

The Customs Journal

No. 611

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Fortnightly

CONTENTS

	PAGE		PAGE
Editorial	57	To Arms	65
Current Comments	58	Correspondence	
Preventive Staff Association	59	Apathy and its Cause	
Hospital Saving Association	60	The Failed A.P.O. Problem	
Changes in the Staff	60	Landing and Shipping	64
Vocational Education	61	Song of the Search	65
Obituary	61	Civil Service Confederation	66
Small Port Work	62	Gleanings from the Past	67
Customs Fund	65	Sports and Social	68

Letters to the Editor, and articles and correspondence intended for publication, should be addressed to the Editor, "The Customs Journal," 91 Tressillian Road, Brockley, London, S.E.4.

All matter for insertion in the forthcoming issue should reach the Editor on or before the Monday preceding the day of publication.

EDITORIAL

THE articles on the subject of Small Port Work, which come to a close with this issue, have proved, and will prove, we are assured, of inestimable benefit to officers engaged in the many small ports dotted round the coasts. The series has shown, moreover, that small port work is by no means a sinecure. The nature of the various duties and responsibilities, embracing as they do several Government Departments in addition to our own, call for a high degree of efficiency and adaptability, and it must be borne in mind that members of the Preventive Staff must, of necessity, be sufficiently versed in the regulations to drop into any of these ports at fairly short notice. Initiative, also, plays no small part, and is a necessary asset. The articles, valuable as they are, have not gone deeply into the subject. Vagrhetz has felt the necessity of condensing his articles into a restricted space. The result is, however, that he has produced a series that, collected together, will prove of immense value to any officer taking charge of a small port. Several officers have told us that they would have been greatly helped in the past if they had been able to handle such a collection on their introduction to in-charge ports. Vagrhetz has done his colleagues a great service in providing what is, in some measure, a small port guide, and this is evidenced by many references in correspondence we have received from time to time.

The *New Civilian* made reference last week to the *Telegraph's* attitude regarding Civil Service salaries. The *Telegraph* has given prominence to the inadequacy of salaries paid to the higher ranks of the Civil Service, and has denounced the tendency for higher officials to leave the Service to take up more remunerative careers. The claim for a minimum wage of £3 10s. 0d. per week, however, receives but little sympathy. "It is very regrettable," says the *New Civilian*, "that the *Telegraph*, which has played so notable and honourable a part in raising the salary scales of the teaching profession above the level of penury, should complacently adopt the standpoint that the lower ranks in the Civil Service are fairly well remunerated."

Recent General Orders announce the first of the new entrants into the Warrant Guard. The numbers will at first be larger than usual, for recruitment has been at a standstill for some considerable time. The depleted staff will soon be up to strength, and the administration will, doubtless, find its task considerably lightened. The placing of a staff which has suffered the normal breaches in its ranks without a compensating influx of recruits, combined with the rigours of greatly increased importance of work, must necessarily be reflected in some loss of efficiency, no matter how loyally the work is carried out in the meantime.

CURRENT COMMENTS

COUNCILLORS who have a full realisation of the responsibility of their office will by now have begun intensive preparation for the forthcoming Annual Conference. It is true that year by year there is definite improvement in the quality of Council debates. The delegates are alert and capable of expressing their views forcibly and clearly on any topic arising.

But there is a fly in the ointment, and it must be got rid of as soon as possible. It is the disinclination of the Council to adopt an attitude of responsibility. There is a constant tendency to refer matters to be decided finally either by the membership or the Executive, according to the type of issue involved. Too often does it happen that a vigorous and interesting discussion is robbed of its proper fruits by some proposal to test the feeling of the membership on the subject. Thus, a twelve months' delay occurs in taking action on questions regarding which the general opinion ought to have been known.

In view of the excellent facilities now available to those who attend Council meetings, and taking into consideration the methodical manner in which these meetings are conducted, it is lamentable that better results are not forthcoming. The cause, however, is not far to seek. It is obvious that frequently the Council is not imbued with a sense of its own authority. Anyone who has attended Council meetings of recent years is familiar with the apologetic little speeches by delegates who feel themselves bound to avoid decision on a vital question, not because they have instructions to oppose, but because they are unable to state the views of their constituents.

Council authority is, of course, derived from the membership, and so long as members will not appreciate the importance of thoroughly instructing their representatives by attending District meetings and thrashing out all questions in the Association programme, so long will indecision clog progress on the Council. Representatives will continue to indicate in their actions that they feel their lack of full authority. This is so very obvious that it is difficult to understand how people can condemn Councillors as being the chief culprits regarding delay in such issues as Promotion by Merit, and Monthly Pay for A.P.O.s. The drawn-out discussion on the subjects is entirely due to District lethargy. The fact that little more than one-third of the A.P.O. grade took the trouble to vote on the monthly pay question is sufficient comment upon the state of affairs.

* * * *

Between now and the next Conference the Councillors **MUST** do something to overcome that handicap of indifference in their constituencies, because there is every likelihood of it being the most important Conference in P.S.A. history. If members will not exercise their right to instruct their representatives, then it is up to members of the Council to inform their constituents, through the "Customs Journal," what action they intend taking on the different

issues. This will enable a definite attitude at the Conference, and the members cannot complain of not being consulted.

* * * *

There is one important question which will in itself be very necessary for each Councillor to have views co-ordinated for immediate decision—the question of salary claims. Not only as to whether the claims shall be proceeded with, but also as to the details of the claims. It is pretty certain that a decision for positive action to be taken forthwith for increase of salaries will be made at the Conference. Everything points in that direction. The only thing to stop it will be possible reference to the Districts for belated discussion of certain points. This need not happen. All the material necessary for District discussion is available now, and can be produced by the District officials. Secretaries should take early opportunity, by raising the matter at meetings, to ensure that every opportunity is given for members to raise any new points, so that these can be considered and forwarded to Headquarters in good time.

* * * *

Other questions of far-reaching effect will also be dealt with at the Conference. There is a growing demand for the P.S.A. to adopt a definite policy regarding Landing and Shipping work. Every Councillor ought to be giving this subject very careful consideration. Half-baked ideas will be useless, and ill-informed debate would be about the worst thing that could happen.

Those who are urging this matter forward are of opinion that this work can be adequately and appropriately performed by Preventive Officers. They also assert that, this being the case, it is only right that opportunity of providing more day work for Waterguard officers should be considered. They regard it as a much more businesslike proposition than to ask for a costly scheme of early retirement on the grounds of excessive night work in the Waterguard.

All these points should be fully discussed at District meetings for the benefit of Council delegates.

* * * *

The question of improved promotion methods from Preventive Officer to Chief Preventive Officer will have to be finally decided. This is another matter regarding which the last Conference failed to take the bull by the horns. After definitely deciding that the present method was most undesirable, the whole question was referred to the Districts through the Executive.

* * * *

An outcome of the important situation developing will very likely be the setting-up of some sort of Committee in London with authority to confer with the Headquarters staff. The Executive Committee as at present constituted is not adaptable to circumstances where very frequent discussions will be

necessary, and it would be inadvisable for the Headquarters staff to attempt to carry on alone.

Objections to a centralised Executive are well known, and will no doubt be kept in mind when the Council tackles this problem, but it is to be hoped that mere prejudice will not go so far as to hobble our negotiators in dealing with so vital a matter as a salary claim. Such claims these days involve much preparation and research, and it is imperative that special machinery be set up for this purpose.

The Council will have to make a definite decision on this point, and there will be no time for referring back.

* * * *

At the meeting of the C. & E. Joint Committee on the 6th March, the policy of the C. & E. Federation regarding recruitment to the Officer Grade was outlined. The Federation favours open competition, subject to the reservation of not more than ten per cent. of vacancies to be filled by promotion from other grades in the Department.

It was stated that this has been Federation policy all along, and that there is nothing in that policy objecting to promotions from the Waterguard to the Officer Grade.

One cannot but think that the Federation has lost a golden opportunity. There is a strong case for restricting these promotions to the Waterguard only, and by advocating this they could have excluded all others.

* * * *

Several of the provincial candidates attending the Preventive Officer Examination took the opportunity to call at the Association office. The general view expressed regarding the questions set was that they were, in the main, very satisfactory. The papers were not too difficult, and there was a reasonable chance to get through them in the time allowed.

Candidates who had studied under the V.E.S. paid tribute to the excellence of the tuition which had so adequately prepared them for the ordeal.

* * * *

On Friday, the 9th March, about thirty candidates for promotion to the Chief Preventive Officer grade sat for the written test. By the time these notes appear it is likely that most of them will have been to London for interview. This is an unusually large batch to be called, and it is estimated that the vacancies to be provided for number about ten or twelve.

* * * *

Mr. R. G. Jones, Launch Service Association, and Mr. J. Merron, P.S.A., gave evidence before the Promotion Board on March 14th, in favour of promoting to the post of Assistant Advising Officer (in the event of a vacancy arising) some suitable member of the Launch Service.

CHANGE OF ADDRESS.

The District Secretary for the Hartlepool District notifies us of his change of address. Future communications should be addressed:—

Mr. C. A. Warren,
3, Allendale Street,
Seaton Carew, West Hartlepool.

Preventive Staff Association

Head Office :

Thames Chambers,
18, Beer Lane,
London, E.C.3.

Telephone ROYAL 4279
President: E. P. Madden
General Secretary: J. Merron
Organising Secretary: J. T. Sutton
Assistant Secretary: W. H. Powell

NOTICE TO MEMBERS.

ELECTION OF COUNCILLORS.

The members in the Areas concerned are hereby informed that the following members have been successful in the recent elections for the position of A.P.O. grade Councillor:—

Liverpool Area ... Mr. A. E. Farmer.
Scotland Area ... Mr. J. Johnstone.
J. T. SUTTON, *Organising Sec.*

DOVER.

A special meeting at Folkestone on February 16th was continued on February 24th. Mr. Herrington presided on the first day, Mr. Rolls taking the Chair at the following meeting.

An interesting report of the proceedings at the last Annual Conference was given by Mr. Ball, the present situation regarding the outstanding items being explained. A vote of thanks to Mr. Ball was accorded at the conclusion of the discussion.

In discussing correspondence from headquarters on the subject of Promotion by Merit, the meeting was of the opinion that the resolution under discussion did not represent the suggestions submitted by the South Coast Area, and expressed the wish that the full resolution should be submitted to the Districts for discussion.

The meeting adhered to the scheme submitted by the South Coast Area in June, 1927, and suggested that the whole of the scheme be submitted to the Districts for consideration.

Paragraph 1 of Scheme II was put to the meeting as it stood, and was defeated.

GOOLE.

A seaman of the steamer "Equity" from Antwerp was, on February 24th, fined £7 16s. for concealing on board 2 lb. of o.s. tobacco, .43 gallons of imitation rum, and .11 gallons of brandy. The goods were found at the back of the lining in the officers' mess-room by Mr. Osborne, A.P.O., acting under the supervision of Mr. Hurr, P.O.

Mr. O'Malley, C.P.O., conducted the prosecution.

HOSPITAL SAVING ASSOCIATION.

WATERGUARD GROUP D. 582.

The quarterly return has been presented and audited by Messrs. A. Tait, P.O., and L. E. V. Knight, A.P.O.

Green vouchers issued during the quarter number four, and payments to Bank amounted to £11 16s. 4d. The Group has now been formed a year, and the following is the year's statement:—

Bank payments to £50 9s. 9d.

Reimbursements of charges made by hospitals not on H.S.A. list: Nil.

Green vouchers issued: 12.

Payments for extra hospital benefits, glasses, etc., £2 6s. 9d.

The current quarter's contributions are now due, and I would like to point out that green vouchers cannot be issued unless payments are up to date, and that contributors would greatly lessen the work of myself and the Collectors if payments are made promptly. Also, can I urge members who can possibly do so to pay the year's contribution of 12s., and lighten the work of the Group Secretary considerably? The following yearly contributions are due from members holding cards No. 2, 3, 43, 45, 47, 53, 54, 58, 59, 60 and 63.

The total membership now numbers 82. This makes our Group the smallest by six of the groups in Government Departments. The above figures speak well for our Department against the India Office Group, whose return shows:—Members, 200; Paid to Bank, £71 5s. 6d.; Green Vouchers issued, 42. The following hospitals have been added to the list:—St. Monica's Home for Sick Children, Blandesbury Park; Out-Patient Department, Bermondsey Medical Mission Hospital; St. James' Hospital, Ballam; St. John's Hospital, Wandsworth. Provincial: Manchester Royal Infirmary; Lydney Hospital, Gloucestershire.

Green vouchers may now be presented to Barking Urban District Council in lieu of payment for ambulances and the operative treatment of tonsils and adenoids.

W. W. BISHOP, Group Secretary.

* * * *

In a previous issue it was mentioned in this column, regarding a Joint Committee discussion, that "The P.S.A. and the C.S.C.A. both strongly expressed the view that at least a percentage of the vacancies (Officer Grade) should be reserved for promotion. The C. & E. Federation have equally strong views against this." A member of the Federation points out that this is not quite accurate. It appears that the Federation is not opposed to the reservation of a percentage of vacancies for the Departmental Clerical Class. The circumstances under which the Federation conceded this to the clerical people indicates that it was not altogether a willing concession. The position was forced on the Federation by circumstances. They had to be consistent regarding fluidity, and the clericals appeared to come nearer their club standard than other possible seekers of promotion. There can be no other reason for overlooking the really excellent recruits

ready to hand in the Waterguard, but whose desirability was limited merely to a capacity for efficient performance of Customs and Excise work.

No one can blame the Federation for wishing to keep up the Officer Grade standard. Nothing could be more laudable; and nothing is better deserved than the co-operation which they have had from the clericals in attaining this object.

It should be realised, however, that Waterguard people know only too well the importance of preserving and improving grade standards, and they also know how to fight for this. In addition, they possess that intangible though valuable asset, the Customs and Excise temperament. The Federation would have lost nothing by openly supporting the Waterguard claim.

CHANGES IN THE STAFF.

TO MARCH 12th, 1928.

APPOINTMENTS.

ASSISTANT PREVENTIVE OFFICERS:—

Afford, J. F., Arnott, A. F., Bray, S., Douglas, C. M., Fazakerley, G. J., Hope, G., Hughes, W. R., Jacques, W. R. C., Keeling, R., Low, C. J., Manning, J. C., Mansell, A. A., Marsh, J. L., Mount, G. E., Pollard, A. G., Powell, C. R., Ramsay, N. A., Rendle, C. F. F., Saxton, C. S., Silk, R. R., Stewart, J., Taylor, W. A. L., Walton, L., Whittaker, L., Williams, J. P.

TRANSFERS.

ASSISTANT PREVENTIVE OFFICERS:—

Draibe, J. Hull to Plymouth.
Harris, J. Plymouth to Penzance, Plymouth.
Harris, T. V., Penzance, Plymouth to Bristol.

OFFICERS LEAVING THE SERVICE.

Deaths.

ASSISTANT PREVENTIVE OFFICERS:—

Fox, G. H. G. Cardiff.
Stokes, R. P., Manchester.

VACANCIES.

CHIEF PREVENTIVE OFFICER, Upper Section, Sunderland, 24.4.28.

PREVENTIVE OFFICER, Silloth, Preston, 18.4.28.

ASSISTANT PREVENTIVE OFFICER, Liverpool, 1.4.28.

PRESENTATION AT SWANSEA.

An interesting ceremony took place at the residence of Mr. P. Ould, A.P.O., on Saturday, March 17th, the occasion being the presentation of a barometer from his colleagues to mark their esteem on the severance of his connection with the port of Swansea to take over the duties of A.P.O. in charge at Hracombe. Mr. C. Northway, P.O., made the presentation, ably supported by Messrs. White and Burge, Mr. Ould suitably responding. A most enjoyable supper and musical programme followed, thanks to the hospitality of Mr. and Mrs. Ould, to whom a hearty vote of thanks was given by all present.

VOCATIONAL EDUCATION SECTION.

PROSECUTION AT SWANSEA.

The Central Committee begs to acknowledge the receipt of many letters from candidates who sat at the recent examination; the one that follows is typical, and should impress upon those who anticipate sitting at the next examination the advantages that are offered by the scheme:—

“ Dear Sir,—Now that the examination is over I feel that it is due to the Central Committee that I should express some appreciation of the assistance given me under the V.E.S.

I readily admit that before beginning study I thought it would be a lug-ear, and it certainly was extremely difficult to know exactly where and how to start. It was here that I found the Preliminary Course lesson papers of great value. In addition to helping me in the early stages of study, I was enabled to amend and keep my Codes absolutely up-to-date. The Intermediate Course allowed me to concentrate on particular subjects, whilst the Advanced papers covered every conceivable question likely to appear in any examination papers. During my study I found myself growing more and more confident, and when the “ test ” came I found that I got through the questions in comparative comfort, and if I have succeeded I shall feel that, when promoted, I shall have the knowledge (thanks to the V.E.S.) to carry out any Waterguard duties I may be called upon to perform.

I conclude with an expression of grateful thanks and good wishes for the future success of so great an institution as the V.E.S.—Yours faithfully,

LOSE NO TIME IN FILLING IN YOUR APPLICATION FORM.

NEW TERM COMMENCING NOW.

S. C. STEEL, *Acting Secretary.*

An engineer and donkeyman were charged on March 12th at Swansea with being concerned together in concealing 3 lb. 6 oz. of tobacco and 4 oz. of cigarettes.

Mr. Blewitt, C.P.O., who prosecuted, described the concealment as a very ingenious one. During a search of the offenders’ vessel, the tobacco and cigarettes were found concealed in the engine room, nailed to the under part of the flooring board.

The defendants admitted the offence, and were ordered to pay double duty (£5 8s. 8d.) and single duty (£2 14s. 4d.) respectively, and costs.

The goods were discovered by Mr. R. P. Knapperton, A.P.O., a member of the rummage crew under the supervision of Mr. H. H. Miller, P.O.

OBITUARY.

MR. B. P. STOKES.

Numerous friends throughout the Waterguard Service will be grieved to hear of the death of Mr. B. P. Stokes, Assistant Preventive Officer, at Bagulay Sanatorium, on Monday, February 20th.

The interment took place at Southern Cemetery on February 25th, and was attended by a number of his late colleagues, who acted as bearers. A beautiful floral tribute was sent by the Manchester Waterguard staff.

Our sympathy is extended to Mr. W. H. Legg, A.P.O. (Swansea), in the loss of his wife, who passed away on March 1st at Fairwood Isolation Hospital, Swansea. Mrs. Legg leaves two young children, one a baby two weeks old.

Mr. Legg was due to sit at the examination in London for promotion. In consequence of his bereavement he has been compelled to withdraw.

The Secretary (V.E.C.),

Preventive Staff Association,

13, Beer Lane, London, E.C.3.

Preliminary Course

Please enrol me for Intermediate Course (delete Courses not required) in Waterguard.

Advanced Course

Departmental Regulations. Postal Order, payable to S. C. Steel, London, value.....(insert amount), enclosed.

Name

Address

Tutors. Messrs. Angus, Finley, Gardiner, Gordon, Jeffreys, Lake, Sheehan, and Thomson.

Please indicate Tutor desired, and choice of Tutors will be given as far as possible.

Fees: 10/0, 15/0 and 20/0 per term respectively.

SMALL PORT WORK

By "VAGRHETH"

REGISTRY OF SHIPPING—continued

IN my last article I explained that the shares in a ship are generally transferred by Bill of Sale, Certificate of Sale, or by Deed of Mortgage, and I outlined the procedure with regard to transfer by Bill of Sale. To deal with Certificates of Sale would be departing from the elementary nature of this series, as such transactions concern sales in other countries, which are rare in small port Registry. I think it will suffice if I explain that Certificates of Sale are statutory powers of attorney enabling owners to effect sales of their ships out of the country in which the ship is registered. A master would be armed with a Certificate of Sale if he was authorised by his owners to sell the ship in another country. Such certificates are issued by the Registrar of the Port of Registry.

The next method of transfer of shares in a ship is by mortgage. It is in dealing with this class of transfer that a Preventive Officer-in-Charge, who is also Registrar of Shipping, is obliged to have a fair knowledge of the general law relating to mortgages. In the first place, mortgages rank in priority according to the time they are received by the Registrar, and not the time when they were executed. For this reason, care must be taken that the exact minute of receipt by the Registrar is entered in the "Deeds Book."

The first mortgage on the ship is entered in the Register as mortgage A, the second as B, and so on. A mortgagee (the person who lends money, etc., on the security of the ship) has absolute power to sell the ship or shares he holds, unless there is a prior mortgage, whose agreement he must obtain before selling. For instance, if an owner had mortgaged his whole ship with two separate people, and these people had presented their deeds of mortgage for registration on following days, the entries would be known as mortgage A and mortgage B, according to time of receipt. Now the owner of mortgage A can sell the whole ship without consulting the owner of mortgage B, whilst B cannot sell without the concurrence of A. The restrictions limiting the number of joint owners who may be registered do not apply to the joint mortgages, and there is no condition as to the nationality of them.

Deeds of mortgage must be in the form prescribed by the Board of Customs and Excise. In fact, it may be accepted as a general rule that no transaction with regard to Registry is to be performed unless the documents are in the form prescribed by the Board. Specimens of these various forms are to be found in the appendix of the book of Instructions to Registrars.

Whenever a mortgage is discharged, a receipt by the mortgagee for the money, etc., must be endorsed on the deed of mortgage, duly signed and attested. If this is in order, an entry is made in the Register showing the reversion of the interest

in the ship to the mortgagee (the owner). The same fee is charged as for transfers by Bill of Sale, i.e., upon the gross tonnage represented by the proportion of sixty-fourth shares. The money is brought to account by an R.O.D. Entry as an appropriation in aid of vote. The deed is then noted as being registered, and returned to the mortgagee. A copy of the entry in the Register is made on form 29, and forwarded to the Registrar-General of Shipping.

A mortgage may be discharged indirectly by the mortgagee executing the transfer in favour of the mortgagee. Although this is considered a discharge of mortgage, Registrars are, before registering such transfers, to refer the matter to the Chief Registrar, Custom House, London. On the other hand, when a mortgagee buys the shares from the mortgagee, and there is no other mortgage on the same shares outstanding, a Bill of Sale would be recorded, and records of the mortgage would no longer be brought forward in Registry summaries. It should be explained here that outstanding mortgages are always brought forward in Registry. The mortgage deed should be endorsed by the Registrar to the effect that the reversion of interest is covered by Bill of Sale. Where, however, a mortgagee buys the shares from the mortgagee, and there is any other mortgage on the same shares outstanding, the mortgage in which the purchasing mortgagee is interested may remain on the Register, as well as any other mortgage, until it is properly discharged. Such cases often present special difficulties, and Registrars should seek the instructions of the Chief Registrar in cases of doubt.

When a mortgagee sells the ship, and the purchaser hands over simultaneously the Bill of Sale and the Deed of Mortgage to the Registrar to be recorded, the Registrar must only record the Bill of Sale on his Register, taking care to add in column 2 the letter by which the mortgage is distinguished, and in column 6, the words "Under Mortgage A, B, or C" (or whichever letter the mortgage was registered under), so as to shew that the sale was under the mortgage. The mortgage deed is endorsed with the words "sold by mortgagee to" To discharge a mortgage and then enter a Bill of Sale under it would be one of those fatal errors which only a Court of Law can rectify.

Other forms of transfer are those in connection with Deaths, Marriages, or Bankruptcy, but as each of these usually has its own peculiar circumstance, I am afraid that space forbids anything beyond mentioning them. The Book of Instructions to Registrars gives many examples of such transactions. Again, there are many other duties under registry work, such as Registry Anew, charges for inspection of and issuing certified copies of Registry, which I do not propose to deal with here.

The last subject of Registry work is that of

closing the registry of a ship. When a Registrar is advised by the owner that a ship has been lost, sold to foreigners, or broken up, he takes steps to close the Registry, and advise the Registrar-General accordingly. In order to assist in this work, Receivers of Wreck are to notify the home Registrar whenever a vessel is reported lost. When a vessel is reported as being broken up, the Registrar has the report confirmed with the aid of the local Customs Officer. When the Registrar receives a report that a vessel is lost, or any other notice, and he is satisfied that he is able to close the Register, he does so by cancelling all entries, appending thereto the cause of closing, the source of advice, and the date. The Certificate of Registry of the ship must be delivered up, cancelled, endorsed with the reasons as in the Register, and forwarded to the Registrar-General. If it is not possible to obtain the Certificate of Registry, the reason should also be endorsed on the Register, and a copy of the cancellation of Registry forwarded on form 20 to the Registrar-General.

* * * *

In concluding this series, I trust that I have outlined, as simply as possible, those duties which the average Preventive Officer-in-Charge performs in addition to his Customs duties. I hope I have been able to demonstrate to those who have been apt to regard small port work lightly, that, after all, the advantages of small port life are to a large extent offset by increased responsibility and extensive study. And, lastly, I hope that the series have been of use to the student and to the potential small port officer.

“VAGRHETHL.”

Customs Journal

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To readers not eligible for Membership of the Associations,

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Secretary, Mr. H. B. PEAKE,
65 Knowles Hill Crescent,
Lewisham, London, S.E.13

to whom all remittances should be made payable

“TO ARMS.”

On reading “GEN.’S” article on Landing and Shipping Duties, I was delighted to find that we have at least one who is endowed with enough of the Cymric ardour to advocate that the long-delayed fight, to regain that which unquestionably belongs to our department, should immediately take place.

It is simply astonishing to me that the “powers that be” have not yet realised, especially in these days of economy, that they have in us a department fully competent to do these duties, now performed by the Landing Department, which in the majority of cases means duplication of work at excessive expense.

I claim that our department could do this work as efficiently and with less cost than the grade which is now responsible. I wonder if the Hon. Board have given a thought as to the possibilities for smuggling in (package) Free Goods?

Surely the Hon. Board are aware that were they to give Landing and Shipping duties over to the Waterguard, they could be confident that they then had a staff responsible for this work composed of fully-trained officials in the art of detection.

Is it not also a fact that many officers of our department have been called upon to perform many of the varied Landing and Shipping duties, and have successfully carried them out? That being so, is it illogical to suppose that the majority of the Waterguard, if allowed the opportunity, would also prove their capabilities in this respect?

Firmly convinced of the justice of our claim, I too would join with “GEN.” in strongly urging our leaders to advance to the attack which must ultimately end in victory for our department and the recovery of that which is rightly ours.

“SPUR.”

THE CUSTOMS FUND.

NOTICE.

The ANNUAL MEETING OF Subscribers to the CUSTOMS ANNUITY AND BENEVOLENT FUND, INCORPORATED, will be held in the REFRESHMENT CLUB, CUSTOM HOUSE, LONDON, E.C.3, on THURSDAY, the 26th APRIL, 1928, at five o'clock p.m., in accordance with the provisions of Rule 28; also for the purpose of electing Three Directors and One Auditor in the place of the undermentioned Gentlemen, who in accordance with the provisions of Rules 20 and 21, go out of office on that day, but are respectively eligible for re-election.

Directors: S. ROZMAN, Esq., I.S.O.

J. J. HAMILTON, Esq.

J. W. TAYLOR, Esq.

Auditor: F. G. PERKINS, Esq.

H. H. HOLLAND, Secretary.

Customs Fund Office,
H.M. Customs and Excise,
London, E.C.3,
24th March, 1928.

Correspondence

The name and address of the writer (not necessarily for publication) should be given in all letters to the Editor, who accepts no responsibility for the views expressed.

APATHY AND ITS CAUSE.

Sir, I should imagine your correspondent "Disgusted" has been a "War Allotmenter." In the spring of his enthusiasm he sowed mixed seeds in hard ground. The mixture consisted largely of hopes. During the summer his enthusiasm waned. In the autumn he became disgusted—the crops had failed.

Now he has tried a new experiment—that of sowing disaffection. It is so easy. These seeds grow without trouble, just like weeds.

The care with which the experienced gardener tills his land; the choice of seed; the careful nursing of tender growths; the guidance of years of experiment and failure; the ripe moment to harvest; and the ultimate triumph of successful crops are lessons which "Disgusted" has never learned. I commend him to compare the qualities of "cultivation" with those of "destruction," and then realise that nothing is obtained by precipitate foolishness.

Yours etc.,
W.G.T.

LANDING AND SHIPPING.

Sir,—There has been such a lot said in this Journal of late regarding the old and vexed question of Landing and Shipping that I am wondering if the advocates of it realise exactly what it means to the Waterguard in general.

I know the main idea is that it will mean a reduction of night duty. That may be so with the larger ports, providing the Board increases the number of Preventive Officers sufficiently to deal with the new task, but what is going to happen in the smaller ports? I can see no other result than that the Preventive Officers will have to do the work in conjunction with their ordinary Waterguard duties to the detriment of the latter.

We have had experiences during the past seven or eight years of increased work and responsibilities. We have Arms and Ammunition, Dangerous Drugs, K.I.D. and McKenna Duties, Silk, Lace and Pottery Duties, etc., thrust upon us, all involving additional work and responsibility, but what increase in staff has there been to cope with it? None, so far as the writer is aware of. If we do not watch ourselves we will get Landing and Shipping right enough under the same conditions. However, I expect the P.S.A. is quite ready for such an eventuality; at any rate; they should be.

For the present, there are many small points that require clearing up regarding the examination of cargoes. Why are P.O.s not capable of spitting bags of basic slag and phosphate? And where is the P.O. who can conscientiously examine bales of wood pulp by spitting them?

A letter in the last issue of this Journal refers to an A.P.O. examining bags. My experience is just the opposite. I am P.O./c. of a sub-Port. Recently a vessel arrived from the Continent with a cargo of basic slag in bags for an out-station. I boarded her, granted her request (being an unapproved place), and took her report and entries; but a Landing Officer from the Head Port took charge of the cargo. *This meant that I travelled 52 miles to board the vessel, and the Landing Officer travelled 60 miles to spit the bags on the same day!* Surely, if a P.O. is capable of doing the Long Room work, he is capable of examining a few bags of basic slag!

I think the Landing Staff are afraid that the Waterguard will get the Landing and Shipping duties, and do not want us to show just what we can do.

Yours etc.,
"HAWK."

FAILED A.P.O. PROBLEM.

Sir,—In reply to "Observant's" letter in the last issue, *re* appointment of A.P.O.s to a new grade to be known as P.O.II, I should like it to be clearly understood that the class of man depicted by me in my previous letter was not a sort of automatic man, but a real live one, possessed of some ability, and embracing those valuable qualities of ambition and initiative. Further, he condemns the suggestion as lending itself to favouritism.

Now, first of all, this suggestion was not made for the benefit of A.P.O.s in Superintendent's offices, but in the interests of approximately 600 men with service ranging from ten years and upwards, with no prospects for the remainder of their official careers to sixty years of age under present conditions. Under the suggested scheme some incentive would be given to this class, and I think nobody will dispute the fact that any class as a whole loses value without being given some inducement to carry on. Hence, it appears reasonable to say that by giving incentive the class becomes more valuable to any department.

In regard to the recommendations from Collectors or Waterguard Superintendents for promotion to this grade, who should be in a better position to know the value of men in their districts than those named? I've a higher opinion of Collectors and Superintendents than to think they would be induced to recommend unsatisfactory men.

As stated in my previous letter, if Departmental Clerks of short service can be promoted to the Officer grade by recommendation, surely it is a very reasonable suggestion to ask for a class to be created, of a maximum salary of less than half of that of the Officer grade, on the same lines, and so give some hope of advancement to this army of A.P.O.s.

In conclusion, it must not be overlooked that the Waterguard has not yet arrived at that noble state of the "survival of the fittest."

Yours etc.,
"OBSERVER."

THE LONDON STATION MINUTE.

Sir,—The main road to efficiency lies through contentment, and contentment can never be attained so long as a well-founded sense of injustice lingers in men's minds.

The station list, just issued to all stations in London proper, has caused quite a stir throughout the port, and in consequence a great deal of discussion has taken place at the various offices regarding the system under which the minute is compiled. It is the general opinion of the majority of London officers, and, needless to say, of a goodly number of out-port officers interested in London, that the present system of minuting certain officers at Victoria (Baggage) and Room H is open to suspicion. This feeling is gradually convincing the staff generally and creating a very discontented port. It is amusing to hear the reasons given by the Powers when questioned on certain cases—what is often termed "excuses of convenience." These reasons are certainly unconvincing and unsatisfactory, and still leave the position much as it was before. It seems to be that the glorified word "seizures" is the one and only thing that matters in this Department. Possibly that is why we see the same faces year after year on rummage duties. Of course, one must always give way to the superior intelligence of Superintendents to know that these officers are the only men capable of performing these duties efficiently. What chance can there be for other officers when this kind of thing goes on?

To the modern mind the present system is entirely archaic. It promotes indifference, which in turn breeds inefficiency. It is obvious that if it is allowed to continue the time is opportune to rid ourselves of the views of one or two individuals which are certainly not to the interest of the Public Service. The only cure for such gross injustice to the staff generally is rotation of duties. It behoves every London officer to plump solid for its introduction, and thus remove a stigma to other well-deserving officers.—Yours, etc.,

"FREELANCE."

"ABANDON HOPE . . ."

Sir,— "Dum Spiro, Spero" hits the nail on the head. Let us make no bones about it, we know where he means.

Members lapse, non-members remain as such, because they do not see eye-to-eye with P.S.A. officials, or because they "have no faith" in the Association—but they reap the benefits of Association activities. They do not—I believe they will not see that they tie the hands of their officers by staying away from P.S.A. meetings, and that those officers will not be real representatives while they do so. What is required is that they shall turn up *early* at every P.S.A. meeting they can, air their views, make the meetings "ding-dong" affairs, and see that meetings are really representative. We need the team spirit, too, to abide, whatever our own views, by the vote of the majority loyally.—Yours, etc.,

S. R. FINCH.

ANSWERS TO CORRESPONDENTS.

"PUZZLED."—There does not appear to be anything in the regulations to show how long an Outward Clearance is valid. This clearance is not issued until everything connected with the vessel is "O.K.," including payment of outward lights and pilotage, and any serious delay in sailing, or cancellation of the voyage would undoubtedly be taken in hand by the agent or ship's broker, who would seek adjustment.

"CAVENDISH." Legal opinion is that Cavendish, as contemplated by the authors of the Manufactured Tobacco Act of 1863, was sweetened tobacco in cake form. The Revenue Authorities regard as Cavendish all pipe tobacco, whether in plugs or cut, which has been artificially sweetened.

THE SONG OF THE SEARCH.

AFTER (VERY MUCH AFTER)

THOMAS HOOD.

By GEN.

With face just like a sweep,
With hands about the same,
A rummager grubbed among the filth,
Plying his cheerful game.
Look! look! look!
In coal-dust, grease and smirch;
And still with his thoughts upon Ham's Book
He sang the Song of the Search.

Dig; scratch; pull;
While the P.O. is watching the deck;
And dig; scratch; pull;
Till in muck he is up to his neck;
It's Oh! to be below
In the stokehold where everything's hot;
Or under the boilers where, all aglow,
He feels like an old grease spot.

Scratch; pull; dig;
Till he gets about "fed-up";
Scratch; pull; dig;
Till he thinks he's been "sold a pup";
Deck, bunkers and poop;
Poop, bunkers and deck;
Then over some "stuff" he falls with a whoop
And says, "Here it is, by heck!"

Oh! Rummagers, A.P.O.s;
Oh! come and join in the fun.
It isn't the work you think of now,
'Tis "Who is the guilty one?"
Look! look! look!
The P.O.'s task's now plain;
And when he has brought his man to book
You carry on once again.

Dig! dig! dig!
His labour never flags;
And what of his "screw" and C.L.B.?
Enough to keep him in "fags"!
Dig! dig! dig!
And though left in the lurch
With chances small, but ambition big,
He sings the Song of the Search.

CIVIL SERVICE CONFEDERATION.

EXECUTIVE COMMITTEE MEETING.

A MEETING of the Executive Committee of the Civil Service Confederation was held on Monday, 5th March, 1928, at Caxton Hall, Westminster. Mr. W. H. James presided over an attendance of twenty-six.

On the question of sick pay for unestablished classes, it was reported that Mr. G. Chase and the General Secretary had interviewed Mr. C. G. Ammon, M.P., and Major J. W. Hills, M.P., and that these two Members of Parliament had subsequently interviewed Mr. A. M. Samuel, M.P., the Financial Secretary to the Treasury, on the subject of the claim for the extension of Sick Pay to certain Unestablished Departmental Classes, and Mr. Samuel had said that he would send his reply in the form of a letter in the course of a few days. It was agreed that on receipt of the promised communication from Mr. Samuel, a meeting of the Special Committee of the Confederation on Sick Pay should be convened.

It was reported that Mr. G. A. Finch has resigned his membership of the Subsistence Committee of the National Staff Side, and that on the nomination of the Confederation, Mr. K. L. Elkington, of the Customs and Excise Federation, had been appointed to fill the vacancy.

Consideration was given by the Executive Committee to the situation arising from the announcement made by the Government of the Irish Free State, with the support of the British Government, that it was proposed to introduce legislation with the object of nullifying the decision given by the Privy Council in the case of Wigg and Cochrane versus the Irish Attorney General. It was reported that this matter was being raised in the House of Lords by Lord Carson, and that the Confederation was assisting representatives of the Irish Treaty Pensioners' Association in the issue of a circular letter to members of the House of Lords in support of the ex-British Civil Servants whose claims were involved.

On the motion of the Chairman, a resolution was carried in the following terms:—

"That this meeting of the Executive Committee of the Civil Service Confederation accords its full support to those ex-British Civil Servants who are resisting the action of the Irish Free State Government and the British Government in seeking to avoid the consequences of the Privy Council judgment in the Wigg and Cochrane case.

"It is of opinion that such action raises the following vital issues:—

- "1. The effect of such legislation on the constitutional legal fabric of the British Empire;
- "2. The question of whether Parliament should usurp the power of the Courts in interpreting Statutes;

"3. The denial of justice to those who adopt the ordinary legal procedure of the Empire;

"4. The refusal of rights under Treaty to Civil Servants;

and that for these reasons the contemplated action should not be proceeded with by the respective Governments."

Further consideration was given by the Executive Committee to the resolution adopted at the last meeting on the subject of Appeals in Disciplinary Cases, and it was finally decided that the resolution should be moved on the National Staff Side in the following amended form:—

"That steps be taken through the National Council to secure a proper system of appeals in disciplinary cases, such system to embody the right of any Civil Servant, charged with an offence against discipline, to have his case adjudicated by an impartial tribunal, before which he may be represented or accompanied at his discretion by a colleague, or by an officer or representative of his Staff Association, or by a representative of the appropriate Whitley body."

A letter was received from the National Staff Side conveying copy of a letter which the Staff Side had received from the Ministry of Labour announcing that the terms of office of Mr. Frank Hodges, J.P., Mr. J. J. Mallon, and Mr. A. G. Walkden, J.P., as members of the Industrial Court representing the Staff Side of the National Whitley Council, expires on the 7th April, 1928, and inviting the Staff Side to submit nominations of three persons for a term of three years to fill the vacancies thus created. The term of office of the fourth member nominated by the Staff Side, Professor Harold Laski, M.A., did not expire until the 11th August, 1929. It was stated that this matter would be dealt with at the next meeting of the Staff Side to be held on Thursday, 29th March. It was agreed that Mr. Mallon and Mr. Walkden be re-nominated by the Confederation, and that further nominations should be considered at the adjourned meeting of the Executive Committee to be held on the 26th March.

It was reported that correspondence was taking place with Mr. P. R. Laird, of the Scottish Office, and with Mr. P. J. Williamson, the Secretary of the Accountant of Court's Clerical Association, concerning the final stages of the reorganisation scheme for the Office of the Accountant of Court, Edinburgh.

It was also reported that correspondence was taking place with Mr. B. Russell, J.P., the Secretary of the Workers' Side of the War Department Industrial Council, and with the Secretaries of the two constituent organisations concerned, on the subject of the proposed release of the Army Inspection Department Examiners' Association and the Stores and Clothing Inspection Department Viewers' Association from the Industrial Council, with a view to their admission to the Administrative Council.

In connection with the claim for pay for Sunday duty put forward by the Customs and Excise Coast and Land Preventive Staff Association, in which the Confederation was assisting in the preparation

of a case proposed to be brought before the Arbitration Court, it was reported that the draft case submitted by the Association concerned had been under consideration by the Confederation Officers, and correspondence is now taking place with the Association with regard to certain suggested amendments, with a view to the preparation of a final draft.

Following upon the decision of the previous meeting of the Executive Committee, it was reported that the General Secretary had written to the Treasury in support of the efforts of the Civil Service Clerical Association, the Association of Officers of Taxes, and the Ministry of Labour Staff Association to secure a modification of the section of the Guinness Agreement which laid down that the Removal Expenses of "P" Class Clerks should not be paid. The Treasury had now intimated its willingness to receive a deputation from the Associations concerned for the purpose of discussing this matter.

Consideration was given to a Memorandum on the subject of the proposed extension of the Widows', Orphans' and Old Age Contributory Pensions Act, 1925, and a resolution was adopted in the following terms:—

"That the Confederation seek to obtain an extension of the area of compulsory insurance to all Civil Servants, without salary limit."

It was further agreed that this resolution, with the supporting Memorandum, be forwarded for consideration by the Staff Side of the Civil Service National Whitley Council.

As the Executive Committee was unable to complete all the business on the agenda, it was decided that an adjourned meeting be held on Monday, 26th March.

action, and until we have a body who can speak and act for the whole Waterguard, our progress, we fear, will be slow.

The Board and the Treasury have let it be known that they will do nothing further for the Waterguard, and Mr. Ruaciman in his letter, polite as it was, threw down the gauntlet, which we must not hesitate to take up. . . . It is to the Preventive Officers we wish to appeal in this matter, because it is only from a section of that grade that opposition may be expected. . . . We take it that generally speaking some Preventive Officers have a disinclination to join hands with subordinates whom they in the course of duty have to supervise. The proper maintenance of discipline, they say, would be endangered, and the interests of the Service would suffer. While giving all credit for sincerity to those who hold them, we think that such views are entirely mistaken. Look for a moment at the great Excise Federation; high officials, like Collectors and Supervisors, have thrown in their lot with the Assistants and other subordinate officers, and often preside at meetings. In the Landing Department, Assistants meet in Association matters with their Supervisors, the Examining Officers, and in neither instance, we venture to say, has discipline suffered in the slightest degree. We hope, therefore, that all officers will cast aside such ideas and simply ask themselves the question whether a federation of the Waterguard Associations will lead to a more satisfactory and speedier settlement of their grievances. . . .

Wherever we look, federation and amalgamation is the order of the day. Great industrial concerns, railways, banks, and labour organisations, are united in their determination to meet modern requirements by new methods, which means that they can concentrate their energies and combat opposition with greater success than heretofore, and if we are to succeed we must do likewise.

(Reprinted from the issue of February, 22nd, 1908.)

GLEANINGS FROM THE PAST.

By "DIGGER."

(Reprinted from the "Customs Journal" of February 8th, 1908.)

FEDERATION.

By a P.O.

UNITY NEEDED IN THE CUSTOMS.

It is gratifying to note that a Preventive Officer has taken up the serious question of the lack of unity in the Customs. In the official organ of the Waterguard Associations, he calls on the officials of the various grades to sink their differences of opinion for the good of all, and the strengthening of the cause.

It is to be hoped that his advice will be taken, for unless the officers of the various departments are agreed among themselves, the difficulties of bringing about a federation of them all will be very great indeed.

At present some of the Preventive Officers think it would be subversive of discipline to amalgamate with their subordinates, the Preventive Men; but to paraphrase that famous speech of the pirate captain to his men when the frigate hove in sight, if they do not hang together, the Board of Customs and the Treasury will see them hanged first.

"UNION JACK" in the "Daily Express."

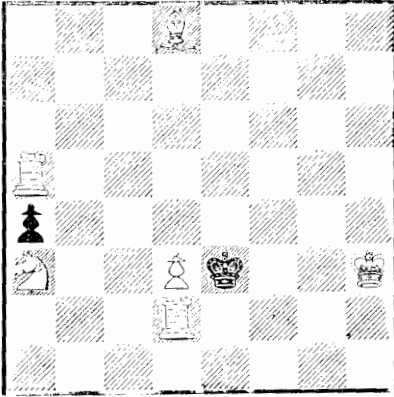
FOR some time past the question of an amalgamation of the Waterguard Associations has been under discussion, but unfortunately, up to the present, no satisfactory arrangement has been arrived at. This is to be regretted, as it cannot be gain aid that the success of any movement for the amelioration of grievances, depends on unity of

SPORTS AND SOCIAL

CUSTOMS WATERGUARD CHESS CLUB.

PROBLEM No. 11.

White to mate in two.



Solution to No. 10.

1. R-K Kt 6. 1. K-Kt 8.
2. R-Kt 1 (if Black to move == stalemate).

Subscriptions.—We are requested to remind members of the Chess Club that subscriptions are now due. These should be forwarded to the Hon. Treasurer as early as possible.

Prize for Problems.—A prize of a set of Chessmen (value 10/-) is offered for solutions to problems appearing in this Journal during the Chess Club's season 1928,9, commencing with Problem No. 12. The problems will carry as many points as there are various moves in the solutions, *i.e.*, all moves after the key move giving the various checkmates count an additional point, and the highest score wins the prize, each score being added together until the end of the season.

The full moves will not be given in the Journal to every problem appearing; in some cases the key move only will be shown, readers being left to find the actual mating moves. If only the key move is sent by a competitor, one point only will be awarded. The decision of the Committee in any dispute will be final.

Solutions should be sent so as to reach the Hon. Secretary not later than the Monday previous to the publication of the next issue of the "Customs Journal." Points obtained will be notified quarterly.

Extension of Time Limit.—The limit for games not finished in the present tournament has been extended to April 18th, on which date all unfinished games MUST be sent for adjudication.

Cup Contest.—Entries for this contest must reach Mr. F. G. Boodle, 18, East Cliff, Dover, on or before April 18th. New members are eligible, but entrants must have paid their club fees.

London Members.—It is hoped that sufficient London officers will join, in order that we may

form a team to compete in the Civil Service matches, and for the Club Championship of Kent. Can London do it? If not, the Secretary feels sure that Dover will probably try for the latter.

LONDON SOUTH SIDE CLUB.

Another successful meeting was held on the 13th inst. at which further proof was forthcoming of the remarkable progress of this club.

It was reported that since the last meeting a new ground had been procured with greater facilities than the old one at a cost approximately half the amount which the Committee were authorised to expend on this item.

Affiliation to the C. & E. Sports Club was also an accomplished fact. It was also reported that the social events to date had secured a profit to the club of a sum in the neighbourhood of £11, and as two other social evenings are yet to be carried through, it was estimated that the club would commence its summer season with a balance of nearly £50.

A very attractive fixture list is all but complete, which promises a very enjoyable, if not a successful, season from a match-winning point of view for this enthusiastic cricket team.

At this meeting it was decided to launch out into two new spheres of activity, which will embrace a football section and a swimming section, and, judging by the enthusiasm shown, the same success is assured these new ventures as that which has attended the cricket.

An example of the spirit which exists in this club was amply shown by a remark overheard after the meeting, which was to the effect that one member of the cricket team intends to register his first fifty this season. Let us hope his ambition will be realised at Gravesend.

The next dance is fixed for Wednesday, April 4th, at the New Cross Palais de Danse. The Mayor of Deptford has signified her intention of being present.

SWANSEA SMOKING CONCERT.

On Saturday, March 17th, at the Hotel Central, Swansea, a well-attended smoking concert marked the close of the winter season. A most successful evening was enjoyed under the able chairmanship of Mr. E. H. Seavell, C.P.O. (Port Talbot). Officers and friends were present from Swansea both Waterguard and Custom House, Port Talbot and Llanelly. A varied musical programme was contributed to by Messrs. Kim Jones (at the piano), Seavell, James, Powell, Peters, Billy Heath, and Solly Solomon. Two fine monologues were rendered by Mr. Jack Fowler (Swansea Town and Welsh International), and last, but not least, that varied artiste "Pelado" and his Manager (B. J. Burge).

A vote of thanks to the Chairman, Social Committee, and the Artistes brought a pleasant evening to a close at 10.45 p.m. The organisers were Messrs. Sid Jones, B. J. Burge, and R. Roy.