

103. If, after a candidate has passed his examination, it is discovered on further investigation that his services are insufficient to entitle him to receive a certificate of the grade for which he has passed, it will not be granted to him; but if the Marine Department are satisfied that the error in the calculation of his services did not occur through any fault or any misrepresentation on his part, the certificate may be issued to him, or he may be allowed to go up for re-examination without payment of further fee when he has performed the amount of service in which he was deficient, as the Marine Department may direct.

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

105. 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.

106. 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-and-tear, is presented to a Superintendent of Mercantile Marine in the course of duty, the same should at once be transmitted by the Superintendent to the Secretary of the Marine Department, together with the usual form of application for renewal of certificate, duly filled up, in order that a renewed certificate may be issued. This will be done free of charge in those cases where it is satisfactorily shown to the Marine Department that due care has been taken of the original. This power will have to be exercised with great discretion by the Superintendent of Mercantile Marine, so as not to interfere with any engagements for sea service which the possessor of the injured certificate may have entered into.

107. When the holder of a certificate passes the examination for a certificate of a higher grade his certificate of the lower grade will be withdrawn, and retained by the Marine Department.

Second-class Certificate (Oil, &c.).

108. A second-class certificate under these regulations will entitle the holder to take charge of any vessel propelled by gas, oil, fluid, electricity, or other mechanical power than steam, whose machinery does not exceed 60 brake horse-power, and the candidate must comply with the following conditions:—

- (1.) He must be at least twenty years of age.
- (2.) He must have been employed as an apprentice at the making and repairing of engines for two years, or have been tending machinery for two years, which includes charge of engine and boiler (not necessarily as an apprentice) in any factory or workshop, or at work of a similar nature, or have been employed about the propelling machinery of any sea-going vessel outside restricted limits for two years.
- (3.) He must produce testimonials of sobriety for at least twelve months immediately prior to the date of application.
- (4.) He must be able to read and write the English language, and must understand the first five rules of arithmetic, and, in addition, be able to work out the capacity of a tank such as is used for the carriage

of oil in vessels, and must also be able to work out simple questions relating to consumption of oil, &c.

- (5.) He must be able to describe any engine in ordinary use as auxiliary power or otherwise for vessels other than steam, and the use of each part of the same.
- (6.) He must be able to describe in his own language the electric dynamo and connections, and describe at least one kind of cell battery that may be used in connection with the firing of the vapour in any such gasoline-engine.
- (7.) He must be able to state clearly how he could overcome defects that may arise, and also how he would repair slight breakdowns to the machinery.

First-class Certificate (Oil, &c.).

109. A candidate for a first-class engineer's certificate of competency under these regulations must comply with the following conditions:—

- (1.) He must be at least twenty-one years of age.
- (2.) He must have served for not less than three years as an apprentice at the making and repairing of engines, or at work of a similar nature, or he must have sailed for one year as engineer of a sea-going ship, outside restricted limits propelled by gas, oil, fluid, electricity, or other mechanical power than steam, which is by law required to carry a certificated engineer, with a second-class certificate of competency, and must produce satisfactory evidence of sobriety and good conduct for at least twelve months immediately prior to date of application.
- (3.) He must, in addition to qualifications required by second-class engineer, be able to make a drawing of any part of the engines (as used for such ships)—not necessarily an elaborate drawing, but at least an intelligible hand-sketch showing dimensions, &c.
- (4.) He must pass a thorough examination relative to the mechanical construction of engines in general use in ships propelled by gas, oil, fluid, electricity, or other mechanical power than steam.
- (5.) He must be able to explain how he would overcome breakdowns that may occur, much more fully than in the second-class examination.

Restricted Limits Certificates (Oil, &c.).

110. A candidate for engineer's certificate of competency for auxiliary-powered vessels for restricted limits must comply with the following conditions:—

- (1.) He must be at least nineteen years of age, and must be able to read and write the English language, and must produce a testimonial of good character and sobriety for at least one year immediately prior to date of application.
- (2.) He must by oral examination satisfy the Examiner as to his knowledge of the class of engines in general use in ships propelled by gas, oil, fluid, electricity, or other mechanical power than steam, and employed in these limits.

111. Time served in vessels plying within restricted limits and within harbours, &c., does not