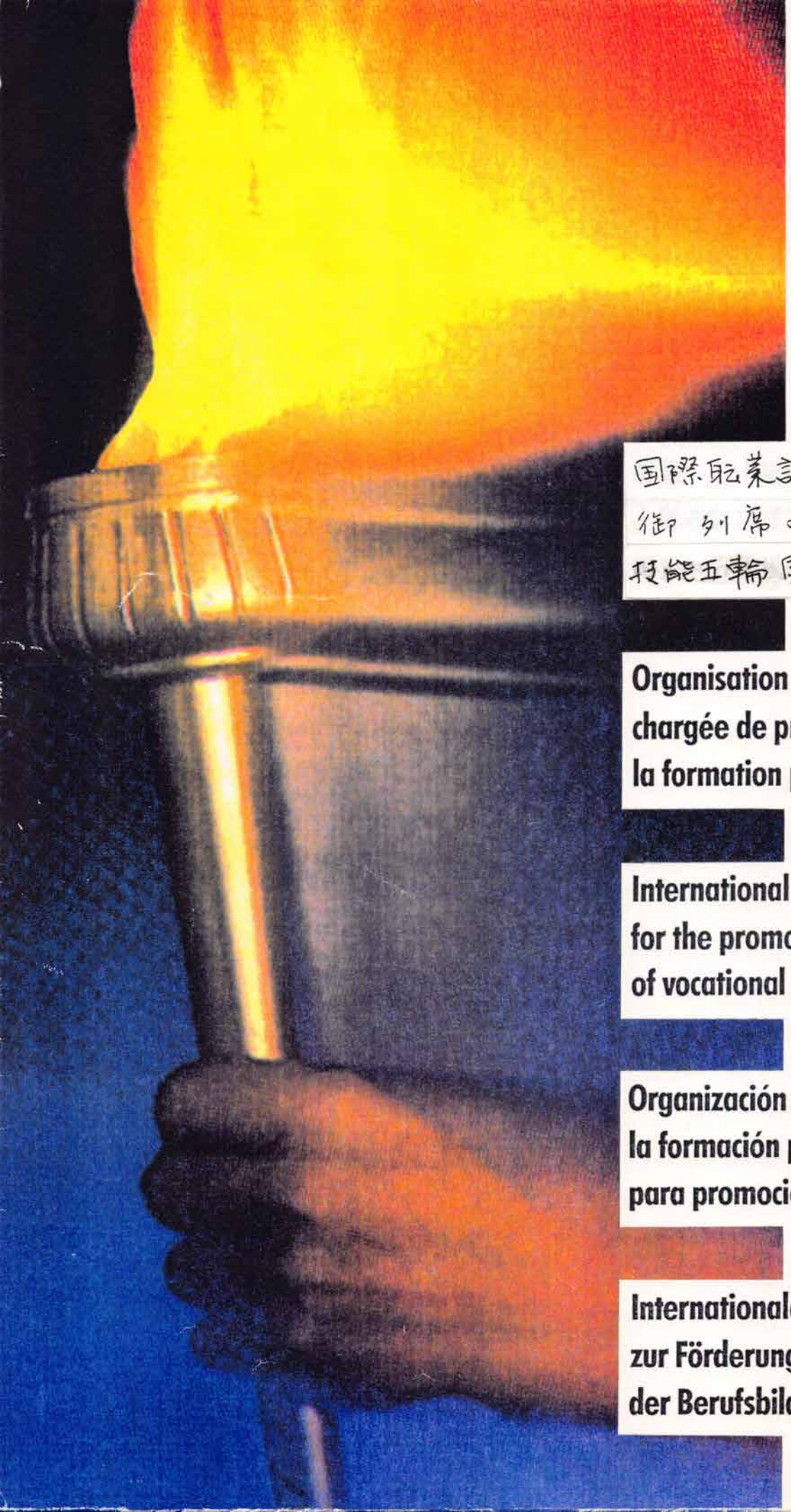


国際職業訓練 五七十
御 列席の皆様
技能五輪 国際組織委員

Organisation Internationale chargée de promouvoir la formation professionnelle

International Organisation for the promotion of vocational training

Organización internacional la formación profesional para promocionar

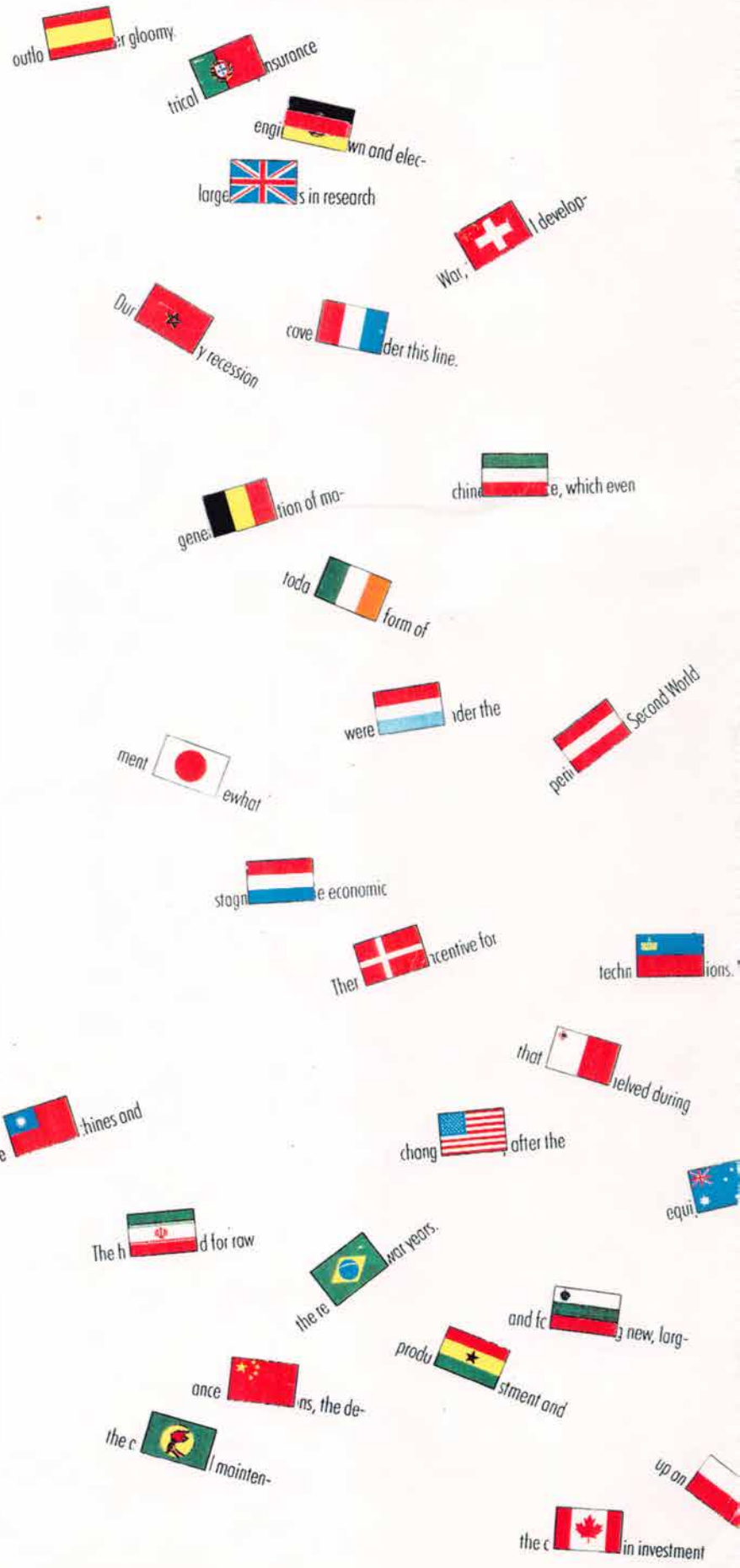
Internationale Organisation zur Förderung der Berufsbildung

2

Industrialisation was possible on a large sca

Industrialisation was possible on a large scale mainly due to Jan
was in the forefront in this development. At the beginning

Great Britain was in the forefront in this de



Tout à coup, la logistique d'entreprise est devenue un objectif à part

secteur devait tenir compte des intérêts des autres secteurs en amont et en aval. Les fauteuils des responsables des expéditions commencèrent à devenir bancals! La logistique telle qu'on la connait aujourd'hui s'est développée au début des années 80 dans un environnement de concurrence acharnée et de discipline naissante en matière de coûts. A ces facteurs s'ajouta que l'utilisateur

for this purpose and its first policy was written in 1867. In Great Britain and

Machinery Insurance is even today coupled with an independent inspection service.
In Germany developments were similar. Statutory regulations were enforced for the construction, maintenance and revision of steam boilers and pressure vessels as early as 1856. The first Boiler Inspection Au-

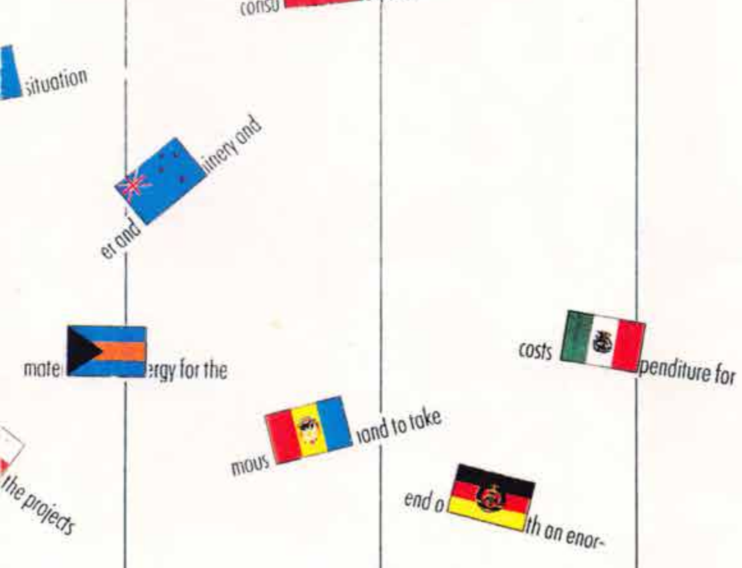
De pronto, la logística empresarial obtuvo una finalidad global. Se eli-

ciones intermedias, el propio sector tenía que considerar tanto los intereses de los sectores superiores como de los sectores subordinados y se comenzó a poner en tela de juicio el puesto de los jefes de expedición en todos los niveles. La logística actual se desarrolló a comienzos de los años ochenta en el marco de una dura competencia y de una disciplina de gastos emergente. Además, se dispuso del conocimiento

Plötzlich gab es für die Unternehmenslogistik ein Gesamtziel. Insellösungen

der eigene Bereich musste die Interessen der vor- und nachgelagerten Bereiche berücksichtigen, und es wackelten die Stühle der Versandchefs auf allen Ebenen. Die Logistik der Gegenwart entwickelte sich Anfang der achtziger Jahre im Umfeld eines harten Wettbewerbes und einer aufkommenden Kostendisziplin. Dazu kam das theoretische

るので拡大鏡で住所を解ぉ
ザイナーたちから手に入れ
レターヘッドのデザインは、
多く、用紙や活字の選定、
のが多い。郵便法の規制な
インは案外と難しい。また、
やワープロ用に打ち出しの
の要素で工夫したり、封筒
れる(プライバシーのため)
からはデザインは同じでも付
がある。サイズにしても、欧
が、他の書類とのファイリン
にする方が、コピーを作る
イズへの統一を呼びかけて
レターヘッドのデザインで
のか、そのデザインの効果
ザインされたレターヘッドは
ザインはその最終的な状態
タイピングを邪魔してはなら
ヨーロッパのレターヘッドは
なデザインでしかもお金をか
て保守的で類型的である
ネルギーと費用を投入する
資材として位置づけられ、
い。本来業務用であれば
様、あるいはブランドもの
働いてないはずなのが……
れることがなかったせいであ
する理由は私自身のまわり
よりヒューマンなコミュニケー
デアやデザインが欲しいと
なお、本書は1986年に出
り、今回も世界各国の素晴
に、この場を借りて感謝の



をするなどして直接手紙を書くしか方法はない。

必要最小限の要素でデザイン所氏名のレイアウトがそれぞれあって、ユニークなレイアウトの基本もある。例えば洋書を小さなガイドを活字のよ所氏名にとどめ、便箋にお、セカンドシートと言って所氏名の入らないものを用意ではレターサイズという少し号を考えると、それとほとんでも合理的で、機会あるごとる。

もより重要なことは、だれがこ何を期待するかということだ。文章がタイプされて完成において、評価される。一番ないということだ。

おとなしいデザインが多く、けた贅沢なものが多い。我々には残念だ。便箋、封筒、名刺がない。これらのものはれ以上のメディア価値にない。

ビジネススーツやネクタイライターを購入する程度のお今までこの世界に積極的に

pouvait disposer d'une connaissance théorique sous une forme pratique: les micro-ordinateurs

Other power machines such as steam turbines, electric generators and electric motors were invented during the rapid technical development taking place towards the end of the 19th century. Many losses occurred particularly with the steam turbines, such as shafts bursting and the physical explosion of turbine casings. Insurance then covered the physical explosion of the parts of the turbine that were subject to steam pressure and the disruption of rotating parts of the unit. The invention of other rotating machinery such as pumps, compressors, electric generators and motors, produced more frequent damage due to novel and prototype design and the operating firms asked for a broader form

lowed the thermal energy contained in wood and coal to be

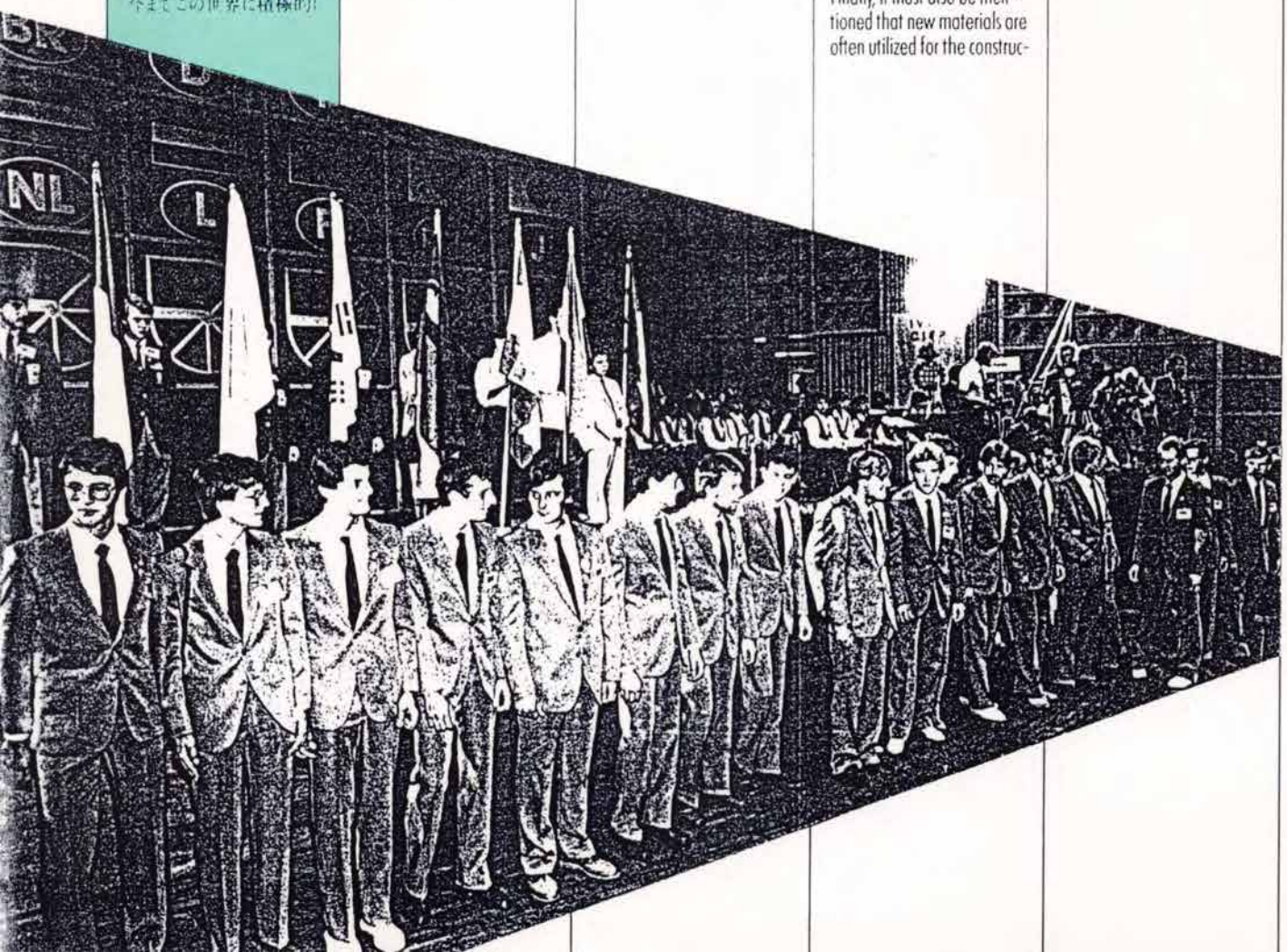
late 1920s, the first separately developed lines for flywheel, engine breakdown and electrical machinery insurance were combined under the general classification of machinery insurance, which even today is the basic form of cover offered under this line. During the heavy recession period up to the Second World War, the technical development became somewhat stagnant since the economic outlook was rather gloomy. There was little incentive for

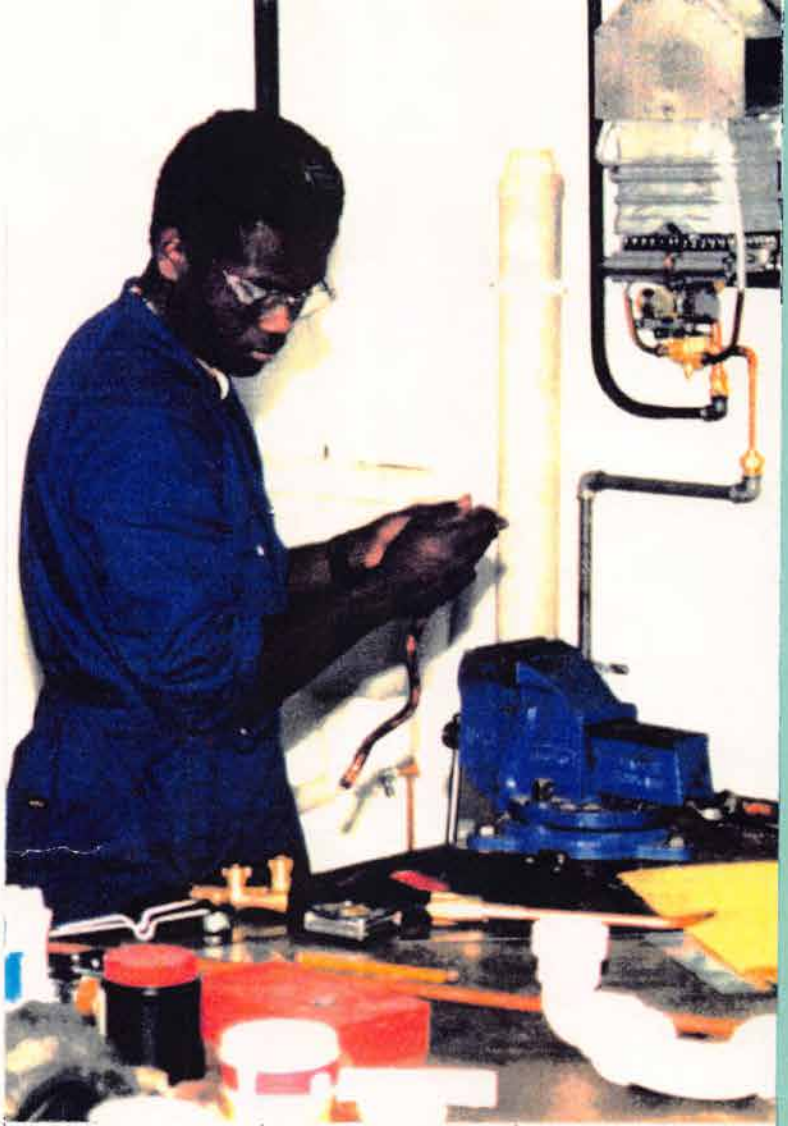
teórico obtenible en forma manuable: en microcomputadoras y ordena-

reliability. This outweighs a high efficiency because longer continuous operating periods are possible. The layout and design of every machine or industrial installation is always a compromise between technical possibilities and economic justification.
Today's technology has reached such a high standard that it would be theoretically possible to produce machines with almost absolute operating reliability for an extremely long period of operation. However, the costs of developing such machinery would be disproportionate to the useful economic life span, which is always shorter than technical lifetime since new machines with improved efficiency are continuously being developed.
Finally, it must also be mentioned that new materials are often utilized for the construc-

Wissen, das dem Anwender in handlicher Form zur Verfügung stand: Auf

large investments in research and for developing new, larger and better machinery and equipment. The situation changed radically after the end of the war with an enormous backlog demand to take up and realize all the projects that had been shelved during the recession and war years. The heavy demand for raw materials and energy for the production of investment and consumer goods required the development of larger and more efficient machines and technical installations. With the constant rise in investment costs and high expenditure for the operation and maintenance of installations, the demand for a high degree of re-





et les PC pouvaient réaliser et Tout à coup, la logistique

Other power machines such as steam turbines, electric generators and electric motors were invented during the rapid technical development taking place towards the end of the 19th century. Many losses occurred particularly with the steam turbines, such as shafts bursting and the physical explosion of turbine casings. Insurance then covered the physical explosion of the parts of the turbine that were subject to steam pressure and the disruption of rotating parts of the unit. The invention of other rotating machinery such as pumps, compressors, electric generators and motors, produced more frequent da-

problems occurred in connection with this new energy

mage due to novel and prototype design and the operating firms asked for a broader form of coverage. Therefore, in the late 1920s, the first separately developed lines for flywheel, engine breakdown and electrical machinery insurance were combined under the general classification of machinery insurance, which even today is the basic form of cover offered under this line. During the heavy recession period up to the Second World War, the technical development became somewhat stagnant since the economic

dores personales se podían De pronto, la logística empresarial obtuvo una

periods. It is almost unavoidable that certain parts of a plant of novel design and built with new materials will fail prior to the end of the calculated lifetime of such an installation.
It takes years for a plant to go from the drawing board into operation and even during this span of time, many new design features, new materials and manufacturing processes are introduced for which operating experience is lacking. Safety factors are constantly being reduced in order to produce more competitive and cheaper equipment. Human failure remains, by experience, an important damage factor. More complex plant increases the probability of failure. Human failure further mounts with the complexity of the task. With pro-

wart entwickelte sich Anfang der achtziger Jahre im Umfeld eines har-

duction units becoming larger and larger, the indirect losses are increasing correspondingly. When modern processes and machinery and plant are crammed together in order to gain space, we are also faced with the domino effect of loss propagation. Rapid technological change makes it difficult to obtain loss statistics for large amounts of similar machinery.
Considering all these aspects, the need for Technical insurance and in particular also for Machinery Breakdown cover becomes evident.
Heavy losses occurred in parti-

何事も電話で済ませることのといった状況でやって来るこなるべく簡単に片付けたくての事務用箋でも構わないかなければならないことが多い。せっかく便利なワープロがいて手紙を書いたのでは、手紙をたたいて作る時代にた手紙に不足しがちな人間大限に引き出す努力は、なわれてきている。それがレタロ時代を迎えた我々にとって版した意図もここにある。
レターヘッドとは本来、レタを印刷したことから、手紙のである。個人用でも会社用されることが多い。大企業でなデザインプログラムの一部称あるいは代表として取り扱店でレターヘッドと言えば、簡が、豊富なデザインと用まみになっている。
私とレターヘッド・デザイン留学準備を進めていた私の届いていた。これがレターヘザインにもかかわらず、美し倒されながら、既製のタイラにあぜんとしたものだった。ている。手に入れれば入れそされた。そこまでのこだわりに米のものは美しかったのでレターヘッドを収集する人が今まで出会ったことがないかは1920－30年代のものが仕一たちのものを数点手に入れいては、優れたデザインのレ

イプライターの普及と共に レターヘッド・デザインと呼ばれ、この考え方は大いに参考と

ーペーパーの頭部分に名前にあるものという意味で使のものでも便箋、封筒、名刺があれば、このほかの事務用品として制作され、レターヘッドと呼ばれるのが普通である。アパート個人用でも住所氏名入りの紙の選択によって、簡単に自

との出会いは1968年にさかの手元に、数通の手紙がアレターヘッドを手にした最初でもあった。タイプされたプロフェッショナル用紙で作った自分の手紙その3年後に私はレターヘッドほど、その高度なデザインとに対して脱帽せざるを得なかった。

どの程度いるのか、私にはら、そう多くはないだろう。アルことがあって、私もパウいたことがある。しかし、ここはターヘッドは、デザイン年鑑

d'entreprise est devenue un objectif à part entière. Chaque secteur devait

changed radically after the end of the war with an enormous backlog demand to take up and realize all the projects that had been shelved during the recession and war years. The heavy demand for raw materials and energy for the production of investment and consumer goods required the development of larger and more efficient machines and technical installations. With the constant rise in investment costs and high expenditure for the operation and maintenance of installations, the demand for a high degree of reliability of the new industrial plants was of primordial importance. Up to the early Seventies, technical development concentrated mainly on increasing the efficiency of

such machinery but also to insufficient training of person-

Finally, it must also be mentioned that new materials are often utilized for the construction of new machinery. In many cases, no test results are available at the time on their behaviour over long operating periods. It is almost unavoidable that certain parts of a plant of novel design and built with new materials will fail prior to the end of the calculated lifetime of such an installation.
It takes years for a plant to go from the drawing board into operation and even during this span of time, many new design features, new materials and manufacturing pro-

finalidad global. Se eliminaron las soluciones intermedias, el propio sector te-

reliability. This outweighs a high efficiency because longer continuous operating periods are possible. The layout and design of every machine or industrial installation is always a compromise between technical possibilities and economic justification.
Today's technology has reached such a high standard that it would be theoretically possible to produce machines with almost absolute operating reliability for an extremely long period of operation. However, the costs of developing such machinery would be disproportionate to the useful economic life span, which is always shorter than technical lifetime since new machines with improved efficiency are continuously being developed.

ten Wettbewerbes und einer aufkommenden Kostendis-

cesses are introduced for which operating experience is lacking. Safety factors are constantly being reduced in order to produce more competitive and cheaper equipment. Human failure remains, by experience, an important damage factor. More complex plant increases the probability of failure. Human failure further mounts with the complexity of the task. With production units becoming larger and larger, the indirect losses are increasing correspondingly. When modern processes and machinery and plant are crammed together in order to gain space, we are also faced with the domino effect of loss propagation. Rapid techno-

secteurs en amont et en aval. Les fauteuils des responsables des expéditions commencèrent à devenir bancals! La logistique telle qu'on la connait au-

pendent organisation for the inspection and revision of steam engines and boilers. The services of this asso-

nía que considerar tanto los intereses de los sectores superiores como de los sectores subordinados y se comenzó a poner en tela de juicio el

Mikro- und Personal-Computern konnten komplexe Abläufe und deren Optimierung wie Plötzlich gab es für die Unternehmens-

必要最小限の要素ですべ
住所氏名のレイアウトがそ
にもあって、ユニークな
いくつかの基本もある。例え
国語をカバーするガイドを活字
文住所氏名にとどめ、便
さ、セカンドレートも、って
所氏名のような小さなものを用
紙ではレターサイズという大
きさを考えると、それほどの
でも合理的で、理念あるこ
る。
そして最も重要なことは、だれ
に何を期待するかということ
。文章がタイプされて完成
において、評価される。
ということだ。
おとなしいデザインが多く
った贅沢なものが多い。私
は残念だ。便箋、封筒、
発想がない。これらのものは
れほど高いメディア価値に
、ビジネススーツやネクタ
イターを購入する程度の
今までこの世界に積極的
ろう。いずれにしろ、レター
にあるわけである。ワープロ
ションのために、何かしとき
というのは私ひとりだけではな
されたレターヘ
しい作品が多数寄せられた
意を表したいと思う。

Other power machines such as steam turbines, electric generators and electric motors were invented during the rapid technical development taking place towards the end of the 19th century. Many losses occurred particularly with the steam turbines, such as shafts bursting and the physical explosion of turbine casings. Insurance then covered the physical explosion of the parts of the turbine that were subject to steam pressure and the disruption of rotating parts of the unit. The invention of other rotating machinery such as pumps, compressors, electric generators and motors, produced more frequent damage due to novel and prototype design and the operating firms asked for a broader form of coverage. Therefore, in the late 1920s, the first separately developed lines for flywheel,

of failure. Human failure further mounts with the complexity of the task. With production units becoming larger and larger, the indirect losses are increasing correspondingly. When modern processes and machinery and plant are crammed together in order to gain space, we are also faced with the domino effect of loss propagation. Rapid technological change makes it difficult to obtain loss statistics for large amounts of similar machinery.
Considering all these aspects, the need for Technical insurance and in particular also for Machinery Breakdown cover becomes evident.
Heavy losses occurred in parti-

reliability. This outweighs a high efficiency because longer continuous operating periods are possible. The layout and design of every machine or industrial installation is always a compromise between technical possibilities and economic justification.
Today's technology has reached such a high standard that it would be theoretically possible to produce machines with almost absolute operating reliability for an extremely long period of operation. However, the costs of developing such machinery would be disproportionate to the useful economic life span, which is always shorter than technical lifetime since new machines with improved efficiency are continuously being developed.
Finally, it must also be mentioned that new materials are often utilized for the construc-

available at the time on their behaviour over long operating periods. It is almost unavoidable that certain parts of a plant of novel design and built with new materials will fail prior to the end of the calculated lifetime of such an installation.
It takes years for a plant to go from the drawing board into operation and even during this span of time, many new design features, new materials and manufacturing processes are introduced for which operating experience is lacking. Safety factors are constantly being reduced in order to produce more competitive and cheaper equipment. Human failure remains, by experience, an important damage factor. More complex plant increases the probability

何事も電話で済ませることのといった状況でやって来るなるべく簡単に片付けたくての事務用箋でも構わないかなければならないことが多いせっかく便利なワープロがあって手紙を書いたのでは、手紙をたくて作る時代にた手紙に不足しがちな人間味に引き出す努力は、なわれてきている。それがレタの時代を迎えた我々にとって既した意図もここにある。

レターヘッドとは本来、レタを印刷したことから、手紙のである。個人用でも会社用されることが多い。大企業でなデザインプログラムの一環称あるいは代表として取り扱店でレターヘッドと言えば、一商が、豊富なデザインと用紙みになっている。

私とレターヘッド・デザイン留学準備を進めていた私の届いていた。これがレターヘザインにもかかわらず、美し飼されながら、既製のタイフにあぜんとしたものだった。ている。手に入れれば入れるされた。そこまでのこだわり来のものは美しかったのでレターヘッドを収集する人か今まで出会ったことがないかは1920—30年代のものが世一たちのものを数点手に入れいては、優れたデザインのレ

jourd'hui s'est développée au début des années 80 dans un environnement de concurrence

reliability. This outweighs a high efficiency because longer continuous operating periods are possible. The layout and design of every machine or industrial installation is always a compromise between technical possibilities and economic justification.
Today's technology has reached such a high standard that it would be theoretically possible to produce machines with almost absolute operating reliability for an extremely long period of operation. However, the costs of developing such machinery would be disproportionate to the useful economic life span, which is always shorter than technical lifetime since new machines with improved efficiency are continuously being developed.
Finally, it must also be mentioned that new materials are often utilized for the construction of new machinery. In many cases, no test results are available at the time on their behaviour over long operating periods. It is almost unavoidable that certain parts of a plant of novel design and built with new materials will fail prior to the end of the calculated lifetime of such an installation.
It takes years for a plant to go

ers' Association" in 1854, an independent organisation for the inspection and revision of

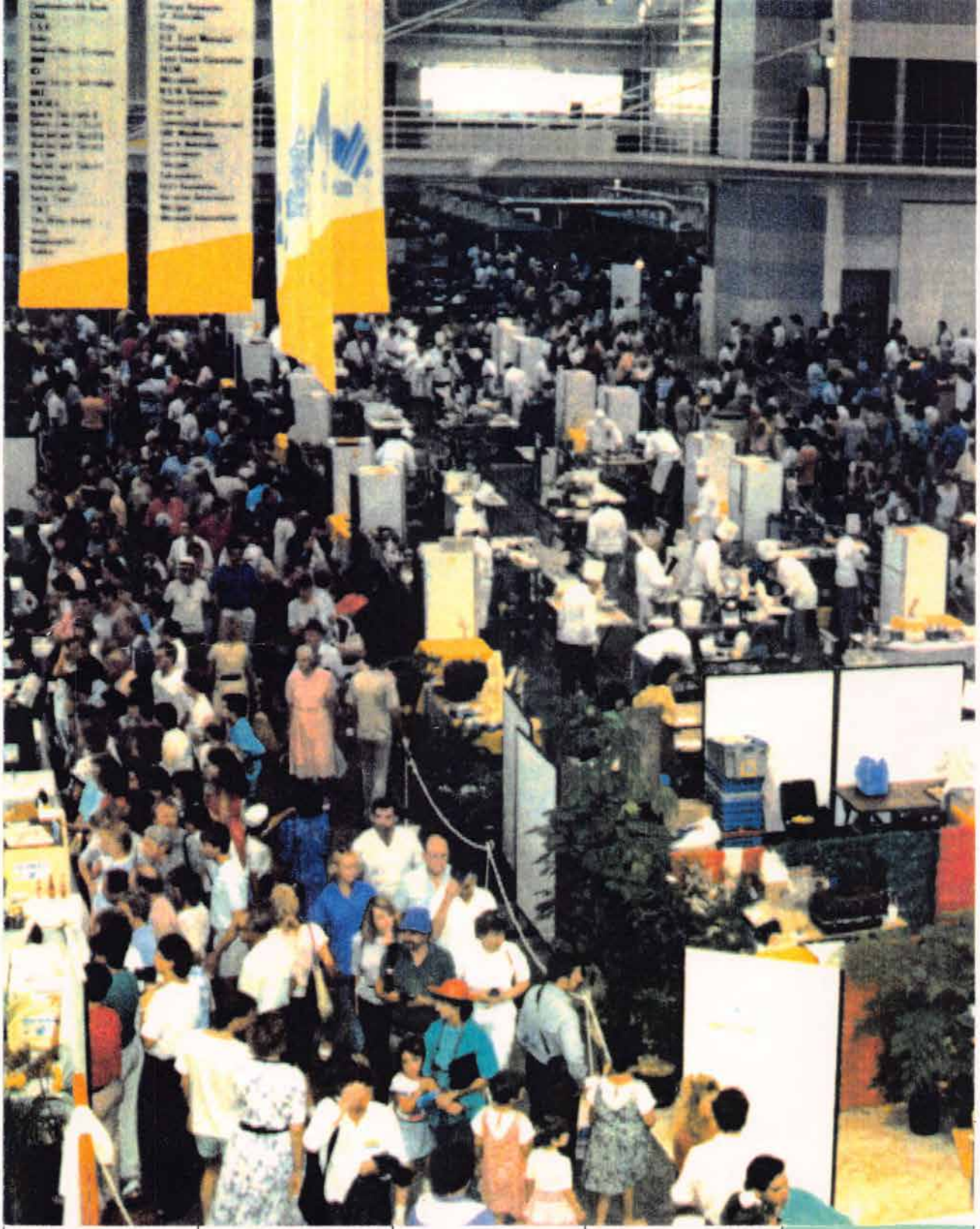
operation and even during this span of time, many new design features, new materials and manufacturing processes are introduced for which operating experience is lacking. Safety factors are constantly being reduced in order to produce more competitive and cheaper equipment. Human failure remains, by experience, an important damage factor. More complex plant increases the probability of failure. Human failure further mounts with the complexity of the task. With production units becoming larger and larger, the indirect losses are increasing correspondingly. When modern processes and machinery and plant are crammed together in order to gain space, we are also faced with the domino effect of loss propagation. Rapid technological change makes it difficult to obtain loss statistics for large amounts of similar machinery.
Considering all these aspects, the need for Technical insur-

puesto de los jefes de expedición en todos los niveles. La logística actual se desarrolló a co-

During the heavy recession period up to the Second World War, the technical development became somewhat stagnant since the economic outlook was rather gloomy. There was little incentive for large investments in research and for developing new, larger and better machinery and equipment. The situation changed radically after the end of the war with an enormous backlog demand to take up and realize all the projects that had been shelved during the recession and war years. The heavy demand for raw materials and energy for the production of investment and consumer goods required the development of larger and more efficient machines and technical installations. With the constant rise in investment costs and high expenditure for the operation and maintenance of installations, the demand for a high degree of reliability of the new industrial plants was of primordial importance. Up to the early Seventies, technical development concentrated mainly on increasing the efficiency of the machines, which could only be achieved by increasing the operating conditions such as pressure, temperature, rotating speed, etc. This caused higher stresses, however, and increased vulnerability to material and operational fai-

logistik ein Gesamtziel. Insellösungen wurden eliminiert, der eigene Bereich musste die Interes-

Other power machines such as steam turbines, electric generators and electric motors were invented during the rapid technical development taking place towards the end of the 19th century. Many losses occurred particularly with the steam turbines, such as shafts bursting and the physical explosion of turbine casings. Insurance then covered the physical explosion of the parts of the turbine that were subject to steam pressure and the disruption of rotating parts of the unit. The invention of other rotating machinery such as pumps, compressors, electric generators and motors, produced more frequent damage due to novel and prototype design and the operating firms asked for a broader form of coverage. Therefore, in the late 1920s, the first separately developed lines for flywheel, engine breakdown and electrical machinery insurance were combined under the general classification of machinery insurance, which even today is the basic form of cover offered under this line.



Concours internationaux de formation professionnelle destinés à la jeunesse

acharnée et de discipline naissante en matière de coûts.

International Youth Skill Olympics

production machinery, resulting in heavy losses to

Concursos Internacionales de formación profesional para la Juventud

mienzos de los años ochenta en el marco de una dura

Internationale Berufswettbewerbe für die Jugend

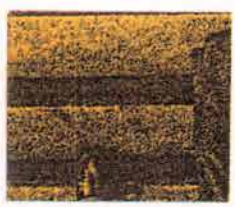
ziplin. Dazu kam das theoretische Wissen, das dem

近い将来では、手紙を書くことが多い。
ら、ボールペンで書くか万年なと、切手の貼り方まで、子

く庭内にまで普及しても、書温か味に欠けて使いものにと、それなりの方法が必要な味を補い、手紙のメディアイプライターの普及と共にビーヘッド・デザインと呼ばれ、この考え方は大いに参考と

omic justification.

available at the time on their behaviour over long operating



nical possibilities and econ-

which is always shorter

fail prior to the end of the calculated lifetime of such

continuous operating

long period of operation.

technical lifetime since

reached such a high

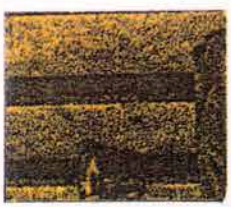
a compromise between

aping such machinery

are possible. The layout

ces facteurs s'ajouta que l'utilisateur pouvait disposer d'une connaissance théorique sous une forme pratique: les micro-ordinateurs et les PC pouvaient réaliser et Tout à

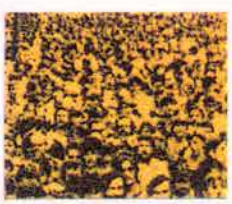
tion of new machinery. In many cases



often utilized for the

tioned that new

vide insurance in the event of a boiler explosion. The "Hartford Steam Boiler Inspection and Insurance Company" was formed



machines with improved

with almost absolute

competenc una discipl gastos em Además, s del conocir teórico obt forma ma en microco doras y or dores pers

be disproport

ia y de
na de
rgente.
e dispuso
niento
enible en
uable:
mputa-
iena-
onales se

Anwender in handlicher Form zur Verfügung stand: Auf Mikro- und Personal-Computern konnten komplexe Abläufe und deren Optimierung wie

useful economic life

ing reliability for an

operation and even during

タイプされたプロフェッショ
用紙で作った自分の手紙
その3年後に私はレターヘ
ほど、その点でデザインと
対して脱帽せざるを得なく
る。
どの程度いるのか、私にも
ん、そう多くはないだろう。ア
ることがあって、私もいく
したことがある。しかし、ここ
ターヘッドは、デザイン年鑑

dustrial install

It takes years for a plant to go from the drawing

periods. It is almost unavoidable that certain

ciency are continuously

high efficiency because

possible to produce mo

design of every

However, the costs of devel-

that it would be theore

this span of time.

Finally, it must also be

plant of novel design and built with new materials will

reliability. This outweighs a

Today's technol

るので拡大鏡で住所を解[illegible]
ザイナーたちから[illegible]に入れ[illegible]
レターヘッドのデザインは
多く、用紙や活字の選定
のが多い。郵便上の規制
インは案外と難しい。また、
やワープロ用に[illegible]
の要素で[illegible]
[illegible]

coup, la logistique d'entreprise est devenue un objectif à part entière. Chaque secteur devait tenir compte des intérêts des autres

In Germany developments were similar. Statutory regulations were enforced for the construction, maintenance and revision of steam boil- and pressure as early as The first Boil- ection Au- (DÜV) was

podían De pronto, la logística empresarial obtuvo una finalidad global. Se eliminaron las soluciones intermedias, el propio sector tenía que considerar tanto los intereses de los sectores superiores como de los sectores subordinados y se comenzó a poner en tela de juicio el puesto de los jefes

sen der vor- und nachgelagerten Bereiche berücksichtigen, und es wackelten die Stühle der Versandchefs auf allen Ebenen. Die Logistik der Gegenwart entwickelte sich Anfang der achtziger Jahre im Umfeld eines harten Wettbewerbes und einer aufkom-

de expedición en todos los niveles. La

design features, new materials and manufacturing processes are introduced for which operating experience is lacking. Safety factors are constantly being reduced in order to produce more competitive and cheaper equipment. Human failure remains, by experience, an important damage factor. More complex plant increases the probability of failure. Human failure further mounts with the complexity of the task. With production units becoming larger and larger, the indirect losses are increasing correspondingly. When modern processes and machinery and plant are crammed together in order to gain space, we are also faced with the domino effect of loss propogation. Rapid technological change makes it difficult to obtain loss statistics for large amounts of similar machinery.

secteurs en amont et en aval. Les fau-

Other power machines such as steam turbines, electric generators and electric motors were invented during the rapid technical development taking place towards the end of the 19th century. Many losses occurred particularly with the steam turbines, such as shafts bursting and the physical explosion of turbine casings. Insurance then covered the physical explosion of the parts of the turbine that were subject to steam pressure and the disruption of rotating parts of the unit. The invention of other rotating machinery such as pumps, compressors, electric generators and motors, produced more frequent damage due to novel and prototype design and the operating firms asked for a broader form of coverage. Therefore, in the late 1920s, the first separately developed lines for flywheel, engine breakdown and electrical machinery insurance were combined under the general classification of ma-

founded in 1866 in Mannheim on the

chinery insurance, which even today is the basic form of cover offered under this line. During the heavy recession period up to the Second World War, the technical development became somewhat stagnant since the economic outlook was rather gloomy. There was little incentive for large investments in research and for developing new, larger and better machinery and equipment. The situation changed radically after the end of the war with an enormous backlog demand to take up and realize all the projects that had been shelved during the recession and war years. The heavy demand for raw materials and energy for the production of investment and consumer goods required the

menden Kostendisziplin. Dazu kam

development of larger and more efficient machines and technical installations. With the constant rise in investment costs and high expenditure for the operation and maintenance of installations, the demand for a high degree of reliability of the new industrial plants was of primordial importance. Up to the early Seventies, technical development concentrated mainly on increasing the efficiency of the machines, which could only be achieved by increasing the operating conditions such as pressure, temperature, rotating speed, etc. This caused higher stresses, however, and increased vulnerability to material and operational fai-reliability. This outweighs a high efficiency because longer continuous operating periods are possible. The layout and design of every machine or industrial installation is always

のか、そのデザインの背景に
ザインされたターボンプは
ザインはその最終的な状態と
タイピングを邪魔してはなら
ヨーロッパのエターペットは
なデザインでしかもお客様の
で保守的で知的であるこ
ネルギーと費用を投入する
資材として投資されたに、そ
い。本来業務用であれば、
様、あるいはブランドものの
動いてよいはずなのが
れることがなかったせいで
する理由は私自身のまわり
よりヒューマンなコミュニケー
テアやデザインが欲しいと思
なお、本書は1988年に出版
り、今回も世界各国の表現
た、この場を借りて感謝のと

14

との出会いは1968年にさか
手元に、数通の手紙がア
ッドを手にした最初でもあ
くタイプされたプロフェッシ
ア用紙で作った自分の手紙
その3年後に私はレターヘ
らほど、その高度なデザインと
に対して脱帽せざるを得なか
る。
どの程度いるのか、私にわ
ら、そう多くはないだろう。ア
ることがあって、私もパウ
れたことがある。しかし、ここ1
ターヘッドは、デザイン年表

teuils des responsables des expéditions commencèrent à devenir bancals! La logistique telle qu'on la connait aujourd'hui s'est développée au début des années 80 dans un environnement de concurrence acharnée et de discipline naissante en

erwachungs-Verein) was founded in 1884 and was the predecessor of the Association of the Technical Inspection Authorities: V d TÜV (Vereinigung der Technischen Ueberw

puesto de los jefes de expedición en todos los niveles. La logística actual se desarrolló a comienzos de los años ochenta en el marco de una dura competencia y de disciplina de ergente. dispuso cimient ible en manua

Plötzlich gab es für die Unternehmenslogistik ein Gesamtziel. Insellösungen wurden eliminiert, der eigene Bereich musste die Interessen der vor- und nachgelagerten Bereiche berücksichtigen, und es wackelten die Stühle der Versandchefs auf allen Ebenen. Die Logistik der Gegen-

pouvait disposer d'une connaissance théorique sous une forme pratique: les micro-ordinateurs et les PC pouvaient

a compromise between technical possibilities and economic justification.
Today's technology has reached such a high standard that it would be theoretically possible to produce machines with almost absolute operating reliability for an extremely long period of operation.
However, the costs of developing such machinery would be disproportionate to the useful economic life span, which is always shorter than technical lifetime since new machines with improved efficiency are continuously being developed.
Finally, it must also be mentioned that new materials are often utilized for the construction of new machinery. In many cases, no test results are available at the time on their behaviour over long operating periods. It is almost unavoid-

ers and pressure vessels as early as 1856. The first Boiler Mannheim on the same principles as the British organi-

mous backlog demand to take up and realize all the projects that had been shelved during the recession and war years.
The heavy demand for raw materials and energy for the production of investment and consumer goods required the development of larger and more efficient machines and technical installations. With the constant rise in investment costs and high expenditure for the operation and maintenance of installations, the demand for a high degree of reliability of the new industrial plants was of primordial importance. Up to the early Seventies, technical development concentrated mainly on

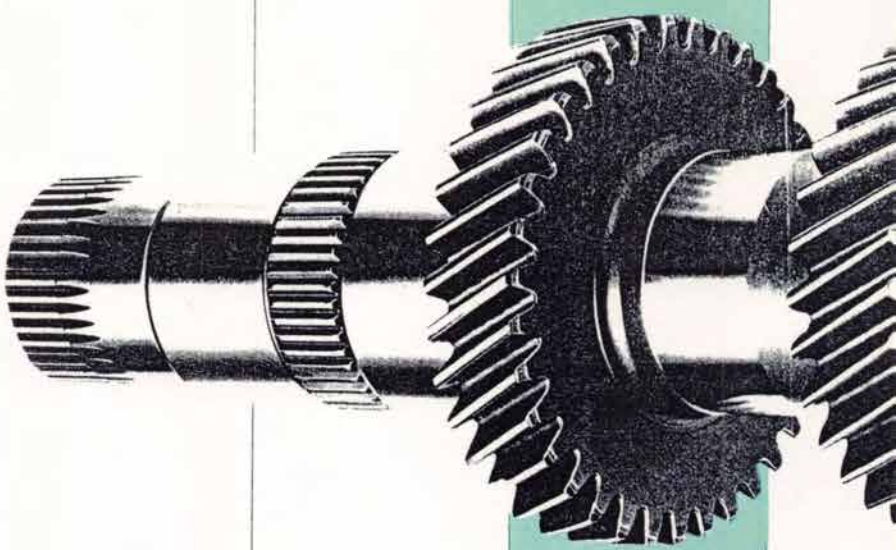
una disciplina de gastos emergente. Además, se dispuso doras y ordenadores personales se podían De pronto,

type design and the operating firms asked for a broader form of coverage. Therefore, in the late 1920s, the first separately developed lines for flywheel, engine breakdown and electrical machinery insurance were combined under the general classification of machinery insurance, which even today is the basic form of cover offered under this line.
During the heavy recession period up to the Second World War, the technical development became somewhat stagnant since the economic outlook was rather gloomy. There was little incentive for large investments in research and for developing new, larger and better machinery and equipment. The situation changed radically after the end of the war with an enor-

wart entwickelte sich Anfang der achtziger Jahre im Umfeld eines harten Wettbewerbes und einer aufkom-

Other power machines such as steam turbines, electric generators and electric motors were invented during the rapid technical development taking place towards the end of the 19th century. Many losses occurred particularly with the steam turbines, such as shafts bursting and the physical explosion of turbine casings. Insurance then covered the physical explosion of the parts of the turbine that were subject to steam pressure and the disruption of rotating parts of the unit. The invention of other rotating machinery such as pumps, compressors, electric generators and motors, produced more frequent damage due to novel and proto-

何事も電話で済ませることの
といった状況でやって来るこ
なるべく簡単に片付けたい
ての事務用途でも構わないか
なければならないことが多い
せっかく便利なワープロが
いて手紙を書いたのでは、
手紙をただただ作る時代に
た手紙に不足しがちな人間
大限に引き出す努力は、
われてきている。それがレタ
ロ時代を迎えた我々にとって
版した意図もここにある。
レターヘッドとは本来、ニ
を印刷したことから、手紙の
である。個人用でも会社用
されることが多い。大企業で
なデザインプログラムの一
称あるいは代表として取り扱
店でレターヘッドと言えば、
商が、豊富なデザインと用
みになっている。



今まで出会ったことがないか
は1920—30年代のものが用
ーたちのものを数点手に入
いては、優れたデザインの

réaliser et Tout à coup, la logistique d'entreprise est devenue un objectif à part entière. Chaque secteur devait tenir compte des intérêts des autres secteurs en amont et en aval. Les fauteuils des responsables des expéditions commencèrent à devenir bancals! La logistique telle qu'on la connait au-

Suddenly, corporate logistics had an overall goal. Standalone approaches were eliminated, individual divisions had to take the interests of upstream and downstream activities into account, and the positions of dispatch

la logística empresarial obtuvo una finalidad global. Se eliminaron las soluciones intermedias, el propio sector tenía que considerar tanto los intereses de los sectores superiores como de los sectores subordinados y se comenzó a poner en tela de juicio el puesto de los jefes de expedición en todos los niveles. La logística actual se

menden Kostendisziplin. Dazu kam das theoretische Wissen, das dem Anwender in handlicher Form zur Verfügung stand: Auf Mikro- und Personal-Computern konnten komplexe Abläufe und deren Optimierung wie Plötzlich gab es für die Unternehmenslogistik ein Gesamt-

jourd'hui s'est développée au début des années 80 dans

the turbine that were subject to steam pressure and the disruption of rotating parts of the unit. The invention of other rotating machinery such as pumps, compressors, electric generators and motors, produced more frequent damage due to novel and prototype design and the operating firms asked for a broader form of coverage. Therefore, in the late 1920s, the first separately developed lines for flywheel, engine breakdown and elec-

where started to look shaky. Modern

as steam turbines, electric generators and electric motors were invented during the rapid technical development taking place towards the end of the 19th century. Many losses occurred particularly with the steam turbines, such as shafts bursting and the physical explosion of turbine casings. Insurance then covered the physical explosion of the parts of

desarrolló a comienzos de los años ochenta en el mar-

trical machinery insurance were combined under the general classification of machinery insurance, which even today is the basic form of cover offered under this line. During the heavy recession period up to the Second World War, the technical development became somewhat stagnant since the economic outlook was rather gloomy. There was little incentive for large investments in research and for developing new, larg-

ziel. Insellösungen wurden eliminiert,

er and better machinery and equipment. The situation changed radically after the end of the war with an enormous backlog demand to take up and realize all the projects that had been shelved during the recession and war years. The heavy demand for raw materials and energy for the production of investment and consumer goods required the

レターヘッドのデザインで
のか、そのデザインの効果
ザインされたレターヘッド
ザインはその最終的な状態
タイピングを邪魔してはな
ヨーロッパのレターヘッド
なデザインでしかもお金を
て保守的で類型的であるの
ネルギーと費用を投入する
資材として位置づけられ、そ
い。未来志向であれば
様、あるいはブランドものの
動いてよいはずなのが
れることがなかったせいで
する理由は私自身のまわり
よりヒューマンなコミュニケー
アやデザインが欲しいと思
なお、本書は1986年に出版
り、今回も世界各国の書籍
に、この場を借りて感謝の

pouvait disposer d'une connaissance théorique sous une forme pratique: les micro-ordinateurs

high efficiency because longer continuous operating periods are possible. The layout and design of every machine or industrial installation is always a compromise between technical possibilities and economic justification.
Today's technology has reached such a high standard that it would be theoretically possible to produce machines with almost absolute operating reliability for an extremely long period of operation. However, the costs of developing such machinery would be disproportionate to the

Explosion Act" prescribing compulsory periodical inspec-

useful economic life span, which is always shorter than technical lifetime since new machines with improved efficiency are continuously being developed.
Finally, it must also be mentioned that new materials are often utilized for the construction of new machinery. In many cases, no test results are available at the time on their behaviour over long operating periods. It is almost unavoidable that certain parts of a plant of novel design and

Además, se dispuso del conocimiento teórico obtenible en forma manuable: en microcomputa-

built with new materials will fail prior to the end of the calculated lifetime of such an installation.
It takes years for a plant to go from the drawing board into operation and even during this span of time, many new design features, new materials and manufacturing processes are introduced for which operating experience is lacking. Safety factors are constantly being reduced in order to produce more competitive and cheaper equipment. Human failure remains, by experience, an important damage factor. More complex

der eigene Bereich musste die Interessen der vor- und nachgelagerten Be-

plant increases the probability of failure. Human failure further mounts with the complexity of the task. With production units becoming larger and larger, the indirect losses are increasing correspondingly. When modern processes and machinery and plant are crammed together in order to gain space, we are also faced with the domino effect of loss propagation. Rapid technological change makes it difficult to obtain loss statistics for large amounts of similar machinery.

modest output were already in opera-

plosion of turbine casings. Insurance then covered the physical explosion of the parts of the turbine that were subject to steam pressure and the

the beginning of the 19th century,

outlook was rather gloomy. There was little incentive for large investments in research and for developing new, larger and better machinery and

boilers. Great Britain was in the

late 1920s, the first separately developed lines for flywheel, engine breakdown and electrical machinery insurance

invention that allowed the thermal

constantly being reduced in order to produce more competitive and cheaper equipment. Human failure remains, by experience, an important

property and bodily injuries. These were

ing place towards the end of the 19th century. Many losses occurred particularly with the steam turbines, such as shafts bursting and the physical ex-

this new energy production machin-

equipment. The situation changed radically after the end of the war with an enormous backlog demand to take

large scale mainly due to James Watt's

were combined under the general classification of machinery insurance, which even today is the basic form of cover offered under this line.

Industrialisation was possible on a

als and manufacturing processes are introduced for which operating experience is lacking. Safety factors are

ery, resulting in heavy losses to

Other power machines such as steam turbines, electric generators and electric motors were invented during the rapid technical development tak-

problems occurred in connection with

produced more frequent damage due to novel and prototype design and the operating firms asked for a broader form of coverage. Therefore, in the

tion. However, many teething

It takes years for a plant to go from the drawing board into operation and even during this span of time, many new design features, new materi-

some 500 steam engines of very

damage factor. More complex plant increases the probability of failure. Human failure further mounts with the complexity of the task. With pro-

used in so-called steam engines and

disruption of rotating parts of the unit. The invention of other rotating machinery such as pumps, compressors, electric generators and motors,

energy contained in wood and coal to be

During the heavy recession period up to the Second World War, the technical development became somewhat stagnant since the economic

forefront in this development. At

able that certain parts of a plant of novel design and built with new materials will fail prior to the end of the calculated lifetime of such an in-

私とレターヘッド・デザイン
留学準備を進めていた私の
届いていた。これがレター
ザインにもかかわらず、美し
倒されながら、既製のタイ
にあぜんとしたものだった。
ている。手に入れれば入れ