

possession of a third-class certificate, may be accepted as equivalent to two-thirds of the time performed in foreign-going trading-vessels, provided the candidate's name is entered on vessel's articles, and that he can prove to the satisfaction of the Examiner that the time claimed was actually served at sea.

Candidates for second-class certificates may perform all their service in yachts, but the candidate must have been on regular watch on the main engines or boilers, and the vessel must be of not less than 66 nominal horse-power.

Candidates for first-class certificates must have served on vessels of not less than 99 nominal horse-power, and must have been in regular charge of the main engines or boilers. In addition, they must have served for at least three months in a qualifying capacity on board a foreign-going cargo or passenger steamship. This additional service will, however, not be required in the case of a candidate who has served for eighteen months as first engineer, or for two years as second engineer, of a steam-yacht of the requisite power.

30. An officer who has attained the rank of engineer lieutenant or engineer sub-lieutenant in His Majesty's navy, or the rank of engineer or assistant engineer in the Indian Marine Service, is entitled without examination, if an engineer lieutenant or engineer, to a certificate of service as first-class engineer, and if an engineer sub-lieutenant or assistant engineer, to a certificate of service as second-class engineer. These officers may be examined for a certificate of competency on the same conditions as engineers of the mercantile marine.

An officer who has attained the rank of chief artificer engineer in His Majesty's navy is also entitled without examination to a certificate of service as second-class engineer.

31. The Lords Commissioners of the Admiralty have directed that applications from officers of the navy for certificates of service or for permission to be examined for certificates of competency must, in the case of officers on the active list, be made through the Commanding Officer to the Secretary to the Admiralty, and in the case of officers who are on half-pay or who have retired, direct to the Secretary to the Admiralty, who in either case will forward the applications to the Board of Trade.

32. Artificer engineers, chief engine-room artificers, engine-room artificers, and mechanics in the Royal Navy may be examined for certificates of competency on the same conditions as engineers of the mercantile marine.

[Particulars of the examination of masters and mates in steam will be found in Appendix F.]

33. The term "certificate" in these regulations means a certificate issued by the Marine Department, by the Board of Trade, or by a British possession, and which is valid in New Zealand. A list of the colonial certificates issued under Order in Council is given in Appendix J.

34. The holder of a colonial certificate of competency not granted under the Merchant Shipping Act, or of a certificate of competency granted after examination on board one of His Majesty's ships, who wishes to be examined for a New Zealand certificate of the same grade, must prove that he has performed the amount of service required by these regulations for that grade, and complied with the conditions laid down as to testimonials. No fee will be demanded for the first attempt, but if the candidate fails the usual fee will be demanded on any subsequent attempt.

35. Service entered upon a ship's articles as having been performed in the capacity of assistant engineer must be supported by proof of the candidate having acted as second, third, or junior engineer on regular watch, as the case may be.

36. Service in the engine-room (afterwards referred to) for qualifying a candidate to be examined for a second-class engineer's certificate must be only in those capacities which afford opportunities of obtaining practical experience as an engineer; and service in the capacity of fireman, stoker, donkeyman, greaser, winchman, labourer, engineer's steward, or any other capacity than that of engineer taking watch on engines and boilers for propelling will not be accepted.

37. In the case of candidates for first-class certificates "qualifying service" means, as a rule, service on regular watch on the main engines or boilers as senior engineer in charge of the whole watch. When, however, three or four engineers are on watch at the same time the service of the two seniors may be allowed to count, and when not less than six engineers are on watch together that of the three seniors, provided a certificate from the superintending engineer is produced stating the number of engineers on watch, the rank held by the applicant, and that he was in full charge of a watch on a definite section of the main engines or boilers. During the whole of the period claimed, candidates must have been in possession of second-class certificates.

In the case of candidates for second-class certificates "qualifying service" means service as engineer on regular watch on the main engines or boilers. In no case will time spent in clerical work be allowed to count.

38. In cases where the candidate is already in possession of a certificate of service, should he fail to pass the examination for the higher grade, but passes the examination for the lower grade, he may receive a certificate accordingly, but no part of the fee will be returned.

39. These provisions will be *strictly enforced* by the Marine Department, and any candidate for a certificate of competency who shall, for the purpose of obtaining any such certificate, present to the Examiner any application to be examined for a certificate of competency (Exn. 3), or statutory declaration, containing any false or designedly inaccurate statement of service, and any other person who shall make or prepare, or assist in making or preparing, any such false or inaccurate statement, will be *prosecuted*.

40. If in such a case the applicant's services are sufficient to entitle him to receive a certificate of a lower grade, provided as aforesaid he has not wilfully misrepresented the amount of his services, an inferior certificate may be granted to him, and the difference between the fee paid by him for the superior certificate and the fee payable for the inferior certificate may be placed to his credit.

41. In such a case, when the applicant has by further service made up the time in which he was found to be short, he may be required, before he can receive the higher certificate, to be re-examined in all the subjects, unless the Marine Department sees fit to dispense with the re-examination.

42. If any certificate of competency issued by the Marine Department which has been defaced so as to become illegible, or has been seriously injured by wear or tear, is presented to a Superintendent of Mercantile Marine in the course of duty, the same should at once be transmitted by the Superintendent