

Comment.—The proposal, of course, cuts across New Zealand's social security legislation, otherwise there was little in the proposal that we could object to.

No. 3.—Crew Accommodation

It was agreed that new vessels be built with improved accommodation and that the existing ship position be allowed to remain unless a competent authority orders same to be remodelled.

Comment.—This proviso safeguards the position of the vessels already trading, but vessels under construction must conform with the new proposals.

No. 4.—Food and Catering

A competent authority to be set up to frame regulations concerning food and water supplies and the constructions, location, &c., of galleys or other catering departments, also to undertake the inspection of food, water, and accommodation for storage, handling, and preparation of food. Ships' cooks to hold certificates of qualification.

Comment.—This means control and supervision in a department in which, as far as this country is concerned, matters have worked very smoothly. The compulsory certification of ships' cooks may prevent some good practical men from continuing in a cook's occupation, and it probably will result in the Cooks' and Stewards' Union losing its authority, which has, in my opinion, been used wisely and with discrimination.

No. 5.—Entry, Training, and Promotion

Medical examination of all members of the crew was recommended at intervals not exceeding two years. Certificates of qualification to be issued to persons before signing on as A.B.s.

Member countries to co-ordinate and develop training institutions on a national scale in collaboration with local authorities, shipowners, and seafarers.

Comment.—This, again, raised the vexed question of medical inspection and introduces more control by the necessity of having to issue more certificates.

No. 6.—Holidays with Pay

Annual holidays of eighteen working-days for masters, officers, and radio operators and twelve days for other members of the crew were recommended.

Comment.—These periods do not strictly agree with the custom or local agreements in the Dominion, as we grant twenty-one days to masters and chief engineers and fourteen days to other members of the crew.

No. 7.—Continuous Employment

It was recommended that all Member States consider establishing a national scheme to provide continuous employment for seafarers, and that Governments, shipowners, and seafarers collaborate fully in such a scheme.

Comment.—New Zealand has not previously agreed to any permanent employment scheme for seafarers.

No. 8.—Recognition of Seafarers' Organizations

The Conference affirmed the principle that shipowners and all ranks and grades of seafarers should have the right to organize themselves into voluntary associations, and urges Governments to consult such stable and representative organizations.

Comment.—This suggestion follows our New Zealand custom.