

## Council 1984–85

The meeting elected the following Members as officers and Council for the year.

<i>President</i>	J. E. D. Williams
<i>Vice-Presidents</i>	Professor J. F. Kemp J. H. Beattie
<i>Treasurer</i>	G. A. B. King
<i>Chairman of the Technical Committee</i>	M. G. Pearson
<i>Chairman of the Membership and Fellowship Committee</i>	Commander A. E. Fanning

### OTHER MEMBERS OF COUNCIL

W. F. Blanchard	E. A. Green
Wing Commander D. W. Broughton	Air Commodore D. F. H. Grocott
C. St J. H. Daniel	
Lieutenant Commander A. G. Dyer	D. W. Newson
Wing Commander E. E. Eatwell	
Captain L. W. J. Fifield	Captain D. G. Ross

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## Keith Donne Jones

KEITH JONES, a Fellow of the Institute and former Chairman of the Merseyside Branch, died in Wirral on 28 April 1984.

Keith Jones was, until his recent early retirement, Reader and Director of Research in the Maritime Studies Department of Liverpool Polytechnic. He qualified as Extra Master Mariner in 1957.

He took a particular interest in radar and electronics and decided to follow up this interest by obtaining a qualification in this field. In 1957 he was appointed to his first teaching post in the Welsh College of Advanced Technology (now the Department of Maritime Studies in the University of Wales Institute of Science and Technology). He led the development of the Radar Collision-Avoidance Courses on the early simulators, which were crude analogue devices that needed his electronics expertise to keep them running. He was always interested in the problems of the ships and the mariners themselves, and when the opportunity arose to become one of the first holders of 'Extra Masters' to proceed to a higher degree, Keith chose a topic which included human factors in decision-making for collision avoidance using radar. He gained a Master of Philosophy degree for this work in November 1971.

He helped to develop the concepts and training for 'Vessel Traffic Services', with research for the National Ports Council, and for individual ports, particularly the Port

of London Authority and Tees and Hartlepool Port Authority in the early days, but broadening to a much wider range of ports as time went by.

He helped shipping companies to select, evaluate and introduce new radars and associated electronic equipment, including a major project for Shell International Marine when they wished to evaluate computer-based radars for their worldwide fleet. The team carrying out this project later expanded the work to include more detailed work on operational specifications which was used in discussions at the Inter-Governmental Maritime Consultative Organisation.

Keith helped manufacturers with product development and evaluation, particularly in radar and marine simulation, bringing his wide knowledge of ships, seafarers and teaching to help the electronics industry improve their products. His help was welcomed and his integrity respected by all, including the major UK companies and others, especially in the USA. Meanwhile, he retained the respect of the seafarers themselves, meeting them as students on short courses, at sea during research projects and through the Institute of Navigation where he was a regular contributor to the *Journal*. He was a 'team' man and modest about his own achievements, but his reputation spread throughout the maritime world and he was invited to lecture in Europe, the USA, the Middle East and Australia. The textbook published by Heinemann which he wrote with Alan Bole, the *Automatic Radar Plotting Aids Manual* has been published in Europe, in the USA and China, and in Japanese and Russian translations.

A.G.B.

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## Global Civil Satellite Navigation Systems Conclusions of the Nav 84 Conference

THE papers presented at the Nav 84 Conference held in London 22–24 May 1984, a list of which was printed in the September *Journal*, are available in book form. A selection of the papers was also published in the September *Journal* and a further selection appears at p. 114. A summary of the discussion was prepared by the Chairman of each session and is printed below; the formal conclusions of the conference are given at p. 132.

### Discussion

#### SATELLITE SYSTEMS

ON the existing US Transit system a complaint was made that although this system has been in civilian use since 1967 it is still not possible to get up-to-date information in Europe on satellite failures. It was explained that since it is a military system there is no avenue to the civil community. It was also suggested by oil interests that as the general use of the system at sea has expanded 30 per cent a year there was a case for keeping it going.

On the future US military GPS system most of the discussion centred around the accuracy to be available for civilian use and the system limitations. It was stated by the