

The accident record for the Dover Strait was examined and compared to the overall trend, and this showed that following a fall in numbers in 1972–3 the general pattern was very similar to the overall trend. A statistical analysis showed that the decrease was significant and was due to external factors such as the Channel Navigation and Information Service.

The consequences of casualties were investigated, in particular deaths, pollution and damage. Over the ten years it was found that there had been 97 deaths and 19 000 tons of oil spilt. By comparison with the value and tonnage of the world fleet these figures were given values of 585 g.r.t. per life lost and 1.67 g.r.t. for each ton of oil spilt. Damage done to the vessels was categorized and each category given a percentage. Damage was, therefore, taken as the percentage gross registered tonnage of each vessel, and together with the tonnage values for loss of life and pollution gave the total effective lost tonnage as 291 000 tons, as shown in the table. This was given a value of £68 m – the total monetary loss over the ten years.

Frank George

Frank George, Assistant Editor of the *Journal of Navigation*, died suddenly in London on 31 August 1982, aged 74. He was a man of the widest interests whose contributions to the Institute and to the navigational community at large were recognized by the award of Fellowship last year (somewhat belatedly, perhaps, because he had felt that his acceptance of an honorarium should properly debar him from Membership of the Institute, a consideration the Council chose eventually to overlook; he first joined the Institute in 1947.) He was a Fellow of the Royal Geographical Society and at one time Assistant Editor of the *Geographical Journal*, and a member of the Arctic Club.

George intended himself as a boy for civil engineering but in the event took the mathematical tripos at Cambridge and entered the Indian Civil Service, where his career, military and civil, culminated when he became a District Commissioner in Burma. Later he worked for the United Nations Food and Agriculture Organization in Rome.

Frank George was extraordinarily gifted, although his natural modesty tended to mask his achievements. Qualifications can have mattered little to him but in one fashion or another he mastered a wide range of subjects: geodetic surveying, statistical analysis, mathematical geography, the principles of navigation and its history, glaciology, botany and so on. In an age dedicated to specialization where, as it has been said, people tend to know more and more about less and less, he stood essentially for the pluralistic values of the gifted amateur. He had a natural feeling for language and was a first-rate translator (Members will be familiar, for example, with *In the Wake of the Torrey Canyon* by Oudet), and extremely good at the thankless task of editing contributions to the *Journal*. His wide experience and understanding of administrative matters was of particular help during the formation of IAIN.

One of the qualities Frank's friends will best remember is his intrepidity. Physically frail, at least during his later years, he never hesitated to embark on expeditions: to Greenland on more than one occasion and to Spitzbergen; or on sailing ventures with his friends; with Bill Tilman to Iceland, and frequently

in *Jester*. Another quality to be remembered was his dry wit, never caustic, always funny. A small example springs to mind in the present context. Skirting the Scilly Isles in *Jester* one black night on the way back from Ireland I chided him, perhaps a bit harshly, for continually working the boat inshore. 'Euclid would disagree with you' was all he said – a crushing response!

M.W.R.

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