

## EXAMINATION FOR PROMOTION TO CHIEF PREVENTIVE OFFICER

2nd December, 1958

MORNING PAPER. Time allowed - 2½ hours: 10 a.m. - 12.30 p.m.

*Not more than TWO questions are to be answered. Each question carries an equal number of marks. In answering the questions you are in all cases to assume that you are a Chief Preventive Officer.*

N.B. - Write your NUMBER ONLY on the books provided for the answers to the questions. If your name appears anywhere in these books you are liable to be disqualified.

1. In your District there are two ports, 'A' staffed by 8 Preventive Officers and 4 Assistant Preventive Officers, and 'B' staffed by 7 Preventive Officers and 3 Assistant Preventive Officers. Each port is self-contained for rest-day relief but annual leave relief is provided from the Divisional headport 'C'. 'A' and 'B' are five miles apart.

The Preventive Officers at the two ports are all senior men and have exhausted their chances of promotion. All the Assistant Preventive Officers are in the field of promotion. In recent months there has been an unaccountable falling-off in seizures at both ports.

The work at the two ports 'A' and 'B' is dissimilar and it is considered that an increased standard of efficiency and a greater variety of training for the Assistant Preventive Officers would be achieved if the ports were schemed as one unit of appointment.

In a report to your Superintendent discuss this possibility in *all its aspects*.

2. At a port in your District a Preventive Officer reports a seizure of uncustomed goods, made by the Police, involving the Master of a British deep-sea tug recorded as being from a coastwise port. The tugmaster had been intercepted leaving the dock area in a car owned and driven by a friend. The Police had discovered a total of 1,250 (No.) cigarettes distributed as follows:-

750 (No.) in the Master's seabag;  
300 (No.) on the Master's person; and  
200 (No.) in the door pocket of the car.

The driver said that the 200 (No.) had been given to him by the Master who admits this and says that all the cigarettes were purchased by him from an unknown seaman at the coastwise port.

Search of the tug reveals 200 (No.) cigarettes in possession of each member of the crew of 13 who say they were purchased from the Master. The tugmaster then asks to be allowed to amend his original explanation. He states that he had falsely described his voyage as being from a coastwise port. He had, in fact, arrived from a Dutch port where he had towed a foreign fishing vessel which he had found in distress in the North Sea. He had purchased 4,500 (No.) cigarettes and has sold 250 (No.) to each member of the crew. He also states that he is under immediate notice for sea duty.

In a report to your Superintendent describe *fully* the action it was necessary for you to take.

3. Review the whole system of staff training in the Waterguard Service and state if you consider that the existing arrangements should be extended or modified giving your reasons.

4. You consider that small port 'A' in your District should be closed because it no longer offers full-time employment for the Preventive Officer-in-Charge. The trade of the port consists of about 12 vessels per annum with bulk cargoes which arrive from foreign, mainly during the winter season, and there is some coasting traffic. The Long Room duties include a small number of transactions on behalf of the Ministry of Transport and Civil Aviation and there are 12 R.N.R. men on the books. There is one motorised Coast Preventive Man linked to the Preventive Officer. The local Excise Officer is responsible for landing and shipping duties when required.

The nearest Waterguard Station is at port 'B', 20 miles from port 'A', and the staff there consists of a Preventive Officer-in-Charge and one Assistant Preventive Officer. There are two motorised Coast Preventive Men linked to the Preventive Officer at port 'B'. You are satisfied that the work at port 'A' can be adequately covered by the staff at port 'B'.

In a report to your Superintendent state in *full* your reasons for suggesting closure of port 'A' and submit your proposed arrangements to effect this, showing how the work now performed by the Preventive Officer can be adequately covered.

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2nd December, 1958

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AFTERNOON PAPER. Time allowed -  $1\frac{1}{4}$  hours: 2.15 p.m. - 3.30 p.m.

*Not more than ONE question is to be answered. Each question carries an equal number of marks. In answering the question you are to assume that you are a Chief Preventive Officer.*

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1. Your District includes a 60-mile stretch of coastline which is patrolled by three Coast Preventive Men on motor-cycles. There is one small port which is staffed by a Preventive Officer and an Assistant Preventive Officer who are responsible for Immigration duties.

At 5 a.m. one of the Coast Preventive Men reports to you by telephone that the Panamanian vessel s.s. El Dorado, 3,000 n.r. tons, has gone aground during the night at a remote place on his guard. The vessel was on a voyage from Bilbao to the Baltic with a cargo of iron ore. Efforts to refloat the ship are being made and the cargo is being jettisoned. It is feared that the ship will not weather another tide and the crew are being brought ashore by breeches buoy with their effects. The crew are of mixed nationalities and some are without passports or discharge books and say that they are stateless persons. There are dutiable stores on board and the Coast Preventive Man reports that the Master has sent on shore six bottles of brandy and 2,000 (No.) cigarettes at the request of the rescue party and that these goods have been removed by force from official custody by members of the auxiliary coastguard.

There is neither shelter nor public transport at the place of this stranding.

In a report to the Waterguard Superintendent state *fully* what arrangements you made to deal with this situation.

2. Ships' stores and equipment (other than high duty goods) are subjected at shipment and re-landing to a Revenue supervision which is described as "loose". It is claimed that the impact of Purchase Tax alone requires the operation of a more rigid control to avoid possible revenue loss.

Review the present methods of control, giving examples of circumstances under which stores and equipment are re-landed. State what you consider to be the reasons for departure from normal Customs procedure and suggest possible measures to tighten control if thought desirable.

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