

# STANDARD BEARING BOOK

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Name of Ship



U.S. NAVAL OCEANOGRAPHIC OFFICE  
WASHINGTON, D.C. 20390

## STANDARD BEARING BOOK

U.S. Navy Regulations require that ships of the Navy maintain a bearing book. This publication has been printed to meet a recognized need for a standard bearing book. In addition to providing a standard record, the format is intended to provide optimum utility, economy, and flexibility, if information is recorded according to the following recommended rules:

1. At the head of column (1) the appropriate *date* should be entered on a separate line; and, thereafter, within the column for any changes of date.
2. Under the date, *times* are entered in column (1) for bearings recorded in either of the columns (2) through (6).
3. In columns (2) through (6), the structure (lighthouse, tower, tank, etc.) should be clearly identified at the head of each column; and, thereafter, within the column when observation changes to a new structure. Bearings are recorded in the appropriate columns corresponding to the recorded time. All bearings are *visual by gyro compass*, unless otherwise indicated.
4. *Depths* recorded in column (7) are *depths under the keel by echo sounder*, unless otherwise indicated.
5. *Radar ranges and bearings*, corresponding to a time indicated in column (1), may be recorded in either of the columns (2) through (6) by suitable notation.
6. If *magnetic bearings* are used the notation should identify such bearings and should include the compass error of the magnetic compass in use, for the particular heading at the time of observation.
7. Each page should be used until filled. *Erasures are not permitted*; draw a line through any mistake and rewrite the correct bearing so that both entries are still legible.
8. Upon relief, or when secured, the bearing recorder should sign his name across columns (2) through (6) immediately below the last entry.

While this publication is designed to meet a recognized need of the Navy, it will be found equally useful by officers of the Merchant Marine.

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RECORD GYRO BEARINGS

SAN FRANCISCO

PLACE

GYRO ERROR

DATE TIME	OBJECT		Ø	DIST		DEPTH
1042	PIER A	CH16	336 1/2			
	PIEGLI		223			
1045			327			
			226			
1058	YERBA BUENA			2.0		
	ALAMEDA			1.3		
1105	YERBA BUENA			2.5		
	ALAMEDA			1.5		
1112	STACK		221			
	"64"		266			
1122	236	PIER	64			
	336	PIER				
1125	330	PIER C				
	227	PIER 64				
1128	001	YEAR 2000				
	322	PIER "C"				
	225	PIER 64				
	279	"76"	57			
1130	235	PIER 64				
	219	STACK				
1138	343	110	-			
	283	"76"				
	246	PIER 64				
1142	290	"76"				
	342	YAC LT				

RECORD GYRO BEARINGS

San Diego - BA1

GYRO ERROR \_\_\_\_\_

PLACE

30 JAN

DATE TIME	Ø	062607			DEPTH
1142	270	Pier	6d		
	343	1/8	4/4		
	297	76	"		
151	349	1/8	6d		
	306	76	"		
	282	2	4/4		
1300	324	"	76	"	
	321	YB	4/4		
	76	TELEPHONE			
10	356	YB	4/4		
	76	"	"		
	270	45	76		
1511	276	76	"		
	229	GAS TANK			
	347	1/8	4/4		
1216	206	76	"		
	310	YB	4/4		
	221	GAS TANK			
1217	223	GAS TANK			
	220	76	"		
	271	CO2 TANK			
1229	206	CO2 TANK			
	213	CO2 TANK			
	253	76	"		
1333	271	CO2 TANK		Pass. under E. Edge	

RECORD GYRO BEARINGS

PLACE	GYRO ERROR	
DATE	TIME	DEPTH
1232	301	ALCATRAZ 44
	193	GAS TANK
1240	191	76 "
	240	CO17
	298	ALCATRAZ
1246	286	ALCATRAZ
	135	CO17
	162	FEAR 1
1254	156	FEAR 1
	261	NO TWE 65
	219	ALCATRAZ
1300	111	No LT. TI
	206	ALCATRAZ
	176	CO17. TR
1310	079 <sup>5</sup>	Booy "28"
	151 <sup>5</sup>	TWE E
	127 <sup>5</sup>	TREASURE I N JAN - 6
1320	230	ALCATRAZ
	153	E TWE
	013	Booy 28

RECORD GYRO BEARINGS

PLACE

SAN FRANCISCO

GYRO ERROR

30 JANUARY 1967

DATE	TIME	Φ	OBJECT			DEPTH
1325	225		ALCATRAZ			
	230		TUR "E"			
	235		"16"			
1331	222 <sup>5</sup>		ALCATRAZ			
	180 <sup>5</sup>		COIT			
	140 <sup>5</sup>		TUR E			
1340	300		ALCATRAZ			
	225		COIT TUR			
	235		PIER 64			
	89		76			
	552		COIT			
	106		"76" TUR			
1354	230 <sup>5</sup>		"76"			
	225 <sup>5</sup>		TANK			
	272 <sup>5</sup>		COIT			
1402	303 <sup>5</sup>		C TUR			
	267		"76"			
	224		PIER 64			
	343		"76"			
	252		PIER 64			
	291 <sup>5</sup>		"76"			

## RECORD GYRO BEARINGS

**PLACE**

## GYRO ERROR

20 JAN 1941 1947