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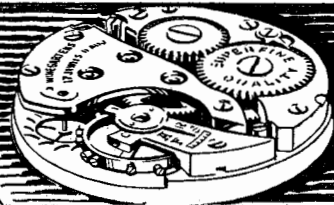
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CURRENT COMMENTS

Exams. and Promotion.

FROM all the reports received to date it is clear that the candidates at the recent examination for promotion to the P.O. Grade were satisfied with the fairness of the written test and the reasonable attitude of the examiners at the "oral."

On one aspect alone did we hear the slightest adverse criticism, and that is regarding the time allotted to the written paper. Quite a number said they were unable to do justice to the required number of questions, and others had no time for the very necessary review of their answers. This sort of thing, however, follows most exams., and whether on this occasion there is justification we are unable to judge.

Regarding members in the Forces, the Official Side have tabled a reference on the Waterguard Sectional Committee in

these terms— "*Arrangements to be made to safeguard the position of Waterguard Officers eligible to sit at forthcoming examinations for promotion who may be serving with the Forces or on loan to other Departments.*"

Under this heading we might also mention, again for the information of members in the Forces, that representations have been made to the Official Side that when vacancies arise in the Officer Grade they should consider members of the Assistant Preventive Officer and Departmental Clerical Officer Grades for promotion *in absentia*.

Immunisation at Airports.

Readers will remember that through the Departmental Staff Side the Association sought:—

- (a) that immunisation shall not be compulsory, but that members of

- the staff should be encouraged to undergo the course of treatment ;
- (b) that short periods of sick leave resulting from the process of immunisation shall be treated as "certificated" sick leave ;
 - (c) that medical expenses directly attributable to the effects of this protective treatment shall be met by the Crown ;
 - (d) that sickness resulting from immunisation treatment or from contact shall be treated as arising "on duty" ;
 - (e) that officers who refuse immunisation shall not be excluded from the normal rotation of staffing and relief of Airports, nor shall this fact be taken into consideration in applying the standing regulations governing transfers.

At the September meeting of the Departmental Council the Official Side indicated agreement on these proposals with the exception of (b). After some discussion of this question of short periods of sick leave, the Official promised to give sympathetic consideration to any cases brought to their notice. With this assurance the Staff Side were pleased to record agreement on the remainder.

The "Not-so-Youngs."

From time to time we report in these columns what we are doing for the boys in the Forces and, in the main, we mean the youngsters—the A.P.O.s. We are inclined to forget that some of our older colleagues are doing good work in the same field. A recent letter from Major F. T. Hill (P.O., of Liverpool), now with the British Liberation Army, prompts this note. Aged 49, he writes:

" . . . I landed at Plymouth with the B.E.F. evacuated from France in 1940. An A.P.O. there very kindly sent a phone message to the Liverpool Staff, and they informed my wife that I was safe. From 1940 to 1942 I was on Home Defence duty in the North of Scotland and the Outer Hebrides. In 1942 I went overseas again and landed on "D" day, 8th November, with the First Army in the invasion of North Africa. Afterwards I served with the

Eighth Army M.E.F., where we conducted many invasions. I came home early in 1944 and landed at dear old Liverpool. The boys gave me a grand welcome, and I left in the early hours of the morning with my unit for London, where we got ready for the present show. Once again we landed in Normandy, on "D" day with the Second Army. . . . I hope all this doesn't lead you to think that I have got a good dose of American brag. I cannot claim to have done anything special. All I can say is that I was there at the kick-off. During the whole of these operations I have commanded the same unit, and at present there is still 50% of the originals. . . . As a father of sons in the Royal Marines I am glad to see that as far as possible the lads will be given every consideration when they get back . . ."

Our colleague is near the C.P.O. call-up and, rightly so, hopes that we are watching his interests too. We are.

Training of Civil Servants.

Paragraph 25 of the Report of the Committee on the Training of Civil Servants (the White Paper issued in May last) states: ". . . a short and readable booklet should be provided (for every new entrant), containing a brief sketch of the history and functions of the Department, some general hints upon office procedure, an explanation of any technical terms that may be in common use, and particulars of the main rules likely to affect the official life of the civil servant."

A Draft of a Booklet for issue to new entrants to the Customs and Excise Department has been submitted by the Official Side, and is now being considered by the constituent associations on the Staff Side.

In strictness this subject is *sub judice*, and for this, if for no other reason, we must curb the urge here to criticise the document — for constructive criticism there certainly will be. Let it suffice at this stage to register our distinct approval of the adoption of any principle based in training new entrants from the very beginning, and express the hope that the final scheme will be a little more ambitious and imaginative than what is disclosed at first sight.

Sick Leave.

Emergency Committee "B" (N.S.S.) have been looking at the question of the sick leave provisions to be made for ex-Service Civil Servants who, having been injured during the war, may be compelled to take lengthy periods of sick leave on their return to civil employment.

Consideration has been deferred as the question raises a number of allied issues, but we sincerely hope that this and other cognate matters affecting our members in the Forces will be proceeded with.

This matter brought back to mind the case in which an A.P.O., discharged from the Navy on health grounds, found that the period of his stay in a Naval hospital prior to the date of discharge, was being treated under the Civil Service Sick Leave Regulations and his balance of civil pay was related to half-pay at the end of six months. Needless to say the Association successfully intervened, but the point of this para. is that Committee "B" will be doing a fine job of work if they make it impossible for anyone to make decisions, equally unjust, in the future.

Here is another item under this heading which is before the same Committee. Briefly, it is a claim that officers should be credited with the annual leave lost during the war-time where, in a period of twelve months, sick leave absence brings them to the point of reduction in pay. This claim is being put to the Official Side.

Uniform.

A statement embodying the Association's proposals affecting post-war issues of Uniform to the Waterguard has been submitted to the Board, and we now await the opening up of, what we confidently hope to be, fruitful discussions.

We are pleased to report that issues of oilskin leggings have been, or shortly will be, made on a station basis to the Waterguard Staff on fish-dock work at Fleetwood, Hull and Grimsby. We understand that these are the only places where the staff have asked for an issue. This matter is the subject of a reference to the Sectional Committee, and an agreement will be recorded on the principle involved at the next meeting.

Executive Committee.

The October meeting of the Executive Committee (P.S.A.) has been provisionally fixed for the 26th of the month, and will be held at the Offices of the C. & E. Federation, Strand, London.

SOCIAL INSURANCE AND THE CIVIL SERVANT

If we can accept the principle that almost unlimited extension of Social Security Insurance is a desirable thing in itself then there is not the slightest doubt that the scheme outlined in the Government White Paper (Social Security Part I), following closely as it does the Beveridge Plan, will be extremely beneficial to the average citizen; but, just as with the Beveridge Plan, it is studiously vague in its application to the public servant, and we must be forgiven if we are just a little apprehensive as to the Government's real intentions. Figures of estimated income and expenditure for thirty years are given in the White Paper, and cognisance must have been taken when arriving at these figures of the special position of Civil Servants, Railway employees, Police, etc., who will, apparently, receive something less by way of benefits than those in outside employment. It would be interesting to know on what basis this very large section of the populace was included in the estimates; obviously they could not have been ignored. As mentioned earlier, there are no clear-cut proposals as to how we shall be absorbed into the scheme, but the relevant paragraphs from which certain inferences may be drawn are quoted below:—

Para. 15.— . . . the scheme will include everybody. Class I will include all employees.

Para. 16.—The weekly rate of contribution for all in Class I (Male) is here given as 6s. 11d. (3s. 1d. by the employer and 3s. 10d. by the employee).

Para. 34.—Universality of application means that in addition to the classes at present insured there will be brought into the scheme various sections of the population which have not hitherto, except possibly as voluntary contributors, been covered by Government schemes of social insurance. There are, as instances, first, people with incomes over the present insurable limit; second, those who are substantially free from a risk for which social insurance provides, e.g., the public servant in relation to employment; third, those who are exposed to a risk, but are already protected against it under the terms of their existing employment, e.g., the police in relation to sickness and old age; fourth, those who are exposed to risks, but are

not at present insured against them, e.g., the independent trader. With the introduction of a universal scheme the special arrangements in the present unemployment insurance schemes for banking and insurance and for agriculture will come to an end.

Para. 38.—Reference has been made (para. 34) to the absorption into the scheme of those not hitherto in social insurance. Amongst these are those sections of the population who are in employment and therefore within the new Class I (employees), but have hitherto been specially excepted. The civil service, police and some local government and railway employees are examples. They have been excepted because they are adequately protected against sickness and old age by their conditions of service, and are substantially free from the risk of unemployment. But it is an essential part of the principle of universality now adopted that, notwithstanding their privileged position in these respects, they should pay the same contributions as other employed persons.

Para. 39.—The adjustment of their conditions of service should not, as regards pay during sickness, present serious difficulties. As regards retirement pensions, the position is difficult. The age of retirement in these groups varies, but it is commonly less than 65 and much less in the case of the police. The new scheme, on the other hand, contemplates a working life up to age 65, with inducements in the form of a higher pension to continue work beyond 65, and with training and rehabilitation for those who might otherwise have to give up work prematurely.

Para. 40.—The simplest course, from many points of view, would be to pay both retirement pensions—the occupational (derived from the special schemes in force for particular groups) and the contributory (derived from the Social Insurance Fund). But with the rate of contributory pension now proposed, the double pension would amount to very nearly as much as the previous earnings of lower paid workers—and that without taking account of any lump sum payable on retirement.

Para. 41.—There is also the question whether unemployment benefit should be available after retirement to those, e.g., police, who as a matter of system retire on pension before reaching the standard retirement age.

Para. 42.—Discussions will have to take place with representatives of the various groups concerned about the adjustments necessary, particularly those arising from the inclusion in the general insurance scheme of persons covered by existing pensions schemes.

Para. 43.—There are many private superannuation schemes operated by industrial firms and business houses. It may be that as a result of the new compulsory social insurance scheme some employers and employees will wish to review their own schemes.

Para. 44.—By section 27 of the Widows', Orphans' and Old Age Contributory Pensions Act, 1925 (re-enacted in section 28 of the consolidating Act of 1936), it was made easier to modify existing schemes when the benefits they provided became duplicated by the new statutory pensions. These provisions were designed principally to meet those cases where the managing body could not modify the scheme or could do so only at the cost of undue delay or expense. Broadly, they authorised such modifications as might be thought necessary subject to reference to the Chief Registrar of Friendly Societies and to such conditions as he might impose. The relation of the new system to private schemes might equally be regulated by provisions on these lines.

The main benefits of the scheme are:—

1. Unemployment benefit.
2. Health benefit.
3. Retirement pay (formerly Old Age Pensions).
4. Death benefit (max. £20).
5. Widows' and Orphans' Pensions.
6. Family allowances.
7. Free milk and meals for school children.

It is as well to keep in mind that the cost of benefits 1 to 5 will be met from insurance contributions, while 6 and 7, as well as the Government Health Service (as distinct from Health Benefit), will be direct charges on Public Funds. Workmen's Compensation is dealt with separately under Part 2 of the White Paper, and will entail separate additional insurance contributions by all in Class I and their employers.

Now it is fair to assume from the foregoing that the Government has at least a hope, to put it no higher, that the Established Male Civil Servant will be prepared to pay his contribution of 3s. 10d. per week in order to: (1) retain

his existing rights to pension and sick pay; (2) secure benefits under headings of Unemployment (for which the risk is admittedly negligible), Widows' and Orphans' Pensions, and Death Benefit. This is, of course, not the full picture, as he will also have to pay his share, by way of additional taxation, to the Government's quota to the scheme, which, in 1975, will have reached the staggering total of £557,000,000, and he will be eligible for free Health Treatment and Family Allowances, which will cost the State in 1975 about £222,000,000 of the above figure.

The door is left open, however, for negotiations with staff representatives—and incidentally, the fact that negotiations are thought necessary is a clear indication that some sacrifice is expected—which will presumably be conducted by the National Staff Side on behalf of the Civil Service, and it is with these negotiations that we are, at the moment, most concerned. It is to be hoped that no move of any kind will be made by them until every member of the Civil Service has had the fullest opportunity to express his or her views on this extremely important subject through the constituent Associations, and one of the objects of this article is to invite expressions of opinions from Districts or from individuals.

Limitations of space preclude the discussion at this stage of all the pros and cons, but the following are obvious major points:—

1. Legal decisions notwithstanding, it is a fact that pensions, lump sum payments on retirement and sick pay are an integral part of the Civil Servant's earnings and are taken into account when fixing salary scales, and it is true, in consequence, that average salary scales in the Civil Service compare unfavourably with those for similar work in outside industry, particularly in the higher ranges.

2. Many Civil Servants, particularly those who will be unable to qualify for the full pension by reason of entering the Service at a relatively advanced age, or because they have some years of unestablished service, have continued in voluntary insurance purely with the object of securing an additional pension at the age of 65.

3. Many classes in outside employment will receive very substantial benefits under the scheme, and this is

not, as might be supposed, confined to the poorer sections of the community.

We shall return to this subject later, but in the meantime *your* comment is invited.

LIVERPOOL DISTRICT MEETING

The Annual General Meeting was held at the Landing Stage on Thursday, September 21st, 1944, when Mr. L. W. Hyland occupied the chair, and a very high percentage of members were present, all grades being represented: members from outports also attended to participate in the discussions. Upon a proposal by Mr. W. C. Hughes, seconded by Mr. F. Hope, the minutes of the previous Annual General Meeting were taken as read.

The District Secretary gave a brief report of the year's work, and the Financial Statement presented by the District Organiser (read by the Chairman in his absence on duty) followed, both showing a highly satisfactory state of affairs.

The election of Officers resulted as follows:

Chairman, Mr. L. W. Hyland, P.O.
 Vice-chairman, Mr. F. Hope, A.P.O.
 District Secretary, Mr. R. Davies, P.O.
 Assistant District Secretary, Mr. F. Coaker, A.P.O.
 District Organiser, Mr. R. M. Henderson, A.P.O.

Whitley Representatives, Mr. R. Davies, P.O., and Mr. C. F. Shaw, A.P.O., who also serve on the Local Joint Whitley Committee with Messrs. C. P. Titherley, C.P.O., W. F. Grosart, P.O., W. C. Hughes, A.P.O., and R. M. Henderson, A.P.O.

Journal Correspondent, Mr. W. C. Hughes, A.P.O.

Auditors, Mr. W. S. Kemp, P.O., and Mr. R. G. Roberts, A.P.O.

The elections show very little change from last year, and it is hoped that affairs during the coming year will again receive the increased interest noted during the year just ended.

Proceeding to the main item on the agenda—Staffing—the District Secretary gave a review covering various negotiations on the point over a period of several months. He went on to say that the position had again altered in view of the proposed reorganisation in

the department, and he hoped within the next few days to be in possession of the Official Side scheme for the port under the new arrangement.

In reply to questions it was stated that the item Waterguard Staffing still stood adjourned on Local Whitley and that it was the intention to apportion staff to Bromboro when the next Station Minute was prepared.

Much discussion ensued, and the Minutes of the last Executive Committee Meeting in Manchester were read to clarify matters. Explanations were also given by Mr. C. F. Shaw, A.P.O., and Mr. C. P. Titherley, C.P.O. Councillor. The meeting voiced general agreement along broad lines of P.S.A. policy, but it was felt that particular application was difficult until concrete proposals were submitted. It was finally proposed and carried unanimously that the matter be referred to a Sub-Committee, who should examine the whole question in the light of their experience and the Official Side proposals and report back to a full District Meeting. To this end it was agreed that the Sub-Committee should comprise eight members, two each (P.O. and A.P.O.) from North, Centre, South and Birkenhead Districts, with the Chairman and the District Secretary ex officio.

The election of this Sub-Committee aroused considerable interest and some close voting, the following being elected: Messrs. Kemp, Grosart, Beer, Baxter, Butcher, Hughes, Coaker and Burden.

A question from the National Executive Committee referred for local action under the heading "Work under Merchants' Requests" dealt with overlapping periods between completion of a normal spell and reappearing for duty at another station when the time between spells was insufficient to travel and leave the station and obtain and eat a meal in comfort.

It was contended that in such cases attendance should count as continuous, and the Staff Representatives were instructed to again raise the matter with the Official Side, it being further suggested that efforts be made to embody any agreement on the point in the omnibus document of agreements already in existence.

Mr. C. F. Shaw raised the question of the postponed Area Meeting, and it was generally agreed that this ought to be held as soon as possible; authority to proceed with the arrangements for a date in October was given.

A notice of motion on a problem allied to staffing was put by Mr. L. E. Kilsan and accepted by the Chairman for inclusion on the Agenda of the next meeting. This concluded the business, and the meeting ended with a vote of thanks to the Chair.

BILL HUGHES.

Hull News

Hull Seizure.

A short time ago an interesting sequence of events took place on board a Blue Funnel Liner at Bombay.

The sequence began with the discovery by Mr. Neesham, A.P.O., of 2 lb. 6 oz. prepared opium. The owner proved to be a Chinese fireman.

During the evening of the same day, 24th August, some of the ship's officers, during a tour of inspection, saw members of the Chinese crew lifting trunks from the bunkers to the 'ween decks. The trunks were found to contain prepared opium to the total of 377½ lbs. Mr. Girling, C.P.O., took charge of the case at this point. The Chinese crew, who were to proceed to Liverpool that night, were detained until the following morning, when, after a full examination of their effects, they were allowed to proceed. The detention of the crew doubtless led to the panic and to the abandonment of the remainder of the opium.

During the following days the vessel was rummaged and rerummaged, with the following results:

August 25th.—12½ lbs. prepared opium, discovered by Mr. G. Head, A.P.O.

August 26th.—45½ lbs. prepared opium, discovered by Mr. G. Head, A.P.O.

August 28th.—28 lbs. prepared opium, discovered by Mr. W. Burnett, A.P.O.

August 28th.—27 lbs. prepared opium, discovered by Mr. Neesham, A.P.O.

The total quantity of opium seized from the ship was 480 lbs. 2 ozs. Dong Kwai Pao, No. 1 Fireman, who admitted ownership to 377½ lbs. prepared opium, was prosecuted at Hull City Police Court and sentenced to four months' imprisonment and a fine of £100 and costs, or, failing payment, an additional 2 months.

A Yung Yuin, Fireman, who owned 2½ lbs. prepared opium, was prosecuted at the same court and fined £2.

The quantity seized is considered to be a record by many officers, and certainly constitutes a serious blow to opium

dealers in more than one part of the country.

Personal.

We have just received a visit from Mr. K. Windsor, A.P.O., who is on leave from Northern Ireland. He is looking extremely well and wishes to be reminded to all friends.

N. S. M.

SUNDERLAND PROSECUTION

On Wednesday, August 16th, 1944, at the Sunderland Police Court, Jan Sznage and Leon Sulowski, 2nd and 3rd Officers of a Polish vessel, together with Monkhouse Graham, taxi proprietor, were fined a total of £346 10s. 8d. for a series of smuggling by the Poles and the sale and purchase of silk stockings without coupons and payment of Purchase Tax.

The police, acting on information, obtained a search warrant and searched a private house, where a suitcase containing 102 pairs of silk stockings, 1½ lbs. of cav. tobacco, 15/100 gallons perfumed spirits was discovered. Following up, the police informed the station C.P.O., who, together with Mr. Shortland, P.O., and the police, searched Sznage's berth. The police discovered 140 false teeth. Mr. Shortland, rummaging the berth, discovered 2,000 (no.) cigarettes in a wardrobe.

Later in the day, Mr. G. R. Miller, acting under Mr. Roy, P.O., rummaged the 3rd Officer's berth and discovered concealed in the linings of his wardrobe 2/6 galls. wine, 32/100 galls. U.U. spirits, 380 (no.) cigarettes, 1½ lbs. cav. tobacco, 4/100 perfumed spirits and 33 pairs silk stockings. Both officers pleaded guilty.

Graham admitted purchasing 80 pairs of stockings for £75 from Sznage.

Sznage was fined £121 8s. 2d., being single, for evading Customs Duty and Purchase Tax and a breach of control by supplying stockings without coupons.

Sulowski was fined single, i.e., £90 14s. 6d., for evading Customs Duty and Purchase Tax.

Graham was fined a total of £134 8s.: £100 for breach of control in receiving stockings without surrendering coupons, £19 7s. for evasion of duty, and £15 1s. for evasion of purchase tax.

The case was conducted for the Crown by Mr. G. Grey, Waterguard Surveyor, Middlesbro, to whom we offer our congratulations on the very able manner he presented the case. Present at the proceedings were the Collector and Assistant Collector Sunderland and the Waterguard Superintendent, North Shields.

During a subsequent rummage of the vessel the Chief Steward was fined for concealing 1½ lbs. cav. tobacco and 50 (no.) cigars, the goods being discovered by Mr. T. B. Coffey, A.P.O.

Gravesend News

Unfortunately there is a lack of news from this area at present, but I have been asked to publish in the C.J. the appreciation felt by our examination entrants towards the members of the Liverpool and London staffs for their efforts to smooth the thorny path to success.

It was a magnificent gesture on the part of Liverpool spontaneously to offer to find accommodation for the "visitors" and so take one burden from their shoulders.

To our London friends we acknowledge the time freely given, flying bombs notwithstanding, to prepare our colleagues for the things to come.

This spirit of co-operation augurs well for the future and I am sure will benefit the staff as a whole in the post-war period to which we are all looking forward.

J. R. C.

P.S.A. LIBRARY AND MUSEUM

The Editor acknowledges with thanks the following additions to the above:—

A photograph showing the delegates of the Waterguard Conference held in November, 1906.

A photograph of the Dover Preventive Staff, early 90s. This is an excellent picture, for all ranks in uniform are to be seen.

Presented by Mr. R. Sharpe, late Waterguard Superintendent, Liverpool.

Southampton Notes

Demobilisation hopes will ride high as these notes go to press, and with most, if not all, of the Soton A.P.O.s in the Grades 25-32, as per the official guide in the national Press, their oft-repeated phrase since D. Day: "It may not be long before we're back with you," looks like coming to be true when the curtain descends on the Reich. We sincerely hope that it will be so, and after five and four years in the Forces they will be welcomed back, not only in a social sense, but in the official sense too. Their absence is going to be felt before the winter is over if the present trend of events develops and the promised increase in the P.O. grade is confirmed.

Late August-early September saw several old faces at 29 Berth, and the first reunion (this since 1940) was with "Joe," who returned from Syria and thereabouts in August. Although he flatly denied our opinion, Joe looked fitter and fatter than ever, and he was in as high spirits as you've ever seen him. Full of beans and long yarns, suitably accompanied by the inimitable actions, he had us well amused for the brief time he was in Soton. According to plan, he should now be in Scotland (perhaps giving Sexton Blake the low-down upon certain Far Eastern mysteries).

In Scotland also, Jack (Welsh) is continuing his advanced courses after a disappointing leave visit in September, which included a recall to duty only forty-eight hours after his arrival home from Northumberland. Jack was in good form and hopes to make up for lost time before Christmas. (Long before, we hope.)

Tom (Carnell) is also over the Border and is finding Fifeshire "some contrast" to Kenya.

Peter Ryan, operating with the R.A.F. Transport Command, dropped in at the Watch House in late September for a very brief visit. He looks A1 and likes the R.A.F. well.

Ron Greenhalgh followed his latest embarkation leave by taking a trip (or maybe a hop) to the Bahamas, where he is operating with Coastal Command, which Command claims the services of Les Twentyman, now in Northern Ireland.

Dudley Heal, still stationed at some outlandish place in the U.K., sent greet-

ings during a September leave trip to the South. It is a remarkable fact that Dudley's three C.O.s, whilst on Squadron, are now V.C.s, namely Nettleton, Gibson and Cheshire.

Jack Strachan, recently promoted to Pilot Officer, has shaken the Cumberland dust(?) from his heels and is now in Anglesey and hoping to renew some old associations with a few of the boys at Holyhead.

Phil Pettit keeps us well posted from British West Africa and describes a recent (normally a very infrequent) visit to a civilised port where the R.A.F. Sea Rescue boys tone themselves up before going into exile for more long months.

Johnny Eyre-Walker writes in from Lincs., dwelling upon post-war and happier days, and Steve and Doug, Joy continue their activities in and around London, meeting old friends occasionally and never far out of touch with the Department.

The exiles continue well and (some of them) busy up North, but there'll be several changes soon, as we are expecting more P.O.s back in Soton very soon (they may even precede this issue of the C.J.). The promotion of George Lindell will bring an A.P.O. back to Soton. At this point we tender our best wishes to Mr. Lindell for a successful spell as a P.O. and a hope that his "detached" spell will soon be amended to a permanent office.

Recent changes involve Don Radford, who has moved from Stranraer to Ayr, and Mr. G. T. Bugler, P.O., from Neyland back to Poole. Bill Harding followed his P.O.'s examination by taking a trip from Pompey to Stornoway on detached duty to replace Mr. A. H. Lander, who has returned to Pompey after a long spell "detached."

Many recent letters ask about the accommodation position in Soton, and, to be quite frank, we can inform all those concerned that the housing question here is acute. The local Press rarely contains an insertion regarding property to let or sell, and the best way, or hope, you have of getting a place within reason (and that includes your pocket) is to recruit all your friends, etc., into a permanent "snoop squad" when you think you are likely to return. You never know your luck.

Cheerio! Forces.

L. B.

**EXAMINATION FOR PROMOTION
TO THE RANK OF PREVENTIVE
OFFICER.**

8TH AUGUST, 1944.

Total marks obtainable:

Paper	...	...	...	600
Oral	...	...	...	400
Total	...	...	...	1,000

Total marks obtainable for this Paper:
500.

Time allowed, 3 hours. 10 a.m. to 1 p.m.

Questions 1 and 2 must be taken, but of the remaining Eight only Four are to be taken.

Each of the last eight 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. The Master of the S.S. "Ruth," recently arrived from New York with general cargo, telephones you at 2 a.m. and informs you the seal on board his ship has been broken and some dutiable goods extracted.

You go to the ship and discover (state how) that 2,000 cigarettes and 3 bottles of brandy ($\frac{1}{2}$ gallon) are missing. During a rummage of the Carpenter's room you discover the missing goods, which he admits having stolen from the seal locker, concealed in his wash-basin stand.

In the form of a report to your superior officer state fully your action in this case. (The matter of the Master's liability in respect of the seal breakage will be dealt with by the C.P.O.)

2. (a) A passenger from Australia declares and produces:

3 $\frac{5}{16}$ lbs. Tobacco (Cav.).

2 $\frac{1}{4}$ lbs. Cigars (O.S.) (150).

12 reputed quarts Sparkling Wine n.e. 27°.

10 pairs artificial silk stockings, value 25s., weight 14 ozs.

$\frac{1}{2}$ pint perfumery.

What would you require him to pay, what documents would you prepare and how would you dispose of the money? You are satisfied (state how) that the wine may be admitted at preference rates.

(b) Calculate the single, double and treble duty-paid value on:

2 $\frac{1}{4}$ lbs. Cigarettes (No. 1,000).

9 bottles Brandy, each .16 liquid, 25 U.P.

.052 gallons Perfumed Spirits.

6 pairs artificial silk stockings, value 12s. 6d., weight 8 ozs.

3. (a) State the quantities of tobacco goods which may be landed duty free by a Naval Rating proceeding on leave and what steps should be taken when such goods are landed by the rating in excess of this allowance and not declared.

(b) Excluding temporary importations, what duty-free concessions are allowed to passengers in respect of Silk and Artificial Silk articles?

4. (a) What are the regulations governing the acceptance of duty on deposit (Form 100) on goods liable to specific duty and the procedure to be followed at the port of embarkation?

(b) Define the term "Responsible Officer" in connection with the Smuggling Regulations.

5. (a) What are the regulations for dealing with dutiable goods which are declared (1) on List 142, and (2) as Ships Surplus Stores, but which are in excess of the quantities which may be left out for use, and what records would be made?

(b) What are the limitations as to quantities of foodstuffs which may be delivered without licence to passengers and crews arriving from:

(1) Foreign.

(2) Eire?

(c) What procedure is to be followed on detecting a young person (aged 15) attempting to smuggle?

6. (a) A British vessel arrives from Montreal with the following deck cargo:

	Mean length.	Mean breadth.	Mean height.
Section I	63 ft.	13.5 ft.	11.7 ft.
Section II	67 ft.	17.5 ft.	11.4 ft.

Under Section I there is a hatch measuring 21 ft. by 16 ft. by 3.5 ft.

The following quantities of oil fuel are carried in D.B. spaces, not included in the ship's registered tonnage:

I	...	85 tons.	Specific gravity, .915.
II	...	93 tons.	Specific gravity not given.

Calculate the tonnage of the deck cargo, stating the procedure, the forms you would use and the records you would make.

(b) State the regulations governing the importation by a passenger of tobacco which is claimed to have been purchased in this country from duty-paid stock.

7. (a) An "Infected" ship arrives at your port via another port in this

country with part Inward cargo on board. State your action under the Health regulations.

(b) What is a Boarding Station?

(c) The following goods are produced to you for shipment:

- (i) EX Warehouse at another port:
 - 95 lbs. Cavendish Tobacco (F.M.).
 - 2 cases B.P. Spirits.
 - 1 case Brandy.
 - 1 case Port Wine.
 - 50 lbs. Tea.

The case of tobacco appears to be damaged, and on examination you find a deficiency of 5 lbs. tobacco.

(ii) On Drawback:

- 2 cwt. Sugar ex 98°.
- 9 tins each 7 lbs. Coffee roasted and ground.

State your action, what documents you would require and how you would dispose of them.

8. (a) During the rummage of a vessel from foreign, one of your A.P.O.s discovers 2 lbs. prepared opium sewn up in a pillow belonging to a Chinese fireman, who admits ownership of the opium.

State what action you would take and what charge, if any, you would prefer. (Assume that the C.P.O. will conduct the prosecution.)

(b) What action would you take when a locked bag, the property of a Naval Officer, is brought ashore by his servant?

(c) State the conditions under which clocks and watches in passengers' baggage may be admitted free of duty.

9. (a) An American passenger who arrived at your port by seaplane from Lisbon declares 6 ozs. Cigars. During the examination of his baggage you find 7 lbs. Saccharin under a false bottom in his suitcase. He is unable to give an address in this country.

In the absence of the C.P.O., state how you would deal with this case.

(b) A vessel arrives at your port from Iceland with passengers, among whom are several British soldiers. On questioning a Corporal in the Royal Artillery, he produced $\frac{1}{2}$ lb. tobacco (Cav.). During the examination of his kit bag you find 500 No. (1 $\frac{1}{2}$ lb.) Lucky Strike cigarettes.

State your action.

10. (a) State the regulations governing the issue of dutiable stores free of duty to Officers and Crews of British and Foreign Ships in British waters.

(b) Define the term "Personal effects."

LIVERPOOL— SEPTEMBER, 1944

A "Visitor's" Interpretation

In days of yore the alchemists' pre-occupation was the discovery of the lode-stone with which to transmute base metals into gold; in more recent times there have been gold rushes when some fortunate prospector has made a "lucky strike."

These two observations will serve as a peg on which to hang a "visitor's" account of the September trek to Liverpool for the examination for promotion to Preventive Officer. So let's start from the beginning!

The long and tiring journey to Merseyside came to an end at about 8 p.m., and what an outpouring there was at Lime Street. We were almost immediately surrounded by old friends and receiving introductions to their friends; it seemed that half the Waterguard had foregathered for this occasion. A face very welcome to many of us was that of H.E.P.B., one of the joint compilers of our constant companion in recent months—the Green Book; this was surely a happy portent. From the station we trickled off in twos and threes to the accommodation arranged for us with such kindly forethought by our Liverpool hosts. This gesture will never be forgotten by those of us who thus got this biggest bugbear off our minds.

The twelfth ushered itself in sunnily enough, though as we descended en masse (a memorable sight, this) on the Arts Theatre of Liverpool University I'm sure many of us realised the full meaning of "Zero hour" in the last war and of "H hour on D Day" in this. However, settled in the arts gallery, any misgivings our minds entertained were quickly and effectively resolved by the introductory remarks of our new Chief, Mr. Kerr. Then came the "written paper." This will by now have been read and discussed in many ports throughout the country, so suffice it to say that our impression of that morning was that rarely can a paper have been tackled so energetically and so confidently by so many.

The afternoon's respite was much enjoyed, and we observed many whose idea of a break was, like ours, a trip on the cross Mersey packet to New Brighton.

Wednesday et seq came oral tests. Here again the examiners were at pains to put us at our ease; for which their

due is our heartfelt gratitude. Whatever question fell to any particular candidate, we feel sure that all would agree that their passage was made easier by the genial warmth of the atmosphere in the oral room.

Detailed accounts of how we spent our days would be inappropriate here, but one must record a few lasting impressions before concluding. For example, the awe with which some of us (of diverse temperaments) viewed the magnificence of Liverpool's Cathedral; the great consideration shown for their guests by all the Liverpool Staff; the memory of the welcome extended to each individual candidate by Mr. B. J. Herrington (and of his greeting query: "Were we of the noble army of apostles—or is it martyrs?"); the puckishly recurrent thought that though we sat in the Arts Theatre there were so few "oil paintings" there—we saw old friends worn thin on top, some stouter and some thinner than our memories of them, though in quite a few we could detect no sign of the passing years.

And now a justification of our introductory pegs. Surely we were symbolic of those who participated in those late Victorian gold rushes, while the alchemists might well be lined up with the examining panel, whose crucible could well be the examination test. We can only hope that, after their efforts to transmute the baser metal into gold, they will not find that they have left on their hands too much dross.

S.

CHANGES IN THE STAFF

to 25th September, 1944.

PROMOTIONS.

Preventive Officer to Chief Preventive Officer (Acting and Unattached):

Purnell, F., Leith, Edinburgh.

Assistant Preventive Officers to Preventive Officers (Acting) (on detached duty):

Booth, F. L., Hull.

Macbeth, A. F., Dover.

Thomson, A. J. T., Campbeltown, Greenock.

OFFICER LEAVING THE SERVICE.

Retirement.

Chief Preventive Officer:

Jones, E., Falmouth.

OBITUARY OF SUPERANNUATED OFFICERS.

Evans, W. J., Waterguard Superintendent, 1st Class.

Lobb, W. S., Preventive Officer.

Scarth, F., Assistant Preventive Officer.

Sumner, J. R., Preventive Officer.

OBITUARY

Mr. K. S. FORD, A.P.O.

It is with great regret that the death in action in France is announced of Kenneth S. Ford, Assistant Preventive Officer, London.

He was attached to an Armoured Division and had seen service with that regiment from El Alamein to Naples. The regiment returned to England last January, and Ken was married in March. In June once more he travelled overseas to France and was killed on the 19th July owing to an enemy shell falling in the vicinity of the tank in which he was, and Ken received the full impact of the explosion, dying a few minutes afterwards.

Aged 27 years, Ken entered the Service in London in June, 1938, and was called to the Colours in May, 1940.

A keen cyclist and outdoor enthusiast, he will be missed by many in District 2.

The sympathy of the staff is extended to his widow and to his parents.

R. J. L.

MISSING

The London staff are already aware that our friend and colleague, Denis Maguire, A.P.O., is missing in action, and since that announcement in "Current Comments" a few more details have come to hand from Denis's parents.

Denis was the navigator of a Lancaster aircraft which was sent to attack a target in the Brest area and which failed to return.

As the Germans were until recently still in occupation of that area, we can hardly expect further news until the Allies have finally checked up on what has happened out there.

We hope that ere long the news will arrive that Denis is safe and sound. Meanwhile the thoughts of the staff are with his parents at this trying time.

R. J. L.

CORRESPONDENCE

The Editor, "The Customs Journal."
Sir,

May I ask what I consider is a pertinent question on P.S.A. policy?

I understand that the Executive Committee has approved of the promotion of successful candidates from A.P.O. to P.O. strictly in order of seniority, but is prepared strongly to resist any alteration in the present method of promotion from P.O. to C.P.O., i.e., that the successful candidates be graded according to merit.

My question is, what is the reason for this departure from consistency? If the merit system can be upheld in the one case it can be upheld in the other. Otherwise it can be upheld in neither.

Maybe one of the Secretariat or the Executive Committee will explain the reason for the seeming inconsistency.—
Yours faithfully,

GEN.

[Ed.—There has been no inconsistency on the part of the Executive Committee and no departure from policy as laid down by the Council. In its wisdom the Council decided "seniority" rule for A.P.O./P.O. and "merit" for P.O./C.P.O. We seem to remember someone referring to the former as "bread-and-butter" and the latter as "a piece-of-cake." However, we think Councillors should also be included in your invitation.]

Sir,

PURCHASE TAX ON SOLDIERS' GIFTS.

As an A.P.O. I had a share in the collection of Revenue. Now as a member of the Forces overseas I am on the "other side of the fence."

I enclose a cutting from the "Egyptian Mail," together with a few comments which may be of interest to my fellow officers still in "Blighty."

In cold calculations the theory might appear to be a good one—to make ex-servicemen save their money till after the war is won. But unfortunately it does not take into account the psychological factor.

I wonder if those responsible for the decision to prohibit servicemen from spending part of their hard-earned money on presents have ever been

separated from their families for three or four years. If they have they must know the joy of sending gifts to those at home. They must know, too, the effect on morale of being able to show in a concrete manner that the bonds of love or friendship remain unimpaired by the years of absence.

We have heard a great deal about morale in the past five years, and despite war-time restrictions the morale is still very high. I do not suggest that the latest restriction will substantially lower the morale of the fighting men—they know that the war must be won at all costs. But is not the willing horse being flogged just a little too much? This new imposition does not tend to remove the many doubts in the minds of those serving overseas, of the sincerity of the Government's post-war plans.

True we have the privilege of sending home gifts to the value of £8 a year duty free, but many servicemen send more, paying the appropriate rate of duty. Now, instead of paying duty averaging 25 per cent., they will pay 125 per cent. in many cases. This will virtually prohibit the sending of presents other than within the concession limits. Pay in the Services is so small that normally money has to be saved to buy gifts. Now that these gifts may not be sent I doubt if that money will be saved for after the war. It will probably still be spent abroad, but will give less pleasure to the serviceman and none to the would-be recipient.

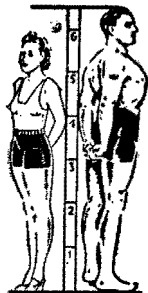
The result is that no one will gain, and, further, the serviceman will lose one of his few pleasures. At the same time the Exchequer will lose the Import Duty which has previously been paid on all gifts over the £8 a year concession.

There seems to be no sound reason why this tax should be retained.—Yours faithfully,

J. A. DAY, Pte., R.A.O.C., M.E.F.

Extract from the "Egyptian Mail."

"As laid down in the new regulations, the position is briefly as follows:—All ranks of H.M. Forces are allowed to send to the United Kingdom a maximum of four duty-free parcels a year up to a total value of £8. Beyond that amount almost everything sent is liable to Customs Duty and Purchase Tax. It is not made clear, moreover, whether Purchase Tax is to be charged or not even on taxable articles within the £8 Customs Duty concession."



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19½	5 "	6 weeks!
21	5 "	5 months!
27½	1½ "	4 weeks
34	3 "	6 months!
40	1½ "	6 weeks!
16½	passed 6 ft. mark!	
18½	passed 6ft. 2ins. Mark	

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