

## OFFICIAL RESPONSES

## ANNEX E

11.01 The Department of Transport was the virtual employer and as such could be expected to explain the conditions of employment under the Canada Shipping Act. They did not point out during the Battle of the Atlantic that the probability of being killed by the enemy was one in four. They did not point out that Axis submarine crews slaughtered survivors in the sea. They did not point out that you did not get wages when not on Articles. They did not point out that if seamen were killed or injured by other than direct enemy action that there was no compensation, "... there is no industry that continues a man's pay if he is unfit for work."

11.02 They did not point out that if enlisted in one of the services, there was a better than 50% chance that you would never leave Canada. That if you were among the half million that did leave Canada, there was a 20% chance that you would never see action. (From Canadian Pension Commission statistics given to the Special Committee on Veterans Affairs 11 April 1946, and testimony of AVM Curtis 22 July 1946.)

12. Marc Milner addresses the inadequacies in training and efficiency in the RCN in 1940-41 in his prestigious, "North Atlantic Run" and he describes the results: "Unlike inefficiency in many other forms of military or naval endeavour, inefficiency in escort forces meant destruction for the men and ships that the escorts were trying to protect, not for the warships themselves. During the Battle of the Atlantic, Allied merchant seamen paid for the RCN's inefficiency." In his prologue, he states, "... in short the battle for ONS 154 (Convoy) marked the end of the beginning for Canada's wartime navy."