



SIFFS prices. The communities have received the support of Intermediate Technology, of Oxford, Great Britain, under the direct supervision of Brian Riordan. One of the pioneers in applied research has been the Belgian engineer, Pierre Gillet. The original technology of the catamaran, built of coconut tree trunks has been studied and significant progress has been made toward the development of appropriate technology for sailing, with greater security, mobility and fishing capacity. The models produced are:

QUILON: 26 foot water line and Price: 31,800 Rupees.

ANJENGO: 26 foot water line beam. Price: 33,500 Rupees. 5 foot beam and 67 inch

POZHIYOOR: 28 foot water line and 71 inch beam.

All these boats have a tare weight between 500 and 600 Kilos. Fishworkers obtain bank loans to finance boat purchases.

This experience should be communicated to other fishworkers organizations throughout the world, in order to learn mechanisms for economic and productive association, based on internal savings and the appropriation of technologies according to their needs, possibilities and traditions. ■

CHILE: XIII CONAPACH Congress

Chilean fishworkers have made progress toward the consolidation of their organization and maturity in their growth strategies. The XIII National Congress, held in Costa Azul, Fifth Region (Chile), in November, 1992, was characterized by autonomy in the decisions taken and by the active participation of the representatives of each Commission.

Fishworker representatives now participate in the Fishing Councils and the Fund for the Development of Artisan Fishing, following close elections, in which short-lived "ad hoc" organizations made an appearance.

CONAPACH participates in an extensive network of national and international contacts, within which the

need for a united front, both domestically and with the fishworkers of the world, in order to defend resources and improve the quality of life in our communities, is clear.

The Blue Europe is now present on the coasts of Latin

America, through a fishing treaty signed with Argentina, making it necessary to be alert to its possible repercussions in Chile. The huge demand for fish products generated by a population of 300 million persons and the economic and political power of the European Block may overcome our dependent structures. ■

Book Review

Paul Chapman was in Houston, Texas, for the World Congress of the Apostolate of the Sea. Since retiring as Director of the Center for Seafarers' Rights, in New York, .he has dedicated himself to working as Chaplain and writer, gathering the harsh testimony of the new sea going slaves of this world, those that sail in the super tankers and refrigerated container carriers, who are often jailed and abandoned in distant lands, far from their families and totally defenseless. Merchant marine organizations have yielded their role as defenders of seafarers to the vested interests of their leaders and those sailors have no organizations of their own.

The cause of justice is also a task for the churches and, in its pursuit, church ministers are persecuted.

Flags of convenience have created a situation of great injustice and abuse of crews throughout the world. Everyone must denounce those abuses and seek to generate international maritime law which will protect the rights of seafarers. Sailors are obliged to obey their mates and captains as though they were slaves. There are no fixed work shifts, nor are the cultural identities of the sailors respected, producing breakdowns in communication which lead

to conflict and tragedy.

Some suggestions and tasks:

- 1. Organization is essential and every sailor should belong to a legitimate organization.*
- 2. Maritime workers should have permanent labour contracts which cover health risks and unemployment.*
- 3. Tours of duty should be no longer than 2 months so that sailors may live with and participate in their families and communities.*
- 4. The policy of fixed overtime should be eliminated and a man-mum of hours to be worked should be established.*
- 5. Ship owners should allow for worker participation in the taking of decisions which affect them.*
- 6. Workers should participate in discussions about the corporate policy of their employers: profit sharing, stock options, cooperative property.*
- 7. Countries which serve as flags of convenience should not hide the identity of the phantom owners, who should be clearly identified as responsible agents, specially in case of injustice.*

TROUBLE ON BOARD
THE PLIGHT
OF INTERNATIONAL
SEAFARERS

Paul Chapman

ILR Press ITHACA, 1992