

- (b.) Service in foreign-going yachts will be accepted in full, and service performed within home-trade limits in sailing-yachts of not less than 50 tons net register, or in steam-yachts of not less than 80 tons gross register, will be accepted in the proportion stated in para. 108; but candidates must also show—(1) For a foreign-going certificate, service for at least eighteen months in an ordinary trading-vessel in the foreign trade, or for the equivalent period, twenty-seven months, in an ordinary trading-vessel in the home or coasting trade; (2) for a home-trade certificate, service for at least twelve months in an ordinary trading-vessel in the foreign, home, or coasting trade.
- (c.) Service within home-trade limits in sailing-yachts of not less than 20 tons net register, or in steam-yachts of not less than 40 tons gross register, will be accepted towards qualifying a candidate for a foreign-going certificate as equivalent to half the time served in the foreign trade; but no amount of such service shall count as more than two years' service in the foreign trade, and no such service shall count as officers' service to qualify candidates for foreign-going certificates.
- (d.) Service within home-trade limits in sailing-yachts of not less than 20 tons net register, or in steam-yachts of not less than 40 tons gross register, will be accepted at the ordinary rate as qualifying-service for home-trade certificates; but candidates must prove that they have in addition served for at least twelve months in an ordinary trading-vessel in the foreign, home, or coasting trade.
- (e.) Service within home-trade limits in sailing-yachts of less than 20 tons net register, or in steam-yachts of less than 40 tons gross register, will not be accepted as qualifying-service for any class of certificate.

124. Service in Tugs, War Department Vessels, &c.—Service performed in tugs employed outside partially smooth-water limits may be accepted as sea service for the purpose of qualifying a candidate for a second mate's, mate's, or master's certificate for home-trade ships.

Service performed in War Department vessels employed outside partially smooth-water limits (see para. 127) may be accepted as sea service to qualify a candidate for a mate's or master's certificate for home-trade ships only. This service cannot be accepted towards qualifying a candidate for a foreign-going certificate unless there should be some very exceptional circumstances, when the case, together with all the candidate's papers, should be submitted to the Marine Department for their consideration.

125. Service in Dredges.—Service in steam hopper-barges may, subject to the provisions of para. 127, be allowed to count towards qualifying a candidate for a second mate's or mate's certificate of competency for home-trade ships, provided the candidate can prove at least two years' service in an ordinary trading-vessel in either the home, coasting, or foreign trade. Service in these steam-hoppers will not be accepted as officer's service towards qualifying a candidate for a master's certificate.

126. Service in Lightships or Engine-room.—Service in lightships or in an engine-room will not be accepted as sea service.

127. Service on Rivers.—Service performed on rivers, no matter of what size, and service performed within restricted limits will not be accepted, with the exception mentioned in note of para. 65.

Where any doubt whatever exists on this point the candidate will be required to produce a certificate from the master or owner of the vessel in which the service was performed before the service can be accepted.

128. Service in Training-ships.—Half the time served on board a training-ship will be allowed to count as service at sea up to a limit of one year (*i.e.*, no length of service will be allowed to count as more than one year at sea), provided that the candidate can produce a certificate from the committee or Captain Superintendent that he has conducted himself creditably, and passed a good examination in seamanship, so far as it is practised in the training-ship, as well as in other matters down to the time of his leaving the ship. Training-ship service will not be regarded as equivalent to service in square-rigged vessels.