

# INTERNATIONAL STANDARD

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## **Ships and marine technology — Gyro-compasses for high-speed craft**

*Navires et technologie maritime — Compas gyroscopiques pour navires à grande vitesse*



Reference number  
ISO 16328:2001(E)

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Case postale 56 • CH-1211 Geneva 20  
Tel. + 41 22 749 01 11  
Fax + 41 22 749 09 47  
E-mail [copyright@iso.ch](mailto:copyright@iso.ch)  
Web [www.iso.ch](http://www.iso.ch)

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## Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

International Standards are drafted in accordance with the rules given in the ISO/IEC Directives, Part 3.

Draft International Standards adopted by the technical committees are circulated to the member bodies for voting. Publication as an International Standard requires approval by at least 75 % of the member bodies casting a vote.

Attention is drawn to the possibility that some of the elements of this International Standard may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights.

International Standard ISO 16328 was prepared by Technical Committee ISO/TC 8, *Ships and marine technology*, Subcommittee SC 6, *Navigation*, in collaboration with Technical Committee IEC/TC 80, *Maritime navigation and radiocommunication equipment and systems*, in accordance with ISO/IEC mode of cooperation 2.

Annex A forms a normative part of this International Standard. Annexes B and C are for information only.

# Ships and marine technology — Gyro-compasses for high-speed craft

## 1 Scope

This International Standard specifies the construction, performance and testing for gyro-compass for high-speed craft required by chapter X, SOLAS 1974 (as amended, 1996).

NOTE All requirements that are extracted from the recommendations of IMO Resolutions [**Resolution A.821(19)** on performance standards for gyro-compasses for high-speed craft and **A.694(17)** ] are printed in italics.

## 2 Normative references

The following normative documents contain provisions which, through reference in this text, constitute provisions of this International Standard. For dated references, subsequent amendments to, or revisions of, any of these publications do not apply. However, parties to agreements based on this International Standard are encouraged to investigate the possibility of applying the most recent editions of the normative documents indicated below. For undated references, the latest edition of the normative document referred to applies. Members of ISO and IEC maintain registers of currently valid International Standards.

ISO 694, *Ships and marine technology — Positioning of magnetic compasses in ships.*

IEC 60945, *Marine navigational equipment — General requirements — Methods of testing and required test results.*

IEC 61162 (all parts), *Maritime navigation and radiocommunication equipment and systems — Digital interfaces.*

IMO A.424 (XI), *Performance standards for gyro compasses.*

IMO Resolution A.694 (17), *General requirements for shipborne radio equipment forming part of the global maritime distress and safety system (GMDSS) and for electronic navigational aids.*

IMO Resolution A.821(19), *Performance standards for gyro-compasses for high-speed craft.*

## 3 Terms and definitions

For the purposes of this International Standard, the following terms and definitions apply.

### 3.1

#### **gyro-compass**

complete equipment including all essential elements of the complete design, including *both the gyro-compass as heading sensor and the associated heading transmission system*

### 3.2

#### **true heading**

*horizontal angle between the vertical plane passing through the true meridian and the vertical plane passing through the craft's fore and aft datum line*