

at sea, when he may sit for an examination for a 1st Mate's Certificate and a further eighteen months' sea experience is required before attempting the examination for a Master's Certificate. Courses of instruction of approximately three months are also required in both cases. It is the usual practice that an officer hold a certificate for at least one rank higher than that which he is occupying, i.e., a 1st Mate usually holds a Master's Certificate and an Able Seaman may hold a 1st Mate's or 2nd Mate's Certificate.

Mr. Randles and Captain Cameron pointed out that, with the disbanding of the manning pools, there would be no provision to pay men taking these courses, and recommended strongly that some similar arrangement be provided in peacetime. They stated that a seaman's pay was too low to enable a man to save sufficient money to maintain himself while at school ashore and that it was in the public interest, as well as in the interest of the individual, to provide assistance for the training of prospective officer material.

Post-Discharge Benefits

Pension on a scale approximating the rates in the Pension Act is granted for death or disability suffered by any seaman as a result of enemy action or counter-action.

Any seaman is eligible for:—

- (a) full benefits under The Reinstatement in Civil Employment Act;
- (b) treatment for non-pensionable disability incurred in service at sea for a period of 18 months if commenced within 12 months of termination of service;
- (c) compensation for loss of effects and continuation of wages and payment of special bonus if enemy prisoner;
- (d) if pensionable, treatment for pensionable disability, including hospital allowances; and
- (e) if pensionable and unable to carry on as a seaman because of his disability, vocational training and the benefits of the Veterans' Land Act.

Any seaman eligible for either the War Service Bonus or the Special Bonus is also eligible for:—

- (a) veterans' insurance;
- (b) railway fare from port of final discharge in Canada to his permanent residence in Canada.

In addition, P.C. 3227 provides that the Minister of Transport may make a grant "for the purpose of assisting such seamen in undertaking courses for which they may be suitable to increase their skill and knowledge for advancement in the Merchant Navy and all the provisions of Post-Discharge Re-establishment Order respecting vocational and technical training benefits shall *mutatis mutandis* apply to such grants."

Mr. Randles recommended that this provision be continued in any projected legislation to enable men to complete their apprenticeship and training for a Master's Certificate.

Mr. Randles also recommended that a man who signed a long-term contract prior to the 31st of August, 1945, be eligible for the special bonus for any time served in dangerous waters on a foreign-going ship of Canadian registry between September 10, 1939, and April 1, 1944. At present, the provisions of P.C. 3227 are interpreted to mean that he must have so served at least six months.

The question of extending the special bonus to Canadians who had served on ships of United Kingdom or Allied registry (after the Ally had entered the war) was discussed at length. The witnesses, while sympathetic to the suggestion, believed that the administrative difficulties would be insurmountable. They stated, however, that there were many injustices at present and