

134. Service in Dredgers.—Service in steam hopper barges may, subject to the provisions of para. 135, be allowed to count towards qualifying a candidate for a second mate's or a first 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 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 for home-trade ships. (117.)

135. Service on Rivers.—Service performed on rivers, no matter of what size, and service performed within extended river limits, will not, with the exception mentioned in para. 112A, be accepted.

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 acceptance of the service can be considered. (118.)

136. Service in Cable Ships.—A candidate, a part of whose qualifying-service has been performed in cable ships, will be required to produce, in addition to the usual evidence of sea service, a statement or certificate from the owners of the ship showing the amount of time actually spent at sea. If the time so spent constitutes or exceeds two-thirds of the total time on articles, this total time may be accepted in full as qualifying-service; but in the event of the actual sea service falling below this proportion, the deficiency must be made up by additional service at sea before the total time on articles can be accepted in full as qualifying-service. (119.)

137. Lighthouse Tenders.—Service performed in the sea-going steam vessels of Trinity House, of the Commissioners of Northern Lighthouses, of the Commissioners of Irish Lights, or of the New Zealand Government, or in Irish and Scottish fishery cruisers, will be accepted as sea service for the purpose of qualifying a candidate for examination for a home-trade certificate; but for a foreign-going certificate a candidate must show, in addition to this service, calculated in accordance with para. 112, at least twelve months in an ordinary trading-vessel. (120.)

138. Service in Lightships.—Service in lightships will not be accepted as sea service. (121.)

CHAPTER IV.

CONDUCT OF THE EXAMINATIONS.

139. The examinations will begin at 10 a.m. on each day. A luncheon interval of one hour will be given each day at a suitable hour. As far as possible, candidates will be given ample notice of the day and time of their oral examination. The time allotted for each written part of the examination for each grade of certificate will be as follows:—

1. Second Mate (Foreign-going).

First Day.

Knowledge of Principles .. .. .	..	..	3 hours.
Practical Navigation I (including Tides) .. .. .	..	..	2 hours.

Second Day.

Practical Navigation II .. .. .	..	..	3 hours.
Chart Work .. .. .	..	..	2 hours.

Third Day.

Cargo Work and Elementary Ship Construction .. .. .	..	..	3 hours.
English .. .. .	..	..	1½ hours.

Fourth or Subsequent Days—Orals.

2. First Mate (Foreign-going).

First Day.

Practical Navigation I .. .. .	..	..	3 hours.
Chart Work .. .. .	..	..	2 hours.

Second Day.

Ship Construction and Stability .. .. .	..	..	3 hours.
Practical Navigation II .. .. .	..	..	2 hours.

Third Day.

Ship's Maintenance, Routine, and Cargo Work .. .. .	..	..	3 hours.
Meteorology .. .. .	..	..	2 hours.

Fourth or Subsequent Days—Orals.