

valid Certificate, appropriate to the grade of Only Mate therein, or to a higher grade; and every person who, having been engaged to serve as Master, or as First or Second or Only Mate of any "Foreign-going Ship," or as Master or First or Only Mate of a "Home Trade Passenger Ship," goes to sea as such Master or Mate without being at the time entitled to and possessed of such a Certificate as the Act requires, or who employs any person as Master, or First, Second, or Only Mate of any "Foreign-going Ship," or as Master or First or Only Mate of any "Home Trade Passenger Ship," without ascertaining that he is at the time entitled to and possessed of such Certificate, *for each offence incurs a penalty not exceeding fifty pounds.*

2. Every Certificate of *Competency* for a "Foreign-going Ship" is to be deemed to be of a higher grade than the corresponding Certificate for a "Home Trade Passenger Ship," and entitles the lawful holder to go to sea in the corresponding grade in such last-mentioned Ship; but *no Certificate for a "Home Trade Passenger Ship" entitles the holder to go to sea as Master or Mate of a "Foreign-going Ship."*

3. A Certificate of *Service* entitles an officer, who had already served as either Master or Mate in a British Foreign-going Ship before the 1st January, 1851, or as Master or Mate in a Home Trade Passenger Ship before the 1st January, 1854, to serve in those capacities again; and it also entitles an Officer who has attained or attains the rank of Lieutenant, Master, Passed Mate, or Second Master, or any higher rank in the service of Her Majesty or of the East India Company, to serve as Master of a British Merchant Ship, and may be had by application to the Registrar-General of Seamen, Custom House, London, or to any Shipping Master in the Outports, on the transmission and verification of the necessary certificates and testimonials.

4. *Certificates of Competency*, will be granted to those persons who pass the requisite examinations, and otherwise comply with the requisite conditions. For this purpose Examiners have been appointed under the Local Marine Boards, and arrangements have been made for holding the examinations at the under-mentioned ports upon the days specified against them; and these days are so arranged for general convenience, that a candidate wishing to proceed to sea, and missing the day at his own port, may proceed to another port where an examination is coming forward. The days for commencing the examinations at the various ports are as follow:—

PLACES.	DAYS.
ABERDEEN*	Fridays and Saturdays in the first and third week in each month.
BELFAST	First and third Tuesday in each month.
BRISTOL*	First Friday and third Tuesday in each month.
CORK	Fourth Monday in each month.
DUBLIN	First and third Thursday in each month.
DUNDEE*	Saturday in each week.
GLASGOW*	Thursdays, held alternately at each place.
GREENOCK*	
HULL*	Second Tuesday in each month.
LEITH*	Second Tuesday and third Saturday in each month.
LIVERPOOL*	Monday, Tuesday, Thursday, and Friday in each week.
LONDON*	Monday, Tuesday, and Wednesday, in Navigation; Thursday, Friday, and Saturday, in Seamanship.
NEWCASTLE*	First day of each month, not being Sunday.
SHIELDS*	Tenth day of each month, " "
SUNDERLAND*	Twentieth day of each month, " "
PLYMOUTH*	Third Wednesday in each month.

* At these places extra Examinations are held.

5. Applicants for examination must give their names to the Shipping Master, or to the Local Marine Board at the place where they intend to be examined, on or before the day of examination, and must conform to any regulations in this respect which may be laid down by the Local Marine Board; and if this be not done, delay may be occasioned.

6. Testimonials of character, and of sobriety, experience, ability, and good conduct on board ship, will be required of all applicants, and without producing them no person will be examined. As such testimonials may have to be forwarded to the office of the Registrar-General of Seamen in London for verification before any certificates can be granted, it is desirable that candidates should lodge them as early as possible. Upon application to the Shipping Master candidates will be supplied with a form, which they will be required to fill up and lodge with their testimonials in the hands of the examiners.

7. The examinations will commence early in the forenoon on the days before mentioned, and be continued from day to day until all the candidates whose names appear upon the Shipping Master's list on the day of examination are examined.

8. The qualifications required for the several ranks under mentioned, are as follow:—

Qualifications for Certificates of Competency for a "Foreign-going Ship."

(a.) 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 four first rules of arithmetic and the use of logarithms. He must be able to correct the courses steered for variation and leeway, and find the difference of latitude and longitude therefrom; be able 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, stowage of holds, &c.; must understand the measurement of the log-line, glass, and lead-line; be conversant with the rule of the road, as regards both steamers and sailing-vessels, and the lights carried by them.

(b.) An ONLY MATE must be eighteen years of age, and have been four years at sea.

IN NAVIGATION.—In addition to the qualification required for a Second Mate, an Only Mate 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. He must be able to observe and calculate the amplitude of the sun, and deduce the variation 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 use a sextant and determine its error, and adjust it, and find the time of high water from the known time at full and change.

IN SEAMANSHIP.—In addition to what is required for a Second Mate, he must know how to moor and unmoor, and to keep a clear anchor; to carry out an anchor; to stow a hold; and to make the requisite entries in the ship's log.

(c.) A FIRST MATE must be nineteen years of age, and have served five years at sea, of which one year must have been as either Second or Only Mate, or as both.*

* Service in a superior capacity is in all cases to be equivalent to service in an inferior capacity.