

made along the intended track. **Speed over the ground (SOG)** is the actual speed of the vessel over the surface of the Earth at any given time. To calculate **speed made good (SMG)** between two positions, divide the distance between the two positions by the time elapsed between the two positions.



Figure 106b. For more information concerning loxodromes and projections go to: <http://www.progonos.com/furuti/MapProj/Normal/CarlProp/Rhumb/rhumb.html>

107. Direction on the Earth

Direction is the position of one point relative to another. Navigators express direction as the angular difference in degrees from a reference direction, usually north or the ship's head. **Course (C, Cn)** is the horizontal direction in which a vessel is intended to be steered, expressed as angular distance from north clockwise through 360°. Strictly used, the term applies to direction through the water, not the direction intended to be made good over the ground. The course is often designated as true, magnetic, compass, or grid according to the reference direction.

Track made good (TMG) is the single resultant direction from the point of departure to point of arrival

at any given time. The use of this term is preferred to the use of the misnomer "course made good." **Course of advance (COA)** is the direction intended to be made good over the ground, and **course over ground (COG)** is the direction between a vessel's last fix and an EP. A **course line** is a line drawn on a chart extending in the direction of a course. It is sometimes convenient to express a course as an angle from either north or south, through 90° or 180°. In this case it is designated course angle (C) and should be properly labeled to indicate the origin (prefix) and direction of measurement (suffix). Thus, C N35°E = Cn 035° (000° + 35°), C N155°W = Cn 205° (360° - 155°), C S47°E = Cn 133° (180° - 47°). But Cn 260° may be either C N100°W or C S80°W, depending upon the conditions of the problem.

Track (TR) is the intended horizontal direction of travel with respect to the Earth. The terms intended track and trackline are used to indicate the path of intended travel. See Figure 107a. The track consists of one or a series of course lines, from the point of departure to the destination, along which one intends to proceed. A great circle which a vessel intends to follow is called a **great-circle track**, though it consists of a series of straight lines approximating a great circle

Heading (Hdg., SH) is the direction in which a vessel is pointed at any given moment, expressed as angular distance from 000° clockwise through 360°. It is easy to confuse heading and course. Heading constantly changes as a vessel yaws back and forth across the course due to sea, wind, and steering error.

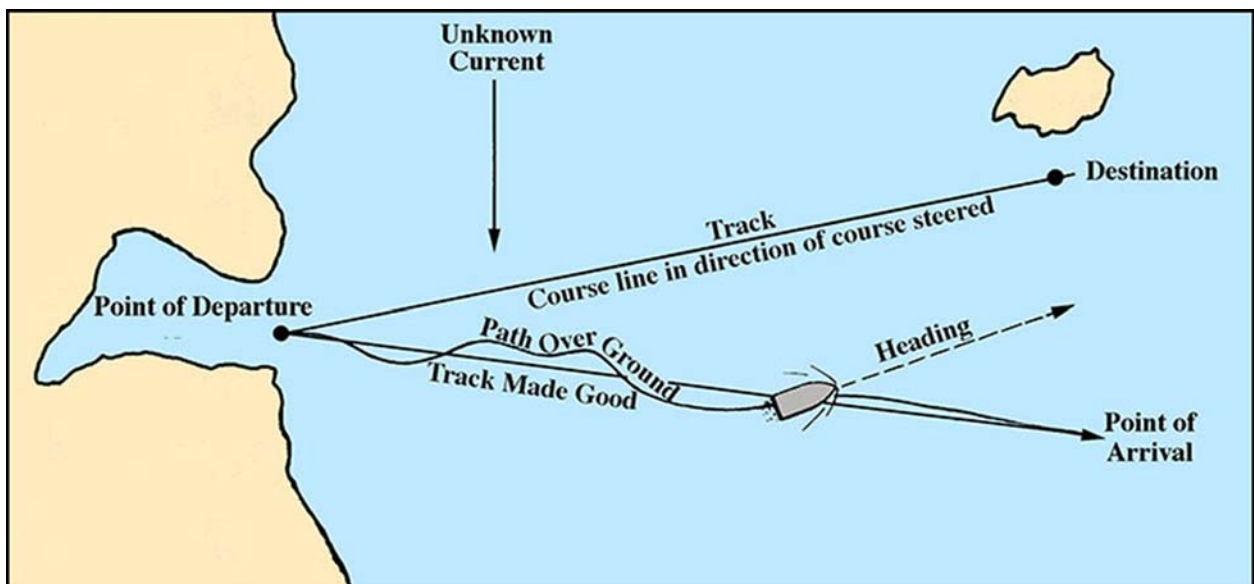


Figure 107a. Course line, track, track made good, and heading.