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as to steps to be taken when a ship is on her beam ends or in any danger or difficulty, or if disabled or unmanageable and on a lee shore, heaving a keel out, &c. He must explain the mode of procedure when placing ship in dry dock, directing repairs, and if putting into port in distress with damage to cargo and ship. He must possess a sufficient knowledge of what he is required to do by law, as to entry and discharge, and the management of his crew, and as to penalties, and entries to be made in the official log, and a knowledge of the measures for preventing and checking the outbreak of scurvy on board ship, and the law as to load line marks, and the entries and reports to be made respecting them. He will be questioned as to his knowledge of invoices, charter party, bills of lading, Lloyd's agent, and as to the nature of bottomry, also bills of exchange, surveys, averages, &c., and must answer any other questions of a like nature which the Examiner may consider necessary to touch upon.

He will also be required to give satisfactory answers as to his knowledge of the management of steam ships in heavy weather. How to utilize steam appliances in the event of fire, and the best arrangements for towing vessels under various circumstances; as to the methods of constructing jury-rudders suitable for a screw steamship, and other questions of a like nature appertaining to the management of a steamship.

A candidate possessing a certificate "for fore-and-aft rigged vessels only," and desiring to obtain an ordinary certificate of the same grade, must prove that he has served at sea at least one year in a square-rigged sailing vessel, and will be re-examined both in navigation and seamanship.

**FAILURE.**—In all cases of failure the candidate must be examined *de novo*.

If a candidate fails in seamanship he will not be re-examined until after a lapse of six months.

If he fails three times in navigation he will not be re-examined until after a lapse of three months from the date of the last failure.

If a candidate has failed in his examination, but the subjects in which he has failed are not included in the subjects required for a certificate of a lower grade, he may, if he desires it, receive a certificate of such lower grade.

No part, however, of the fee he has paid will be returned to him.

Any candidate who may be guilty of insolence to the examiner, or of other misconduct, will render himself liable to the postponement of his examination, or if he has passed, to the detention of his certificate for such period as the Governor in Council may think fit to direct.

## BLOCK HOUSE, SIGNAL HILL.

Signalman: Francis Scott.

Assistant Signalman: Michael Cantwell.

DESCRIPTION OF SIGNALS IN USE AT THE BLOCK HOUSE, SIGNAL HILL,  
ST. JOHN'S NEWFOUNDLAND.

Balls and Flags, hoisted in different positions on the Yard Arm, show the numbers of sail that are signalled either North or South, viz:

One Sail in sight—Ball close up to yard.

Two Sail in Sight—Ball midway between yard and parapet of Block House.

Three Sail in sight—Yellow Pennant close up to yard.

Four Sail in sight—Yellow Pennant midway between yard and parapet of Block House.

Five Sail in sight—Same as four, with addition of a Ball placed immediately above Pennant.

Six Sail in sight—Same as three, with addition of a Ball placed immediately beneath Pennant.