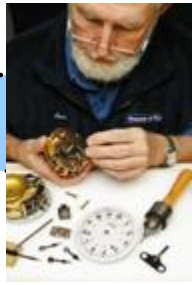


# Customer Service FAQs



At Weems and Plath, we strive to provide the highest level of customer service. If you ever have any questions, need additional assistance or documentation you can call us at **800-638-0428** extension 22 or e-mail us at [support@weems-plath.com](mailto:support@weems-plath.com).

If your Weems & Plath instrument needs repair, please fill out our [Customer Repair Request form](#) & send the form along with the instrument(s) to the following address:

**Weems & Plath, Inc.**  
Attn: Customer Service  
214 Eastern Avenue  
Annapolis, MD 21403 USA

We will notify you of any charges and you may then pay by credit card or send us a check. There are no costs involved if your instrument is still under warranty.

**NOTE: Please package carefully as Weems & Plath can not be responsible for damage in transit.**

**We have compiled a list of our most Frequently Asked Questions below. To view an answer, simply click on a link:**

- **A History of the Origins of the Ship's Bell Clock**
- **Soft Chimes**
- **Time & Tide Clocks**
- **Radio Controlled Clocks**
- **Weems & Plath Clock Do's and Don'ts**
- **Troubleshooting Guide for Clocks**
- **History of the Barometer**
- **Troubleshooting Guide for Barometers**
- **About Hygrometers and Relative Humidity**
- **Care of your Brass Case**
- **Our "Living Finish" Products**
- **Re-Calibrating your Vermont Dial Instrument's German Mechanism**
- **Den Haan Lamps**
- **What to do if your C. Plath or Tamaya sextant needs repair**
- **What to do if your C. Plath compass needs repair**

## A History of the Origins of the Ship's Bell Clock [back to top](#)

The present ship's bell clock evolved from a crude sand clock dating back to the time of Columbus. This primitive clock was called a sand or sandglass clock, and was an essential device for controlling routine duties at sea in addition to its uses for navigation purposes.

Records of epic voyages tell us that this device was used by the helmsman to measure time in half hour increments. Watches or shifts were organized into increments of four hours; a custom that is still widely used. With the sandglass at his side, the helmsman would signal the passing of half hour increments starting with the strike of one bell at the end of the first half hour, two at 2nd and so on until reaching eight bells which signaled the end of the watch.

### The Ship's Bell Code

4:00	8:00	12:00	8 Bells
4:30	8:30	12:30	1 Bell
5:00	9:00	1:00	2 Bells
5:30	9:30	1:30	3 Bells
6:00	10:00	2:00	4 Bells
6:30	10:30	2:30	5 Bells
7:00	11:00	3:00	6 Bells
7:30	11:30	3:30	7 Bells

The tradition of the sand clock continued for hundreds of years and was replaced only by the development of the pocket watch from Italy and Germany, and the chronometer from England. It was not until the 19th century that the first mechanical ship's bell clock was produced in America. The working principal of this American innovation remains almost unchanged to this day.

## Soft Chimes [back to top](#)

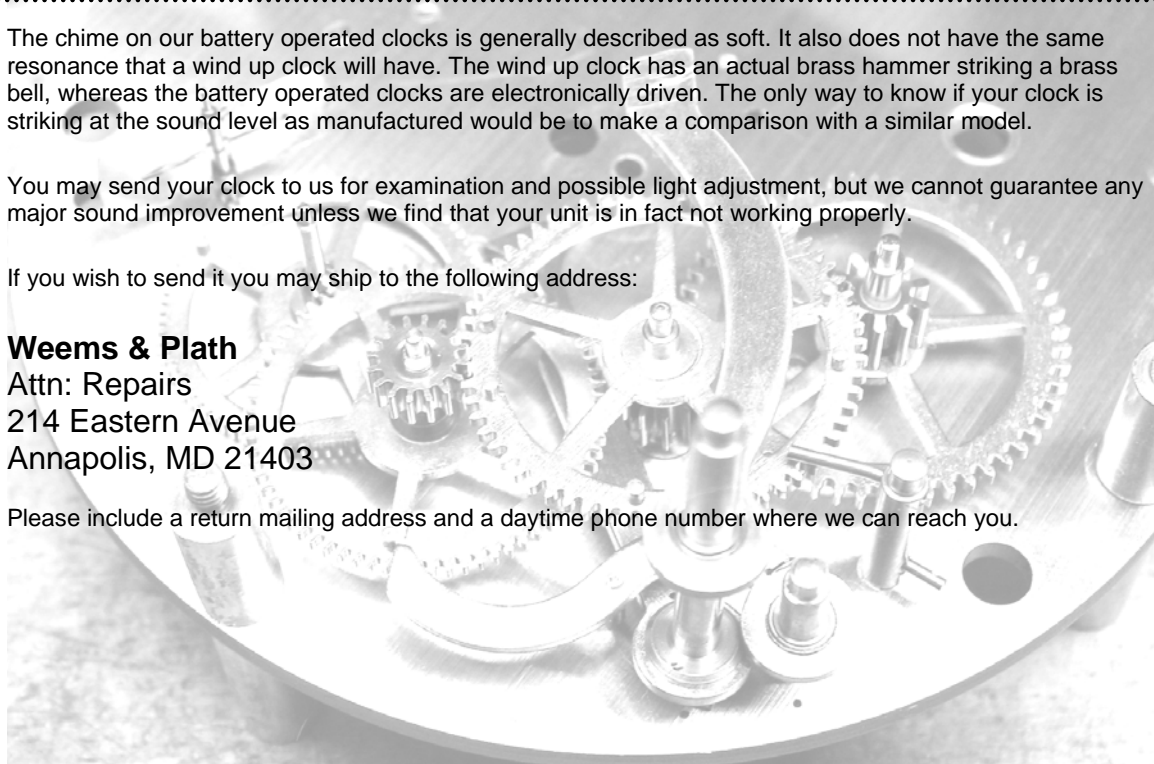
The chime on our battery operated clocks is generally described as soft. It also does not have the same resonance that a wind up clock will have. The wind up clock has an actual brass hammer striking a brass bell, whereas the battery operated clocks are electronically driven. The only way to know if your clock is striking at the sound level as manufactured would be to make a comparison with a similar model.

You may send your clock to us for examination and possible light adjustment, but we cannot guarantee any major sound improvement unless we find that your unit is in fact not working properly.

If you wish to send it you may ship to the following address:

**Weems & Plath**  
Attn: Repairs  
214 Eastern Avenue  
Annapolis, MD 21403

Please include a return mailing address and a daytime phone number where we can reach you.



## Time and Tide Clocks [back to top](#)

Time and tide movements are for use on the Atlantic coasts of America and Europe only.

### Reason:

Along the whole Atlantic Seaboard, the moon controls the tides quite well, ebbing and flowing on a highly predictable and regular schedule. However, on the Pacific Coast, the tides are irregular. The vastness of the Pacific Ocean makes it impossible for the moon to control the whole Pacific Ocean at once as it does in the Atlantic. It is not unusual for the Pacific Coast to have 3 high tides or 3 low tides a day.

### Please Note:

A full rotation of a tide clock, that is from one high tide to the next high tide, will take 12 hours and 28 minutes. Therefore, if a customer has a time and tide clock combination, the customer can expect to see the tide hand approximately 1 hour behind the hour hand at the end of the first 24 hour rotation. It is a good idea to check this timing before returning a tide clock as defective.

Even under normal weather conditions, it is recommended that the tide clock be reset with local tide charts approximately every 60 days or so. If resetting is done visually, preference is for during a full moon.

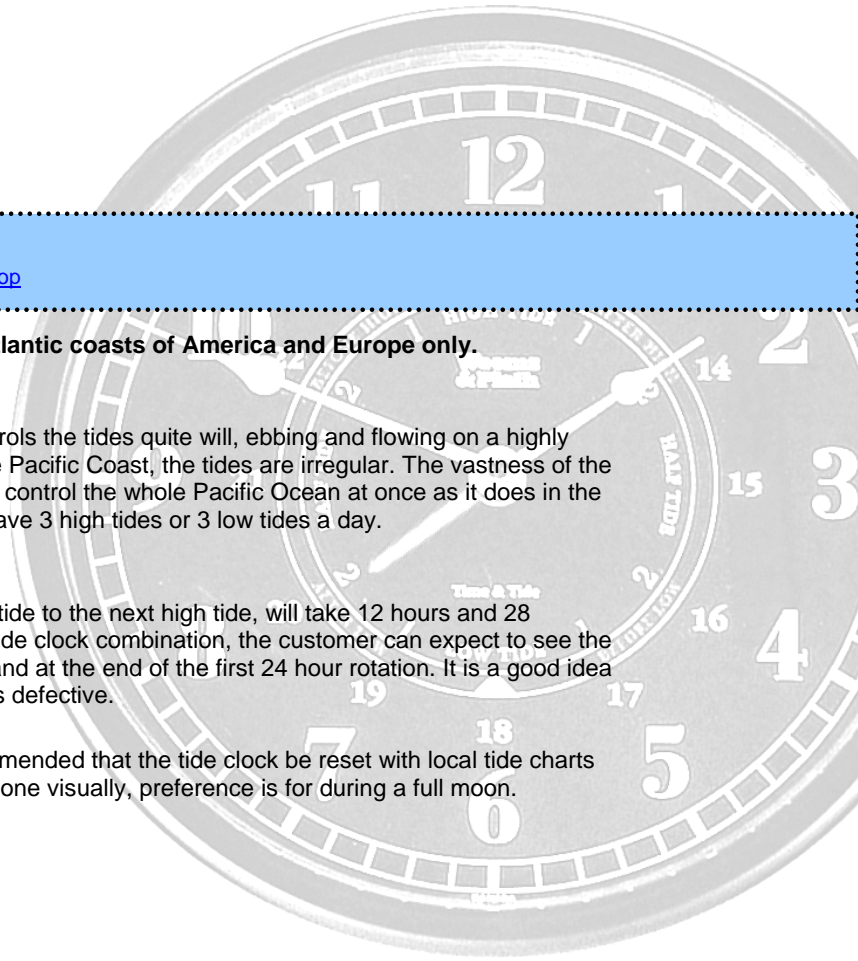
## Radio Controlled Clocks [back to top](#)

Since the beginning of time, man has been fascinated with the measurement of time and has devised more accurate machines to trap and measure time. Today, time is precisely controlled in the United States by the most accurate clock in North America, the atomic clock of the US National Institute of Standards and Technology, Time and Frequency Division in Boulder, Colorado.

A Team of atomic physicists continually measures every second of every day to an accuracy of ten billionths of a second per day. These physicists have created an international standard, measuring a second as 9,192,631,770 vibrations of a cesium 133 atom in a vacuum. This atomic clock regulates the WWVB radio transmitter located in Fort Collins, Colorado, where the exact time signal is continuously broadcast throughout the United States at 60 kHz to take advantage of stable longwave radio paths found in that frequency range. Radio waves at these low frequencies use the earth and the ionosphere as a wave-guide and follow the curvature of the earth for long distances.

The built-in antenna system will receive the WWVB signal anywhere in North America where long-wave reception is undisturbed. A microprocessor activates the receiver and process the time signal from Fort Collins overnight. Even adjustment for daylight savings time and leap second are automatic.

To learn more about Radio Controlled Clocks, visit [NIST Physics Laboratory Time and Frequency](#)



## Weems & Plath Clock Do's and Don'ts [back to top](#)

### DO:

- Always use the proper size battery.
- Always use alkaline replacement batteries.
- Replace your battery on a regular schedule whether it needs it or not, such as spring or fall when the time changes.

### DON'T:

- Never leave battery in clock if it is in storage or will not be used for periods of time. Dead batteries can leak and cause corrosion which may spread to the circuit board. A new movement will be required if this happens.
- Never disassemble movement as this will invalidate any possible warranty.
- Never lubricate or insert oil in movement.

Never change the time by moving the hour or minute hand. Always use set knob on back of movement, moving it in a counter-clockwise direction, which moves the hands clockwise.

## Troubleshooting Guide for Clocks [back to top](#)

### If the clock will not run or is not keeping proper time:

- Install a fresh alkaline battery.
- Inspect battery contact points and remove corrosion if present.
- Make certain battery is not in backwards.
- Inspect time set knob to insure there is no obstruction.
- Remove battery and replace, being sure it is making contact with + and - terminals. Rotate battery while in place.
- Remove battery and return for service.



**If the bell will not ring but clock runs (ship's bell models only):**

- Make sure bell switch is on.
- Install fresh alkaline battery.
- Remove battery and return for service.

**If the bell is not ringing in proper sequence (ship's bell models only):**

- Install a fresh alkaline battery.
- Remove battery and return for service.

## History of the Barometer [back to top](#)

Barometers measure atmospheric pressure, the most difficult weather element to sense without an instrument. There are two types of barometers used in meteorology: liquid (usually mercury) and aneroid (without liquid).

The mercury barometer was invented by Torricelli, a student of Galileo, in 1643. He filled a glass tube (closed at one end) with mercury and inverted it into a small cistern also containing mercury. The mercury in the tube fell to a level where the weight of the air pressing down on the surface of the mercury in the cistern exactly balanced the weight of the mercury in the tube. This height, about 30 inches at sea level, is called barometric pressure.

The Frenchman Vidie, 200 years later, is credited with developing the aneroid barometer, a more compact and rugged instrument. It consisted of an evacuated metal diaphragm linked mechanically to an indicating needle. As atmospheric pressure increased or decreased, the diaphragm compressed or expanded, causing the indicating needle to show the change in pressure.

The modern electronic barometer contains a sensor with electrical properties (resistance or capacitance) that change as the atmospheric pressure changes. Additional electronic circuitry converts the sensor output into a digital display.

Barometric pressure is denoted in millibars, kilopascals, inches of mercury (Hg), or millimeters of Hg. In the United States, inches of Hg is the most common unit of measurement. To have a consistent system of comparison, pressure measurements are corrected to sea level before recording.

Typically, pressure ranges from 29.0" to 30.5" Hg. In general, falling or low pressure indicates foul weather; rising or high pressure indicates fair weather.





## Troubleshooting Guide for Barometers [back to top](#)

**Most complaints from customers that their barometer does not work properly are because the customer has failed to adjust it to the proper barometric pressure for the area in which it is being used.**

All of our barometers are fully adjustable. Adjustment can be made by turning the small brass screw on the back of the movement until the barometer needle is set on the current pressure for that geographic area on that day. (The screw is seated in a small indentation. Do not unscrew the 2 larger screws as the movement will disassemble.) After setting, move the gold needle on the glass over the registering needle so you can easily observe any rise or fall.

Any change in altitude will necessitate having to reset your barometer. The standard barometer movement is for altitudes from 0 to 3500 feet above sea level. Movements for high altitudes (up to 7000 ft.) are available for certain models.

- All models are accurate to +/- 3 millibars.
- All barometer movements are aneroid with 1 sealed baffle.

**To assure that your barometer is working properly, you can do the following tests:**

- Using the small brass adjusting screw, turn it so that it makes an arc from the 8 o'clock position to the 4 o'clock position and back again. It should do this smoothly and without sticking. Be careful to not unscrew so far that the screw falls out.

Place the barometer in a clear plastic bag, blow air into it and seal tightly so the air will not escape. Gently push down on the bag. If your registering needle moves several millibars, it is most likely working as expected.

## About Hygrometers and Relative Humidity [back to top](#)

Relative humidity is the ratio of the **actual** water vapor in the air compared to the water vapor **capacity** of the air. If the relative humidity is 33%, the air contains about one-third as much water vapor as totally saturated air at the same temperature.

Relative humidity is essential information for weather watchers as well as musicians, wine connoisseurs, woodworkers, health care professionals, race car mechanics and gardeners. Almost as varied as the users of humidity instruments are the instruments themselves.

**Three of the categories are:**

**Digital instruments** involve a sensor that changes its electrical properties based on the humidity. This change is converted electronically to a digital display.

**Analog or dial instruments** use a de-oiled human hair or a synthetic hygroscopic material that expands and contracts based on humidity. Through a mechanical linkage, this expansion and contraction turns the indicating needle.

**Sling psychrometers** use a wet and dry bulb thermometer system. These instruments consist of two identical thermometers mounted on a frame with wet wicking covering the bulb of one thermometer. Using the temperatures of the two thermometers and a table or slide rule, the current relative humidity is determined.

## Care of Your Brass Case [back to top](#)

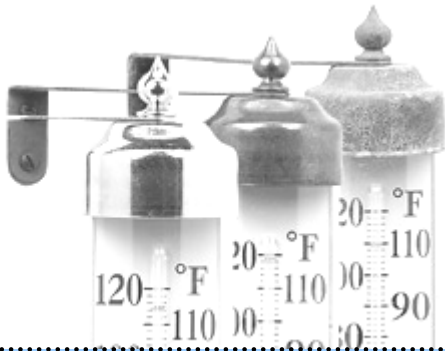
Your brass case is finished with the highest quality lacquer to prevent tarnishing. Care must be taken to protect the lacquer coating. All fingerprints should be wiped off immediately. The case should be cleaned regularly with a soft cloth. We have found that a combination of dust and other airborne pollution, when mixed with moisture created by humidity, will destroy the finish. Never use a brass cleaner on the case as this will immediately damage the lacquer coating. If any water, particularly sea water, comes in contact with the lacquered finish, remove it immediately.

The lacquer coating on this unit will eventually deteriorate, but with proper care the coating will last for many years with no noticeable deterioration. We recommend the use of a "Solar Fan Vent" in your boat. It will not only prolong the life of your instrument, but also cushions, woodwork and everything else on board.

**When and if your instrument requires polishing, the following procedures are recommended:**

- The lacquer coating on your instrument can be removed with acetone, preferably a mild solution such as fingernail polish remover.
- After this has been done you may then polish the brass with a paste, cream or semi-liquid brass cleaner. Although Brasso is a fine product for some types of brass, it is not recommended for our cases.

If you do not wish to attempt this job yourself, you may look in your local yellow pages for "metal refinishers". Most will do small jobs including machine polishing and re-lacquering.



## Our "Living Finish" Products [back to top](#)

**Brass & Copper should be allowed to age gracefully**

Like fine wine, solid brass and copper age gracefully and develop a mellow, antique patina over time. All Conant Custom Brass products have this "living finish," which enhances their genuine beauty for years to come. Our products will never peel, flake or rust, even when used outdoors. We do not apply a protective coating to the surface to our living finish products, simply because no clear coating lasts as long as the raw metal.

The photo here shows the transition of our classic Grande View Thermometer from a shiny, polished finish, to a warm antiqued finish, to classic verdigris. Used outdoors, brass products naturally develop an antiqued finish after about two to three months' use. The verdigris finish develops anytime from 25 to 100 years' use — or as quickly as nine months if exposed to salt.

The genuine beauty of a naturally aged patina appeals to those with a traditional aesthetic, like those of us at Conant Custom Brass.

# Re-Calibrating Your Vermont Dial Instrument's German Mechanism [back to top](#)

(Works for: T-6, T-6C, T-6SS, TH-6, TH-6C, TH-6SS, TH-20)

## To re-calibrate:

- 1) While covering the glass crystal with your palm, insert straightened paper clip or similar item into hole at center bottom of thermometer housing. While still covering glass crystal with palm, pry upward with tool to pop retaining ring out.
- 2) Remove retaining ring, and turn thermometer over carefully removing glass. You may need to shake housing gently for glass to release.
- 3) Looking at the back of the dial face, you will see the mechanism(s) in its white plastic housing. On the edge there are 6 raised settings and opposite them, an inner circle that rotates freely. Insert a small screwdriver into the groove and gently move the inner circle until the pointer is at the correct temperature.

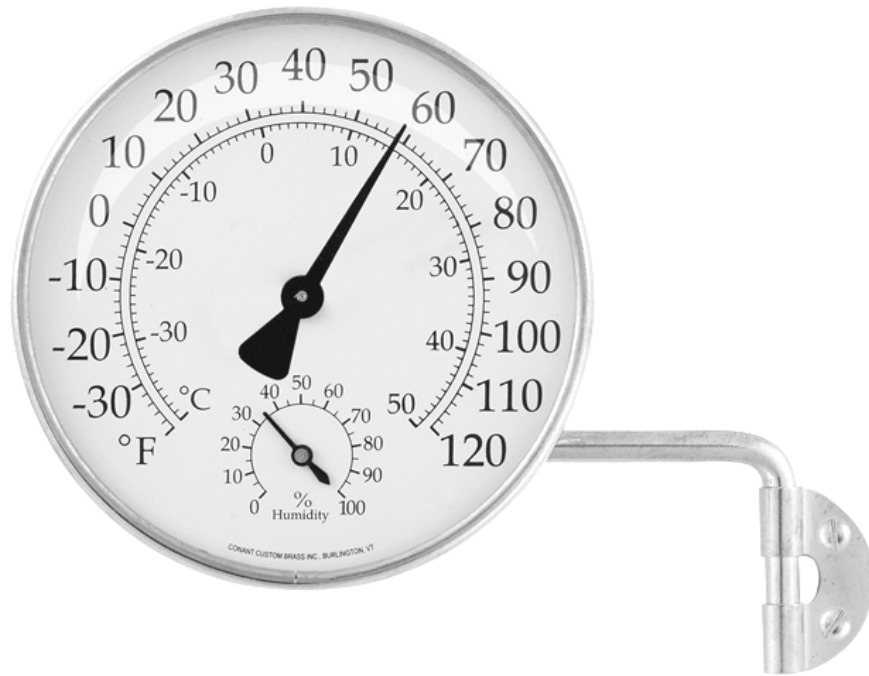
## To reset the hygrometer:

- 1) Wrap movement in a damp towel overnight and adjust the pointer to 100%. Periodically, the hygrometer will have to be recharged by this method of wrapping it in a damp towel.

## To re-assemble:

- 1) Place thermometer housing in front of you (face side up), with the three ventilation holes toward you.
- 2) Place new mechanism with tab resting in the depression at center bottom of thermometer housing.
- 3) Place the glass crystal, dome up on dial face - **be careful** with glass edge, as it is sharp and remember to clean the inside of the glass, if needed.
- 4) Place one end of the retaining ring over the hole at center bottom of thermometer housing and carefully work the ring in under the housing lip all the way around until retaining ring pops in. This may require some pressure.

If you have any questions, please feel free to call us. We will be more than happy to walk you through it!



# Den Haan Lamps - History and Guide for Use and Care

[back to top](#)

Den Haan Rotterdam, which was set up originally in 1922, started out producing navigation lights and interior lighting for the shipping industry. However, increasing demand for more decorative forms of lighting led the company to compile a range of nautical lights. These DHR brand products are produced from high quality brass and/or copper.

The "interior" lighting fittings are finished with a transparent enameled coating. To ensure that this coating is kept in optimal condition, we recommend that the fittings which have been finished with the transparent coating be treated with clear beeswax once a year. The "exterior" lighting fittings are intentionally produced without a coating, since experience has shown that there is a preference for decorative lighting fittings which are maintenance-free.

All of our electrical models are produced and finished in accordance with the latest CE regulations.

All of our DHR oil lamps are fitted with superior quality burners which, if treated with respect, will work for many years. Oil lamps should not be left burning unattended and should be placed so as to be out of reach of children at all times.

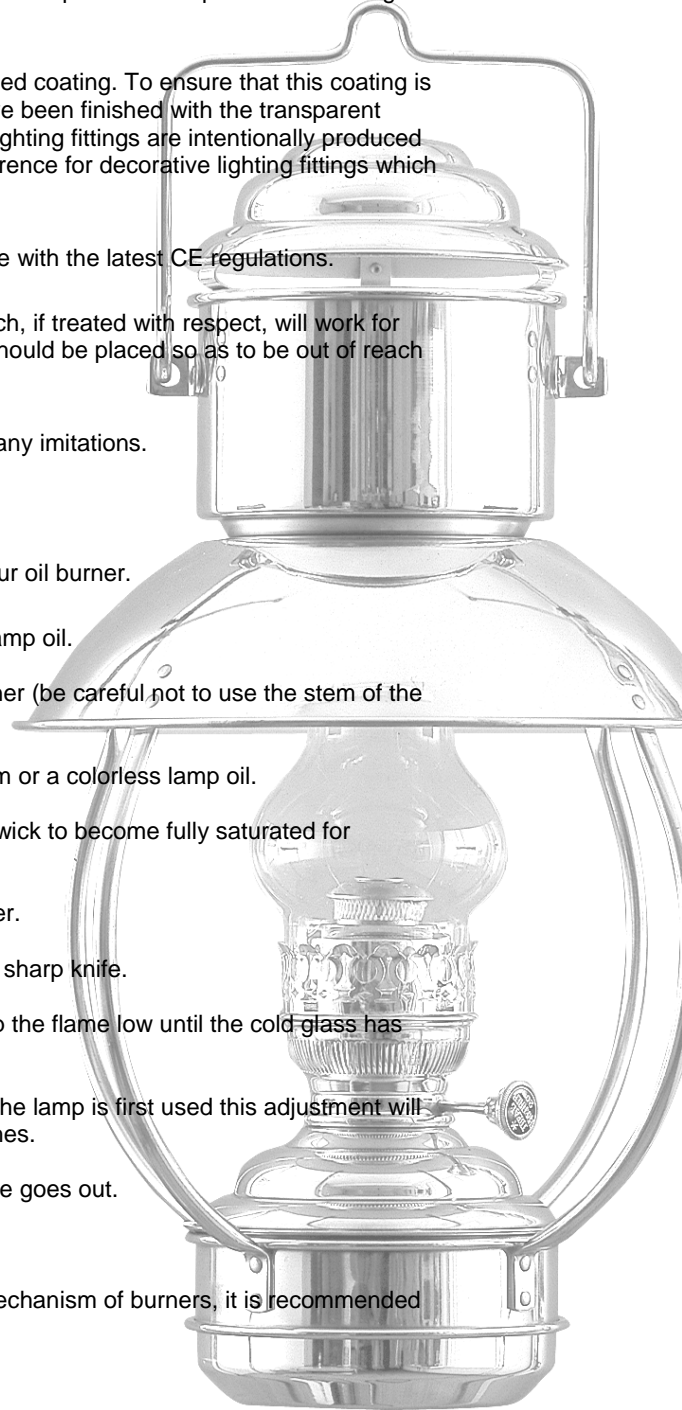
The DHR models are our own design. Action will be taken against any imitations.

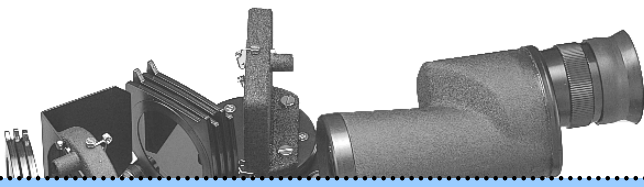
## Instructions for use of the oil burners

Follow these tips to ensure that you get many years of use from your oil burner.

1. Remove the oil holder from the lamp before filling it with lamp oil.
2. Remove the lamp chimney and carefully unscrew the burner (be careful not to use the stem of the burner as a lever when doing this).
3. Fill the oil holder approximately 3/4 full with pure petroleum or a colorless lamp oil.
4. Screw the burner back on the oil holder again. Leave the wick to become fully saturated for approximately 30 minutes.
5. Turn up the wick until it emerges just above the wick holder.
6. If necessary, trim the wick level using a pair of scissors or sharp knife.
7. After lighting the wick, replace the lamp chimney and keep the flame low until the cold glass has time to warm so as to prevent the glass from cracking.
8. Now adjust the flame such that there is no smoke. When the lamp is first used this adjustment will need to be repeated a number of times as the wick stretches.
9. To extinguish the burner, turn the wick down until the flame goes out.
10. Allow the lamp chimney to cool before relighting the lamp.
11. To prevent the swollen wick from damaging the turning mechanism of burners, it is recommended that the wick be replaced on an annual basis.

**MAKE SURE THAT BOTH THE OIL LAMP AND THE BOTTLE OF LAMP OIL ARE KEPT OUT OF THE REACH OF CHILDREN**





## If Your C. Plath or Tamaya Sextant Needs Repair [back to top](#)



We do not make sextant repairs at our facility here in Annapolis. All repairs and replacement parts should be referred to:

**Robert E. White Instruments**  
711 Atlantic Avenue  
Boston, MA 02111  
Telephone: 617-742-3045  
Toll Free: 800-992-3045  
Contact: Ridge White

## If Your C. Plath Compass Needs Repair [back to top](#)

We do not make compass repairs at our facility here in Annapolis. We can refer you to the following authorized dealers and service centers that can repair and refurbish C. Plath compasses.

### AUTHORIZED SERVICE CENTERS FOR C. PLATH COMPASSES

[Caribbean](#) | [Great Lakes](#) | [East Coast](#) | [West Coast](#) | [Southern & Gulf States](#) | [Canada](#) | [Compass Swingers](#)

### CARIBBEAN

- **Lighthouse Marine**  
Vitraco Park  
St. Thomas, USVI 00802  
Tel. 340-774-4379
- **Marine Consultants (Trinidad) Ltd.**  
43 Charles St.  
Port of Spain, Trinidad, West Indies  
Tel. 868-625-1309  
Fax 868-625-2270  
Contact: Patrick Potter or Suzanne
- **Marine Specialty Services**  
Chandler Yacht Services  
Pan American Pavilion  
No. 3 Company Street  
Christiansted, St. Croix USVI 00820  
Tel. 340-773-5167 or 340-773-9042  
Contact: Bill Chandler
- **Nautical Instrument & Navigation Center**  
Great Bay Marina  
Philipsburg, St. Maarten  
Netherlands Antilles  
Tel. 011-599-5-23605

[back to Compass Repair](#)



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## GREAT LAKES

- **Great Lakes Compass Adjusting & Repair**  
31 North Alfred Avenue  
Elgin, IL 60123  
Tel. 847-697-6491  
Contact: Bob Peterson
- **Superior Instrument Service**  
1611 N. Airport Road  
Waterford, MI 48327  
Tel. 248-666-3450

[back to Compass Repair](#)

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## EAST COAST

- **Andrews Compass**  
15 Baptist St.  
Mattapoisett, MA 02739  
Tel. 508-758-3001
- **W. T. Brownley**  
226 E. Main Street  
Norfolk, VA 23510  
Tel. 757-622-7589  
Fax 757-627-4189
- **Compass Service Center**  
229 Banyon Lane  
Tavernier, FL 33070 (Keys)  
Tel. 305-852-3757  
Contact: John Morgan
- **Cape Compass**  
114 Blacksmithshop Road  
West Falmouth, MA 02574  
Tel. 508-540-4238  
Fax 508-540-0234
- **Michael Clark Compass Repair**  
116 Lancaster Ave.  
Buffalo, NY 14222  
Tel. 716-883-4807  
Contact: Michael Clark  
E-mail: [capcompass@aol.com](mailto:capcompass@aol.com)  
Web: [www.capcompass.com](http://www.capcompass.com)
- **Connecticut Compass Service**  
301 Grassy Hill Rd.  
Lyme, CT 06371  
Tel. 860-434-2019
- **East Coast Compass**  
1 Queen Anne Avenue  
Cambridge, MD 21613

Contact: T. S. Hubbert  
Cell: 410-463-0325  
Toll Free: 1-866-500-6011  
E-mail: [tshubb@comcast.net](mailto:tshubb@comcast.net)

- **Hempstead Navigation**  
296 William Reynolds Road  
Exeter, RI 02822  
Tel. 401-294-9310
- **Maryland Nautical Sales**  
1400 E. Clement Street  
Baltimore, MD 21230  
Tel. 410-752-4268  
Contact: Brian Davis
- **Nor-East Nautical**  
(Antique & Flat Face Compass Repair)  
330 Cedar Lane  
Mt. Laurel, NJ 08054  
Tel. 856-235-0217  
Contact: Ray Stinsman, Jr.
- **North Sea Navigator**  
9 Logan Hill Road  
Northport, L.I., New York 11768  
Tel. 631-757-7169  
Contact: Connie Jacobs
- **Sirius Compass Service**  
57 Brave Boat Harbor Rd.  
Kittery Point, ME 03905-5238  
Tel. 207-439-3355  
Contact: William Parady
- **Southern New England Compass Service**  
14 Glendenning St.  
Norwalk, CT 06851  
Tel. 203-847-4435
- **Richard Weaver Compass Repair**  
107 Evergreen Street  
Bayonne, NJ 07002  
Tel. 201-339-0466  
Contact: Rich Weaver
- **Richard Weaver Compass Repair**  
(Central NJ)  
Brielle, NJ  
Tel. 908-223-0547
- **George B. Winther Yacht Service**  
Whit Marine, Murphy Point  
Mystic, CT 06355  
Tel. 203-536-0845
- **Viking Instruments, Inc.**  
524 Main Street  
South Weymouth, MA 02190  
Tel. 781-331-3795

Fax. 781-331-9040  
Web: [www.compassrepair.com](http://www.compassrepair.com)

- **Cape Atlantic Compass Repair**  
14 Greate Bay Drive  
Somers Point, NJ 08244  
Tel. 609-204-2681

[back to Compass Repair](#)

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## WEST COAST

- **Baker Marine Instrument & Repair**  
2425 Shelter Island Drive  
San Diego, CA 92106  
Tel. 619-222-8096
- **Captain's Nautical Supply**  
2500 15th Ave. W.  
Seattle, WA 98119  
Tel. 206-283-7242
- **Commercial Marine Electronics  
and The Compass Adjuster**  
1320 Kalani Street  
B309  
Honolulu, HI 96817  
Tel. & Fax 808-841-3300  
Contact: Jerry Zak
- **Island Marine Instrument Co. Inc.**  
P.O. Box 574  
Lake Stevens, WA 98258  
Tel. 888-539-2757  
Contact: Bill and Karen Haimes  
[www.islandmarineinst.com](http://www.islandmarineinst.com)
- **Massenburg Marine Service**  
P. O. Box 841  
Ward Cove, AK 99928-0841  
Tel. 907-247-8128
- **Nor-Cal Compass Adjusting**  
667 Bird Court  
Novato, CA 94947  
Tel. 415-892-7177  
Contact: Hal McCormack
- **Safe Navigation**  
454 Pacific Ave.  
Long Beach, CA 90802  
Tel. 562-590-8744  
Fax 562-491-0073  
Contact: Dan
- **Southwest Compass**  
355 W. Seventh Street  
San Pedro, CA 90733

Tel. 310-519-1599  
Fax 310-519-0084  
Contact: Steve Moisen

- **Wheelhouse Compass**  
2020 W. Alameda Avenue #21H  
Anaheim, CA 92801  
Tel. 800-700-6289  
Contact: Paul Blanco

[back to Compass Repair](#)

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## **SOUTHERN & GULF STATES**

- **Baker Lyman & Company**  
3220 South I-10 Service Road  
Metairie, LA 70001  
Tel. 504-831-3685 or 800-535-6956  
Contact: Cary
- **Barrueco's Compass Adjustment**  
2592 SW 69th Ave.  
Miami, FL 33155-2929  
Tel. 305-667-6036  
Contact: Robert Barrueco
- **Ron Fodor Compasses**  
1201 SW Live Oak Cove  
Port St. Lucie, FL 34986-2005  
Tel. 561-340-2999  
Fax 561-340-2947  
Contact: Ron Fodor
- **L.B. Harvey Marine**  
152 SW 8th Street  
Miami, FL 33130  
Tel. 305-856-1583
- **Island Compasses South**  
2256 Orange Avenue  
Orange Park, FL 32073  
Tel. 904-269-3810  
Fax 904-215-9180  
Toll Free 888-269-3810  
Contact: Steve Colt  
E-mail: [compassfix@islandcompass.com](mailto:compassfix@islandcompass.com)  
Web: [www.islandcompass.com](http://www.islandcompass.com)
- **Land, Sea & Sky (Texas Nautical)**  
3110 S. Shepard Street  
Houston, TX 77098  
Tel. 713-529-3551
- **Lauderdale Compass**  
2412 SW 4th Ave.  
Ft. Lauderdale, FL 33315  
Tel. 954-467-3911

- **Marine Specialists & Electronics**  
250 Sabine Drive  
Pensacola Beach, FL 32561  
Tel. 850-934-9054  
Contact: Bill Milner
- **Mobile Instrument Co., Inc.**  
745 Lakeside Dr.  
Mobile, AL 36693  
Tel. 334-660-7474
- **Nautical Service of Florida**  
2916 East Tamarind Avenue  
West Palm Beach, FL 33407  
Tel. 561-845-0297  
Contact: Ray Gore
- **M. F. Prahst Marine Ent.**  
2582 NE Myrtle St.  
Jensen Beach, FL 34957  
Tel. 561-334-6645  
Contact: Mark Prahst

[back to Compass Repair](#)

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## CANADA

- **Britmar Marine, Ltd.**  
177 Harbor Ave.  
N. Vancouver, BC V7J 2E7  
Tel. 604-983-4303  
Fax 604-983-4313  
Contact: Tony Crane
- **Maritime Compass**  
310 Whitehead Road  
Whitehead, NB E0G 3K0  
Tel. 506-662-5829  
Fax 506-662-8084  
Contact: David Miller

[back to Compass Repair](#)

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## COMPASS SWINGERS (ANNAPOLIS AREA)

- **Joe Duffy**  
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- **Atlantic Compass**  
Roger Tridell  
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[back to top](#)