

THE SAUCER AND A-SUB BOOST BRITAIN.

The Hovercraft made its bow at Cowes. Test Pilot Peter Lamb prepared for a demonstration before the Press and a gathering of experts. It's completely revolutionary in travel. A 450-horse power Alvis engine drives air downwards, raising the craft on to a cushion of compressed air. C.S. Cockerell, the inventor, began experimenting six years ago on the Broads. What a thrill for him and Richard Stanton-Jones, Saunders-Roe designer, to see the 4-ton machine floating on air as if by magic. Now for the big test, over water. All went perfectly. About one foot clear of the surface of the water and she did everything expected.

No one expects that flying saucers of this sort will supersede the Queen Mary, but the near future may see very large hovercraft crossing the Atlantic at 100 miles an hour.

A revolution no less took place in British submarine service. Nuclear power is on the way for the Royal Navy. A future even greater than the past is in store for submarines. At Vickers Armstrong the Duke of Edinburgh saw models of submarines before the era of nuclear power. This development enables even the largest subs to remain long periods below. In the great yards of Barrow in Furness Prince Philip came to lay the keel of the new ship. There was one slight complication, Dreadnought will have no keel. But that didn't daunt either the Duke, or the Navy or Vickers Armstrong. In front of the dais stood a 30-ton steel heap, 30 ft. in diameter, ready to be moved on the slipway.

The handle switched on a gamma ray beam, and that set the winch in motion.

The great project was under way. The First Lord of the Admiralty predicted that people would be surprised how soon Dreadnought would be in the water. An historic day indeed in history of the Royal Navy.