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Automation on Shipboard

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Seminar on the Labour Problems Resulting from Automation and Technological Changes on Shipboard

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2. What is the extent to which our recent Presidents have exercised that power?

In an attempt to answer these questions, four authors, in turn, have sought to examine the decisions and actions that each of the four most recent Presidents of the United States have brought to bear upon the conduct of American relations with other nations in the period of 1945-1965. The exercise of their power, constitutional and otherwise, in the new age of nuclear potentiality has been the great problem of each of these Presidents. In general, the authors agree that the President has the final — as well as the first — words in all contacts, conferences, and agreements, whether the result be declarations or treaties. The foreign policy of the nation is thus the foreign policy of its President. If it is to be changed, he must be crossed successfully by the Congress, or misinterpreted by the Secretary of State, Secretary of Defense, or Central Intelligence Agency. There is no possibility of effecting a real change in the President's foreign policy except by the removal of the man in the Presidency by death, his resignation, or his defeat at the polls. In examining the foreign affairs of each of the last four Presidents, the authors have presented the reader with a summation of the important events in this field. They have indicated the successes and failures of these leaders and have pointed out areas of conflict with the other branches of Government. For the reader interested in a brief documented summary of the highlights of the foreign affairs of the United States since 1945, this book is recommended.

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Seminar on the Labour Problems Resulting from Automation and Technological Changes on Shipboard. *Automation on Shipboard*. London: Macmillan, 1967. 127 p.

This book leads off with a short account of a seminar held 13 to 21 September 1965 at Elsinore, Denmark, on the "Labour Problems Resulting from Automation and Technological Changes on Shipboard." The remainder consists of eight papers submitted from certain participants among the over 40 independent experts and specialists of shipowners' and seafarers' unions and observers from international organizations and maritime governments who attended. These papers examine three general areas; first, the technical changes being introduced on shipboard, together with an assessment of the rate and extent of future development; secondly, the consequences of these changes as they affect manning, skill requirements, training, and crew composition; and thirdly, the resulting sociopsychological impacts relating to conditions of life and employment. Although the Seminar drew no specific conclusions and made no recommendations, even the casual reader will surely realize that the current trend toward larger ships will continue, motivated by the fact that relative costs of automation equipment become more economical on larger vessels. One will also recognize that as the seaman's labor changes, both qualitatively and quantitatively, and as this evolution proceeds, the very nature of the shipping industry is bound to be transformed. This publication is recommended to the pragmatist, for he will appreciate the detailed rationale supporting each thesis.

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