

2. Only one description of Certificate will be issued, which will entitle the holder to command his own yacht, whether foreign-going or only cruising within North American waters. The Certificate will not entitle the holder to command any vessel except the pleasure yacht of which he is at the time owner.

3. Candidates are not required to have served any specified time afloat, as it is believed that their sea knowledge will be sufficiently tested by the examination they will have to pass in seamanship.

4. Testimonials of service need not be produced.

5. The fee of \$10, required for the examination of a Master of a foreign-going ship, will be charged.

6. In other respects the regulations framed for the conduct of the examination of Masters ordinary will apply to those cases.

#### QUALIFICATIONS.

In Navigation.—He must understand the first five rules of arithmetic and the use of the logarithms. He must be able to work a day's work, complete, including the bearings and distance from one Port to another by Mercator's method; to correct the sun's declination for longitude, and find his latitude by meridian altitude of the sun. He must be able to observe and calculate the amplitude of the sun, and deduce the variations of the compass therefrom. He must know how to lay off the place of the ship on the chart, both by bearings of known objects, and by latitude and longitude. He must be able to determine the error of a sextant and to adjust it; also to find the time of high water from the known time at full and change. He must be able to observe azimuths and compute the variation, to compare chronometers and keep their rates, and find the longitude by them from an observation of the sun; to work the latitude by single altitude of the sun off the meridian, and to be able to use and adjust the sextant by the sun. He must be able to find the latitude by a star etc. He will be required to answer in writing certain questions as to the nature of the effect of the ship's iron upon the compass, and as to the methods of determining any error arising therefrom. He will be examined in so much of the laws of the tides as is necessary to enable him to shape a course, and to compare his soundings with the depths marked on the charts. He must possess a sufficient knowledge of what he is required to do by the Merchant Shipping Acts, and to possess a knowledge of the measure for preventing and checking the outbreak of scurvy on board ship. He must be acquainted with the leading Lights of the coast he has been accustomed to navigate, or which he is going to use.

In Seamanship.—He must understand the measurement of the log line, glass and lead line, and pass a satisfactory examination in the green coloured pamphlet issued by the Board of Trade, London, on the rule of the road, as regards both steamers and sailing vessels, and the lights and fog signals carried by them, and will also be examined as to his acquaintance with the "International Code of Signals for the use of all nations." He must know how to moor and unmoor, and to keep a clear anchor, and to carry out an anchor. He will also be questioned as to his knowledge of the use and management of the mortar and rocket lines in the case of the stranding of a vessel, as to managing a ship in stormy weather, taking in and making sail, casting a ship on a lee shore, and securing the masts in the event of accident to the bowsprit. He will be examined as to his competency to construct jury rudders and rafts, and as to his resources for the preservation of the ship's crew in the event of wreck.

In cases where an applicant has only served in a fore and aft rigged vessel, and is ignorant of the management of a square rigged vessel, he will only obtain a certificate on which the words "fore and aft rigged vessel" will be written. This Certificate does not entitle him to command a square rigged ship. Under this order one examination was held at Halifax, and Mr. F. C. Sumichrast who is Master of his own yacht, passed and obtained a yachting certificate of competency.

As Canadian certificates are not valid in Great Britain, and as a misunderstanding appeared to exist on the part of some Canadian officers in regard to the validity