

# The Customs Journal

No. 667

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Fortnightly

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*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*

## SUMMER!

THE approach of summer inspires in most of us those pleasant anticipations of glorious freedom for open air relaxation—priceless for those who are able to enjoy it. In this little isle of ours, summer—no matter how much we grumble at it—is looked forward to with eagerness, and when it departs is looked back upon with happy memories. It is the privilege of every healthy Briton to curse his native climate, though in his heart he knows that an English summer, together with freedom to taste its joys, is his treasured birthright.

To those of us, however, whose opportunities of joining in the fun are rare, the season constitutes another reminder of the penalty that is ours through irregular working hours, and severe curtailment of leisure time. We have frequently wondered whether sufficient consideration is given to those whose loss is irreplaceable in more directions than one. It is seldom that we moan about our fate if only that we believe that self-pity is more a crime than a disease, but there are some things that compel us to complain a little. We of the Preventive Staff are one of the few Civil Service classes conditioned to a 48-hour week. A half-holiday when it occurs is something to enthuse over, and usually it precedes an appearance at 11 p.m. for night duty. In that all too frequent event one does not enjoy a strenuous afternoon at tennis or cricket with the thought of that which follows, and more often it is utilised in preparation for the night. We have to give attendance night and day, and many of us are doomed to that infernal "three-legged" spell of two weeks evening

and night duty, and only one of day duty. Others of us have to contend with ingenious split attendance systems designed to provide the maximum possible attendance with the minimum possible remuneration, and with no regard to the leisure of the unfortunate individual who has to give them.

The great majority of us also have to attend on many Sundays and Public Holidays, and the sight of many preparing for a day's outing can be torture to one whose instincts and necessities are similar, but to whom all too often "duty calls."

The unknowing ones may believe that we are recompensed for our sacrifices in some way—handsome leave conditions, or remuneration. But we know the bitter truth. Our leave is "nothing to write home about," but is just sufficient to justify the title, and the exigencies of the service reduces its effectiveness by 25 per cent. in order that we may enjoy the balance between April and October. As for remuneration, we dare not write about it. Asbestos sheets would be necessary, and we have moaned enough. Oh! yes, we get payment for Sunday attendance, but in nearly every case it has to pay the rent, and we would enjoy a job with seven days' pay for six days' work. For ourselves mere money will never recompense wife and family for the enjoyment denied them, and we agree with those who hold that an afternoon at the Oval watching a Test Match cannot be estimated in £ s. d., but we submit our moan to the Association as an unappreciated argument in support of our case for increased remuneration.

## CURRENT COMMENTS.

THESE are few questions that have caused such unanimous dissatisfaction throughout the Civil Service as the question of the cost-of-living bonus and its periodic revision. The Bonus Agreement provided for sacrifices to be made by all Civil Servants on wage scales above £91 5s. 0d. per annum. These people do not get the full bonus because at the time of the Agreement it was felt that some consideration should be had for the financial position of the country, following the war. For some time there has been a definite feeling that the forbearance of the Staff on that occasion is being exploited. There is no doubt that we have outgrown the period when the Government can justly expect us to forgo our reasonable desire for salaries fully adjusted to pre-war standards. The sacrifice has been a heavy one, particularly for the man with even a moderate-sized family to support.

This, however, is not the only cause for dissatisfaction. Civil Servants have long since lost faith in the cost-of-living Index Figure. It may be an accurate figure or it may not, the fact remains that the rank and file of the Civil Service think that it is *not*. So long as the system is continued they will believe nothing else; and that is a bad thing, for it means a permanently discontented Service.

It is easy to understand why everyone has been looking forward hopefully, yet fearfully, to the time when consolidation will take place. The fear is due to a general knowledge of Treasury characteristics, and to a shrewd suspicion that the opportunity might be seized for worsening the already unsatisfactory conditions.

\* \* \* \*

In view of these things it will greatly interest members to hear that the Staff Side of the National Whitley Council has now prepared a strong case on the question of Bonus, and Bonus Consolidation, to be submitted to the Royal Commission. It can safely be said that the case which is being put forward will have the whole-hearted support of all Civil Servants. The National Staff Side will propose that before consolidation comes into effect, or whether it comes into effect at all, the present Bonus Agreement should be revised on the following lines:—

That the existing limit for full index-figure compensation be increased from £91 5s. 0d. to £160.

That 75 per cent. of such compensation be granted in respect of salaries between £160 and £250.

That 50 per cent. be applicable in respect of salaries over £250.

\* \* \* \*

Under the existing Agreement, the following system is in operation:—

130 per cent. on the first £91 5s. 0d.

60 per cent. on the next £108 15s. 0d.  
45 per cent. on excess over £200.

The bonus payable is subject to a rise or fall of one twenty-sixth for every complete five points that the cost-of-living index figure rises above or falls below the 130.

It will be seen that the proposed new method is a considerable improvement. The case in support of the new scheme is so thoroughly sound that, if justice alone could for once influence the Treasury, there would be ground for cheerful optimism.

\* \* \* \*

It is expected that the Royal Commission will adjourn at the end of June until the autumn. Evidently there will be no recommendation on the Bonus question before the September revision is due. This will cause some anxiety, no doubt, because of the fact that the cost-of-living figure is steadily falling. The figure for April is 57—a drop from 61 the previous month. Everything points to the present index figure of 70 being lowered next September. There is good reason to think, however, that in spite of this there will be no reduction in the bonus. It seems likely now that there will be no alteration until after the Royal Commission has presented its recommendation to the Government on this question.

\* \* \* \*

Newspaper reports of a recent case when a shipping company sued the Great Western Railway (Barry Docks), in respect of dock dues, bring to mind the complaints that have been made for some time past by Preventive Officers at coal ports, particularly in South Wales, regarding the interference of local dock authorities in the matter of unregistered spaces. When the Preventive Officer measures according to the Act, the results are different from those obtained by the dock officials, who assess the tonnage on what is called the "stowage" principle. Arising from this, the Preventive Officers have been pestered with numerous queries from the dock authorities. It is alleged that attempts to override the Customs Officers are frequent.

In the case referred to the plaintiffs won. The press account is not very clear, but it would appear that they won because the measurements were not made in accordance with Schedule 2 of Rule 5. The Judge commented on the defendants' method of taking measurements, and said that if they wished to bring their system into vogue, they would have to get the Act amended.

Leave of appeal was given, and it will be interesting to see what transpires. Whatever the outcome, Preventive Officers at these coal ports will at last get some peace.

\* \* \* \*

It will interest many London officers to know that the Railway Company were represented by Mr. G. K. Rose, who so ably conducted the legal

class, composed of members of the Preventive Staff, at the Working Men's College, Euston, last year.

In the last issue of the Journal, reference was made to the "Sunday Observer" article which accused Customs methods in this country of discouraging American visitors to our shores. In the same paper last Sunday, publicity was given to the methods of U.S.A. Customs officials operating in Paris. It was stated that these officials had gone to the extent of spying on American citizens making purchases in Paris. It is asserted that the books of one dressmaking establishment were stolen, photographed, and then returned, the photograph being used subsequently as evidence against a smuggler of dresses into New York.

American travellers used to this sort of thing must find English Customs methods a sort of mild entertainment. Despite this spying system, Paris is alive with American holiday makers. Evidently, Paris can provide sufficient attractions to outweigh such small inconveniences as Customs formalities.

At the recent interview in connection with promotion from Lower to Upper Section Chief Preventive Officer, five candidates were successful. Through an error it was stated in these columns that only six were called up. As a matter of fact the number was seven.

**NOTICE.**

**A SMALL PORT GUIDE.**

by W. G. THOMSON.

Owing to the heavy demand for this book, the first edition of 750 copies was sold out within a few weeks of publication, and it has been found necessary to have a second edition printed. Many orders are coming in from members of other grades in the Customs and Excise, and members of the Preventive Staff who have not yet secured copies are advised to do so without further delay. Copies may be obtained from the C. and E. Preventive Staff Association, 13, Beer Lane, London, E.C.3, price 4/-, post free.

**A Post Office Comedy.**

**GIRL TYPIST'S IDEA OF NEWPORT.**

A typist's error in sending a letter to "Newport Monday," instead of "Newport, Mon.," was mentioned by Mr. S. C. Winks, Treasurer of the Post Office Controlling Officers' Association, at the annual banquet of the Association at Sheffield on Tuesday night.

The letter was duly returned through the Dead Letter Office, he said, and on being challenged by her departmental chief, the girl replied, "I thought it would be all right as I have heard of Sheffield Wednesday."

**DENSLEY APPEAL.**

| Port.                       | Previously acknowledged | List No. | £   | s. | d. |
|-----------------------------|-------------------------|----------|-----|----|----|
| Ayr                         | 207                     | ...      | 0   | 13 | 6  |
| Barrow                      | 17                      | ...      | 0   | 5  | 6  |
| Sunderland                  | 256                     | ...      | 0   | 19 | 6  |
| Seaham                      | 257                     | ...      | 0   | 8  | 0  |
| A. E. Howell                | 296                     | ...      | 0   | 10 | 0  |
| K.G. Dock                   | 279                     | ...      | 1   | 10 | 0  |
| Connaught Road              | 281                     | ...      | 0   | 16 | 0  |
| K.G. Dock                   | 280                     | ...      | 1   | 17 | 6  |
| Rooms 11 and 14             | 278                     | ...      | 1   | 10 | 0  |
| Dunston                     | 163                     | ...      | 0   | 15 | 0  |
| Newcastle Quay              | 162                     | ...      | 1   | 0  | 6  |
| Holyhead                    | 90                      | ...      | 1   | 0  | 0  |
| Blyth                       | 161                     | ...      | 1   | 12 | 6  |
| Regents Canal               | 295                     | ...      | 0   | 5  | 0  |
| Troon                       | 206                     | ...      | 0   | 7  | 6  |
| Aberystwyth                 | 89                      | ...      | 0   | 2  | 6  |
| Middlesboro'                | 154                     | ...      | 2   | 2  | 0  |
| Lowestoft                   | 246                     | ...      | 0   | 5  | 0  |
| Yarmouth                    | 242                     | ...      | 0   | 12 | 6  |
| Grimsby                     | 126                     | ...      | 0   | 17 | 6  |
| Grimsby                     | 129                     | ...      | 0   | 11 | 0  |
| Surrey Docks                | 291/2                   | ...      | 2   | 12 | 0  |
| Weymouth                    | 63                      | ...      | 3   | 2  | 6  |
| Avonmouth                   | 51                      | ...      | 2   | 12 | 6  |
| Sharpness, etc.             | 52                      | ...      | 0   | 7  | 0  |
| Portishead                  | 53                      | ...      | 0   | 7  | 6  |
| Burnham & Bridgwater        | 54                      | ...      | 0   | 3  | 0  |
| Watchet                     | 55                      | ...      | 0   | 1  | 6  |
| Ilfracombe                  | 56                      | ...      | 0   | 2  | 0  |
| Appledore & Barnstaple      | 57                      | ...      | 0   | 14 | 0  |
| Brixham                     | 104                     | ...      | 0   | 8  | 0  |
| Immingham                   | 128                     | ...      | 0   | 17 | 6  |
| Methil                      | 179                     | ...      | 1   | 3  | 0  |
| Manchester & Dist.          | 81                      | ...      | 1   | 10 | 0  |
| Partington                  | 82                      | ...      | 0   | 2  | 0  |
| Aberdeen                    | 191                     | ...      | 1   | 11 | 0  |
| Arbroath                    | 193                     | ...      | 0   | 2  | 6  |
| Montrose                    | 194                     | ...      | 0   | 2  | 6  |
| Buckie                      | 197                     | ...      | 0   | 2  | 0  |
| Inverness                   | 198                     | ...      | 0   | 5  | 0  |
| Wick                        | 200                     | ...      | 0   | 2  | 6  |
| Stronsay                    | 202                     | ...      | 0   | 2  | 6  |
| Kirkwall                    | 203                     | ...      | 0   | 2  | 0  |
| Invergordon and Lossiemouth | 205                     | ...      | 0   | 5  | 0  |
| West Hartlepool             | 151                     | ...      | 1   | 8  | 0  |
| Poole                       | 68                      | ...      | 1   | 4  | 0  |
| Grangemouth                 | 261                     | ...      | 1   | 12 | 0  |
| Bo'ness                     | 262                     | ...      | 0   | 11 | 6  |
| Barry                       | 34/5                    | ...      | 3   | 8  | 6  |
| Boston                      | 127                     | ...      | 0   | 15 | 0  |
| Newport (New Ent.)          | 251                     | ...      | 0   | 19 | 6  |
| Newport (South Ent.)        | 252                     | ...      | 2   | 4  | 6  |
| Newport (Old Dock)          | 253                     | ...      | 0   | 3  | 6  |
| Ardrrossan                  | 215                     | ...      | 0   | 13 | 6  |
| Oban                        | 210                     | ...      | 0   | 2  | 6  |
| Campbeltown...              | 211                     | ...      | 0   | 2  | 6  |
| Shadwell                    | 293                     | ...      | 1   | 8  | 6  |
| Victoria Baggage            | 277                     | ...      | 2   | 2  | 6  |
| Maldon                      | 245                     | ...      | 0   | 2  | 0  |
| Total to date,              | 12,530                  | ...      | £54 | 17 | 0  |

J. T. SUTTON.

## Preventive Staff Association

*Head Office :*

Thames Chambers,

13 Beer Lane,

London, E.C.4.

*Telephone : ROYAL 4279*

*President : W. G. Thomson*

*General Secretary : J. Merron*

*Organising Secretary : J. T. Sutton*

*Assistant Secretary : W. H. Powell*

### LIVERPOOL.

The annual meeting was held on Friday, April 26th, at the Cafe, Moorfields. There was a very good attendance. In the absence of Mr. Ross (on leave), Mr. T. J. Neill presided.

Mr. Farmer gave particulars of an interview with the Superintendent on the subject of the Leave Minute, and the meeting expressed its satisfaction with the Superintendent's circular which had followed.

A grievance was ventilated in respect of certain ex-Boy Messengers, i.e., those included in Group 4, G.O. 27/1923. Two ex-Messengers were instanced who entered the Waterguard by the same examination, one (a) a few days before the other (b). It so happens that (b) attained the age of 17 in sufficient time to be included in Group 2, thus securing a considerable seniority, in fact now being amongst those who are "qualified," whereas (a), being a little younger, may not reach the next examination. It was sought to secure a resolution which would establish these facts and perhaps, before the next examination, be instrumental in including them in the next call-up. Preventive Officers present did not vote, and the mover did not secure a majority.

The following officers were elected for the ensuing year:—Chairman, Mr. A. Ross; Vice-Chairman, Mr. T. J. Neill; District Secretary, Mr. R. O. Kewley; District Organiser, Mr. A. E. Farmer; Auditors, Messrs. J. Brownlow and W. McKenna; Local Whitley Committee, Messrs. J. D. Gahan, R. O. Kewley, A. E. Farmer, W. McKenna and T. J. Neill.

## CHANGES IN THE STAFF.

To MAY 12th, 1930.

### APPOINTMENTS.

ASSISTANT PREVENTIVE OFFICER:—

Jones, W.

ENGINEER MECHANIC:—

Higgins, W. H.

### TRANSFERS.

CHIEF PREVENTIVE OFFICERS, Lower Section:—

Barnard, S., Unattached, Office of I.G.W. to Belfast.

Riordan, T., Belfast to Blyth, Newcastle.

PREVENTIVE OFFICERS:—

Doherty, A., Colwyn Bay, Chester to Liverpool.

Fox, V. R., Bo'ness, Edinburgh to Dover.

Gowan, P. H., Newport (Mon.), to Dover.

Smith, F. P., Gravesend, London to Dover.

ASSISTANT PREVENTIVE OFFICER:—

Haskayne, R. W., Liverpool to Eastham, Manchester.

### PROMOTION.

PREVENTIVE OFFICER TO CHIEF PREVENTIVE

OFFICER, Lower Section (Unattached):—

White, E. H., Dover to Office of I.G.W.

### OFFICERS LEAVING THE SERVICE.

RETIREMENTS—CHIEF PREVENTIVE OFFICER, Lower Section:—

Cairns, W. K., Blyth, Newcastle.

PREVENTIVE OFFICERS:—

Burton, W., Faversham, Dover.

Tinley, H. J., Dover.

### VACANCIES.

CHIEF PREVENTIVE OFFICER, Upper Section, London, 16.6.30.

PREVENTIVE OFFICER\*—Colwyn Bay, Chester.

\* An allowance of £35 per annum for performing Long Room work, etc., is assigned.

## 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.*

### SECOND CHANCE.

Sir,—The writer of "Current Comments" in the last issue of the journal refers to the particular interest which will be taken by all members of the Department in the results of the examination of candidates for the rank of C.P.O. to be held in October next.

He mentions the possible desire of officers who have "failed to qualify" for the position in the past being afforded a further opportunity to prove their merit, but omits to state the policy of the Executive Committee of the Association on the question.

One understands that owing to the views expressed by a prominent member of the Selection Board the matter is adjourned for further deliberation, and the hopes of a number of members whose interests are worthy of consideration are again deferred.

In view of the fact that certain gentlemen, at present occupying supervisory posts in the Department, failed to qualify at the first opportunity, but satisfied the examiners on a later occasion, it is merely an act of justice to afford those officers who were informed that they had "passed the written test," a second chance to qualify at any future examination.

Yours, etc.,

"MERCATOR."

**Answers to Examination Questions.**

(Published by arrangement with the V.E.C.).

**First Paper.**

**QUESTION 6.**

(a) What are the regulations regarding the liability of vessels concerned in smuggling to fine or forfeiture? Define the term "responsible officer" in this connection.

(b) On boarding a vessel from Helsingfors this month (January) you find carried on deck:—

34 telegraph poles averaging 37 feet in length and 28 inches middle girth.

Calculate the tonnage and state what action you would take.

(c) Define the term "Explosives" under the Explosives Act, 1875, and state briefly the regulations governing the removal coastwise of explosives.

**ANSWERS.**

(a) Under the Customs Acts, ships and boats concerned in Smuggling tobacco (all kinds), or spirits (including cordials or perfumed spirits), are, if under 250 net registered tons, liable to forfeiture. Vessels of 250 net tons or upwards are not so liable, but a fine not exceeding £50 may be inflicted if a responsible officer is implicated either actually or by neglect; and in gross cases legal proceedings may be taken for a higher penalty. In practice, however, the majority of vessels liable to forfeiture or fine are allowed to proceed on a suitable deposit being made to the Collector pending the Board's decision.

A deposit on the ship, whether British or Foreign, is usually to be required in the following circumstances:—

**Fishing Vessels—**

Duty on Goods seized, owned or un-owned ... .. 5/- or more

**All Vessels (under 250 tons)—**

Unowned Goods ... .. 5/- or more

**All Vessels—**

If a responsible officer concerned, or by connivance or neglect ... 2/6 or more

**All Vessels (under 100 tons)—**

Duty on Goods owned or unowned 20/- or more

**All Vessels (for every additional 50 tons up to 950 tons)—**

Duty on Goods owned or unowned 10/-

**All Vessels (for every additional 50 up to 950 tons)—**

Duty on Goods owned or unowned 30/-

**All Vessels (950 tons and upwards)—**

Duty on Goods owned or unowned £25

Seizures made under the following conditions do not render the vessel liable to forfeiture or fine, and in such cases no deposits are necessary:—

(a) When tobacco or spirits are seized off the ship and there is no direct evidence that they came from her.

(b) When tobacco or spirits previously reported or declared on Form 142 and left out for consumption on board are seized for having been improperly dealt with.

"Responsible Officer" in this connection means—Master, mates, engineers, refrigerating engineers, pursers and chief stewards of certificated passenger vessels, serangs, and other leading Asiatic officers.

(b) I would fill in Surveys 104 (deck tonnage) and hand to master.

Surveys 105 (measurement of space occupied), forwarded to Long Room, and total of deck cargo tonnage recorded in vessel's Blue Book.

As these units, each exceeding the fifteen cubic feet capacity allowed, are carried on deck in contravention of Section 10 of the M.S. Act, 1906, I would at once wire or 'phone to the district Board of Trade Surveyor, informing him of the arrival of the ship and of the offence; confirming later such message by report on Form Surveys 109.

(c) Explosives means: gun powder, nitro-glycerine, dynamite, gun cotton, blasting powders, fulminate of mercury and other substances used or manufactured with a view to producing a practical effect by explosion, including fog signals, fireworks, fuses, rockets, percussion caps, detonators, cartridges, ammunition of all description.

The goods are to be entered before shipment. Application to ship the goods is to be made on Form 60 and permission is granted on Form 59. Full particulars are to be entered in the Cargo Book. Transires are passed in triplicate, one being given to the Master as clearance, one forwarded to the port of discharge, and one retained at port of shipment.

Percussion caps and safety fuses for blasting are exempt from pre-entry.

The Harbour Authorities are to be informed at the port of destination of the expected arrival.

Shipment to the Isle of Man is to be considered coastwise carriage, and from the Isle of Man, importation.

**OBITUARY.**

**Mr. C. O'NEILL.**

It is with deep regret that we have to record the passing of Mr. C. O'Neill (Preventive Officer) of Hull. His death occurred on the 3rd instant at the Hull Royal Infirmary after a trying illness of some three months' duration. His passing is a great loss to all who knew him. The interment was attended by a large number of the staff at Hull, and six of his brother officers acted as bearers.

## Customs and Excise Departmental Council.

The 116th meeting of the Council was held in the Custom House, London, on 2nd May, 1930, the chair being taken by Sir F. L. C. Floud, K.C.B., Chairman of the Board of Customs and Excise.

### PROMOTION.

At the instance of the Staff Side, the subject of (a) Reporting Officers, and (b) Panel of Promotion, for the Departmental Clerical Class was again adjourned.

It was announced that steps were now being taken to make a further limited number of promotions of "P" Class Clerks.

### LEAVE.

The Staff Side proposed that, in the Headquarters Offices, private leave might be taken by members of the Treasury Classes, other than Executive and Administrative, in half-days up to a maximum of twelve half-days in any one leave year. After a preliminary examination, the discussion of the proposal was adjourned.

### SUBSISTENCE ALLOWANCE.

A Grade Committee agreement increasing, as from 1st April, 1930, the allowance payable to Unattached Surveyors under General Order 75/1925, par. 40, from £150 to £185 *per annum* was adjourned on the motion of the Staff Side.

### REORGANISATION OF COLLECTIONS.

It was agreed that the following arrangements should operate in connection with the recent re-organisation:—

#### (A) The Officer Grade.

**Unattached Officers without Centres not being Collection Unattached Officers.**—Failing an application for transfer, nominations should be forwarded by the Collector in accordance with the normal practice when removal is necessary.

**Collection Unattached Officers without Centres under General Order 11/1929 (part 6).**—

(a) Where the Collection is not discontinued, Collection Unattached Officers without Centres should remain with their posts in their existing Collection notwithstanding any change in the areas of the Collection.

(b) Where a Collection is discontinued and is amalgamated as a whole with another Collection, the Collection Unattached Officers should be transferred with their posts to that Collection.

(c) Where a discontinued Collection is distributed over other Collections, the Collection Unattached Officers should be allocated, with their posts, to the Collection in which their homes are situated.

(d) In every case the liability for travelling deduction is to be limited to its present figure. Established homes need not be disturbed.

**Unattached Officers (including Collection Unattached Officers), assigned to Centres under General Order 11/1929 (Part 6).**—Where the "home" and "Centre" are situated in a transferred area, the Officer should be transferred with his Centre to the new Collection. In the case of

Collection Unattached Officers with Centres, the post of Collection Unattached Officer should also be transferred.

Where a Collection is discontinued, the seat of the old Collection should continue to be regarded as an Unattached Officer's headquarters for the purpose of disturbance allowance and daily travelling expenses, provided he has attained a home thereat.

### Fixed Officers—

(a) Where the stations comprising a Fixed Officer Group are transferred to another Collection, the Fixed Officer should be transferred, with his group, to the new Collection;

(b) Where some of the stations comprising a Fixed Officer Group, are transferred to another Collection and other Stations remain in the existing Collection, the Fixed Officer should be left in his existing Collection to officiate during the present leave season in his group including the transferred Stations. The Collector of the Collection which contains most of the Stations comprising the group should be directed to submit proposals to the Local Whitley Committee for the re-constitution of the group in due course.

(c) Where it is not possible to reconstitute a group within a single Collection, the arrangement proposed in the previous paragraph should continue during such time as the present Fixed Officer remains in the group, the situation to be reviewed as and when the group becomes vacant.

The question of the permanent constitution of Fixed Officer Groups by means of Stations in two or more Collections was considered not to be within the terms of reference of the Sub-Committee considering the subject.

#### (B) The Departmental Clerical Class.

In the case of members of the Departmental Clerical Class becoming redundant as a result of these changes in Collection Areas, they should be dealt with in accordance with the ordinary rules relating to redundancy. Any other relevant questions which may arise appertaining solely to the Departmental Clerical Class should be discussed in the Departmental Clerical Class Committee.

### CASH SURPLUSES AND DEFICIENCIES.

A report of the Special Committee on this subject was adopted, and its substance will be issued in the form of a General Order.

### ISSUE OF LICENCES.

A Committee agreement covering the arrangements incidental to the machine methods introduced in connection with the issue of certain fixed-rate non-liquor licences was ratified, and a disagreement on one point (arrangements for stocktaking by Surveyors) was confirmed.

### OTHER MATTERS.

A number of decisions advised by Sectional, Grade and Local Committees were considered by the Council, with results that have been communicated to the Committees concerned.

The next meeting of the Council will be held on 28th May, 1930.

## Is the Customs Officer Efficient?

by W.M.S.

"The candidates will be required to write from dictation, clearly and without errors of orthography, and to be conversant with the principal rules of arithmetic; they must also be proficient in the first four rules of vulgar and decimal fractions, and they will be examined as to their knowledge of the several duties and qualifications of the Waterguard and Waterside Departments."

It is over 50 years since the General Order from which the above extract was culled was issued, but half-a-century is not a great span in official history, and the quotation serves to show the qualifications for promotion at Customs examinations before and after the date of that order, at that period. It could easily be that some who sat at such an examination are still living. It is certain that there are those living who remember the stress laid upon a proficient knowledge of Waterguard duties as an essential step to promotion in the Customs. They would have understood that which was recognised by the Board right down until recent years, namely, that to be an efficient Customs Officer, one had first to be a Waterguard Officer. And they would also remember that not a great many years ago, the Examining Officers based a claim for extra remuneration on the Waterguard work. The General Order, from which the above paragraph was taken, is an intimation of an examination for promotion to Examining Officer, and it was open to competition among Assistant Examining Officers, Principal Coast Officers, and Outdoor Officers. How far we have travelled since those days!

The Examining Officer is now the Landing Officer, but without the qualifications in Waterguard work which apparently was necessary to make the efficient Customs Officer. He may become a Landing Officer now on joining the Service, with a few weeks' tuition, and the Waterguard Officer, whose duties, responsibilities and qualifications have increased a hundred-fold since the days when the four rules of arithmetic, and a knowledge of Waterguard duties, were required to become an Examining Officer, is regarded as something inferior. In fact, it is necessary to appoint a committee now to decide whether an efficient Customs Officer in the position of a Preventive Officer, or a Clerk, should be promoted to Landing Officer, or "Officer" grade, if you like. It might help the student of Customs history considerably, and result in a correct adjustment of values, if a committee were appointed to enquire into the reasons why the Waterguard has been so badly let down during the past 25 years.

The scheme of amalgamation of the Customs and Excise Departments excluded from its scope a most important branch of the Customs, viz., the Waterguard. On the face of Departmental history one must conclude that this was a mistake which would eventually have a weakening effect on the efficiency of the Customs side. By any stretch

of the imagination, it cannot be conceded that an "Officer" without a complete knowledge and experience in the first essentials of Customs work is a thorough all-round efficient Customs Officer, nor does it improve the efficiency or economy of the Department to have two sets of Customs Officers applying practically the same regulations, yet so far apart in salary and conditions as we see the Landing Officer and the Preventive Officer to-day. The anomaly is more pronounced when we realise that it is the Preventive Officer who is the fully qualified officer by virtue of experience and a searching examination in departmental work.

The position appears to be that, compared with the duties of the Landing Officer, those of the Waterguard Officer have been continuously underrated. It is quite certain that the Preventive Officer of to-day could undertake Landing and Shipping Duties, and, by virtue of his Departmental knowledge and experience, perform such duties efficiently. It is equally certain that the Landing Officer of to-day could not take charge of a Preventive Officer's station without a lengthy period of tuition and study.

Time and educational facilities have overcome the difficulties in the matter of arithmetical rules and correct orthography, but to be an *efficient Customs officer*, one should still have a thorough knowledge of Waterguard duties, and the best officer for landing and shipping duties is the Preventive Officer.

## Presentation at Portsmouth.

Mr. E. J. OSBORNE.

Members of the various departments of H.M. Customs and Excise at Portsmouth gathered at the Customs Office, Gun-wharf Road, on May 8th, to make a farewell presentation to Mr. E. J. Osborne, who retired on the age limit from his post as Preventive Officer last December.

Mr. Osborne's retirement marked the close of a career extending over a period of nearly forty years. He commenced at Gravesend at the age of 22 and was afterwards transferred to Cowes being subsequently promoted to the post of Preventive Officer at Southampton. He transferred to Portsmouth 21 years ago.

The Chairman of the gathering, Mr. E. J. Reid (Collector), said they had always known Mr. Osborne as an efficient officer, and on behalf of his colleagues he wished him many years of happiness in his retirement. Congratulatory speeches were also made by many of those present.

Mr. C. Luter (Assistant Preventive Officer) presented Mr. Osborne with a barometer and a handsome case of pipes, and Mrs. Osborne with a set of brushes, subscribed for by the staff.

Mr. and Mrs. Osborne thanked all for their kindness, and spoke of the happy times they had spent in Portsmouth. They are leaving Portsmouth shortly to take up residence in Bembridge, Isle of Wight.

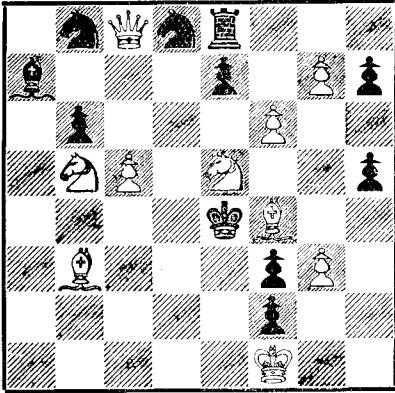
At the end of the Chairman's speech, Mr. Osborne received the Imperial Service Medal.

## SPORT AND SOCIAL.

### Customs Preventive Staff Chess Club

In chess, manner is half the battle—the other half is method.

**PROBLEM No. 53,** by P. F. BLAKE.  
Black.



White.  
White to Mate in 3.

**Solution to Problem No. 52(a).**

- |                   |                |
|-------------------|----------------|
| 1. Kt—B2; R—Q6.   | 2. Kt—R1; R—B6 |
| 3. R—Q4; Kt—R7.   | 4. R—Q1; R—B5  |
| 5. R—Q3; R—Kt5.   | 6. R—Q1; R—R5  |
| 7. Kt—K3; Kt—Kt5. | 8. Kt—B1.      |

**CUP CONTEST—Second Round Draw.**

- A. F. Matthews, Swansea v. F. G. Boodle, Dover.  
W. E. Morrison, Dover, v. S. H. Matthews, Irvine.  
E. W. Kidman, Liverpool, v. T. F. Prior, London.  
E. Robbins, London, v. W. R. Hughes, Holyhead.

**INSPECTOR-GENERAL'S INTER-PORT TROPHY.**

Pairings.

White. Black.

- F. G. Boodle, Dover, v. E. W. Kidman, Liverpool.  
W. E. Morrison, Dover, v. S. C. Steel, London.  
B. C. Reilly, Dover, v. G. Lovell, London.  
W. Tuck, Dover, v. G. E. B. Edney, London.  
E. F. W. Welsford, London, v. H. Gray, Dover.  
F. G. Wood, Dover, v. J. H. Stewart, London.  
E. Robbins, London, v. A. R. Deans, Dover.  
E. T. Hale, London, v. A. H. Rolls, Dover.  
R. E. Dudley, London, v. W. W. Bishop, London.  
G. Douglas, Liverpool, v. T. F. Prior, London.  
J. Pescod, London, v. S. W. H. Hargrove,  
Liverpool.  
A. L. G. Searle, London, v. R. J. Mayne, Liverpool.  
Will be played over the board.

Two results are to hand:—

- A. H. Rolls, Dover beat E. T. Hale, London.  
W. Tuck, Dover, beat G. Edney, London.

Great keenness is being shown in this tournament and each port has a good team entered. At the present moment Liverpool are favourites, and they certainly have a very good chance; but the first teams of London and Dover remain optimistic. A photograph of the trophy was reproduced in the issue before last.

### Sky Smugglers.

It is officially presumed that the rapid increase in the number of privately owned aeroplanes will inevitably result in a revival of smuggling. Tariffs are so high nowadays that a successful run from the Continent with a cargo of silk, brandy, perfume, and saccharin would prove a very profitable venture.

The existing air navigation regulations are, of course, strictly enforced with regard to aircraft arriving at or departing from approved aerodromes. But when private 'planes become numerous, Customs control will prove a very serious problem for the protection of the Revenue, and it will probably be necessary to establish a preventive corps of Customs pilots to patrol the air for sky smugglers.—

"Ontlooker" in the *Daily Mail*, 7th May, 1930.

### London Supper Dance.

The supper and dance at the Bridge House Hotel, London Bridge, on May 9th, was the first social event under the auspices of the C. and E. Preventive Service Sports Club. Among those present were Mr. C. M. Woodford (President of the Club) and Mrs. Woodford, Mr. and Mrs. Jones, Mr. and Mrs. Warne, Mr. and Mrs. Flëet, Mr. McLaren, Mr. Briden and Mr. Egan. There was a large assembly and the evening was an extremely enjoyable one. Dancing commenced at about 8 o'clock, accompanied by an excellent dance orchestra and continued until a quarter to twelve, with a break at nine for supper, which was served in two ante-rooms. Some inconvenience must have been experienced in returning home, for the guests were faced on leaving with a steady downpour that lasted all night. Let us hope they suffered no ill effects.

### HULL CRICKET.

Following a successful social season during the winter, the Waterguard Cricket Club has acquired a ground and the necessary equipment, and is anticipating an enjoyable season. An attractive fixture list has been arranged, and it is hoped to play two matches with the staff at Grimsby.

Active interest is being taken in the club by the heads of the port, and the members are looking forward to Wednesday the 21st May, when the season opens with a match against the indoor staff of the Custom House. The club hopes to acquit itself well in the field, and, given plenty of support, there is no reason why it should not, as the right spirit prevails amongst the members.