

or *less*, as the case may require, to correct it. The variation may be observed either before or after this process, for finding the ship's point of change and aberration; and, if amplitudes, or azimuths, are taken at different parts of the ship, the difference between the azimuth compass (wherever it may stand) and the compass the ship steers by, ought always to be taken, and applied in like manner, to obtain the *true* variation.

It would be a great benefit to navigation, if the bearings of remarkable headlands and other objects, on the coasts of different countries, were *correctly* taken, and inserted in published charts: for, a ship, able to approach near enough to take the transit-bearing of any two such objects, whose relative situations were exactly true, could thus know, at once, her *aberration*, on whatever course she was steering, (if the true variation was on the Chart,) since it would be the difference between *it* and the true transit-bearing laid down on the Chart; taking into consideration, at the same time, the known variation. For instance, supposing a ship to be steering West by compass, along a coast where two remarkable objects are situated, true North or South of each other, and the variation laid down on the Chart is  $29^{\circ}$  West. On setting these objects in one from the ship, they are found to bear, by compass, N.  $24^{\circ}$  E., making a difference of  $5^{\circ}$  for her aberration on the *west* point. So that, if she had now to steer a correct *magnetic* west course, it must be shaped W.  $5^{\circ}$  S.; or, to make a *true* west course, W.  $24^{\circ}$  N., according to the variation of  $29^{\circ}$  West.

If, again, with her head N. by E., she finds the transit-bearing of the two objects to be N.  $29^{\circ}$  E. by compass, agreeing with that laid down on the Chart; according to the variation, then, *that* is the point of change, because there is *no aberration*.

Again, if, in steering E. by compass, she finds the transit-bearing of the two objects to be N.  $34^{\circ}$  E. by compass, the difference between it and that on the Chart, according to the variation, being  $5^{\circ}$ ; therefore, to shape a correct magnetic East course, she must steer E.  $5^{\circ}$  S.; or, to make a true East course, E.  $34^{\circ}$  S.

Men of war, and, indeed, all ships, should, at every opportunity, try the aberration, and ascertain their points of change; and, after it is found, the metallic matter ought not, in any quantity, to be removed.

---

## ERRATA, &c.

The Reader is requested to correct, with his pen, the following errata.

Page 34, line 14, Sweerenberg	..... to be	.. . Smeerenberg.
42, .. 2,	Tahtarean	..... Tahtarian.
44, .. 7,	from bottom, Cartright	..... Cartwright.
47, .. 5,	from bottom, Maupertius	..... Maupertuis.
48, .. 15,	from bottom, apply in,	..... apply, in.
51, .. 15,	jambed	..... jammed.

Since the part was printed in which the intended LIGHTHOUSE ON SUMBRO' HEAD is mentioned, (page 66,) we have been informed, on the *best authority*, that the lighthouse is expected to be completed before the close of the year 1820.

THE END.