

for the acceptance in part of certain kinds of non-trading service (e.g., that performed in fishing-boats, yachts, pilot-vessels, &c.), non-trading service not specially provided for in the regulations cannot be accepted as qualifying-service unless it has been submitted to the Marine Department and their sanction obtained.

106. **Sea Service for Foreign-going Certificates.**—For foreign-going certificates the term “sea service” means, unless otherwise stated, service performed in foreign-going vessels.

107. **Officers’ Service, Home Trade.**—Service in a lower grade than first or only mate in the home or coasting trade will not be recognized as officers’ service towards qualifying a candidate for examination for a foreign-going certificate.

108. **Service in Home Trade.**—For home-trade certificates service in the home or coasting trade or in extended river limits is regarded as equivalent to service in the foreign trade; but for foreign-going certificates service in the home or coasting trade is regarded as only equivalent to two-thirds of the time served in the foreign trade.

109. **Certificates, Meaning of.**—By the word “certificate” is meant a certificate of competency granted by the Board of Trade under the Merchant Shipping Act, or by the Government of a British self-governing dominion, colony, or possession under an Order in Council issued in pursuance of the Merchant Shipping Act, 1894, and under the Shipping and Seamen Act, 1908.

110. **Colonial Local Certificates.**—The holder of a colonial certificate for foreign-going ships *not* granted under the Merchant Shipping Acts who desires to be examined for an Imperial certificate of the same grade must prove that he has performed the amount of service required by these regulations to entitle him to hold such a certificate. He must also produce satisfactory testimonials as to character for at least the last twelve months of sea service preceding his application to be examined.

111. **Foreign-going Certificates.**—Where a foreign-going certificate is required in order to qualify a candidate for examination the certificate may be either an ordinary certificate, or a certificate for fore-and-aft-rigged vessels, or a certificate for foreign-going steam-ships.

112. **“Pilot” defined.**—The term “pilot” in these regulations (see paras. 34 and 60) means a pilot who is employed in general pilotage, and holds a first-class pilot’s certificate from some competent authority authorizing him to pilot vessels outside harbour and partially smooth-water limits.

113. **Officers’ Service.**—Officers’ services, to be recognized as qualifying for purposes of examination, must be performed with the requisite certificate. The officer’s service performed by men who have been duly promoted during the course of a voyage (see para. 117), or who, in consequence of serving in vessels plying between ports abroad, have been unable to obtain the necessary certificates, may, however, be recognized, provided that it is in other respects satisfactory.

114. **Foreign Officers.**—Foreign officers who wish to apply for a British certificate of competency must in all cases have performed their qualifying officer’s service with the requisite British certificate. The service may have been performed in foreign vessels if the candidate can produce satisfactory testimonials 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 grade required by the regulations (see para. 118).

115. **In Charge of a Watch.**—When service in charge of a watch in either foreign or home trade is specified in the regulations, candidates for certificates of competency as first mate must be able to prove that during eight months at least of their service they have kept full regular watch during the whole voyage—*i.e.*, from port to port—which, if in the foreign trade, must amount to not less than eight hours of each twenty-four hours’ service. Where a candidate can prove eight months of such full service, service performed in cases where watches were doubled at any time during the voyage will be accepted as equivalent to half the same period of full watch-keeping service. No amount of occasional service will, by itself, be accepted as qualifying-service. Candidates for certificates of competency as master will be required to have served during the whole of the time specified by the regulations in full charge of a watch, and no service performed under the system of double watches, except