

WATERGUARD BRANCH.

Inspection Report.

Member-Port, or Creek, of Perth

Superintending Port Dundee

District (Waterguard) Leith III

Name and Rank of <sup>Local</sup> ~~Head~~ Officer Alex. Carson, Asst. P.O.

Date of Inspection 6<sup>th</sup> October 1923

By whom made Chas. Smith by J. G. W.

## PREMISES.

1. Are the Waterguard Offices, Watch Houses and Boat Houses in good repair and in good sanitary condition?

*Yes - (No boat house)*

2. Is sufficient provision, as regards accommodation, afforded at each station—

(a) For the Officers?

*yes*

(b) For the Service boats?

*No service boat.*

(c) For properly storing official books, documents and stores?

*yes.*

3. Is a record\* of office accommodation kept and is the annual certificate given therein?

*This book could not be found at both, & is probably not kept, the office being in a building used mainly by the Excise side.*

## BOARDING.

4. Are the approved Boarding Stations in all respects satisfactory?

*yes.*

5. Are the boarding duties generally satisfactorily performed?

*yes*

LONG ROOM

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Was the amount of the cash shown to be due to the Public Account at the close of business on the day before the inspection duly verified, and how was it disposed of?

Bank	£	<i>No Bank</i>	<i>Yes</i>
Chest	£	17..17..4	
Advance	£	- - -	
Total	£	17..17..4	

Has the Cash Book been verified and initialled by the proper Officers ?

*No second Officer.*

Were the Bank Pass and Cheque Books in order?

*No Bank account.*

Were the Shipping and Fishing Boat Registers and relative books correctly and properly kept?

*Yes. (Fishing Boat registers only) No Register under part I. Act. Act 1894)*

Were the Deposition and Wreck  
Report Books and relative books  
correctly and properly kept?

*yes.*

Have the Royal Naval Reserve duties  
been properly attended to, and  
are the relative records in order?

*No R.N.R. Books kept.  
(No local volunteers)*

Are the Arrivals and Sailings Books  
properly kept?

*yes.*

Are the Shipping Accounts properly  
kept?

*yes.*

Has the Seizure Record been properly  
kept?

*No local Record.  
Seizures (if any) sent to  
Dundee.*

RUMMAGE.

6. Do the rummaging arrangements generally call for any special observations?

*No Rummage Crews*

BAGGAGE.

7. Are proper arrangements made for the examination of passengers' baggage?

*No Baggage duties.*

8. Are all the Officers employed on this work fully competent for the duty?

✓

DUTY SLIP AND REQUEST AND RECEIPT BOOKS.

9. Are these books dealt with in accordance with the regulations?

*Apparently, but there is no entry in either of the books in current use.*

10. Are the regulations governing the receipt of duty on crew's stores properly observed?

✓

1. Were the amounts shown to have been received in the instances under inspection properly brought to account?

✓

## FOREIGN-GOING VESSELS.

12. Do stores liable to duty on import and export vessels appear to be properly secured?

*yes.*

13. Are export vessels with goods on board liable to duty or shipped on drawback under efficient supervision?

*yes*

14. By whom is the account of arrivals and sailings taken, and are the arrangements satisfactory?

*By the Arot. Pres. Office, supplemented by the C. Man at Newburgh as far as that place is concerned.  
Satisfactory.*

## SMUGGLING.

15. Is there any reason to suppose that smuggling is carried on to any great extent or that special facilities for smuggling exist at the Port?

*No. There has been very little shipping of any kind in recent years, but the import trade from the Continent which is now growing up (see report at end hereof) requires watching.*

## COASTING TRADE.

16. Is proper attention given to the rummage and supervision of coasting vessels and examination of cargo books?

*yes*

FOREIGN ENLISTMENT ACT.

17. Are the arrangements for exercising a check on the building of vessels apparently designed for warlike purposes satisfactory?

*Yes*

VESSELS AND BOATS.

18. How many Customs boats or launches are there?

Rowing	}	_____
Sail		_____
Motor		_____
Steam		_____

*None.*

19. Are they sufficient for the requirements of the Port and is their equipment in serviceable condition?

*✓*

STORE ACCOUNTS.

20. Did an examination and test check of these accounts (if any) show that they were satisfactory?

*yes.*

21. Were the stores in stock and in use (including electric rummaging lamps, if any) in satisfactory condition?

*yes. (No land stock)*

22. Has a periodical check of commissions, seals, and plombs been made and recorded?

*yes. (By C. O. Dundas)*

OVERTIME AND SUNDAY  
ATTENDANCE.

23. Are the overtime books correctly kept in accordance with the regulations?

yes.

24. Are the arrangements for Sunday attendance satisfactory?

yes

25. Is attendance involving overtime kept within the narrowest possible limits?

yes.

WATERGUARD OFFICERS.

26. Do all the Officers to whom the regulations respecting uniform are applicable conform thereto?

yes.

27. At the date of this Inspection were the Officers (including Waterguard Watchers and Extramen) employed on suitable duty?

yes. (No watch or Extramen)

28. Was attendance given in accordance with the Regulations?

yes.

29. Does it appear that proper and effective discipline is maintained by the Superior Officers?

*yes.*

#### VISITING.

30. Was the record of Night and Special visits inspected and found satisfactory?

*Fairly satisfactory. Some irregularity had occurred in Feb. and March 1927. ✓ apparently by an oversight.*

#### ACTING.

31. Are the Preventive Men who have been employed as Acting Preventive Officers since the last inspection all eligible for promotion and has the duty been properly distributed?

*No Acting*

#### GENERAL.

32. State generally particulars of any assistance to the Department rendered by the local Coastguard and whether such assistance is of value from a Revenue point of view.

*No Coastguard*

33. Had the directions given by the Commissioners, or those issued in consequence of previous Inspections been properly attended to?

*yes.*

GENERAL OBSERVATIONS which should include any suggestion for the improvement of the Waterguard Service of the Port or for the diminution of expense, &c., in connection therewith, together with a statement whether the Waterguard business of the Port is satisfactorily conducted. Any matters on which complaints were addressed to the Inspecting Officer by the Waterguard Staff should be mentioned. (This does not apply to individual grievances.) Any written directions left at the Port by the Inspecting Officer are to be quoted.

Shipping at Perth has for some years been at a low ebb. Outside purely estuarial traffic in the Tay, coasting arrivals are less than two per week. Two vessels arrived from foreign in 1921, and one in 1922. This year to date of inspection six such arrivals had occurred, and other eight were expected in the near future. This new traffic consists in importations of artificial manures from Belgium, Germany, and Holland. It requires attention from the possibility of illegal traffic point of view. The importing vessels are usually boarded and rummaged at Dundee, on the way up the Tay, but "clean" vessels (from a public health point of view) are free to proceed direct to the discharging berth at Perth.

There is a bit of Long Room work, estimated to occupy the Act. Pres. Office for two hours a day. There is registry of fishing boats (only seven on book at present) collection of light dues, and payment of Seamen's Money Orders. Twenty-two of the latter had been paid this year - one of them for £150. About 40 tons of Light Dues, including dues collected for the local Harbour Authorities, had been taken in the same period. These are the principal, but there are of course other, items of such work.

The Long Room facilities appear to be a convenience to the public, and are apparently economically supplied through the services of the Act.

Statement of Trade pass  
1 in 1921  
5 in 1922  
In addition 6 in  
1921 and 4  
1922, these  
were arrived  
9 in 1922  
(one in ballast)

Proc. Officer. In view of this, and the upward trend of imports from foreign, I think his continuance at Perth is justified.

The present scheme of attendance was framed in 1913. The Asst. Proc. Officer will presumably soon be given an "in charge" allowance, and I submit a scheme which should better suit the conditions which shall then arise. Office hours, which are at present anything from 9 am until 4 pm, could, I was informed, conveniently for all interests be restricted to 11 am-1 pm; and I think leave to curtail them accordingly should be given.

The Asst. Proc. Officer, Mr. Alex. Carson, appears to be a man of only moderate ability, but I should say that he is honest and willing, and is carrying out the work of the Port in a diligent and faithful manner.

Signature of Inspecting Officer

Chas. Smith.

D. J. Geo.

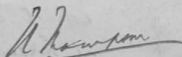
Date

27<sup>th</sup> October 1923.

NOTE.—Inspecting Officers are to understand that they are responsible for making such a searching examination of the Books, Accounts and general work of the Waterguard Staff at the Ports or Creeks as will enable them to report whether the Waterguard business is being conducted in accordance with the regulations of the Department.

The Asst P.O. appears to have a fair amount of Long Room work to perform, and an in charge allowance should, I think, be assigned to Perth.

The curtailing of Long Room hours as submitted would permit of a more varied outside attendance being given, and the Collector should be requested to arrange accordingly when the Asst P.O.'s attendance should be schemed as suggested.



1st November 1923.