

CIVIL SERVICE COMMISSION

PAMPHLET CONTAINING THE

QUESTION PAPERS

OF THE

Open Competition

HELD IN

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FOR APPOINTMENT AS

Male Assistant Preventive Officer

IN THE

Waterguard Service of the Customs and Excise  
Department



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## English. Paper 1

Time allowed, 1 hour

*Write on ONE of the following subjects, and give its number on your answer form.*

1. Do you think it wiser for a young man to decide on his career before or after doing his national service ?
  2. Is the public as a whole sufficiently aroused to the danger of road accidents ?
  3. Can a professional enjoy sport in the same way as an amateur ?
  4. Why does the sea still attract the adventurous boy ?
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## English. Paper 2

Time allowed, 1  $\frac{1}{4}$  hours

*Read the following passage, which is taken from " South Latitude " by F. D. Ommanney (Longmans, Green, & Co., Ltd., 1940), and then answer the questions below.*

[*Discovery II*, with her rudder bent round to port at an angle of  $70^{\circ}$  and a rent in her side through which the fuel oil is draining, is in danger of being trapped in a rapidly freezing pool in the Weddell Sea, about 100 miles from the place where Shackleton's *Endurance* was crushed by the ice in 1915.]

It was customary, when one of us had a birthday, to pass the port in his honour at dinner. It was the rule that we drank nothing at sea, but when there was a birthday the rule was relaxed somewhat and the drinks were, for the day, " on " the member of the mess whose jubilee it was. That day, January 22nd, 1932, beset in the pack-ice of the Weddell Sea, in sixty-nine degrees south, at least three hundred and fifty miles from the nearest ship and nearly a thousand from the nearest human habitation, the drinks were on Rudolf. The port was passed at dinner though the places of the engineers at the table were empty. The Captain knocked on the table with a napkin ring engraved with the names of his past ships and said, " Rudolf, many happy returns ! " Rudolf hoped for happier returns than this, and passed the port again. After dinner we played *vingt-et-un* to pass the time. Every now and then you saw somebody's eye wandering away from his cards to the menacing desolation outside the ward-room windows. When I took the bank I often found

that the players' attention was not on the game when I asked how many cards they wanted. Once we felt the ship give a sudden shudder and put down our cards for a moment, saying "What's that?" The Old Man did not play, but leaned against the sideboard that contained the cruets and the Worcester sauce, a glass of beer in his hand, watching us. He saw nothing of the game. Frequently he turned to look out of the windows, and every now and again went out on deck to stare down at the narrowing channel of water along the ship's side and the vice-like jaws of ice that were closed upon her bows. As the time drew on towards midnight, without any lessening of the blank daylight outside, our game of cards became more and more desultory. There were long intervals during which it was forgotten altogether while we discussed possibilities, half jocular and half serious. How long could one expect to last on an ice-floe before it broke up? Were there any sledges or sledging provisions aboard the ship? If we were to reach Graham Land or Joinville Island what were the chances of our being picked up? To all these questions Dick answered readily enough and made light of the situation, until we became impatient and told him not to be such an ass. I wondered how the boys of seventeen and eighteen, now asleep in the bunks for'ard, would get on. The Doctor wondered whether he should send a wireless to his wife. The Old Man said nothing but went again on to the deck to gaze down at the oil-covered strip of water, now quite frozen over with a film of slush, and at the vast field of white that lay around us waiting.

Soon after midnight the Chief Engineer appeared in the ward-room. He wore dungaree overalls, and his hands were covered with black oil. There were smears of oil upon his face which glistened with sweat. "It's done," he said. "We can get under way." We jumped up from the table, and the cards were scattered upon the deck.

All hands were called out, and we worked all the rest of that daylight night. We carried kedge<sup>1</sup> anchors out on to the ice on either side of the ship and heaved upon them with the main winch. Everyone lent a hand—scientists, stewards, cooks, firemen—heaving on wires, manhauling the heavy anchors across the floes, hacking holes in the ice to give them purchase. As the main winch clanked, pulling taut the trawling wire to the two kedges made fast in the ice, the engines went full astern so that in the narrow space of dark water beneath the counter the screw thrashed up a whirlpool of foam. It was three hours before the ship moved. Then slowly she drew back and the ice made a rasping sound against her sides while her bows drew out from the jaws of ice that held them. "Half speed ahead!" She bore down again upon the ice floe, moved forwards into it, shuddered, and halted, and again we carried the kedge anchors out astern. But by breakfast-time, twenty-four hours after the damage to the rudder, we were on our slow way once more, backing astern, charging ahead, thrashing the water ineffectively for long minutes, and sometimes for half an hour or more, without moving. Yet we made progress. Twice the rudder-stock slipped, and we had to wait for two or three hours while the engineers repaired it. But the ice was getting looser. There were patches of black water between the floes, and the floes themselves were not so vast. There was no longer a glutinous mass of new ice between them, but clear water, and some of them were built up into pinnacles and turrets which showed that at some time they had been under the influence of the ocean swell. We moved forward, still painfully and slowly, among them for two days and two grey daylight nights. We had escaped the fate of the *Endurance*.

<sup>1</sup> kedge anchors: small anchors thrown out so that when the cable attached to them is wound in the position of the ship can be changed.

#### QUESTION I

Write a summary of the above passage, which contains about 900 words. Your summary should give the substance of the narrative clearly and accurately, and should not exceed 250 words in length; a longer summary will lose marks.

## QUESTION 2

Explain clearly and briefly the meaning of each of the words and phrases underlined, as it is used in the story.

## QUESTION 3

Punctuate the following passage, and add the necessary capital letters :—

whereve you been you young rascal asked the skipper eyeing him sternly looking round said henry smiling as he thought of the change in the skippers manner when he should disclose his information this is the second time youve taken yourself off roared the other angrily ive half a mind to give you the soundest thrashing you ever had in your life but said henry taken aback dont answer me you idle young rascal said the skipper sternly get to bed bed said Henry as his face hardened bed at seven oclock ill punish you somehow said the skipper looking from him to the cook who had just descended cook yes sir said the cook briskly put that boy to bed

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## Arithmetic

Time allowed,  $1\frac{1}{4}$  hours

*For full credit all your working must be shown and must be immediately intelligible.*

*You are not restricted to arithmetical methods.*

*Various data are given on the cover of the answer book.*

1. In a certain quarter a householder uses 301 lighting units and 783 heating units of electricity, and in the next quarter he uses 352 lighting units and 926 heating units of electricity. He pays for his electricity at the rate of  $1\frac{1}{4}d$  for each lighting unit and  $\frac{7}{8}d$  for each heating unit. In addition to these charges he has to pay a fixed quarterly charge of  $4\frac{1}{2}d$  a square yard on the ground space (measuring 35 ft. by 32 ft.) on which his house stands. Each quarter's bill is made out correct to the nearest penny.
  - (i) What is the total charge for electricity for the first quarter ?
  - (ii) Calculate the percentage by which the charge for the second quarter exceeds the charge for the first, and give your answer to the nearest tenth of one per cent.
  
2. Six rectangular boxes without lids are moulded from plastic material one-eighth of an inch thick. They are graduated in size so that, taken in order, each fits exactly into the next size larger, and when they are fitted in this way the upper edges are all on a level. The largest box, measured externally, is  $6\frac{3}{8}$  in. long,  $6\frac{3}{8}$  in. wide, and  $4\frac{1}{4}$  in. deep.
  - (i) What are the external dimensions of the smallest box ?
  - (ii) What is the volume of plastic material used in the making of the " nest " of boxes ? Give your answer to the nearest cu. in.

3. In a certain manufacturing process solid bars of brass, each of cross-section 16 sq. cm. and length 4 metres, are melted down and re-cast into cylinders, each of diameter 5 cm. and length 8 cm. If 40 cylinders are obtained from each bar, calculate, to the nearest tenth of one per cent the percentage loss of metal during the process. (Take  $\pi$  to be  $\frac{22}{7}$ .)

Assuming that 1 cu. in. of brass weighs 0.3 lb., find the weight, in kilograms, of the brass bars required for the production of 2,000 cylinders. Give your answer to the nearest kilogram.

$$(1 \text{ cu. in.} = 16.4 \text{ c.c. and } 1 \text{ lb.} = 454 \text{ grams.})$$

4. A motorist travelling at a constant speed of 30 miles an hour overtakes and passes a motor-cyclist at 2.10 p.m. and a pedestrian at 2.20 p.m. After passing the pedestrian the motorist travels on for a further 6 miles at the same speed, rests for 8 minutes, and then returns along the same route at a constant speed of 24 miles an hour. He meets and passes the same motor-cyclist at 2.45 p.m. and the same pedestrian at 2.50 p.m. Assuming that the motor-cyclist and the pedestrian travel at constant speeds without resting, find
- the speeds of the motor-cyclist and the pedestrian ;
  - the time at which the motor-cyclist passes the pedestrian.

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## General Paper I

Time allowed, 1  $\frac{1}{2}$  hours

*Answer any THREE questions. Your answers should be concise and to the point.  
All the questions carry equal marks.*

- Although many houses have been built in this country, the waiting list for houses is no shorter. How do you account for this, and what social problems arise from the shortage of accommodation ?
- What difficulties have arisen in connection with the proposal to raise German troops for the defence of Western Europe ?
- What are the powers and duties of the Queen under the British system of constitutional monarchy ?
- Summarise the main arguments for and against the return of the steel industry to private ownership.
- What is meant by the statement that " Great Britain has an unfavourable balance of payments in her overseas trade ", and what steps have been taken by the present government to deal with this problem ?
- How has it come about that so many white inhabitants of South Africa are not descended from English immigrants, and why has South Africa been so much in the news recently ?
- Indicate the outstanding characteristics of the work of *either* a living British composer *or* a living British painter.

8. Describe the aims and activities of any *two* of the following international organisations :—  
The International Committee of the Red Cross, the Universal Postal Union, the International Labour Organisation, the United Nations Educational, Scientific, and Cultural Organisation.
9. Give a brief account of any novel that you have read which has given you some insight into the national characteristics of *either* the American people *or* the Russian people.
10. Write a short description of any *two* of the following, and refer to the scientific principles upon which their construction is based :—  
a periscope, a thermometer, a stethoscope, a microphone, a barometer, a dynamo.

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## General Paper 2

Time allowed, 1 hour

*Answer question 1 and ONE other question. Questions 2 and 3 carry equal marks.*

1. Read carefully the following passages, and then give brief answers to the questions about them. Give reasons for your answers in every case.

(a) If food subsidies and rationing were abolished, people would once again work to provide butter for themselves and their families, in contrast to the present system where, however hard people work, they are yet limited in the amount of butter they can buy, and fritter away their surplus money on radio and television sets and on the football pools.

- (i) What does the writer think is the disadvantage of the system of rationing and subsidies ?  
(ii) What weakness, if any, is there in his argument ?

(b) Most people believe that high blocks of flats are unsuitable for families with young children. But inevitably there will be families living in flats. Building tall blocks of flats saves space, and permits more land to be used for other purposes, and thus children will have large open spaces to play in. And should anyone say that mothers will not readily allow their young children to play out of sight many floors below, we can counter this objection with the obvious point that if this is so, then it will ensure that the lawns and flower beds will not be trampled on.

- (i) Can we learn from this passage whether the writer approves or disapproves of high blocks of flats for families with young children ?  
(ii) Are his statements about the connection between high buildings and playing spaces sensible ?

(c) The new rates of passenger landing tax on airlines using State-operated airfields will go some way towards removing an injustice. For flying-boat operators pay no landing tax, and although they have to provide their own facilities, the cost of running a marine airport is

only a fraction of that of running an airfield. The flying-boat is not dead ; it is a very lively commercial competitor of the land-based aircraft. This unfair competition should be entirely removed as soon as possible.

- (i) Express the essential point of the passage briefly and in your own words.
- (ii) Why does the writer tell us that “ the cost of running a marine airport is only a fraction of that of running an airfield ” ?

2. The following statements were made in the course of a discussion on “ The Future of the B.B.C.” Read them carefully, and then

- (a) show in what respects the speakers (i) agree, and (ii) disagree ;
- (b) suppose that you intend to speak in the discussion, indicate which speaker you will support, what additional arguments you will put forward in his favour, and how you will reply to the points made by the opposing speaker.

A. Broadcasting in Britain has always been based on two principles. The first is that the service shall be a monopoly and a public utility independent in its day-to-day work, and under the ultimate control of the State. The second is that it shall be financed from the licence fees paid by its listeners, and debarred from including programmes sponsored by commercial firms as a powerful form of advertisement. Today, when the advocates of commercial programmes are still more vocal and are gaining support in influential quarters, we should do well to ponder again on these principles, and on the inevitable consequences that would follow if they were now abandoned. The B.B.C. has built up a world-wide reputation not merely as a source of entertainment, but of education and unbiased information. The Corporation has been able to provide this service only because it has been free to do its own work on the basis of its own high standards and with a sense of responsibility to the community as a whole. Once a retreat is made from the present position by the licensing of commercial broadcasting, the wireless will cease to be a medium of education, and will cease to cater in some measure for all tastes, and for all sorts and conditions of men. It will be a source of entertainment only, and since commercial sponsors will be interested solely in the size of the audience, programmes will be those with the widest popular appeal. Dance music, “ soap operas”, singers of sentimental songs, and the comic master of the unsubtle innuendo will predominate, and the student of the symphony, great drama, or the serious talk will go unsatisfied. In commercial broadcasting, as in most other spheres, the bad drives out the good.

B. There is much truth in Lord Bessborough’s assertion that in this country we have “ the finest sound broadcasting in the world”. The unbiased nature of its news service is universally acknowledged. It makes a sincere effort to provide fare that will stimulate the mind, inform, and amuse men of widely differing interests in all classes of society. Yet on all sides we find people who are critical, and it is just because the B.B.C. attempts to satisfy all tastes that criticisms arise. The lover of light music complains of the money spent on the Third Programme, the admirer of modern chamber music often finds little to his liking. For the B.B.C. takes too much upon itself ; it attempts to entertain and at the same time to improve public taste regardless of whether the mass of the people want this “ uplift ” or not. Let the B.B.C. face the competition from commercial undertakings. A monopoly, especially a State monopoly, need pay but scant attention to the wishes of the public, and when competition is introduced into broadcasting the ordinary listener will benefit. And to say that this will mean the end of serious broadcasting is not borne out by the experience of those countries which permit commercial broadcasts. In America and Australia a powerful soap company is just as likely to sponsor Grand Opera or a Beethoven Concert as it is to put on a programme for the swing fans. And to maintain that standards will fall because the bulk of the listeners want only to be amused is no more than the cheap sneer of the intellectual snob. The lovers of symphonies are found just as often in mean streets as in the avenues of the well-to-do.

3. In order to plan their housing policy for the future, members of the Housing Department of a large city have collected information, contained in the following table, about two different districts, A and B. The two districts are a considerable distance apart.

Study the table carefully, and then answer the questions below.

	District A	District B
(1) Percentage of families wishing to move ..	89	32
(2) <i>Reasons given for wishing to move :</i>		
Want a garden .. .. .	68	nil
Want to be nearer work .. .. .	14	58
Present rent too high .. .. .	1	3
Want to live in a flat .. .. .	13	2
Want to live nearer centre of city .. .. .	nil	14
Want to live further from centre of city .. .. .	44	2
Want to be nearer school .. .. .	18	1
Want to own house lived in .. .. .	4	33
Want to be near a friend .. .. .	3	25
Want to be near a 'bus route .. .. .	nil	16
Want to be near a park or open space .. .. .	58	nil

(Note.—The figures in (2) show the percentage of those wishing to move for the particular reason indicated. Many people gave more than one reason for wanting to move.)

- (i) What are the things the inhabitants of "A" miss most?
- (ii) Write a general description of "A" based on facts gained from the table.
- (iii) Write a general description of "B" in the same way.
- (iv) If you were the housing manager, would you regard it as more urgent to move those who wished to move from "A" or those who wished to move from "B"? Give your reasons.

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