

50. On and after 1st January, 1915, a candidate for either a second-class or a first-class certificate who within two years from the date of application to be examined has attended an approved course comprising general mathematical and scientific instruction at a technical school recognized by the Marine Department as suitable for the training of marine engineers, will be allowed to count time so spent as equivalent to sea service in the ratio of three months at the technical school to two months at sea. Time so spent cannot be accepted as equivalent to more than one-sixth of the total sea service required for either certificate, but a candidate who has been allowed to count such time on examination for a second-class certificate will not be debarred from counting similar subsequent time on examination for a first-class certificate.

In every case in which an allowance is made for time spent at a marine technical school, the candidate will be required to produce the principal's certificate for continuous and regular attendance at all the approved classes and for satisfactory progress.

GENERAL RULES AS TO SERVICE.

51. Workshop service must have been performed in a work shop or shops where engines are manufactured or repaired, or where other work of a similar class is performed, but no time served before the age of fifteen will be counted.

Not less than three years of the apprentice time must have been spent at fitting or erecting machinery. The remaining two years may be made up of time spent in engine-works at fitting, erecting, or repairing engines and machinery, or at one of the other branches of the trade given below, the time so spent to count as follows:—

Fitting, erecting, repairing, or turning	Full time.
Working in drawing-office	Full time up to one year, and beyond one year one-half time.
Pattern-making	.. One-half time, with a maximum allowance of one year.
Planing, slotting, shaping, and milling	One-third time.
Boilermaking or repairing	One-half time.
Smithwork	.. One-half time, with a maximum allowance of one year.
Coppersmith-work	.. One-third time, with a maximum allowance of six months.

52. When the workshop service has been performed in a place where engines are made, but not in the manner specified in paragraph 36, the case must be referred to the Marine Department, with a report upon the service performed. If the service be such as is useful training for an engineer, the Department may accept the service; but in every such case the applicant must prove additional service of not less than one year in a suitable workshop.

53. Foreign engineers cannot be examined for a first-class certificate unless they have performed the sea service stated in paragraph 49, with the requisite British certificate. The service may have been performed in foreign vessels if the candidate can produce satisfactory testimonials as to conduct and character, and is able to prove that the service has been in the required capacities, and that during the period of service he has held a British certificate of competency

of the rank required by the regulations (see paragraph 49).

54. In all cases the candidates' names must have been duly entered on the ship's articles as engineers in their proper ratings.

55. Being on regular watch means being on watch for at least eight hours a day.

56. Only such service as gives the experience required to make a man thoroughly competent as a sea-going engineer is accepted as qualifying service. Even for a second-class certificate the candidate must prove to the satisfaction of the Examiner that he is qualified by experience and knowledge to act as chief engineer in an under-powered steamer of not less than 99 nominal horse-power on a voyage, say, New Zealand to Australia, taking full responsibility for engines and boiler.

57. The sea service required by these regulations is, unless otherwise stated, service performed in foreign-going ships of at least the nominal horse-power specified for the respective grades of certificate. The nominal horse-power as given on the vessel's certificate of registry may in all cases be accepted by the Examiners.

58. Service in the home or coasting trade is regarded as being equivalent to two-thirds of the same period of time served in the foreign trade, except where other allowances are specified. (See paragraphs 27 (2), 28, 29, and 49 (a).)

59. Service performed on board auxiliary screw whalers and other vessels with auxiliary steam-power of not less than 66 nominal horse-power in the capacity of engineer may be allowed to count towards qualifying candidates for examination for second-class engineers' certificates of competency to the extent of one-half the time the vessel is actually at sea. If the candidate is able to prove a larger amount of time under steam, he will be allowed to count the whole of such extended time.

GENERAL RULES AS TO CONDUCT OF THE EXAMINATION.

60. The examinations will commence at 9 o'clock in the morning of the days appointed, and will be continued from day to day until all the candidates whose names appear upon the Examiner's list on the first day of examination are examined.

61. Candidates are required to appear at the examination-room punctually at the time appointed.

62. Before commencing the examination, the tables and desks must be cleared of all scraps of paper, or books that are not used in the examination, and care should be taken that the candidates do not bring into the examination-room any book or paper.

63. No persons will be allowed in the rooms during the examinations other than those whose duties require them to be present. No instructors will be allowed on the premises.

64. At the commencement of the examination a face-sheet should be given to each of the candidates, and they should be instructed to read the rules contained therein. A sheet of blotting-paper will be issued to each candidate with the first examination-paper, and it must be returned to the Examiner when the last paper is completed, each day. The Examiner will be careful to see that the blotting-paper has not been used by the candidate in solving his problems, or for conveying information to other candidates.