

## SEATO Exercise 'SEA DEVIL'

time. As a result of this simultaneous replenishment system, the whole convoy was resupplied in a matter of hours. It was a very well coordinated operation which displayed excellent seamanship and skill and all hands can be justly proud of the part they played.

On Monday, the force of 34 warships and supply ships set course for Manila, 600 miles distant. For three days--24 hours around the clock--the BENNINGTON and her anti-submarine elements provided protection from lurking undersea prowlers. The aggressor air attacks were another hurdle the convoy faced. These attacks were made by aircraft from the USS HANCOCK and Australian aircraft based at Cubi Point.

On Wednesday, 2 May, the warships of all the participating nations entered Manila Bay. They were formed in a column that extended 14 miles towards the horizon, the largest SEATO force ever to visit Manila. It was a wonderfully impressive sight.

In this highly realistic maritime exercise, the ability of ships and aircraft of different nations to work closely together was once again proven. The coordination and cooperation of all forces leaves no doubt that the collective defense capability of SEATO has been greatly strengthened.

## PLOTTING BENN'S COURSE

by A. R. Sorley, QM2

A quartermaster is the right-hand man of the navigator and the assistant to the watch officer in everything pertaining to navigation. A good assistant must know almost as much as his principal knows and navigators and watch officers have extensive backgrounds.

The navigator is the head of the Navigation Department. As a department head, he is respon-



SORLEY PLOTS SHIP'S  
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sible for the appearance and performance of departmental personnel and all of the material assigned to the department. This material includes: steering gear; compasses; chronometers; sextants; ship's clocks; azimuths circles; stadimeters; binoculars, and charts.

But above and beyond this, he is responsible for the safety of the entire ship. Therefore, the navigator must keep

a constant check on the ship's position and maintain many official logs.

He must make a detailed study of charts, sailing directions, tide and current data, and other sources of information available to the mariner. This means that all pertinent publications and charts must be up-to-date. Obviously, one man could not do all of this work. As in every organization, it requires "team-effort" and this team is made up of quartermasters.

To be a good quartermaster, one must have the ability and desire to study and learn. A quartermaster spends all of his watch-time in the "limelight," before many of the ship's top-ranking officers. A quartermaster has to meet standards of performance and appearance, which are among the highest aboard ship.

By the very nature of a quartermaster's duties, it is important to take leadership seriously and to train to be the best.

There is a saying that I have for quartermasters: "One man can put us to shame. One man can lift us to fame."

Team-work is an absolute must to obtain the motto of the bridge crew: "Eternal vigilance is the price of safety."

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A large, overweight man was hit by one of those tiny foreign sports cars and he had to go to the doctor—to have it removed.