difficult unless a shackle of cable is veered freely. This veering of cable also applies if she will not start the turn in a lesser wind with only slow occasional dragging, or if the scope is already short and the friction not too great, the cable might be hove in till the anchor drags faster. This seems reasonable.

Some allowances should be made for awkward circumstances such as that described in the first sentence of the text following Fig. 2 (p. 296)—'In getting clear of an awkward berth, with an anchor and some cable still down and dragging'; or a ship trapped in a small or congested harbour by a tidal bar or wartime boom; or a sudden fierce unexpected squall.

Perhaps both Commander Hall and I, and many other mariners, may seem assertive on such subjects, and if there is sharp disagreement, that is all the more reason for discussion so as to arrive at the best balanced views. After all ships do drag and get into difficulties, so there would seem some point in wondering why, and how best to prevent or mitigate it.

ERRATUM

THE NATIONAL MARITIME MUSEUM

In 'The National Maritime Museum' by Commander W. E. May, R.N. (Vol. VII, p. 336), two lines were transposed in printing. The words 'thus antedating the invention of Captain K. R. Belch, U.S.N., by many years' printed on line 39 of p. 337 should come after the words 'in about 1870' on line 43, and refer to the double-sextant combined with a station-pointer made by Admiral C. E. Von Pott.