

Telephone—  
No. 183 Eastern.

Tel. Address—  
"Maxwell, Seaside, London."

Patronised by the Honourable Corporation of The

Trinity House



of London.

King Edward VII.  
**NAUTICAL SCHOOL,**

**680, COMMERCIAL ROAD,**

LIMEHOUSE, LONDON, E.

Facing the Commercial, Burdett, East India and West India Dock Roads.

Conveniently situated with respect to the Examination Rooms and most of the Docks in London. Can be reached from the City *via* Fenchurch Street and Limehouse Stations in a few minutes. Stepney and Burdett Road Stations (G.E.R.) are also close to the School.

Splendid services of Electric Cars and Motor Buses from all directions pass the door.

THE SCHOOL IS

**Conducted by - Capt. F. W. MAXWELL.**

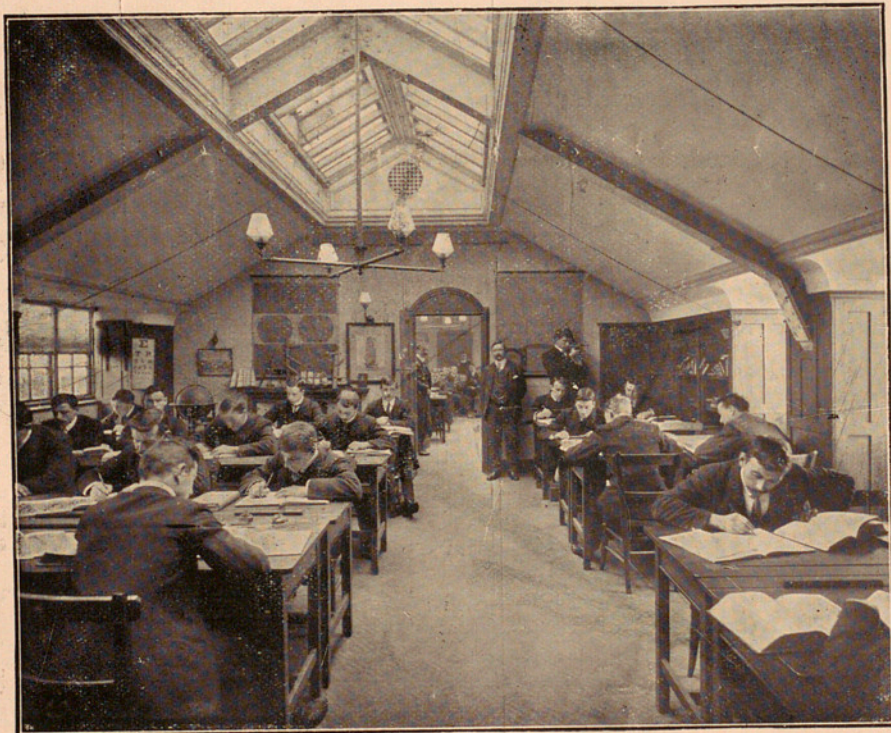
**Assisted by - - Capt. H. T. JEFFERYS.**

The Principal will be pleased to furnish any particulars relating to the School or the Examinations not contained in this Prospectus.

The Burdett Printing Co., 60, Burdett Road, London, E.

R. 15908

This shows the interior of one of the Schoolrooms, with a part view of a similar room beyond.



The School occupies Three Large Rooms with Lavatories and other conveniences on the same floor.  
Arxiu General de la Diputació de Barcelona. Biblioteca

# PROSPECTUS.

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THIS popular and successful School is carried on in new premises specially constructed for use as a Nautical School. The rooms occupy the entire upper flat of the Passmore Edwards Sailors' Palace, and in its arrangement and equipment it forms one of the best Nautical Schools in existence. Gentlemen attending will find the School quietly and efficiently conducted, well lighted and ventilated, and fitted with every modern appliance for instruction, comfort and convenience.

**Captain F. W. Maxwell**, who personally conducts the School has had long experience in the preparation of Candidates for Board of Trade Examinations. Both he and Captain Jefferys have passed the whole of their Examinations before the London Local Marine Board, and their knowledge of the procedure and general arrangements at the Examinations cannot fail to be of direct benefit to gentlemen whom they prepare.

*Both the above Instructors have had practical experience at sea, hold the full Extra Master's Certificate, and are qualified to give instruction in Master's duties, rule of the road, stowage of cargoes, seamanship, etc., etc.*

Every student at this School is taught **individually**, and has a separate desk to himself; **weak points are found out, and special attention given to them**, whether in Navigation or Seamanship, so that each candidate may be efficiently prepared in every part of the work. The aim in all cases is to secure a success at the **first attempt**.

The School is liberally supplied with everything requisite for instruction in Nautical subjects, and students have the free use of the deviascope, sextants, charts, parallel rules, barometers, hydrometers, and thermometers, nautical almanacs, seamanship models, station pointers, colour and vision tests, etc., etc.

In the School an astronomical clock is kept going to show the astronomical time. This is of great help to young students in making clear the many puzzling points relating to civil and astronomical time, etc.

Extra Masters will find terrestrial and celestial globes and the spheroscope to assist them in grasping the principles of spherical trigonometry, great circle sailing, etc.

An interesting feature is the Observatory attached to the School, containing a very fine astronomical telescope. Students of the School are allowed the free use of this under proper supervision.

## HOURS OF INSTRUCTION.

Morning, 9.30 to 12.30; Afternoon, 1.30 to 4; Evening, 5 to 7.  
**Captain Maxwell** may be seen at any time during the day and either himself or **Captain Jefferys** any evening up to 7 (Saturdays till 12, noon).

## EVENING SCHOOL.

The Evening School is specially intended for gentlemen who cannot attend during the day, or for those who, in order to rejoin their vessels, require to pass as quickly as possible. It has proved a great convenience to many who have been enabled to pass without resigning their berths. There is **no extra charge** for the Evening School.

Home work will be given to those who wish to work at home in the evenings.

## FEES: PAYABLE ON ENTRY.

	£	s.	d.
Master, Extra ... ..	6	6	0
Master, Ordinary ... ..	4	4	0
Master, Home Trade ... ..	2	2	0
First Mate ... ..	3	7	6
Only Mate ... ..	3	7	6
Second Mate ... ..	2	17	6
Compass Syllabus ... ..	2	12	6
Home Trade Mate ... ..	1	11	6
Apprentices, not out of their time (per week)	0	10	6
Apprentices, not out of their time (per month)	1	10	0

The Principal will be pleased to examine gentlemen's papers and see if their service entitles them to sit for examination before they pay any fee.

*Apprentices and others not out of their time* should note that they are admitted on specially moderate terms to enable them to commence their preparatory work in good time, instead of leaving it until the time actually arrives for them to go up for examination. A week or two at School between voyages will prove extremely advantageous and will enable candidates to carry on their studies at sea. Advice will also be given as to how this may best be done.

## NO EXTRAS.

Students bring their own Nautical Tables; everything else required for use at School is provided free.

## FIRST AID.

Candidates for Mate's and Master's certificates are now required to pass an examination in "First Aid to the Injured," and obtain a certificate to that effect.

**Lectures by a duly qualified medical man are held here daily under the auspices of the St. John Ambulance Association, and every help given to candidates to enable them to get this certificate with the least possible trouble and expense. Full particulars on application.**

## PROGRESS OF THE SCHOOL.

It is an easy matter to advertise a school in glowing terms as being the best, most successful, most up-to-date. etc. The thoughtful and intelligent reader will be more influenced by substantial and solid facts which are open to proof. The following statement is guaranteed to be correct and can be verified by comparing the list of successes (published by the School, and sent post free to any address), with the official lists published (on Fridays) in the "*Shipping Gazette and Lloyd's List*," and monthly in the "*Nautical Magazine*."

The total number of candidates who passed their examinations in London, during the year 1908 was 638—

**282 OF THESE SUCCESSFUL CANDIDATES  
WERE PREPARED AT THIS SCHOOL.**

During the year 1909 the number who passed was 655—

**305 WERE PREPARED HERE.**

**Constant efforts are made to ensure the success of every candidate at the first attempt,** and last year about 75 per cent. of those who passed through this School did so at the first attempt.

This is the only School in London at which there are **TWO** tutors who are both practical seamen, and hold the full Extra Master's Certificate.

The large number of successful candidates here is a guarantee to those attending that the instructors are competent men, and kept closely in touch with every phase of the examinations. Candidates are encouraged in every way, and the highest character and discipline in the School is fully maintained.

## NAVIGATION.

Candidates are first carefully taught to work out the required problems in all their different forms—the aim being to impart an intelligent understanding rather than a reliance upon remembrance of fixed rules; and, when proficient, are given a series of carefully arranged examination papers similar to those used at the Board.

A real teacher knows well that all pupils do not require exactly the same treatment, and much of the success of the School is undoubtedly due to the fact that the long experience of the instructors enables them to adapt their methods to the capabilities and requirements of each individual student.

### SEAMANSHIP.

Special attention is given here to this important subject, in connection with which it should be remembered that if a candidate fails he cannot be re-examined until after six months have elapsed. The School has acquired an excellent reputation for instruction in seamanship, and every effort is made to maintain it.

The teaching is arranged so that the more important parts are gone over and explained every day, and during each week the whole ground of the subject is covered, and all the questions likely to be asked by the examiners fully explained. The rule of the road is taught by means of models, similar to the method by which candidates are examined. Backward candidates are specially instructed, and particular attention is given to those going up for their first examination, these being taken in class by themselves.

The other subjects—such as dictation, the commercial code of signals, the use and construction of the barometer, thermometer and hydrometer, weights and measures, capacity of holds, master's duties, etc.—all receive due attention.

### SIGNALLING.

Candidates for all grades of the examinations must have a thorough knowledge of Signalling. They must be able to handle the "International Code of Signals" smartly and intelligently, have a good working knowledge of "The British Signal Manual" and be well up in every kind of signalling.

Special provisions have been made here so that all may be thoroughly instructed, and have plenty of practice.

**An electric "Morse" Lamp, precisely the same as that used by the examiners has been installed, and is now working in the School.**

**Special classes are held every day in a room set apart for that purpose only, and Capt. Maxwell or Capt. Jefferys conduct these classes personally.** Candidates are also invited to come in every evening for further practice in signalling—all the gear required is provided for their use.

The standard of efficiency in Signalling required from Candidates for the Extra Master's Certificate and for the Voluntary examination in Signalling after 1st July, 1908, will be as follows :—

Candidates must be capable of sending and reading signals made by :—(1) Semaphore at the rate of 10 words per minute. (2) Morse, flashing and flag-waving at a rate of 6 words per minute (the average length of a word to be calculated at 5 letters).

The Semaphore test will be a prose message of about 30 words.

The Morse, flashing and flag-waving, test will be a test message (*see* the British Signal Manual), followed by a prose message of about 30 words.

The Candidate must attain a degree of accuracy of at least 90 per cent, in reading both Semaphore and Morse Signals.

Each Candidate will be orally examined as to his knowledge of the International Signal Book and the British Signal Manual. With regard to the latter, special attention will be paid to the prescribed procedure of signalling, both by day and night, between H.M. ships and the Mercantile Marine.

### APPRENTICES.

The whole of the time served under indentures will be accepted as sea service, provided that not more than one-fifth of it has been spent in home ports. The same also holds good with respect to midshipmen, though they may not have been bound by indentures.

### LODGINGS.

Excellent accommodation is provided on the premises, with bedrooms, officers' parlour, smoking-room, bath-rooms, and every convenience at moderate charges.

Respectable and comfortable lodgings can also be obtained near the School, at charges varying from 16/- to 21/- per week inclusive. It is of the utmost importance that gentlemen living in lodgings during the time they are studying should stay at a suitable place. The addresses of a few in the neighbourhood, which can safely be recommended, are kept, and will be given to any gentlemen requiring them.

### EMPLOYMENT.

The School is in a unique position for obtaining berths for its students after they have passed their examinations. Many of the leading firms, and a large number of old pupils who have obtained command, apply here for officers, a fact which is of great advantage to the students, very many of whom have obtained good berths through the instrumentality of the School.

## CORRESPONDENCE.

All correspondence should be addressed to **Capt. F.W. Maxwell**, King Edward VII. Nautical School, Limehouse, London, E.

Gentlemen may have their letters addressed to the School, *marked care of Captain Maxwell*, who will then take care of them until called for.

Intending Candidates requiring information as to the Examination, qualifying sea service, etc., are invited to apply to Captain Maxwell, who will be pleased to answer any enquiries.

The *Shipping Gazette* is posted daily in the Schoolroom for the use of Students.

## EXTRA MASTERS.

Extra Masters are now required to give written answers to questions on Naval Architecture, and also to draw sketches in illustration. The text book adopted is *The Modern Practice of Shipbuilding in Iron and Steel*, by S. J. P. THEARLE.

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 QUALIFICATIONS FOR ORDINARY CERTIFICATES OF COMPETENCY FOR A "FOREIGN-GOING" SHIP.

**SECOND MATE.**—A Candidate must be seventeen years of age, and must have served four years at Sea.

**ONLY MATE.**—A Candidate must be nineteen years of age, and have served five years at Sea.

**FIRST MATE.**—A Candidate must be nineteen years of age, and have served five years at Sea. Of this time one year must have been served with a Second Mate's Certificate for Foreign going Vessels, either as Second or only Mate, or else as Third or Fourth Mate *in charge of a Watch*; or one year and a half must have been served with a Second Mate's Certificate for Foreign-going Vessels, or with a Mate's Certificate for Home Trade Passenger Ships in a capacity not lower than Only Mate of a Home Trade or Coasting Vessel; or one year must have been served as Pilot with a First-class Pilot's Certificate.

**MASTER.**—A Candidate must be twenty-one years of age, and have served six years at Sea, of which one year, if in Foreign-going Vessels, or eighteen months if in Home Trade or Coasting Vessels, must have been in a capacity not lower than Only Mate whilst holding a Certificate not lower than Only Mate for Foreign-going Vessels; and unless this service was performed with a First Mate's Certificate for Foreign-going Vessels, the Candidate will also be required to prove the Officer's Service prescribed for that grade; or

He must have served six and a half years at Sea, one year of which must have been in a capacity not lower than Second Mate of a Foreign-going Vessel whilst holding a First Mate's Certificate for Foreign-going Vessels, provided that, if this service as Second Mate was performed under an Additional or Auxiliary First Mate, it will only be accepted if a Third and Fourth Mate were also carried, and one year and a half not lower than Third or Fourth Mate of a Foreign-going Vessel in charge of a Watch, whilst holding a Second Mate's Certificate for Foreign-going Vessels; or

He must have served nine years at Sea in the Home or Coasting Trade, of which three years must have been as Master, or one year as Master and three years as Mate, *provided that, in either case, he has served in such capacity for not less than one year with a second Mate's Certificate for Foreign-going Vessels or a Master's Certificate for Home Trade Passenger Ships.*

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## Testimonials, etc.

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The following have been selected from many of the testimonials received, and shew that the gentlemen writing them were all well pleased with the tuition which they received, and with the interest taken in their work while at School:—

PORTBOWER,

WEST MERSEA, ESSEX,

*December 6th, 1908.*

CAPT. MAXWELL,

DEAR SIR,

I consider it a most important duty as well as a very great pleasure to express my appreciation of the masterly way in which you have steered me through my four exams., from Second Mate to Extra Master, in each of all, through your valuable instruction I have invariably passed very readily. I shall always be grateful for your patience, courtesy, and the admirable methods you have of doing the best possible for your pupils.

Wishing you the best of luck in the future, and also to Capt. Jefferys.

I am, Dear Sir,

Yours faithfully,

EUGENE E. SMITH.

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126, MURRAY ROAD,

RUGBY,

*April 21st, 1909.*

CAPT. MAXWELL AND CAPT. JEFFERYS,

DEAR SIRS,

For the courteous attention I have received from you while under your tuition for the Board of Trade examinations, I beg to tender you my sincere thanks. Having now, through your instrumentality, passed as Mate, Master and Extra Master, I have much pleasure in testifying to the excellent and up-to-date methods and instruction you have afforded me, which have provided so satisfactory a result.

Heartily wishing you a continuance of the success you most deservedly enjoy,

I am, Dear Sirs,

Yours faithfully,

HERBERT AVISS.

STURMINSTER-NEWTON, DORSET,

*September 2nd, 1909.*

TO CAPT. MAXWELL AND CAPT. JEFFERYS,

GENTLEMEN,

I feel that I must write and congratulate you both upon the system you employed in successfully preparing me for Extra Master. During the work of preparation, I, as a beginner, naturally anticipated objects insurmountable, but I quickly realised that the happy knack you have of teaching students for the lower grades was also extended to the Extra Master.

In truth, the work terminated all too soon.

I trust that your School will at all times have the patronage it thoroughly deserves.

I am, Gentlemen,

Yours faithfully,

J. O. INGRAM.

24, ARGYLE ROAD,

ILFORD, ESSEX.

*December 22nd, 1909.*

TO CAPT. MAXWELL,

DEAR SIR,

It is a great pleasure to be able to thank you and Capt. Jefferys for the tuition at your School, which enabled me to successfully negotiate the examinations for First Mate, Master, and Extra Master, each at the first attempt.

On every occasion I attended your School the kindness, patience and interest which I was shown helped in a great degree, with the splendid teaching, to bring my studies to a successful issue.

It will be a great pleasure to recommend to your School any of my friends who are desirous of obtaining their Certificates with the least possible delay.

Trusting that both yourself and Capt. Jefferys will have the success you certainly deserve,

I remain,

Yours sincerely,

HAROLD FINDLAY.

ST. PETROCK,

61, EDMUND ROAD,

SOUTHSEA.

*February 20th, 1910.*

SIR,

I wish to thank you and Capt. Jefferys for successfully coaching me for the Master's and the Extra Master's examinations.

I was recommended when in Calcutta by an old pupil of yours to attend your School, and came home from Australia to do so, and I can assure you I have not regretted it.

The efficiency of your system of instruction was very evident, when previous to commencing study at your School I had not looked at an item of Extra Master's work, and then passed after nine week's tuition.

I shall endeavour to get all I know, who intend studying for the Board of Trade Exams., to attend your School.

Again thanking you.

I remain,

Yours sincerely,

H. HOLEHOUSE.

TO CAPT. MAXWELL.

Australian Indian Line, Melbourne.

**BOOKS recommended for the Examinations.**

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**NICHOLLS'**  
**Concise Guide to the B.O.T. Examinations.**

Sixth Edition.

Nett Price 7/6; or Post Free, 7/10.

CLEAR, CONCISE, COMPLETE.

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ALSO . . .

**NICHOLLS'**  
**Seamanship and Viva Voce Guide**

Third Edition.

Nett Price 6/- Post Free 6/4.

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**T**HESE books have met with an extremely favourable reception, and have become very popular amongst intending Candidates. They have been expressly written for those who wish to study **at sea**. In the absence of an experienced teacher these books form the best substitute.

*What those who have used the book say—*

"I have mastered all the work required for 2nd Mate from your Guide without any difficulty, owing to its marvellously clear and concise methods. It is indeed, a concise Guide."—E. MOSS.

"I must say that the examples in your book seem plain and easy to understand."—A. H. FRASER, Sub-Lieut., R.N.R., H.M.S. "Scout."

"I consider your Guide very easy and concise; a most invaluable book for those preparing for B.O.T. Examinations."—H. SMITH, "Brixham."

"I had one of your Guides sent me, and find it a splendid book; in fact the best of its kind."—J. T. BURNS, S.S. "Shirley."

The Author has received a large number of others, many from gentlemen quite unknown to him.

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**Published Separately.**

DEFINITIONS, WITH DIAGRAMS, FOR SECOND AND ONLY MATES.—One Shilling.

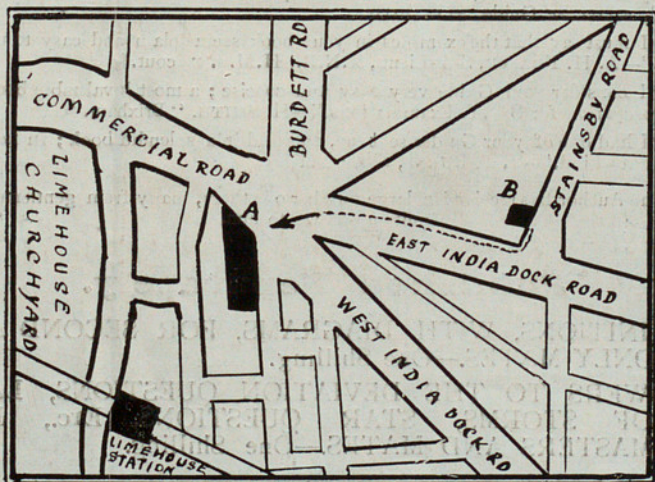
ANSWERS TO THE DEVIATION QUESTIONS, LAWS OF STORMS, STAR QUESTIONS, Etc., FOR MASTERS AND MATES.—One Shilling.



View of the Building in which the School is situated, showing the observatory at the top.

The Nautical School occupies the entire upper flat of the above building. Gentlemen wishing to see Capt. Maxwell should go up the staircase at the main entrance until they come to the Nautical School.

Map of the District showing the position of the School.



A Shows its present position. B The old position in Stainsby Road.