

Traffic at Sea, the report of the working group set up by the Institutes of Navigation.¹ The following quotation is taken from the report: 'Inside each separation area (which would be used in the main by through traffic) there would be a zone reserved for coastal traffic, of a width corresponding with its importance.'

The International Association of Institutes of Navigation submitted a paper² to the 26th session of the IMO Sub-Committee on Safety of Navigation in which it is suggested that Rule 10 (d) should be amended to make it clear that inshore traffic zones are intended for use by local traffic. As it is proving difficult to arrive at a definition of local traffic which would be satisfactory for all inshore traffic zones the IAIN representatives have proposed that Rule 10 (d) be amended as follows.

Inshore traffic zones shall not normally be used by through traffic which can safely use the appropriate traffic lane within the adjacent traffic separation scheme, but may be used by local traffic as specified in the description of the traffic separation scheme adopted by the Organization. Vessels of less than 20 metres in length and sailing vessels may under all circumstances use inshore traffic zones.

An amendment along these lines should ensure that inshore traffic zones are not treated as prohibited areas for shipping but will enable the governments concerned to establish appropriate criteria for 'local traffic' in terms of maximum size of ship and the ports or terminals which apply. It would thus be possible to achieve the right balance between the restrictions imposed to reduce the risk of pollution and the requirements which relate to the safety of marine traffic. The proposed amendment will be considered at the next meeting of the IMO Sub-Committee on Safety of Navigation.

A. N. C.

REFERENCES

- ¹ *The Separation of Traffic at Sea* (Working Party Report). This *Journal*, 19, 417.
- ² Collision Regulations (IAIN Paper). This *Journal*, 35, 527.

Edward William Anderson

WING COMMANDER E. W. ANDERSON, OBE, DFC, AFC, a Fellow, Gold Medallist and former President of the Institute and an Honorary Member, died, on holiday, on 21 April 1983. The Institute, the world of navigation and his many friends thereby lost a most inspiring and delightful person, who had made many outstanding contributions of great originality to almost every branch of navigation. In particular, the Institute has lost a staunch supporter: President in 1959–61, Chairman of the Technical Committee in 1952–7 and 1962–4, he was always ready to give his advice and assistance – and to serve on Committees and Working Parties.

He held the Institute, and its objects, in high regard; his formal addresses, his lectures and his contributions to meetings were characterized by his enthusiasm, his ability to communicate them, and his conviction that the Institute has a unique function to fulfil. He was awarded the Gold Medal in 1965 'in recognition of the leadership and inspiration that he has provided, throughout many years and in many distinct aspects on the subject, to all concerned with

navigational matters; and in recognition of the importance and originality of his ideas and the stimulus of their graphic and brilliant presentation'. In 1967 he was awarded the Superior Achievement Award of the US Institute of Navigation.

In 1939 he was the headmaster of a school; by 1945 he was one of the most outstandingly successful operational navigators in the RAF, with a reputation for brilliant unorthodoxy. In 1945 he was navigator of Aries I on its epoch-making flights over the north geographical and magnetic poles. As senior navigator in the RAF, he navigated the aircraft which flew through the atomic cloud at Woomera in 1954; but shortly afterwards he retired (for health reasons) from the RAF, to act as adviser to manufacturing companies of navigational equipment. While in the RAF his fertile imagination conjured up many ingenious ideas in the field of astronomical navigation; one led to the Experimental Astronomical Navigation Tables (*Journal*, 6, 333, 1953), but there were many others. Later he much extended his interests as his papers in this *Journal* indicate.

In a short note it is not possible to describe, or assess, his many specific contributions to navigation, but two must be mentioned. Starting with his paper on navigational errors (this *Journal*, 5, 103, 1952) he gradually made navigators 'error-conscious' and in time, by unorthodox methods, laid the foundations for in-depth studies and the present-day highly sophisticated techniques. With J. B. Parker he wrote the Institute's first monograph, *Observational Errors*, in which he demonstrated his flair for vivid presentation, which has distinguished his spoken and written words. He was always a visionary, seeing far beyond the purely practical, and this was shown in his book *The Principles of Navigation* (1965) which, in addition to being a superb descriptive text, further developed his philosophy of navigation, which was introduced in his 1960 Presidential Address to the Institute (this *Journal*, 14, 1, 1961). He later extended his philosophy in two important directions: that navigation is a discipline in its own right, suitable as an educational subject at all levels; and that there is an essential unity of all forms of navigation by animals – including the human animal. It is particularly appropriate that his last book, published on 28 April 1983, should be *Animals as Navigators* (Bodley Head) – a fascinating study illustrating his basic theme with comprehensive descriptions and great sensitivity.

It must not be supposed that all of his simplistic and unorthodox approaches to well-established theories or practices were necessarily sound, but they were always thought-provoking; they were presented with deliberate care, and argued with courtesy and charm. He aimed at the difficult task of expressing the mathematics, the science and technology of navigation in a language 'that may be acceptable to the seaman and the airman'; and he succeeded to a remarkable extent. (It would have been marvellous if he could have been persuaded to explain the special theory of relativity in such language!) He will be remembered not only for his practical contributions and for his inspiring ideas, but also for his remarkable personality, which brought forth the willing co-operation of all with whom he had to deal – even those who were not able to agree completely with his ideas!

D. H. S.