

2166

Sound.

~~Several~~ Few people fail to recognise the deafening scream of jet engines. In fact, some ~~men~~ have to live with it. But the invention of this "muffler" brings them new hope.

At the Supermarine Works, at Marston, ^{WILTSHIRE,} the jet outlet of a Swift fighter - (about to be tested) is backed into the "silencer" - a forty-five foot long ^{PIPE} ~~pipe~~ - fitted into the walls of an "anti-noise pen", with steel doors. All set to go - the jet starts that protesting whine and this is the result. **SOUND.**

The sound is much reduced. ^{"Mufflers" are} ~~The "mufflers" are~~ to be installed on several airfields. ^{They cost £10,000 each - but in this jet age -} ~~costs £10,000 each.~~ "silence is golden?"

And at the Royal Navy's Submarine Base, at Gosport, a demonstration of the latest ~~methods~~ escape methods and equipment. These include the wearing of immersion-suits as protection from the sea, after the survivor has cleared the ~~bulk~~ ^{trunk} escape shaft. ^(LIKE THIS TRAINING TANK)

Meanwhile, all new submarines are to be fitted, ~~with~~ ^{with} "One Man Escape chambers". ^{Wearing only goggles and nose clips (in place of the familiar Davis apparatus) ^{crew-members can make escapes -} escapes can be made (up to depths of 300 feet) by the "free ascent" method.}

Submarine-crew training in this new method has already begun in ^{THE} a 100 foot tank. ~~and~~ Here you see a man rising to the surface - expelling the air to clear his lungs.

Providing a deep breath is taken before leaving the submarine, it will, apparently, last to the surface, where rescue craft ^{HAVE BEEN} ~~are~~ brought to the spot, by the very latest types of indicator buoy.

NEW SAFETY METHODS FOR SUBMARINERS.

SECRET