

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.

15(b). In all cases of failure the candidate must be re-examined *de novo*. If a candidate fails in *seamanship* he will not be re-examined until after the lapse of six months, to give him time to gain experience. 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.

15(c). If an applicant is examined for a higher rank, and fails, but passes an examination of a lower grade, he may receive a certificate accordingly, but no part of the fee will be returned.

QUALIFICATIONS FOR CERTIFICATES OF COMPETENCY FOR A FOREIGN GOING SHIP.

16. A second mate must be seventeen years of age, and must have been four years at sea.

In Navigation.—He must write a legible hand and understand the first five rules of arithmetic and the use of logarithms. He must be able to work a day's work complete, including the bearings and distance of the port he is bound to, by mercator's method; to correct the sun's declination for longitude, and find his latitude by meridian altitude of the sun; and work such other easy problems of a like nature as may be put to him. He must understand the use of the sextant, and be able to observe with it and read off the arc.

In Seamanship.—He must give satisfactory answers as to the rigging and unrigging of ships, stowing of holds, &c.; must understand the measurement of the logline, glass, and leadline; be conversant with the rule of the road, as regards both steamers and sailing vessels, and the lights and fog signals carried by them. He must pass a satisfactory examination in the International code of signals.

17. An only mate must be nineteen years of age and have been five years at sea.

In Navigation.—In addition to the qualification required for a second mate, an only mate must be able to observe and calculate the amplitude of the sun, and deduce the variation of the compass

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