

# NAUTICAL SCHOOL.



BROUGHTON'S NAUTICAL ACADEMY,  
49, Watling St., - - - - London, E.C.



*Asst. Master*: CAPT. C. BRACKENBURY, Ex-Tutor Training Ships  
"Illawarra" and Port Jackson.

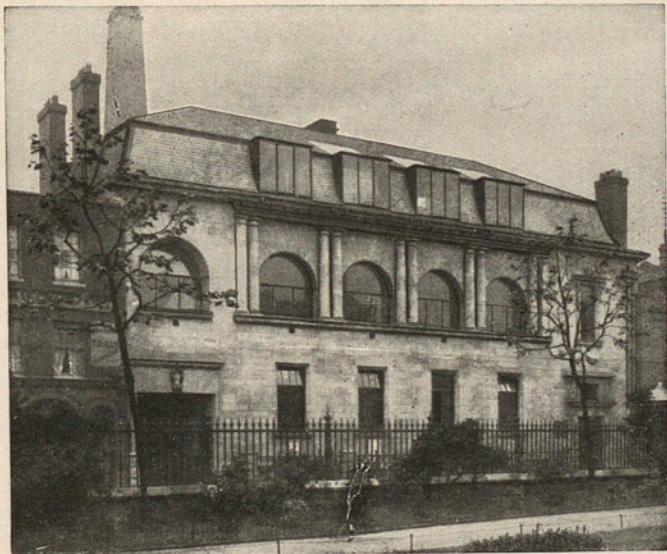
*Naval Architect Lecturer*: J. LOWE, M.I.N.A.

LONDON COUNTY COUNCIL.  
NAUTICAL SCHOOL,  
HIGH STREET, POPLAR, E.



R. 15909

Open  
daily,  
except  
for a few  
days at  
Bank  
Holidays.



Students  
may join at  
any time.

DAY AND EVENING CLASSES  
 IN  
 NAVIGATION, NAUTICAL  
 ASTRONOMY & SEAMANSHIP,  
 ALSO SPECIAL  
 AMBULANCE AND SIGNALLING CLASSES,  
 PREPARATORY FOR THE  
 BOARD OF TRADE EXAMINATIONS.

FEES.

(Inclusive of the use of all necessary text books and instruments.)

	£	s.	d.	
Apprentices and others not out of their time	0	2	6	}
Those studying for Mate (Home trade)	0	10	6	
Those studying for Master (Home trade)	1	1	0	
Those studying for 2nd Mate	1	1	0	
2nd Mate studying for 1st or only Mate	2	2	0	
1st or only Mate studying for Master	3	3	0	
Master studying for Extra Master	4	4	0	
Compass Syllabus	2	2	0	
Naval Architecture	1	1	0	
Signalling	0	10	6	For the course.

TEACHING STAFF--

NAVIGATION & NAUTICAL ASTRONOMY: P. GROVES SHOWELL, F.R.A.S.

(late of H.M.S. Worcester).

SEAMANSHIP: CAPTAIN JOHN S. FLETCHER (Extra Master).

NAVAL ARCHITECTURE: J. E. STEELE, B.Sc. (Glasgow), A.M.I.N.A.

The Classes have been established for the purpose of giving Sea-going Apprentices and Navigating Officers opportunities of acquiring a sound knowledge of the scientific principles which underlie their work. The necessity for passing the Board of Trade examinations is given full consideration, but a much wider and more general education than the minimum required for these examinations can be obtained by those who are able and willing to give the time.

The School is equipped with the best modern Nautical Instruments and Seamanship Models, and a portion of the roof of the building is arranged so as to form a spacious observing terrace for Meteorological and Astronomical observations.

The School is situated in High Street, Poplar, facing the public garden which extends from High Street to the East India Dock Road, and is within 15 minutes of the Local Marine Board Offices.

It may be reached :—

by train from Fenchurch Street to West India Docks Station (11 min.),  
or to Millwall Junction Station (13 min.).

by electric tram from Bloomsbury or Aldgate to East India Dock Rd.  
by motor omnibus from General Post Office, Bank, etc.

by train from North London to Poplar Station, viâ Dalston, "N.L.R."

by omnibus through the Blackwall Tunnel, or subway and train to  
Millwall Junction from Greenwich.

from Victoria and Albert Docks, by train to Canning Town and  
omnibus to Poplar Church.

The Nautical School is situated in the premises of the L.C.C. School of Engineering and Navigation, High Street, Poplar, E., of which H. A. GARRATT, M.I.N.A., A.M.I.C.E., is principal.

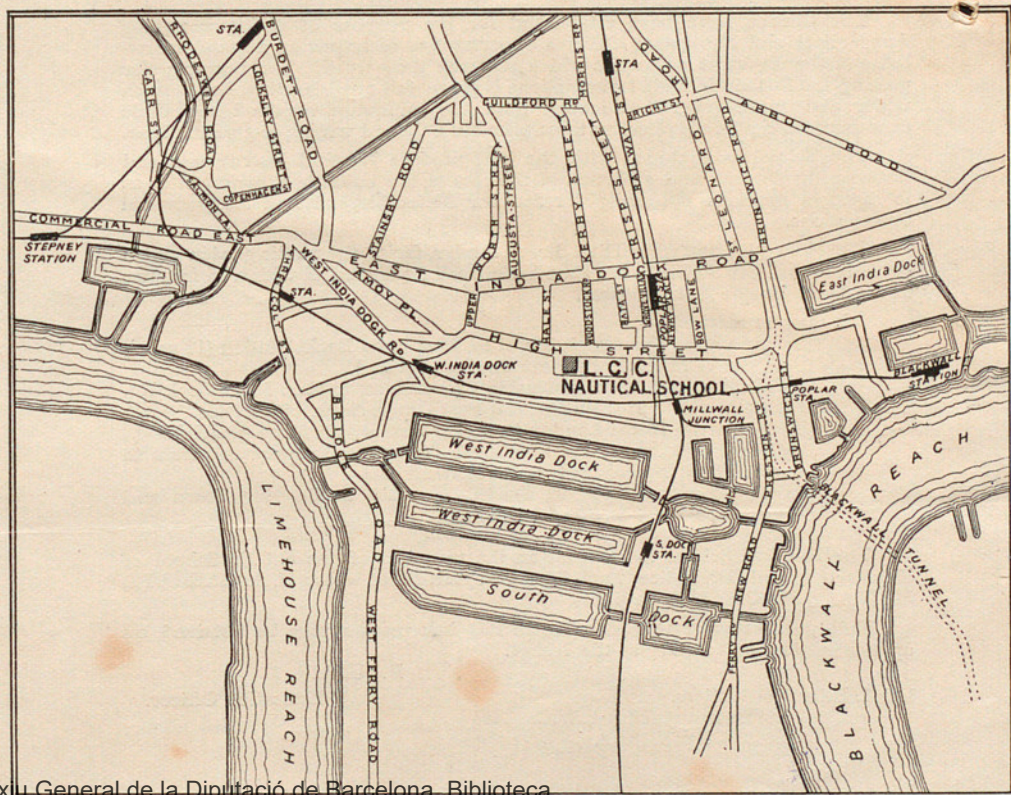
Full prospectus of the School with full information may be obtained on application to the Secretary at the School.

R. BLAIR,

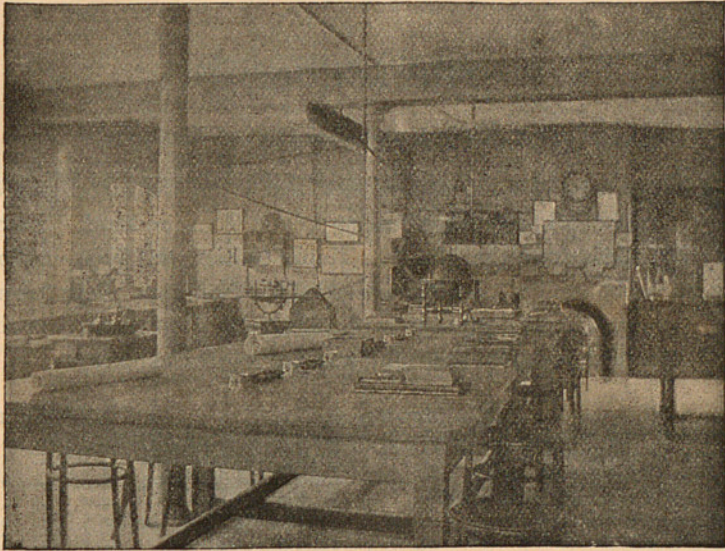
Education Officer.

L.C.C. Education Offices,  
Victoria Embankment, W.C.  
April, 1911.

MAP SHOWING POSITION OF SCHOOL.



Arxiu General de la Diputació de Barcelona. Biblioteca



**BROUGHTON'S**  
**Nautical Academy,**

**49, WATLING STREET.**

(Budge Row End, Tower Royal).

**QUEEN VICTORIA STREET,**  
**LONDON.**

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Telegraphic Address—"DEVIASCOPE, LONDON."

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R. 15909

**Conducted by CAPTAIN MENCE, F.R.A.S.,**  
Who holds Certificates for Extra Master. Comp. Dev., and South  
Kensington Navigation Certificate.


## — THE SCHOOL —

(Largest in London)

**H**AS an area of 1,395 square feet, and is on the direct line of route of all omnibuses passing to and from the Bank. Being only 103 yards from the Mansion House Station, the Examination Rooms can be reached via Aldgate Station in 12 minutes. Bound from the Mansion House Station towards the Bank, the School is in the second turning on the right, and can be reached from—

	Minutes		Minutes
Lombard Street Station ...	2	Liverpool Street Station ...	5
Bank (Central London )	2	Broad Street Station ...	5
Tube { City and Waterloo }	2	Ludgate Hill Station ...	6
Stations { City and South London }	2	St. Paul's Station ...	4
Cannon Street Station ...	2	Fenchurch Street Station ...	10
Mansion House Station ...	1	Waterloo Station ...	6

Highest percentage of London Passes.

 **SPECIAL NOTICE.**—All Letters *re* School Business must be addressed to Capt. Mence, F.R.A.S., Nautical Academy, 49, Watling Street, Queen Victoria Street, London, E.C., otherwise they will remain unanswered.

Telegrams may also be addressed to Students thus : "JONES, c/o DEVIASCOPE, LONDON."

Telegrams addressed as above will reach the School wherever it may be.

*The Shipping Gazette* being carefully watched, letters for Ships expected home, will, when requested, be forwarded on, if sent here directly they are reported.

## SELECTION OF SCHOOL.

In selecting a School, intending applicants for the Board of Trade Certificates should consider these points :--

1. Scale of Fees.
2. Percentage of Passes.
3. Situation of School.
4. Style of School.

(1) On reference to my list you will find that the Fees are similar to those of other London Schools.

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(2) The average percentage of Passes for London is about 48·3, whilst that of my School was last year nearly double, so that by coming here you actually almost make a certainty of passing.

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(3) The situation of the School is most convenient, and can be reached from all parts without difficulty, so that Students during the time that they are working up for their Examinations, will, by attending here, save themselves much time and expense.

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(4) The School is conducted on first class principles and is reserved for the better class of Mercantile Marine Officers who wish to work for and obtain their certificates without undue loss of time. Gentlemen studying here are therefore requested to abide by the rules of the School, abstaining from useless conversation during School hours, as such conversation only makes them a nuisance to themselves and to others with whom they come in contact.

## 1908 EXAMINATIONS.

To meet the new wants created by the alterations at the Local Marine Board, the school has been fitted with everything conducive to the candidate passing a creditable examination, and the use, free of charge, of the Deviascope, Dipping and Vibrating Needles, Thermometer, Hydrometer, Barometer, Sextant, Globes, Planispheres, Tide Tables, and writing Materials; Beall's Deviascope, and the most approved Models of Jury Rudders, Derricks and Ship's Masts, Sextant, Mortar and Rocket Apparatus, Casks for Stowage, &c., &c., &c., is allowed to Students whilst their fees are available.

Reasonable access will be allowed to the unique Library of Nautical Books, &c., attached to the School.

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## OLD ESTABLISHED SCHOOL.

This School has been established about 20 years, and nearly 4,000 Candidates have been prepared by me, so I think I can justly claim to have some experience in preparing gentlemen for the L. M. B. examinations. As the school is owned by me, it is evident that it is to my advantage to get my men through as quickly as possible, therefore all grades receive a thorough coaching in all questions, both Theoretical and Practical.

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## EXTRA MASTERS.

Those Students who are desirous of obtaining the Extra Master's Certificate, must be prepared to study for a longer period than heretofore, as the subjects of the new Examination have to be approached from a different standpoint to those of the old Examination, the fact that during the last twelve months, nearly half of the Extra Masters who passed in London, were from my tuition, and that without a single failure, is a sufficient guarantee in itself as to the thoroughness of my coaching and the personal interest I take in their welfare.

## YACHT MASTERS' CERTIFICATES.

Each year sees an increasing number of Candidates for these Certificates and to meet the requirements of yachtsmen who cannot attend at the school during the day, evening classes are arranged to suit the convenience of the Students. I am in the fortunate position to be able to state that every gentleman that has presented himself for a yachtsman's Certificate, from my tuition, has passed. Had one or two only presented themselves for examination this would not mean much, but during the last seven years I have prepared more Candidates for this exam., than all the other schools of London combined.

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### ST. JOHN AMBULANCE "First Aid to injured."

Lectures upon this subject are held in the school-room by Dr. Carvell, M.R.C.S. Lecturer and examiner to the St. John Ambulance Association. To save time and worry it is advisable that this certificate be acquired at the earliest opportunity and to facilitate such, I recommend that Students should attend a lecture whenever it suits their convenience until the necessary five have been attended. This may be done even though the Student may not be presenting himself for this or any other examination for some considerable time.

Candidates presenting themselves for examination for a Board of Trade Certificate must produce a St. John Ambulance "First Aid" certificate bearing a date not more than three years back from time of application.

As the Local Representative of the St. John Ambulance Association, I shall be pleased to reply to any enquiries that may be addressed to me.

The approved pattern of Stretcher, Splints, Bandages, Diagrams, etc., are placed at the disposal of attending Students.

School in working order for new examinations, everything is shipshape and in thorough working order for all the 1908 Examinations, and no expense has been (or will be) spared to keep this School well abreast of the times, and the most-up-to-date institution of its kind in London ; so whilst thanking my Pupils for their past support, I confidently look forward to their patronage in the future.

### **NAVIGATION.**

No hard and fast lines are followed as regards this subject, but long experience has enabled me to estimate pretty accurately the abilities and the amount of knowledge of each pupil very soon after his entry, and I deal with him accordingly. Every pupil will receive individual tuition, and will be allowed to use his own rules (if correct) for solving all problems ; should, however, he be ignorant of any particular question, then the shortest and most concise rules approved by the Board of Trade will be placed before him.

The art of coaching for exams. lays in finding out the weak points of students and then strengthening them.

I make it a duty to find those weak points out and remedy them.

### **SEAMANSHIP.**

This very important subject I make a special point of. A thorough course of tuition is given daily in each of the following, being the seamanship required for the various grades at the Local Marine Board, London, practically illustrated by use of Models.

When a candidate shews any particular weakness in this branch of the work, I take him separately and make him understand the reason for any particular action before allowing him to present himself for examination. I have found this wonderfully effective and reduces the chance of failure to a minimum.

## EXTRACTS FROM B. T. REGULATIONS

(See Pars. 30, 34, 37).

- The standing and running rigging of ships.
- Bending, unbending, setting, reefing, taking in, and furling sails.
- Sending masts and yards up and down, &c.
- Management of a ship when under canvas.
- Management of ships' boats in heavy weather.
- Dunnaging and stowing cargo, &c.
- The Rule of the Road as regards both steamers and sailing vessels, their regulation lights and fog and sound signals.
- The signals of distress, and the signals to be made by ships wanting a pilot, and the liabilities and penalties incurred by the misuse of these signals.
- The marking and use of the lead and log lines.
- The use and management of the rocket apparatus in the event of a vessel being stranded.

EXAMINATION IN SEAMANSHIP.—In addition to the qualifications required for a Second Mate's Certificate, the Only or First Mate will be required to show a knowledge of the following subjects:—

- Shifting large spars, rigging sheets, taking lower masts in and out.
- How to moor and unmoor ship; to keep a clear anchor; and to carry out an anchor.
- How to manage a ship in stormy weather, and to cast a ship on a lee shore.
- How to secure the masts in the event of accident to the bowsprit.
- How to rig purchases for getting heavy weights, anchors, machinery, &c., in
- How to dispose various kinds of cargo and weights in a stiff, and in a tender vessel.
- The ventilation of holds, and the stowage of explosives.
- How to rig a sea anchor, and what means to employ to keep a vessel, disabled or unmanageable, out of the trough of the sea, and lessen her lee drift.
- How to get a cast of the deep sea lead in heavy weather.
- Accidents, and how to deal with them.
- Construction of jury rudders for both wooden and iron vessels, also rafts.
- Resources for the preservation of the ship's crew in the event of wreck.
- Management of ship in heavy weather.
- Rescuing a crew of a disabled vessel.
- Steps to be taken when a ship is on her beam ends, or in any danger or difficulty or disabled or unmanageable and on a lee shore.
- Heaving down.
- How to proceed when placing a ship in dry dock, and directing repairs, and when putting into port in distress with damage to cargo and ship.
- The use and adjustments of the sextant, read off and on the arc, and the mode of finding the index error by both horizon and sun.
- The International Code of Signals.

The construction, use, and principle of the barometer, thermometer, and hydrometer.

Weights and measures.

How to calculate the capacity of a given bunker or hold.

How to calculate a freight and its commissions.

The law as to the engagement and discharge and management of the crew, and the entries to be made in the official log.

How to prevent and check an outbreak of scurvy on board ship.

The law as to load-line marks, and the entries and reports to be made respecting them.

Invoices, charter party, bills of lading, Lloyd's agent, nature of bottomry, bills of exchange, surveys, averages, &c.

The prevailing winds and currents of the globe.

The trade routes.

Tides.

### SCALE OF FEES.

				(All Fees Prepaid).		
				£	s.	d.
Navigation ( <i>daily</i> )	...	...	...	0	5	0
and ( <i>weekly</i> )	...	...	...	1	0	0
Seamanship ( <i>monthly</i> )	...	...	...	5	5	0
Second Mate	...	...	...	2	17	6
First or Only Mate	...	...	...	3	7	6
Second and First Mate	...	...	...	5	5	0
Ordinary Master	...	...	...	4	4	0
First Mate and Ordinary Master	...	...	...	6	6	0
Second, First	„	„	...	8	8	0
Yachting Master	...	...	...	10	10	0
Extra Master from Ordinary Master			...	7	7	0
„    „    „ First Mate	...	...	...	8	8	0
„    „    „ Yachting Master	...	...	...	12	12	0
Extra Yachting Master	...	...	...	15	15	0
Home Trade, First Mate	...	...	...	2	2	0
Ordinary Master	...	...	...	2	12	6
Deviastope ( <i>per hour</i> )	...	...	} Free to Pupils	0	10	6
Sight Test ( <i>per ¼ hour</i> )	...	...				
Compass Syllabus	...	...	...	2	10	0
Algebra	...	} ( <i>each subject—per week</i> )	..	0	10	6
Plane Trigonometry	...					
Spherical	„					

*Fees for Ordinary Grades hold good one year from date of issue.*

Apprentices not out of time, 10/6 per week.

## FAILURE.

Gentlemen returning to this School for the same Grade after expiration of first fee, will only be charged ; 2nd Mate, £1 10 0 ; 1st Mate, £2 2 0 ; Ordinary Master, £2 10 0.

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## COLOUR BLINDNESS.

Students are prepared to pass free of extra charge :—

- 1.— The Form Vision Test
- 2.—The Colour Vision Test
- 3.—The Colour Ignorance Test

with similar gear to that used by the London Local Marine Board.

Students not on the School book will be charged 2/6 per lesson of 15 minutes.

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## HOURS OF INSTRUCTION, &c.

Hours of Instruction—Monday to Friday, 10 a.m to 4 p.m.

„ „ Saturdays, 10.0 a.m. to 1.0 p.m.

(Saturdays' tuition is principally intended for those going up on the following Monday. It is manifest that a reasonable observance of this rule will benefit each candidate in turn.)

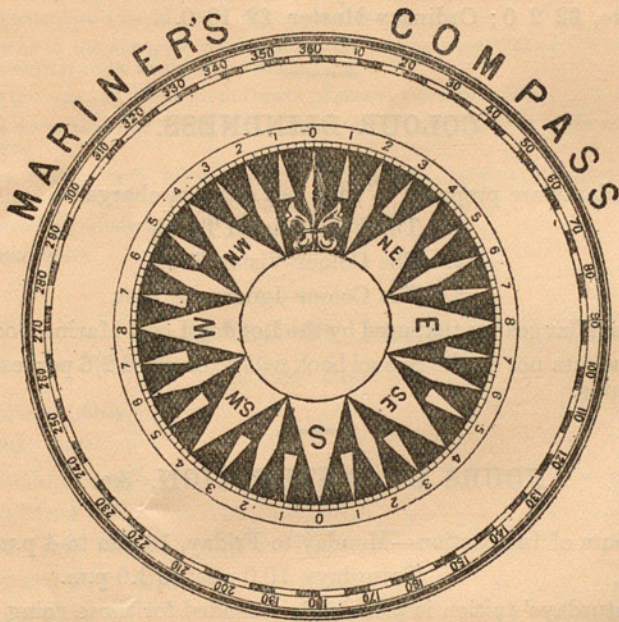
School open to Students, every day, 9 a.m to 9 p.m.

School closed on Public Holidays.

Conversation and Smoking not allowed in working hours.



## FOR USE IN SCHOOL

*(Bring with you.)*

## POINTS OF THE COMPASS IN DEGREES, &amp;c.

$\frac{1}{4}$ = 2° 48' 45"	$2\frac{1}{4}$ = 25° 18' 45"	$4\frac{1}{4}$ = 47° 48' 45"	$6\frac{1}{4}$ = 70° 18' 45"
$\frac{1}{2}$ = 5 37 30	$2\frac{1}{2}$ = 28 7 30	$4\frac{1}{2}$ = 50 37 30	$6\frac{1}{2}$ = 73 7 30
$\frac{3}{4}$ = 8 26 15	$2\frac{3}{4}$ = 30 56 15	$4\frac{3}{4}$ = 53 26 15	$6\frac{3}{4}$ = 75 56 15
1 = 11 15 0	3 = 33 45 0	5 = 56 15 0	7 = 78 45 0
$1\frac{1}{4}$ = 14 3 45	$3\frac{1}{4}$ = 36 33 45	$5\frac{1}{4}$ = 59 3 45	$7\frac{1}{4}$ = 81 33 45
$1\frac{1}{2}$ = 16 52 30	$3\frac{1}{2}$ = 39 22 30	$5\frac{1}{2}$ = 61 52 30	$7\frac{1}{2}$ = 84 22 30
$1\frac{3}{4}$ = 19 41 15	$3\frac{3}{4}$ = 42 11 15	$5\frac{3}{4}$ = 64 41 15	$7\frac{3}{4}$ = 87 11 15
2 = 22 30 0	4 = 45 0 0	6 = 67 30 0	8 = 90 0 0

TABLE from LOCAL MARINE BOARD REGULATIONS, showing the REQUIREMENTS as to SEA SERVICE necessary to QUALIFY for EXAMINATION for CERTIFICATES OF COMPETENCY.

## NOTE.

A Candidate for an Ordinary Certificate of any grade who has not previously held an Ordinary Certificate of a lower grade, must prove that he has served twelve months in the foreign trade or eighteen months in the home or coasting trade in a square rigged sailing vessel.

Where Foreign-going Certificates are required to be held to qualify Candidates for examination, they may be either the Ordinary Certificates, or those for fore and aft rigged vessels or for foreign-going steamships.

Rank.	Minimum Age.	Total Sea Service (Years),	Officer's Service in Merchant vessels.		
			Years.	Lowest Capacity.	Lowest certificate required.

## ORDINARY CERTIFICATES FOR FOREIGN-GOING SHIPS.

2nd Mate	17	4	—	No Officer's service required.	None.
Only Mate	19	5	—	No Officer's service required.	None.
1st Mate	19	5	1	3rd or 4th Mate in foreign trade <i>in charge of watch.</i>	2nd Mate foreign-going.
			1½	Or Only Mate in home or coasting trade	2nd Mate foreign-going, or home trade Mate.
			1	Or Pilot with 1st Class Pilot's certificate.	None.



Rank.	Minimum Age.	Total Sea Service (Years.)	Officer's Service in Merchant Vessels.			
			Years.	Lowest Capacity.	Lowest certificate required.	
Master ...	21	6	1	Only Mate in foreign trade ...	Only Mate foreign-going.	
			1½	Or Only Mate in home or coasting trade. <i>And in addition, unless the above service was performed with a First Mate's Foreign-going certificate, he will also be required to prove one of the following services prescribed for that grade.</i>	Only Mate foreign-going.	
			1	3rd or 4th Mate in foreign trade in charge of watch.	2nd Mate foreign-going.	
			1½	Or Only Mate in home or coasting trade,	2nd Mate foreign-going or home trade Mate.	
			1	Or Pilot with 1st class pilot's certificate.  OR HE MUST HAVE SERVED	None.	
			6½	1	2nd Mate in foreign trade ...	1st Mate foreign-going
			1½	3rd or 4th Mate in foreign trade in charge of watch,  OR HE MUST HAVE SERVED	2nd Mate foreign-going	
			9	3	Master in home or coasting trade	2nd Mate foreign-going or Master home trade for one year of such service.
			1	Or Master in home or coasting trade  <i>And in addition,</i>	} Do.	
			3	Mate in home or coasting trade		
Extra Master	—	—	—	Same as Master ... ..	—	

CERTIFICATES FOR FOREIGN-GOING FORE AND AFT RIGGED VESSELS.

2nd Mate ... } Same as for ordinary certificates; except that no service in square-rigged sailing vessels is required.  
 Only Mate ... }  
 1st Mate ... }  
 Master ... }

CERTIFICATES FOR FOREIGN-GOING STEAMSHIPS.

2nd Mate ... } Same as for foreign-going ships; except that the service as officer must have been performed in a steamship, and that no service in square-rigged sailing vessel is required.  
 Only Mate ... }  
 1st Mate ... }  
 Master ... }  
 Extra Master }

\* If all the service was in home or coasting trade.

## **APPRENTICES.**

122. The whole of the time claimed under indentures of apprenticeships will be accepted as actual sea service; provided (a) that the indentures have not been cancelled through some fault of the Candidate, but are endorsed by the Owner or Master to whom he was bound to the effect that he has performed his service faithfully during the time he remained as apprentice; and (b) that the Candidate has served at sea four-fifths of the time claimed, that is to say, has not spent more than one-fifth of the time in home ports.

In cases where an apprentice is qualified for examination before the expiration of his indentures, *e.g.*, where he has had training ship or other sea service prior to being bound, which, together with his actual time as apprentice, makes up four years, or where his indentures are for a period of more than four years, a letter from the Owner or Master will be accepted in place of the endorsement referred to above.

In the event of the Candidate being short of the required four-fifths of the time claimed as apprentice out of the United Kingdom, he will be required to show sufficient additional sea service, either as seaman or junior officer, to make up the four-fifths of the time claimed.

## **MIDSHIPMEN AND CADETS.**

123. The whole of the time served as midshipman or cadet will also be accepted as actual sea service, though the Candidate may not have been bound by indentures, provided the service has been continuous, and that four-fifths of the time claimed as midshipman or cadet has been served out of the United Kingdom.

## **QUALIFYING SERVICE FOR MATE AND MASTER.**

Par. 18.—Service as Third or Fourth Mate may be accepted as equivalent to service as Second Mate to qualify a Candidate for examination for a Certificate of Competency as First Mate, provided he is able to produce a satisfactory testimonial from the Master or Owner of the vessel in which the service was performed, showing that he has had charge of a regular watch eight hours out of every 24 hours while serving as such Third or Fourth Mate, and that during the whole of the time claimed he was in possession of a Second Mate's Certificate of Competency, valid in the United Kingdom.

Service as Third or Fourth Mate may also be accepted on the same conditions to qualify a Candidate for examination for a Master's Certificate of Competency, provided he can produce satisfactory

evidence of his having served at sea 12 months as Second Mate of a Foreign-going Ship while in possession of a First Mate's Certificate of Competency, valid in the United Kingdom. If a Candidate has had no service as First Mate he must have been six-and-a-half years at sea, of which two-and-a-half years must have been as Mate of a lower grade under the above-named conditions. It will also be noted that occasional service in charge of a watch in the daytime will not be accepted as Mate's service under the Regulations.

Auxiliary service as First or Second Mate will be accepted (if a Third and Fourth Mate is carried) provided that at the end of the engagement the Master gives a special certificate to the effect that they have so served (as an Auxiliary First or Second Mate, as the case may be) with diligence and efficiency and to his satisfaction.—  
(These paragraphs are from L.M.B. Regulations.)

### DRILL IN ROYAL NAVAL RESERVE, &c.

If accompanied by a good report, half the time spent in Drill in the Royal Naval Reserve, and in Harbour Ships of the Royal or Colonial Navies, will be allowed to count as Sea Service, subject to the limit that no such service must amount to more than one-fourth of the time required for the particular grade of Certificate applied for.

### DAYS FOR EXAMINATIONS.

In London the Examinations are held every Monday at 9.30 a.m., and your papers must be handed in the previous Friday.

### FEES FOR EXAMINATIONS.

	£	s.	d.
2nd Mate ... ..	1	0	0
1st Mate ... ..	0	10	0
Master (Ordinary) ... ..	2	0	0
Master (Extra), First attempt ... ..	1	0	0
"    "    Second    "    ... ..	1	0	0
And for each successive attempt.			

The LOCAL MARINE BOARD meets every FRIDAY.

Statutory Declarations and Petitions prepared at reasonable charges.

All Petitions must be accompanied by Form of Application, and a reference for last twelve months indispensable, and must be made personally on Fridays.

## TESTIMONIALS.

ROYAL LONDON YACHT CLUB,  
2, SAVILE ROW,  
S.W.

DEAR SIR,—I desire to place on record my appreciation of your conscientious and painstaking method of instruction, to which I attribute the facility with which I was enabled to pass the present somewhat exacting examination of the Board of Trade for an Extra Yacht Master's Certificate.

You combine with a sound practical and theoretical knowledge of the various subjects, the aptitude for imparting same in an interesting and convincing manner and should any of my Brother Yachtsmen think of qualifying for their Master's certificates, I would strongly recommend them to place themselves in your hands, I am sure they would congratulate themselves on having done so, and your Establishment is moreover more conveniently situated than other Nautical Schools in London.

Wishing you the success you deserve,

Believe me, yours very truly,  
PERCY LANKESTER.

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THE CEDARS,  
BESCOTT, WALSALL.

DEAR CAPT. MENCE,—We cannot allow another day to pass without thanking you once more for the very efficient way in which you prepared us for our examination. We were very much gratified at passing our Extra Master's Exam. after being at school for so short a period and the credit of it must be greatly attributed to the thoroughness and carefulness of your tuition. The difficult problems which at first seemed so difficult were rendered quite simple after your clear and lucid explanations. We thank you especially for the extra time you devoted to Naval Architecture; you were always so willing to give your spare time to this essential subject, and it must be very gratifying to you to know that your labours were not in vain; for the examiners informed both of us that we had done very good papers on Naval Architecture. You may be quite sure that we will recommend our friends to your school; and we sincerely wish you the success that you deserve.

You are quite at liberty to use this letter, if it will help you in any way.

Yours faithfully,  
E. J. YARDLEY.  
E. BABBAR DALBY.

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JOHANNESBURG, TRANSVAAL.

DEAR SIR,—After visiting several schools in the City of London I came to the conclusion that yours was the most conveniently situated and the most business looking of them all, I accordingly attached myself and am pleased to say I have not had cause to have a moments regret. You appear to have a peculiar facility for instilling the intricacies of navigation and seamanship into the mind of a novice with a minimum amount of mystery. This is particularly desirable in cases like mine in which an amateur is endeavouring to obtain a Yacht Master's Certificate and I shall always be pleased to recommend you to those who seek a school in which unlimited attention is given to pupils.

Yours truly,  
ALBERT E. ORDBROWN.

TO CAPT. MENCE,  
49, WATLING STREET,

---

T.S.S. "TOFUA"  
GLASGOW.

CAPT. MENCE,  
49, WATLING ST., E.C.

DEAR SIR,—As I shall shortly be leaving the "Old Country" for a considerable time, perhaps for good, I feel it incumbent upon me, before doing so, to write and thank you for the very careful consideration and attention which you gave to my studies whilst at your school.

I have passed all my examinations from your Academy, including Extra Master at the first attempt; Mr. Pearson (also from 49, Watling St.) and myself both passing the "Extra" exam. during the same week. I congratulate you on this double success, and hope you will repeat the operation again ere long.

Again thanking you and with all good wishes,  
I remain,

Yours very sincerely,

HAROLD V. JAMES.

GATEHAMPTON HOUSE,  
GORING-ON-THAMES.

DEAR SIR,—I have much pleasure in testifying to the great assistance personally derived from the excellent and thorough methods of individual teaching and from the close personal attention you bestow upon pupils in your Nautical Academy. I need scarcely add that the most perfect order always prevailed, and that the School was conducted in a most efficient manner.

Yours faithfully,

EDRIC W. HAIG.

TO CAPT. MENCE,  
49, WATLING STREET, E.C.

22, MUNDANIA ROAD,  
HONOR OAK, S.E.

DEAR CAPT. MENCE.—Having successfully passed for Extra Master, I feel as if I must thank you for your excellent teaching, which has enabled me to obtain this coveted certificate. It is not only for this certificate I wish to thank you, but for the others as well, viz. Second Mate, First Mate and Master. Especially must I thank you for the time and trouble you have spent after school hours, explaining knotty problems, and Naval Architecture to me.

I shall certainly recommend your school to everyone, with whom I come in contact, who are desirous of obtaining a Board of Trade Certificate and especially those who have not much time to spare. Wishing you success in the good work you are doing.

I remain,

Yours Truly,

HOWARD McGLASHAN.



RF. 12-43