

Tadpole tails of ships on slightly divergent courses but going in approximately the same direction seem to be confusing and wrong manoeuvres have been executed as a result thereof.

15. The post-mortem is of immense value, in particular, when the movement of the vessels are repeated step-by-step on the master (true motion) plot—kept by the instructor—by means of small wooden models painted in different colours. This gives a chance to the men in command of vessels to discuss their actions and to learn the opinion of others, an occasion which would never occur on board. The movement of other ‘vessels’ (clear from the fog bank or without radar) will also become clear after the overall situations have been revealed. In some exercises a fast moving target sounding no fog signals and representing a ship commanded by an irresponsible (or unenlightened) master is presented on the display. This can create an interesting and *realistic* situation and helps to stimulate discussion afterwards.

16. Except from the pictorial point of view simulated coast lines are of little value. It would seem to be better to have more targets at one’s disposal (ten, for example). Some of these targets could be used to represent landpoints, light-vessels &c. and exercises could then be carried out for any part of the world.

In conclusion one may say that the development of the radar simulator has proved to be a tremendous advance in radar training.

It is felt that junior officers can also benefit from the simulator courses because although they may not be directly concerned with the actual manoeuvring of ships for some years, they are often required to plot under pressure and the simulator course can give them practice at this. The simulator also enables the student to acquire a fuller understanding of the different types of display presentation he might encounter on various ships.

TRAFFIC REGULATION AT SEA

THE Maritime Safety Committee of the Inter-Governmental Maritime Consultative Organization considered the Report of the Dover Strait Working Group set up by the British, French and German Institutes of Navigation, at its session which ended on 25 January. Members of the Safety Committee were, in general, in agreement with the recommendations of the Group that a system of routing should be established and that the navigational marks and other aids in the Strait should be improved. The Committee considered, however, that the report required further study by governments before definite views could be formed; account would also have to be taken of the result of the enquiry now being addressed to masters of ships by the International Chamber of Shipping through its members.

In the meantime, the Committee asked the IMCO Secretariat to keep in close touch with the Institutes of Navigation and to collect all the information on further developments which might become available.