

Mrs. FAIRCLOUGH: It seems to me that that would be a sensible thing to do because in the final analysis, responsibility for payment for compensation has to come right back to the crown, except of course, in a situation such as that which Mr. Bell describes.

Mr. BELL: It does show in the fact that we have to deal with this immediate problem, but it does present a future problem when we have the pilots and their employees and also the Merchant Seamen Compensation Act in the Department of Labour and it is really unsatisfactory without knowing what the solution will be. I do not mean that the administration of this act by the Department of Labour is unsatisfactory, but it does point out the situation where it could be passed from one bureaucratic department to another. I understand that one of the other individuals, one of the other non-married non-pilots, perhaps might have a dependent mother where he was single. How would the dependent's mother be affected?

Mr. GREENE: Dependents' mothers have been taken care of under the act.

Mr. BROWN: That would depend upon the decision of the board.

Mr. BELL: If you felt the other individual qualified the same as a married man did, he would receive the same consideration that you are going to give under the circumstances.

Mr. HAHN: Mr. Greene in his computation outlined for us 204 cases, but I note there were 20 cases short between 824 accidents and the 204 temporarily under compensation. I was wondering what the cases would be.

Mr. GREENE: There are 21 temporary disability cases. Over 600 cases were minor temporary disability cases which do not figure into the statement I have in front of me, and then there are 21 I have here that came before the board, and there were problems involved in them.

Mr. HAHN: 54 claims were disallowed! What is the basis of the disallowance?

Mr. GREENE: I anticipated the question. Generally speaking, it would be by not being covered under the act. We did get out a few samples. If you like, I will read them to you, I have 10 cases. Here are two or three of them:

Night watchman—left the post on board ship without permission—by returning to ship in an intoxicated condition, fell into hatch of boat moored along side.

Second cook—claimant's misconduct—drinking and fooling on galley—struck at another seaman with a meat cleaver—missed and hit himself on the head.

These are the types. I notice in running my eye over here that most of these cases involved intoxication. Generally, that is what happened.

Mr. HAHN: What is the major cause of accidents; could you give us one or two?

Mr. GREENE: Getting struck by flying objects, falling down hatchways, slipping on oily surfaces.

Mr. HAHN: Nothing that could not be taken care of by reason of not heeding regulations in respect to stopping accidents from occurring.

Mr. GREENE: No, frankly, I think the answer to that is that the type of accidents is pretty much the same as those on land: falls, struck by winches, flying objects. On board ship you will find oily surfaces—causing falls and we have had cases of cooks cutting themselves in the galley.

Mr. HAHN: There is none that might be attributed to labour fatigue?

Mr. GREENE: We have never had any like that that I can recall.

Mr. BROWN: There has been a discussion of the table that Mr. Green has. I think it might be included in the record.