

This thesis offers a comparative legal analysis of disciplinary and criminal law on board merchant ships. In order to do this, it reviews the respective legislation of Belgium, the Netherlands and the United Kingdom. This work examines which legislation is most advantageous from the point of view of the seafarer.

In order to do this, various aspects of the legislation are investigated. First, the offenses are classified and defined. Examples are given for each type of offense. Subsequently, it is investigated to whom the legislation applies and which penalties are imposed. Then the work examines who can determine the offenses on board, after which it proceeds to investigate who can impose punishment. Finally, the special jurisdiction of the ship's master and the disciplinary follow-up of offenses by the flag state are examined.

This study reveals the strengths of the three legislations. As far as Belgium is concerned, it is the general clarity of the shipping regulations, that have only recently been assembled into one law. In the Netherlands, the disciplinary follow-up of offenses by the flag state is well organized and beneficial to the seafarer. Finally, the United Kingdom has the most advantageous disciplinary procedure on board the ship.