

PRESENT-DAY REQUIREMENTS OF ASTRONOMIC NAVIGATION

Lecture delivered by Captain A. STASSINOPOULOS

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at the Vth International Hydrographic Conference.*

In spite of the great changes brought about by the large-scale application of radio-navigation, there is no doubt but that the ancient astronomic method will, for a long time to come, be that used by navigators to make the fix when they find themselves far from the coast.

After a century of study, those methods have at last reached a concrete form. That of MARC is now-a-days accepted by all. It satisfies every requirement and its accuracy, which varies up to one mile, is sufficient both for the needs of navigation and for making a landfall.

The most propitious time for MARC's observation is at dawn or at the nautical twilight, by the observation of three stars which immediately gives by the intersection of the three altitude position lines, an accurate fix. At these moments the visibility of stars of first and second magnitude is good and the horizon clear. The inconvenience of this method resides in the fact that the computation of the three altitude position lines requires a considerable time. This is not practical when the modern speed of ships is considered and, generally speaking it is not in accord with the present rhythm of things to have the fix on the chart often only half-an-hour after the observation has been made.

It would be desirable, if possible, to be able to plot the fix on the chart at the exact moment of the observation. This might be accomplished by the use of automatic machines or of tables containing the dead-reckoned altitude; but the use of such aids is not practicable. On the one hand, the machines are bulky, costly and fragile; on the other, the tables, because of the approximation of one mile which is considered necessary especially in the case of making a landfall, would run into several volumes, and clearly no one can be advised to carry on board a whole library for the solution of one problem.

However, such a document might be reduced to 1/150th of its size, i.e. comprised in a pamphlet of a few pages if, instead of showing the hour angle every four seconds as required for the approximation of one mile, we could have it every ten minutes only.

If the "rounded hour angle" method is used, we must calculate in advance the chronometric time corresponding to one rounded hour angle; and carry out the observation at the exact moment computed beforehand: that is, we calculate the angle not at any time but at the definite time fixed by the chronometer. In this way, instead of giving the observation signal to the time recorder, who will give the indication of the hour, it is he who will give the signal at the instant when the seconds' hand reaches the predetermined time which corresponds to the rounded hour angle; and at that instant the observer will measure the sextant altitude of the star.

This certainly presents the inconvenience of making the observation more difficult, but when we recall that in Navigational Schools the efficiency of the observers is tested in this way (i.e. the professor gives the observation signal to the pupil), we may conclude that after a little practice this may be regarded as no longer an inconvenience.

Another and still greater inconvenience is that this method cannot be used in cloudy weather; it would certainly be a great deception if, at the predetermined times of observation and after having worked out all the necessary calculations, the predetermined fixed stars were found to be hidden by cloud. Consequently, this method is not always applicable in foggy weather.

On the other hand, however, it is still of great use in clear weather especially in areas such as those of the southern Atlantic and of the major part of the Pacific Ocean where the sky is for the greater part of the year clear.

The use of this method enables us to plot the position on the chart in minimum time after the observation and to avoid all computation of logarithms, for we can easily draw up tables giving directly the estimated altitude. In that way we fix three hours, preferably at dawn or at nautical twilight but also at any other time whatsoever corresponding to the rounded hour angle of three stars chosen beforehand; we then find on the tables the three estimated altitudes; the three true altitudes are measured with the sextant and in this way the three altitude position lines are plotted on the chart. To apply this method we must naturally know in advance which stars of first and second magnitude are observable at a given time, i.e. that have an altitude greater than 10° and less than 80° . Among these we choose three, the azimuths of which at the given moment intersect at angles greater than 30° and less than 150° .

This can easily be found by means of a star-globe or of the gelatine "Chichester" instrument. However, as it is difficult to use a star-globe in a charthouse and the "Chichester" fabrications are expensive and do not last long, we have conceived 6 diagrams which give us the stars observable at any given time in the following way :

The latitude is read on the abscissae, then following the ordinate vertical line the curve of each fixed star is intersected. We then take up the angle corresponding to each point of intersection on the left scale which we subtract and add to the sidereal time of the moment. In this way two time limits are obtained between which, taking into account the right ascension of the star, the latter will be at an altitude greater than 10° (continuous curves) or greater than 80° (broken-line curves).

The use of these diagrams is easier than it seems at first sight. An experienced mariner does not need to add and subtract for each star. The limits between which it must be noted whether the right ascension is included, narrow evenly towards the top, always around the same centre: sidereal time. The navigator can thus easily and instantaneously check at a glance, for each star chosen, whether or not its right ascension is included within those limits.

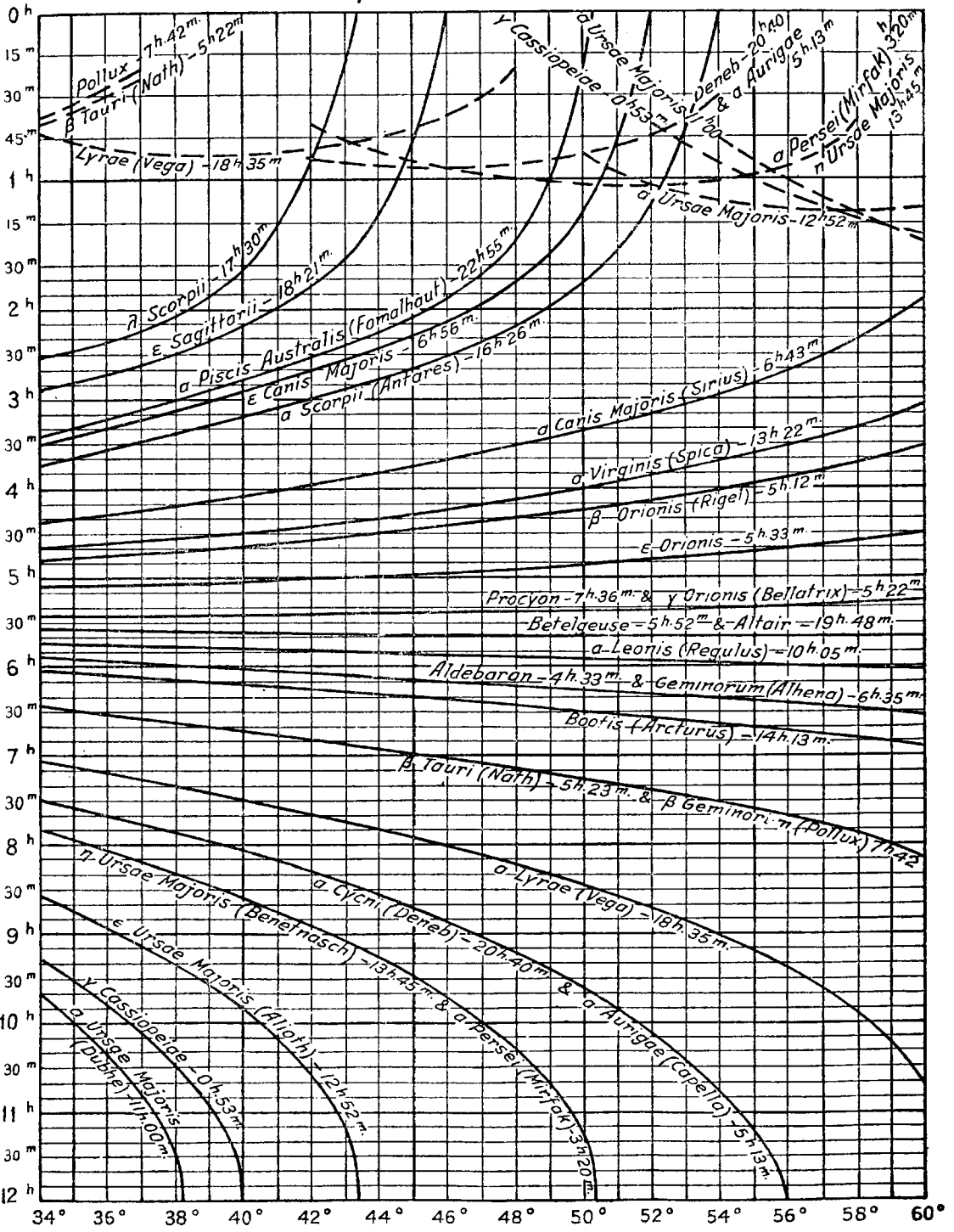
We place these diagrams at the disposal of the International Hydrographic Bureau so that, if deemed advisable, the Bureau may disseminate them among mariners who may not wish to purchase a star-globe or a "Chichester" instrument.

It is also suggested that it might be interesting to encourage the rounded hour angle method in International Navigation and that the question might be given consideration. It is true that it is not easy to impose new methods. Navigational methods are matters of individual training, habit and personal preferences.

However, we are of opinion that if the International Hydrographic Bureau would make appropriate propaganda and publish a volume of tables, not too voluminous, giving the estimated altitudes (such a volume might include the above-mentioned diagrams), there are few mariners who would not appreciate the advantage of obtaining their fix when the sky is clear immediately after the observation without being obliged to resort to logarithms and with the desirable accuracy of one nautical mile.



Étoiles pouvant être observées à un moment donné
(Hauteur plus de 10° et moins de 80°)



POUR LATITUDE NORD

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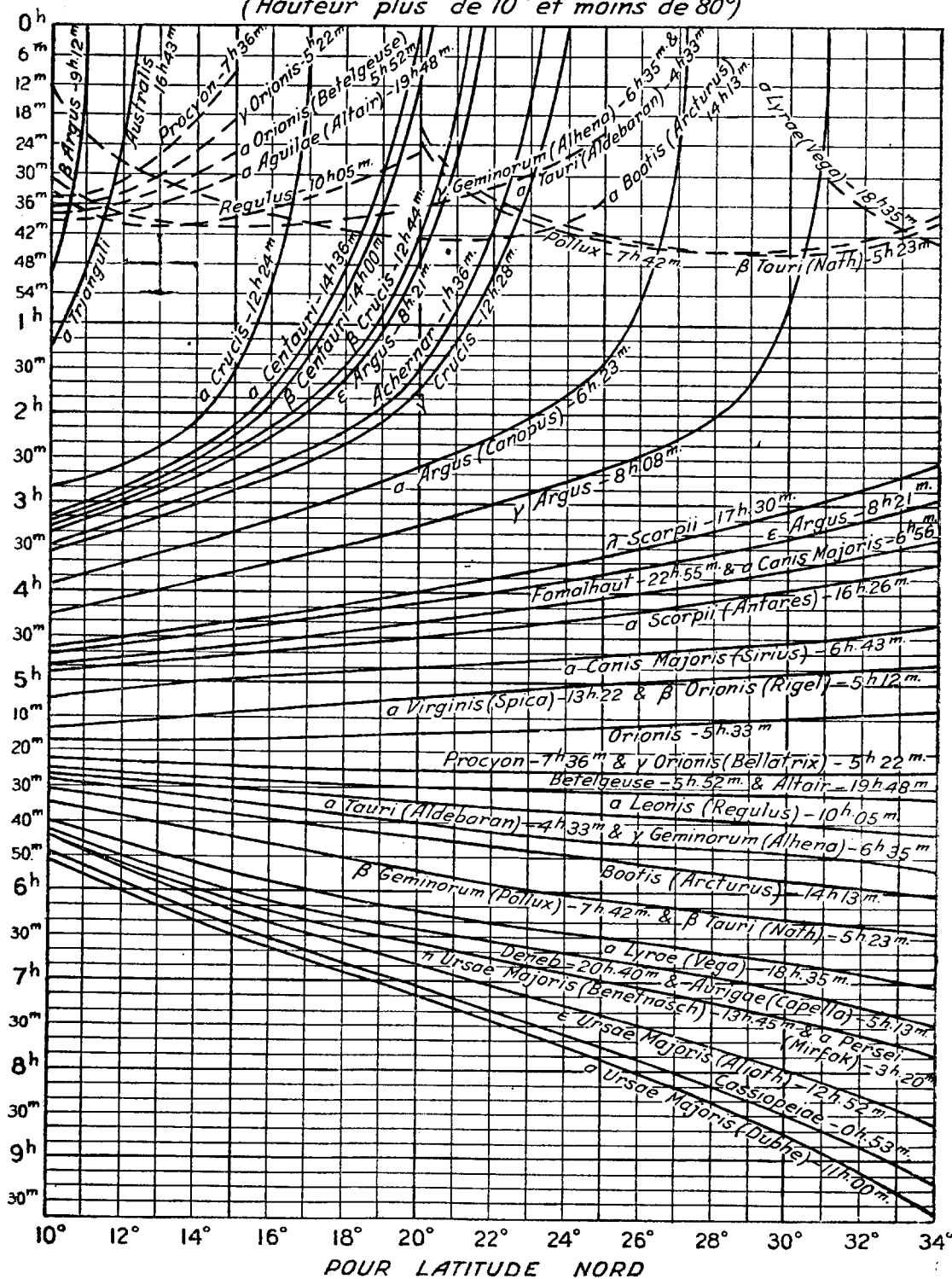


PLANCHE II

*Etoiles pouvant être observées à un moment donné
(Hauteur plus de 10° et moins de 80°)*

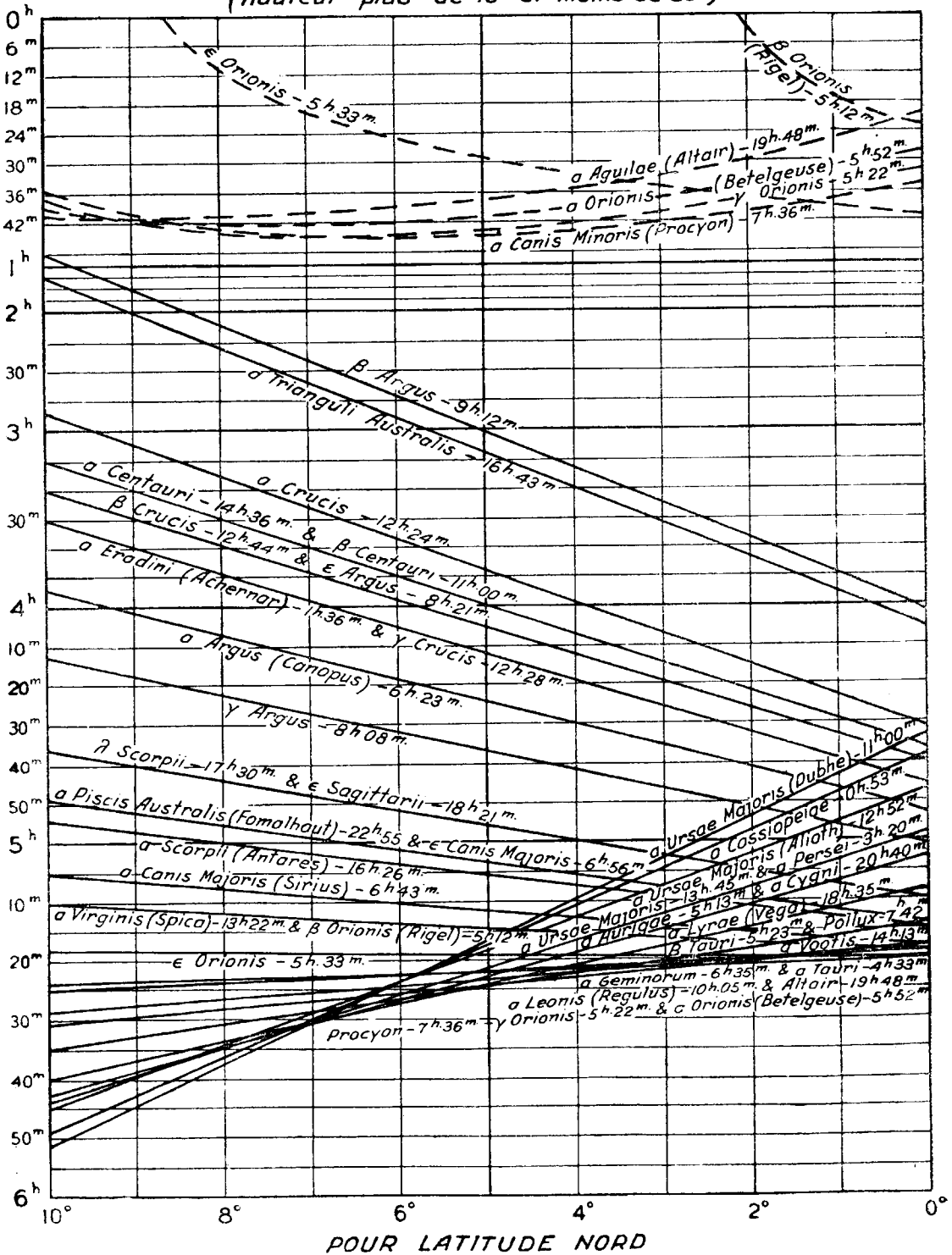


PLANCHE III

*Etoiles pouvant être observées à un moment donné
(Hauteur plus de 10° et moins de 80°)*

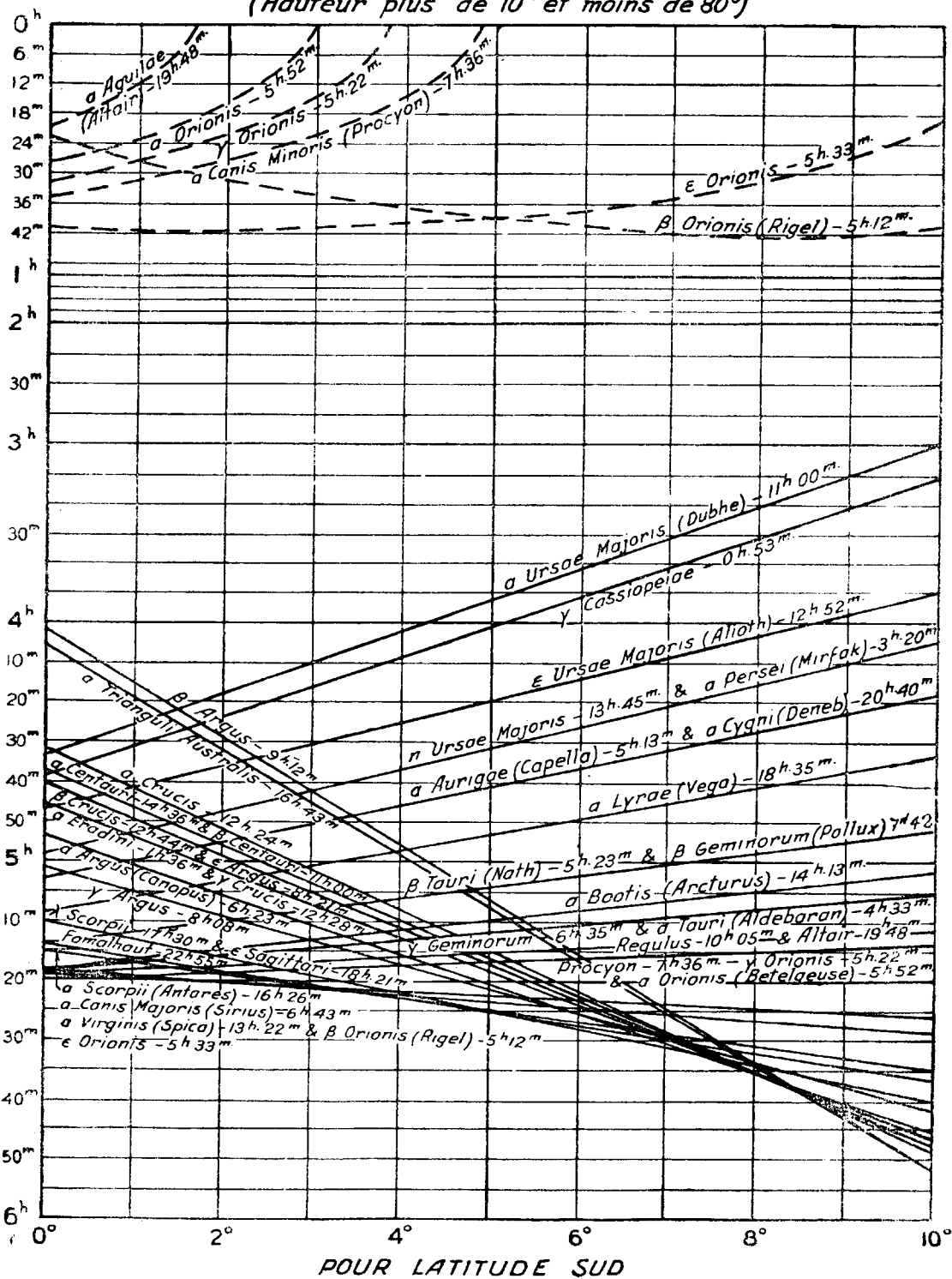


PLANCHE IV

*Étoiles pouvant être observées à un moment donné
(Hauteur plus de 10° et moins de 80°)*

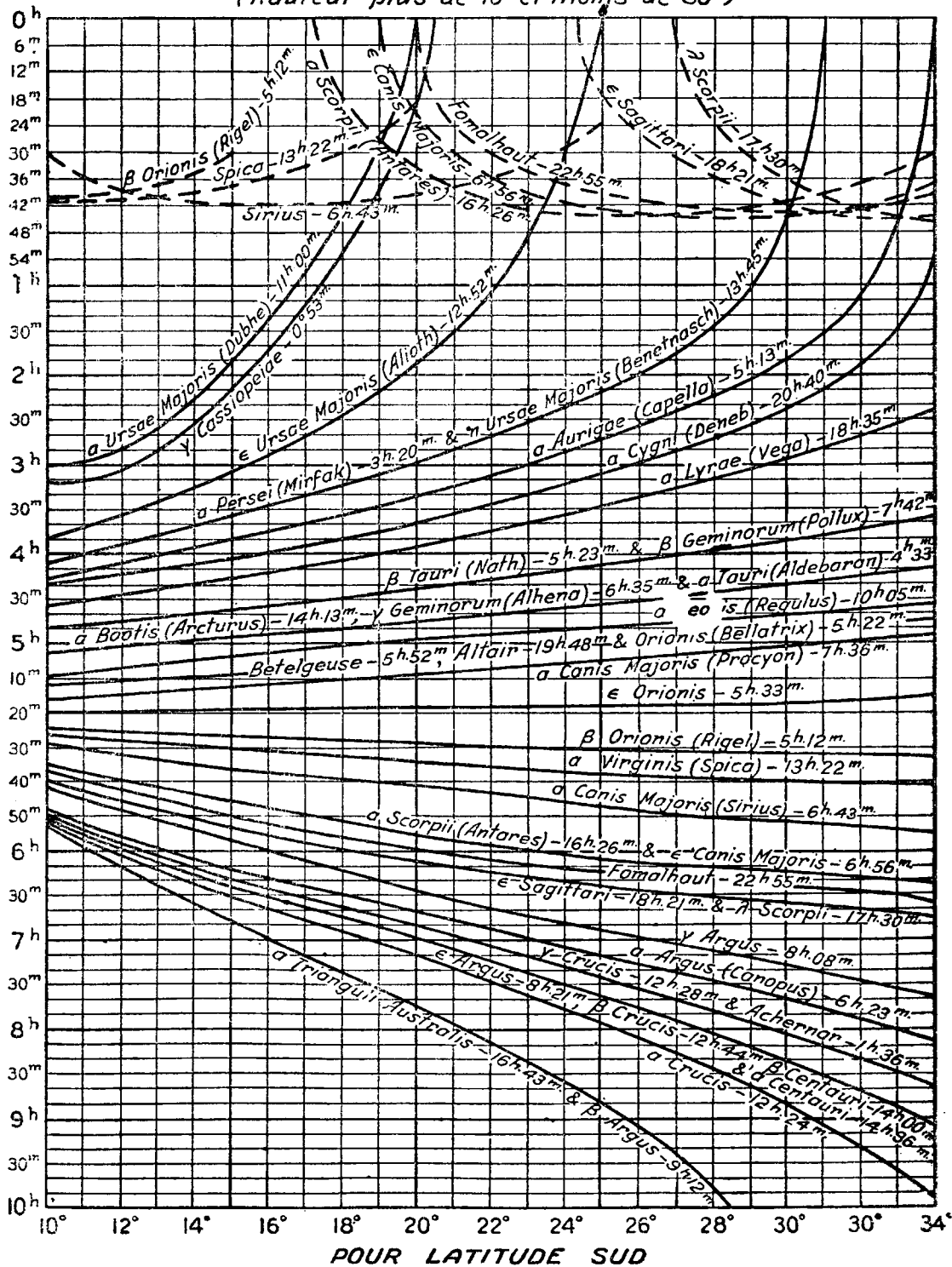


PLANCHE V

*Étoiles pouvant être observées à un moment donné
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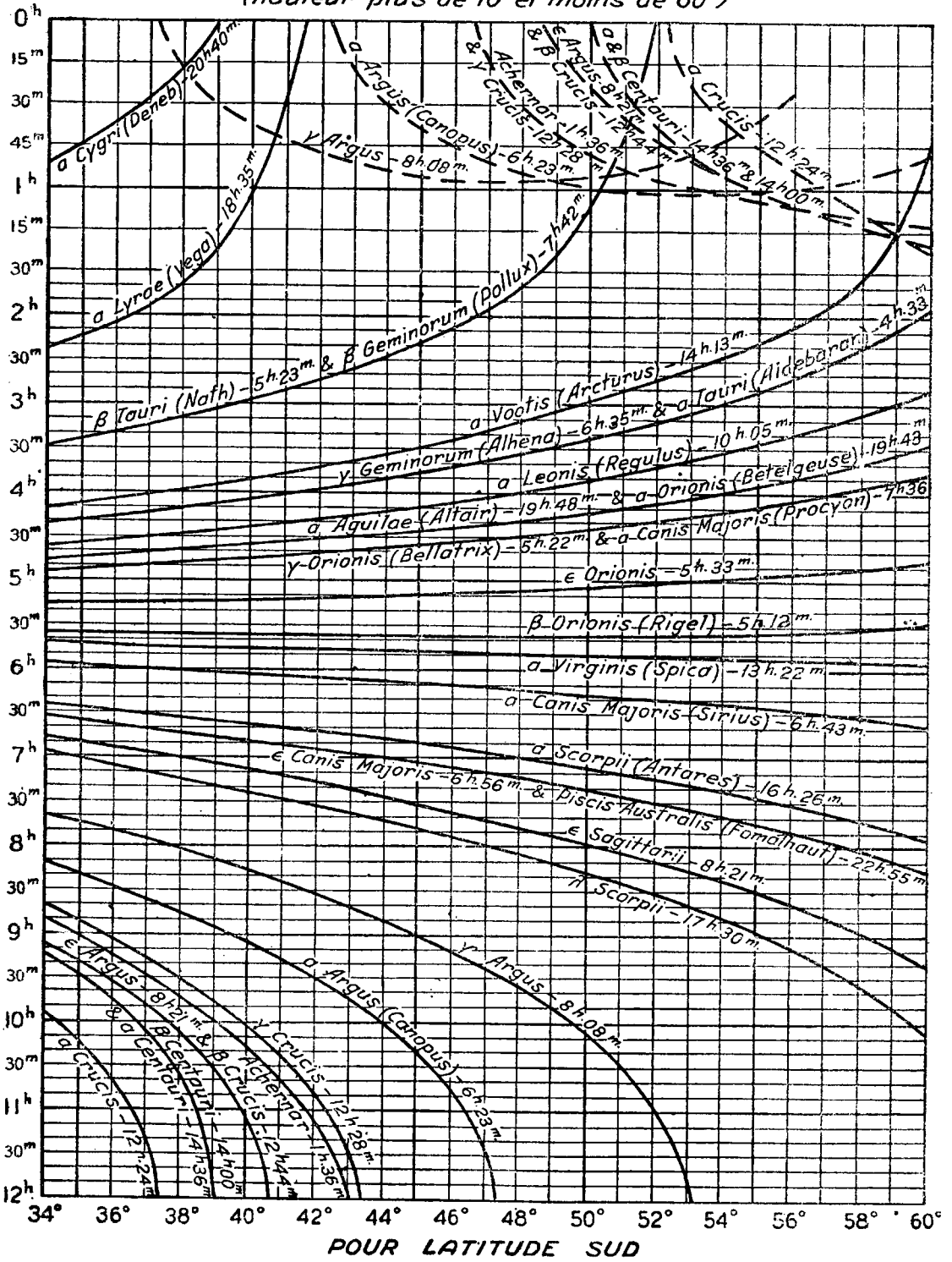


PLANCHE VI