
Sperry Mark 37 Gyrocompass Service Manual

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Oceans '88 IEEE
Computer Society
Press
Excerpt from The
Sperry Gyro-
Compass When the
earth was thrown off
from the sun and
commenced rotating
about its own axis,
there was developed
a force generated by
the earth's rotation.
For countless
centuries this force
has been at work,
but no one has ever
been able to harness
it to serve the
purposes of man.
But now, through
the efforts of
Foucault, Hopkins,
Sperry, and other
noted scientists, this
force has been put to
work. It serves to
direct a thousand
ships in their
courses. Of course,

this is not the only
force which has been
used to guide ships.
Since 1297 A.D.
mariners have used
magnetic attraction
as the force by which
to guide their vessels.
For centuries
seafaring men sailed
only in wooden
ships, and were
therefore satisfied
with the magnetic
compass. Then came
steam and steel.
Navigation then
instead of being a hit
or miss game of
chance became the
exact art of directing
a ship by the shortest
possible course in the
quickest possible
time. Now that ships
cost millions of
dollars to build and
thousands of dollars
per day to operate,
time has become the

most essential
element in
navigation. The
development of ships
from the sailing
vessel to the ocean
greyhound has been
one of the marvels of
modern times. But
the development of
the magnetic
compass has not kept
pace with the
development of the
ships which rely
upon it. Many of the
great trans-Atlantic
liners are guided by
practically the same
type of compass as
that which
Columbus used on
the Santa Maria. The
compass on the
wooden Santa Maria
pointed to magnetic
north with a fair
degree of accuracy,
but the compass on
the steel greyhounds

must contend with many distractions. For years magnetic compass designers spent their efforts to produce compensating devices that would annul the effects of all external influences, so that the magnetic compass would be free to indicate only the direction of the earth's magnetic lines. Very little has been done to improve the compass itself - it still depends upon the attraction of the Magnetic North Pole. The Sperry Gyro-Compass differs in principle from any other compass. It is not magnetic. It derives its directive force, not from magnetic attraction,

but from the earth's rotation. There is certainly a crying need for this new type of compass. A ship now-a-days costs millions of dollars and carries cargoes usually equal in value to that of the ship. About the Publisher Forgotten Books publishes hundreds of thousands of rare and classic books. Find more at www.forgottenbooks.com This book is a reproduction of an important historical work. Forgotten Books uses state-of-the-art technology to digitally reconstruct the work, preserving the original format whilst repairing imperfections present in the aged

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presents nearly sidelights, and recalls his
five dozen special experiences as
first-person feelings of executive
accounts from bonding and officer to
men who were camaraderie Medal of Honor
involved with that grew among skipper Gene
gasoline-and shipmates. Fluckey. Among
diesel-powered Included here the other
submarines are some submariners who
during the familiar names. present their
twentieth and Slade Cutter, personal
twenty-first who earned four memories are
centuries. The Navy Crosses as Jerry Beckley,
story of these a skipper in contemplating
boats, their World War II, the possibility
technological describes the of firing
evolution and process that nuclear
tactical value, made him a missiles during
is also the capable the 1962 Cuban
story of the submariner. crisis; Hosey
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The accounts first skipper it was like to
illustrate the of the nuclear- be a black man
human aspects powered in a boat with
of serving in Nautilus in the a nearly all-
diesel boats: 1950s, tells of white crew;
the training, being in the Paul Foster,
operations in first missile- discussing the
peacetime and firing sinking a
war, liberty submarine in German U-boat
exploits, the 1940s. in World War I;

and Wayne Miller, explaining the enormous satisfaction he felt when he earned his silver dolphins. Survey Vessels of the World Legare Street Press First published in 1919, this book provides a comprehensive overview of the Sperry gyro-compass, a revolutionary navigation device that transformed the way ships and planes moved across the earth. Drawing on the research and expertise of the Sperry Gyroscope Company, the book covers everything

from the theoretical principles behind the gyro-compass to its practical applications in various types of vessels. A fascinating look at a pivotal moment in the history of navigation technology. This work has been selected by scholars as being culturally important, and is part of the knowledge base of civilization as we know it. This work is in the "public domain in the United States of America, and possibly other nations. Within the United States, you may freely copy and distribute this work, as no entity (individual or

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Merchant Navy Officers, Volume One: Gyro Compasses is manual for the various types of compass utilized in naval navigation. The text details the apparent motion of fixed objects, and then proceeds to discussing the principles of free gyroscopes. Next, the selection tackles controlled gyroscopes and gyroscopic compasses. The text also covers errors and corrections, along with the comparison of gyroscopic and magnetic compasses. The subsequent

chapters talk about the different types of gyro compasses, such as Sperry Gyro-Compass Mark E. XIV, The Brown Gyro-Compass Types A and B, Arma-Brown Compass, and The Marine Gyrosyn Compass. The book will be of great use to student and professional maritime navigators.

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The Sperry Gyro-compass and Navigation Equipment

Bibliography of Scientific and Industrial Reports

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Oceans '99 MTS/IEEE

Jane's Ocean Technology

Statistics of Land-grant Colleges and Universities

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