

## THE GENERAL NURSING COUNCIL FOR ENGLAND AND WALES.

A meeting of the General Nursing Council for England and Wales was held at the offices of the Council, 23, Portland Place, London, W., on April 25th. In the absence of the Chairman, Miss Mary Jones, O.B.E., Vice-Chairman, presided.

### Finance.

On the recommendation of the Finance Committee, bills and claims submitted for payment were approved, and the sums of £1,700 for Weekly Salaries, £150 for Insurance Stamps, £40 for Receipt Stamps, and £20 for Petty Cash were allowed.

Estimates of £777 13s. 8d., and £32 10s. for Stationery, £465 and £1,233 8s. 6d. for equipment were agreed.

### Registration.

Applications for approval for Registration were: General Register, by reciprocity, 22; Supplementary Part of the Register for Nurses for Mental Diseases, by reciprocity, 1; for Sick Children's Nurses, by reciprocity, 2; for Fever Nurses, by Examination, 9. Total, 34.

It was agreed that 150 nurses, who had hitherto failed to pay their retention fee, and now wished their names re-included in the Register, should be reincluded.

### Education and Examination.

The position of Hospitals at present approved as Training Schools which are unable to comply with the Council's requirement regarding the minimum daily average occupation of beds was considered, and it was agreed that approval in certain instances be withdrawn.

Approval of Hospitals as Training Schools for Female and Male Nurses was granted.

It was agreed that the one-year whole-time Pre-Nursing Course of La Sainte Convent School, Bath, be approved for purposes of Part I of the Preliminary Examination.

### House Committee.

It was agreed that estimates to the value of £321 3s. 0d. be accepted for the installation of internal telephones at No. 17, Portland Place; but as there would be a four to five months' delay in installing these telephones, an estimate of £18 for the immediate installation of temporary buzzers was accepted.

### Assistant Nurses.

Provisional approval of Hospitals as Complete Training Schools for Assistant Nurses for a period of two years was granted to Old Windsor Emergency Hospital, Berks; Arclid Hospital, near Sandbach, Cheshire; and Kirkdale Homes, Liverpool.

It was agreed that the General Hospital, South Shields, be withdrawn as a Complete Training School for Assistant Nurses, but without prejudice to the position and rights of nurses already admitted to training, and that it be approved as a Training School for Male Nurses.

It was agreed that 1,032 applicants whose applications have been found to be in order, be approved for enrolment, and their names entered in the Roll of Assistant Nurses.

### Disciplinary Cases.

The case of Miss Winifred Hurt, S.R.N. 145335, was considered by the Council, and it was agreed to postpone judgment on the facts proved against her for a period of one year.

The case of Anne Mullaney (nee Hickey), S.R.N. 121336, was considered, and it was agreed to direct the Registrar to remove her name from the Register of Nurses.

### The next Meeting of the Council.

The date of the next meeting was fixed for May 23rd.

## AND SO TO AMERICA.

Here I am, in my little cabin bed on R.M.S. *Queen Elizabeth*, in Southampton Water, awaiting the tugs to pull us out on Sunday's high tide. The first part of our journey "out West", this third day of May, has begun.

Miss M. S. Cochrane, R.R.C., Hon. Secretary to the National Council of Nurses of Great Britain and Northern Ireland, was at Waterloo to see the members out on the 3.5 p.m. train—one of six trains to take the passengers to the boat. It was kind of her to take so much trouble, and her action was appreciated.

It was a glorious day. The sun smiled on us and warmed our chilly bones, and gave us a cheerful benediction and wished us a happy and safe journey. Many of us felt a little sad at leaving our dear doggies behind, especially as it was such a lovely day for a country walk—but duty called, and our pets sadly await the blessed day of our return.

The Ocean Liner Express pulled out of Waterloo on time, and we sped along the fast lines without a halt, until we arrived in Southampton, when the express ambled through the streets (literally) and arrived at the customs sheds. What a sight met our eyes! The great ship *Queen Elizabeth* stood by; there was a conglomeration of luggage, stewards, porters and thousands of passengers. We all dived hurriedly into our handbags. We needed passports, ration books, embarkation cards, identity cards, vaccination certificates, and almost permission to breathe! Then on to the ship. Oh, what a size! What a multiplicity of decks, corridors, wrong turnings, bars, libraries, sun decks, garden decks, cinemas and shops! More like a floating city built like a garden maze.

On arrival at my cabin, a cheerful voice from within greeted me. It was Miss Warren, of Sheffield. Miss Smaldon, of Birmingham, was next door, seated amongst glorious roses from good friends, and I must confess I begged three, and have them ravishly placed at my bedside.

After a dinner (oh, what a dinner!) we started a tour of the ship. We met our President with a friend in a very friendly place, and had a chat about our journey. We then "took her a walk," hoping to take her to her cabin; but I'm sure we walked the distance from London to Southampton before we were directed on to the correct deck.

Later, we went up on to a higher deck, and watched the sun setting. It was a glorious sight, almost as if a great golden ball had spread its gold-like mist in the clouds. The waters below shimmered and reflected the beauty of the evening sky and the full moon rose and shone brightly. The air was fresh and chilly and adventure beckoned.

I am just a tiny bit disappointed that the *Queen Elizabeth* is so big. It is a business ship; whereas the smaller boats are built for pleasure trips—this one is built to carry passengers who must cross the Atlantic! It is luxurious, but impersonal, and one does not capture the air of romance and intimacy which pervades the smaller boats. But perhaps I am just a little hasty—after all, it's our very first evening!

I have just been having a chat with a stewardess (a member of the wealthy class), and I have discovered that there are three trained Nurses (S.R.N. and C.M.B.), one to each class (i.e., 1st class, cabin class and tourist), on the boat. They rank as officers, and enjoy many privileges and amenities. They have very comfortable quarters and good off-duty time—although, if there were any serious emergencies, they would have to work hard and forgo their leisure. They dine with the cabin class passengers. There are two doctors to each class, who are likewise officers. I learned also that there are many trained Nurses amongst the stewardesses. They may not practise nursing, and although their salaries are good and their tips bountiful, it does seem rather a waste of good Nurses to be doing domestic work! But they love their work and

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