
THE COAST OF NORWAY.

IN the Note 3, page 18, the Reader is referred to the Directions for the Coast of Norway, from Drontheim to the Southward. At the time that page was printing, it was our intention to have given abridged directions for the coast, not being then aware that our limits would not admit them: for, it has since been found that proper directions for these coasts would, of themselves, form a volume.

There is no lack of material for the purpose, Mr. Laurie having caused the whole of the Danish descriptions and directions to be translated. The Charts he has already republished; and if there should appear to be a demand for the directions, adequate, in a certain proportion, to the expense of publication, they will hereafter appear as a separate work.

We, therefore, here conclude, by cautioning the mariner not to make too free with a coast, crowded with a thousand islands, islets, rocks, and blind ridges; and upon which the currents set vehemently, commonly to the East and North, more especially between the latitudes of 62 and 64 degrees.

CAPTAIN ROSS'S RULES for FINDING the POINT of CHANGE in ABERRATION; which has been explained in Section the First.

Rule 1.—To find the Point of Change.

LET the bearing of one distant object, or the transit of two distant objects, (whose true bearing from the ship, or from each other, is known,) be taken, with the ship's head at several points of the compass; if they all agree, the ship has no aberration; but, if not, the one which is found to agree is the point of change.

Rule 2.—To find the Aberration for the Point steered.

Let the bearing of the same object be taken with the ship's head on the point of the course steered; and add, or subtract, the difference between them, as it increases, or decreases, the variation.

To find the aberration at sea, when a distant object is in view, whose true magnetic bearing is not known:—Let a boat be sent out of the ship's attraction, to take the bearing of the object, and then the bearing of it is to be taken from the ship, in the manner before described. But, even when no distant object is in view, it can be done in fine weather, with smooth water, by veering a boat (copper-fastened) astern with the compass. The ship is then to steer on different courses, (the boat always keeping her masts in one,) until the compasses of the ship and boat agree. If there is no difference between them on any point, the ship has no aberration. But, whatever difference is found between them, on any point, that is the ship's aberration for that particular point, and must be added, or subtracted, to correct the ship's course on that point, according to the true magnetic course of the boat: and, in like manner, the respective differences, found on the several points, are to be applied to each. On whatever point the courses of the boat and the ship agree, when her masts are in one, that is the ship's point of change. The result of observations made with the ship's head on this point will give the true variation of the compass; but, if observed on any other points, the error of variation will be according to the amount of aberration, or differences found on those points respectively, between the course of the ship and boat, and must be applied, more or

or less, as before or after amplitudes, the azimuth always to b

It would other objec published c of any two at once, he on the Cha down on the instance, s markable o laid down (they are fou ration on tl course; it r cording to

If, again be N. 29° variation, t

Again, i to be N. 34 to the varia steer E. 5°

Men of v and ascerta not, in any

The R

Since th HEAD is n that the l 1820.