

The JOURNAL of THE INSTITUTE OF NAVIGATION

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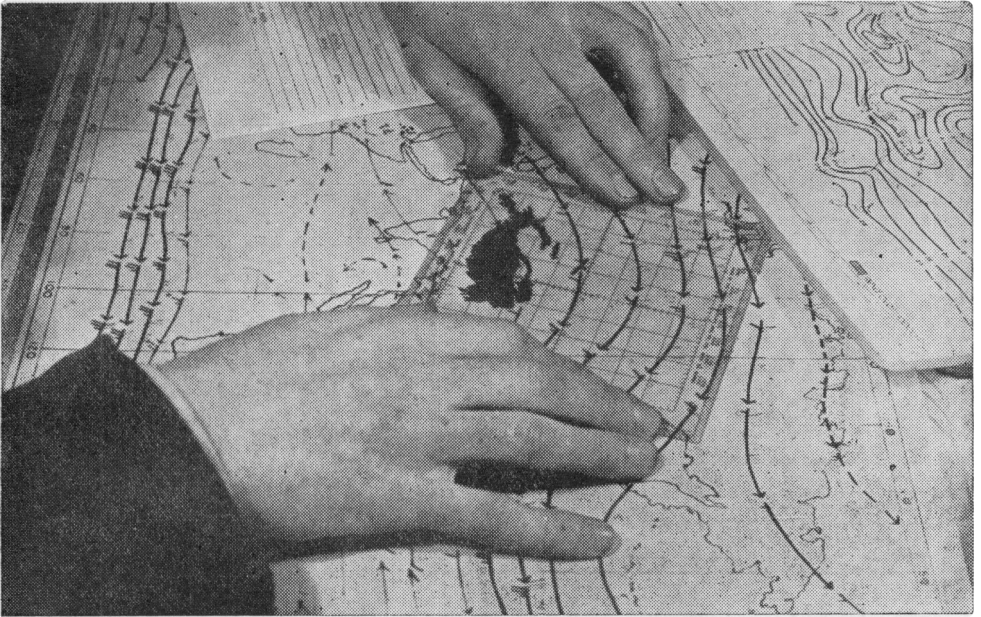
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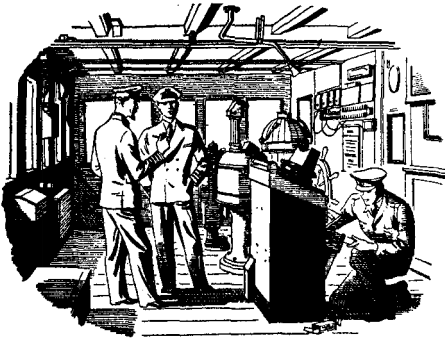
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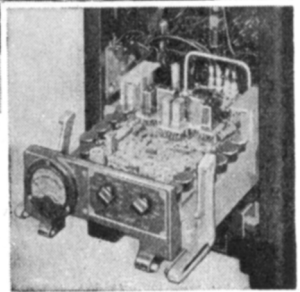
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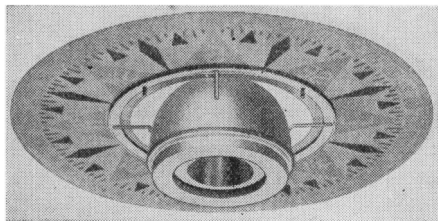
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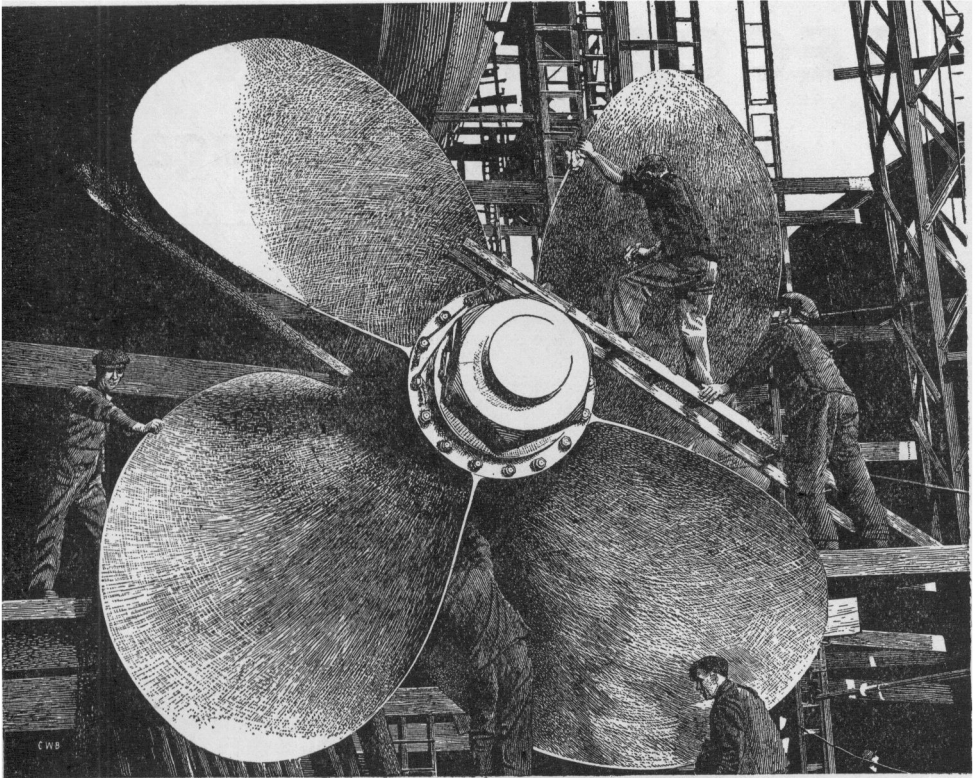
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As regards details of time saved due to the use of the Radar I would say that the vessel sailed from Halifax on 21st April, approximately 5 p.m. The weather was very thick and without Radar would probably have necessitated remaining in port overnight in the hope of clearer conditions in the morning. By the use of the Radar, however, we were enabled to sail on time, picking up all buoys and channel marks distinctly and safely, while of course observing all necessary precautions of navigation in these conditions and eventually landing the pilot and proceeding to sea. The fog did not clear until 4 a.m. the following morning.

Again, on sail from New York on the 17th May at approximately 5 p.m. thick weather was again encountered, by use of the Radar as above described a safe passage outwards was made under similar conditions. The New York pilot expressed his appreciation of the instrument on this occasion and I may say that without it I should have probably considered anchoring when down the Bay, when the visibility became very variable and uncertain.

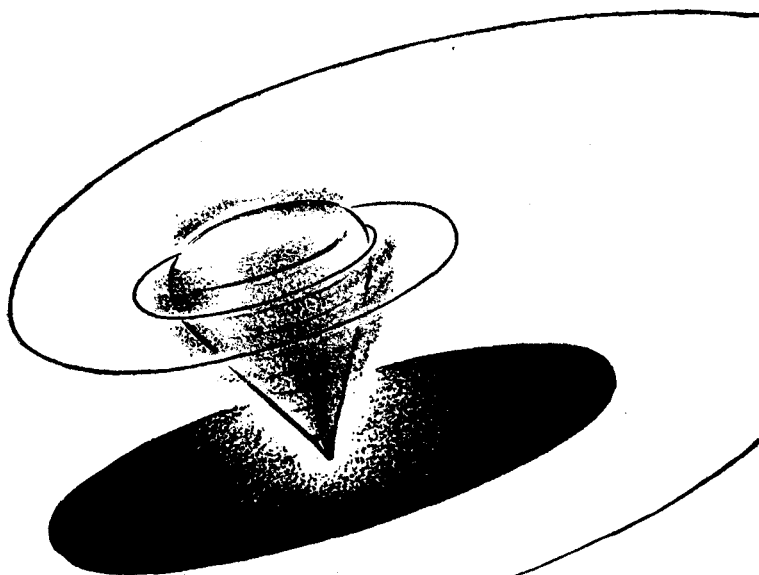
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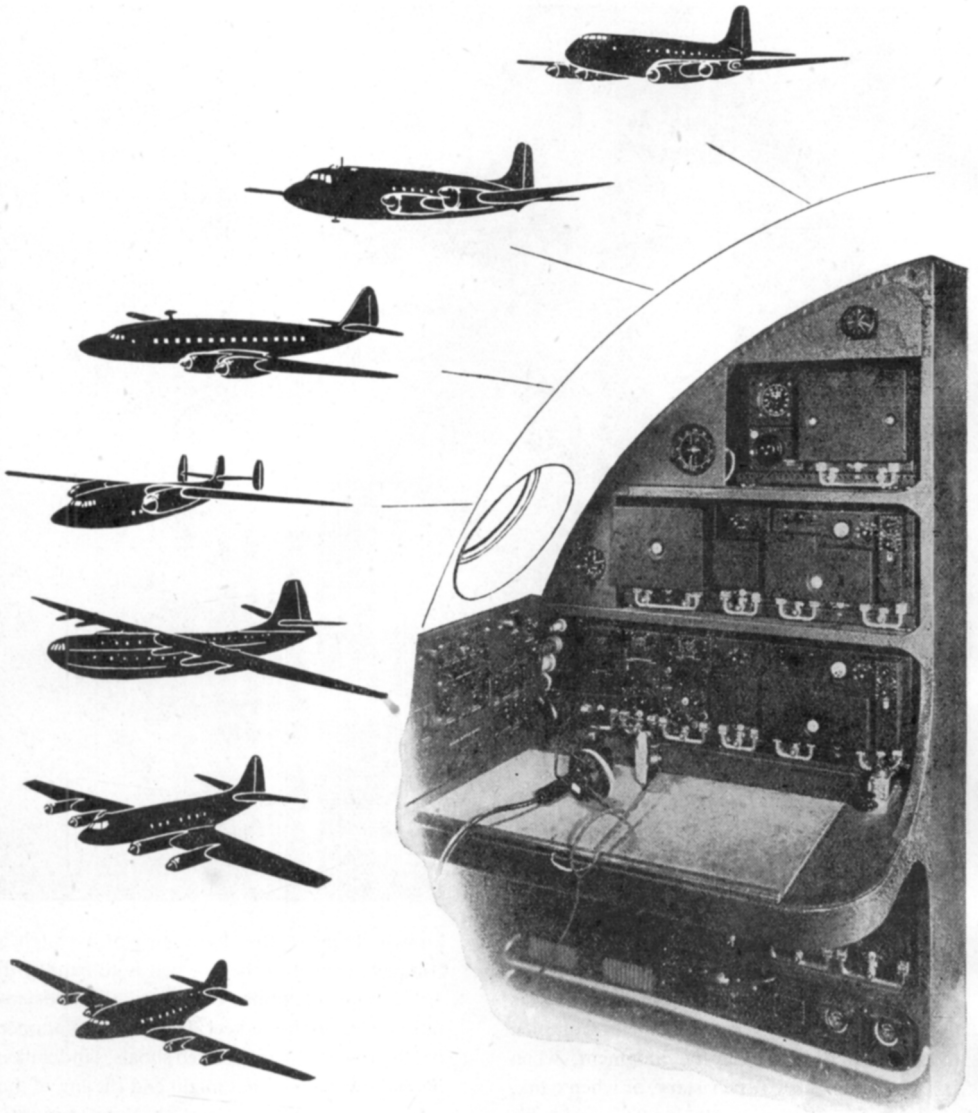
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