

of failure, the candidate must be re-examined *de novo*. If a candidate fails "*in seamanship*, he will not be re-examined *until after a lapse of six months*, to give him time to gain experience. If he fails three times in *navigation*, he will not be re-examined until after a lapse of *three months*."

The Board will require the substitution of this paragraph for paragraph 20 in your Regulations.

Section A, paragraph 32, relating to qualifications for First Class Engineer certificate concludes with the words, "With a Second Class certificate;" but in the Imperial Regulations the following words are added: "In the capacity of a second engineer and that their names have been entered in the article of agreement accordingly."

The Board of Trade regard the addition of these words as important. In addition to the above necessary alterations, I am to call your attention to the necessity of arrangements being made by your department for sending to the Registrar-General of Seamen in London, lists of certificates granted under the authority of the proposed Order in Council, which may be suspended and cancelled through legal proceedings, death, loss, destruction, &c.

I am also to state that when lists of certificates granted in New Zealand are forwarded to the Registrar-General of Seamen they should be accompanied by copies of the applications for examination of the candidate, together with a statement of their services, and any other particulars which may assist the Registrar-General of Seamen in indentifying them.

In reference to your letter No. 358, and its enclosure, the Board of Trade desire me to call your attention to the fact that in the "Merchant Shipping Acts Adoption Act 1869," the clauses of the Imperial Act of 1854, relating to Naval Courts, are specially excepted as the "Merchant Shipping (Colonial) Act 1869," makes the issue of an Order in Council conditional upon the certificates being liable to be forfeited for the like reasons and in the like manner as Imperial Certificates. The Order in Council cannot exempt the certificates granted in New Zealand under the said order from the operation of the provisions of the Imperial Acts relating to Naval Courts, and the Board think that it will be more regular and satisfactory if these provisions are likewise extended by Colonial enactment to the certificates in question. Provision does not appear to have been made, either by Act or regulation, in New Zealand, for dealing with examinations questionably conducted. I am to suggest that section 134 of the Imperial Act of 1854 should be followed in such cases.

In forwarding copies of the following circulars, &c., viz.:—

"Form Examination 1."

"Notice to candidates, dated 1st January, 1869."

"Regulations respecting lights and fog signals, and steering and sailing rules, containing heads of examination."

Circulars No. 407, 414, 516, 517, 528, and 529,

I am to request that the regulations contained in them may be added to the regulations prepared in New Zealand.

I am to inform you that the form Examination 1A has been superseded by circular No. 339, to the examiners, 500 copies of which will shortly be forwarded to you. This Board does not provide the drawings referred to in section 45 of Examination 1, but they will have a set prepared and sent to you for the guidance of your officers.

I have, &c.,  
THOMAS GRAY.

The Secretary Customs Department, Marine Board,  
Wellington, New Zealand.