

For a Science Correspondent, each assignment is new and offers a challenge, nothing is repetitive. Only on a very rare occasion can previous experience help. This happened when a brand-new American research ship, the *Oceanographer*, 3800 tons, passed through the English Channel on her maiden voyage of which I had previous knowledge. I was determined to repeat my successful scoop of the *N.S. Savannah*. [See Title 90] I again telephoned the Captain while crossing the Atlantic. He suggested a rendezvous, at 49° 50' N and 05° 30' W, about 50 km south off Penzance in the English Channel at 02.15 hours on 19 April 1967. But how was I to meet this location? I had grave doubts that any of the normal fishing boats in Newlyn, the nearby port, which I might have chartered, would have the skill to find the precise coordinates at sea, possibly during a stormy night.

I was fortunate that during my holidays in Penzance in Cornwall, I had met the Captain of *T.H.V. Stella*. She is a Trinity House Vessel whose duties are to supervise the buoys at the entrance to the British Channel and to refurbish the lighthouses along that dangerous coast. I had on previous occasions written and published about her work and had been invited to lunch by the 'Elder Brethren' of Trinity House, the Master Mariner Board of Directors of the British Lighthouse Authority and the owners of the *Stella*. I approached them officially and asked if the *Daily Telegraph* could charter the *Stella* for my rendezvous. The answer was a polite "No, this was not possible under their statutes. But if I told the Captain of the coordinates of the rendezvous, he would have the permission of the Board to deliver me there."

Naturally I was excited, and full of confidence that the Officers of the *Stella* would find the correct location, and I was not disappointed when I boarded the *Oceanographer* punctually at 02.30 hours on that historic morning. However what surprised me most was, when stepping on board, that an officer met me with a complete Press Kit and photographs—another example of the American 'Open Information Policy' for the Press. [See Title 107]

The *Oceanographer* was completely automated, and had, as the first civilian ship, Satellite Navigation which she used to cross the Atlantic. Vice-Admiral H. Karo, the Director of the Expedition, briefed me on the many electronic and satellite aids of a modern oceanographic research vessel, belonging to the United States Coast and Geodetic Survey. As the first of her kind, she had a large computer on board, automatic picture reception and transmission by satellite for global weather reports, three echo sounding and one gravity meter, as well as 137 sensor systems. When we reached Plymouth, my story was ready and published with pictures of the electronic equipment taken by a staff photographer who came aboard at Plymouth:

**See Watercolour Title 149, inside Front Cover**