

## OFFICIAL RESPONSES

## ANNEX E

Transport vowed--which not unreasonably was taken by myself and others to mean that a great future at sea awaited us if we patiently 'held on' until the promised building of modern, economy-designed tonnage got under way. This was to be done, it was said, by using the monies from the early foreign sales of the Canadian merchant ships built during wartime. By the early 1950s, the world's once third-largest merchant marine was almost non-existent, as were the jobs that went with it. The talents of the crews, including many highly qualified men like myself, were of no account whatsoever. The coastal trade would absorb them all was the 'escape bleat' of those same glib-tongued political gentlemen who shortly before had been full of praise and promises.

"Demobilizing the military was, of course, expected-- indeed eagerly awaited at the end of a terrible war as those people for the most part were hostilities-only personnel with other job classifications. The military had paid for their wartime training and would pay for post-war retraining on application and approval. To become of officer rank in the merchant service, on the other hand, one paid for and did it all oneself. . . . I never met a proper merchant mariner who was accepted for re-education, . . ."

35.06.03 "Lending under the Veterans Land Act ceased on October 31, 1975." *The writer was one of the lucky few who qualified under VLA because of a pensionable disability. He did not learn of it through any counselling facility, but through a friend. It took more serendipity and a great deal of persistence to qualify. The onus was on the merchant seaman to have knowledge of benefits available.*