

the rank of Master or Mate, such promotion and its date must be verified by a Certificate either from the Master or the Owner of the vessel, to enable him to receive credit for his service in a higher grade.

3 (a). Candidates for the ordinary Certificate of Master, First Mate, Only Mate, or Second Mate, will be required to prove that they have served at sea, at least Twelve Months, in a square-rigged sailing vessel.

In a case where an applicant for a Certificate of Master, First Mate, Only Mate, or Second Mate, has only served in fore-and-aft-rigged vessels, and is ignorant of the management of square-rigged vessels, he may obtain a Certificate on which the words "Fore-and-aft-rigged" vessel will be written: this Certificate will not entitle the holder to act in a square-rigged vessel.

A Candidate possessing a Certificate for "Fore-and-aft-rigged" vessels, and desiring to obtain an ordinary Certificate of the same grade, must prove that he has served at sea at least Twelve Months in a square-rigged sailing vessel, and will be examined in Navigation and Seamanship. He will be required to pay half the usual fee.

4.—Candidates for examination must give in their names to the Examiners three days before the Board meets.

5.—Candidates will be required to appear at the Examination Room punctually at the time appointed.

6.—Candidates are prohibited from bringing into the Examination Room books or papers of any kind.

7.—In the event of any Candidate being detected defacing, writing in, or blotting any book belonging to the Examiners, the papers of such Candidate will be detained until the book is replaced, but he will not be permitted to retain the damaged book.

8.—In the event of any Candidate being discovered copying from another, or affording assistance, he will subject himself to a failure.

9.—No Candidate will be permitted to work out his problem on a slate or waste paper.

10.—No Candidate will be permitted to leave the room until he has given up the paper on which he is engaged.

11.—Candidates will be allowed to work out the various problems by the method and tables they have been accustomed to use, and will be allowed six hours to perform the work. At the expiration of the six hours, they will, if they have not finished, be declared to have failed, unless the Examiners see fit to extend it.

12.—Candidates will be expected to correct the Declination and other elements of the Nautical Almanac by the "hourly differences," and will not be permitted to use Inspection Tables for that purpose.

Every correction must appear on the paper of the Candidates.

13.—Candidates are expected to bring their answers to all problems within or not to exceed a margin of one mile from a correct result.

14.—In finding the longitude by Chronometer, the logarithms used in finding the hour angle should be taken out for seconds of arc.

15.—In all other problems the logarithms to the nearest minute will be sufficiently correct for all grades except Master.

15 (a). In every case the Examination, whether for Only Mate, First Mate, or Master, is to commence with the problems for Second Mate.

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