

CHAPTER III

MARITIME AND MIGRATION PROBLEMS

WHILE the most important conventions and recommendations of the International Labor Organization deal with labor problems in industry and commerce, the Organization has devoted considerable attention to questions affecting the welfare of seamen and emigrants. It has made definite proposals for the protection of seamen against unemployment caused by the loss or foundering of the ship, for the regulation of child labor on board of ship, for medical examinations of children and young persons employed at sea, for the limitation of hours of work in the fishing industry and in inland navigation, and similar matters. The purpose of this chapter is to examine the character of these proposals and the action of member nations in complying with the terms of draft conventions and recommendations adopted by the International Labor Conferences dealing with maritime and emigration problems.

UNEMPLOYMENT INDEMNITY IN CASE OF LOSS OR FOUNDING OF THE SHIP

The Draft Convention concerning Unemployment Indemnity in Case of Loss or Foundering of the Ship, adopted in Genoa in 1920, provides that in case of loss or foundering of any vessel,¹ the owner or person with whom the seaman has contracted for service is to pay to each seaman an indemnity against any unemployment caused. This indemnity is to be paid for the days during which the seaman is unemployed, at the same rate as the wages payable under the contract; the total indemnity, however, to any one seaman is to be limited to two months' wages. The Convention further stipulates that seamen are to have the same means of

¹ This includes all vessels, publicly or privately owned, except warships.