



Technical Bulletin

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Gyro compass errors

It is important to check the error of the ship's gyro compass

The UK Club's inspectors, as well as third party surveyors working on behalf of the Club, have reported that there is a lack of understanding of the importance of checking the error of the ship's gyro compass.

Compass errors should be taken regularly whilst on passage (at least once a watch) and the repeaters checked for alignment with the master compass prior to sailing. Bearings of celestial bodies should be taken and computed to determine the gyro error when out of sight of land and transit bearings can be taken when coasting or under pilotage.

Navigators should be aware that the error can alter due to the ship's speed and should familiarise themselves with any 'speed correctors' fitted to the compass.

The compass error should also be checked following any large alteration of course.

It should also be noted that PSC inspectors also regard the compass error book as an important navigational record.

SHIP'S POSITION		CAL. FOR GYRO ERROR			CAL. FOR DEVIATION						REMARKS	OBSERVER'S SIGNATURE		
LT	LONG.	GYRO BEARING	TRUE BEARING	GYRO ERROR	METHOD	GYRO COURSE	TRUE COURSE	DR	DR COURSE	DR			GYRO ERROR	
0945	21 22N	112 09 E	—	—	—	235	232	260	232	60	243	Cloudy	JK	
11 30	20 26.5N	107 46 E	—	—	—	183	182	1.3 W	188.5	5.2 W	191	Rain	JK	
16 00	19 32.1N	102 20 E	—	—	—	190	190	1.3 W	191.3	4.7 W	196	Rain/Cloud	JK	
19 45	18 40N	102 11 E	—	—	—	188	187	1.0 W	186	6.0 W	192	Overcast	JK	
23 08	18 55.5N	102 00 E	—	—	—	189	189	1.3 W	188.3	5.2 W	194	Cloudy	JK	
23 58	18 37.1N	102 00 E	—	—	—	189	189	0.9 W	189.9	4.1 W	194	Overcast	JK	
03	16 17N	102 58 E	76	76.5	0.5 E	W	200	205	0.5 W	200.5	4.5 W	205	Cloudy	JK
24	15 32.6N	102 55 E	095	095.1	0.1 E	DR	205	205	1 W	206	5 W	211	Partly	JK
28	14 48.1N	102 00 E	258	258.4	0.4 E	DR	208	208.4	0.7 W	209.1	4.9 W	214	Cloudy	JK
29	14 06.6N	101 59 E	—	—	—	210	205	0.2 W	210	6.0 W	216	Cloudy	JK	
05	13 25.0N	101 57 E	113	113.3	0.3 E	DR	205	205	0.7 W	205.7	4.3 W	210	Partly	JK
13	21 02.1N	101 52 E	226	226.5	0.5 E	DR	207	207.4	0.7 W	208.1	5.2 W	209	Steel	JK
29	11 58.1N	100 44 E	—	—	—	205	205	0.6 W	205	5.0 W	210	Cloudy	JK	
06	10 29.5N	100 34 E	—	—	—	205	205	0.4 W	205.4	4.6	211	Cloudy	JK	

