

and his ability have given satisfaction during the whole period, and (ii) that he has served *at sea* for not less than four-fifths of the time—that is to say, has not spent more than one-fifth of the time in home ports.

If the cadet has served previously for two years in either the "Conway," "Worcester," or "Amokura" training-ships, this time will be allowed to count as one year's qualifying-service (*cf.* para. 128), and he will be required to serve for three years only in the company's training-ship before he can be allowed up for examination for a certificate as second mate (ordinary).

(2.) **Recognition of Service as Junior Officer as qualifying for Examination for a Certificate as First Mate.**—A candidate who has served for four (or three) years on the training-ship may be allowed up for examination for a certificate as first mate (ordinary) when he has served, whilst holding a certificate as second mate, *for two years as junior bridge-keeping officer of the watch* upon vessels of the company satisfying certain requirements. (See subpara. (4).)

The words "junior bridge-keeping officer" must be interpreted as meaning the junior of two bridge-keeping officers. Where three officers are on the bridge together the service of the third does not fall within the scope of the special regulations, and his service cannot be accepted as qualifying. All cases where cadets to whom these special regulations apply subsequently present themselves for examination for first mate or master must be referred to the Secretary of the Marine Department, so that their real position on board vessels of the company satisfying the requirements of this paragraph may be verified by reference to the official logs before they are accepted as eligible for examination.

(3.) A candidate who has obtained a certificate as first mate in the above way may be allowed up for examination for a certificate as master (ordinary) when he has served for eighteen months, whilst holding the certificate as first mate, as a senior watch-keeping officer upon vessels of the company satisfying the same requirements. (See subpara. (4).)

Recognition of Service (a) as Senior Officer, and (b) as Senior of the Junior Officers, as qualifying for Examination for a Certificate as Master.—If the candidate has served for eighteen months as senior of the junior officers—*i.e.*, the officer next below the junior of the officers in full charge of the watch—whilst holding the certificate as first mate, he may be allowed up for examination for a certificate as master (ordinary) on the understanding that the certificate as master would not be issued to him until he had completed twelve months' service as a senior watch-keeping officer, the service in both cases to be performed on vessels satisfying the same requirements. (See subpara. (4).)

(4.) **Limits of Application of Subparas. (2) and (3).**—The special regulations (paras. 2 and 3) in regard to the acceptance of service as qualifying for the examinations for certificates as first mate and master shall apply only when the service is performed in the specified capacities upon ocean-going steamers of not less than 8,000 tons gross, making an average speed of 15 knots or upwards, and carrying a crew of not less than 130 men, including at least five deck officers beside the master.

CERTIFICATES FOR FOREIGN-GOING FORE-AND-AFT-RIGGED VESSELS.

41. **Character of Examinations.**—Certificates for the grades of master, first mate, only mate, and second mate of fore-and-aft-rigged vessels will be issued to candidates who have not complied with the regulations which require them to have served at least one year in square-rigged sailing-vessels, or who prove in course of examination that they are ignorant of the management of square-rigged ships. In other respects the qualifications for examination for such certificates are the same as for ordinary certificates.

The examinations for the grades of second mate, only mate, first mate, and master of fore-and-aft-rigged vessels will be precisely the same as for the ordinary certificates, excepting that in seamanship a knowledge of the management of square-rigged vessels is not required.

Value of Certificates.—A certificate for fore-and-aft-rigged vessels will not entitle the possessor to act in any case in which a certificate for square-rigged vessels is required. Amongst square-rigged vessels are classed full-rigged ships, barques, brigs, barquentines, brigantines, and steamships carrying square sails.