

*Rules for Examinations of Masters and Mates.*

Marine Department,  
Wellington, 19th September, 1918.

IN pursuance and exercise of the powers vested in me by section 23 of the Shipping and Seamen Act, 1908, I do hereby make the following rules for the conduct of examinations of masters and mates, and as to the qualifications of applicants; and I do direct that the fees specified therein shall be paid to the Superintendents of Mercantile Marine or Collectors of Customs at the ports where the applications to be examined are made. These rules (except where provision to the contrary is specifically made) shall come into force on the 1st day of October, 1918, and shall then supersede any rules or regulations heretofore existing and affecting such examinations, qualifications, and fees.

THOMAS M. WILFORD,  
Minister of Marine.

**PRELIMINARY AND GENERAL.**

**1. Masters and Mates must have Certificates.**—In accordance with the provisions of section 21 of the Shipping and Seamen Act, 1908, every British ship when going to sea or plying from any place in New Zealand, and every foreign ship when plying as a home-trade ship,\* shall be provided with deck officers duly certificated under this Act according to the following scale:—

- (a.) In any case, with a duly certificated master.
- (b.) If the ship is a home-trade sailing-ship of 100 tons register or upwards, or a home-trade steamship of 60 tons register or upwards, then with at least one officer besides the master, such officer holding a certificate not lower than that of mate (home-trade) or second mate (foreign-going): Provided that any such ship of 100 tons register or upwards running more than 300 miles between terminal ports shall carry a second mate holding a certificate not lower than that of second mate of a home-trade ship or of master of a fishing-boat or cargo-vessel under 25 tons register: Provided also that the Secretary of the Marine Department may, if and subject to such conditions as he thinks fit, exempt any ship from the requirements of the preceding proviso in respect of any particular voyage if it is proved to his satisfaction that to comply with those requirements would unduly delay that ship.
- (c.) If the ship is a foreign-going ship, then with at least a first and second mate duly certificated.
- (d.) If the ship is a steamship authorized to ply within river limits or extended river limits only, then with a master holding a certificate as master of a river-steamer.
- (e.) If the ship is a home-trade cargo-ship only of over 5 tons or up to 25 tons (inclusive) net register, then with a duly certificated master whose certificate shall not be of a lower grade than that prescribed for that class of ship by the next succeeding section.
- (f.) If the ship is a home-trade ship over 25 and up to 100 tons net register, and not included in the foregoing provisions, then with a duly certificated master whose certificate shall not be of a lower grade than that of a master of a home-trade ship.
- (g.) If the ship is a sailing-vessel plying in a harbour or river, then with a master holding a certificate as master of a harbour or river sailing-ship or of a higher class.
- (h.) If a ship is a sailing-ship, or a ship propelled by any mechanical power other than steam, plying on a river or a harbour, or within other restricted limits, then with a duly certificated master whose certificate shall be of a grade prescribed by the Minister.

\* By a "home-trade ship" is meant one which is employed in trading or going between any ports or places in New Zealand, or plying on any navigable waters in New Zealand, or going to sea from any port or place in New Zealand, and returning to New Zealand without going more than 50 miles from the coast thereof, but not to or from the Cook Islands, Kermadec Islands, the Chatham Islands, the Auckland Islands, Campbell Islands, Antipodes Island, or Bounty Island. By a "foreign-going ship" is meant every ship not included in the term "home-trade ship."