

*Rules relating to Examination of Engineers.*

Marine Department,  
Wellington, 7th April, 1936.

IN pursuance and exercise of the power and authority conferred upon me by sections 23 and 188 of the Shipping and Seamen Act, 1908, and of all other powers and authorities enabling me in that behalf, I do hereby make the rules set forth in the First Schedule hereto, relating to the examination of Engineers in the Mercantile Marine; and do hereby order and declare that the said rules shall come into force on the 9th day of April, 1936, on which date the rules specified in the Second Schedule hereto shall be revoked.

P. FRASER, Minister of Marine.

## FIRST SCHEDULE.

## CHAPTER I.—GENERAL RULES.

## ENGINEERS MUST HOLD CERTIFICATES OF COMPETENCY.

1. IN accordance with section 21 of the Shipping and Seamen Act, 1908, every intercolonial steamship and every sea-going home-trade steamship\* shall be provided with engineers duly certificated according to the scale set forth in the Second Schedule to the Act.

Section 21 of the Act further prescribes that every foreign-going steamship of 100 nominal horse-power or upwards, trading beyond intercolonial limits, must be provided with at least a first-class engineer and a second-class engineer duly certificated; and every such steamship of less than 100 nominal horse-power must be provided with at least one engineer who is a first-class or a second-class engineer duly certificated.

The nominal horse-power of a steamship as given on a vessel's certificate of registry may be accepted, or it may be determined in the manner specified in Rule 61.

## PENALTY FOR INFRINGEMENT OF ACT.

2. Any person other than a duly certificated officer who suffers himself to be engaged as engineer of a vessel in contravention of the Shipping and Seamen Act, 1908, or who employs as engineer one who is not in possession of or entitled to a proper certificate, shall be deemed guilty of an offence, which is punishable, in respect of each offence, with a fine not exceeding £50.

An officer is not duly certificated unless he is the holder of a certificate of competency or service of a grade appropriate to his rank, or of a higher grade, which is valid in New Zealand.

## NATIONALITY.—CANDIDATES MUST BE BRITISH SUBJECTS.

3. Only those applicants who are British subjects by birth or by naturalization may be examined for marine engineers' certificates of competency.

Proof of British nationality will, in ordinary circumstances, involve the production of a certificate of birth or naturalization. If an applicant for examination cannot produce such a certificate he will be required to furnish other sufficient documentary evidence of nationality.

\* "Intercolonial-trading ship" means a ship employed in trading between New Zealand and any port within the Commonwealth of Australia, or between New Zealand and any of the islands lying between the parallels of 30° north and 30° south latitude, and the meridians of 150° east and 130° west longitude.

By a "sea-going home-trade ship" is meant a ship (1) employed in trading or plying between any ports or places in New Zealand, or (2) going to sea from any port or place in New Zealand and returning to New Zealand without steaming more than fifty miles from the coast thereof.

By a "foreign-trade ship" is meant (1) a ship employed in trading between New Zealand and some place or places situate beyond the limits prescribed for intercolonial-trading vessels, or (2) a vessel not trading to or from New Zealand but trading beyond intercolonial limits where the distance between the extreme ports visited is not less than 500 miles. If the distance is less than 500 miles, any service performed therein will be regarded as home-trade service for the purposes of these regulations.