



About SIGHTINGS

The purpose of our Sightings Newsletter is to have a place to put items of current interest for quick reference by our web page viewers. There is no fixed update schedule, but we will always add new items to the top of the list. If you make a quick check to the Newsletter on entering our home page, you will see immediately if anything is new. When the list of items gets too long, we will move it to the Index and start a new one.

The Index goes back for several years so you can see what was news in the past. Some of these items may still be of interest, others not. Note that links in older newsletters may not be valid any longer. We try to keep the important links updated in our Resources section.

Be sure to click "Reload" or "Refresh" on your web browser if you do not detect any updates in the Newsletter from the last time you checked it. This will insure that you load the latest page from Starpath and not just reload the copy from your hard-drive cache. This is good procedure to follow when checking any page on the internet that is updated frequently but uses the same name, as is the case, for example, with weather map files from NWS.



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Radar Workbook Special

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Goodbye Loran

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Aging QuikSCAT satellite failing

New Bosun's Locker

Great Interview with Stan Honey

Hockey Puck now in the catalog

Number 25 December ,

Annapolis Boat Show coming up

Fisher Plaza Fire shuts down Starpark for 2 days

New Captain Bob Canadian Stamp

Dr. Livingston I presume?

New WAAS locator

New! Tidal Currents of Puget Sound

Live ship report service underway

Back to the basics

The best of the best

Number 24 December ,

A series of mistakes

New free service for barometer calibration

Capt Steve Miller promoted to Dean at Chapman's

Navigation in K12 Education
Phelps wins race by 0.01 seconds. How much is that?
Leif Karlsen Rememberance
Emergency Navigation, second edition, Now Available.
A great star map we no longer sell!
NYT features mini computers
Free Navigation Calculators and custom link to NavPubs
National Association of State Boating Law Administrators Announces Adoption of Radar
For Mariners Textbook

Number 23 December ,
Sail assisted cargo vessels
Cosco Busan navigation errors
NIMA Nav Calculators
Google goes mathematik
Chapman School of Seamanship Celestial Courses.
A great gift for yourself and others
Give the gift of safe, efficient navigation...
Storm warnings are back!
Short link to NGA NIMA Pubs
Printed Marine Weather Service Charts Now Available.

Number 22 December ,
Short link to NGA NIMA Pubs
NOAA Weather Radio online
New book on Oceanography and Seamanship
NOAA Chart Viewer settling in
Elibra Reader 2.0
Compilation of celestial navigation articles
Starpath presents talk on barometers at NWS conference

Number 21 December ,
Compilation of celestial navigation articles
Why we still need to study navigation
Visiting Canadian Waters
Captain Riley in the News
Great Lakes Weather book in last copies

Number 20 December ,
New NWS link on our home page
New portal to nautical chart products
New shortcut to NWS weather page
New World Record for Seattle Rowers
OAR NW doing well in Transatlantic Row Race
Cel Nav course in Seattle
Translations of Emergency Navigation

Number 19 December ,
New Navigation Foundation Newsletter editor
New Vessel Tracking Program
OAR Northwest Seminar
Digital Barometer Discount
Chapman School of Seamanship Celestial Courses.
Heads up for a good barometer check
On board Nav Course still open
Looking for a career at sea?
Windows 98, Gone in June
Bluewater Sailing Goes Electronic

Number 18 December ,
Navigation Foundation News

"New" website for the Ballard Locks
All about ebooks...
Google Earth — in a word, amazing!
NOAA digital raster charts now public domain
Engineer's Library Now Available
Enrollment has begun for April Onboard Courses.
Another attack on the National Weather Service

Number 17 December ,
Nautical Almanac gets refraction update
How close is too close?
BC Weather Services pamphlet
Swedish Radar Trainer program
Discussion groups now open to public viewing
Puget Sound Tidal Current Charts
StarPilot updated
New onboard course route
Video on octant use
Radar for Mariners now available

Number 16 December 15, 2003
Emergency Navigation out of print
Sept, 04 Onboard training cruise
New deals on TI-89 calculators
USCG Light Lists now online
Free Interactive Bowditch CD with qualifying orders
elibra ebook program on hold
New Email for Starpath

Number 15 December 15, 2003
JRC offers free Radar Trainer
More sextant work
New calendar function online
Celestial Nav Online course now complete
Cruising Seminars in Seattle and San Francisco
News on electronic charts
Why radar was ruled out of the America's Cup
Viking Navigation Book now available
Online learning coming soon

Number 14 December 15, 2002
An unqualified thumbs-up for Radar Trainer 3
1851 Bowditch Now Available on CD!
Radar Trainer 3 Updated
New USB Cable for StarPilot Users
Underway Navigation Course... to Alaska
Remember the upgrade sections...
Starpath Perpetual Almanac (SPA) now available.
New Addition to our E-Chart Course

Number 13 October 15, 2001
Newsletter back on the air!
All new Radar Trainer 3 now available
StarPilot-PC now available
Nav Rules Plus! available next month
Weather Resources Expanded
DoD Releases Updated GPS Standard
Reminder

Number 12 May 15, 2001
Special Weekend Marine Weather Course in July

New StarPilot products
Next Free Open House Workshop on Navigation
Seminar on Lunars a lunar success!
Next Planetarium Class open to public

Number 11 December 15, 2000
Great New Topo Map Site
Starpath Cel Nav Course in Bellingham
Mind candy for navigators
Online delivery now available
Boat Show Season Begins...

Number 10 July 15, 2000
Sextant Sights Now Online
New Celestial Navigation Discussion
New Starpath Web Site!
Who Wanted Stout's Book?
New Online Section on Marine Radios
Much News on Chart No.1
Marine Weather Services Charts Online

Number 9 April 15, 2000
Starpath TrueWind program
now available as a free download
New StarPilot version and User's Guide online
"The moon is always lying."
Training Pak, Special Pricing
Vic-Maui Racing Tactics Seminar
Comparison of Celestial Calculators

Number 8 February 15, 2000
Green Flash!
Sextant Practice Classes
Training Pak 2000
It's Italy vs. New Zealand for the America's Cup
StarPilot ver 1.54
New Cross-References for Chart Problems
New Celestial Nav links

Number 7 September 15, 1999
Don't like the weather?
Now you can do something about it.
In the Market for a Sextant?
New Navigation Rules published by USCG
Starpath StarPilot on the launch pad

Number 6 August 15, 1999
We have moved!
New links
US Coast Pilot Updates now Online
New Edition of Kayak Navigation
New Starpath Chart Problems Available
New Resources from NIMA
Attention Great Lakes Mariners...

Number 5 March 15, 1999
Sextant Practice Class Canceled...
Unique Chart deal for NW mariners
NavRules for WinHelp updated
Mahina Cruising Seminars
Some High Seas Radio Stations to Close

Magnetic Variation Computer online
Star Map Crafts Project!

Number 4 October 15, 1998
Voyages of Discovery
Starpath Chart No.1 now shipping
Mahina Cruising Seminars
Bowditch on CD!
Starpath becomes US Sailing affiliate
NWS adds back the 96-hr forecast
Great New Weather Pub from Weather Strategies, Inc.
New Navigation and Weather links

Number 3 February 15, 1998
USCG Changes Web Addresses
Did you know...
Starpath NavRules for WinHelp updated
SWSA.com

Number 2 December 15, 1997
How to read weather maps... now online
Christmas shopping?
Is GPS so dependable, after all?
Starpath products for sale online
New Radar School in Seattle
More new From National Weather Service
New Celestial and Weather links pages

Number 1 August 15, 1997
New Nautical Bookstore with Star Finder Bargains
GLONASS: Review and Update
The Lunar Distance Method
AK to Seattle Sail Reinforces Radar Value
News from the NWS

Number 0 December ,
Online Weather Course on the Move
Printed Marine Weather Service Charts Now Available.
Compilation of celestial navigation articles

Starpath Newsletter wandering off into the blogosphere

We are trying an experiment by posting our news in a more public forum with the hopes of reaching out to more readers with a more interactive format.

We still have here the long list of news items we accumulated over the past 12 years or so, and these can be seen in the Sightings Index.

Over time we will go back over what we have here and if still newsworthy we will post an updated version in one of our new outlets.

These include:

[Starpath Nav Facebook page](#)

[Blog posting of short notes on navigation and weather](#)

Each of these new outlets offers a way to link into them to obtain notice of new content.

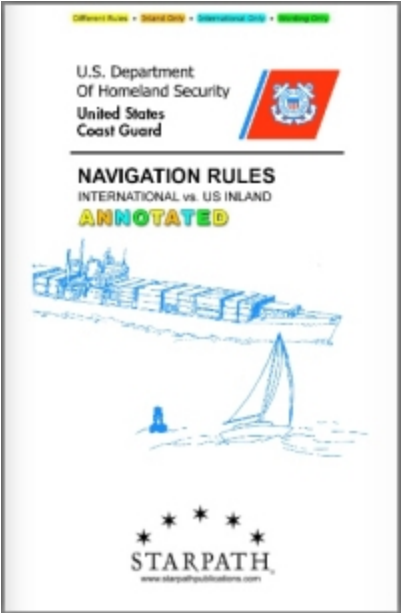
And what we hope will be a more engaging feature of this new format, readers now have the opportunity to post questions and comments on our news items. We have some form of this with our [Public Discussion Groups](#), but these new outlets are more public and more readily available.

To post questions and comments on the Facebook pages requires a Facebook account, but this is a simple matter if you do not want to get much involved. Just make up a new email account from say gmail and log in with it. You are not required to do anything more than that, and you may then be surprised at what you find. Many companies are discovering this is a good way to stay in touch with customers and other followers.

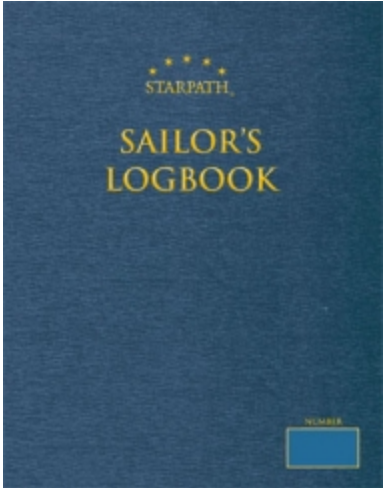
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Starpath reaching out...



Now is several ebook formats



Annotated NavRules now available as free online resource

[Starpath Annotated Navigation Rules](#) is now available in ebook format. This is a valuable aid to those who sail in both US Inland and International waters.

We have recently also highlighted the distinctions in the Annexes as well, which show some interesting differences.

We have checked and updated the Rules as of June, 2013.

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Starpath Sailor's Log

our new logbook is now available. see [Starpath Sailor's Logbook...](#) and just in time for Christmas!

We are confident that if you try this for a few local passages you will see its value. Simple, and to the point.

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New Monthly Nav Quiz

We started a [Monthly Nav Quiz](#) open to the public, and of course all students and customers as well. Monthly prize for correct or closest answer is winner's choice of an ebook from [Starpath Publications](#).

We will announce winners at the beginning of each month and post the results on our ([Facebook page](#)).

Quizzes will cover all areas of marine navigation and weather... on varying levels. We start with one that might be described as medium to medium hard, but of notable historical interest to navigators.

We encourage all of our instructors to submit answers so we can double check that we have it right. Thanks.

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New freeware index and Facebook news

We have added a shortcut to our freeware products so they are easier to reference. See this at starpeth.com/freeware.

We have also just posted a link on our [facebook page](#) about the history of the US steps toward (and away from) converting to metric units. It is a bit of a read and weep situation, but now that no department has any money for anything, it is more legitimately a non-issue.

There is also there a note on geocaching... in this case with a sextant. But sextant or GPS, this could be a valuable way to teach children (should they be in the picture) about navigation, and even sneak up on some basic math.



International Geocaching Logo

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Can an iPad push your laptop off the chart table?

Well... maybe not quite yet, but it is getting real close.

Check out the new hotspot function of [Iridium satellite phones](#). With this new phone and service your iPad and iPhone can make wireless connection to your sat phone in the middle of the ocean to download not just your email, but also GRIB files for weather forecasts as well as echarts as needed.

With the echarts you are still best off waiting till you get to real wifi, since they are big files, but the handwriting is on the wall. See www.starpeth.com/getcharts.

iPad nav apps like [Memory-Map](#), [iNavX](#), and [Motion-X](#) are very powerful tools as well as the remarkable GRIB weather product called [WeatherTrack](#).

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Can exceptional behavior be considered ordinary?

The answer is Yes, according to Justice Wilmer in the 1955 case of *Velox vs Viking Monarch*, wherein one anchored vessel dragged anchor and collided with another when both were sheltering from a severe storm, when there were maneuvers and procedures that might have avoided it if taken.

The nicely put conclusion was:

"I have been reminded, and quite properly reminded, that no seaman can be called upon to exercise more than ordinary care (*we add, see Rule 2a*); but I think it is necessary to observe that when a seaman is called upon to face wholly exceptional conditions, ordinary care of itself necessarily demands that exceptional precautions may have to be



taken."

In other words, it is the ordinary practice of seaman to take exceptional precautions in exceptional conditions, just as it is take normal precautions in normal conditions.

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Starpeth on Facebook

Not really something we thought we would ever be writing, but we have had many requests and many of the folks we are involved with take part.



We are not up to speed on how to use it best yet. Will likely be something like this newsletter but maybe with more peripheral content... ie more on the social side of Starpath. Might do a note on our famous coffee, for example, and how we come about this involvement ranging from coffee tree to roaster to our beautiful Pavoni espresso machine, and so on.

See [Starpeth Nav on Facebook](#)

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Starpeth ebooks on Mac and eReaders

Our elibra ebook format works only on PCs, but we now have Adobe pdf versions that work on Macs and other readers like ipads and Android tablets. They will also show in smart phones, but our books have large complex pages that are a bit hard to read on a phone screen. They are great on the tablets.

They are available online from [Powells Books](#).



A wonderful source of new and used books, and a world leader in ebook sales and support.

We partner with Powells in Portland, OR in part because they are such a wonderful bookstore, one of the largest in the world, but mainly for this job because they are the only one we know of that offers real human tech support with ebooks.

We have started converting all of our ebooks to this format, but it will take a while to accomplish this. See [notes here](#) on how the optional new ebooks impact our online courses.

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Down for some time on Wed July 13

Hello all, with our apologies, our website will be down some hours tomorrow July 13 as we switch to a new server. We do not know precise times yet, but hopefully it will not be more than a couple hours during the mid day of wed.

if you have urgent questions about courses or purchases during this period, please give us a call at 206-783-1414 or 800-955-8328 or our email that is not on our server which will show up when we are down.

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David Burch (left) receives award from Dr. Mikel Miller, President of the Institute of Navigation

David Burch named FIN

We are pleased to announce that David Burch, founding director of Starpath School of Navigation, has been elected to Fellow grade in the North American Institute of Navigation for "For sustained contributions to the teaching and practice of marine navigation and the development of innovative training materials used worldwide."

See [2011 ION Fellow awards](#).

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Shortcut to echarts from NOAA

We have made a shortcut that works for now to go directly to NOAA to download bitmap or raster charts, called RNC for raster navigation charts or for vector charts called ENC for electronic navigation charts. We did this because there are multiple clicks needed to get to the actual charts, and the route to them seems to move around. We will have to wait and see how long this one works.

www.starpath.com/getcharts

If you do not already have an echart viewer that will read these, then here is a nice open source (freeware) version.

opencpn.org.

We teach the use of these charts in our [online coastal navigation course](#).

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Section of RNC (top) and ENC (bottom)

Unique Celestial Navigation Resource

Starpath is proud to have taken part some time ago, as representative of the Navigation Foundation, in the selection and organization of research papers on celestial navigation that have been published by the Institute of Navigation (ION). The result is a unique collection of articles on celestial navigation and related topics. These are the 279 articles on the subject that have been published in the Journal of the Institute of Navigation, Washington DC, since 1946.



www.ion.org

Normally these are only accessible to members or to purchase individually at \$25 each for nonmembers. Now you can buy the entire CD of all 279 articles for just \$50 directly from the ION. Here is a [list of the articles covered](#). Scan through the list to see what a gold mine this is for those interested celestial navigation. To purchase online, scroll to the bottom of [this page at the ION web site](#).

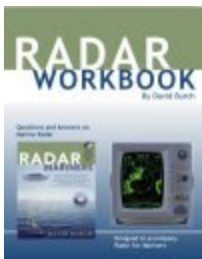
While you are there, check out their [Virtual Museum](#), which offers a unique place for you to share with others any rare navigation equipment you might have.

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Radar Workbook Special

We have our radar workbook on special at the moment. That book together with our radar textbook make up a home study course on radar as the workbook is keyed to the text.

The workbook is in the [Bosuns locker for \\$5.95](#)



Radar Workbook to accompany Radar for Mariners

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Caution about commercial echarts

Please see this article from the Australian charting agency warning about some commercial versions of nautical charts.

[eChart warning](#)



Image courtesy AMSA/AeroRescue
Vessel hits reef not properly shown on an echart

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New free all-units converter now available

We have added a new all units converter as a stand-alone PC app that you can download from our [downloads/freeware section](#).

We hope you find it a convenient way to convert among all units. It also has a way to convert time into various formats.



New Starpath All-units Converter, stand-alone PC App

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Chapman School of Seamanship Celestial Courses.

If you are looking for a Celestial Navigation course and can travel to Stuart, Florida, Chapman School of Seamanship offers a fine Celestial course. The course is taught by [Steve Miller](#) who also is a moderator in the Starpath Celestial Course Online. Chapman's course uses the Starpath Celestial Course materials. They cover traditional methods as well as StarPilot calculator solutions, with calculators provided.

They also have dormitories and moorage for out of town visitors. [Click here](#) for more details. Their courses are also listed in our calendar.

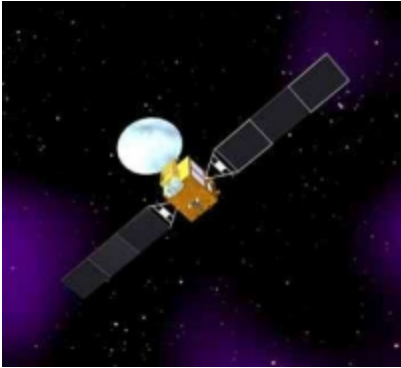


News from Capt Steve Miller: As I mentioned this afternoon I do have a scheduled Cel Nav course starting on Wednesday 13 Oct 2010 0830-1600. The remaining class days are the 15th Oct, 18th and 20th same hours. Following this I have a scheduled ASA107 course on 21, 22, 23 Oct 2010 same hours. The ASA 107 Final test will be given on 23 Oct 2010. I also offer 'weather dependent' a morning at the Beach doing sun sights or an evening at the Beach doing Stars and Planets – pending availability of the Bodies and the weather.

PS – I am going to be doing a day on the water with the Professional Mariner Training (PMT) students on 3 Nov 2010 and that just happens to be prior to the 1st Quarter Moon – I may take my sextants and do some more sights with the MK15 and Tamaya like I did back in August on the same trip and maybe slip in a lunar or two.

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Compass, the Chinese GPS satellite...
we think this might be an artist
conception.

Update on Chinese GPS System

"Compass" is the name of the Chinese GPS system which they expect to work locally in 2012 and globally in 2020. Here is the [latest satellite launch announcement](#).

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USCG removes all exam questions from public access

As of mid July the USCG has removed all exam questions from their web site for deck licenses and for engineers. They had been public information since the 80's when the USCG lost a public information suit and had to provide them. Starpath was one of the first schools in the world to translate the very complex computer tapes they provided because in those days we still had one foot in a physics lab, which had very powerful computer tools. We then incorporated this information into our training programs and have used this background on some level ever since.

Now it seems the USCG attorneys have decided they no longer need to offer these and they have stopped distributing them. You can [read here](#) about the reasons they give. (Let us know if this link goes missing. we have archived a copy.)

We still have all of these questions available to the public in two products, the [Nav Rules Plus](#) includes all the deck questions and the [Engineer Examiner](#) includes all the engineering questions and diagrams.

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The USCG Nav Rules questions remain
a good way to study the rules,
however.



Northern Lights (aurora borealis)

Solar flares might lead to visible Northern Lights

There is a storm on the sun and we will be getting some fall out from it on earth, maybe tonight and the next day or so. This may be just first signs of more to come. See [Solar Blast heads for Earth](#)

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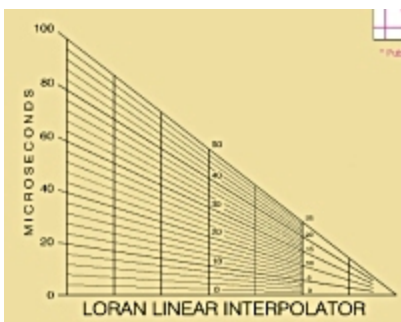
Optional 5-day Ocean Passage Maker certification voyage follows the cel nav course.

Another Starpath Cel Nav Course in Tortola, BVI

It is rather short notice, but we will be offering a Cel Nav Course in Tortola, starting Wed Mar 3 through Sat March 6. Four days, full time. This course is taught in collaboration with Offshore Sailing School. If you might be interested in taking part, please contact [Offshore Sailing School](#). Hotel room is provided. David Burch will be the instructor.

Starpath instructor Hewitt Schlereth taught this course last month, and requests for another came quicker than we had expected.

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Now what will we do with all of these?

Goodbye Loran

The termination of the Loran-C signal

We all knew it was coming and here it is. The USCG announced the official date for the end of Loran-C signal...February 8th. Canada will also decommission its Loran-C system in 2010. An official date has not been set in Canada but it's expected to take place on or before October 1, 2010.

Below is the actual text of the USCG official notice:

SPECIAL NOTICE

SUBJ: TERMINATION OF AL U.S. LORAN-C SIGNALS

1. IAW THE 2010 DHS APPROPRIATIONS ACT, THE U.S.COAST GUARD WILL TERMINATE THE TRANSMISSION OF ALL U.S. LORAN-C SIGNALS EFFECTIVE 2000Z 08 FEB 2010. AT THAT TIME, THE U.S. LORAN-C SIGNAL WILL BE UNUSABLE AND PERMANENTLY DISCONTINUED. THIS TERMINATION DOES NOT AFFECT U.S. PARTICIPATION IN THE RUSSIAN-AMERICAN OR CANADIAN LORAN-C CHAINS. U.S.PARTICIPATION IN THESE CHAINS WILL CONTINUE TEMPORARILY IN ACCORDANCE WITH INTERNATIONAL AGREEMENTS.

For more information or to access your local Notice to Mariners you want to visit the USCG Navigation website: <http://www.navcen.uscg.gov/lnm/>

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International Code of Signals

We have made a new printing of this important reference book. You can see it at [Pub 102, International Code of Signals](#). We also include a link on that web page to an article that explains the value of this publication, which is one that should be on all coastal and oceangoing vessels. It is required by law on commercial vessels, prudent for all vessels. See other new books from Starpath at [Starpath Publications](#)

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Cel Nav Classroom course in FL starts Feb 10

The basic Celestial Nav course will start on Wednesday 10 February 2010 and finish on Wednesday 17 Feb 2010. Classes run 0830 to 1600 daily. Sextant practice sessions at the beach are included.

An ASA 107 (Cel Nav) course immediately following on Thursday 18 February 2010 and ending on Saturday 20 Feb 2010 with the ASA Exam.

Classes meet at Chapman School of Seamanship in Stuart FL. Instructor is Capt. Steve Miller. The Starpath Cel Nav course materials are used for both courses. For info on registration call 772-283-8130



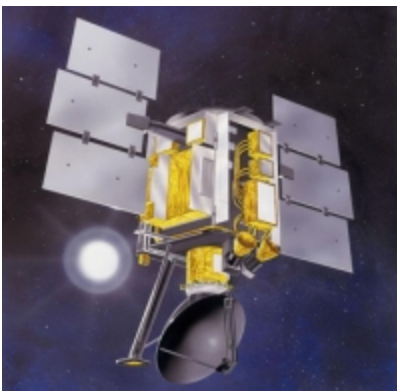
Capt. Steve Miller

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Aging QuikSCAT satellite failing

The QuikSCAT satellite that has provided invaluable wind data since 1999 has finally begun to fail and may be gone. When we learn reliable information on this we will report it here. The satellite has lived and served well long past its expected lifetime. The loss of it will have far reaching implications, not the least of which is the input to the model computations. In very broad terms, we might expect the GRIB forecasts will suffer from this.... just at a time so many mariners are beginning to rely on them. It is a good thing we have our [weather course](#) to keep these matters in perspective. We will keep latest news and options (Europe, India, China) up to date in the weather course discussion forum.

For now there is this [NASA announcement](#)



The QuikSCAT satellite

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New Bosun's Locker

We have added a new section called the [Bosun's Locker](#) that has secondhand books and navigational equipment. We also include there some "scratch and dent" items, as they might show up, meaning



A treasure chest of goodies

working fine but with some blemish that reduces them from full price. We often get new books in this category that are damaged slightly in shipping and cannot be sold as new.

Also if you have books or equipment of your own you might like to sell here, drop us a line to learn the procedures.

If you lose the above link, it is in the top of the [books](#) or [accessories](#) part of our online catalog.

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Stan Honey by Martin Stockbridge YachtPals.com

Great Interview with Stan Honey

Yachtpals.com has a wonderful in depth interview with Stan Honey who is universally regarded as one of the top sailboat racing navigators in the world. He holds ocean records on Cal 40's on up to the state of the art super yachts. See yachtpals.com. This is also a good site to keep up with world racing, including the Americas Cup.

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Hockey Puck now in the catalog



Hockey Puck bearing compass, \$119

We have finally got around to adding the [Hockey Puck bearing compass](#) to our catalog. We have used these for 30 years.

Every boat (non-steel hull, that is) should have a hand held bearing compass, and this one is the proven master. Dependable readings to within 1° makes evaluating collision risk quicker and bearing lines more accurate.

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Roughly 1/8th of the show seen from the air

Annapolis Boat Show coming up

Starpath will be at the Annapolis Sailboat show from Oct 8 to Oct 12, 2009. We are usually in Tent B, near street end of the tent (B-48). If you are in the neighborhood, please stop in to say hello. See [Annapolis Boat Show](#). for more info on the show, which is the nation's largest overall show and the world's largest in the water shows.

Fisher Plaza Fire shuts down Starpath for 2 days

We apologize for being off the air for two days. There was a fire in the building that houses our servers, which not only shut us down it shut thousands of other sites as well. It is one of the largest such facilities in the country.

As of July 4 (2009) I think we are back up and running. If you spot things not working right, please drop us a line at helpdesk@starpath.com or call 800-955-8328 or 1+206-783-1414

[Read about the Fisher Plaza fire.](#)

New Captain Bob Canadian Stamp

Those who have studied Arctic exploration will know well the name of Captain Bob Bartlett. The Canadian Post will offer a new stamp honoring him this July. He was the skipper of Peary's vessel *The Roosevelt*, and he was involved with many historic events in the Arctic maritime. Google to second hand books to find Log of Bob Bartlett, and also a great children's book he wrote. A 1930's picture of *The Roosevelt* passing through the Ballard Locks a few blocks down the road from us is famous in the NW. [Read about him and the stamp.](#)



Capt. Bob Bartlett

Dr. Livingston I presume?

We recently received this message from Pasquale Scaturro, with whom we had the great pleasure to work with in preparation for this expedition. The expedition did not have access to GPS or sat phone, and relied solely on early maps, a compass, and cel nav by artificial horizon... and of course the great expertise of seasoned navigator PV Scaturro



PV Scaturro

On May 31st the History Channel will be premiering a new 8-part TV series entitled Expedition Africa: Stanley and Livingstone. Last year I was invited to be part of an expedition to cross 970 miles of Tanzania from Zanzibar to Ujiji on Lake Tanganyika in an effort to retrace the steps of Henry Morton Stanley to find Dr. David Livingstone in 1871. The expedition was part real expedition and part reality TV and since it was produced by Mark Burnett there is no telling what will happen. The link to the History Channel Website is below as well as a few trailers.

[Intro to Essopde 1](#)

[You tube snippit](#)

[bio of PV Scaturro](#)

Show times:

10:00 p.m. Eastern

9:00 p.m. Central

8:00 p.m. Mountain

10:00 p.m. Pacific

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New WAAS locator

We intend to make our own calculator for this function, but for now you can use this link starpark.com/waas to find the elevation and bearing of the two WAAS satellites needed for high precision GPS fixes. The precision corrections only work in North America, even if your GPS does see the satellites from elsewhere.



Two WAAS sats over the equator

Our new Barometer Handbook discusses finding elevation from GPS, and for this to be accurate you need to have one of these WAAS satellites locked into your GPS. Check the satellite set up page to be sure you see one of them (No. 48 or No. 51). These two satellites should be more famous than they are!

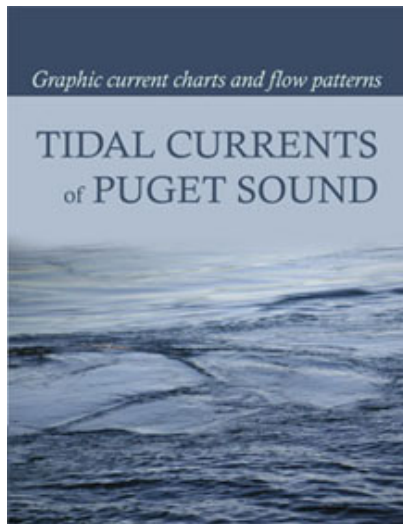
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New! Tidal Currents of Puget Sound

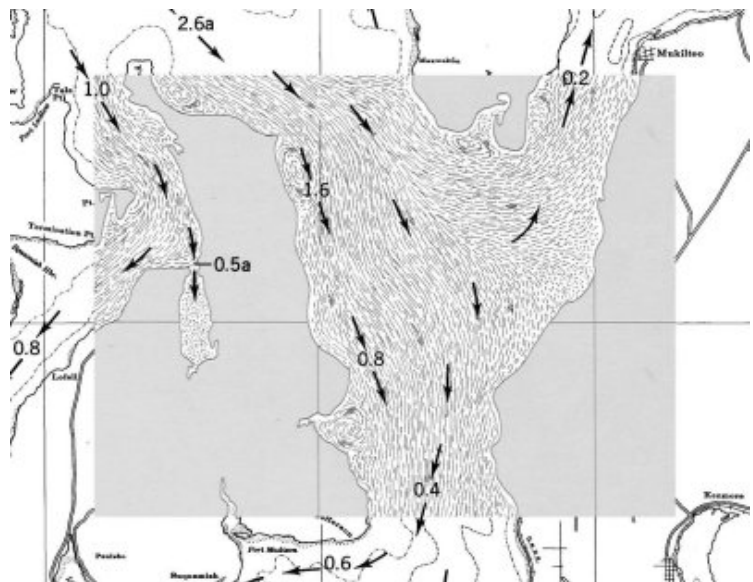
Tide Prints show the flow patterns and how they evolve throughout the current cycle. There is one print for every 3 hours throughout the cycle. They are indexed to the tide height in Seattle.

Current Charts show the values of the currents at each reference station. There is one chart for every hour throughout the cycle. They are indexed to the tidal current at Admiralty Inlet.

Comparing Tide Prints and Current Charts shows the locations of eddies and bands of current, and how these bands and eddies move and interact as the current cycle evolves. Below is an overlaid image of the two types of chart.



Tidal Currents of Puget Sound



- These are both perpetual publications, good for any year.
- Tide data at Seattle and current data at Admiralty Inlet (off Bush Pt) and at Tacoma Narrows (north end), are needed to assign specific times to each page of these charts and prints.

Also available as an [elibra ebook](#) for \$9.95

View [FREE SAMPLE](#) of several pages. (Requires [the free Elibra Reader](#))

* * * * *

Live ship report service underway

Now you can get all the ship reports within 300 nmi of your location at sea that were transmitted over the past 6 hours to the Voluntary Observing Ship program. Just send an email to

shipreports@starpath.com

with your lat and lon in the first line of the body of the message and you will get the reports back by return mail. The first line should be blank other than that location. This is a free service compliments of Starpath School of Navigation.

Here are two samples you can try: approach to New York City (40.123N, 72.456W) and the approach to Bremerhaven in the North Sea (55.60N, 3.50E).

Send an email to shipreports@starpath.com with the word " help " in the subject line to get a set of instructions and explanation of the reports.

The reports are compiled by the [National Data Buoy Center](#) in collaboration with the [US Voluntary Observing Ship program](#). These data are available online at the NDBC. We are simply forwarding it to vessels at sea via email as a convenience to them.

In coastal waters this is a way to get near live weather data in the offshore direction. It is also a way to calibrate your barometer when sailing offshore if you have any doubts about it.

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Back to the basics

It is fundamental in marine navigation to not rely on just one source of information and it is also fundamental to plot your position on the chart and label it with the time frequently. In coastal waters, the other aids to support GPS could be radar and compass bearings, or LOPs from natural ranges... or depth sounding. In offshore waters, it could be celestial to back up the GPS.



The crew were rescued by helicopter

In any event, the primary minimalist back up to a GPS is a second GPS. These are inexpensive and there is frankly no reason not to have multiple units on board... at least to back up the main console unit you would have one or two hand held units ready to go if the former fails. Here is a real life example that a single GPS unit can fail and if it does and you have no back up then you can be in trouble. [Case of 1 GPS only](#)

In passing, if you are racing or cruising through tricky waters, then it can be very useful to have your key waypoints already loaded into the hand held GPS. Sometimes navigation has to be done fast, and the time it takes to carefully load the right waypoints could be crucial. Remember you can always make your waypoints and routes in an echart program and then just download them to the GPS units. For racing nav it should be considered standard procedure to load the waypoints into a back up hand held before the race.

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The Fischer Precision Aneroid Barometer

The best of the best

Starpath is now the proud US supplier of one of the very best aneroid barometers in the world. It has a guaranteed accuracy of ± 0.7 mb over its full range. They have been in use at sea for over 70 years. Each has a unique serial number and certificate of tested accuracy. They are imported from Germany from the Fischer Precision Instrument Company.

See [Precision Aneroid barometer](#)

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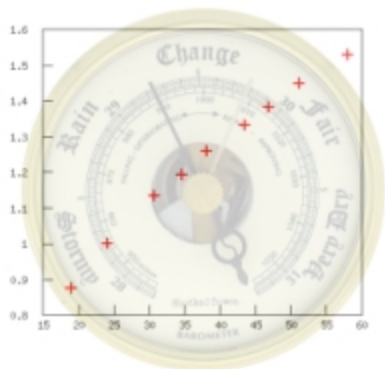
<< Previous Edition -- Next Edition >>

A series of mistakes



The [allision of the Costco Busan with the San Francisco Bay Bridge](#) has been evaluated in court and found to be the result of a series of cockpit errors from the pilot in charge. See [San Francisco Gate article](#). Central to the mistakes was a misreading of chart symbols from a non standard echart system. New rules now require the pilots to carry their own PCs with known charts. Since these are so very small and work so well with Bluetooth GPS we are surprised it took such an accident to bring them into play.

New free service for barometer calibration



The procedures apply to aneroid and electronic barometers

We have made a special website to help mariners calibrate their barometers for any location... worldwide we hope, but it is new so we do not know yet how well it works overseas. We have spot checked a few cases and it seems fine. To use this go to www.starpath.com/barometers and enter your lat, lon and elevation and the service will find the nearest reference stations along with links to their pressure data sources. There is a set of Instructions available as well as a work form.

You can also plot out the nearest stations to help interpolate if you do not have any that might be close enough on their own. So far we have a database of near 10,000 stations. We are also working on a filter that will check to see if valid data are available before it is shown, but that is not yet in place.

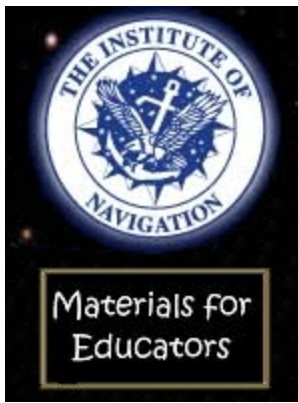
Capt Steve Miller promoted to Dean at Chapman's



Capt. Steve Miller

We are pleased to announce that Capt Steve Miller has been promoted to Dean of Professional Mariner Training Instruction at [Chapman's School of Seamanship](#) in Stuart, FL. Besides his many duties there, he also serves as one of the Starpath Online Classroom instructors. Congratulations Steve!

Steve is offering a **classroom course in celestial navigation** at Chapman's in Stuart, FL beginning on Feb 11, 2008. Contact Chapman's directly to inquire about this course (800-225-2841). The Chapman's course uses the Starpath texts on celestial navigation. It is a fine course presentation with hands-on sextant sight practice. Highly recommended. They also have dormitory accommodations for those interested.



www.ion.org

Navigation in K12 Education

If you are a teacher or friends with one who might like to include navigation in their curricula as a way to introduce math, history, geography, astronomy, meteorology, oceanography, politics, etc... the list is endless, then a good place to start is the [Institute of Navigation's education site](http://www.ion.org). They have many lesson plans set out. Also do not hesitate to contact us at Starpath. We help many high schools and grade schools around the country with materials and products for using navigation as a way to teach science and math, not to mention history and the humanities. We also offer a free copy of our high resolution scan of the [1851 Bowditch](#) to any library that writes and asks for it. A form is provided.

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Phelps wins race by 0.01 seconds. How much is that?

In the olympics Michael Phelps won his 7th gold medal in a 100 meter butterfly race. Unlike his other events, however, this one was very close. The electronic timing showed him touching with a final time of 50.58 seconds, but the swimmer beside him touched with a total time of 50.59 seconds. Thus he won by just one hundredth of a second... or as one newspaper put it, just 10 milliseconds.

There were immediate protests from the second place finisher and the international TV broadcasters started talking about the difference being only a "fingernail thickness" difference in the two touching times.



Two touches 0.01 seconds apart.

But was it really that close? We need some basic navigation calculation to see what is going on. He finished the 100m in 50.58 seconds, so his average speed was $(100/50.58)$ m/s. So it is very easy to see how far he moved in 0.01 seconds. Namely $0.01 \times (100/50.58) = 0.0198$ meters = 1.98 cm, which is about one inch (2.54cm). Thus he won by just under one inch.

That is not a "fingernail" thickness. It is obvious small, but still quite measurable with the technology they use. There does not seem to be any reason to think this is not fair, or should be compromised—some proposed they should share the first place.

Even counting the fact that the sensor had to be depressed or contacted in some manner that might complicate the analysis, ie it might require some degree of contact or pressure, which could mean that one person got there first but in the process of their gentle touch, the next comes in with a blast and sets it off. My guess is, these swimmers know how the sensors respond and it is part of their training to do their best to hit it right.

Just an example of where a simple speed time distance computation helps us analyze things off the waterway.

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Leif Karlsen at the helm of a Viking sailing ship

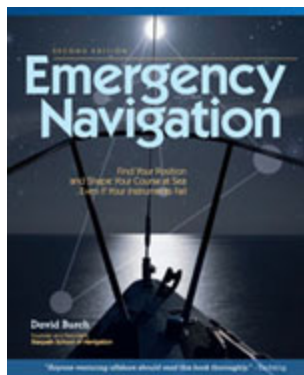
Leif Karlsen Remembrance

We are sad to report the loss of our friend and associate Leif Karlsen, author of *Secrets of the Viking Navigators*. Please see [Remembering Leif](#).

This note was published in Issue No. 98 of the [Navigator's Newsletter](#).

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Emergency Navigation, second edition, Now Available.



Cover of 2008 edition.

This book took 6 years to write and was first published in 1986. This edition lasted till 2006, then the publishers forced us, screaming and kicking, into a new edition by letting it go out of print. Between 2006 and 2008 the used book price climbed to \$300 with a record sale at \$565, according to online book store reports. Now finally we have completed the second edition and it is now available. See [Emergency Navigation, second edition](#). This page has a link that outlines the updates in the new edition.

We will open up our new online course on Emergency Navigation in the near future, which will go through the book step by step with practical examples and exercises on each technique.

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A great star map we no longer sell!

We recommend a great star map in our accessories section called the *Map of the Heavens*, but we stopped selling it sometime ago, and direct you to the sales at the National Geographic Society. The reason we stopped selling it was it was so hard to package in custom tubes to add to other orders. To cover our expenses we had to charge more than you could get it by going there directly... although there was a period of some years where we sold it but they did not.

In the meantime we noticed that the NGS has put online a very slick viewer of this map that also is a way to look at constellations, even if you do not want a map. You can see the viewer at [View Star Map Details](#). You can zoom it and also left click and drag it to see other parts.



Star Map viewer on National Geographic web site

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Sample of a mini PC

NYT features mini computers

It is our feeling that the future of electronic navigation for small craft is in the field of very small, full function PCs—sometimes called ultra mobile, sometimes mini PCs. The NYT has just come out with an article on them (see [NYT on mini PC](#)), which is a step in that direction. We also think this technology will be the future of ebooks as well, for which our own elibra ebook program is so well suited. See links in [Literary Sailor](#). This is the same ebook system we use for our online study materials.

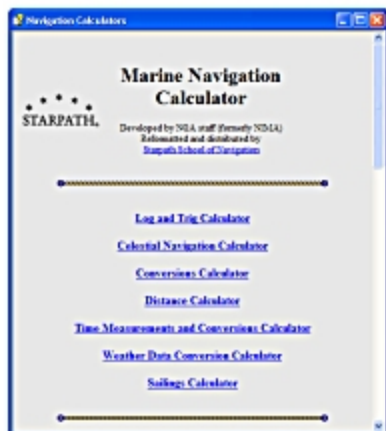
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Free Navigation Calculators and custom link to NavPubs

A reminder that in our [downloads page](#) we offer a free set of calculators that are very convenient for many (35) different functions in navigation and weather. These were originally developed by NIMA but are rather awkward to use as is, so we have simply repackaged them to download and use as a regular software program.

Also a reminder that we have a set of convenient links to government navigation publications at starpeth.com/navpubs, which should be easy to remember. These valuable links are usually very long and they seem to change, so we try to keep this short cut up to date.

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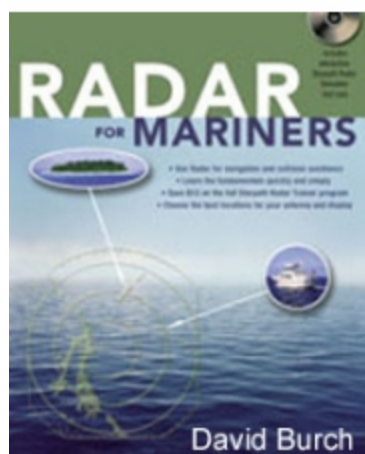
National Association of State Boating Law Administrators Announces Adoption of Radar For Mariners Textbook

From May-June Issue of the NASBLA Small Craft Advisory

The American Sailing Association has added a Radar Endorsement program for their Affiliate Schools. The purpose of the program is to standardize the teaching of radar for the recreational boater. ASA Affiliate Schools across the country are teaching this Radar Course to those students that have already taken the Coastal Navigation 105 course. For a list of schools that are participating, visit www.asa.com.

The textbook [Radar for Mariners](#) and [Radar Workbook](#) both by David Burch will be used for the program. The following standards will be taught:

- How radar works
- Radar Operation
- Interpreting the screen
- Piloting
- Position navigation
- Collision avoidance
- Radar and the Navigation Rules



American Sailing Association hopes that this national program will aid in the proper education of recreational mariners using radar and increase the safety and confidence of these participants.

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M/V Beluga getting a lift

Sail assisted cargo vessels

Do a Google search Beluga Skysails to learn the details of their successful maiden voyage. Also covered at gcaptain.com

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Cosco Busan navigation errors

The Cosco Busan that hit the SF Bay bridge with subsequent oil spill was charged today for navigational negligence on several areas we discuss frequently in class. One is not using radar properly as they approached the bridge, even though it was pea soup fog; not using GPS properly; and this unique one that we discuss often: not clarifying the distinctions between echart symbols and those more commonly used on traditional paper charts. This has long been a pet peeve of ours (why is there more than one system of symbols?), and here is maybe an actual consequence, though we have not yet clarified this detail. Do a search on Cosco Busan in Google news or at gcaptain.com for more details.

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NIMA Nav Calculators

Some time ago we packaged up the NIMA nav calculators into a nice small indexed package and offered as freeware. We just noticed that on some Win XP systems the file downloads fine but will not run. No idea why. It is a standard MS Windows Html Help file format. So some people may have been missing this great tool. We use it over and over in the online courses. We have now packaged it up in a zip file and that seems to pass through all downloads now. Find it in our [downloads section](#).

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Google goes mathematik

Did you know you can type, for example,

$24.125 \times \cos((301 - 185) \text{ degrees})$

into the Google search engine, press Search, and get out



Gouge showing on the hull



NIMA upgrade now available



$$24.12500 \times \cos((301 - 185) * \text{degrees}) = -10.5757039$$

...or essentially any mathematical expression. The trick is to learn their format, which is not explained anywhere we know of. Note, for example, the way we wrote degrees above. If you do not do that, it will think the input angle is in radians. Play with it. You will like it. It is faster than breaking out Excell or the scientific calculator in many cases. The example above is a short cut trick for finding a correction term to automatically advance any celestial navigation Line of Position — just replace a with a + da, where da = distance run x cos (Zn - course run), then plot from the original assumed position along the original Zn using the new a-value and you have an automatically advanced LOP.

Here is a link to the [Google calculator support page](#).

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Chapman School of Seamanship Celestial Courses.

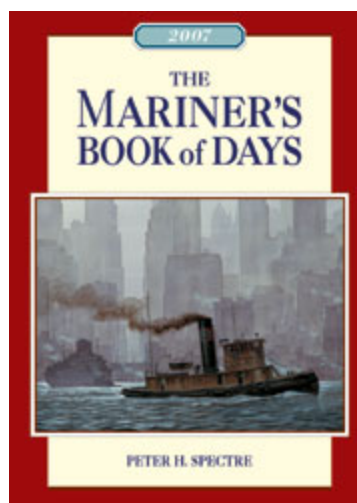


If you are looking for a Celestial Navigation course and can travel to Stuart, Florida, Chapman School of Seamanship offers a fine Celestial course. The course is taught by [Steve Miller](#) who also is a moderator in the Starpath Celestial Course Online. Chapman's course uses the Starpath Celestial Course materials. They cover traditional methods as well as StarPilot calculator solutions, with calculators provided.

They also have dormitories and moorage for out of town visitors. [Click here](#) for more details. Their courses are also listed in our calendar.

Their next course meets Feb 13, 15, 18, & 20. ASA 107 Feb 21 & 23 (Exam). If these dates do not work for you, they can schedule other courses provided they have a minimum of 3 students.

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A great gift for yourself and others

The Mariner's Book of Days has long been the favorite calendar and datebook for anyone involved with boats—who happened to know about it. Though we have used it ourselves for years, we just now started selling it.

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They have new content every year.



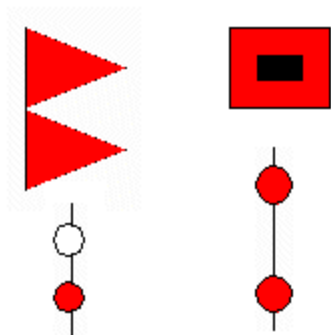
Print on demand certificates

Give the gift of safe, efficient navigation...

Don't know what Starpath items a mariner in your life might like... or need a thoughtful gift at the last minute? Our new do-it-yourself gift certificates will do the job.

We have designed our gift certificate program so you can create your own Starpath gift certificates and print them on demand. The procedure is purchase the gift amount of choice, receive the serial number online that documents the purchase, then print the certificate and fill in the serial number, and it is ready to be presented. See [Starpath Gift Certificates](#).

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Gale and storm warning flags and lights

Storm warnings are back!

Though not that well known, for the past 18 years there have been no official displays for small craft, storm, and hurricanes warnings. They were removed from official use after 100 years or so in 1989. Now they are back, as of June 1, 2007, in essentially the same form they left in. We are pleased to see this obvious addition to boating safety re-instated. For details see [Warning display announcements](#).

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Short link to NGA NIMA Pubs



NGA logo, formerly NIMA

There are many wonderful resources on the NGA website, formerly NIMA, formerly DMAHTC, formerly DMA, formerly HO, formerly NO etc... ie the home of Bowditch and many other important navigation references. And with each new change in the agency it gets harder to find these valuable references, so we have made a short link to get there: starpeth.com/navpubs. Save this link, it is a valuable one

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MSC 1, Eastport, ME to Montauk, NY

Printed Marine Weather Service Charts Now Available.

Lists all sources of marine weather for the region covered, including frequencies, schedules, and product descriptions, along with graphic definitions of the forecast regions needed to interpret wireless broadcasts. *A must have product for all mariners who care about the weather*, but these printed editions are not available in many chandleries.

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Short link to NGA NIMA Pubs



NGA logo, formerly NIMA

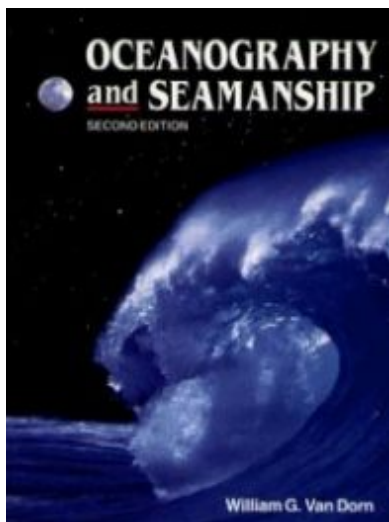
There are many wonderful resources on the NGA website, formerly NIMA, formerly DMAHTC, formerly DMA, formerly HO, formerly NO etc... ie the home of Bowditch and many other important navigation references. And with each new change in the agency it gets harder to find these valuable references, so we have made a short link to get there: starpeth.com/navpubs. Save this link, it is a valuable one



NOAA Weather Radio online

You can now listen to the VHF weather reports as streaming audio. These are not from NOAA but they do announce the services here: [Listen to Weather Radio online](#). Should be a nice bookmark for those who do not have a portable VHF or weather radio at home.

New book on Oceanography and Seamanship



The unfortunate cover of this otherwise

...well, it is not really new, but we just recently discovered it was still in print. We thought it was out of print for many years or we would have been carrying it and recommending it all along. Very few outlets carry it and we thought it was gone, though we rely on our own old copies often and for diverse queries. If you care about how the wind and ocean affects your boat, this is a unique and wonderful resource. Gives real numbers without being too technical. See [Oceanography and Seamanship by Van Dorn](#)

NOAA Chart Viewer settling in



Online chart viewer from NOAA

NOAA has had a nice new electronic chart viewer on line for some time, but the link to it has come and gone and moved around. Now we seem to be consistently find it here [NOAA online chart viewer](#). This is a good place to see what any US chart looks like and in fact there are links to download a full working copy for the electronic charting system (ECS) of your choice. They will work in any of them and they are FREE. The download link is on the main index page linked above under the name RNC = raster navigation charts.

Also note that NOAA has settled in on the names as well. A RNC is a bitmap or raster chart in the BBS format, whereas the ENC (electronic navigatin chart) is a vector product in for example the S-57 format. So RNC = bitmaps (pictures of real charts) and ENC = vector (formulas that recreate a chart from outlines, fills and text overlays). If we apply this nomenclature to other prodcuts we would say that C-map brand charts are ENC and softchart brand charts are RNC.

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Elibra Reader 2.0

We are pleased to announce version 2.0 of our elibra reader is now online for your free upgrade. Version 2 lets you enter your own personal book marks as well as add high-lights and even comments. These will be saved with your document automatically, you need not remember to save. To remove them, just right click and select delete. All high lights can also be extended to include bookmarks. We have also added a two-page spread view if that might be convenient—it works well with our electronic magazines, such as [Blue Water Sailing](#).

You will find these [new features](#) really enhance your use of the reader for our electronic courses and other study materials. You can now highlight the text as you read it just as you would a paper book. To download the new version just [click here](#), save to your desktop and then select Run. It takes just seconds to upgrade. These enhanced user-controlled features makes the Starpath Elibra Reader unique among *secure-ebook* readers.

Update from August 10... we have now added a slick region zoom option as well. Latest version now is 2.0.3

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Now with Highlights, Bookmarks, and
Comments



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Foundation for the Promotion
of the Art of Navigation



Compilation of celestial navigation articles

Starpath School of Navigation in its role as editor of the Newsletter of the The Foundation for the Promotion of the Art of Navigation is pleased to announce that the complete set of 286 articles on the subject of celestial navigation that were published in the Journal of the Institute of Navigation between 1946 and 2002 is now available on a single CD from the Institute of Navigation at www.ion.org. Work on the selection and preparation of the articles, along with the CD production, has been donated by the Navigation Foundation in keeping with its goal of promoting the history, science, and practice of celestial navigation and related topics. You can view the complete list of articles at the [Navigation Foundation website](http://www.ion.org).

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Why we still need to study navigation

On the evening of Jan 8, in the Straits of Hormuz the 1000-ft supertanker *Mogamigawa* carrying 280,000 tons of crude oil collided with the 360-ft fast attack nuclear submarine *USS Newport News*. One report described it as the "stern of the tanker colliding with the bow of the submarine!" — but did not mention that the submarine was fully submerged at the time, so how could it expect to see the tanker coming at them? Regardless of what high tech systems such submarines use to evaluate risk of collision, it is clear there is still a role for training in navigation and prudent seamanship. Fortunately there were no injuries or serious vessel damage. (There is almost certainly more to this story than meets the eye in public accounts, but it does nevertheless catch the eye.)

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Visiting Canadian Waters

If you plan to visit Canadian waters then you will find this link to [Requirements for Foreign Recreational Boaters In Canadian Waters](http://www.ion.org) very useful. Some rules are quite different than in the US and they are changing with time as grandfather clauses are expiring. There are other useful links on that site as well.

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Supertanker *Mogamigawa*

Captain Riley in the News

Some years ago we became interested in the wreck of the American Brig Commerce in 1817, which led to our production of two ebooks that describe the event, one from her captain, James Riley, and one from a crew member, Archibald Robbins. We have had since then only periodic interest in these fascinating tales of shipwreck and the abduction into slavery of the crew—Abraham Lincoln described the Riley Narrative as one of the six most influential books he had read.



Capt. James Riley

That is, until a TV show on the History Channel presented the tale, which led many readers to search out our work on this subject, because the original texts are rare and expensive. You can see our ebook reproduction options at [Riley's Narrative](#) and [Robbin's Journal](#). These are the only two authentic original sources for information on this event.

In response to the new interest in these works, we now offer custom printed reproductions of the volumes.

Samples of recent news stories on the adventure can be read at

[Hartford Courant](#)

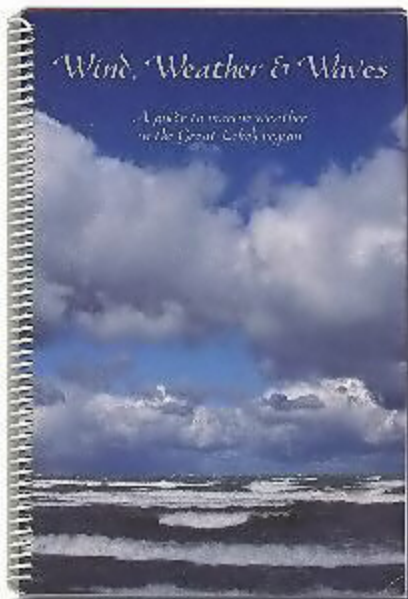
[Jamestown Press](#)

[New York Times](#)

[Beacon News](#)

[Lansing State Journal](#)

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Last of the lot

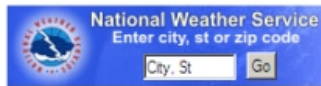
Great Lakes Weather book in last copies

The book [Wind Weather and Waves](#) about Great Lakes marine weather is about to be out of print. We have located what we believe are the last available copies and they are now available in our book catalog at \$10 each. It is a unique resource, and we understand there are no plans to replace it.

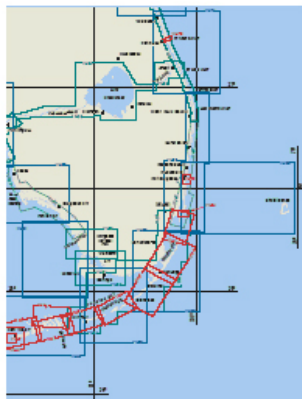
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New NWS link on our home page

We have added a link to our home page (or will do so shortly) from which you can conveniently find your local weather both on land—which is what shows up—and on the water. If you are near the water there will be a "Marine" link to the left of the land data and you can click that to get local marine weather.



There is an advantage to going straight to the NWS with a link like this rather than just looking for weather at your location in a search engine. The latter will end up with tons of commercial sites that have simply taken the NWS data and embedded into their ads, and often in not as convenient a format.



New portal to nautical chart products

Now it is easier than ever to locate and view nautical charts, either for paper purchase or for the free download of the electronic versions. See nauticalcharts.gov/viewer. There is a new online viewer and links to new catalogs online and now in pdf format organized by state. Very nice indeed.

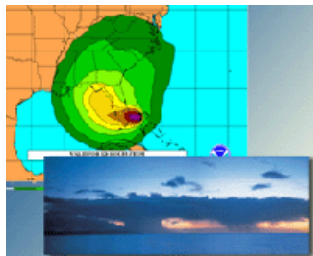
We still need to go to the [chartmaker site](http://chartmaker.site) to get the electronic downloads, and we can still look forward to them streamlining that process some, but there is clearly much motion in the right direction here.

Also try www.nauticalcharts.gov for links to several new services and products, and note these web addresses are in transition.

New shortcut to NWS weather page

There are many webpages for NWS marine weather and some are complex links. One new shortcut that forwards to a main index page is weather.gov/marine. This is also a good link to remember for finding "city weather" for various places and get straight to the NWS data rather than the overprocessed presentations of various companies.

For some reason it does not link to the Ocean Predictions Center, but you can quickly find it from google OPC+NWS. Likewise you can get to National Hurricane Center by google to NHC+NWS and to the National Data Buoy Center with NDBC+NWS... but the main index given above will get you to links to most of the NWS marine data.



It pays to keep this index in mind and to check it frequently, especially the FAQ section, since they keep this up to date. For example you will learn that the Dial a buoy system is now down (Oct 14) and that the ftpmail for buoy observations is also not working at the moment. See item 3 in the FAQs to learn about ftpmail.

Other good links to note are oceanweather.com/data for a quick overview of conditions around the world

and

franksingleton.clara.net for an excellent set of up to date worldwide links, including much on grib data, sources and viewers.

New World Record for Seattle Rowers

Four Seattle rowers have just entered the Guinness Book of World Records as the first team to ever row unassisted across the Atlantic from mainland US to the mainland of UK. They completed their (just under) 69-day voyage on Sunday, August 20, 2006. The four rowers, Jordan Hanssen, Dylan Le Valley, Greg Spooner and Brad Vickers, rowed from New York Harbor to Falmouth Harbor and in the meantime won first place in the inaugural [Transatlantic Rowing Race](#). The finish line to the race was a 42-mile meridian segment, whose north end was 4 miles south of Bishop Rock Lighthouse. The midpoint of the line (06 27 W, 49 27 N) is about 72 miles from Falmouth Harbor. They crossed the finish line within one mile of the precise center of the line, with the nearest competitor 250 nmi behind them and the next nearest back 550 nmi.

In fact, they could actually claim a more encompassing rowing record as the first vessel in recorded history to ever row across the Atlantic and end up precisely where they said they were going. All rowers headed for England in the past ended up in Ireland or took a tow before ending up in France, or they just stopped wherever they crossed the Bishop Rock meridian and took a tow to UK.

After following OAR NW closely over the past two months, it is easy to see why it has been so difficult to maintain a chosen course in the past. These ocean going rowboats are very sensitive to wind and waves, not to mention ocean currents. Ocean currents though just some 0.5 to 0.75 kts on average away from main streams, do not normally affect larger vessels, power or sail, but they mean a lot to a boat whose average speed in a seaway is only 2 kts or so. And contrary to areas like the Gulf Stream where predictions are remarkably good, these random ocean currents cannot be predicted—despite all the efforts of the super computers and extensive satellite data.

The OAR NW team managed to succeed where others were less successful because, first, they are exceptional rowers (a champion rowing team in college) with exceptional conditioning and training, and, second, they took careful advantage of all the latest weather and oceanographic resources available to them, many of which were simply not available just three or four years ago. They did it technically right and they were well prepared, but it still must boil down to exceptional courage, stamina, and comradery... and it can never go unsaid when crossing the ocean in any small vessel, they were blessed with more good luck than bad.

We are especially happy about their achievement because the four rowers studied navigation and weather tactics in great detail at Starpath School of Navigation for a long period in preparation for this race. Besides GPS and the latest satellite communications and weather resources, they also each learned celestial navigation and ocean routing, including in depth studies of the Gulf Stream, which they negotiated admirably to great advantage. They also took the uncommon position that each would take an equal part in the navigation and tactics, so each one studied all the topics. It was a good philosophy for such a venture, as they did not know who would be required to do what, when, with two rowing at all times.

They obviously learned their lessons well. We are immensely proud of this team. They had adverse conditions throughout much of the race and in fact had "Hurricane Alberto" pass directly over the top of them—it was not technically a hurricane because of its high latitude at the time, but by the time it reached them it had documented winds of over 70 kts, far more than it had as a tropical storm in FL and the Gulf of Mexico (it takes just 64 kts to be a hurricane in lower latitudes).

They also had the bad luck of a totally unusual High pressure system centered just west of UK once they got close, which brought north winds for the last two weeks of the voyage. They had to fight for every mile to guard against being pushed below the Finish Line. Had they not had to pass through that latitude gate of the finish line of the race, they would have had the chance to set still another record of the fastest 4-man row across the Atlantic finishing "anywhere" on the longitude of the Bishop Rock Lighthouse. The record for that is 60 days and 16 hr set in a similar vessel in 2005, which crossed the meridian far south of the newly imposed latitude gate, off the coast of France.

At the time the Seattle vessel was positioned to go for that record they could have blasted off in a SSE direction to cross the line roughly where the record holders had crossed it, but they had to tread water and claw their way north in preparation for a forecasted long period of strong northerlies. If they did not do that, they would not have been able to get through the latitude gate of the finish line.

So the record to the Bishop Rock meridian had to be given up in lieu of the bigger prizes of winning the race and being the first to go where they said they were going. It was good navigation discipline. It is, after all, a basic tenet of good navigation to arrive at your intended destination.



Jordan Hanssen, Greg Spooner, Brad Vickers, and Dylan LeValley (Top to bottom. All photos compliments of Ron LeValley)



Photo taken after crossing the finish line, about 35 miles out from Falmouth Harbor. You can learn more about the race and the team and the Oar Northwest project at their website www.oarnorthwest.com.

"They have made America proud!" — quoted from an [ABC News report](#).

Companies that donated navigation and communication products and services that contributed to the success of the team include:

[OCENS](#) WeatherNet and Grib Explorer software

[Global Marine Networks](#) tracking system and email

[Nobeltec](#) Visual Navigation Suite and Passport Charts

[Starpath School of Navigation](#) training and support in navigation and ocean routing

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Sample from the Google Earth presentation of the Argos tracking satellite system.

OAR NW doing well in Transatlantic Row Race

Four Seattle rowers and students of Starpath School of Navigation are doing well in the first ever Transatlantic Rowing Race. They are the only American entry, and are now leading the closest boat by about 200 nautical miles. They have about 900 miles to go as of July 22. You can follow the progress of the race at [official row race web page](#) and read about the Seattle team at [OAR Northwest](#). We wish them the best and we are very proud of our students and friends. They are doing a super job.

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Cel Nav course in Seattle

Our neighbors at Windworks Sailing Center are offering a celestial navigation course in September on four Wednesdays, 6th, 13th, 20th, and 27th, from 6 to 10 PM. They use the complete set of Starpath training materials and their students have full access to our online resources and discussion groups during and after the course. To take part in the course, please contact the Sailing Center directly at [Windworks](#).



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Screen capture from the movie

Translations of Emergency Navigation

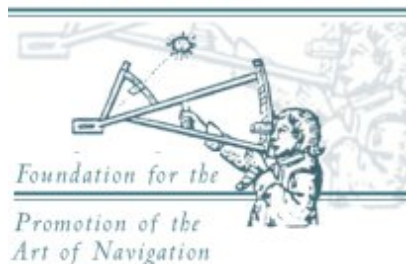
Our textbook on [Emergency Navigation](#) has been in print in the first edition for more than 20 years. Work on the second edition is now in progress in collaboration with McGraw Hill (available in Mar, 2008).

Work on the French edition has been underway for some time now and first half of that book is available as an ebook. When the American editors learned that there may also now be a German translation, they sent us a short movie about [maritime communications](#) as a reminder about translations.

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<< Previous Edition -- Next Edition >>

THE NAVIGATOR'S NEWSLETTER



New Navigation Foundation Newsletter editor

David Burch, director of Starpath School of Navigation, has been named the new editor of the quarterly newsletter of the Foundation for the Promotion of the Art of Navigation. The next issue will be mailed to members on about June 20th. Please look over the [Foundation goals](#) and virtues of taking part including the large discounts available to members. A new [online index of past newsletters](#) is also now available.

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Online map can be panned and zoomed to any place in the world.

New Vessel Tracking Program

We are now working with our friends at Global Marine Networks and Oceans to provide live vessel tracking for several vessels we are involved with, including our own training vessel F/V AimeeO as we travel north along the Inside Passage to Alaska. You can read about the tracking and see some in action at this [preliminary note on the tracking system](#).

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OAR Northwest Seminar

OAR Northwest—the only entry into the TransAtlantic Rowing Race, and our neighbors here in Ballard—will be giving a public seminar in Port Townsend, WA on Friday Apr 7 at 7:30PM. More info will be available soon. See [Ocean Adventure Racing Northwest](#)

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Digital Barometer Discount

Special Discount! We offer this instrument at a special discount. We do this to encourage mariner's to experience the benefits of an accurate barometer, even though they may already have a barometer on the boat.

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Digital Marine Barometer

Chapman School of Seamanship Celestial Courses.

If you are looking for a Celestial Navigation course and can travel to Stuart, Florida, Chapman School of Seamanship offers a fine Celestial course. The course is taught by [Steve Miller](#) who also is a moderator in the Starpath Celestial Course Online. Chapman's course uses the Starpath Celestial Course materials. They cover traditional methods as well as StarPilot calculator solutions, with calculators provided.

They also have dormitories and moorage for out of town visitors. [Click here](#) for more details. Their courses are also listed in our calendar.

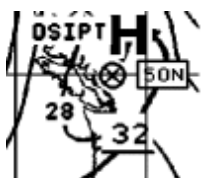
They have a class at the end of Feb, and the next one is scheduled for Oct (see Starpath Calendar). If these dates do not work for you, they can schedule other courses provided they have a minimum of 3 students.

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Heads up for a good barometer check

We expect pressures in the low 990s sat (2/4/06) rising in the next 30 hours or so to some 1030 mb. This will bring sustained winds of some 40 kts to the seattle area at the lowest pressures (Low that should just miss us to the north should be about 980 mb as it goes by) -- bad news for sailing, but a gold mine for barometer calibration. Just start as soon as you can, recording the reading of your instrument every hour or two (time and pressure) and then after the pressure is back up, go to the [West Point website](#) to get a precise record of the real pressures to compare with what you measured on your instrument.

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top is sunday over seattle area, bottom is low just offshore friday night.



FV Aimme O, our training vessel

On board Nav Course still open

As of Feb 8, we still have room for 3 students on the second leg of our Navigation Training trip to Alaska (N2)—the first trip (N1) is full. The available trip is 8 days underway from Ketchikan to Petersburg AK, around the west side of Prince of Wales Island. A remarkable route though some of the most famous narrows in SE Alaska. See [On board Nav course](#).

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Looking for a career at sea?

We are surprised that this opportunity is not better known... in these days of a difficult job market, for any age or any background...anyone who might like a good job and the adventure of a life at sea. This is an opportunity for all ages, men and women.

Our neighbors here in Ballard, the Seattle Maritime Academy (a division of the Seattle Central Community College), offer two very specific job oriented programs, on deck (AB Special) or in the engine room (QMED). Each are only one year long, 9 months of classroom and local training and 2 or 3 months at sea, with a total cost of about \$6,000 (Financial Aid is available through SCCC). At the end of this



Just one of a large fleet of training vessels

program students are essentially guaranteed a job, starting at about \$50,000 per year.

They have a wonderful campus with state of the art equipment, right on the water at the Ballard Bridge, and those enrolled in the program also receive all the benefits of being an SCCC student as well.

We cannot think of many vocations where you can start from scratch and in one year be off on a new career with an actual paying job. If you or anyone you know might be interested, check out [Seattle Maritime Academy](#) and contact Bill Zazzo, Director. They have excellent instructors and they care about all of their students.

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Windows 98, Gone in June



After a long protracted period of saying goodbye, with announced final dates, only to be extended, Microsoft has announced that [the last days of Windows 98](#). After June, 2006 they will not support the product and no longer consider it an operating system. The main effect will be no more updates for the monthly discovery of new security leaks. Hence to continue using it beyond that date will leave your computer vulnerable to viruses, hackers, spammers, and other *##-!%\$@ perpetrators of mindless computer invasions. Win ME is leaves with Win 98 as well.

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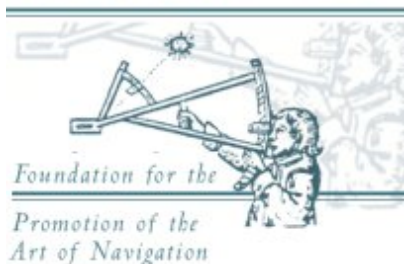


Bluewater Sailing Goes Electronic

Bluewater Sailing Magazine, the authority on offshore sailing, voyaging and world cruising, is now available in a convenient electronic format. For \$29.95 you receive 12 issues—exact reproductions, cover to cover, of the printed edition—starting with the current issue at the time of purchase. Save 53% off of the US Newsstand price and receive your issue by download from any computer connected to the Internet at any location.

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THE NAVIGATOR'S NEWSLETTER



Navigation Foundation News

We have completed the production of the electronic archive of all back issues of the *Navigator's Newsletter*, the quarterly publication of the Foundation for the Promotion of the Art of Navigation. The CD or download is available to all interested parties at [Newsletter Archive](#). Foundation members can purchase it at a discount. There is also an option there for joining the Foundation.

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"New" website for the Ballard Locks

Since the USCG and the Corps of Engineers became part of the Homeland Security Dept, it has been almost impossible to find the links we used to use so often. They changed all of them. But in the case of the "Ballard Locks," just down the road from us, once we did find the site, it was a wonderful surprise. They have added 4 videos and much text that explains procedures for going through the locks and a lot more background info on the park, services, fish ladder and more. When we first found this site in Jan 1, 06, they had a counter on it that shows the last visit was mid May of 2005. Which is quite a pity since it is so informative. Anyone planning to transit the locks for the first time will benefit much from the information and videos there... Also if you plan to go through the Panama Canal, it would also pay to watch the video on the "large locks," since procedures and experience are not much different here. See [Ballard Locks Navigation page](#).

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All about ebooks...

For some time now, Starpath has been producing course materials and reference books in ebook format using our own new elibra system. We do this for our own materials and for other schools and authors. Since the use of ebooks is still new to many, we have written a series of short articles to familiarize readers and prospective publishers with the role of ebooks from various perspectives. If this is a subject that might interest you, the articles are available starting at [The Role of ebooks in the world of print publications](#).

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the starpath elibra logo

Google Earth — in a word, amazing!

Many areas of human endeavor have been changed dramatically and permanently with this new program and service from Google. If you have not tried it and have the computer and broadband connection to do it, you will be amazed. It is Mapquest on steroids.

Go to any place on earth—again, that is *any* place on earth—and start zooming in. Then note you are getting high precision Lat/Lon as you meander along the streets and buildings of the place you chose, or as you follow a river, or check the inbound and outbound entrance lanes to the Suez Canal, or find the pyramids, or the shortest route from the Gare Montparnesse to the Eiffel Tower and what the buildings will look like along the way, and how many miles it is. There is also a route tool to measure distance along a path... and more.



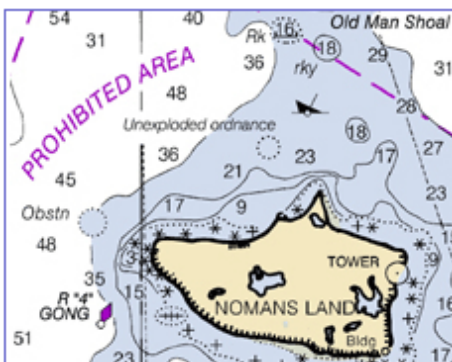
Zoom in on the docks of the marina in some small bay in the middle of nowhere before you go to see what it will be like. Lay out your trip in miles counting every turn through the islands. Head north and follow the Northwest passage across Canada, or on around across cape Chelyuskin (northernmost point of Eurasia). If you have an interest in geography of the desert, of jungles, of cities, of anything, you can spend hours with this product, not to mention its value in navigation planning for areas you have not visited before. Sailing to Hawaii or the Canary Islands, just check it out to see what the bays and marinas look like ahead of time, or where the towns are relative to the marinas, and so on. Check elevations as well as distances. (We have since noted that the islands in Polynesia are of course all there, but they do not have hi-res imagery for that region, which is one of the few exceptions for now.)

To benefit best from the program you need a new, high-powered computer, but it will work on, say, 1 GHz machine with 256 MB of RAM... and broadband connection is required. Might get a hint of what it is like with less power, but to really enjoy it, the more powerful the computer the better. After some testing, you might well consider the use of this resource as reason enough to go that extra step in specs on your next computer.

...and we are talking here about the free version of Google Earth. We do not know what is in the pay version—nor how long there will be a free version. The free version is called "beta," which is some hint that when the testing is done there might be only a commercial product.

See [Google Earth](#).

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NOAA digital raster charts now public domain

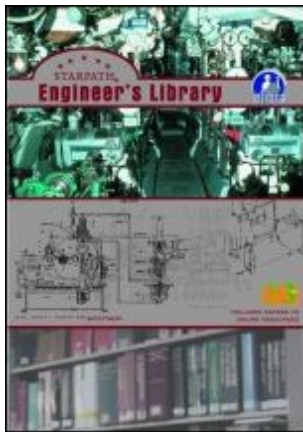
The US raster charts of US waters that we all use in our electronic navigation programs (in addition to the vector charts we might use) used to be only available for purchase from MapTech or Softchart. These charts in the bsb format are now all available as a free download from NOAA. The link to read about them and download them is the main [NOAA Chartmaker](#) site. There is a headline there with the links... not to mention the many other wonderful resources at this site. They became available as of Nov 18th to our knowledge.

The files are provided in a zipped file of several related chart files. We do not yet know which of these related files are actually required to

install the charts into your specific chart program (at least two of them are), but if you unzip all of them into one folder then navigate to that folder from the "install (or register) new charts" option in your charting program, the program will take the ones it needs and the chart will be available to you.

We have been told by NOAA that these online charts will be kept up to date, so if there is any doubt at some point in the future, just download the latest. The two we tested were both the latest editions. So if you have been navigating with old electronic charts primarily because of the cost to upgrade, now you can fix all that in a few minutes. Likewise, if you have not yet tried electronic charting systems (ECS) in your own navigation, now is an ideal time to start. Most of the charting programs available have a demo version that can be used for testing. Even if you do not have or desire the ECS capability onboard, the extreme value of this system for planning at home will way more than compensate for the trouble it takes to get involved.

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Engineer's Library

Engineer's Library Now Available

This single CD includes elibra ebook editions of 50 volumes of books and self-study courses on all aspects of marine engineering. Access to the products is also available by download at a reduced cost. Each book is searchable for word or phrase with our unique Search/Find-all presentation of the context of each find.

[Learn More](#)

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Taking a Sextant Sight

Enrollment has begun for April Onboard Courses.

Please read the [letters](#) from past participants.

Join us for underway navigation training aboard the F/V Aimee O... with excellent food and beverages, wonderful scenery, real-world navigation training and experience along some of the world's most renowned waterways onboard a modern commercial fishing vessel during her off season from fishing. [Learn More](#)

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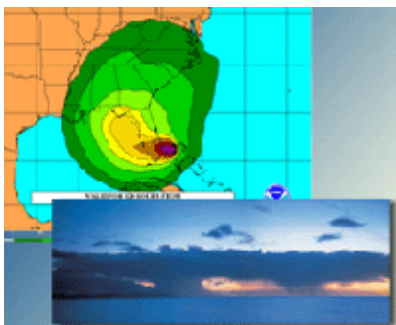
Another attack on the National Weather Service

Here is a noonsite article about a senator trying to make serious modifications of the weather service in favor of private weather companies.

[noonsite news](#)

Read full bill here [National Weather Services Duties Act of 2005 \(S-786\)](#)

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Nautical Almanac gets refraction update

We recently found this notice on the US Power Squadrons Offshore Navigation Committee webpage:

"U. S. Naval Observatory has confirmed to the Offshore Navigation Committee that the values for Altitude Corrections in the 2004 Nautical Almanac have been slightly revised from earlier years. The changes are due to a recalculation of refraction and affect the corrections for all bodies. The Almanac pages affected are A2, A3, A4, xxxiv, and xxxv. Except for the additional corrections for planets on page A2, these pages have been considered permanent pages that do not change from year to year. With this recalculation they are still considered permanent and are not expected to change again in the foreseeable future.

The changes on page A2 for the Sun, Stars and Planets are limited to 0.1' and because of the way the tables are arranged will be noticed in only a limited number of cases. Page A2 for altitudes 0°-10° has changes of up to 0.7' at 0° altitude but only spotty changes of 0.1' above 2° altitude. Page A4 for non-standard conditions has been redrawn and another column added to the table of corrections. This is where the majority of differences will be found. The changes to the moon corrections on pages xxxiv and xxxv are limited to altitudes below 4 degrees, and are 0.7' at 0° altitude. These changes have an insignificant effect on practical navigation, but may cause the values obtained to be slightly different than if the previous almanacs were used."

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How close is too close?

We have articles on this subject in our study materials relating to the Rules of the Road when interacting with large vessels. We must admit now, though, that some of this advice is not as thorough as it should be in the light of new national security issues. There are new laws now that govern how close we might approach a large passenger vessel, tanker, or navy vessel, and these are not related to the rules of the road. And penalties are high for violating them, and as always ignorance of the law is no excuse.

Please see the [USCG Port Safety and Security announcement](#). The short summary is do not approach at all within 100 yards on any side, and in the range of 500 yards to 100 yards slow to a speed of bare steerage... but don't leave it at that. Please read the article. There are other restrictions about various port areas that did not apply earlier that have equally strong restrictions.

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Restricted zones around large vessels



BC Weather Services pamphlet

This pamphlet from Eenvironment Canada is equivalent to the US Marine Weather Services Charts and just as valuable for traveling in BC waters. It is hard to find in print in the US, and they do not make an electronic version, so we have made this one available to mariners ourselves. They have a different procedure of reporting buoy data in a separate sequence from lighthouse data, so having the maps and lists of reportaing stations here is very valuable. Find it in the Resources section under [Miscellaneous / Weather](#).

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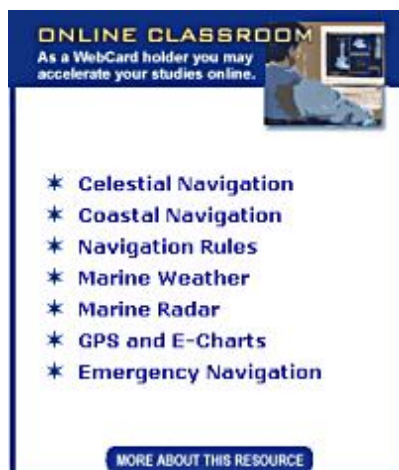


Bjorn Nilsson of BN Marine Electronics demonstrating the Radar Trainer at the Stockholm Boat Show

Swedish Radar Trainer program

We are very pleased to announce that a Swedish adaption of the Starpath Radar Trainer study package has been prepared by [Hans Erlandsson and Associates](#) and introduced at the Stockholm Boat Show (March 3-7, 2005). Besides the Radar Trainer simulator, the package includes a copy of *Radar for Mariners*, a custom landmass scenario(Dalarno approach to Stockholm) for the simulator, and a unique new Radar Workbook in Swedish. See link above for more details. We look forward to working with mariners in Sweden and throughout Scandanavia.

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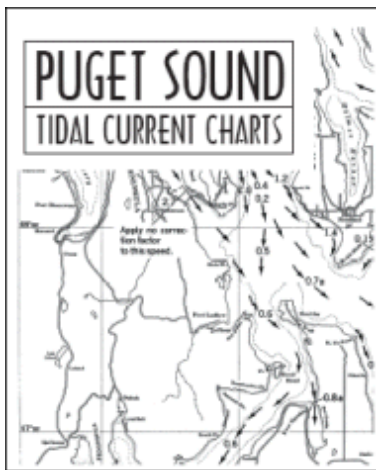


Discussion groups now open to public viewing

We have changed our policy on the online [discussion groups](#). In the past these could only be seen by those with a registered WebCard. Now anyone can see and read the discussion, but you cannot participate unless you have registered.

Webcards are free to Starpath customers. Use any qualifying serial number. See [Get WebCard](#).

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Originally a government publication used by many mariners for cruising, racing, fishing, and transiting Puget Sound.

Puget Sound Tidal Current Charts

Starpath is pleased to announce its new publication of the [Puget Sound Current Charts](#). These have been out of print for quite a few years now and no one seems to have picked up the ball, so with multiple requests we have done this ourselves. They are used cruising, racing, fishing, and transiting Puget Sound. They will sell for \$12.95.

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StarPilot updated

The [StarPilot-PC](#) version and the [StarPilot-89](#) calculator versions have been updated and new programs are online now that can be downloaded and installed. No further registration is required, but for the calculator updates you will need the appropriate cable that links PC to calculator.



The new TI-Titanium replaces TI-89

The updates include (1) new constants for the magnetic variation computations, now valid from 2005 to 2010 (these are published in December every 5 years), (2) fixed a bug in the reported values of Equation of time in the Sun daily data (ie cel bodies/Sun/LAN etc) which presented values that were off a few seconds (although the computations done in the actual sight reductions and other presentations did not have this discrepancy), and (3) increased the precision of the output of the distance off by two angles piloting technique since this method of doing a running fix is far more accurate than was previously displayed. There is an article about this technique ([digital running fixes](#)) in the General Navigation Discussion Group.

The other news is we are now selling the StarPilot-89 calculator in the new TI Titanium model at the same price as the standarTI-89. This price will eventually go up by 30\$ since they have discontinued the standard 89 and will soon raise our price for the new model after this introductory promotion is over.

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New onboard course route

Our onboard training cruises along the Inside Passage to Alaska have always been a wonderful learning experience, enjoyed by all. Next year (April-May, 2005) we will be adding a new leg to the route, which we call "The Narrows of SE Alaska," course N2. It will include the same level of hands on boat handling and navigation training, but along even more remote, exciting waterways, rarely seen by other vessels. See [On board courses](#). We have also added a "cabin price" that makes the course and cruise even more economical for couples or families.

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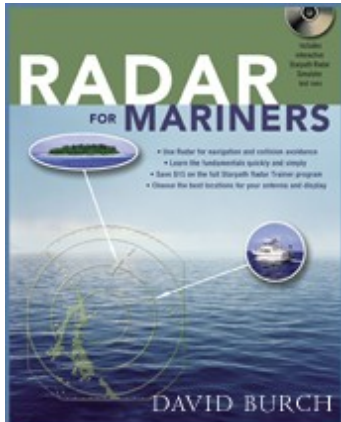
FV Aimee O at anchor

Video on octant use



Starpath director David Burch has recently made a video in collaboration with the [Seattle Art Museum](#) on how to use an octant. The video is part of museum's grand new exhibit of Spanish Exploration. Use of an octant is not much different from use of a sextant, so those interested in seeing the basics of the process can do so here: [How to use an octant](#). The one we used here was a late 1700's model borrowed from Seattle's [Museum of History and Industry](#), where the actual video was filmed.

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paperback, 250 pages

Radar for Mariners now available

After 3 years in the preparation, our new book on radar is now available. You can read about it at [Radar for Mariners](#). We will use it in our online course on marine radar.

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<< Previous Edition -- Next Edition >>

Emergency Navigation out of print



After 20 years this book has finally gone out of print with its original publisher. In all those years, we have not found anything in it that was wrong, nor have we learned of anything that should be in it that is not — with perhaps one exception. After working with Leif Karlson on his book on Viking Navigation, it appears there may well be a way to find the direction to the sun using a lens from a pair of polarized sunglasses. This would act like a Viking sunstone, and let us find sun directions when it is below the horizon or obscured by clouds. We are working on that and hope to have a new printing available around Sept, 04. Send us an email if you want to be put on the waiting list.

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Sept, 04 Onboard training cruise



We have completed the 2004 northbound trips and they were a great success. We will have new pictures and student reviews online shortly. As of June 20, we still have room in both southbound trips in Sept. See the Courses Index page for more details.

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New deals on TI-89 calculators

TI has come out with a new version of the TI-89, with a few more features and more memory. We do not, however, need any of these new features for the StarPilot-89 nav computer program. It has plenty of memory left for all foreseeable additions. Hence it is likely that the traditional TI-89 models might start appearing on ebay and elsewhere at very good prices.

Thus one has the opportunity to pick up one of these and then just purchase the downloaded version of the StarPilot, install it yourself and end up with a very economical solution to your navigation computations. Or buy one and send it to us, and for \$25 plus return shipping we will install the program for you and charge only the download price.

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USCG Light Lists now online

For a long time we could only look up specific lights and not get the full light list, but now you can. The link is from the main USCG page in their new format. [Light lists online](#)

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Free Interactive Bowditch CD with qualifying orders

We are pleased to offer a free copy of the NIMA interactive Bowditch CD to anyone placing a Starpath order online or by telephone for more than \$100. To receive this gift, just add "Please include NIMA CD with my order" to the comments box, which is in the last step of the online order process.



Menu screen from
NIMA Bowditch CD

In 2003 the National Imaging and Mapping Agency issued a special bicentennial edition of The American Practical Navigator in both paper and CD format. To our knowledge, the CD has so far only been available with the official NIMA printing of the hardcopy book, which sells for about \$75. This CD includes not only the ebook text of the book (some 800 pages) but also a set of navigation computers along with a copy of Chart No. 1, plus some historical information and graphics from NIMA.

You can see what all is included in the text in our [Bowditch Plus link](#), which includes this text, along with many more documents, books, and resources. The 2003 printing of the 2002 edition remains the latest version of this classic navigation reference.

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elibra ebook program on hold



We have temporarily discontinued making new ebook products until we complete development of a new presentation program. Existing products will continue to function as before, but when the new program is ready, upgrades be available at no charge.

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New Email for Starpath

We have had to change our email for general contact from info@starpath.com to the new

helpdesk@starpath.com.

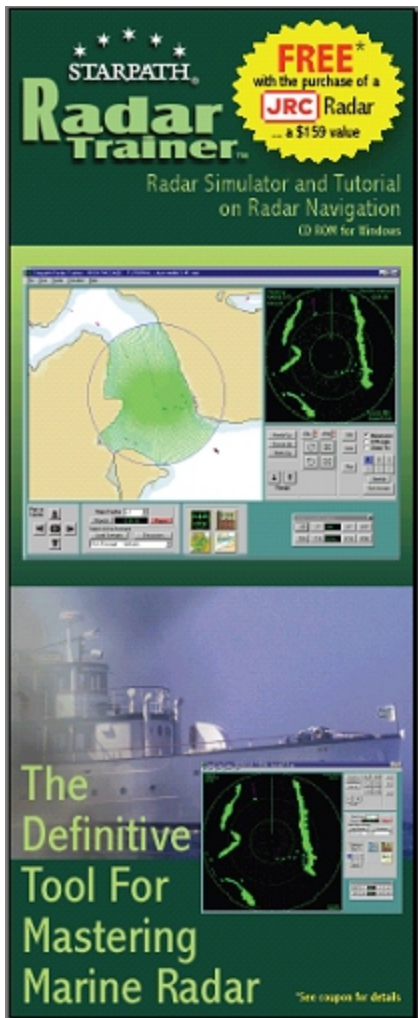
The info address has been completely destroyed by the massive amounts of spam it received because it was posted online for so long. We are afraid if we did not do this we run the risk of losing important mail to us that is buried in the tons of garbage spam. The new one has a spam filter that seems to work, but it means you will have to confirm your email to us the first time you send one. After that your communications to us will not be interrupted. We apologize for the brief onetime inconvenience this might cause, but we are sure that anyone who has been overwhelmed by spam will understand.

By the way, we do not *under any circumstances* send unsolicited

emails. At present we do not even have a mailing list of those who might want news from Starpath.

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JRC offers free Radar Trainer

Oct 20, 2003. Seattle, WA.

[JRC America](#) has just announced that they will now be offering a free Starpath Radar Trainer PC program with the purchase of a JRC radar. We are proud of this recognition of [Radar Trainer](#) by one of the world's leading manufacturers of marine electronics and we applaud JRC for their customer care.

More sextant work

We have added a new program of monthly day sails for sextant practice. Four hours underway, rain or shine! If it rains, then we cover sextant piloting, a most rewarding skill to have, done well with just an inexpensive Davis Mk 3 sextant. The classes start in November. See [Starpath event calendar](#). We try to schedule some times for evening star sights and others for sun sights.

We have also put online now the first part of our "sextant movie." This is an animation that teaches sextant usage. It is just getting started, but still should be valuable for new users. We will be expanding it greatly and incorporating it into our online course. See [Sextant Movie](#)



New calendar function online



We now have a calendar function underway. Still new but growing. The main motivation for this was to support the several schools around the country that are now using Starpath materials. We list the times and dates of these courses.

You can now get a Starpath Celestial Navigation course in Florida at Chapmans School of Seamanship and in Berkeley at the OCSC Sailing Center, as well as at Windworks Sailing in Seattle along with our own courses at Starpath. Coastal nav courses are also available and we hope to have several new schools joining us in the next month or so.

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Celestial Nav Online course now complete

We have now posted the reminder of the Online cel nav course. Some of the initial group are finished and the rest are well on their way. This class is now open for enrollment. We have changed the structure so that students can now enroll in this course at any time. Instructions are in the Online Classroom.

We will be starting the Radar and Weather Courses very shortly.

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John and Amanda

Cruising Seminars in Seattle and San Francisco

John Neal and Amanda Swan Neil and other expert speakers will present their well known Mahina Offshore Cruising Weekend Seminars in March. If you are planning to go offshore, this is a great way to learn what is involved. They have both the experience underway and the experience in teaching it. They are strong supporters of Starpath training products. See [Mahina seminars](#) for details.

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News on electronic charts

According to a recent notice in the [Critical Corrections section of NOS](#) (choose "new products"), electronic raster charts distributed by MapTech are now outselling NOS paper charts by 2 to 1. Considering that there are also at least 3 or 4 other companies making electronic charts, this is an impressive result. The answer to the question "Will electronic charts ever catch on?" is obviously "yes," and it has clearly done so already.

On the other hand, this might be a misleading statistic if they do not compensate for the number of charts on each CD. That is, when a person buys one region on a CD, they are getting some 50 or more charts. If each CD sale is counting as 50 paper chart sales, then the numbers are not at all realistic. In fact, we would still guess that the chart use sequence is: most mariners (boaters) do not use charts at all, the second group would be paper charts, and the third would be echarts. Nevertheless, echarts are most definitely on the rise.

There is also an interesting note on that site that says there is now an option for updating electronic charts. Apparently it is a software program that will let you download and update the copy-protected charts. We will put more here on that when we learn more.

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Compressed from beautiful shot from Photo Wave/Louis Vuitton, which you can see at their site

Why radar was ruled out of the America's Cup

To further illustrate the great value of radar for navigation, it has recently been banned (as of late December, 2002) from further Cup competitions precisely because it is so valuable an aid. Besides being able to tell precisely the heading and speed of the competitor, it is not beyond the high-level of competition of such racing to monitor the behavior of other vessels as well. Each syndicate, for example, has a sistership for tuning and testing. It is essentially identical and is manned by an equally skilled crew. If this vessel just happened to be practicing near the windward mark during a race, the racing vessel could monitor the speed and heading of that vessel to easily determine if the wind was shifted near the next mark... etc. A mini-arpa configuration on the radar could be set to compute and display the desired data automatically.

The main site for watching the cup races in the [Louis Vuitton Cup](#) site, and to learn even more of what is going on behind the scenes, dial up the [New Zealand Herald Sports](#) page. If you have an interest in match racing, we strongly recommend the Virtual Spectator software (available at the Louis Vuitton Cup site). It costs \$29, which gives you live, high precision graphic coverage. Very well done and an excellent training tool for learning about tactics, etc. They have a free demo available.

The legal issues have centered on radar and laser range finders, but it would seem that the more significant instrument would be one that receives the GPS data from the competitor and displays and analyzes that onboard. This is fairly standard technology these days, forming the basis of the [AIS](#) system, not to mention the Virtual Spectator program itself. We may hear more of this later... indeed, we do not know for sure what they meant by "radar" in the first place. All of these issues are kept secret within the syndicates.

As for the progress of the race itself, as it looks now, it seems the final America's Cup race will be between New Zealand's first string team from the last Cup race (which has been hired by Switzerland for this year's race) versus what was last race their second string team. In short, it is beginning to look like New Zealand does indeed have the preponderance of the high-end racing sailors. This should be therefore an excellent sailboat race, although the nationalism factor has been rather removed from the process — especially if we don't count the fact that most of the technology on all of the vessels is American.

If New Zealand first string (aka Switzerland) does win the Cup from New

Zealand second string (aka New Zealand), perhaps they will host the challenge from Auckland again, which does have a wonderful venue for the race whereas Switzerland does not. This would seem a reasonable solution to an otherwise rather complex socio-economic situation.

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Viking Navigation Book now available



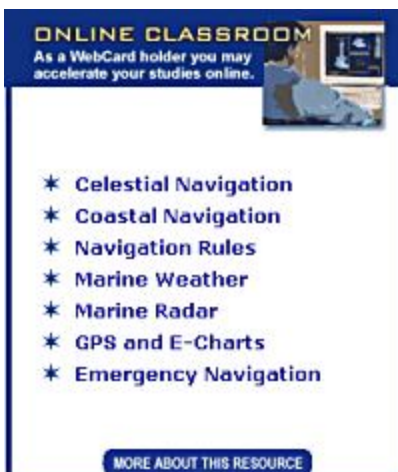
Available in the books catalog

We are very pleased to have been able to take part in reviewing a pre-release version a new book by Leif K. Karlsen called ***Secrets of the Viking Navigators — How the Vikings used their amazing sun stones and other techniques to cross the open ocean.*** The book was designed and published by Marlin Greene of One Earth Press, here in Seattle. It is a beautiful book to behold and very interesting reading.

Every navigator has heard of sun stones, but few know that they are more than just a myth. Leif Karlsen has shown how they can be used now and likely were then, and many more ideas and techniques are presented. Coincidentally, just last month, the first ever sun stone (right sized piece of Iceland Spar) was found on a historic wreck. Although the wreck was from late 16th century, it is still quite an exciting find, as are the details of its location within the vessel.

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Online learning coming soon



Other new sections coming are Library and Inet Connections

Online courses and a much expanded and updated set on online resources will be available by the end of January... we hope. The online courses and new resources will be free to all starpath customers and students, but you will have to use a product serial number to access them.

If you might be interested in online learning, with direct access to an instructor, using the same materials we use in our home study and classroom courses, please check this site periodically. There will be a maximum enrollment for each course. We will offer the full set of all of our courses, but at least for the first round, they will be one at a time. Full info will be posted shortly.

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An unqualified thumbs-up for Radar Trainer 3

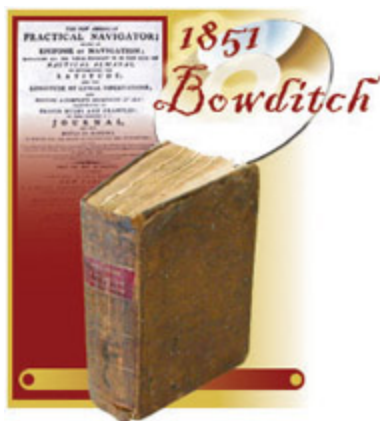
August, 2002. Radar Trainer 3 review from Blue Water Sailing



Blue Water Sailing Magazine

"There are very few teaching aids as effective as hands-on experience. The newest radar trainer software from the Starpath School of Navigation in Seattle, WA is as close as you'll get to hands-on short of hopping aboard a boat and taking a working radar to sea. Radar Trainer 3 is 27 megabytes of tutorial, simulator, radar-chart interfacing, and virtual operation in a moving environment with adjustable weather, traffic and location parameters. We have installed it at BWS and can affirm with an unqualified thumbs-up that it does what creator David Burch claims it can do."

"A user friendly, fully annotated tutorial covers Radar and Simulator Controls, Evaluating Risk of Collision and Maneuvering, Radar and Navigation Rules, and Chart Navigation with screen mock-up of an authentic, completely adjustable radar display with Head Up, Course Up and North Up options. Plus corresponding charts to indicate what you are actually viewing. You can pan charts, set up passage scenarios, dial in speed, heading , buoyage and traffic criteria — all the while learning the rudiments of tuning, reading and using radar. Also included is a complete publication 1310 Radar Navigation Manual, with annotations and comprehensive explanations."

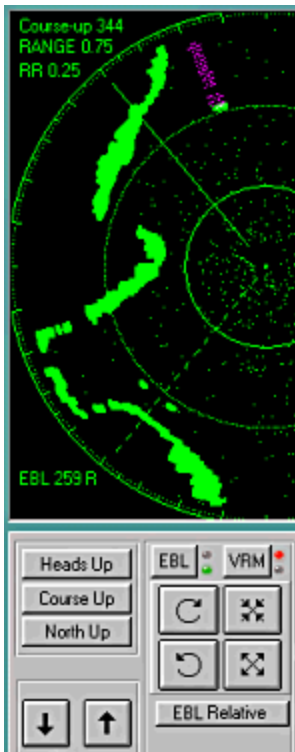


700 page searchable e-book.

1851 Bowditch Now Available on CD!

July 17, 2002. A fascinating record of navigation history, lore, and skills preserved and brought to you with today's highest technology.

Now we offer the new ([Bowditch Plus!](#)) and the old ([Bowditch Minus!](#)).



Course-up display after a turn from 344 to 304, with EBL in relative mode.

Radar Trainer 3 Updated

We have an all new Course-up mode in Radar Trainer 3. This function now emulates modern radars in operation and display. The radar display options are now Heads-up, North-up and Course-up. (Our previous use of the designation course-up was not consistent with modern conventions.)

We have also improved the EBL readout format. This can now be switched from relative to course-oriented for any radar display mode. The help files have been updated to reflect these changes.

Your existing version of Radar Trainer can be updated at no charge from [Radar Trainer 3 Update](#).

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New USB Cable for StarPilot Users

June 2002. TI now has available a new USB cable for connecting TI-89 calculators to a PC. They also have new graphlink software, now called TI-Connectivity Kit. Much improved over earlier cables and software. AND... Office Max, among most likely other outlets, have a very nice deal on this. The cable and software is \$19 and there is a \$15 rebate from TI. Note the rebate coupon is inside the CD cover, no mention of it elsewhere on the packaging. Obviously a great deal, intended to jump start the use of this new product. The installation process is slightly different using TI-Connect vs GraphLink. See [TI-Connect and StarPilot-89](#).



USB cable connects TI-89 to PC. CD included.

This new product replaces the custom cable we produced, so we will no longer be offering our cables as options with StarPilot products. The new cable may not work with a TI-86, although there is some discussion about this in their connectivity newsgroup. See also [graphlink section of ti.com](#).

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Underway Navigation Course... to Alaska

Seattle, Mar 5, 2002 — In May we offer a wonderful on the water training course in navigation, in which we will travel the Inside Passage from Port Townsend to Petersburg, AK onboard the beautiful *M/V Catalyst*. The course is open to a total of 8 students. We do all phases of navigation underway with special sessions on Radar. Please see [Underway Course](#) for details. [The May, 2002, course has filled and is completed. Sept 2002 and May 2003 options are now presented.]



M/V Catalyst

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Remember the upgrade sections...

Seattle, Mar 2, 2002 — Now that most Starpath software products are registered prior to installation, we can offer very simple upgrades to latest releases of any product. As these become available, your programs can be updated on your own from the [Downloads Page](#), under the section called Software Updates. The updates are very quick and easy installations. We have added new features to the StarPilot programs and improved the discussions of some of the Rules in Nav Rules Plus!

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Starpath Perpetual Almanac (SPA) now available.

Seattle, Mar 01, 2001 — Accurate and convenient Nautical Almanac data from 1500's up till 2100 is now available for your computer. An excellent back-up for ongoing navigation or resource for analyzing historic data or planning into the future. See [StarPilot Perpetual Almanac](#).

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Starpath Perpetual Almanac

New Addition to our E-Chart Course

Seattle, Mar 01, 2001 — We offer our next GPS and electronic charting course in April. This course will be special in that we focus the software operation on the Nobeltec Visual Suite and Admiral products so this will be more of a hands on course than we have had in the past. Also we have added to it an extra optional class for those who are new to computers or to using Windows for navigation. This will focus more on the general use of computers and Windows than on specific nav issues. You can also use that class for help with getting your programs and charts installed if you like. Please see details in the [GPS and e-chart course](#) section.

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Newsletter back on the air!

Seattle, Oct 20, 2001 — We finally have the newsletter back on the air. We apologize for the delay. As you will see below, the school is growing and we have been busy. We now have 3 new products online and will shortly have even more news about our products and services.

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All new Radar Trainer 3 now available



Radar Trainer 3

Seattle, Oct 20, 2001 — The all new [Radar Trainer 3](#) program has been online since September. It now includes realistic land mass simulation as well as a much expanded tutorial. Now you can practice driving into a difficult harbor by radar alone and if it does not work out, just press "Repeat" and try again. You will not have to go to the boat yard. [Upgrades from ver 2](#) are available. If you just purchased ver 2 and did not know about 3, please call us for a new customer special upgrade offer.

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StarPilot-PC now available



StarPilot-PC

Seattle, Oct 20, 2001 — Our popular StarPilot program for TI-86, 89 and 92+ calculators is now available for the PC. For a long time we advertised the calculator versions as even better than any existing PC program, but we cannot say that any longer. For those who own a calculator version, the addition of the PC version is offered at a 30% discount.

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Nav Rules Plus! available next month



Nav Rules Plus!

Seattle, Oct 20, 2001 — [Nav Rules Plus!](#) will soon become the definitive tool for mastering the "Rules of the Road" as well as a great resource for anyone preparing for a USCG exam. A bonus of that product is the complete set of USCG exam questions for all deck licenses, fully searchable. The demo tour is online now and the product will be launched at the Work Boat Show in New Orleans, at the end of November.

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Special Weekend Marine Weather Course in July

Seattle, Sat and Sun, July 14 and 15, 2001 — We will have a special condensed version of our regular marine weather course on Bastille Day weekend. All day Saturday and half day Sunday. Same basic information with fewer sea stories! Designed for those heading out this season. More emphasis on weather routing and a bit less on theory. See [Class schedule](#) for details.

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New StarPilot products



Seattle, June 10, 2001 — Our StarPilot ocean navigation program suite which has been previously only available for the TI-86 calculator is now available for the TI-89 and TI-92Plus calculator models. The software is the same price \$119 for all three versions. We also have a beta version of our new [StarPilot-PC](#) Windows program available at no charge to all StarPilot customers, past and present. (We expect that the PC product will be on the market, ie no longer free, by summer's end... so StarPilot customers who might want this should download and install their copy while still available. You will then be able to upgrade at no charge in the future.) The enhanced aspects of the 89 version are described briefly in the [StarPilot-89 notes](#).

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Next Free Open House Workshop on Navigation

Seattle, 10am to 4pm, Saturday, May 19, 2001 — At the School in Ballard. Come any time, stay as long as you like. Ask questions, work problems, do review, or do advanced work, its up to you... any topics, coastal, celestial, radar, weather, etc. We have all the charts and tools you might need, and tons of practice problems. There will be two instructors on hand though out the period. Also a good time to get a personal tour of Starpath software products including the StarPilot. At about 2pm, one instructor takes a group to Meadow Point for sextant practice. The day's instruction and practice is free for all Starpath Students, past and present. For others the fee is \$29 per person or \$50/couple. Call if questions: 206-783-1414.

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Seminar on Lunars a lunar success!

Seattle, 7 to 10pm, Friday, Apr 27, 2001 — Starpath and the [Puget Sound Maritime Historical Society](#) sponsored historian Bruce Stark of Eugene, OR for an evening at Starpath devoted to the history and practice of lunar distance techniques. Bruce is an expert on the history

of celestial navigation and author of a modern set of Tables for Clearing the Lunar Distance. (We can also do this with our StarPilot, [view a pdf example](#), but this night covered the traditional methods, not our modern computer solutions).

It was a very enjoyable evening of information and stimulation. The entire audience came away anxious to do more lunars and with a much more educated appreciation of the role they played in the history of navigation in general and in several very specific cases in the Pacific Northwest. For those interested, we now have his Tables for sale here at the school. The cost is \$37 — to be added to the book catalog soon. This large book includes instructions and work forms. It is ideal for those who want to get a real feel for how this was done in the past or who want to do it now — find GMT from the moon — without relying on computers.

We have also arranged to work with Bruce to make available to mariners on CD a rare copy of a pre-civil war edition of Bowditch, which covers the " old style " methods of celestial navigation. This will be an exciting project and will help preserve the fundamental techniques that are very difficult to track down these days.

An interesting point that came up in his talk was how lunars themselves were so fundamental to the development of the use of chronometers — the longitude method (still in use) that eventually replaced the lunar method. The point was that lunars were used to find the longitudes of many landmarks, and as soon as the science of geography was organized enough to coordinate these data, they could then be used to reset the chronometers, which was still crucial to their use well into the late 1800's. Without the lunar method, it would have taken decades longer for chronometers to solve the longitude problem in a practical manner.

Thanks Bruce for a wonderful evening!

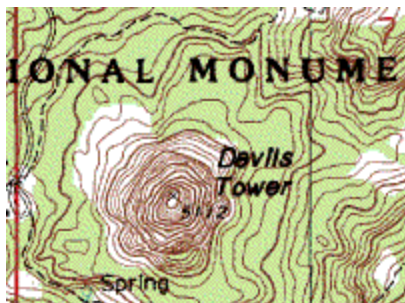
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Next Planetarium Class open to public

Seattle, Tues, May 22, 2001 — We have room for about 12 people for our next Planetarium class on star gazing for mariners. It meets 7 to 9pm. Please see [class schedule](#) for description. Fee is \$15. Preregistration is required.

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Great New Topo Map Site



Seattle, December, 2000 — We have just found a wonderful resource that has been online for some time, but we did not know it. Presents all US topographic maps in fine detail and they can be printed as well. Read about their project here Topozone.com which puts you into the site as well. A big thanks from Starpath to Maps a la carte, Inc. for this fine work. A similar service has been presented by Maptech.com which also includes searchable views of nautical charts -- both serve as a visual catalogs for digital products they sell.

Starpath Cel Nav Course in Bellingham

Seattle, Nov 22, 2000 — Starpath School of Navigation is pleased to acknowledge our collaboration with the [Bellingham Yacht Club](#) and [San Juan Sailing](#) in presenting our regular celestial navigation course in Bellingham this year. It will run concurrently in times and schedule with our Seattle course. The course will be taught by Will Lesh, a long time Starpath Cel Nav instructor until he moved to Bellingham. His courses here were always very popular. He has a wonderful presentation and a vast amount of experience underway to rely on. Classes will meet at the Bellingham Yacht Club. Please see [notes on the Bellingham class here](#). Please register for either course with the [Starpath Office](#).

Mind candy for navigators



Portney's Ponderables

Seattle, Oct 4, 2000 — We have a great new book in stock called [Portney's Ponderables](#). A wonderful collection of interesting navigation questions and solutions from all fields of navigation. Treat yourself or a friend to a few ponderables, to keep the mind on its toes...

Online delivery now available

Seattle, Sept 8, 2000 — We now have electronic download delivery of several products. Access this option via the [electronic delivery page](#). This is a good way to get quick delivery of Starpath products and also save shipping charges. There is also a price reduction on these options to reflect our savings in packaging and handling. All products include a regular serial number and are fully supported and can be up-graded when new versions become available.



Boat Show Season Begins...

Seattle, Sept 11, 2000 — Next week starts the regular season of boat shows around the country with the Newport RI show. Please check the [Boat Show schedule](#) for a nearby opportunity to see Starpath products first hand.

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Sextant Sights Now Online



Seattle, Aug 8, 2000 — In the news item below we discuss sextant sight accuracy and to follow up on this we did some sights during this past Vic-Maui race using both plastic and metal sextants on land and underway. These are now described in detail and posted here to illustrate the points we made in the letter to the editor. Please see [Vic-Maui Sextant Sights](#). It is an illustrated pdf document.

Starpath Cel Nav students: please treat these as another set of practice exercises. All data are presented. They can be checked by any means of sight reduction. Let us know if you have any questions.

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New Celestial Navigation Discussion

Seattle, Jul 25, 2000 — In their June issue, [Cruising World magazine](#) printed an article on celestial navigation that we felt called for comment. They have kindly acknowledged our comments on their web page and will reference them in the August printed issue. We extend a special thanks to their new editor, Herb McCormick, for taking our concerns into account. The more we discuss these matters, the more we will preserve and even excel in the old ways, which will one day, one way or another, serve us well. [In our recent race to Maui, we arrived with no electrical power whatsoever having lost both alternators....It happened on the last two days of the race, and we still had AAAs and hand held GPSs working, but it is still a good reminder.]

Cruising World's thoughtful response to our letter has at least motivated us to move celestial issues back to the top of the stack of things to do. As a result of this, we have made more of our study materials available online and we have generated some new related materials. Hopefully others will also be motivated to think and act on these issues.

The subject at hand was mostly sextant sights themselves, in particular the use of plastic sextants. See: [Open letter to the editor](#) and a new article on [Celestial Sights with Plastic Sextants](#). Links to related materials and to a recent set of sights, underway and on land, with metal and plastic sextants, are included.

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New Starpath Web Site!

Seattle, Jun 19, 2000 — If you have been here before you will notice a new look to our web site. It should be easier to navigate now and a bit more organized, but there will certainly be some errors for a while and you will run across temporary " filler text " in some places. We are working hard to get it all in order, but will now be interrupted for a

couple of weeks to do the Victoria to Maui yacht race. Needless to say, we will much appreciate any notes about errors you might run across.

For those who have bookmarked our [Pacific Northwest weather section](#) please note it has been moved to the one shown here and in the Resources section.

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Who Wanted Stout's Book?

Seattle, Jun 14, 2000 — About 6 months ago someone called the office looking for a copy of Thomas Stout's book, *An Ocean Navigation Exercise*. At the time we had only our own copy but volunteered to look around for one. We eventually did find one and bought it for this person but now have lost the note on who called. If it was you, please call we have your book! (\$25, exactly what we paid for it, and a good price for this out of print book).

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New Online Section on Marine Radios

Seattle, Jun 12, 2000 — Our new [resource section on marine radios](#) is online. It covers useful links on VHF and HF radio usage including HF-email and a free download of our convenient VHF Channel Guide.

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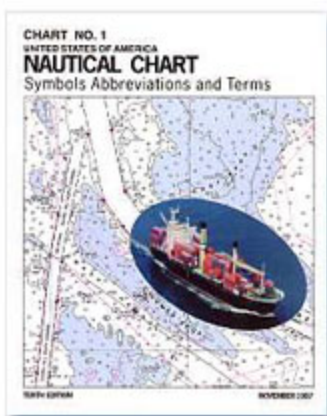
Much News on Chart No.1

Seattle, Jun 12, 2000 — Item 1: According to a recent [Notice to Mariners](#) (No. 20, 13 May, 2000) the NOS plans to discontinue publishing the paper edition of **Chart No.1—Nautical Chart Symbols and Abbreviations**. Later in the Notice (we cannot find this part online, but it is in the paper edition) they explain that they do this because they now have a copy online.

Hence item 2: there is now a copy of [Chart No.1 online](#).

Item 3: save that link. It is difficult to find by just searching (at least for now) and it is also the source of other valuable online nav pubs.

Starpath also has had an electronic version of Chart No.1 for some time now. Ours is incorporated in our [Bowditch Plus!](#) product as well as in our [Chart Trainer](#). Needless to say, we think ours is better! You can judge that from our online demo tours available. Ours has better graphics, the text is legible, it is indexed, searchable by graphic shape or text, has many cross links and references etc., BUT it is important to know the options... and if you only need this periodically, then you can download the free one and use it. It is, however, a bit of a task to download it. There are hot links on the table of contents entrees, but they are not marked as such. Our feeling is that the electronic publication from NIMA (as it now stands) is not a viable substitute for the printed edition. [Note added 10/30/00... they have improved the online version and it is now quite useful for on-screen viewing or printing out a hard-copy version.... still over 100 pages to coordinate, however.]



They need to work on it more or, what is more likely, some private company should pick up the project and sell it as a commercial pub... as is the trend with many other government products... [10/30/00 this has indeed been done by at least two companies, but we have yet to see all the options.] Despite our reservations about this particular electronic product, the NIMA pages does have **many other high-quality very useful electronic nav pubs** at that link, and even promise Bowditch itself, but it is not there yet. [10/30 Now even Bowditch is there, but we have not gone through it yet. At first glance, it looks pretty good.]

Item 4. Starpath now sells a paper edition of Chart No.1. While they last we have them for sale at \$9.95 from our [Book Catalog \[item 1869\]](#). The prudent mariner who does not have one will want to purchase one somewhere. To our knowledge these are the last of the originals.

Item 5. for completeness, note there is an essentially identical international edition published by the International Maritime Organization, there are even editions in Spanish and other languages if needed. The British also make one, as does Canada. When we find the best links we will add them here. All of these are much more expensive than the US counterparts.

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Marine Weather Services Charts Online

Seattle, Jun 12, 2000 — The NWS has produced very nice electronic editions of the full set of [Marine Weather Services Charts](#). They are in gif and pdf formats — the latter are in their native size (19x28 inches) so a trip to the Kinkos or CopyMax large printer or perhaps vertically on legal paper might do. Would be best to download and then print from Acrobat or Acrobat Reader for the most options. Or with computer access on board, just downloading for reference on the screen would be very convenient. They are about 2.3 Mb each.

Also Check out the other valuable products and links at the bottom of the page there.

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Starpath TrueWind program now available as a free download

Seattle, Apr 12, 2000 — As a public service to mariners and as a way to promote our other products and services, Starpath is happy to provide free of charge a very convenient Windows program that computes true wind from apparent and plots the vector triangles. You can read about it and download all versions here [About Starpath True Wind](#).

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New StarPilot version and User's Guide online



Seattle, Mar 10, 2000 — Version 1.54 of StarPilot is now available for users to download . The main upgrade is in the lunar distance section which now allows users to input external almanac data for more precise comparisons with tabulated solutions. More important, we have a new [User's Guide online](#) (845 kb pdf file) which corrected several typos and better explains some procedures.

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"The moon is always lying."



Seattle, Mar 8, 2000 — To follow up a discussion that arose in class, please check our [celestial navigation discussion](#) for a discussion of this (famous?) French saying about the phase of the moon... and related Celtic goddess symbolism.

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Training Pak, Special Pricing



Seattle, Mar 8, 2000 — As mentioned last month, we now sell our full set of software as a Training Pak all on one CD — an update of what we made for the US Naval Academy. Several past customers liked the idea, but had already purchased one or more of our products. We now have a discount program for those who have parts of our products but want the rest built into this convenient Training Pak format. Please see discount link at the top of the [Training Pak page](#). Just mark the items you already own, then at the bottom click to compute your unique discount price.

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Vic-Maui Racing Tactics Seminar

Seattle, Mar 1, 2000 — On April 4th at 6:30 PM, David Burch will present a 3-hour seminar on Ocean Racing Tactics at the North Sails loft in Seattle. You can read or print the brochure for this at [Vic-Maui](#)

[Seminar flyer](#). The primary race covered is the [Victoria BC to Maui HI Race](#), which is run this July. Much of the content will also apply to the [Pacific Cup Race](#) which runs about the same time from San Francisco to Kaneohe Bay on Oahu.

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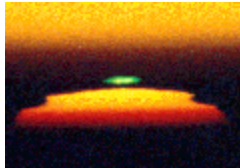
Comparison of Celestial Calculators

Seattle, Mar 8, 2000 — A detailed comparison of hand-held celestial navigation calculators is now online. Needless to say, we are proud that our StarPilot product compares well with all other models. For those who already own another brand of calculator (HP and Psion, in particular), you can use this data to see which celestial program might be best for you.

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Green Flash!



green flash

Seattle, Mar 3, 2000 — As promised in class! Here is a wonderful and most thorough link on green flash phenomena. Everything you ever wanted to know and more, including excellent data on mirages in general. From Dr. Andrew Young at San Diego State University, Astronomy Dept., an expert on the subject. We have added this [Green Flash page](#) to our [marine weather section](#).

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Sextant Practice Classes



Seattle, Mar 3, 2000 — We will soon be doing regularly-scheduled sextant practice sessions, open to the public. We will try for evening and afternoon sights, then return to the school of reduce them and discuss the work. A good way to brush up. The classes will be free to students who missed the practice with their class, but there will be modest fee for repeats or newcomers. Call for details (206-783-1414) or [e-mail Starpath](#).

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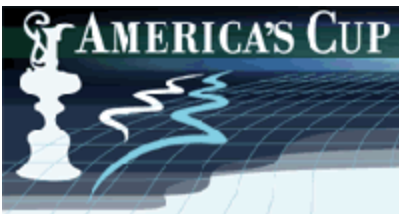
Training Pak 2000



Seattle, Feb 1, 2000 — We are pleased to announce a new packaging of the Starpath software now available to the public. Now you can purchase all of our software products on one easy-to-use CD. This is an updated version of the 1999 Midshipmen's Edition that we made for the US Naval Academy. Please see [Training Pak 2000](#) for more info.

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It's Italy vs. New Zealand for the America's Cup



Auckland, NZ, Feb 06, 2000 — For the first time in its 149-year history, the US will not take part in the America's Cup Yacht Race. The Italian team did an excellent job in the challenger series and defeated all comers, including four US teams. The series is described at [Louis Vitton Cup](#). It was one of the best yacht race series we have ever seen. The finals begin on Feb 19. They are covered at [www.americascup.org](#). Both of these links have done a wonderful job to date in covering these races. We can also recommend the [Virtual Spectator](#) program as a way to watch the action live via the internet. The races will be covered [live on ESPN2](#), starting Feb 18 at 7PM EST (4PM PST), which = 1 PM, Feb 19 in Auckland.

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StarPilot ver 1.54

Seattle, Feb 3, 2000 — Our revolutionary new celestial navigation calculator called the StarPilot is well underway in the maritime community. Recent upgrades include zoom features on the graphic plot displays and optional numeric list of the graphic sight planner display. We have also optimized the lunar distance computations. We always wanted to see a Tamaya NC-2000 celestial calculator (price \$900, compared to \$249 for StarPilot) so we could compare it with the StarPilot. Well now we have one. A professional mariner just traded us a brand new one for a StarPilot. It was the last model we had to test, and now we can definitively state that there is no calculator on the market, regardless of price, that matches the StarPilot in functionality, accuracy, or ease of use. Detailed description and User's Guide are in the catalog as well as free upgrades to latest version.

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New Cross-References for Chart Problems

Seattle, Feb 1, 2000 — If you purchased our home study course before Jan 15, 2000 you did not receive a copy of our new Cross References. This extensive document, takes every one of the many problems in our home study course and gives detailed cross references to page numbers in our course materials as well as the appropriate reference page in the US Sailing text on Coastal Navigation. If you have questions about any problem, this Reference will guide you to the answer... but you can, of course, still call us if you wish to. You can download the Cross Reference document as a pdf file in the [Tech Support](#) section.

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New Celestial Nav links

Seattle, Feb, 2000 — We try to keep our links section up to date and chock-a-block with interesting material... which means we add links whenever we find them. If interested, please check out the [resources section](#). New to celestial is a wonderful German site on [positional astronomy](#) and a USNO [Navigation Data](#) page that computes the full sky for you, any time, any place.

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**Don't like the weather?
Now you can do something about it.**

Chicago, IL, Sept 23, 1999 — **Sell it!** The [Chicago Mercantile Exchange](#) will now let you buy and sell futures in the weather. From now on, somebody's rainy day will be somebody's sunshine. We are clearly in the wrong business. Let's wait and see what this does to access to the NWS web site.

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In the Market for a Sextant?

Seattle, Sept, 1999 — It has likely been true for a long time, but we just learned that you can buy used sextants on the Internet. See [ebay.com](#). Just enter "sextant" in their search engine. We have zero experience with this or them, but from our uneducated perspective it seems there are some good bargains there, not to mention some very interesting items, antiques, odd-balls, etc. Plus what looks like fine instruments. This is not an endoresement, just a news item.

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New Navigation Rules published by USCG

Washington, DC, Sept, 1999 — The long-awaited update to the USCG printing of the Nav Rules is now available. It is called: COMDTINST M16672.2D. Hopefully it has all the [typos and errors](#) fixed that we tabulated for the C version.

We have not checked this yet. It is not an easy document to proof read. But we will and will update our notice here accordingly. One sign that is not too good is that the title of the book is printed wrong on the spine of the book itself. The spine says COMDTINST M16672.2C whereas it should end in D. It is labeled correctly on the title page inside. Hence when buying one at a store, you must open it up to check for the latest version — thoughtful dealers will correct this by hand. The cover is the same as the old one.

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Starpath StarPilot on the launch pad

Seattle, WA, Sept 16, 1999 — Looking for a celestial calculator that will do everything you ever dreamed of in celestial navigation... and maybe some more? Check out [Starpath StarPilot](#), available in early November.

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We have moved!

Seattle, WA, August, 1999 — We are very pleased to announce that after 20-some years and three different rental locations, we have finally moved into our own property. See a glimpse of the building at [About Starpath](#). This important investment allows us to optimize our resources and provide even more cost-effective products and efficient services.

Our new product [Bowditch Plus!](#) is now available. This includes all of Bowditch on one CD plus the full set of chart symbols (Chart No.1) and a full set of the Navigation Rules, International, US, and Canadian.

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New links

Seattle, WA, August, 1999 — We added a short description of the plotting technique we recommend for fast [GPS position plotting](#) and have also found and added a new link on legal matters from the [US Army Corps of Engineers](#). They call it their Legal Tool Box and it is just that. We have also updated our notes on running [Starpath software on Macintosh computers](#).

A new presentation of the Notices to Mariners (NIMA) is now available at <http://pollux.nss.nima.mil/untm/>. These are the international products from NIMA, not the Local Notices to Mariners from the USCG. Many other resources can be found at this link as well, but we have not had time to surf around yet to report them.

In the "Coming soon" department: we soon will add a wonderful geometric proof of the Pythagorean Theorem — which is, after all, what we must ultimately rely on to define the distance between two points. This has hung in our office for years, and we just realized how easy it would be to share this with the world via the Internet.

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US Coast Pilot Updates now Online

Silverspring, MD, July, 1999 — We are a couple months late in announcing this, but NOAA has now made available the full updates to the **US Coast Pilots** on line. For a long time, we had the Local Notice to Mariners on line, but never the Coast Pilot updates that were included as appendices to the paper editions of the LNM. We have encouraged NOAA to make these available on line many times and now we got word they are there. See Critical Corrections at <http://critcorr.ncd.noaa.gov/>. It is a very well organized presentation. Thank you Marine Chart Division.

Unlike Light Lists and Tide Tables that we must purchase every year, if we have access to these updates we can use our Coast Pilots for several

years in a row. This new service makes this possible for many more mariners than before, and at some \$20 per volume this is significant.

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New Edition of Kayak Navigation

Seattle, WA, July 30, 1999 — The third edition of David Burch's [Fundamentals of Kayak Navigation](#) is now available. This edition keeps this book in the vanguard of nav texts — it is not just for kayakers but for any small craft navigator. This edition contains a new section on internet references, expanded GPS section, and, to keep ourselves grounded in the traditional, we have invented an all new piloting technique for figuring position from the seat of a kayak without the use of the hands.

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New Starpath Chart Problems Available

Seattle, WA, July, 1999 — NOS discontinued the training chart for the mouth of the Columbia River. It has been replaced with the Eastern Strait of Juan De Fuca. We agree, this is progress. Unfortunately, we used the latter for our practice problems for 20 years! So we had to make all new ones, which is now completed.

If you order our home study course on [Inland and Coastal Navigation](#) you get these new ones and won't know anything of this history. But if you have purchased this course some time ago, and would like more practice, you can order these problems and the associated chart by themselves. It is a good set of problems that will test of your navigation skills. All necessary table selections are included.

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New Resources from NIMA

Washington, DC, July/Aug, 1999 — NIMA is working on a very extensive online marine navigation web site. Most is not ready yet, but check their page periodically to see how things are coming along. Their main link is at www.nima.mil, and from there use their search function to find marine navigation ... that section moves around a lot. Lately the index has been at this location for [marine navigation section](#).

They have many nice features planned, including full Bowditch text, and even Chart No.1, plus numerous online computations for navigators. Note that our own new product that we call Bowditch Plus! includes all the text of Bowditch (fully searchable), the complete Navigation Glossary, Navigation Tables data, all of Chart No.1, and the Navigation Rules (US, International, and Canadian) will be available at the end of August on one CD for \$49.95. We will announce it here when ready.

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Attention Great Lakes Mariners...

Toronto, ON, Summer,1999 — We have added a new book to our list. An excellent treatment of marine weather of the Great Lakes. See [Wind](#),

[Weather, and Waves](#). It is from Environment Canada, who also produced a wonderful book on marine weather of British Columbia.

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Sextant Practice Class Canceled...

Seattle, WA, Mar 13 class — as of 7:30 am it looks like we are rained out. Saturday class can join the Sunday class if it is clear then. Check here again Sunday morning. If we miss both of these we will post make up dates here, and if you can't make any of those, call the school to arrange for a private class.

Also, we forgot to mention in class that this summer we will have special celestial nav classes through WindWorks Sailing School on board a 70-foot sailing vessel in Puget Sound. The half-day classes will include a lecture on the history of celestial navigation followed by instruction on sight taking and practice sights. These are the classes where every passing yacht that sees us all out on deck taking sights, yells to us "PUGET SOUND.... you are in Puget Sound, WA!"

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Unique Chart deal for NW mariners

Seattle, WA, Nov 1, 1998 — If you happen to want a chart of the Eastern end of Juan de Fuca Strait, we have got news for you. There is a **new training chart** on the market (18465 Eastern Juan de Fuca Str) which replaces the old West Coast training chart of Columbia River Entrance. This new TR happens to be the current chart of the region, which will remain most current for some time now, maybe a year or so. Hence we can get a chart of that region for \$2.50 (training chart price) instead of the usual \$15.95. At some point, however, there will be new issue of this chart, but the TR chart will not change, so this will then not be a prudent approach. But for a while we can save a bit.

Also, in passing, we did indeed need a new TR for the West Coast. So we thank the powers that be for making this decision. The old one was not the best suited for training, although we did indeed use it for many years. The new one covers a region much better suited for practice plotting, and studying other special chart features such as VTS lanes, etc.

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NavRules for WinHelp updated

Seattle, WA, Nov 22, 1998 — We have updated the NavRules to include several changes to the annexes that we just learned about and to correct a typo in one of the Rules, and to correct the captions to several fishing vessel light graphics. If you want the most up to date version you can download an upgrade or the full commercial version is available online. The latest version is 1.09. And we have a new printed version of

NavRules for WinHelp for those who might prefer that.

Update: this product has been fully replaced with [NavRules Plus!](#), which incorporates all of the earlier program and adds much more.

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Mahina Cruising Seminars

Seattle, WA, Oct 1, 1998 — David Burch from Starpath will join with Carol Hasse, Amanda Swan, and Robert Perry in John Neal's Offshore and Coastal Cruising Seminars. These popular 2-day seminars are held in San Francisco and Seattle. Seattle seminars are on Sat and Sun, March 13, 14 then 20, 21 and finally on 27, 28. They are held at the Residence Inn, SE corner of Lake Union. [Mahina Tiara Sailing Expeditions](#) for more information.

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Some High Seas Radio Stations to Close

Seattle, WA, Mar 12, 1999 — We have just learned that some stations, including KMI at Point Reyes, CA, have requested from the FCC that they close operations for high seas phone services. They have not done so yet, but as soon as they get permission to do so, they close 90 days from then. There will be some stations still open, but AT&T stations will be closing as we understand it. We will do some research here and get a more specific notice up soon. They are encouraging the use of mimi M sat com in place of radiotelephone. In the meantime, if you had planned on these services, you can call 1-800-732-2255 to check with latest from AT&T high seas directly.

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Magnetic Variation Computer online

Seattle, WA, Mar 12, 1999 — Magnetic variation worldwide can be found at this site from [Pangolin Communications](#). Just click a point on their world map to read the variation. Important to read their disclaimers. Also includes a great circle range and bearing computer, but this function is not as thorough as those provided by [NIMA](#)... when they are working. Lately this wonderful set of resources from the DoD has not been functioning.

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Star Map Crafts Project!

Seattle, WA, Mar 13, 1999 — We have finally completed the discussion of how to modify the star maps we sell to make a working tool for celestial navigators. With the map we ship 30 labels and instructions so you can complete the project at home.

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Voyages of Discovery

Eindhoven, the Netherlands, Oct 21, 1998 — If you have interest in the history of great [Voyages of Discovery](#), please check out this most excellent site. The work of Andre Engles, a mathematician in the Netherlands. A very thorough set of links and articles about navigation and other matters of discovery. All the historic navigators are there. Many details we wondered about were easy to find in the thorough indexes presented.

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Starpath Chart No.1 now shipping

Seattle, WA, Oct 1, 1998 — Our new CD-ROM software product [Chart Trainer](#) is now available. It is a new and versatile way to learn chart reading or for more experienced navigators to look up special charting conventions and symbols.

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Mahina Cruising Seminars

Seattle, WA, Oct 1, 1998 — David Burch from Starpath will join with Carol Hasse, Amanda Swan, and Robert Perry in John Neal's Offshore and Coastal Cruising Seminars. These popular 3-day seminars are held in San Francisco and Seattle, beginning in March of 1999. See [Mahina Tiara Sailing Expeditions](#) for more information.

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Bowditch on CD!

Seattle, WA, Dec 1, 1998 — We will soon be publishing a complete copy of Bowditch's American Practical Navigator on CD. Fully illustrated, fully searchable, very slick. This standard reference book on navigation will soon be just a mouse click away.

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Starpath becomes US Sailing affiliate

Seattle, WA, Oct 15, 1998 — The national governing body for the sport sailing is the United States Sailing Association, called [US Sailing](#). We have completed the necessary testing and instructor certifications to become an official affiliate of the Association. This means that in addition to our own certificates of course completion, we can now offer the official US Sailing Certifications in navigation, both coastwise and



Starpath Chart Trainer



Bowditch Plus!



celestial. A proctored written test and a practical test are required. Please give us a call if you might be interested in these extra credentials.

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NWS adds back the 96-hr forecast



Washington, DC, Oct 1, 1998 — Check out the [Marine Predictions Center](#) pages to get latest news on this issue. They had removed this important product from the weather fax products list due to budget cut backs, but have again found support for it. Starpath is proud to have helped them document the value of this service to the necessary funding agencies and they tell us that we did help, as did many others.

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Great New Weather Pub from Weather Strategies, Inc.

Peaks Island, ME, Sept, 1998 — If you like NOAA's [Mariner's Weather Log](#), then you will love the new ***Weather Journal*** from Michael Carr at Weather Strategies, Inc. (*as of late 1999, discontinued*). Free trial subscriptions are available. Each edition we have seen includes more and more interesting and valuable information including very specific tips for reading and interpreting weather maps and observations. Weather Strategies Inc. offers private weather consulting and other services for recreational and professional mariners.

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New Navigation and Weather links

Seattle, WA, Oct 15, 1998 — We have updated the presentation of our [Pacific NW Marine Weather Links](#) to include some [long term forecast](#) links from University of Hawaii, as well as fixing other NWS links that had moved. Also our [Nav Rules page](#) includes a new [Navigation Rules](#) page from the USCG. See also new [VOS and PMO](#) site from NWS (includes great set of light house photos).

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USCG Changes Web Addresses



Washington, DC, Feb 14, 1998 — Some time in the recent past the USCG moved the web location of their exam questions data base. After some searching around, we have found them again and updated our links in the [Nav Rules Section](#). The new address is [USCG Exam Questions](#). This periodic reshuffling of web addresses is becoming the internet equivalent of the tendency of all government agencies to change their names and organizational structure every few years.

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Did you know...



that the proper affirmative answer to a question is Yes, and that the negative answer to a question is No?

Seems basic enough. But we have many times heard over the radio such answers given as affirmative or negative. And usually when we use the latter we are indeed trying to be more correct or clearer in our communication.

According to the ***Standard Marine Navigational Vocabulary***, a publication of the [International Maritime Organization](#) (publication IMO-985E), however, a simple yes or no is recommended (Section 1-3). The goal of that publication is to make communications among vessels as clear as possible, keeping in mind that English (the official international language of navigation) may be the second or third language to many seagoing navigators. Other than the above and a few items highlighted below, the content of this publication is not of much interest to native English speakers, especially those accustomed to conventional navigational phrases — most of its content is not a surprise. But for navigators just learning English, this booklet will shorten the process by specifically stating the recommended way to say just about anything that might be used in navigation communications.

Other items we found of interest were:

1-7. A Lat-Lon position should be given Lat first, with each expressed in degrees and decimal minutes, i.e. 47° 39.5' North, 122° 21.3' West (as opposed to using degrees, minutes, and seconds). This is, of course, the usual and preferred way of doing it from a navigational point of view, but it is nice to know where we go to support this use.

1-7,8,9. A position relative to a landmark or your own position should be given in degrees true *from* the landmark or *from* your position, i.e. I am located 3.4 miles off on bearing 055 from Cape Blanco Light.

1-11. The word "speed" should be reserved for speed through the water, or knotmeter speed, as opposed to "ground

speed" or "speed over ground."

1-12. The number 150 should be read as one, five, zero and the number 2.5 should be read as two point five, etc. This is especially valuable to note since one often hears alternative ways of saying decimal numbers.

The [IMO web page](#) includes a list of US and other outlets for IMO publications.

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Starpath NavRules for WinHelp updated

Seattle, WA, Feb 2, 1998 — There is a new version of our Nav Rules product available now for downloading. The new version is 1.08. In this version we have corrected an error in Rule 26 — specifically that a basket is no longer (as of Nov, 1995, actually) an optional day shape for fishing vessels under 20 meters on international waters.

This change was indeed properly noted in the latest (1997) USCG printing of the rules, but we had not used that particular publication as a reference since it includes so many other typos and errors. To find this error we needed to track down the official printing of the International Rules which is [International Maritime Organization](#) publication IMO-904E, and subsequent supplements. These supplements are nothing more than photocopies of a single printed sheets, sent to the resellers of IMO pubs. It is left up to them to properly distribute the supplements with the products.

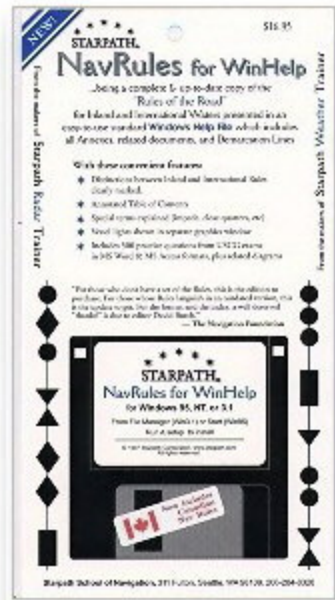
The basket correction was in such a supplement. Clearly it is important to know these exist and then to ask for them specifically. We also found in this supplement several other changes to the International Annexes which were not included in the 1997 USCG version of the Rules. Hence we have added these to the [list of typos and errors](#).

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SWSA.com

Seattle, WA, Feb 9, 1998 — For a period of time we were very happy to be the web host for the Seattle Women's Sailing Association (SWSA). This is a fine organization for both men and women, with extensive sailing opportunities for beginners and experienced sailors, along with a broad educational program on shore. Now they have their own domain and web site. Visit them at <http://www.swsa.com>. They will be updating the scheduling and program info there in the near future. Their annual fundraiser (auction/dinner/dance) called the Shilshoal Shuffle is in March. It is a popular event for Northwest Sailors.

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How to read weather maps... now online

Seattle, WA, Dec 11, 1997 — Check out our new section on [How to read weather maps](#). Just another step in our goal to provide mariners with useful online information.

Also check out new and improving [Australian Bureau of Meteorology](#) pages, and in particular their section on [Guide for Mariners](#).

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Christmas shopping?

Just flip through our online catalog and add items to your wish list by clicking the ORDER NOW button. When you are done you can print the list (select off-line ordering by fax) and then magically leave this list where the right person might find it! (If it's getting late, we can always use rush shipping for one or two day delivery.)

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Is GPS so dependable, after all?

Seattle, WA, Dec 5, 1997 — GPS navigators, check out this [NOTICE](#) from USCG Navigation Information Center, GPS section. And remember, we still offer courses in [Celestial Navigation](#)!

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Starpath products for sale online

Seattle, WA, Dec 1, 1997 — We now have the online ordering implemented. All seems to be working well, and it has received a good response. It is very convenient and efficient for all. We have added one new item which is the [Navigator's Tool Pack](#), simply a way to buy the full set of plotting tools we recommend in one order for those who need it.

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New Radar School in Seattle

Seattle, WA, Dec 1, 1997 — The world renown MITAGS maritime training center near Annapolis, MD has opened a new radar endorsement facility in Seattle, called Pacific NW Radar School. We can heartily recommend these folks, they have been doing this for years, have the best equipment, and are very thorough in their training. Contact Gregg Trunnell, director, for more information at 206-441-2880. They have a web page with full info and schedules at [mates.org](#)

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More new From National Weather Service

Washington, DC, Nov 15, 1997 — Check out the [Marine Predictions Center](#) pages. These are the folks who make the weather maps broadcast by USCG over HF radiofacsimile. Their web page services are developing rapidly with new materials. For example, they are now preparing winds and wave heights overlaid onto the applicable satellite photo (see under Analysis Products). Very nice. They mark new items with prominent icons.

Note we have updated this link. The MPC changed to the OPC many years ago. This newsletter entry is just a record of how long we have been following them!

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New Celestial and Weather links pages

Seattle, WA, Dec 5, 1997 — We have updated the presentation of our [Pacific NW Marine Weather Links](#) and added explanatory notes. See especially the new convenient layout we have for selecting and downloading weather maps. Also the [Celestial Links](#) page is new. Very shortly we will be adding a page, actually section, that teaches how to read weather maps. This will be added to our main Marine Weather page.

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New Nautical Bookstore with Star Finder Bargains

Seattle, WA — **SeaOcean Book Berth** has just opened up on Stone Way, a few blocks south of Sea Gear Store where we do our classes (see how to get there).

Besides specializing in nautical books, the owner, Master mariner Christopher Flavell, who has taught marine navigation in the past, brought to the business some dozen or more new star finders (normal 2102-D variety) which he is selling for \$16.95 each. The list price of these has just gone up (our price for these, for example, is \$29.95) so if you are in the neighborhood and market for one, this is a good deal. He might ship it out to you (priority mail is \$3 for these), but I do not know. He also has some other plotting tools, and, needless to say, many wonderful nautical books. Their phone is 206-675-9020 and fax 206-675-9029, address is 3534 Stone Way North, Seattle, WA 98103.

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GLONASS: Review and Update

GPS World, July 1997 — "GLONASS: Review and Update," by Richard B. Langley, is an excellent review of the Russian GPS system, including much interesting info such as: anyone can use it, some commercial units use both US and Russian systems, and the Russian system does not use selective availability (SA) so fixes from it are more accurate, about a factor of two. Good comparisons of accuracy data are included. See also [GPS World](#) GPS World is published in Eugene OR (541-343-1200). It is available in the magazine reading sections of most city libraries.

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The Lunar Distance Method

Navigation: Journal of the Institute — The Lunar Distance Method in the Nineteenth Century: A simulation of the Joshua Slocum's Observation on June 16, 1896.

That is the catchy title of an excellent article on how to find longitude by lunar distances that appears in the Spring 97 issue (Vol 44, No1) of Navigation: Journal of the Institute (this is the US one, not the British, which is called Royal Institute of Navigation). The author is Sieberen Y. van der Werf from the Netherlands.

If you have interest in this esoteric subject, then you will enjoy this article. The Starpath book called ***Emergency Navigation*** treats a variation of this subject called longitude by lunar altitudes. This latter

has the advantage that no special tables or techniques are required.

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AK to Seattle Sail Reinforces Radar Value

Pacific Northwest Coast — On July 3rd David Burch, director of Starpath returned from a 9-day delivery back to Seattle from Petersburg AK. Vessel was a 40-foot sail boat. A good time and safe trip was had by all. Went mostly by outside route — motoring all but about 1.5 days — though got enough inside work at night north of Queen Charlotte Sound to reconfirm the value of radar.

We got a lot of practice coordinating the use of radar and GPS for tight navigation in the pitch dark...through windy channels in strong current with occasionally fast traffic popping around the corners, etc. A good reminder that the Radar Trainer is an extremely valuable tool. Just a few hours work with its simulator and tutorial will make a world of difference to those making this type of passage for the first time.

Also had occasion to work with the new Garmin 12XL GPS unit on this delivery. Very impressive.

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News from the NWS

Washington, DC — The [Marine Prediction Center](#) (the office that makes the weather maps that the USCG sends out by HF fax) has added several new and useful features to their web page.

One is a new **User's Guide to Radiofacsimile Maps**. It is listed in the Index on their home page. The presentation is a bit awkward, but the information is great. There are several versions available. If you have an active tif viewer on line and working well (ie you can easily and conveniently download their maps already) then the most convenient version is likely the one called text only, and then click open the illustrations as they appear. Otherwise, the main file (called print version) is over 1 meg and will take a while to download.

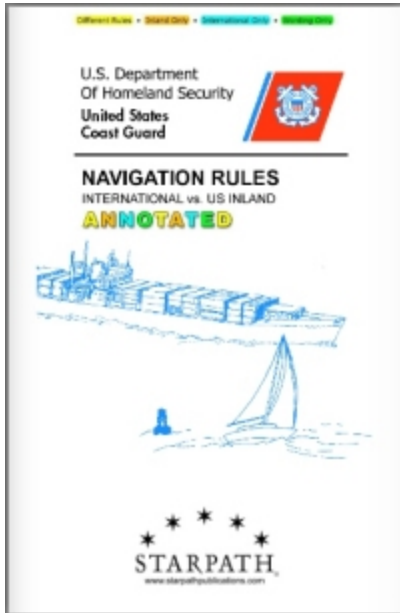
Next they have added pages that present the fax schedules with hot links to the individual maps listed on the schedule maps — actually they have added this back. It was there once and then removed. This is very definitely the most convenient presentation of these maps and hopefully these will stay here. The links are: [Hot Pacific Schedule](#) and [Hot Atlantic Schedule](#).

And finally there is a new product called [Latest Coastal and High Seas Text Reports](#). The way this is structured now is you always get the latest one. So compare your local time to the standard synoptic times (00 06 12 18 UTC) to see which is likely there at the moment.

We believe that one of the very best ways to learn practical weather map reading and weather analysis is to compare these text reports — prepared by experts — with the actual map they are describing. Hence, download the text file, see what map it refers to (ie 12Z}, then download the corresponding map, print them both and compare them. Guaranteed, you will always learn something interesting in this comparison.

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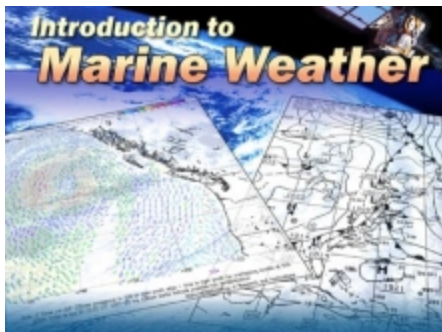


only available as an ebook

Starpath [Annotated NavRules](#) is now available to the public. This is a valuable aid to those who sail in both US Inland and International waters.

We have long had an [inexpensive ebook](#) of this, but now it is a free online pub. It is mostly the fine work of Starpath friend Dan Cline.

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Quick Scat satellite winds and GRIB formatted weather maps are two of the top new sources available these days.

Online Weather Course on the Move

We have been much expanding and organizing our online marine weather course in preparation for an exciting announcement about it, coming soon. It is available at a bargain tuition these days, and it is essentially in final form. You can start work any time. See www.starpath.com/weather. We also just added a note on [a few more reasons you might want to take this course](#).

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MSC 1, Eastport, ME to Montauk, NY

Printed Marine Weather Service Charts Now Available.

Lists all sources of marine weather for the region covered, including frequencies, schedules, and product descriptions, along with graphic definitions of the forecast regions needed to interpret wireless broadcasts. *A must have product for all mariners who care about the weather*, but these printed editions are not available in many chandleries. See [Printed MSC charts](#).

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Foundation for the Promotion
of the Art of Navigation



Compilation of celestial navigation articles

Starpath School of Navigation in its role as editor of the Newsletter of the The Foundation for the Promotion of the Art of Navigation is pleased to announce that the complete set of 286 articles on the subject of celestial navigation that were published in the Journal of the Institute of Navigation between 1946 and 2002 is now available on a single CD at the modest cost of \$25 from the Institute of Navigation at www.ion.org. Work on the selection and preparation of the articles, along with the CD production, has been donated by the Navigation Foundation in keeping with its goal of promoting the history, science, and practice of celestial navigation and related topics. You can view the complete list of articles at the [Navigation Foundation website](http://www.ion.org).

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