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CEBKS8 - JOURNEY MARQUISE

The practical guide to celestial navigation - know what to do step by step, understand why you're doing it, and be confident that you can put it into practice when on board. Did you know that a person standing on the equator is effectively travelling at 900mph? And did you know that you can use this information to work out where you are in the world, to an accuracy of about 3 or 4 miles? No GPS, no computers. Just a sextant, some tables from an Almanac and the knowledge in this book. It's the only back up if the GPS goes down, so it's a matter of safety. If you want to qualify as a commercial skipper/superyacht captain you need to know how to carry out celestial navigation. And if you want to pass the RYA Ocean YachtmasterTM exam, you need to know it too. It's a major stumbling block for many sailors wanting or needing to take their next qualifications, and the other books on the market are complex and often assume some prior understanding. This book fulfils the need for a clear explanation of celestial navigation, illustrated with colour diagrams and including unique checklist sheets to enable you to repeat all those calculations you learned back at home, when you're on deck. Without overwhelming the reader with a load of theory from the off, the author breaks down what you need to do, step by step, explaining why at every point – giving the information context, and making it more interesting and memorable. He has trained students in this subject for years, and here he's able to use his experiences of what works, and what are the common pitfalls – he even includes a troubleshooting chapter near the end, going through errors commonly made, and how to spot them. The objective is that readers will finish the book not only knowing what to do, but really understanding why, and being able to make sense of it all again later

(rather than just getting through and exam and finding themselves at a loss when on deck). The author also includes time-tested 'proformas' – quick reference sheets that sailors can refer to when they come to putting the theory into practice on board, avoiding the terrifying 'cold start' that most sailors experience when they suddenly need to put their theoretical knowledge to the test in the real world.

A pad of plotting sheets for the Northern Hemisphere.

The Sight Reduction Tables for Air Navigation (Pub 249) consist of three volumes of comprehensive tables of altitude and azimuth designed for the rapid reduction of astronomical sights in the air. This volume (Volume 2), for latitudes 0°-40°, and Volume 3 for latitudes 39°-89°, provide for sights of the Sun, Moon, and planets; these tables are permanent. Volume 1 contains tables for selected stars for all latitudes, calculated for a specific epoch; it is intended for use for about 5 years, when it will be replaced by a new edition based on a later epoch.

The U.S. National Geospatial-Intelligence Agency (NGA) is responsible for the compilation and composition of these tables. Volume I, used by both the marine and air navigator, contains altitude and true azimuth values of seven selected stars for the complete ranges of latitude and hour angle of Aries. Epoch 2015-2020.

Many books on celestial navigation take shortcuts in explaining concepts; incorrect diagrams and discussion are often used for the sake of moving the student along quickly. This book tells the true story-and the whole story. It conveys celestial navigation concepts clearly and in the shortest possible time.It's tailored for navigation in the GPS age-a time of computers, calculators, and web resources. Although it covers all of the traditional methods of 'working a sight, ' the primary thrust is using the (under $10) scientific calculator. By using equations that you key into your calculator, this book guides you toward a better understanding of the concepts of celestial navigation.You will learn novel ways to plot lines of position, ways to check your sextant accurately by star sights, and how to tell what time it is from a moon sight. The many appendices are a treasure of references and explanations of abstract ideas. Celestial Navigation is a crucial skill for the offshore navigator to know, this book provides the shortest path to that knowledge.

This book has been used for 30 years, updated periodically as needed. More than 20,000 students have successfully learned ocean navigation from these materials and gone on to cross oceans or circumnavigate the globe. This book covers how to find position at sea from timed sextant sights of the sun, moon, stars, and planets plus other routine and special procedures of safe, efficient offshore navigation. No previous navigation experience is required. The only math involved is arithmetic (adding and subtracting angles and times). This is a practical, how-to-do-it book, which also includes clear explanations of how it works and how to do it well. Plus this book includes other crucial factors of ocean navigation besides just finding out where you are from the stars, such as logbook procedures, dead reckoning, error analysis, route planning, and more. At the end of this book, you will be ready for ocean navigation. The book includes: text, practice problems, tables selections, detailed glossary, and full solutions. Printable work forms, plotting sheets, and other resources are available at no charge from www.starpath.com/celnavbook. Preface to the Se-

cond Edition: We are pleased to say that after ten more years of using this text we do not find reason to change the basic approach and methods of the teaching. We still use most of the same examples, which are now quite old, but that is the beauty of celestial navigation. It has not changed, so we do not benefit in any way from making all new examples, which would bring with them more chance of error in a book of many numbers. We have, however, notably improved and expanded the book. Each section has been updated and reformatted for a clearer presentation, often in response to student questions over the years. New graphics have been added and older ones all updated. There is much new content in the text, especially in the In-Depth chapter, including more detailed discussion of the sailings and more background on the principles. New sections were added on general ocean navigation and optimizing the fixes. We have also updated the electronic navigation section, as most ocean navigators will also be using other tools besides celestial.

This publication consists of three volumes of comprehensive tables of altitude and azimuth designed for the rapid reduction of astronomical sights. This volume contains tables for selected stars for all latitudes, calculated for the epoch of 2005.0. It supersedes the publication "Sight reduction tables for air navigation" volume 1 (1997 edition, ISBN 0117728276).

The 12th edition of this bestselling book is proof of the success of Mary Blewitt's concise and clear style in explaining a particularly difficult skill, and it has been the bible for many generations of ocean navigators. Since this book was first published, the huge advances in electronic navigation have transported most offshore navigators to a world of press-button convenience. However, there is still a vital need for traditional skills when things go wrong: batteries can fail, aerials go overboard, and electronics have been known to get wet. A bestseller for over 50 years, Celestial Navigation for Yachtsmen is a model of simplicity and clarity. The worked examples require only straightforward addition and subtraction, which explains why this book has truly earned its reputation for admirable conciseness and for making a tricky subject easy to understand. 'The "bible" of navigation for generations of yachtsmen... worth its weight in gold' Sailing

This is a reprint of the Sight Reduction for Celestial Navigation, Publication 229, Volume 1 in 8.5" by 11" format.To see all Marine Navigation Publications offered by this author click on authors name above.

This famous set of mathematical tables was first published in 1803. It has been a bestseller ever since, and despite developments in electronic navigation it remains an essential requirement for anyone learning and practising astro-navigation. Last updated in 1994, the editor, George Blance, has worked for some time on the modernisation of all the tables for this major new edition. New tables have been included and obsolete ones deleted to conform with the changing techniques of navigation, with the aim of improving the accuracy of the calculated position and reducing the tedium of the calculation. All the tables required for coastal and deep sea navigation are included. A simple uniform method of interpolation for all the trigonometrical tables is used. Certain tables and data are also included which are not readily available on board ship or are only used in the examination room. The sec-

tion 'Seaports of the World' has also been extensively updated and restructured with several hundred additional ports. The ports are listed geographically in the following order from Arctic Russia, Scandinavia, the Baltic Sea, the Atlantic coast of Europe, the Mediterranean Sea, West Africa, East Africa, Arabia, the Persian Gulf, the Indian sub-continent, the Far East, Australasia, the west coast of North and South America and finally the east coast of North and South America. At the back of the section is an index of the seaports.

This manual has grown out of all the courses given by Dominique Prinet, a certified Instructor-Evaluator for Sail Canada who has been teaching celestial navigation since 2000. It has benefitted from the thoughtful contributions of over 100 students. The aim of Celestial Navigation is to give a sufficient grounding in the subject to determine position at sea using a sextant for fixes on the sun, moon, stars and planets. Furthermore, the material presented will prepare a reader who wishes to pursue a Celestial Navigation Certificate through self-study. The subject requires some comfort with the basic concepts of navigation, but the prospective navigator only needs to know how to add and subtract either times or angles. Lucid and well-paced, Celestial Navigation starts with fundamentals and definitions which ensure that a motivated student need not bring anything more to the table than his or her willingness to master the subject. Richly illustrated, it includes a chapter with more than forty pages of review exercises covering all topics. The cleverness of many of the concepts, explained here, will bring about great intellectual joy and satisfaction. Whether you are a recreational sailor or an individual pursuing professional certification as a navigator, Celestial Navigation will teach you what you need to know.

The Sight Reduction Tables for Marine Navigation (Pub 229) is published in six Volumes, each of which contains two eight-degree zones of latitude with a one-degree overlap between Volumes. They are designed to facilitate the practice of celestial navigation at sea. The tables are primarily used with the Intercept method of sight reduction by entering arguments of latitude, declination, and Local Hour Angle and obtaining tabulated altitudes and azimuth angles. The tables are prepared and published by NGA.

DMA Pub 229. Volume 1 of a six volume series of Pub. No. 229. Designed to facilitate the practice of celestial navigation at sea by the Marcq Saint Hilaire or intercept method. Title uses the mathematical symbol for "degrees" which we have spelled out in the title field. Contains copyright material.

Reeds Astro Navigation Tables is the established book of annual astro-navigation tables compiled specifically for the needs of yachtsmen. It contains all the information the ocean-going sailor needs (without the bulk) in order to navigate by the sun, moon, stars and planets, using tables devised by practical ocean navigators. This book, together with a sextant, will enable sailors to navigate confidently and safely when out of the sight of land. The book continues to feature the well-received additions of the past few years, including forms to help determine True Altitude (for the sun, stars and planets), Calculated Altitude (using the versine formula) and Azimuth (using the ABC Tables), as well as a pro forma for calculating Intercept. With 8 extra pages and an improved layout, there is plenty of space for making notes and calculations.

Edited, upgraded, improved, minor bug fixes and price reduction in 2014.The Sight Reduction Tables for Air Navigation consist of three volumes of comprehensive tables of altitude and azimuth designed for the rapid reduction of astronomical sights. Volume I, used by both the marine and air navigator, contains altitude and true azimuth values of seven selected stars for the complete ranges of latitude and hour angle of Aries. These seven stars represent the best selection for observation at any given position and time, and provide the data for presetting instruments before observation and for sight reduction afterwards. Volume 1 contains tables for selected stars for all latitudes, calculated for the epoch of 2010, it is intended for use for 5 years, when a new edition will be issued. Volume 1 contains the altitude to 1' and true azimuth to 1° for the seven stars most suitable for finding your position with a sextant, for the complete range of latitudes and hour angles of Aries. The latest edition is that for epoch ending 2015. This publication is aimed at the navigator using astro-navigation and provides the optimum selection of stars for a three-star fix.Volume 2 and Volume 3 contain values of the altitude to 1' and azimuth to 1° for integral degrees of declination from 29° north to 29° south, for the complete range of latitudes and for all hour angles at which the zenith distance is less than 95° (97° between latitudes 70° and the poles) providing for sights of the Sun, Moon and planets. Volume 2 covers latitudes between 0° and 40°. Volume 3 covers latitudes between 39° and 89Sight Reduction Tables for Air Navigation are published in the USA as Pub. No. 249, and in the UK as Rapid Sight Reduction Tables for Navigation AP 3270/NP 303. The National Geospatial-Intelligence Agency (NGA) is responsible for the compilation and composition of these tables. The Nautical Almanac Office of the U.S. Naval Observatory and H.M.Nautical Almanac Office (HMNAO) of the UK Hydrographic Office have cooperated in their design and preparation. The content and format of these three volumes may not be changed without the approval of Working Party 70 of the Air Standardization Coordinating Committee.

The cornerstone for all celestial navigation, listing the celestial bodies used for navigation, a sight reduction table, and other information valuable to the offshore navigator. The content of this edition is identical to the United States Naval Observatory 2021 edition.

In the tradition of Dava Sobel's Longitude comes sailing expert David Barrie's compelling and dramatic tale of invention and discovery—an eloquent elegy to one of the most important navigational instruments ever created, and the daring mariners who used it to explore, conquer, and map the world. Since its invention in 1759, a mariner's most prized possession has been the sextant. A navigation tool that measures the angle between a celestial object and the horizon, the sextant allowed sailors to pinpoint their exact location at sea. David Barrie chronicles the sextant's development and shows how it not only saved the lives of navigators in wild and dangerous seas, but played a pivotal role in their ability to map the globe. He synthesizes centuries of seafaring history and the daring sailors who have become legend, including James Cook, Matthew Flinders, Robert Fitz-Roy, Frank Worsley of the Endurance, and Joshua Slocum, the redoubtable old "lunarian" and first single-handed-round-the-world yachtsman. He also recounts his own maiden voyage, and insights gleaned from his experi-

ences as a practiced seaman and navigator. Full of heroism, danger, and excitement, told with an infectious sense of wonder, Sextant offers a new look at a masterful achievement that changed the course of history.
Celestial navigation is now a backup to electronic navigation systems. This book combines all the information needed for backup bluewater navigation with instructions, a star-finder, a nautical almanac and sight reduction tables.

These tables were designed for air navigation where weight and space are at a premium, however, they are very popular with sailors too due to the fact that Vol. 1 offers a speedier way to compute stars. Volume 1 contains some stars (whose declinations may be more than 29°) that are pre-selected for optimum viewing and direction. This volume is applicable for an 8 year period, centered on its Epoch date.
The cornerstone for all celestial navigation, listing the celestial bodies used for navigation, a sight reduction table, and other information valuable to the offshore navigator. The content of this edition is identical to the United States Naval Observatory edition.
The Rapid Sight Reduction Tables for Navigation consist of three volumes of tables of altitude and azimuth designed for the rapid reduction of astronomical sights. Volume 1 contains tables for selected stars for all latitudes, calculated for the epoch of 2010.0; it is intended for use for 5 years, when a new edition based on a later epoch will be issued. Volume 2 for latitudes 0°– 40° and Volume 3 for latitudes 39°– 89° are permanent tables for integral degrees of declination. They provide sights for bodies with declinations within 30° north or south of the equator, which includes the Sun, the Moon, the navigational planets and many of the navigational stars.Sight Reduction Tables are published in the USA as Sight Reduction Tables for Air Navigation, Pub. No. 249, and in the UK as Rapid Sight Reduction Tables for Navigation AP 3270/NP 303. The National Geospatial-Intelligence Agency (NGA) of USA is responsible for the compilation and composition of these tables. The Nautical Almanac Office of the U.S. Naval Observatory and H.M.Nautical Almanac Office (HMNAO) of the UK Hydrographic Office have cooperated in their design and preparation. The content and format of these three volumes may not be changed without the approval of Working Party 70 of the Air Standardization Coordinating Committee.

Starpath work forms for sight reduction procedures in celestial navigation have been used by tens of thousands of navigators for over forty years. Designed to make the sight reduction of all celestial bodies flow in the same logical procedure that matches how data are presented in the Nautical Almanac and in the various sight reduction tables. There is always a place for adjusting angles to base values as needed, plus reminders on the signs of the values. Intermediate results are grouped for convenient entrance to the tables and for plotting the resulting lines of position. Once a few examples have been worked, the forms alone guide you through the process. Even after being away from cel nav for long periods, the forms are a quick refresher that gets you back up to speed quickly. Detailed instructions are included, with warnings about common errors. Forms included are: Form 104 -- Sight reduction of all bodies using Pub 249 (Vols. 2 and 3) or Pub 229 (all

volumes). The workhorse of the Starpath approach to celestial navigation Form 111 -- Sight Reduction of stars using Pub 249 Vol.1 Selected Stars. Form 106 -- Sight reduction of all bodies using the NAO Sight Reduction Tables included in the Nautical Almanac. This form is a unique tool that makes these tables (that every navigator has) as easy to use as any other method. Form 108 -- A combination of Form 104 and Form 106 for those who choose the NAO Tables as standard, Form 109 -- For completing multiple solar index corrections and averaging them. This is a high-accuracy method, praised since the formative days of celestial navigation in the late 1700s, but not used as often as it could be these days. Forms 107, 110, and 117 cover latitude and longitude at noon as well as latitude by Polaris. These are basic procedures, but many new to cel nav find them helpful to get started... and they are instant refreshers after being away from the subjects for some time.

The Sight Reduction Tables for Marine Navigation (Pub 229) is published in six volumes, each of which contains two-eight degree zones of latitude with a one-degree overlap between volumes. They are designed to facilitate the practice of celestial navigation at sea. The tables are primarily used with the intercept method of sight reduction by entering arguments of latitude, declination, and local hour angle and obtaining tabulated altitudes and azimuth angles. The tables are prepared and published by NIMA on an as-needed basis.

The Sight Reduction Tables for Air Navigation (Pub 249) are published in three volumes. Volume 1, used by both marine and air navigator, contains the altitude and azimuth values of seven selected starts for the complete ranges of latitude and hour angle of Aries. These seven starts represent the best selection for observation at any given position and time, and provide the date for presetting instruments before observation and for sight reduction afterwards. Volumes 2 and 3 cover latitudes 0°-40° and 39°-89° respectively and are primarily used by the air navigator in conjunction with observations of celestial bodies to calculate the geographic position of the observer.

Hewitt Schlereth is a writer and sailing enthusiast.

Data in this book are no longer valid for navigation. It is preserved in print because many training programs (including USCG and US Navy) use examples from 1981 to teach celestial navigation. USCG license exams require data from this almanac. These exams also require Sight Reduction Tables, Pub 229, Vol. 2 and a 2102-D Star Finder.

Crosspool Through Time contains 180 photographs of Crosspool, of which 90 are old photographs. Some are printed in a sepia tone and some are printed in full colour. These photographs are printed alongside a contemporary full colour photograph which illustrates the same scene. The contrasting illustrations show how the area has changed and developed during the last 100 years. The photographs illustrate shops, schools, garages, churches, houses and street scenes, each photograph is captioned and the book has an introduction which gives a brief overview of the history of the town. As you browse through the photographs, you will notice the increase in the number of vehicles on the road, shops that once sold new goods are now estate agents or charity shops. Green fields have been transformed into industrial estates, houses or ring roads.