

Most navigators of wide outlook will find something of interest; stabilization of speed, course and attitude is the basis of all dead-reckoning. The text should interest many who are concerned with the development of navigation equipment; one hopes it will attract more to this field. However, the work paints a very detailed picture on a wide canvas. This makes it difficult to see the pattern as a whole. Some attempt at summary and generalization, even at the risk of controversy, would have been welcome. No attempt is made at assisting the technician in other fields who may wish to know the potentialities and limitations of gyro-stabilization. Few quantitative generalizations are made on rotor size and angular momentum, on temperature effects, pivot and bearing friction and on random wander and accuracy limits. A brief reference to modern bearing manufacturing techniques, balancing, and so on might have been worthy of inclusion.

One cannot conclude without a word of compliment to the author and publishers for the standard of presentation and illustration which contribute largely to the interest of the work.

W. A. W. Fox

Letters to the Editor

RADAR AND THE COMPASS BEARING

SIR,—I believe that one or two readers may be under the impression that my comments on Captain Halliday's remarks (*Journal*, Vol. VII, page 74) were written as from the chairman of the marine radar plotting working party. They were, in fact, my own views, though I believe them to be entirely in agreement with those expressed in the working party's report.

In my somewhat vehement defence of those principles, I should have acknowledged that many misunderstandings of written work arise from the fact that the terminology is as yet incomplete. The term 'compass-datum plot' is no doubt an example of this, as I believe I coined it myself to describe the kind of plot in which the plotting surface has a fixed relation to north and which, in its two bearing-scale version, has a distinct affinity with the dumb-card pelorus (page 76).

I would also like to point out that my reference to Collision Regulations (page 75) was not a criticism of Captain Halliday, but a reference to the lack of unanimity which exists as to their applicability (*Journal*, Vol. VI, pages 273 and 281).

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Yours faithfully,
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