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Cheese rennet was used to curdle the milk. Earlier on this was done by hanging into the milk as a rennet bag a Chitzimagen, a bundle made of the dried stomach of a young goat. When the milk had curdled, the cheese mass was agitated with Schuefe (wooden ladles) and Ruerer (a stirring utensil made of fir stem that had the stumps of its broken-off branch-work making a whorl), and the curd was thus reduced to the desired size.

Sometimes cheese-cloth was used, but more frequently the cheese mass was picked up by hand from the cheese-kettle, pressed together and put into the Chaswerb (a cheese-cask, also called Jarb).

The Chasholzli (a wooden spigot) plugged in front of the cheese cask provided a draining channel for the whey, and fed this over a groove in the Till (a base-board under the cask) into a small draining pail. The whey in the cheese-kettle continued to be heated, and with the addition of the Suur (sour rennet-whey) from the Surfassli (rennet-jug), it was made to curdle once again. This procedure is called Vorbruch. The Zieger cheese particles rising to the surface were drawn off and one part was put into the whey bucket, which was then kept warm under the bed covers for a later meal.

MARITIME TRANSPORT

Switzerland's Ocean-going Fleet

In 1984, as a result of the general economic recovery, Swiss maritime transport showed a slight improvement. In spite of the smallness of its fleet, Switzerland is also concerned by the evolution of the general situation.

At the end of last year, Switzerland's ocean-going fleet numbered some 32 vessels with a total capacity of 486,610 tons. It consisted of 14 freighters, 8 ships equipped for bulk transport, 5 wine-tankers, 4 refrigerator ships and a 'roll-on roll-off'. On this last-named vessel loaded trucks drive directly on and off, hence its name.

Switzerland's merchant fleet has a total crew of nearly 700, 40 per cent of whom are Swiss nationals. This branch contributes not only to Switzerland's supplies but also to its foreign relations.

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On March 23 1985, the crew of the space shuttle was preparing for the next Discovery flight. The one and only item of their equipment not to have been altered by an iota in 20 years: their wrist chronographs. They were exactly the same as those worn for the earlier mission, the choice having been brilliantly confirmed moreover in November 1978, after a new in-flight test carried out for the Shuttle programme on the models of some thirty manufacturers from all over the world.