



National Marine Electronics Association

International Marine Electronics Alliance

Technical Bulletin

Amendment to NMEA0183 Version 4.10 # AT 0183 20170303 Nautical Leeway Angle

NMEA 0183 Amendment

An amendment is a technical specification that is publically available.

This amendment applies to the NMEA Version 4.10 that was published June 2012.

This amendment will remain in force until the contents are incorporated into the next version of the NMEA 0183 standard.

This amendment is a new NMEA 0183 sentence, Nautical Leeway Angle Measurement.

This Amendment had been reviewed and approved by NMEA.

LWY – Nautical Leeway Angle Measurement

This sentence provides the Nautical Leeway Angle, which is defined as the angle between the vessel's heading (direction to which the vessel's bow points) and its course (direction of its motion (track) through the water). The Nautical Leeway Angle is water referenced and does not account for slip due to current.

This is commonly provided by dual-axis speed sensors. Dual axis speed sensors are able to measure accurately the ship's speed in a longitudinal direction and a transverse direction. By measuring both speed components (i.e. the velocity vector), the Nautical Leeway Angle can be determined, and this angle can be used to optimize the vessel's course.

Note: This Nautical Leeway Angle is used primarily in the sailing segment of the maritime industry and may differ from oceanographic or scientific definitions of Leeway.

\$--LWY,A,x.x*hh<CR><LF>

┌└ Nautical Leeway Angle in degrees ¹
└└ Validity of the data, A= Valid, V= not valid

Notes:

- 1) The Nautical Leeway Angle is provided in units of degrees and decimal degrees. Positive angles indicate slippage to starboard, that is, the vessel is tracking to the right of its heading, and negative angles indicate slippage to port.