

under the system of double watches, except as the senior officer, will be accepted as qualifying service for a certificate of this grade.

Great care must be exercised by the Examiners and others in regard to such service; and unless a candidate produces a clear and satisfactory certificate, specially setting forth the above facts, from the master or owner of the vessel in which the service was performed, it must not be accepted.

**117. Promotion during Voyage.**—Whenever from any cause a man has been regularly promoted on the occurrence of a vacancy in the course of the voyage, from the rank in which he first shipped, and such promotion, with the ground on which it has been made, is properly entered in the articles and in the official log-book, he will receive credit for his service in the higher grade for the period subsequent to his promotion.

**118. Auxiliary-screw Ships.**—Service in vessels having auxiliary steam or motor power, which use their propelling machinery only in calms or during light winds, is considered as service performed in sailing-vessels.

**119. Excursion Steamers.**—In the case of excursion steamers only such service as can be proved to have been performed at sea will be accepted.

**120. Carpenter, Sailmaker, Cook, Steward, &c., Service as.**—Candidates whose service has been performed in capacities other than apprentice, midshipman, cadet, ordinary seaman, able seaman, or, in the case of restricted-limits ships, as deck hand—*e.g.*, men who have served as carpenter, or sailmaker, or as cook in small vessels where cooking is only part of a man's duty—will be required to satisfy the Examiner or the Marine Department that they have during the whole time claimed performed deck duties in addition to their own particular work, and have a good knowledge of seamanship.

These facts must be proved by production of satisfactory certificates from the masters with whom they have served. Such service may be accepted as equivalent to two-thirds of the time served as ordinary deck hand. Failing satisfactory evidence the applicant will be required to perform additional service in the required capacity. Service as cook (under conditions other than the above), or as steward, purser, &c., will not be accepted.

When discharges for "boy's" service are produced, the Examiner must satisfy himself that such service was service performed in a qualifying capacity.

**121. Wireless Operator, Service as.**—If a candidate has been engaged on articles of agreement as seaman, or in any seaman rating, and has served both as a seaman and as a wireless operator, two-thirds of such service may be counted as qualifying service; but he must prove that during the whole period claimed he performed deck duties in addition to the duties of a wireless operator.

If a candidate has been engaged on articles of agreement as a wireless operator, and has served as such, one-quarter of such service up to a maximum of twelve months may be counted as qualifying service.

**122. Fishing or Pilot Vessels, Service in.**—Service performed exclusively in trawlers and in other deep-sea fishing-vessels or in pilot-vessels will not qualify a candidate for examination. He must, in addition, prove the following service:—

- a. For a foreign-going certificate, service for at least eighteen months in an ordinary trading-vessel in the foreign trade, or the equivalent period, twenty-seven months, in the home trade.
- b. For a home-trade certificate, service for at least twelve months in an ordinary trading-vessel in the foreign or home trade.

**123. Yachts, Service in.**—Service in pleasure-yachts will be accepted as qualifying service under the following conditions:—

- a. It must in all cases be verified by satisfactory proofs, which must set forth clearly and in detail the nature and duration of the service claimed; and it must distinctly be understood that actual sea service only will be accepted, and that service performed in a harbour or port is inadmissible.
- 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