the 100-ft. contours become of much greater significance. Colouring the land down to this order of height would, in my opinion, give a much better impression of the general form of the land. Colouring down to 200 ft. could be said to be highly desirable, down to 100 ft. being preferred if possible.

Economy may well dictate the need to keep the number of shades of colouring down to three as in the present chart. If this be so it seems that a coarser interval is to be preferred to a decrease in the overall range. The use of an interval which increases with height has many advantages (including a better correspondence with practical effects); layers at heights of 100 ft., 300 ft. and 900 ft. are suggested as one possible method.

A further useful addition would be a coloured key to the shading giving both heights and ranges at which each layer begins to appear above the radar horizon.

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Yours faithfully,

R. F. HANSFORD.

ERRATUM

A Survey of Requirements for Port Radar

IN the list of shore radar installations given as an Appendix to Mr. Le Page's paper (Vol. V, No. 3, p. 295), the installation at Vancouver, B.C., was described as being sited on First Narrows Bridge over the Fraser River. First Narrows Bridge in fact spans the harbour waters between Stanley Park and the North Shore.

It is hoped to publish a short description of the installation in the January number of the *Journal*.

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