LOCAL MARINE BOARD EXAMINATION, FOR OFFICERS IN THE MERCANTILE MARINE SERVICE

Published @ 2017 Trieste Publishing Pty Ltd

ISBN 9780649439393

Local Marine Board Examination, for Officers in the Mercantile Marine Service by Erasmus Thompson

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Edited by Trieste Publishing Pty Ltd.
Cover @ 2017

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ERASMUS THOMPSON

LOCAL MARINE BOARD EXAMINATION, FOR OFFICERS IN THE MERCANTILE MARINE SERVICE

Trieste

Local Marine Board

EXAMINATION,

FOR OFFICERS

IN THE

Mercantile Marine Service.

INCLUDING:

REGULATIONS FOR MASTERS AND MATES, IN FOREIGN AND COASTING TRADE; RULES OF THE ROAD, LIGHTS, LAWS OF STORMS, QUESTIONS IN SEAMANSHIP, NAVIGATION, STEAM, &c., &c.

ALSO:

A SERIES OF EXPLANATORY LECTURES ON NAVIGATION AND ASTRONOMICAL TERMS.

BY

CAPT. ERASMUS THOMPSON,

OF THE

BOSTON NAUTICAL COLLEGE.

1868.

PREFACE.

THIS work is intended for a hand book for the Marine Board Examination, and will commend itself to those desirous of making themselves thoroughly competent to pass the Local Marine Boards. It contains the questions and exercises in Navigation and Seamanship requisite for the different grades in the profession; also Rules of the Road, Examination in Steam for Commanders and First Officers of Ocean Steamers; the importance of every navigator thoroughly understanding the Laws of Storms, and some few general rules given for Hurricane Latitudes. It will contain instruction for the young officer in stowing cargoes, with the questions for the same; questions in regard to Laws of Shipping, Charter parties, Bills of Lading, Bottomry Bonds, &c., &c. Also a general knowledge of the requirements necessary for a Master or Mate, and a series of Lectures on Navigation; the whole carefully considered and compiled, by

CAPT. E. THOMPSON.

Boston Nautical College.

EXAMINATION OF MASTERS AND MATES

OF

Foreign-going and Home Trade Passenger Ships,

AND

EXAMINATION IN STEAM FOR OFFICERS.

Under the Provisions of a Bill now before the Senate and House of Representatives of the United States, in Congress Assembled, 1868, *40th Congress, 2d Session, H. R.* 947.

"No foreign-going ship, or home-trade passenger ship, can obtain a clearance, or legally proceed to sea, from any port in the United States, unless the Master thereof, and in case of a foreign-going ship, the first and second Mates or only Mate, (as the case may be,) and in the case of a home-trade passenger ship, the first and only Mate, (as the case may be,) have obtained and possess valid certificates, either of competency or service, appropriate to their several stations in such ship, or of a higher grade; and *no ship of one hundred tons burden and upwards*, can legally proceed to sea unless *at least one officer*, besides the Master, has obtained and possesses a valid certificate of Mate, or of 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 certificate as the act requires, or any one who shall employ 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 one thousand dollars.*

SEC. 6. Every certificate of competency for a foreign-going ship shall entitle the holder thereof to go to sea in the corresponding grade, in a home-trade, passenger or coasting ship; but *no certificate* for a *home-trade, passenger or coasting* ship shall entitle the holder thereof to go to sea as *Master* or *Mate* of a *foreign-going ship.*"

Qualifications for Certificates of Competency for Foreign-going Ships.

A SECOND MATE

Must be over seventeen years of age, and must have been three years to sea.

IN NAVIGATION.

He must write a legible hand and understand the first four rules of Arithmetic, and he must also be able to keep a log, correct the courses steered for variation and leeway, find the difference of latitude and longitude therefrom, be able to correct the suns declination, and find his latitude by meridian altitude of the sun. He must understand the use of the quadrant, 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., measuring log and lead line, be conversant with the Rules of the Road as regards both steamers and sailing vessels and the lights carried by them.

A FIRST MATE

Must be seventeen years of age, and have been to sea three years.

IN NAVIGATION.

In addition to the qualifications required of a Second Mate, he must be able to work course and distance by Mercator's method; be able to observe and calculate the amplitude and azimuth of the sun, and find the variation of the compass therefrom; he must know how to lay off the place of the ship on the chart, both by cross-bearings and by latitude and longitude; to find his longitude by chronometer, and be able to use and adjust the sextant, and find the errors of the instrument.

IN SEAMANSHIP.

In addition to what is required of a Second Mate, he must know how to moor and unmoor, and to keep a clear anchor, stow anchors, &c., shift large spars and sails, manage a ship in stormy weather, take in and make sail, step masts, &c., get cargo in and out, especially heavy weights, anchors, &c.

A MASTER

Must be twenty-one years of age, and have passed through the grades of mate, and in addition to the qualifications of a First Mate, he must be able to find the latitude and longitude by the moon and planets; method of determining the local errors of the compass; will be required to enter and discharge at the custom-house; have a knowledge of the nature of a bottomry, invoices, charter-party, ships accounts, &c., &c.

AN EXTRA FIRST CLASS MASTER.

This examination is for such officers as wish to prove their superior qualifications, and is intended for commanders of first class passenger ships and steamers.

IN NAVIGATION.

In addition to the qualifications of Master, he will be required to work double altitudes, circum-meridian altitudes, lunars, both by sun and stars, and be able to calculate the altitudes, and work Sumner's method. He must also be acquainted with the laws of storms.

IN SEAMANSHIP.

The extra examination will consist of heaving a ship down for repairs in case of accident befalling her abroad; to get in lower masts or any other heavy weights; explain the various evolutions of working ship; club-hauling off lee shore, and such operations of a like nature as the Examiners may consider necessary.

Qualifications for Certificates for Coasting or Home-Trade Passenger Vessels.

A MATE

Must write a legible hand and understand the first four rules of arithmetic; he must know and understand the Rules of the Road; keep a log; be able to take bearings by compass, also cross-bearings; prick off the ship's course on the chart; he must know how to mark a lead and log line and use the same.

A MASTER,

In addition to the qualifications required for a mate, must be capable of navigating a vessel along any coast; he will be required to lay off on the chart the course and distance he has run along shore from headland to headland, and correct these courses for leeway and variation; also to give the bearings of these headlands and lights; when the courses should be altered, either to clear any danger or to adapt it to the coast; he must also understand how to make his soundings according to the state of the tide.

General Rules as to Examination and Fees.

Candidates *may* be allowed to work out the various problems, or they *may* be required to *write out* the examination, as the Local Marine Board may decide.