

qualifications, &c. If the candidate is found not to be qualified, the fee will be returned to him less any expense that may have been incurred.

NOTE.—Time served in steamers plying within restricted limits and within harbours, &c., does not count as service at sea for the purpose of obtaining a certificate of competency for a sea-going ship, with the exceptions stated in paragraph 27.

The general rules as to conduct of examinations (paragraphs 60 to 79) will also apply to these examinations.

ENGINEERS OF VESSELS PROPELLED BY OIL, GAS, ETC.

85. These regulations shall apply only to engineers of ships propelled by gas, oil, fluid, electricity, or other mechanical power than steam.

86. Every person who is not possessed of a valid certificate appropriate to his grade who suffers himself to be engaged or acts in contravention to the law, or who employs any person as engineer without ascertaining that he is at the time entitled to and possessed of a proper certificate, for each offence incurs a penalty not exceeding fifty pounds.

87. There are two grades of certificates for sea-going vessels—viz., first-class and second-class engineers' certificates; and one grade for restricted limits.

88. Certificates of competency will be granted to those persons who pass the requisite examinations and otherwise comply with the requisite conditions. For this purpose Examiners have been appointed, and arrangements have been made for holding the examinations at the places and times specified in paragraph 4 of these Regulations:

Provided that in case of emergency the Examiners may examine candidates at other than the prescribed periods.

89. The application for examination is to be made on form Exn. 3, which must be filled up and signed by the candidate. This form can be obtained at any Customhouse or office of an Inspector of Machinery.

90. The form Exn. 3, properly filled in, and the candidate's testimonials and discharges, must be forwarded to the Chief Examiner of Engineers, at the office of the Chief Inspector of Machinery, at Wellington, with an intimation of the place at which the candidate wishes to be examined.

91. When the application is filled up at a place other than Wellington, and it is a matter of urgency that the candidate should be examined before the Chief Examiner can notify the local Examiner, the candidate must present his application and other papers to the local Examiner, who, if they are correct, shall at once forward them, with the proper fee, to the Chief Examiner, and proceed with the examination of the candidate.

92. Applicants will be required to produce, in addition to the usual certificate of discharge, satisfactory testimonials as to sobriety, experience, ability, and general good conduct for at least the twelve months immediately preceding the date of application to be examined; and without producing them no person will be examined. If the service has been on shore, the testimonials must be signed by an employer; if at sea, by the master or chief engineer.

93. The testimonials of service of foreigners, which cannot be verified, must be confirmed either by the Consul of the country to which the ship, workshop, or factory in which the candidate served belonged, or by some other recognized official authority of that

country, or by the testimony of some credible person on the spot having personal knowledge of the facts required to be established. The production, however, of such proofs will not of necessity be deemed sufficient.

Each case must be decided on its own merits; and if the sufficiency of proofs given appears to be at all doubtful, the point must be referred to the Chief Examiner.

94. Should any doubt exist as to the age of a candidate, he will be required to produce a certificate of birth or baptism.

95. Foreigners must prove to the satisfaction of Examiners that they can speak and write the English language sufficiently well to perform the duties required of them on board a British vessel.

96. Services which cannot be verified by proper entries in the articles of the ships in which the candidates have served cannot be counted.

Qualifying Service required for Sea-going Engineers' Competency Certificate (Oil, &c.)

97. For a second-class certificate of competency an applicant must have been employed as an apprentice at the making and repairing of engines for two years, or must have tended machinery for two years (not necessarily as an apprentice) in any factory or workshop, or been engaged at work of a similar nature, or been employed about the propelling machinery of a ship, outside restricted limits, for two years (tending machinery must include charge of engine and boiler); and if he obtains his certificate it will enable him to take charge of engines of which the collective horse-power does not exceed 60 brake horse-power.

98. An applicant for a first-class certificate must have not less than three years' shop service at the making and repairing of engines as an apprentice, or at work of a similar nature, or have held a second-class competency certificate, and been employed on board a sea-going ship, outside restricted limits, to which these regulations apply, for one year, and have been in possession of a second-class certificate of competency for the whole of the time; and if he obtains his first-class certificate it will enable him to take charge of the engines of any ship to which these regulations apply.

99. An applicant for a certificate of competency within restricted limits shall not be required to show any qualifying service.

100. 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, as the case may be.

101. Service in the engine-room (afterwards referred to) for qualifying a candidate to be examined for first-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 greaser, winchman, labourer, engineer's steward, or any other capacity than that of engineer taking watch on engines for propelling will not be accepted.

102. It is provided by the Shipping and Seamen Act, 1908 (section 32), that every person who makes, or procures to be made, or assists in making, any false representation for the purpose of obtaining for himself or for any other person a certificate of competency, or the issue of any such certificate, shall for each offence be guilty of a crime, the punishment for which is imprisonment for a period not exceeding two years, or a fine.