

The Customs Journal

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FORTNIGHTLY.

CONTENTS.

	PAGE		PAGE
Current Comments	57	C. & E. Dramatic Society	66
Election of Councillor	58	Changes in the Staff	67
Notice	58	Obituary	67
Do you Know?	58	Hull News	67
Civil Service Confederation	59	Cardiff	67
Southampton Notes	59	Merseyside Football	67
Swansea District Meeting	59	Preventive Staff Chess Club	68
The Examination System	60	London Preventive Service Sports Club	68
O Wad the Power—	60	Hull (Coming Event)	68
Examination for Promotion to the Rank of Preventive Officer	61	Our Champion	68
Correspondence	63	The Lupton Match at Edgware	68
London Presentations	66	Southampton v. London Football Match	68

Letters to the Editor, and articles and correspondence intended for publication should be addressed to the Editor, "The Customs Journal," 93, Fairfax Road, Hornsey, London, N.8.

It is essential that all matter for insertion in the forthcoming issue should reach the Editor on or before the Monday preceding day of publication.



THE invasion of London over the last weekend resulted in the usual large number of welcomed visitors to P.S.A. Headquarters. Although work is brought almost to a standstill on these occasions, this disadvantage is outweighed by the value of the talks on general Association matters with provincial colleagues.

As to the Examination itself the general opinion of the candidates appears to point to satisfaction at the fairness of the papers, and as these will be reproduced in this issue, readers will be able to judge for themselves. One thing stands out, and that is the tendency to develop from the practical type of question as distinct from the type introducing hypothetical situations.

In the strained atmosphere of the Medical Examination Hall on the 9th the little incidents of humour stand out, but none so much as the one in which a candidate slapped an examiner on the back and wished him the best of luck.

* * * *

The March meeting of the Executive Committee (P.S.A.) will take place on the 24th of the month at Association Offices, Beer Lane, London.

The imminence of the Half-Yearly Conference gives this meeting added importance, more particularly so, perhaps, because of the majority decision of the Councillors on Reorganisation. This item will therefore appear on the agenda of the Council meeting. In the meantime, steps are being taken to place a copy of the adopted Scheme in the hands of every member through the medium of the District Secretaries.

Nominations for the Council vacancies are now closed and elections will take place in two of the Areas. There will, therefore, be little change in the personnel of the Council in the ensuing year—a year which promises to be all-important in the history of the Waterguard.

* * * *

The next meeting of the Executive Committee of the C.S. Confederation will be held on the 22nd March, and the Annual Conference of that body is arranged for 28th May. At the latter meeting it is hoped that developments on the question of the future of the Confederation will have reached a stage at which definite decisions can be reached. The continuity of the affiliation of this Association and of others will depend upon it.

The vacancy in the post of General Secretary to the Launch Service Association is now filled. Mr. B. W. Leftwich, of London, has secured election and will take up his duties at the end of the month. The Association is to be congratulated on obtaining the services of Mr. Leftwich, in whose capable hands the future of his colleagues is in safe keeping.

* * * *

Treasury Circular No. 5 of 1937 announces that His Majesty has been pleased to approve a recommendation that during the present reign the Saturday before Whit Sunday should continue to be the day fixed for the King's Birthday holiday in the Civil Service. In the present year this will be the 15th May.

* * * *

At the time of writing no official information is available as to the allocation of Coronation seats to this Department. This is rather mystifying, especially in view of the fact that in other Departments, the Admiralty, for example, the Staff have full information, and the system of personal allocation is proceeding.

Opportunity is here taken to inform members that applications for seats should **not** be sent to Association Headquarters, but that those desirous of obtaining seats must comply with the conditions which, no doubt, will be published in O.W.O.

ELECTION OF COUNCILLOR.

To the A.P.O. members in Gravesend, Harwich and District.

In connection with the forthcoming election for A.P.O. Councillor for the Gravesend District I beg to solicit your support.

I would suggest that it is in my favour that I have had ten years' experience in the Whitley field and that the interests of A.P.O.s could be best served by the election of one who has no further prospects of promotion from that Grade.

On the question of the Reorganisation Scheme I am definitely not in favour until the A.P.O.s' salary and overtime rates have been re-adjusted on a much more favourable basis than that obtaining at present.

If elected to the Council you may be assured that the money paid by you to the Association will not be wasted.

A. E. TOMLINS.



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Notice.

Owing to the Easter Holidays will contributors kindly note that all matter intended for insertion in the forthcoming issue should reach the Editor not later than 20th March.

Do You Know

That during the reign of Charles I the hours and places for unloading and shipping were defined? The landing and shipping officers were to give attendance between 6 a.m. and 6 p.m. in summer, and from sunrise to sunset in winter, IF ACTUALLY REQUIRED. Officers neglecting to attend when duly notified were made liable to a fine of £5, part of the fine to go to the merchant aggrieved.

The indoor officers at outports were to attend from 9 and 12 in the morning, and from 2 to 4 in the afternoon. Those in London were to attend from 9 till 12, and in the afternoon were to help at the waterside, 'an able clerk' remaining within 'to attend the book.' The merchants were to be dealt with in fair rotation. Officers who showed favour with a view to extort gratuities were to be punished.—"The King's Customs."

Customs Waterguard Associations
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Civil Service Confederation.

EXECUTIVE COMMITTEE MEETING.

A meeting of the Executive Committee of the Civil Service Confederation was held on Monday, 1st March, 1937, at Livingstone Hall, Westminster, when Mr. F. Cooper (President) presided over an attendance of 31 members.

The Honorary General Secretary reported that, in accordance with a decision of the General Purposes Committee, enquiries had been addressed to various Insurance Companies seeking the terms upon which arrangements could be made for pensions for widows of Civil Servants who die before reaching their retiring age. Some replies had been received, and he had seen a representative of one Company. When the replies were complete he proposed to submit the particulars to the General Purposes Committee for consideration.

It was reported that agreement had been reached between the Staff and Official Sides of the Civil Service National Whitley Council Joint Subsistence Committee on the question of removal expenses regulations, and that the Agreement would be formally ratified at the next meeting of the National Whitley Council. Copies of the Agreement had been circulated to constituent organisations of the Confederation.

Considerable discussion took place on the question of nominations for the Staff Side Panel of the Civil Service Arbitration Tribunal, and it was agreed to forward to the National Staff Side the nominations of:—

Sir Frank Goldstone, M.A.

Professor H. J. Laski, M.A.

Mr. J. J. Mallon, J.P.

A lengthy discussion took place, arising from a motion of the Civil Service Clerical Association, on the question of the efficiency and adequacy of the Government air raid precautions. It was decided that the National Staff Side be asked to enquire and report as to the adequacy of the Official Side air raid precautions on behalf of Civil Servants, and if necessary to take the matter up with the Official Side.

It was reported that a meeting of the Special Committee on Confederation Activities had been held to consider the reference received from the Half-Yearly Council on the 29th January, 1937, on the subject of the proposed reorganisation of the Confederation. The matter was still before the Committee.

A report was given of recent National Whitley activities, with especial reference to the subjects of the Seven-Hour Day for Clerical and Related Classes in London; Establishment of Unestablished Classes; Proposed Separate Examinations for General and Departmental Clerical Classes; Dismissal of Dockyard Employees; and the position of the Officers of the National Staff Side. It was reported that the

Staff Side had accepted a proposal made by the Confederation that the Chairman and the two Joint Secretaries of the National Staff Side should no longer act as representatives of Groups. Following upon this, it was agreed to support a proposal that a payment of £30 per annum be made to each of these three National Staff Side Officers for subsistence expenses, in substitution for the existing arrangements.

Southampton Notes.

This is one of the Districts which decided that it could not endorse previous Council decision on Reorganisation; but from the discussion has emerged an interesting amended scheme of Reorganisation which members should know more about before the next Conference. *In petto* it scraps the J.P.O. grade, but asks for **recognition** of the A.P.O. after a few years' service by an examination set nationally, but held locally, in certain forms of "assisting." Those passing this test will go to the maximum formerly to be claimed by the J.P.O. There is no danger, therefore, of dilution of the P.O. grade, but work now performed by A.P.O.s or which they are quite capable of performing, will be credited to them and paid for.

* * *

Some statistics concerning this port announced at a Southern Railway Board meeting may mean something to other ports:—Number of cross-channel passengers, 1,216,085 (increase of 60,000; increase in number of ships of 570, passengers 560,542, troops 93,808 (65% increase); total tonnage 39 million; 9.5% increase of cargo. C.F.S.

Swansea District Meeting.

Considerable interest raised by the recent circular on the Reorganisation Scheme was responsible for a very large attendance at the District Meeting, held at the Central Hotel, Swansea. Very representative, the meeting was strengthened by a contingent from Port Talbot and Briton Ferry.

The reorganisation scheme came in for very considerable discussion, reference being made by the District Councillor (Mr. W. J. Bottel) to a recent grade meeting of P.O.s and to correspondence between the General Secretary and himself. Eventually, following a proposal that it be put before the meeting as to whether the scheme in its present form should be proceeded with, the unanimous decision was that it should not. Alternative skeleton schemes on reconstruction were then put forward, one of which had the support of the meeting. There remained, however, insufficient time for detailed discussion, and the meeting closed with the decision to hold another in the near future.

The Examination System.

In some quarters there appears to be a question as to whether the recent Waterguard reconstruction proposals would result in a modification of the examination system for promotion and to what extent this could be achieved.

The writer has been asked in correspondence his candid opinion as to whether any modification of this method of progression could be advantageously adopted. The answer must be equally candid.

The intention appears to be that an A.P.O., after about five or six years' service, should pass a test and, being successful, should become a Junior Preventive Officer. The nature of that test must be decided, but it logically follows, if advantage is to accrue to the greater number, and viewing the results of the present system, that it must be of a modified standard compared with the present examination. In such an event it is likely that the percentage of passes will increase considerably, and since there is no scope in the Waterguard scheme for additional P.O.s, the Junior P.O. grade will ultimately predominate. There will be a much longer list of men waiting for the actual P.O. work and maximum. These will claim quite rightly that they have qualified for work of the P.O. grade; they will feel more secure, and being a nebulous kind of body it will be difficult to know exactly how to deal with them. But we are going away somewhat from the theme of the article.

It is only reasonable to suppose that if a modified form of test is necessary under the proposed conditions and is considered adequate, the present searching examination is unnecessary. It has, in fact, been stated that progression might be absolutely automatic.

The Preventive Officer's job has really no counterpart in the Customs Service. To perform his duties efficiently he must carry around in his head a store of miscellaneous departmental regulations and laws; his work does not give him the advantage of having the books always at his elbow. It follows, then, that he must undergo a test, and such a test should be of a high standard so that departmental efficiency might be maintained. Personally I do not consider the present standard too high.

An examination by well-balanced subjects or thesis is acknowledged the best method for advancement in any degree, and this applies with some force in any organisation where the nature of the work necessitates gradation. A man who is recognised as master of his craft gets a measure of respect which is denied the incompetent or mediocre man whatever his rank. Confidence is generated.

There may be a few who oppose exams. through some misguided reason that they favour theory against practice, but there is an element of ignorance in such a conclusion. The range of subjects and the very nature of the examination schemes in the Waterguard requires good practical experience, observation and judgment, in addition to sound theoretical capability, to achieve success. And each successive exam. has been deemed to be quite fair.

Where promotion goes by routine or by any semblance of luck or favouritism the healthy strain of ambition is mocked. No man likes to feel that his future is a gamble, and unfortunately there are certain critics who take a peculiar pleasure in dislodging men of worth and ability. In systems other than those of promotion by fair examination there is the danger of a rise of sycophancy or showmanship, the ruses of mediocre minds with little true ability or instinct for the post aspired to.

Past history in the Waterguard shows that the Waterguard Associations recognised the dangers and insisted upon the forms of examinations for P.O. and C.P.O. we have to-day. Any ill-considered modification would be a retrograde step.

The nature of the duties allotted to the P.O. and A.P.O. grades does not admit of a service scale of pay, but in any case such an easy mode of progression detracts from general and individual efficiency and the dearth of specialists in a Department proves an unsound economic proposition. "AD REM."

O Wad the Power—

We were very interested in the photograph that appeared on the front page of the "Daily Sketch" of 27th February. It portrays a "Customs Man" at Croydon Aerodrome, presenting a paper to a well-known airman on his departure for a record flight, for the purpose of "signing off." It was hoped that the airman would return in four days to sign the Customs book again.

The "Customs Man" is wearing a uniform that is unknown to us, but judging from his appearance he knows more about the delivery of petrol than we do.

The "Sunday Express" of 7th March says:—"Britain's Customs Service is skilfully operated by a handful of shrewd, observant men whose work is always romantic."

At the termination of a wireless talk from the Continent on 26th February listeners were advised:—"Not to try to bluff the British Customs on your return. You'll find them very sporty if you don't make them suspicious."

Examination for Promotion to the Rank of Preventive Officer

9th March, 1937.

Total Marks obtainable: Paper I, 600; Paper II, 400; Oral, 400; Total, 1,400.

FIRST PAPER.

Time allowed, 3 hours. 10 a.m. to 1 p.m. Questions 1 and 2 **must** be taken, but of the remaining **Six** only **Four** are to be taken.

Total Marks obtainable for this paper=600.

Each of the last six questions carries an equal number of Marks.

In answering the questions you are in all cases to assume that you are a Preventive Officer.

1. Write a report to your Superior Officer on **ONE** only of the following subjects:—

(a) The Norwegian M.V. "Oslo," 1,500 tons register, having a cargo of pit props, a quantity of which is carried on deck, is due to arrive from the Baltic on the 5th instant at approximately 10.0 a.m. at Brown's Wharf, an unapproved place distant about one hour by bus from your Port. Permission has been granted and discharge will begin immediately on arrival.

You have been directed by the C.P.O. to proceed there with two A.P.O.s in time to meet the vessel on arrival and deal with her, taking with you the necessary documents. You are informed that a Landing Officer will attend to take Report and examine cargo.

Describe in your report in detail and in their proper order, the various duties performed by you and your crew during the visit, which occupied six hours including travelling, stating in the course of the report—

- the notices presented,
- the documents called for,
- the certificates and forms issued, and
- the records made.

You are to assume that no seizure was made, and that you are not responsible for raising any charge against the Merchant.

(b) On visiting your station as boarding officer at 10.0 a.m. you find that the British S.S. "Foreland," which arrived from the Black Sea five days previously, is on the point of completing discharge of her inward cargo of grain in bulk, and will sail light during the afternoon to another port to load for foreign. The Blue Book shows that on arrival certain stores were placed under seal, that sundry low duty goods were left out for use, that a ship's dog was carried, and that there were 35 tons fuel oil in the double bottoms.

Describe in your report in detail and in their proper order the various duties performed by you in finally rummaging and clearing the

vessel inwards, stating in the course of the report—

- the documents called for,
- the forms prepared, and
- the records made.

You may assume that your other station duties permit you to spend two hours on the ship.

2. Describe fully what action you would take in each of the following instances:—

(a) You receive a request from the Master of a British vessel which you cleared inwards the previous day for an issue of stores remaining under seal from the previous voyage.

(b) On opening one of three cases of British U.U. Spirits presented to you for shipment as bonded stores from a local warehouse and for which the documents are to hand, you find that, although outwardly the case shows no signs of damage two of the bottles it contains are broken and empty.

(c) An American lady passenger arriving from New York produces two new silk dresses. She states that they are her own personal apparel and that she is making a stay of one month in Great Britain and then going to Paris whence she will return direct to New York. She has no other dutiable goods. How will you deal with her?

(d) On examining one of two trunks which are the baggage of a passenger who has declared and paid duty on 2 lbs. cigars and a quantity of silk apparel valued at £5, your A.P.O. finds wrapped in clothing three glass water jugs, total value 20s. The passenger states that he purchased them three weeks ago on the continent as a present for his mother but quite forgot them when making his declaration. The C.P.O. is not available at the moment.

3. (a) When being questioned by your A.P.O. at the time of boarding a vessel from foreign a fireman who has declared $\frac{1}{4}$ lb. of tobacco (Cavendish) on List 142, produces 1 lb. of that tobacco. On being asked for an explanation he states that he signed 142 at sea, and intended to lodge the excess with the ship's steward before arrival but had forgotten to do so.

(b) In what circumstances and by whom are Standing Exemptions from Detention granted under the Health Regulations? What action would you take on the arrival of a vessel from foreign, the health conditions of which are covered by such an exemption?

(c) What quantity of:—

- (a) Tobacco,
- (b) Perfumed Spirits,

may be landed duty free under the Regulations by a Naval Rating proceeding on leave and under what conditions?

4. (a) In raising the account of surplus stores of a vessel which has arrived from foreign what verification and check should be made by the Boarding Officer to ensure that the tobacco (all kinds) and spirits agree in quantity and description with the particulars furnished by the Master or Steward?

(b) Define any **three** of the following **seven** terms in use in the Department:—

- (i) Apparel.
- (ii) "General ad valorem duty."
- (iii) "Additional duty."
- (iv) Infectious disease.
- (v) Freeboard deck.
- (vi) Personal effects.
- (vii) Transire.

(c) Assuming that you are at a small port where no Home Office Immigration Official is stationed, in what circumstances would you allow alien passengers to land from foreign without the consent of the District Immigration Inspector?

5. (a) Under what conditions may spirits in bottle be imported in quantities exceeding half a gallon in passengers' baggage?

(b) Specify the spaces on a foreign-going ship which fall to be measured for the purposes of dues, when cargo (or stores) is carried in them. If in doubt as to whether a particular covered space containing goods should be measured for deck cargo purposes, what steps would you take to satisfy yourself?

(c) For what explosives is a Home Office licence not required on importation into this country?

6. (a) What duty-free concessions are allowed to passengers in respect of—

- (i) Cameras of all kinds,
- (ii) Cinematograph films?

(b) When visiting a coastwise vessel how would you satisfy yourself that the vessel is a bona-fide coaster? What action would you take if the vessel had recently made a foreign voyage?

(c) When clearing the effects of a crew finally leaving a vessel on arrival from Rosario, your A.P.O. reports to you that he has found $\frac{1}{2}$ lb. Cav. tobacco rolled in a sock at the bottom of a kit-bag presented for examination by a fireman who declared that he had nothing liable to duty. From inspection of List 142, you find that the fireman has declared $\frac{1}{2}$ lb. tobacco which he admits having landed when he went to the Shipping Office to "pay off" that morning. What action would you take?

7. (a) What are the conditions governing the landing in Great Britain of dogs brought from abroad by passengers?

(b) State the rates of fine imposed in respect of illegal packages of tobacco (including cigars and cigarettes) when presented for clearance by passengers and crews.

(c) State briefly how you would as Boarding Officer deal with the stores of a calling vessel from foreign which is not required to report.

8. (a) State briefly how you would deal with the dutiable stores on board a fishing vessel arriving from deep sea fishing, the crew being victualled on board during the vessel's stay in port. Confine your answer to tobacco and spirits.

(b) During the examination of a passenger's baggage a Chinese jade necklace, value £4, duty 30 per cent. ad val., is found concealed in clothing. The passenger at first pleads forgetfulness, but then admits attempting to smuggle it. He is offered the option by the C.P.O. and decides to pay rather than go to Court. The C.P.O. is then called away and directs you to deal with the matter. State what payment you would demand, and what further action, if any, you would take.

(c) State the action to be taken, the documents required, and the records to be made, in connection with the shipment of the following goods:—

- (i) Ex Warehouse at another port.
 - 1 Case of Geneva.
 - 1 Jar of Rum.
 - 1 Case of Tobacco and Cigarettes.
- (ii) On Drawback.
 - 5 cwts. British Refined Sugar, polarisation ex 98 deg.
 - 3 bags each 14 lbs. Roasted Whole Coffee.

SECOND PAPER.

Time allowed, 2 hours. 2.30 to 4.30 p.m.

Total Marks obtainable for this paper=400.

All questions to be taken.

In answering the questions you are in all cases to assume that you are a Preventive Officer.

1. A passenger from Melbourne via Colombo declares the following goods which he wishes to clear at once:—

- 4 cartons of Burmah cheroots each weighing 21 ounces gross and 2 ounces tare;
- 1,500 Turkish cigarettes, 20 to the ounce;
- 2 bottles Australian whiskey, each .15 gallon;
- 25 yards of plain dyed Chinese silk tissue, 36 inches wide, value £3 15s. 0d., weight $2\frac{1}{2}$ lbs;
- 1 box of Ceylon tea, 10 lbs. net.

State how you would deal with the cheroots, whiskey and tea, and the total amount of money he would be required to pay.

2. Calculate the single, double and treble duty paid values on the undermentioned seizures:—

- (a) 1 Leica camera, value £15.
- 1 silk shawl, value £7, weight 5lbs. 10ozs.
- 6 wireless valves, value 5s. each.

- (b) 1 case of Geneva, 12 bottles, each containing .15 gallon, 27.3 U.P.
 192 feet of negative Cinematograph film of standard width.
 10 10/16 lbs. F.M.O.S. tobacco.

3. (a) What is the procedure laid down for ascertaining the tonnage of spaces occupied by deck cargo (other than cattle and other animals or oil carried in double bottoms)?

(b) On measuring the deck cargo of esparto grass carried on a vessel which has arrived from North Africa you ascertain that the dimensions are as follows:—

	Mean	Mean	Mean
	length.	breadth.	height.

Section 1.

On fore deck ... 63 ft. 37.2 ft. 12.9 ft.

Section 2.

On after deck ... 54 ft. 36.7 ft. 11.7 ft.

Section 3.

On bridge space ... 34 ft. 35.9 ft. 7.8 ft.

Under the cargo on the open decks there are—
 two hatchways measuring 37'×26'×3' and 36'×25'×3' respectively, and also a number of permanent deck fittings the total volumes of which are—

- 780 cubic feet on fore deck,
- 670 cubic feet on after deck,

which have been included in the measurements taken by you. Calculate the total tonnage of the deck cargo carried.

4. A passenger on being questioned declares and produces—

- .06 of a gallon of Benedictine, and
- $\frac{1}{3}$ lb. of cigars.

On his baggage being examined the following goods are found concealed in one of his suit cases:—

- A number of miscellaneous articles of ladies' silk underwear of a total weight and value of 24 ounces and 85s. respectively, and
- 3 bottles of perfumed spirits, each measuring .07 of a gallon.

The passenger admits that he intended to smuggle these goods, and, on being offered the option of paying a monetary penalty or going to Court, elects to pay. How much money should be demanded from him?

5. During the rummage of a vessel from the Continent, your A.P.O. finds concealed in a sand bin on board—

- 1 bottle, .17 of a gallon of rum of proof strength, and
- 2 lbs. of F.M. Cavendish tobacco.

Ownership is admitted by the 2nd Mate, a foreigner, who is given the option and elects to be tried before the Magistrate. Calculate the single duty and the single value of the

goods seized, and state what action you would take and what charge you would prefer at the Police Station. You will not conduct the Court proceedings.

6. While taking duty on board a British warship which has arrived from foreign, a rating who is going on long leave brings to the duty table for assessment the following goods which he is taking with him:—

- 2 periques of Navy tobacco, each 14 ozs.,
- $\frac{1}{2}$ pint of scent, and
- an alarm clock (non-electric) of foreign manufacture, valued at 26s.

Calculate the amount of duty he would be required to pay; also state what form of receipt you would give him and how the money received would be brought to account.



Correspondents using a nom-de-plume are assured that names and addresses (which should be given), are strictly confidential.

Freedom of the printed word is frequently allowed to enable a clear and adequate expression of views. The opinions expressed, however, are not necessarily held by the Editor, who accepts no responsibility for them.

The Editor, "The Customs Journal."

Sir,

Like many others I have followed with much interest the discussions on the Reorganisation Scheme that have taken place in your columns. No doubt Mr. Burke's letters have interested us no less than the others. But I do feel that the bounds of our tolerance have been strained when he writes that some of his young critics need "a good strong dose of DISCIPLINE."

It should be remembered that the "Customs Journal" is the organ of a democratic staff association, and the freedom of its columns is extended to all members irrespective of rank or seniority, provided the accepted standard of good taste is not violated: Mr. Burke, I am afraid, stumbles here in making the quoted remark.

As Mr. Burke so disparages the anonymity of some of his critics I feel obliged to sign this mild protest.

S. J. DOREY.

Dear Sir,

May I once again use these columns to reply to Mr. Burke. If I read his letter rightly, he accuses me of

- (1) being downright rude;
- (2) hiding under anonymity;
- (3) not having studied the P.S.A. scheme that I favour.

If criticism of his scheme meant I was rude to him personally, Mr. Burke, in turn, owes an apology to the E.C. for being rude to them, by criticising their scheme, which, as our old friend Euclid would say, is absurd.

Regarding his challenge to come out into the open and fear no one, he implies that by remaining anonymous, I fear someone. That idea never entered my head, but if Mr. Burke is handing out good strong doses of DISCIPLINE to all those whom he imagines are rude to him because their criticism is too emphatic, I can see that anonymity is not only (as in my case) a convenience, but a refuge.

Now for point No. 3. Mr. Burke asks if "I have studied the new proposals," and goes on to give an illustration, "An A.P.O. goes to J.P.O. by **selection.**" Well, I can't find that in my copy of the scheme. My copy says "A.P.O.s to advance to J.P.O.s by **examination in Departmental subjects.**" So, although Mr. Burke has succeeded, as he says, in halting the Reorganisation, it appears that he is still in ignorance of its principles.

Yours, etc.,

ANOTHER A.P.O.

Sir,

Our friend J. Burke has at last burst his very own bubble.

I have read his letters to the "Journal" and though I could not agree with his views and also deplore his obvious lack of constructive criticism, I did credit him with sincerity.

I was amused at his optimism re success of a salary claim, this optimism being based on the Government's expenditure on rearmaments, and, in the spendthrift mood, would just give us what we ask.

How different is the view of the Executive of one of the largest Service Associations. They take the view that the heavy expenditure must inevitably produce a financial situation in which the Service may very well be called upon to make special sacrifices, because of the convenience with which its conditions can be attacked by a Government anxious to economise.

I prefer to heed this warning than to accept Burke's optimism, and ask for something and have nothing to offer in return.

Burke's references to constitutional procedure

is rather objectionable. The scheme submitted by the E.C. and accepted at two conferences, represented four years' hard work by our officials. Not a member of the P.S.A. can deny that the scheme was carried at these conferences in a strictly constitutional manner. The only unconstitutional act that I can see is the stampede that was started that eventually halted progress.

In case it should be thought that I am complaining about the decision to suspend action pending further instructions from Council, let me assure you that this is not so; I do complain, however, against the methods adopted and the time selected. Has ever a scheme been so horribly abused, and seemingly by people who shout the loudest and know the least?

And now to return to Burke's bubble. Burke, you blew too hard; you have burst it. Is it anonymity that prompts you to decline discussion? May I suggest that it is either you are unable to offer any reasonable debate in opposition, or that it is lack of knowledge of the scheme. I prefer the last submission.

May I quote from Burke's letter: "Has he studied the new proposals? Here's one illustration. An A.P.O. goes to J.P.O. by selection."

I thought that I had studied this scheme, but this was a new one on me. My scheme states "An A.P.O. will qualify for J.P.O. by an examination on departmental subjects," and if he will only read the scheme once properly he will find that he is wrong.

Our friend opened his recent letter by acclaiming his success in what is nothing more than wanton destruction and closes by apologising for his inability to construct. He excuses himself by pleading lack of time. He, with other members, was asked two years ago to assist, and in these two years gives us a barren piece of land and nobly claims "here is construction; all alone I did it."

This letter may be bitter; I feel that way and consider that I have every justification.

The attempts to wreck a scheme made by people who, by their own writing have admitted that they have not decently studied it, is to me disgusting.

I want to appeal to every member of the P.S.A. to study the scheme when they receive a copy, to discuss it fairly, not to put in it that which does not exist, and then, whether in favour of it or in opposition, to instruct their representatives so that order can be restored and, whether or not we go forward with it, the rights of the majority will not be affected by a minority.

Sir, if only to keep Burke quiet, in case he gives more illustrations,

I am,

A MEMBER.

Sir,

It appears to me, and it must be obvious to many other readers, that a vast number of our Staff are wasting a lot of energy in bickering over minor points, and overlooking their main issue in that of Reorganisation of the Preventive Service.

While the Staff continue to bicker, either in the office or through the medium of the "Journal," on such things as Rotation of Duties, Equalisation of Sundays, etc., etc., we will not, as a Service, progress any nearer our main object, while continued bickering over J.P.O.s, etc., will tend to cause a split in the ranks, thus adding materially to the discontent existing in our Service to-day.

The main issue should definitely be a united Preventive Staff, pressing for what is absolutely essential, if we are to be a successful, contented and efficient Service.

It would be helpful, therefore, if we all agreed to do a little clear thinking, and examine the situation from a Service standpoint, and not that of our own personal view.

In the first case, when the last Reorganisation Scheme was put forward, and was heard at the Industrial Court, we pressed for a Reorganisation of our Service and an increase in salaries, due to increased responsibilities.

It was claimed by the "Powers-that-be," in opposing our claim, that an increase in the number of C.P.O.s, and the introduction of the Surveyor Grade, would **meet** the question of Reorganisation, thus removing the discontent existing in the ranks of the P.O. and A.P.O. grades, by relieving such grades of certain responsibilities, thus destroying our just claim for an increase of salaries.

After a very fair hearing the Industrial Court apparently **did not agree** that the increase in the number of C.P.O.s and the introduction of the Surveyor Grade would meet the situation, and so made us an award by a small increase in salaries, which would, without doubt, have been even more satisfactory had not the C.P.O. grade at that period claimed to have been satisfied with their salaries, which, of course, prevented the Industrial Court from granting us a more substantial award.

From then, has the Reorganisation Scheme proved itself to be of any benefit so far as the P.O. and A.P.O. grades are concerned?

Has the scheme relieved P.O.s and A.P.O.s of any of the duties or responsibilities these grades performed prior to the introduction of the scheme?

It must be agreed that a few Officers gained earlier promotion, but at the same time, a large number of Officers did **not** get promotion.

Our main concern is, however, that the scheme has not relieved P.O.s of any duties or responsibilities,

as was claimed. Our original claim therefore still holds good.

That is our case! That is our strong point! Prove these facts, and by so doing we prove that the last Reorganisation Scheme is useless to the P.O. and A.P.O. grades, does not meet our case for increased salaries, and has failed to meet the situation, as was claimed.

It is obvious that the bulk of the work of the department is carried out by P.O.s and A.P.O.s, and that neither the C.P.O. grade or Surveyor grade **can** relieve P.O.s of any duties performed by the P.O.s and A.P.O.s prior to and since the last Reorganisation Scheme. Therefore our claim should definitely be an increase in salary, not an increase in supervisors.

At this stage it may be as well to make a comparison with another Department.

The duties of an Immigration Officer are well known to many P.O.s, who must agree that the work is not nearly so exacting as that of many P.O.s. But compare the maximum salaries:—

Immigration Officer, £475 0s. 0d.

Preventive Officer, £349 5s. 0d.

It should be borne in mind that a P.O. has to make many decisions without assistance of a superior Officer, e.g., when boarding a vessel, and deciding as to whether a vessel shall be detained or not, when operating on a baggage floor when no C.P.O. is available, when deciding on any unregistered space on a vessel for deck cargo purposes, R.N.R. work, Registry work, etc.

I think, if we, as a grade, gave a little more consideration to these points we should be able to realise the situation more readily than we do at present, and realise how necessary Reorganisation is.

The Solution—we have at our disposal a channel known as "Whitley Council."

See that your P.S.A. representative gets busy and arranges a meeting. **At that meeting** (not in the office):—

1. Press that the question of Reorganisation be opened up at once, including a salary claim;
2. Prove that the last Reorganisation Scheme has failed to achieve its purpose, and that it does not relieve P.O.s and A.P.O.s of any of their duties or responsibilities;
3. Finally, press for a Reorganisation of the grades that do the job, and our original claim may be met.

In conclusion, I hope that those members who have the ability to think for themselves will take the broader view and endeavour to get down to discussing real Reorganisation. I am convinced that if our claim is carefully prepared, and submitted as a claim, from a **united** Preventive Service, success is inevitable.

Yours, etc.,

JOCK.

London Presentations.

MR. F. A. METCALFE, Preventive Officer.

At the "Steam Packet," Lower Thames Street, London, on the evening of the 26th February a large number of officers gathered to bid adieu and to witness a presentation made to Mr. F. A. Metcalfe, Preventive Officer, on the occasion of his retirement after 41 years' service. He was made the recipient of an inscribed chiming clock and a handsome handbag for Mrs. Metcalfe.

Mr. J. Merron, Waterguard Surveyor, London, presided, said that Mr. A. Purdye, Waterguard Superintendent, London, expressed his regret at being unable to attend and had asked him to deputise and fill the Chair. A letter was read from Mr. Edwards, Assistant Preventive Officer, London, in which was conveyed his best wishes for a long life and happiness to Mr. Metcalfe.

Mr. G. Stanford, Waterguard Surveyor, London, in making the presentation, said that it was a great achievement to have come through 41 years' service and that he was sorry that Mr. Metcalfe had to sever connection with the Service. In asking Mr. Metcalfe to accept the clock, and on behalf of Mrs. Metcalfe, the handbag, he expressed the hope that the handbag would always be well filled.

Many appreciative remarks were made in speeches which testified to the high regard and estimation that Mr. Metcalfe was held in the opinion of his late colleagues. It was mentioned that Mr. Metcalfe was a real good old Waterguard Officer and, although the aspect of his retirement was a sad business, he had gained the admiration of all his colleagues. Times change, but they cannot alter friendship. He was always generous to everyone and was in all sincerity a staunch supporter. The active part he took in the social side of sports and the fact that he attended all our functions, drew forth the wish that he would be able to attend many more. It was generally accepted that Mr. Metcalfe was a good chap and colleague and it was the wish and hope of all officers that he would enjoy a long life and happiness.

We were pleased to see Mr. G. W. Gotts, retired P.O., present, and, in his usual humorous way, said that as he was now one of the idle rich, he was pleased to welcome his old friend into the ranks, and tendered his sincere congratulations to both Mr. and Mrs. Metcalfe.

Mr. Metcalfe, in accepting the gifts, responded with a brief breezy speech saying that he had heard a fine lot of speeches and wished to tender his thanks to each and all present and to those who were unable to attend. He continued by saying that he did not expect this but nevertheless it was not what was given but the spirit in which it was given that he appreciated so much. He gave thanks to the

organising officers for what they had done and concluded with, "Best of wishes to all the boys."

The artistes of the evening were Mr. T. O. Colan (A.P.O.), at the piano, Mr. W. E. Standing, C.P.O., Messrs. T. W. Bell, E. A. Harts-horn, W. R. C. Hill, T. F. Griggs (P.O.s) and Mr. G. W. Gotts (retired P.O.).

Mr. Metcalfe, too, added his quota to the musical evening by rendering two songs which were loudly applauded. A most enjoyable and amusing evening terminated at 11.30 p.m.

MR. A. W. EDWARDS

(Assistant Preventive Officer).

About sixty members of the London Preventive Staff made an enthusiastic gathering at the King George V Dock office in London on Friday, March 5th, to bid farewell to Mr. A. W. Edwards, A.P.O., on his retirement from the Service.

Mr. C. R. Purser (Inspector) occupied the chair and was supported by Mr. W. E. Kay (Assistant Inspector), Mr. G. Stanford (Waterguard Surveyor), and Mr. G. Jackson (C.P.O.). Others present included Mr. H. J. Fleet and Mr. B. T. White (C.P.O.s ret.), and Mr. Grey, Mr. Gordon and Mr. Standing (C.P.O.s), and the company was representative of the whole of London. The Chairman's opening speech was full of appreciation of the many fine qualities that had been exhibited by Mr. Edwards during his forty-three years of service, most of which had been spent in London, and the speeches which followed bore striking testimony to the esteem in which he was held by all grades in the Waterguard.

The task of presenting a silver tea set, on behalf of his colleagues, devolved upon Mr. Key, who, in summing up the sentiments of the assembled company, made it quite plain that in parting with Mr. Edwards we were losing the co-operation of a colleague who had earned universal respect. The presentation was made to the accompaniment of musical honours, after which Mr. Edwards replied, thanking his old friends for their expressions of good will, and for the gift he had received.

During the proceedings sympathetic references were made to the serious illness of his son, and hopes were expressed for a speedy recovery.

The C. & E. Dramatic Society.

The next production by the C. & E. Dramatic Society will be "On the Spot," a remarkable play by the late king of thriller writers, Mr. Edgar Wallace, on the 13th and 14th April next, at the Cripplegate Theatre, Golden Lane, E.C.1.

Box Office Manager, Mr. A. J. Doust, 19, Ocean House, E.C.3 (Ext. 257), from whom all seats, prices 1/- to 3/6, can now be booked in advance.

N.B.—This play is "some" thriller.

Changes in the Staff.

To 1st MARCH, 1937.

APPOINTMENTS.

ASSISTANT PREVENTIVE OFFICERS :—
Hudson, L. Vick, C. E.

TRANSFERS.

ASSISTANT PREVENTIVE OFFICERS :—
Bailey, A. A., Penzance, Plymouth, to Gravesend, London.
Davidson, R. J., Methil, Dundee to Liverpool.
Gill, H. V., Holyhead, Chester to Liverpool.
Henderson, W. C., Grangemouth, Edinburgh to Blyth, Newcastle.
Mott, M. G., Newcastle to London.
Sanderson, W. E., Blyth, Newcastle to Newcastle.

PROMOTION.

ASSISTANT PREVENTIVE OFFICER TO PREVENTIVE OFFICER :—
Barlow, A. D. C., Gravesend, London to Cardiff.

OFFICERS LEAVING THE SERVICE.

RETIREMENT—ASSISTANT PREVENTIVE OFFICER :—
Keightley, T. R., London.

DEATH—ASSISTANT PREVENTIVE OFFICER :—
Ricks, G. E., Avonmouth, Bristol.

Cardiff.

A daring but unsuccessful effort to save the life of a drowning French cabin boy had its sequel on the 5th instant in a presentation made by M. Georges Le Sol, the French Consul at Cardiff. The recipient was Mr. Ernest Anderson, A.P.O., who was warmly praised for the gallant and unhesitating manner in which he had endangered his own life. The presentation took the form of a gold writlet-watch and was intended to replace that which, owing to the intensity of the struggle, was torn from Mr. Anderson. Mr. J. Juniper, Assistant Collector, and Mr. G. E. John, Chief Preventive Officer, assisted at the presentation.

Some weeks prior to this, however, Mr. Anderson's heroism also received recognition by the award at the Lord Mayor (Alderman H. Hiles) of Cardiff's hands of the Certificate of the Royal Humane Society. This award took place at a meeting over which the Collector, Mr. J. W. Smith, presided, and which was well supported by members of all grades. Here, again, high tribute was paid to Mr. Anderson, and it was also aptly observed that such bravery, to the profound regret of all, had not met with the success it so well deserved.

Obituary.

His many Service friends will very much regret to learn of the death of Mr. Frank J. Norman, P.O., Swansea. After two months' illness, which he bore with great fortitude, he had a relapse, and passed away on the 5th March.

The sadness of his loss is realised when one hears the tributes paid to him by all with whom he came into contact.

Before his last journey to Portishead for interment a service was held locally on the 8th March. Representatives of all Service grades, Sanitary and other Port Authorities, were present to pay their last respects, some of his colleagues acting as bearers.

He leaves a wife, to whom we all extend our deepest sympathy in her sad bereavement.

Hull News.

Retirement.—It is with sincere regret, that we have to announce the impending retirement of our Superintendent, Mr. W. S. Burkey. A presentation has been arranged to take place at the Vittoria Hotel, Hull, on the 30th of March next.

Mr. Moss, P.O., Minerva Pier, Hull, will be pleased to receive the subscriptions of those who wish to associate themselves with the presentation. R.W.B.

Merseyside Football.

On Wednesday, February 24th, our team defeated Green Lane Trams F.C. in a Hambledon Cup match by 5 goals to nil. Customs were superior in all departments and the result was never in doubt. On the following Wednesday, March 3rd, we enjoyed a fine hard league game with Victoria Wednesday F.C., and after a stern tussle ran out victors by 3 goals to 2. A feature of the match was the splendid play of our Scots right wing pair, McLachlan and Day, who performed as though the selectors were watching them. We have earned 10 points from our last 5 games and our league record is as follows:—

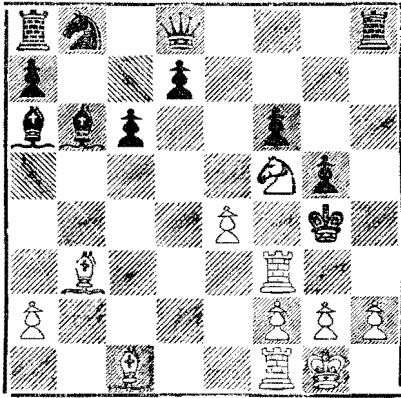
P	W	L	D	For	Agst.	Points
15	10	3	2	58	27	22

Arrangements are proceeding apace for the visit of the London side on April 6th, and given fair weather the day should be a big success. If any outport friends are desirous of attending the game, will they kindly notify the Hon. Sec. Mr. F. Hope, A.P.O., Landing Stage, in good time, in order that necessary arrangements may be made. J.W.D.

Preventive Staff Chess Club.

PROBLEM NO. 149.

BLACK



WHITE

Mate in two.

Solution to No. 148.

- | | |
|--------|-----------|
| 1. ——— | Q—Kt7 ch. |
| 2. R×Q | P×R mate. |

London Preventive Service Sports Club.

The last dance of this season is being held on 27th March at New Cross Palais de Danse commencing 7.30 p.m. Tickets are 2/- each and obtainable from Messrs. T. R. Cole, S. H. Jones, E. A. Hartshorn, W. H. Almond, G. B. Dover, C. E. Woodcock or the Social Secretary, c/o Room 11, Custom House, London, E.C.3. A good evening is anticipated, so obtain your tickets early. W.W.B.

Hull.

Coming Event.—The last function of the dancing season takes the form of a carnival dance, which will be held at the Assembly Rooms, Hull, on the 2nd of April next. It is hoped that the members will rally round to make this event the success it has been in former years. R.W.B.

Our Champion.

We are pleased to hear that Mr. J. R. Cooper, Assistant Preventive Officer, Thameshaven, has been chosen to play for the Civil Service v. the R.A.F. at Uxbridge. This is the third occasion during this season that "J.R." has been chosen to represent the Service, his previous games being versus The Army and the Royal Navy and Royal Marines. Mr. Cooper thus gains a representative badge and is the first Customs man to do so for many years.

The Lupton Match at Edgware.

The London team visited Edgware on Saturday, March 6th, for the annual football match with Tansley, where the home team registered their first victory over the Waterguard by scoring five goals to one. Both teams were fairly evenly matched, and the majority of the attacking was done by the Waterguard team, in which Matthews and Ralph put in some good work. Tansley's goal-keeper, however, played an excellent game, and was proof against all attempts, except one.

Mr. and Mrs. Lupton braved a bitter afternoon, and were warmly welcomed by the team. Mr. Standring, Mr. Westcott and Mr. Bishop were also present, and enjoyed what was actually a good game under trying conditions.

Southampton v. London Football Match.

February 23rd.—I think this report should concentrate on the social side of this important affair. The actual match may better be described by a London correspondent, or else you will get a dissertation on Southampton's bad luck, London's good ditto, and all the other appurtenances to a "moral victory." We can say London were fast and energetic and deserved to win, but—and pass on to the evening. This started well with Mr. Woodford's excellent speech at tea and his announcement of the Lupton Cup for inter-port Football, and his songs to open the programme. For those who had not before met our I.G.W. it was pleasant to discover him in the role of a "Thames Bargee." He can jest as well as sing, it is rumoured.

There were other good turns in the programme ably arranged by Mr. Benham. We had Bob Stocker competing for laughs with Mr. Timby and Mr. Murphy. The latter's assumption of various accents to add points to his songs and monologues was particularly delightful and never was the "Whooo" before the chorus of the "Flying Trapeze" as well rendered by an audience as during "Tim's" rendering. Mr. Davies at the piano was the perfect accompanist and Mr. Broadfield's "In a Monastery Garden" delighted everybody. Perhaps best of all was the community singing to Mr. Parker's playing and such sidelines as the dart games and snooker challenges. What a pity London had to leave so soon! And why shock the railway porters before leaving with such wild whoops?

The success of the day must mainly be attributed to Mr. Russell, the secretary of the football club, and very many other people whom we thank. C.F.S.