

sobriety of the party, previous to granting him a certificate of fitness to take charge and command of, or serve as master or mate on board any vessel.

3. They must be able to write a legible hand, and must understand the five first rules of arithmetic.

4. They will be examined as to their knowledge of seamanship, of rigging vessels, stowing holds, &c. in addition to which those to be admitted into the lowest class, or class 3d, must be able to correct the courses steered by compass for variation, leeway, &c. to work what is termed a day's work, to prick off the vessel's place on a chart, either by the calculated latitude and longitude, or by the bearings of the land by compass.

5. They must show that they understand the use of the quadrant or sextant, and can observe the sun's meridian altitude, and therefrom determine the latitude, and are able to work the tides by the age of the moon, from the known time of high water at the full and change.

6. To be entitled to 2d class certificates, candidates must, in addition to all the foregoing qualifications, be able to ascertain the latitude by double altitudes of the sun, and by meridian altitudes of the moon, or of those bright planets or stars, the places of which are given in the nautical almanac. They must understand the care and management of chronometers, and the mode of working out and ascertaining the longitude therefrom, and they must be able to ascertain the variation of the compass by the azimuth of the sun, as well as by the amplitude.

7. To be entitled to a 1st class certificate, candidates will, in addition to all the foregoing qualifications, undergo a more strict examination as to their proficiency in navigation and also in seamanship, under the many difficult circumstances and trying situations to which vessels may be exposed; such as, having to erect and to rig juremasts, when suddenly requisite, or to form rafts in case of being stranded, &c. and in such other cases as call for a higher order of resources. They must have a competent acquaintance with plane trigonometry, a general knowledge of nautical astronomy, including the determination of the latitude by reduction to the meridian, and of the longitude by lunar observations.

8. They must be acquainted with the mode of ascertaining and applying the deviation of the compass, produced by the local attraction, which is of so much importance in all vessels, and particularly in those built of iron or having iron on board in any quantity. They must be practically acquainted with the mode of comparing two or more chronometers, and of rating them by equal altitudes.

9. They must understand the construction of Mercator charts, so as to be able to correct any errors they may detect in those they possess, as well as to insert with precision any new shoals or islands they may discover; and must be well versed in the mode of laying down the required course on the chart.

10. They must also possess a knowledge of mercantile bookkeeping, at least by single entry.

11. In the event of any candidate proving himself to have higher attainments than the foregoing, such as being well versed in great circle sailing, spherical trigonometry, marine surveying, and a more extensive knowledge of astronomy, it is to be noted in his certificate, and is to entitle him to have "class 1, extra," thereon.

12. The examination of mates, who are to be considered as the substitutes for masters in certain contingencies, is, on that account, to embrace the same branches with the master's examination in each class respectively, having regard, however, in its details to the denomination of certificate for which each person may be an applicant.

III.—*Times of Examination.*

Every candidate desirous of being examined, shall transmit to the clerk of the Board by whom he is to be examined, an application in the form hereinafter described, and thereupon such Board shall appoint a proper time for such examination, not exceeding four clear days from the receipt of any such application.

IV.—*Form of Application.*

Every application for examination should be made in the following form:—

"To the Board of Examiners of masters and mates of vessels at the port of . . ."

"I, A. B., of . . ., being desirous of obtaining a certificate of qualification as a . . . do hereby signify my request to undergo the necessary examination for that purpose; and I herewith deliver my testimonials of character and service, and evidences of age, as per the following list, viz. :—

No. 1,
2,
3,
&c.

"And I hereby declare that I will accept the said certificate of qualification, subject to the withdrawal thereof by any Board of Examiners under such regulations as are now, or may from time to time be made by the Lords of the Committee of Privy Council for Trade."

V.—*Fees for Examination.*

In order to provide for the remuneration of the examiners, or for the incidental expenses of the proposed arrangements, the following fees shall be paid by the candidates examined:—

For a master's certificate - - - £2
For a mate's certificate - - - £1

2. One half of the said fees respectively shall be paid by the candidate at the time of the transmission of his application, and the remainder by candidates deemed entitled to certificates prior to the issue thereof.