windtrim)**



- Push **Auto** and **Standby** together to select 'Windtrim' and maintain the current apparent wind angle
- If for any reason the vessel is steered away from the selected Apparent wind angle (ie. Dodge manoeuvre or selecting Standby) then:
- Push and hold down for 1 second both the **Auto** and **Standby** keys together to return to the previous Apparent wind angle

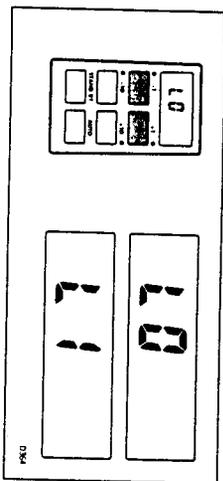


Whilst in Windvane mode the control head will beep once every 30 seconds.



## Illumination

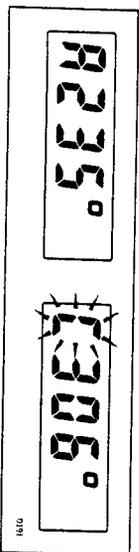
Illumination for the control head display can be switched on for night time viewing. This can only be done with the autopilot in 'Standby' mode



- Press the **+1** and **-1** keys together to toggle illumination on and off
- Also if other SeaTalk instruments or autopilot control units are connected to the SeaTalk bus the illumination on the ST1000 can be switched on or off from these units.

## Off Course Alarm

The off course alarm will sound if the locked autopilot heading and the vessel's current heading differ, for greater than 20 seconds, by more than the value set in calibration level 6.



To cancel the off course alarm push **Standby** to return to hand steering. If the off course alarm sounds it is usually an indication that the vessel is carrying too much sail, or that the sails are badly balanced. In this case a significant improvement in course keeping can usually be obtained by improving sail balance.

## 1.3 Operating hints

It is very important to understand the effect of sudden trim changes on steering performance. When a sudden trim change occurs, due for example to weather helm or sail imbalance, there will be a delay before the automatic trim applies rudder to restore the locked heading. This correction can take up to one minute. Large course changes which change the apparent wind direction can produce large trim changes. In these cases the autopilot will not immediately assume the new automatic heading, and will only settle onto course when the automatic Trim has been fully established.

To minimise the time delay the following procedure may be adopted for large course changes.

- Note required new heading
- Select **Standby**, remove the autopilot from the tiller pin, and steer manually
- Bring vessel onto new heading
- Place the autopilot on the tillerpin, select **Auto** and let vessel settle onto course
- Bring to final course with 1° increments

It is sound seamanship to make major course changes only whilst steering manually. In this way any obstructions or other vessels may be cleared properly and due account taken of the changed wind and sea conditions on the new heading prior to engaging the autopilot.

In gusting conditions the course may tend to wander slightly, particularly in the case of a sailing yacht with badly balanced sails. In the latter case, a significant improvement in course keeping can always be obtained by improving sail balance. Bear in mind the following important points:

- Do not allow the yacht to heel over excessively
- Ease the mainsheet traveller to leeward to reduce heeling and weather helm
- If necessary reef the mainsail a little early

It is also advisable whenever possible to avoid sailing with the wind dead astern in very strong winds and large seas.

Ideally, the wind should be brought at least 30° away from a dead run and in severe conditions it may be advisable to remove the mainsail altogether and sail under headsail only. Provided these simple precautions are taken the autopilot will be able to maintain competent control in gale force conditions.



**Advanced Operation**



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## Advanced operation

The ST1000 has been set-up at the factory to provide stable performance for most types of boat. Depending on personal choice, type of boat and steering system many of the functions and features available in the ST1000 can be fine tuned. This is normally required if:

- The pilot does not maintain a selected heading
- The boat appears to be unstable on Northerly headings (Southernly headings in the southern hemisphere)
- You wish to display True compass headings
- You operate in 'Track Control' mode
- You wish to change the Off Course alarm angle

The ST1000 is also capable of being supervised from a Navigation system such as a GPS, Decca or Loran receiver - automatically compensating for tidal streams and leeway. Courses relative to the apparent wind direction can also be maintained if the ST1000 is connected to a wind transducer.

'Advanced Operation' offers a complete guide to ST1000 calibration and comprehensively covers operation in both 'Track Control' and 'Wind Trim' supervisory modes. It also shows how the system can be expanded to include other SeaTalk products.

## Chapter 2: Using 'Track Control' and 'Wind Trim'

### 2.1 Operation in 'Track Control'

'Track Control' allows the ST1000 to maintain track between two waypoints entered on a GPS, Decca, or Loran based Navigation system.

#### Operating hints

The Autopilot can receive cross track error data via the SeaTalk bus from the following sources:

- ST50 Navdata
- ST50 Navcenter
- ST6000 Autopilot Control Unit
- ST7000 Autopilot Control Unit
- SeaTalk Interface Box

**Note:** All of the above must be connected to a Navigation system transmitting data to the NMEA 0180 or 0183 format. The ST1000 will then compute course changes which will keep your boat on a pre-determined track, automatically compensating for tidal streams and leeway.

When initiating 'Track Control' the track can be acquired in one of two ways:

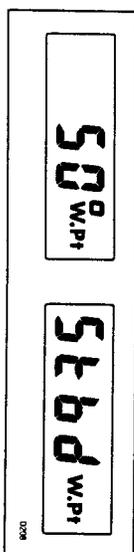
- Automatic acquisition (NMEA 0183 Cross Track Error and Bearing to Waypoint data required from the receiver)
- Manual acquisition (NMEA 0180 or 0183 Cross Track Error data required only)

Manual acquisition is achieved by steering the vessel to within 0.1 nm of track and then bringing the heading to within 5° of the bearing to the next waypoint. The pilot is then switched over to 'Track Control' by firstly entering 'Auto' and then pressing the **+ 10** and **-10** degree keys together to initiate 'Track Control'. The Display will alternate between Cross track error and the locked pilot heading.

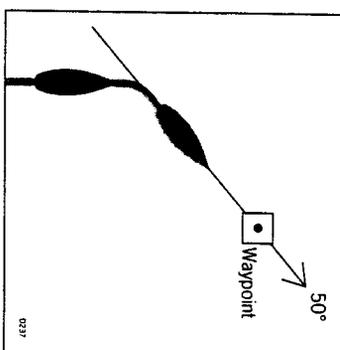
Automatic acquisition can only be achieved if the pilot is receiving Cross track error and bearing to waypoint information via the SeaTalk bus. It is initiated as follows:

- Bring the vessel to within 0.1 nm of Track
- Press **Auto**
- Press **+10** and **-10** degree keys together to enter 'Track Control'

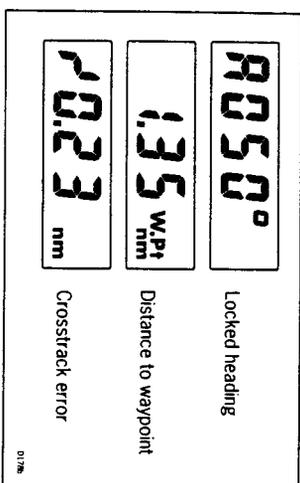
An alarm will sound and the display will show:



The information on the display alternates between the direction in which the boat will turn to take up the track and the new bearing to waypoint. Check that it is safe to turn onto the new course.

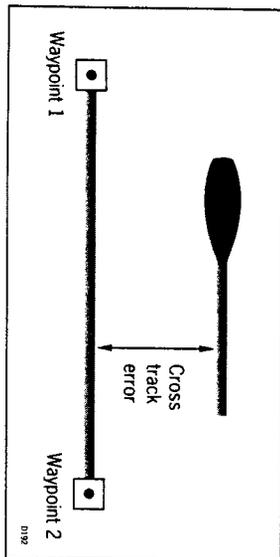


- Press the **+10** and **-10** degree keys together  
The boat will now turn on to the new course and the alarm will cancel.  
The following navigation information will now be continuously cycled on the display:

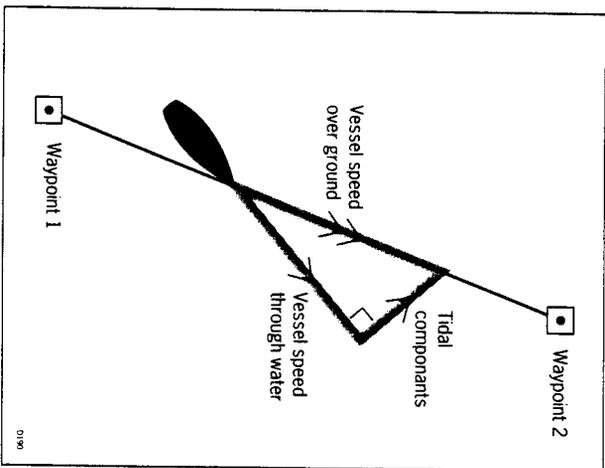


#### Cross Track Error

Cross track error is the vessel distance from a planned route. This is displayed in nautical miles and is read directly from your position transducer (see above).



Tidal Stream Compensation



Under most conditions 'Track Control' will hold the selected track to within  $\pm 0.05\text{nm}$  (300ft) or better.

The autopilot takes account of vessel speed when computing course changes to ensure optimum performance over a wide range of vessel speeds. If an Autohelm ST50 Speed or Tridata instrument is connected to the SeaTalk bus the control head will use measured vessel speed, otherwise the cruise speed entered during calibration level 5 will be used.

**Waypoint Advance**

If your navigation receiver transmits valid 'Waypoint Number' and 'Bearing to Waypoint' NMEA headers it is possible to advance from one waypoint to

the next by simply pressing the **-10** and **+ 10** degree keys together.

As the vessel passes the target waypoint the navigation receiver should select, manually or automatically, the next target waypoint. The ST1000 will detect the new target waypoint number and display the new bearing to waypoint and also the direction it will turn to acquire it. This will be accompanied by an alarm to indicate waypoint arrival (see page 25).

Note: While the waypoint advance alarm is sounding, 'Track Control' is suspended and the ST1000 will maintain the current boat heading. A check should be made to verify it is safe to turn onto the new track and then the **+10** and **-10** degree keys pressed together. This will cancel the waypoint arrival alarm and steer the boat towards the next waypoint.

Unless the 'Waypoint Advance' is accepted in the above way the alarm will continue to sound and the current course be maintained.

**Limitations**

Although there is no need to fully understand the details of the track keeping algorithm, it is very important to understand its limitations so as to obtain the best performance from 'Track Control'. The most significant of these limitations is imposed if NMEA 0180 cross track error data is transmitted by the radio navigation receiver. This data is restricted to  $\pm 0.30\text{nm}$ , which means that even if the vessel were 5 miles to starboard of track, the transmitted data would still be 0.30nm.

Attempts to engage 'Track Control' beyond the 0.30nm limit will lead to excessive overshoots and can result in the vessel circling. For this reason the alarm code is displayed (see page 24) whenever the cross track error exceeds 0.30nm. The requirement to remain within 0.30nm of track also limits the maximum allowable angular error between the track course and the vessel's heading. If the angular error is too great, the 'Track control' will be unable to cancel it within the 0.30nm limit leading to the problems outlined above.

The NMEA 0183 format transmits cross track error data up to 99.99nm and enables the 'Track Control' to operate with larger cross track errors. However, the alarm code will still be displayed over 0.30nm in case there are navigational hazards close to the intended track.

**Low Speed Operation**

Operation of the manual acquisition of 'Track Control' at low speeds requires additional care as the effect of tidal streams is far more significant than at higher speeds. In general terms, providing the tidal flow is less

than 35% of the vessel speed no noticeable difference will occur in the performance of 'Track Control'. However, extra care should be taken to ensure that the vessel is as close as possible to track, and that the direction made good over the ground is as close as possible to the direction of the next waypoint, before engaging 'Track Control'. Under these circumstances positive positional checks at regular intervals are vital especially if navigational hazards are close.

## Dodges

Full control remains available from the keypad when the autopilot is in 'Track Control'. Dodges are accomplished by simply selecting the desired course change on the Autohelm keypad. Once the hazard has been avoided the course change selected for the dodge manoeuvre should be cancelled by selecting an equal course change in the opposite direction. Provided the vessel remains within 0.1nm of track there is no need to steer back towards the track.

## Safety

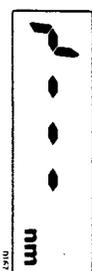
Passage making in 'Track Control' removes the chores of compensation for wind and tidal drift and will aid precise navigation. It is most important however to maintain an accurate log with regular plots and to verify the computed position read from the radio navigation receiver with a dead reckoned position from recording the average course steered and the distance logged. In open water such plots should be at least hourly and more frequent in confined waters or when potential hazards are near.

Local variations in radio signal quality and changes in the tidal stream will produce deviations from the desired track. When setting up waypoints, remember that deviations will occur, and thoroughly check along each track and to 0.5nm each side to ensure that there are no hazards within the zone. Always confirm the position given by the position transducer using an easily identifiable fixed object at the start of a passage to check and enable compensation to be made for fixed positional errors.

**The use of track control will enable accurate track keeping even in complex navigational situations. It cannot remove the responsibility of the skipper to ensure the safety of his vessel at all times by careful navigation and frequent position checks.**

## Warning messages

### NMEA data not received



The 'no data' display will be shown if 'Track Control' is engaged when the autopilot is not receiving SeaTalk navigation data.

### NMEA data error



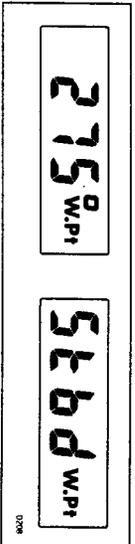
The 'data error' display will be shown if 'Track Control' is engaged whilst the Position transducer (GPS, Loran, Decca) is receiving a low strength signal. This will clear as soon as the signal strength improves.

### Large cross track error



The 'large cross track error' alarm sounds if the cross track error received by the pilot exceeds 0.3nm.

### Waypoint advance



The waypoint advance alarm sounds whenever the Radio Navigation Receiver (GPS, Loran, Decca) changes the target waypoint number. When this occurs the pilot will continue on its current heading but flash the bearing to the next waypoint on the display. This will alternate with the direction in which the boat will turn to take up that bearing. You should check to ensure that such a manoeuvre would be safe and, when you are ready to make the turn, momentarily press the +10 and -10 degree key together. The pilot will then turn onto the new bearing and track towards the next waypoint.

**Note:** The waypoint advance will only operate on pilots receiving bearing waypoint information.

## 2.2 Operation in 'Windtrim' mode

'Windtrim' mode allows the ST1000 to maintain course relative to an apparent wind angle. It uses 'Windtrim' to eliminate the effects of turbulence and short term wind variations and provide smooth precise performance under windvane with minimum power consumption. 'Windtrim' uses the fluxgate compass as the primary heading reference, and as changes in the apparent wind angle occur the locked compass heading is adjusted to maintain the original apparent wind angle. To use Windtrim the ST1000 must receive wind information from one of the following sources:

- SeaTalk Wind instrument- connected to the ST1000 via the SeaTalk bus
- NMEA wind information (connected via the SeaTalk Interface Box (cat no Z137)
- Autohelm wind vane (cat no Z087) connected via the SeaTalk Interface Box (cat no Z137)

### Operating hints

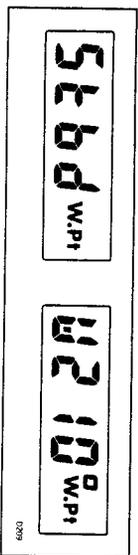
'Windtrim' filters the windvane output, providing optimum response for offshore conditions where genuine shifts in wind direction occur gradually. In gusty and unsteady inshore conditions it is best to sail a few degrees further off the wind so that changes in apparent wind direction can be tolerated.

It is also important to ensure that the amount of standing helm is minimised by careful sail trim and positioning of the mainsheet traveller.

It is recommended that the headsail and mainsail are reefed a little early rather than too late.

### Wind shift alarm

If changes in apparent wind angle adjust the original locked compass heading by more than 15° the wind change alarm will sound



The display will then alternate between the current Wind trim heading and the direction of wind shift.

- Push **Standby** and **Auto** together momentarily to accept the alarm and reset the wind shift alarm datum to the current compass heading.

Before doing so verify that the new course datum does not take the vessel into danger.

## Chapter 3: Adjusting autopilot performance

### Setting up Rudder Gain

The factory set rudder gain level will provide stable control for initial sea trials. However, vessels can vary widely in their response to the helm, and further adjustment to the rudder gain may improve the autopilot's steering characteristics.

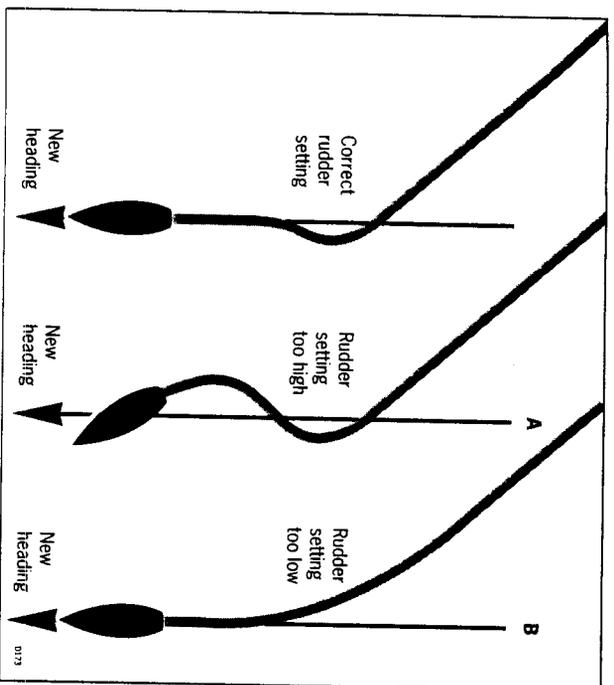
- Steer onto a specific course
- Hold the course steady for 5 to 10 seconds
- Place the actuator over the tiller pin
- Press **Auto** to engage the autopilot on the current heading

In calm conditions the boat should maintain the locked heading.

The following test will check if the rudder level is set too high or too low. In clear water and with the autopilot in 'Auto' alter course to starboard by 40° by pressing the + 10 degree key four times.

Typically, at cruising speed, a course change of 40° should result in a crisp turn followed by an overshoot of no more than 2° to 5°. If this occurs the rudder gain is correctly adjusted.

An excessively high rudder setting results in oversteer which can be recognised by distinct overshoot of more than 5° (A). This condition can be corrected by reducing the rudder gain setting.



These actions are most easily recognised in calm sea conditions where wave action does not mask basic steering performance.

Refer to chapter 4: 'Autopilot re-calibration', for instructions on how to adjust the rudder gain setting.

Repeat the test until a crisp course change with no more than 2° to 5° of overshoot is achieved.

The rudder control setting is not over critical and should be set to the lowest setting consistent with accurate course keeping. This will minimise actuator movements and hence reduce power consumption and wear and tear generally.

Similarly, an insufficient rudder control setting will result in understeer which gives sluggish steering performance (B). If the vessel takes a long time to make the turn and there is no overshoot then the rudder setting is too low.

## Chapter 4: Autopilot re-calibration

The ST1000 can be adjusted to meet the characteristics of your vessel and steering system.

The calibration routine allows the following parameters to be adjusted from their factory default settings.

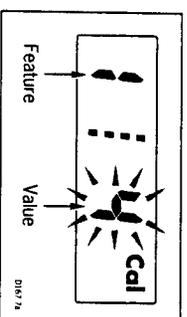
- Rudder gain (Value on power up)
  - Off course alarm limit
  - Northerly/Southerly turning error compensation
- The autopilot also requires certain other information:

- Average cruise speed
- Local variation

This section will look at each feature in-turn and explain how to fine tune it to suit your particular boat.

### 4.1 Entering calibration mode

- Press the **Standby** button for 5 seconds until the display shows:

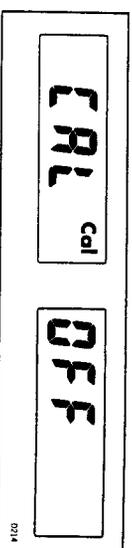


The number on the left identifies the feature (see table 4.3) and the number on the right the selected value for that feature.

Each feature can be cycled through using the **Auto** key.

The existing values can be viewed at any time without alteration, a simple momentary push of the **Standby** key will return the pilot to its normal operating mode without affecting the previous settings.

Note: If on entering calibration the display shows:



Please refer to 'Disabled calibration access' - section 4.5 for details on how to adjust.

## 4.2 Exiting calibration mode

You can exit calibration at any time in one of two ways:

- Press **Standby** for 1 second  
This will enter any adjusted values into memory
- Momentarily press **Standby**

This will exit calibration without entering any adjusted values into memory.

## 4.3 Suggested initial calibration settings

Listed below are suggested initial calibration settings. These will provide safe performance for the initial sea trial.

If you change any of the settings you can record them in the 'Adjusted Values' column for future reference.

Feature Number	Feature	Setting	Adjusted Values
1	Rudder gain	5	
5	Average cruise speed	8	
6	Off course alarm angle	20	
9	Local magnetic variation	Off	
10	North/South turning error correction	Off	
11	Current vessel latitude	xx	

Note:

1. Levels 2,3,4,7,8,12 and 13 are not available on the ST1000 pilot.
2. If level 10 is set to 0 then level 11 will be omitted

## 4.4 Calibrating the autopilot to suit your boat.

Calibrate the pilot as follows:

- Enter calibration mode as described in section 4.1

The display will show:



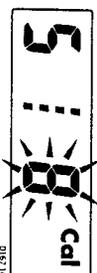
### Calibration Level 1 (Rudder Gain)

Calibration level 1 is Rudder gain. This requires setting up whilst under way. Please refer to Rudder gain adjustment in Chapter 3.

### Calibration Level 5 (Cruise Speed)

Calibration level 5 sets the boats normal cruising speed for use in 'Track control'.

- Press the **Auto** key



When interfacing with Radio navigation systems the ST1000 uses the vessels average cruising speed to perform track calculations.

Adjust the cruise speed with the **+1** and **-1** degree buttons.

Note: If an ST150 Speed or Tridata instrument is connected to the SeaTalk bus they will transmit boat speed information directly to the autopilot.

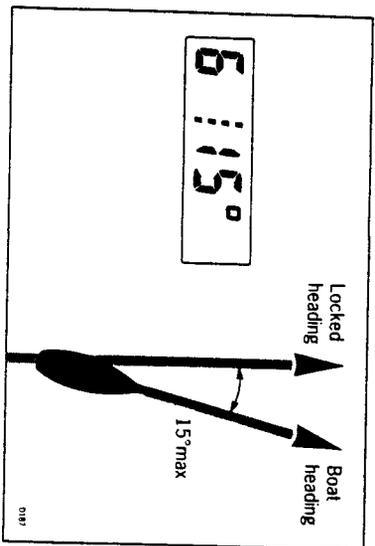
### Calibration Level 6 (Off course alarm angle)

Calibration Level 6 is Off Course Alarm angle. This is an alarm to warn you if the autopilot is unable to maintain its set course.

- Press the **Auto** key



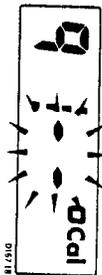
The off-course alarm operates if the autopilot strays off course by more than the alarm angle limit for more than 20 seconds. This limit can be set in 1° increments anywhere between 15° and 40° using the **+1** and **-1** degree course change buttons.



### Calibration level 9 (Magnetic variation)

Calibration level 9 tells the pilot the level of magnetic variation present at the boats current position.

- Press the **Auto** key



You should enter your local variation using **+1** and **-1** degree keys. This value will then be transmitted onto the SeaTalk bus and picked up by other SeaTalk instruments such as the Multi repeater.

Note: - ve variation: East

+ve variation: West

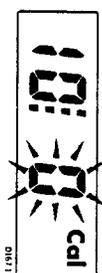
### Calibration level 10 (Northerly / Southerly heading error correction)

Calibration level 10 allows Northerly or Southerly heading error correction to be switched in.

It may be noticed that the autopilot tends to be a little less stable on northerly headings in the higher latitudes of the Northern hemisphere (and conversely southerly headings in the Southern hemisphere). This is caused by the increasing angle of dip of the earth's magnetic field at higher latitudes which has the effect of amplifying rudder response on northerly (southerly) headings. This error effects all magnetic compasses and gets worse the further away from the equator you are.

The ST1000 is able to compensate for this and provide precise course keeping on all headings by automatically adjusting the gain of the autopilot depending on heading.

- Press the **Auto** key

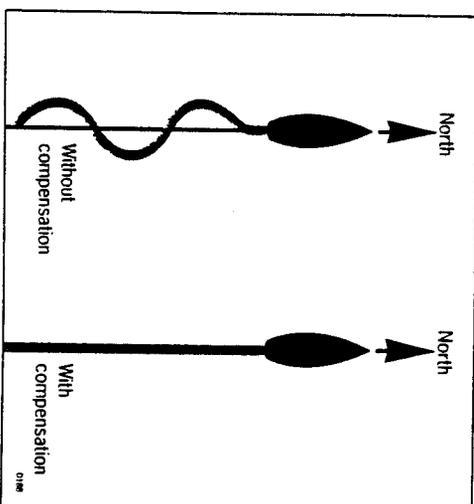


Use the **+1** and **-1** degree keys to select:

0 = Off

1 = Northern Hemisphere

2 = Southern Hemisphere



### Calibration Level 11 (Current Vessel Latitude)

Calibration level 11 requires the boats current latitude (to the nearest degree) in order to compensate for Northerly / Southerly heading error.

- Press the **Auto** key



- Set up latitude using the **-1** and **+1** degree keys

Note: If the correction is set to 0 in calibration level 10 then level 11 will be omitted and pressing the Auto key in calibration level 10 will move the display directly onto level 1

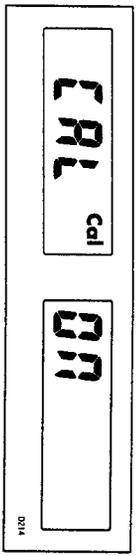
The calibration should now be saved by pressing the **Standby** key for 1 second.

### 4.5 Disabled calibration access

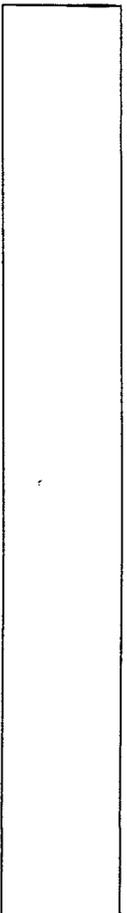
It is possible to disable the calibration setup to prevent unauthorised access.

This is achieved as follows:

- Press and hold the **-1** and **Standby** keys for 10 seconds until the display shows:



- Toggle the calibration access on and off using the **-1** and **+1** degree keys
  - Store the setting by pressing the **-1** and **Standby** keys for 10 seconds until the control head returns to normal operation
- If preferred this page can be removed from the handbook after access has been switched off.



**Installation**

## Contents

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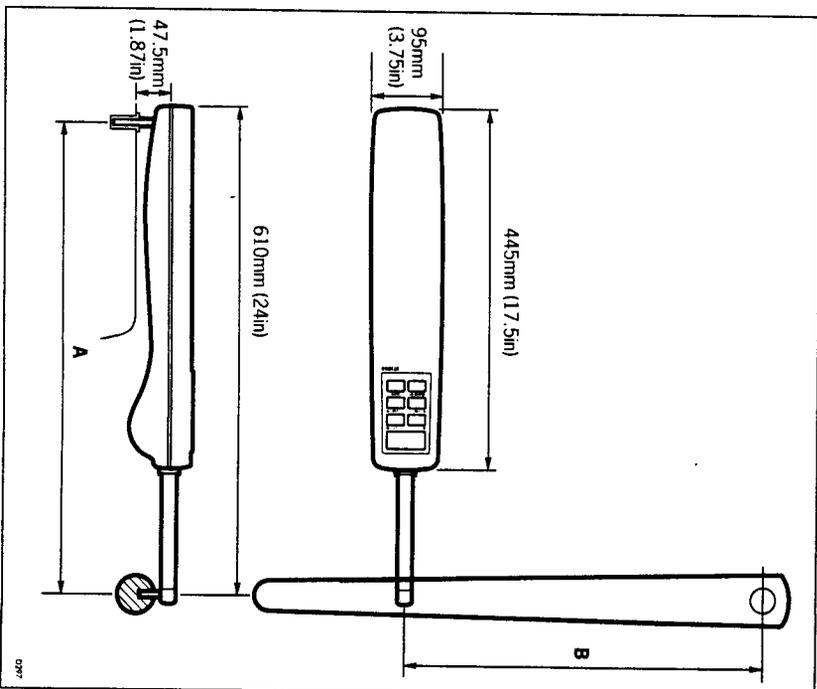
## Chapter 5: Installation

### Introduction

The autopilot is mounted between the tiller and a single attachment point on the yacht's structure. After connection to the yacht's 12 volt electrical system the unit becomes operational.

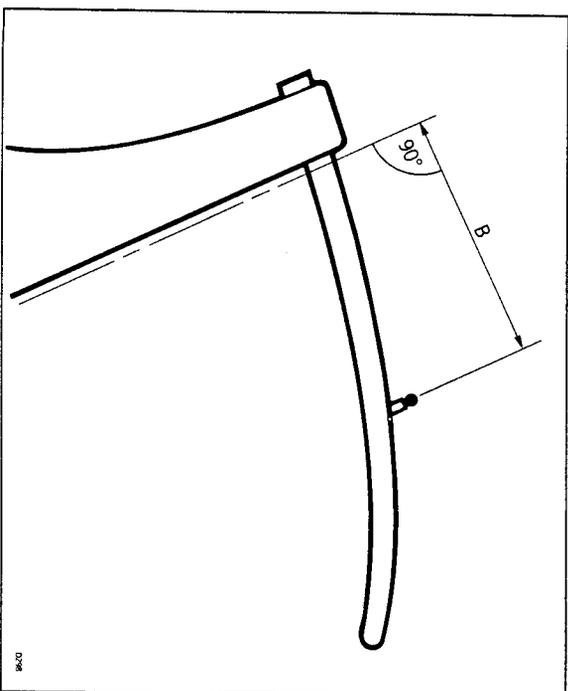
**Since the autopilot incorporates a magnetic sensing device, it is advisable to ensure that the yacht's steering compass is situated at least 750mm (2ft 6in) away to avoid deviation.**

For correct installation two basic dimensions are critical:



**Dimension A = 589mm (23.2in)**      **Dimension B = 460mm (18in)**  
 mounting socket to tiller pin      rudder stock centre line to tiller pin

Clamp the tiller on the yacht's centre line and mark off dimensions **A** and **B** (A is measured on the starboard side of the cockpit) using masking tape to locate the fixing points. Ensure the measurements are at right angles as shown.



The autopilot must be mounted **horizontally**.

In certain circumstances it may be more convenient to mount the unit on the porthand side. This is perfectly acceptable so long as the dimensions shown for both **A** and **B** are correct.

**Note:** The unit will require programming for port hand operation. This will be covered during the initial functional test in Chapter 6.

## 5.1 Basic installation

After establishing the three control dimensions the autopilot can be mounted directly onto the **starboard** cockpit seat.

Proceed as follows.

### Tiller pin (cat no D001)

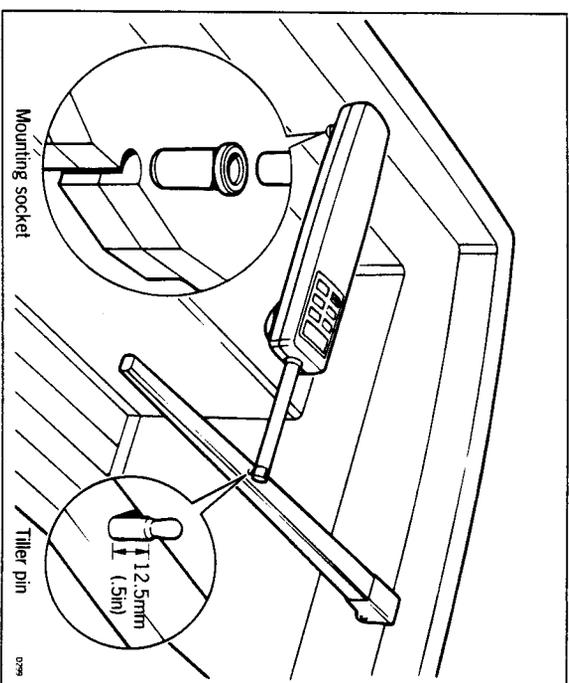
- Drill 6mm (1/4in) hole x 25mm (1in) deep at point marked
- Using a two part epoxy such as Araldite, epoxy the tiller pin into place
- Position the shoulder of the pin 12.5mm (0.5in) above the tiller surface

### Mounting socket (cat no D002)

- Drill 12.5mm (1/2in) hole x 25mm (1in) deep into the starboard cockpit seat
- If the thickness of the mounting position is less than 25mm (1in) carefully reinforce the under surface with a plywood plate epoxied into position
- Install the mounting socket using two part epoxy.

**Note:** The autopilot is capable of generating high pushrod loads; ensure that

- The epoxy is allowed to harden thoroughly before applying any loads
- All holes are drilled to correct size and where necessary reinforcing is provided



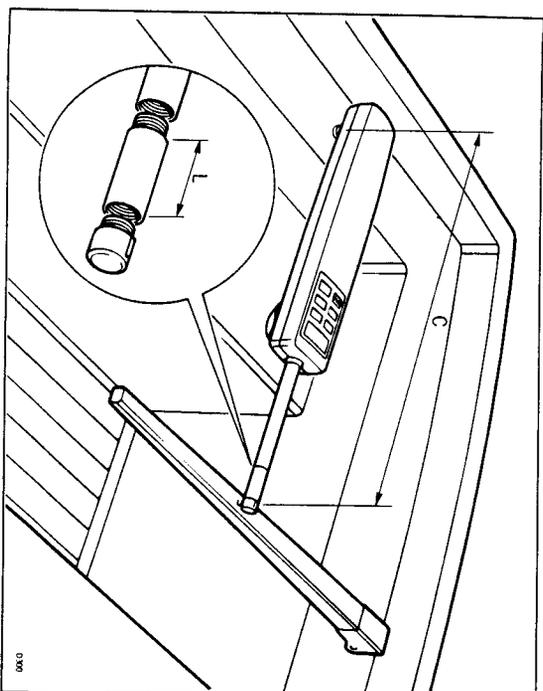
## 5.2 Installation Accessories

If it is not possible to install your autohelm directly onto the cockpit seat/tiler as described one of the following accessories (or combination) will ensure a perfect installation.

### Pushrod extensions

The pushrod length may be simply extended using one of the standard pushrod extensions. dimension **A** is modified as follows:

Dimension C	Pushrod extension length L	Cat no
589mm (23.2in)	Std dimension	-
615mm (24.2in)	25mm (1in)	D003
640mm (25.2in)	51mm (2in)	D004
665mm (26.2in)	76mm (3in)	D005
691mm (27.2in)	102mm (4in)	D006
716mm (28.2in)	127mm (5in)	D007
742mm (29.2in)	152mm (6in)	D008



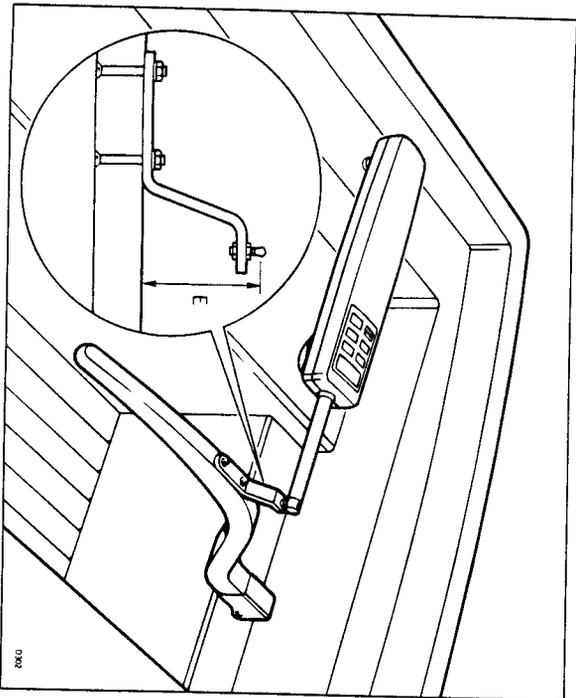
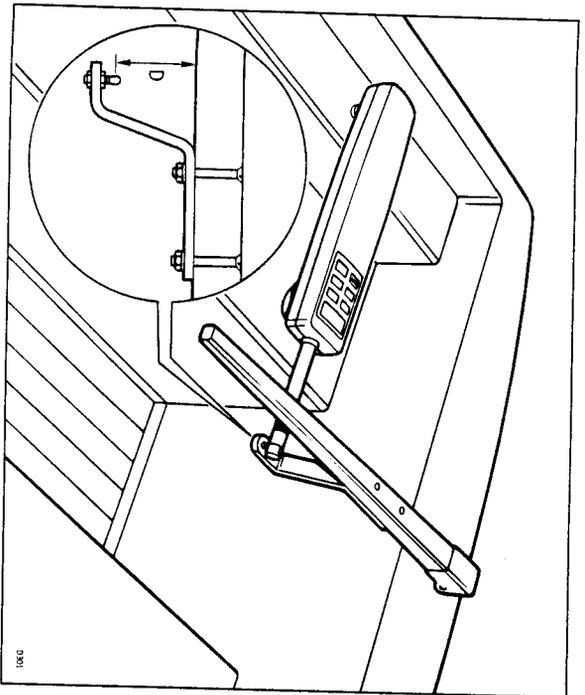
### Tiller brackets

Where the height of the tiller above or below the cockpit seat or mounting plane is such that standard mounting is not practical a range of tiller brackets allows the tiller pin offset to be varied.

#### Installation

- Position the tiller bracket on the centre line (upper/lower) of the tiller and establish control dimensions **A** and **B**
- Mark off the position of the centres of the two fixing bolt holes
- Drill two holes 6mm (1/4in) diameter through the centre line of the tiller
- Install the tiller bracket using 2 x 6mm (1/4in) diameter bolts, nuts and washers
- Epoxy the fixing bolts in place and fully tighten the nuts

Dimension D (below tiller)	Dimension E (above tiller)	Cat no
25mm (1in)	51mm (2in)	D009
51mm (2in)	76mm (3in)	D010
76mm (3in)	102mm (4in)	D011
102mm (4in)	127mm (5in)	D012
127mm (5in)	152mm (6in)	D013



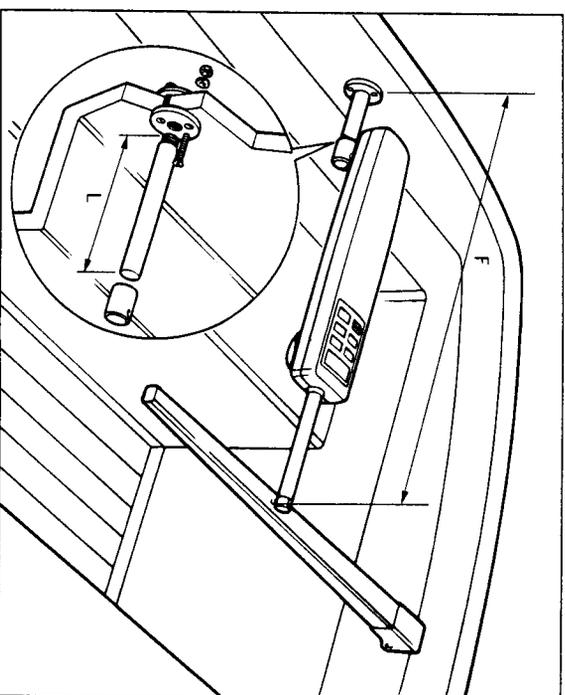
**Cantilever mounting**

Where it is necessary to attach the autopilot to a vertical face such as the cockpit sidewall a cantilever socket assembly is used. The maximum extension offset is 254mm (10in) and the cantilever length can be cut to the exact length necessary during mounting.

**Installation**

- Clamp the tiller on the yacht's centre line
- Measure dimension **F** (actual)
- Refer to table to establish cutting length for cantilever rod. (double check measurements **before** cutting)

Dimension <b>F</b>	Cut length <b>L</b>
654mm (25.75in)	51mm (2in)
705mm (27.75in)	102mm (4in)
743mm (29.75in)	152mm (6in)
806mm (31.75in)	203mm (8in)
832mm (32.75in)	229mm (9in)



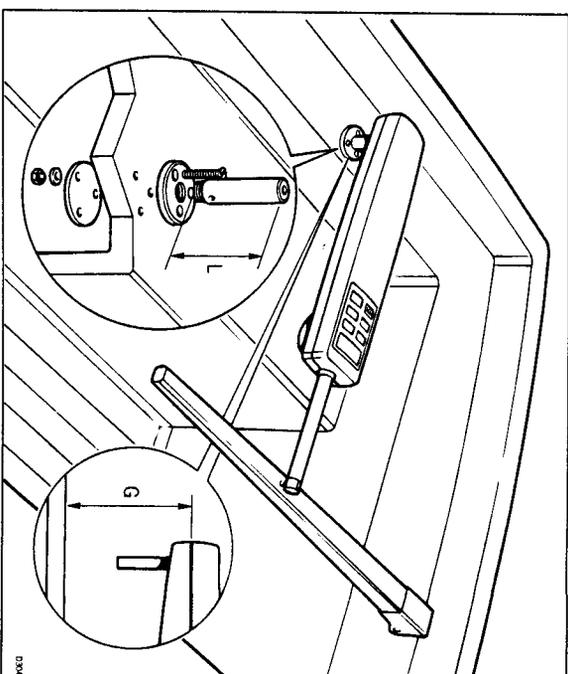
- Cut cantilever rod to length **L** using a hacksaw. **Measure from threaded end**
  - Remove burrs with file
  - Temporarily assemble the cantilever by screwing the rod into the mounting flange
  - Ensure the Autohelm body is **horizontal** and mark off the location of the mounting flange
  - Mark and drill 3 x 6mm (1/4in) holes (ignore the two inner holes)
  - Mount the flange using 3 x 6mm (1/4in) diameter bolts with nuts and washers. Be sure to install the backing plate correctly. Bed the flange on a thin coat of silicone sealant
  - Screw the rod firmly into place using a tommy bar
  - Roughen the end of the rod and the inside of the cap to provide a key
  - Apply the two part epoxy adhesive provided to the rod end and cap and place the cap over the rod end.
  - Ensure the hole for the Autohelm mounting pin is facing **up**
  - Allow the epoxy 30 minutes to fully harden before applying any load
- When the Autohelm is not in use the complete rod assembly may be unscrewed, leaving the cockpit uncluttered.

### Pedestal socket mounting

It may be necessary to raise the height of the Autohelm mounting socket above the mounting surface. For this a pedestal socket assembly is used.

### Selection

- Lock the tiller on the yacht's centre line
- Establish the standard control dimensions **A** (589mm (23.2in)) and **B** (460mm (18in))
- Measure dimension **G** ensuring the Autohelm actuator is **horizontal**



- Select the appropriate pedestal socket assembly from the table show
  - Mark off the position of the mounting flange on the cockpit seat or counter
  - Ensure that control dimensions **A** and **B** are correct
  - Mark and drill 3 x 6mm (1/4in) diameter holes (ignore the two inner holes)
  - Mount the flange using 3 x 6mm (1/4in) diameter bolts, nuts and washers, being sure the back plate is installed correctly. Bed the flange on a thin coat of silicone sealant
  - Screw the mounting socket firmly into place
- When the Autohelm is not in use the mounting socket may be unscrewed to leave the cockpit uncluttered.

Dimension G	Pedestal socket length L	Cat no
64mm (2.5in)	Std dimension	-
102mm (4.0in)	38mm (1.5in)	D026
114mm (4.5in)	50mm (2.0in)	D027
128mm (5.0in)	64mm (2.5in)	D028
140mm (5.5in)	76mm (3.0in)	D029
153mm (6.0in)	89mm (3.5in)	D030

**Tiller pins**

For certain non-standard installations a range of tiller pins are available

Description	Size	Cat no
Small threaded tiller pin	25mm (1in)	D014
Extra length tiller pin	72mm (2.8in)	D020
Extra length threaded tiller pin	72mm (2.8in)	D021

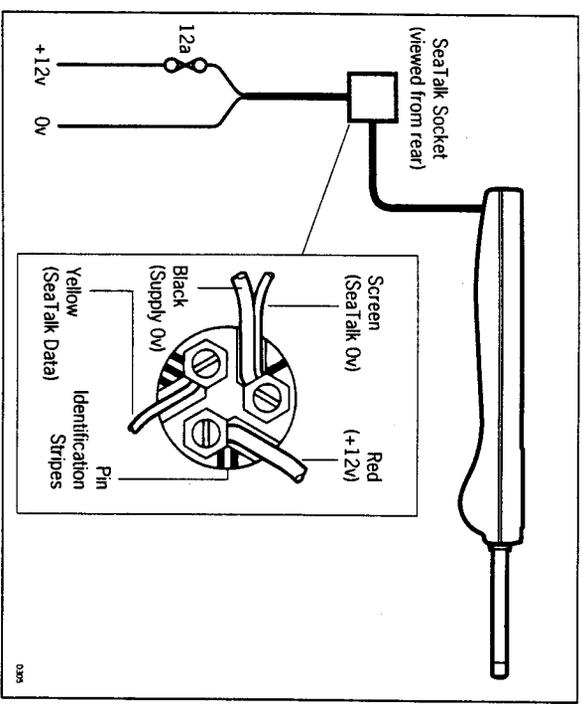
**5.3 Cabling and Socket installation**

The ST1000 is SeaTalk compatible receiving and transmitting information to other instruments and autopilot control units via the SeaTalk bus. It cannot source power from the SeaTalk bus and therefore requires its own dedicated power supply.

Both power and data are supplied to the ST1000 via a custom waterproof plug and socket. The plug comes ready assembled and the socket can be mounted in the cockpit area adjacent to the autopilot.

**Power cabling**

Power should be routed directly from the vessels central distribution panel and protected via a 12A fuse or circuit breaker as shown:



The following table shows the minimum cable size acceptable for the power supply:

Cable length	Copper area	AWG
Up to 2.5 m (8ft)	1.5mm <sup>2</sup>	16
Up to 4.0m (13ft)	2.5mm <sup>2</sup>	14

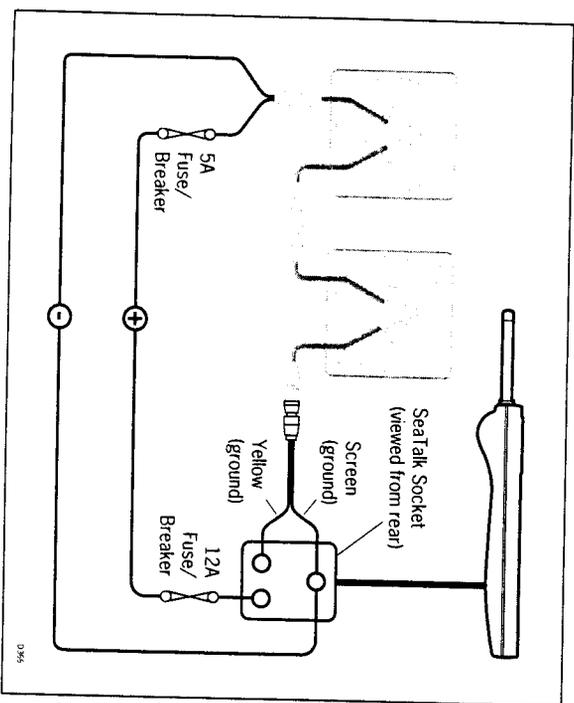
**Important**

Correct cable size is critical for correct autopilot operation.

The cable you choose may meet the required current specification but, if too small, will drop voltage between the supply and the autopilot. This will reduce the power at the tiller.

**SeaTalk data cabling**

The ST1000 is wired to the SeaTalk bus using an extension cable (Cat No D131). It can be plugged directly to the spare SeaTalk tail on the last instrument or autopilot control unit, cut to length and then connected to the back of the SeaTalk socket as shown.

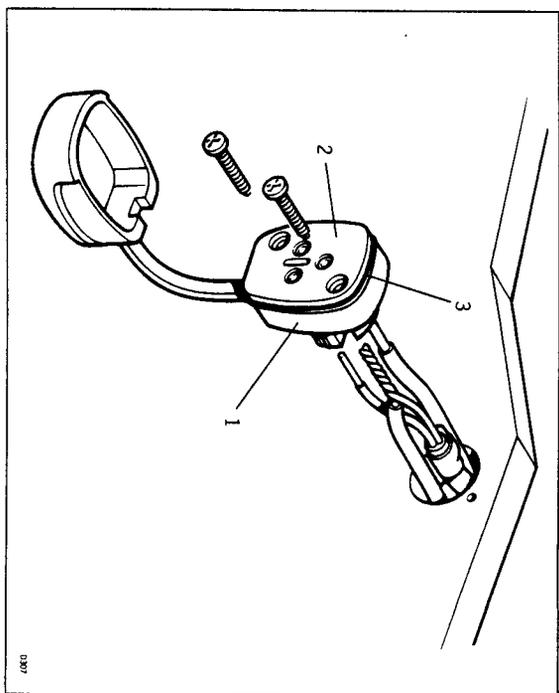


The fuse used with the ST1000 is too large to offer safe protection to the SeaTalk bus. Any SeaTalk instruments fitted must therefore be powered via a separate 5A fuse/breaker as shown above.

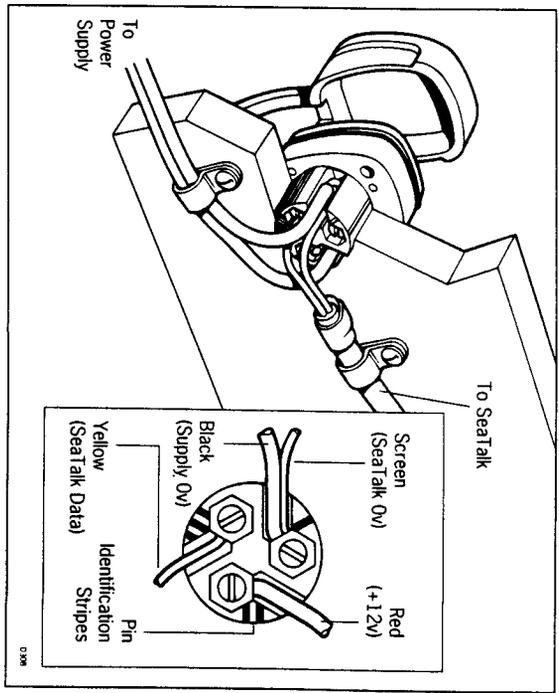
**Mounting**

The socket is assembled as follows:

- Fix the self adhesive template onto the bulkhead at the selected socket location
- Carefully drill the 18mm (23/32in) clearance hole and 2.4mm (3/32in) pilot holes. Remove the template
- Fit the plug cap (1) to the socket body (2) as shown
- Locate the 'O' ring seal (3) into the groove between the plug cap and socket body



- Cut and strip back the SeaTalk and power cables
- Thread both cables through the bulkhead hole and wire into the socket as shown making sure the wires are connected to the correct pin



- Attach the socket to the bulkhead using the two self tapping screws supplied
- Restrain cables as shown

# Chapter 6: Functional Test and Initial Sea Trial

This section of the handbook consists of a set of simple tests followed by a short sea trial. This will confirm that the system is wired correctly and is also set-up to suit your type of boat.

## 6.1 Functional test

### Switch on

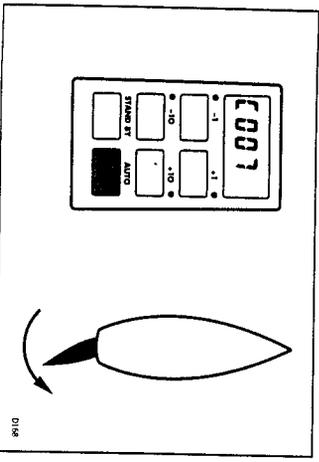
Having installed your ST1000 autopilot, switch on the main power breaker. The autopilot should beep and display ST1000. Within 2 seconds a compass heading preceded by a flashing 'C' should be displayed e.g. 'C' 234. This shows the autopilot is active. If it does not beep please refer to chapter 9 – 'Fault finding'.

### Operating sense

The operating sense of the autopilot defines the direction helm will be applied when a course change button is pressed or the vessel goes off course. It can be checked as follows:

- Place the pilot over the tiller pin
- Press **+10°**

The helm should move to produce a turn to Starboard.



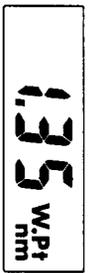
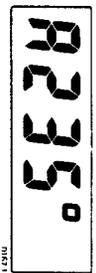
If it moves to port then please refer to page 57 – Operating sense reversal – for instructions on how to reverse the sense.

## Navigation interface (GPS, Decca, Lorain)

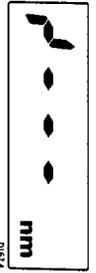
If the ST1000 is interfaced to a position transducer, then the interface can be simply checked as follows:

- Set up a Track on the position transducer to give a cross track error of between 0 and 0.3 nm
- Enter 'Auto' mode by pressing the **Auto** key
- Enter 'Track' mode by pressing **+10** and **-10** degree keys together

After 3 seconds the pilot should automatically scroll through three navigation displays:



If instead it shows one of the following error displays then there is either a wiring error or the position transducer is not set-up to transmit the required data format:



This display indicates data is not being received. The most likely reason being a cabling error – either open circuit, short circuit or wires reversed.



This indicates that the signals being received by the position transducer are too weak for reliable navigation. Reference should be made to the position transducer handbook for further action.

### Wind transducer interface

If the ST1000 is connected to a wind instrument then the data link between the two instruments should be checked as follows:

- Press the **Standby** and **Auto** keys together

The ST1000 should then display the locked heading preceded by a 'W' as shown.



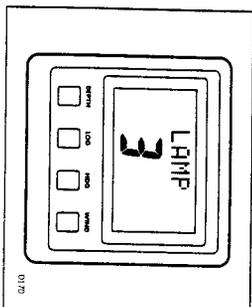
If the display continues to show the current heading preceded with a flashing 'C' then wind data is not being received by the ST1000.

The most likely reason being a cabling error – either open circuit, short circuit or wires reversed.

### SeaTalk bus

If the ST1000 has been linked to other SeaTalk instruments via the SeaTalk bus the link can be checked as follows:

- Push **Standby** on the autopilot
- Select display illumination level 3 on any other SeaTalk instrument or autopilot control unit



The ST1000 should immediately respond by switching on its display illumination.

If the illumination does not switch on then a cabling fault exists in the SeaTalk cabling between the ST1000 control head and the instruments/control unit.

## 6.2 Initial Sea trial

Having checked that the system is functioning correctly a short sea trial is now required to complete the setting up.

The ST1000 has a built-in calibration capability which enables it to be fine tuned to suit the individual vessel, its steering system and dynamic steering characteristics. As supplied from the factory the unit is calibrated to provide safe stable autopilot control for the majority of vessels (see section 4.3).

Before carrying out the first sail trial it is recommended that the calibration levels be checked and if necessary reset to the recommended levels.

This procedure will only take a minute or so and full details are given in chapter 4.

- Do not attempt to make any permanent change to the recommended calibration values until a sail trial has been carried out
- It is important that the initial sail trial is carried out in conditions of light wind and calm water so that autopilot performance can be assessed without the influence of strong winds or large waves

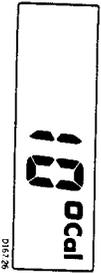
### Automatic Compass deviation correction

The ST1000 will correct its own internal fluxgate compass for most deviating magnetic fields. **Before carrying out the initial sail trial it is vital to carry out the Compass Deviation Correction.** Failure to do so may result in the autopilot performance being impaired on some compass headings. This procedure should be carried out in calm conditions preferably in flat water.

- Place the pilot over the tiller pin
- Select compass correction as follows:
- Push and hold **Standby** for 1 second



Keeping boat speed below 2 knots and using the **+10°** and **-10°** keys to control the rudder angle, turn the vessel slowly, in a circle, so that it takes at least 3 minutes to complete 360°. Keep turning until the display changes to show the amount of deviation the autopilot has detected. Deviation and current vessel heading will alternate every 1 second.



Use the **+1°** and **-1°** course change keys to increase or decrease the displayed heading until it agrees with the ships steering compass or a known transit bearing.

Exit compass adjust and store the compass correction/alignment as follows:

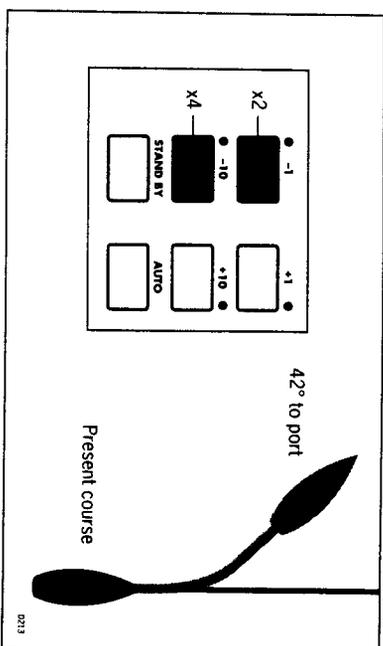
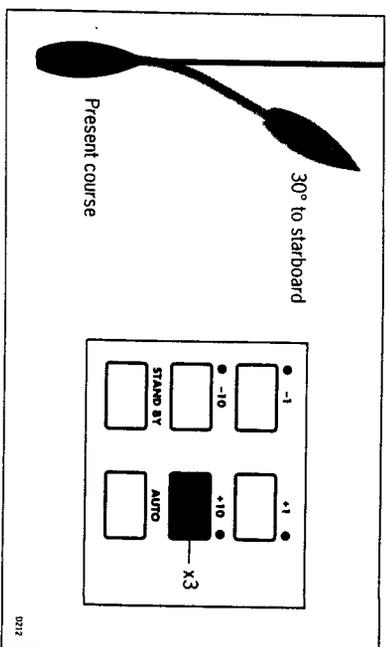
- Push and hold **Standby** for 1 second
- or, to exit compass adjust without saving any new settings
- Push **Standby** momentarily

Note: For installations where an ST50 Steering Compass Instrument is connected to the SeaTalk bus **and** the Steering Compass has a fluxgate transducer connected, it is only necessary to carry out the auto deviation correction on the Steering Compass Instrument (refer to Steering Compass handbook instructions).

### Autopilot operation

Having calibrated the compass the following procedure is recommended to familiarise yourself with autopilot operation:

- Steer onto a compass heading and hold the course steady
- Place the autopilot over the tiller pin
- Push **Auto** to lock onto the current heading. In calm sea conditions a constant heading will be achieved
- Alter course to port or starboard in multiples of 1° and 10°



### Operating sense reversal

- Push **Standby** and lift the pilot off of the tiller pin to return to hand steering

The operating sense of the Autopilot can be reversed as follows:

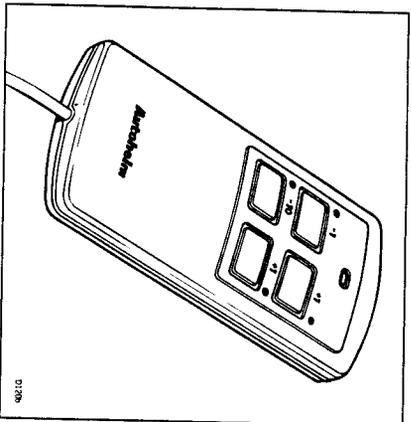
- Press the **+1** and **-1** keys together for 5 seconds.

The new operating sense (port or starboard) will be displayed for 5 seconds after which the autopilot will go back to normal operation.

## Chapter 7: Accessories

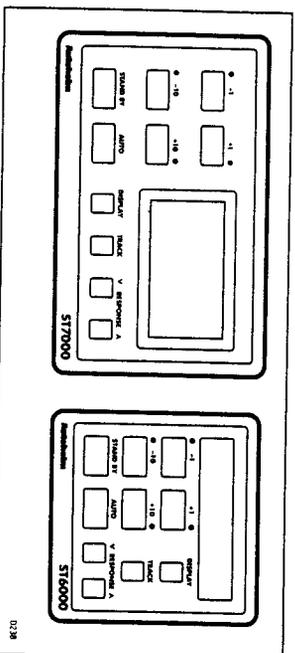
Various accessories are available for your ST1000 autopilot. These include:

- Handheld remote control (Z101)



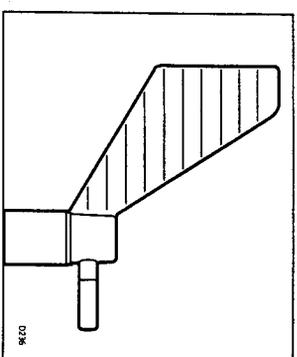
The handheld remote is supplied with 6m (20ft) of cable and a waterproof plug and socket. It allows you remote access to the four autopilot course change buttons

- Fixed control units – ST7000 (Z082), ST6000 (Z124)



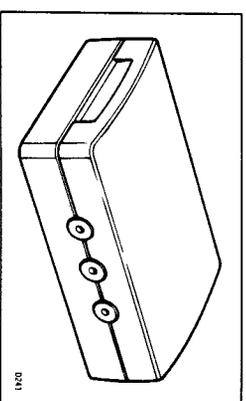
These control units are available for permanent mounting at additional positions where autopilot control is desired.

- Digital Windvane (Z087)



The digital windvane also requires the SeaTalk interface. When combined with the ST1000 these two pieces of equipment allow you to steer your boat on any course relative to an apparent wind angle.

- SeaTalk Interface (Z137)



The SeaTalk interface will convert all SeaTalk data to NMEA 0183. This allows you to feed NMEA 0183 Navigation data to a plotter or Speed and Compass NMEA information back to a position transducer for dead reckoning (Assuming the correct instruments are present on the SeaTalk bus to generate the information initially).

## Chapter 8: Maintenance

- In certain conditions, condensation may appear on the window. This will not harm the unit, and can be cleared by switching on the illumination
- Never use any chemical or abrasive materials to clean your ST1000. If it becomes dirty wipe clean with a damp cloth

### Cabling

- Avoid running cables through bilges where possible and secure any coiled lengths at regular intervals
- Avoid running cables close to fluorescent lights, engines, radio transmitting equipment etc
- Check cabling for chafing or damage to outer casing, replace where necessary and re-secure

#### Advice

Should any difficulties arise, please consult Nautech's Product Support department in the U.K. or your own National Distributor who will be able to provide expert assistance.

The working parts of the drive system are sealed and lubricated for life during manufacture and therefore do not require servicing.

Before the unit is returned please double check that the power supply cable is sound and that all connections are tight and free from corrosion. Then refer to the fault finding section of this manual. If the fault cannot be traced then please contact your nearest Autohelm dealer or Service center for advice.

**Always quote the serial number, which is printed on the label on the underside of the autopilot.**

## Chapter 9: Fault Finding

All Autohelm products are subject to a comprehensive test procedure prior to packing and shipment. In the unlikely event that a fault does arise the following check list should help cure the problem.

Fault	Cause	Action
Autopilot display blank	No supply	Check supply. Check Fuse/breaker. Return head for repair
Drive unit steers helm hard over as soon as Auto is engaged	Drive phase set incorrectly	Refer to chapter 6 and carry out the functional test.
Displayed compass heading does not agree with Ships compass	Compass requires deviation correction and alignment	Refer to chapter 6 Automatic compass deviation correction
Vessel turns slowly and takes a long time to come onto course	Rudder gain too low	Refer to chapter 3 Setting up Rudder gain
Vessel overshoots when turning onto a new course	Rudder gain too high	Refer to chapter 3 Setting up Rudder gain
Pilot appears to be unstable on Northerly headings (Southerly in Southern hemisphere)	Northerly/Southerly heading correction not setup	Refer to chapter 4 Autopilot re-calibration and set-up levels 10 and 11
Display shows Cal - Off when entering calibration	Calibration locked out	Security protection switched on by owner
Autopilot will not talk to other SeaTalk instruments or Control units	Cabling problem	Check security of all SeaTalk connectors and cables
Autopilot will not receive information from a Position Transducer(GPS, Loran etc.)	Position Transducer not transmitting correct sentences	Refer to relevant SeaTalk handbook for information on required NMEA data
Pilot will not auto-advance between waypoints	No Bearing to waypoint information transmitted from the position transducer	Refer to position transducer handbook
Pilot will not display Distance to waypoint, Bearing to waypoint or waypoint number	Incorrect NMEA sentences transmitted from Position transducer	Refer to position transducer handbook

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