

Artisan (blacksmith, plumber, painter, joiner)	Blacksmith (&c.) 4th class (acting)
Writer .. .. .	3rd Writer.
Victualling rating .. .. .	Victualling assistant.
Sick-berth rating .. .. .	Sick-berth attendant.

Candidates drawn from the telegraph staff of the Post and Telegraph Department will be entered as telegraphists.

Men entered in an acting rating will be confirmed in such rating on completion of their first prescribed period of training, provided they are recommended by the commanding officer of the ship in which their Naval training was performed.

Men who have served in the Navy during the war will be entered in the confirmed rating to which they attained during the war.

**32. Artificers.**—Men who are fully qualified workmen in one of the following trades will be eligible for enrolment as acting engine-room artificers 4th class, acting electrical artificers 4th class, or acting ordnance artificers 4th class.

The proportion in each trade of the total number of engine-room artificers to be enrolled will be as shown:—

Fitters .. .. .	70 per cent.
Boilermakers .. .. .	20 per cent.
Smiths and coppersmiths .. .. .	10 per cent.

Candidates will be required to possess the qualifications for acting engine-room, electrical, or ordnance artificers 4th class and to pass a technical examination as required by the King's Regulations.

**33. Motor Mechanics.**—For entry as chief motor mechanics candidates will be required to have five years' practical experience in workshops and a high degree of acquaintance with internal-combustion engines and their repair. They must pass a technical examination before the engineer officer for fleet duties.

For entry as motor mechanics candidates must possess similar qualifications, except that only two years' practical experience will be required.

**34. Artisans.**—Artisans of any branch must possess the trade qualifications laid down for the rating in which entered, as applicable to the seagoing forces.

**35. Writers and Victualling Assistants.**—Clerical and/or accountant experience of at least one year will be required for entry as a 3rd writer or victualling assistant.

**36. Sick-berth Attendant.**—The possession of a first aid certificate of competency will be required of candidates for entry as sick-berth attendant.

**Qualifications for Advancement.**

37. Qualifications for advancement will be as follows:—

**Ordinary Seaman to Able Seaman.**—To qualify for advancement an ordinary seaman must—

- (a.) Be nineteen years of age;
- (b.) Have completed his first period of training as ordinary seaman;
- (c.) Have passed examinations in seamanship and gunnery.

**Able Seaman to Leading Seaman.**—To qualify for advancement an able seaman must—

- (a.) Have completed four years' service as an able seaman;
- (b.) Have completed two periods of training as an able seaman;
- (c.) Have passed in seamanship for leading seaman;
- (d.) Have passed the educational test, part I.

**Leading Seaman to Petty Officer.**—To qualify for advancement a leading seaman must—

- (a.) Have completed four years' service as leading seaman;
- (b.) Have performed two periods of training as leading seaman;
- (c.) Have passed in seamanship for petty officer;
- (d.) Hold a non-substantive rating;
- (e.) Have been recommended for petty officer by the commanding officer of one of H.M. ships.

**Petty Officer to Chief Petty Officer.**—Advancements to chief petty officer will be by selection, and will be granted under the same conditions as in the seagoing forces.

**Signal and Telegraphist Ratings, Advancement of.**—Advancement in the signal and telegraphist branches will be governed by the same regulations as for seamen ratings, except that men will be required to pass examinations in signals or wireless for the various grades in lieu of passing in seamanship to the standard required for seamen.

**Stoker Ratings, Advancement of.**—Advancement in the stoker branch will be governed by the same regulations as for seamen ratings, except that men will be required to pass examinations in stokehold and engine-room duties in lieu of seamanship.