

No 575.

COLONIAL SECRETARY'S DEPARTMENT.

The following is published for general information.

N. L. SMITH,
Colonial Secretary.

29th July, 1938.

EXAMINATIONS OF ENGINEERS.

Notice to Candidates.

**Report of the Departmental Committee on
Examinations of Engineers
in the Mercantile Marine.**

1. A Departmental Committee, under the Chairmanship of Mr. Maurice S. Gibb, C.B.E., J.P., have recently reviewed the system under which candidates are examined for Certificates as Engineers in merchant ships. In their Report they have made a number of important recommendations.

They have recommended that the examination should be divided into two parts with a view to enabling candidates (a) to take that part of the examination which deals with fundamental knowledge (*i.e.*, General Engineering Science, Heat and Heat Engines and Drawing) at an earlier age than at present is the case and, if desired, before going to sea, and (b) to secure exemption from this part of the examination if they have attended approved courses of instruction and have obtained a recognized certificate. The Committee have also made a number of recommendations in regard to the workshop and sea service which should be required of candidates.

2. The recommendations of the Committee have been accepted by the Board of Trade and prospective candidates and all others interested in the subject are advised to make themselves familiar with the recommendations contained in the Report.*

3. The Hong Kong Government's Rules for the Examination of Engineers will be revised and issued as soon as possible. It is hoped that it will be possible to arrange for the new system of examinations to come into operation in January, 1939, and it is intended that, for a time, both the present system and the new system shall be available at the option of candidates. A notice in regard to the new examination system will be issued in due course. In the meantime, however, there are a number of the Committee's recommendations which can be brought

* Copies of the Report, price 1s. (post free 1s. 1d.) may be obtained through any bookseller or direct from H.M. Stationery Office. Adastral House, Kingsway, London, W.C.2.; 120, George Street, Edinburgh 2; 26, York Street, Manchester 1; 1, St. Andrew's Crescent, Cardiff, and 80, Chichester Street, Belfast.

into operation at once and, from now on, candidates whose workshop and sea service complies with that required under the existing Regulations or that which is set out below, will be regarded as qualified for examination.

WORKSHOP SERVICE.

4. There will be no change in the existing Rules under which, subject to an allowance for time spent at recognized technical schools, four years' workshop service is required, but, provided that the work on which the apprentice has been engaged during his workshop time is of a suitable character for the training of a mechanical engineer in the manufacture of machinery, no additional time in marine-engine workshops, or on regular watch at sea, will in future be required. When, however, apprentices have served their time in workshops where the training, though of some value, is not sufficiently comprehensive, the time so spent will be allowed to count in part towards the period of workshop service, and such candidates will be required to perform further service in an engineering workshop of a more suitable character or on regular watch or on day work as an engineer at sea—the period of the extra workshop or sea service required being varied according to the value of the training received during apprenticeship. Service as a journeyman will continue to be accepted in lieu of apprenticeship.

5. The present rule under which a minimum period of two years has to be spent on the fitting, erecting or repairing of engines of a suitable size will be extended to cover similar work on other suitable machinery. The remaining two years of the period of workshop service, if not spent on fitting, erecting or repairing, may be spent on one or more of the following:—

Metal turning	Full time up to a maximum of two years.
Brass finishing (good heavy work).	Full time up to a maximum of one year.
Boiler making or repairing of boilers.	Full time up to a maximum of one year.
Pattern making	Full time up to a maximum of one year.
Planing, slotting, shaping and milling.	Full time up to a maximum of one year.
Smithwork	Full time up to a maximum of six months.
Coppersmith work ...	Full time up to a maximum of six months.
Work in drawing office as draughtsman or engineer.	Full time up to one year. Where more than one year has been spent in the drawing office, only one-half of the additional time will be allowed to count.

6. The Chief Examiner will, as hitherto, give special consideration to cases where a candidate's service, though it does not comply with the above requirements, merits exceptional treatment.

SEA SERVICE.

7. In the case of candidates for both First and Second Class Certificates the service, except day work (see paragraph 12), must, as hitherto, have been service as engineer at sea on regular watch. In the case of candidates for First Class Certificates the service should, as hitherto, have been service as senior engineer in charge of the entire watch, or as second in seniority in the case of service on vessels propelled by two or more sets of engines. Service below that rank on such ships will, however, continue to be accepted at half rate. Similarly, in single screw vessels where there are three or more engineers on regular watch at the same time, service ranking below that of senior engineer in charge of the watch will in future be accepted towards the period of qualifying time at half rate.

8. The periods of sea service on foreign-going ships which will be required of candidates are as follows:—

(a) *For Steam Certificates** (First and Second Class) the qualifying period will be 18 months and must include at least nine months' service on the boilers and main propelling machinery of a steam ship.

This period of at least nine months must include at least six months' service on the boilers and six months' service on the main propelling machinery, but the service on the boilers and on the main propelling machinery may be simultaneous.

The remaining nine months (or balance of nine months) may be spent on the boilers of a steam ship, or on the propelling machinery of a steam or motor ship, or on suitable auxiliaries of a steam or motor ship, or on day work subject to the conditions of paragraph 12 below. This period of nine months (or balance of nine months) may be reduced in respect of attendance at an approved marine school in accordance with the existing Rules as amended by paragraph 14 below.

(b) *For Motor Certificates* (First and Second Class) the qualifying period will be 18 months and must include at least six months' service on the main propelling machinery of a motor ship.

The remaining 12 months (or balance of 12 months) may be spent on the propelling machinery of a steam or motor ship, or on suitable auxiliaries of a steam or motor ship, or to the extent of not more than six months on the boilers of a steam ship, or on day work subject to the conditions of paragraph 12 below. This period of 12 months (or balance of 12 months) may be reduced in respect of attendance at an approved marine school in accordance with the existing Rules as amended by paragraph 14 below.

(c) *For the Motor Endorsement of a Steam Certificate* (First and Second Class) the candidate will be required to have served a total of at least 21 months including at least six months' service on the main propelling machinery of a motor ship.

(d) *For the Steam Endorsement of a Motor Certificate* (First and Second Class) the candidate will be required to have served a total of at least 21 months including at least nine months' service on the boilers and main propelling machinery of a steam ship.

* The certificates hitherto known as "Ordinary Certificates" will in future be described as "Steam Certificates".

This period of at least nine months must include at least six months' service on the boilers and six months' service on the main propelling machinery, but the service on the boilers and on the main propelling machinery may be simultaneous.

(e) For a combined Steam and Motor Certificate (First and Second Class) the qualifying period will be 21 months and must include at least:—

(i) Nine months' service on the boilers and main propelling machinery of a steam ship.

This period of at least nine months must include at least six months' service on the boilers and six months' service on the main propelling machinery, but the service on the boilers and on the main propelling machinery may be simultaneous; and

(ii) Six months' service on the main propelling machinery of a motor ship.

The remaining six months (or balance of six months) may be spent on the boilers of a steam ship, or on the propelling machinery of a steam or motor ship, or on suitable auxiliaries of a steam or motor ship, or on day work subject to the conditions of paragraph 12 below. This period of six months (or balance of six months) may be reduced in respect of attendance at an approved marine school in accordance with the existing Rules as amended by paragraph 14 below.

9. Separate certificates will continue to be provided for service on steam and on motor ships. The holders of these certificates will continue to be able to secure the endorsement of their certificates if, and when, they have been able to obtain the necessary experience on vessels of the other type, but on passing the endorsement examination they will be furnished with a combined Steam and Motor Certificate instead of an "endorsed" Certificate.

10. Under the existing Rules, an engineer holding a Second Class Steam Certificate is not permitted to proceed direct to the examination for a First Class Motor Certificate, though he may have served the necessary period on a motor ship. Similarly, an engineer holding a Second Class Motor Certificate is not able to proceed direct to the examination for a First Class Steam Certificate. In future a candidate possessing a Second Class Certificate of either kind (steam or motor) may proceed to the First Class Examination for the other type of certificate, without being required first to take the examination for the endorsement of his Second Class Certificate, provided he has completed the necessary sea service.

11. *Service on auxiliary plant.*—Time served on auxiliaries run in conjunction with the main propelling machinery (*i.e.* auxiliaries which are essential to the running of the main propelling machinery and boilers) will, subject to the requirements in regard to service on the boilers and the main engines, be allowed to count in full, and time served on suitable auxiliaries run independently of the main propelling machinery will be allowed to count at half rate.

12. *Day work.*—Subject to the minimum period of service on boilers and main propelling machinery referred to above, six months of the remaining period may be made up by

day work in the engine and boiler rooms. Day work of this character only will be accepted and will be allowed to count at half rate up to a maximum of six months' equivalent sea service for a *Second Class Certificate*.

13. Service on home trade ships.—The ratio which is at present applied to service on home trade ships (*i.e.*, two-thirds rate) will remain, but where the Third and Fourth Engineer serve as senior engineer in charge of the entire watch, their service will be allowed to count towards the period of qualifying sea time equally with that of the First and Second Engineers.

14. Marine Engineering Schools.—Certain technical schools, specially equipped and staffed for the education of marine engineers, are known as marine schools. Under the current Rules, candidates who have attended approved courses at day classes at these schools are allowed to count the time so spent in reduction of the period of sea service required, usually in the ratio of three months at the school to two months at sea. In future, candidates who have attended evening classes at these schools will also be allowed to count time so spent. The total number of hours of such attendance will be divided by five and the result regarded as days of study. The maximum period of remission of sea time for attendance at day or evening classes will not, however, exceed three months for any certificate.

COLONIAL SECRETARY'S DEPARTMENT.

No. 576.—The following Order is published for general information:—

In accordance with the provisions of section 4 of the Unclaimed Balances Ordinance, 1929, His Excellency the Governor hereby directs that the sum of money, particulars of which appear hereunder, shall be transferred to the general revenue of the Colony. This transfer is subject to the provisions contained in the said Ordinance as to refunds.

PARTICULARS ABOVE REFERRED TO.

Date.	Particulars.	Name of Owner.	Amount.
	<i>Deposits Not Available.</i>		\$
	Unclaimed Compensation in respect of resumption of:—		
17. 7. 33.	S. D. IV Lot No 45.	Li Tsz Wan.	51.11

N. L. SMITH,
Colonial Secretary.

28th July, 1938.