

OFFICIAL RESPONSES

ANNEX E

- 35.03 "A Canadian merchant seaman must have served at sea for six months (180 days), and must have made at least one trip through dangerous waters."
- 35.03.01 *A serviceman would qualify with 179 days less and a ferry crossing from the mainland to Prince Edward Island or with 365 days of Canadian Service Only! Note also that servicemen were rarely placed on the unseaworthy and high risk ships that seamen had to accept--and they weren't aware of the risks if they did. They usually travelled in convoy in faster ships. Only Defensively Equipped Merchant Ship gunners shared the hazards of ammunition ships and tankers.*
- 35.04 "As you may very well have noted, service eligibility requirements under the two Acts [*War Veterans Allowance (WVA)* and *Civilian War Allowances (CWA)*] vary considerably. This is primarily because, regardless of the risks involved with respect to both types of service, veterans were required to serve under the rigors of military discipline, while this was not the case for civilians."
- 35.04.01 *There was complete parity between War Veterans Allowance (WVA) and Civilian War Allowance (CWA) in 1962. That parity was drastically eroded by unilateral changes to WVA related benefits. [Discipline under the Canada Shipping Act was as draconian as a ship's captain cared to make it]. In Europe, servicemen and Merchant Navy prisoners were equally exposed to the "rigours" of enemy military discipline. In the Orient, seamen were treated as lower than any serviceman. The 198 Canadian merchant seamen who were prisoners of war spent over 700 man-years under the rigours of enemy*