

ificate would remain in force for not exceeding two years, and in the case of colour vision, not exceeding six years. In making the examination due regard should be made to the age of the seaman and the work he has to perform, also, in the case of the deck department, that his hearing, sight, and colour vision are satisfactory, and also that the seaman is not suffering from any disease likely to be aggravated by sea service or is likely to endanger the health of other persons on board.

New Zealand has not in the past instituted a system of medical examination for seamen, but this convention is one that, in the interests of the seamen themselves, should receive consideration, especially with young persons who are setting out to make a seafaring career.

CERTIFICATION OF ABLE SEAMEN

This convention provides for the examination of able seamen for certificates of qualification after they have served the prescribed period of thirty-six months at sea with a proviso that this period may be reduced to twenty-four months if the seaman has passed through a course in an approved training school. The rights of existing able seamen are protected. Section 51 of the Shipping and Seamen Act, 1908, provides for a minimum period of thirty-six months' sea service on deck before a seaman is qualified to ship as able seaman. To bring this convention into operation in New Zealand, therefore, it would be necessary to amend the Shipping and Seamen Act and also to provide facilities for the holding of the necessary examinations.

ORGANIZATION OF TRAINING FOR SEA SERVICE

This recommendation provides for the setting-up of establishments in each country for the training and entry of seamen for the Merchant Service. As the provision of shore training for young persons wishing to make the sea a profession is already under consideration by the Marine Department, the proposals outlined in this recommendation were approved by the New Zealand delegates.

ANNUAL HOLIDAYS

The convention on this subject adopted in 1936 (Twenty-first Session) had not come into force because insufficient ratifications had been registered. Because of this it was urged at the Seattle discussions that review of the matter was not warranted. Nevertheless, the Conference adopted a convention on the subject. The New Zealand law on this matter is broadly in advance of the provisions of the convention. The latter, however, provides for eighteen working-days' vacation leave for masters, officers, and radio officers or operators. In the Annual Holidays Act, 1944, two weeks' paid vacation is provided for, while in some industrial agreements and awards a higher vacation is given. While the members of the New Zealand delegation felt that the provisions of conventions should be of general rather than particular application, they nevertheless voted for this convention, for the reason that ratification can be registered if the provisions are applied pursuant to collective agreements (industrial agreements or Arbitration Court awards). Thus, as some masters now enjoy the higher period, it is open for them to have this provision generalized, and ratification can then be considered.

Considerable difficulty occurred in Committee because the basis submitted for discussion provided for holidays after one month's service. The employers' group took exception to this, and the principle of an annual holiday emerged. Then discussions ranged around the allowance of a proportionate holiday to those seamen who do not complete a year's service whether because of circumstances beyond their control or not. As finally adopted, provision was made giving proportionate leave after six months when a man leaves for his own purposes, but should a man be discharged through no fault of his own he is to receive proportionate leave, whatever the period of service. It was during these discussions that the comment by the employers regarding a reward for continuous service was made (see paragraph on "Continuous Employment for Seafarers").