

4. Qualifications.

Candidates must possess, at the date of making application, an Extra-Master's Certificate of Competency, and must have been in command as a Master of a Foreign-going merchant steam or motor ship.

The candidates must also submit copies of testimonials giving particulars of recent appointments.

Every candidate must, before he is declared successful, pass the Ministry of Transport sight test. A candidate who has not passed this test at the time he sends in his application will, if he is chosen for interview, receive an instruction to present himself at a convenient centre to undergo the test.

5. Application.

A candidate may make one, and only one, application during the year 1951.

6. Competition.

Candidates who are accepted by the Ministry of Transport and the Civil Service Commissioners as suitably qualified will be required to attend for interview in London before a Board consisting of representatives of the Civil Service Commissioners and the Ministry of Transport.

The Selection Board in reaching their decision will take into account candidates' technical knowledge, their record and experience, and their personal qualities as shown at the interview. Importance is attached to personal qualities and they will play a considerable part in determining the success of a candidate.

The Selection Board will recommend to the Civil Service Commissioners for appointment the candidates who appear to them to have the best qualifications. The Board may also recommend that certain candidates should be classified as reserve candidates, and considered by the Commissioners for appointment in conjunction with the results of later Boards. The decision of the Commissioners will be final.

7. Health and Character.

Successful candidates must satisfy the Commissioners as to their health and character.

8. Candidates trained as Teachers.

Candidates who have been trained as Teachers and upon whose training public money has been spent cannot be appointed until the consent of the appropriate central education authority (e.g. the Ministry of Education, the Scottish Education Department, the Ministry of Education for Northern Ireland) has been notified to the Commissioners.

9. Canvassing.

Any attempt on the part of candidates to enlist support for their applications through Members of Parliament or other influential persons, except as referees to be named by them in their application forms, will disqualify them for appointment.

10. Fee.

Each successful candidate will be required to pay a fee of £1 10s. 0d. before the issue of a Certificate of Qualification for appointment.

Civil Service Commission.

27th March, 1951.

The Civil Service Commissioners hereby give notice that the following Regulations are published with the approval of the Lords Commissioners of H.M. Treasury, viz.:—

RECRUITMENT UNDER NORMAL REGULATIONS OF ENGINEER AND SHIP SURVEYORS (MALE) IN THE MARINE SURVEY SERVICE OF THE MINISTRY OF TRANSPORT.

1. Age

Candidates must be at least 28 years of age on the 1st January, 1951. The Commissioners have not specified an upper age limit for this competition. In general, however, Government Departments require a reasonable period of Service from persons newly appointed to the Civil Service; and accordingly the Commissioners reserve the right to give weight to this factor in considering candidates for these posts who are over 50 years of age.

2. Sex

Men only may compete under these Regulations.

3. Nationality

Candidates must be British subjects. They must also satisfy one of the following conditions:—

(a) If natural-born British subjects, they must either

(i) have at least one parent who is or was at death a British subject, or

(ii) have resided in His Majesty's dominions and/or been employed elsewhere in the service of the Crown for at least five years out of the last eight years preceding the date of their appointment.

(b) If naturalised British subjects, they must have resided in His Majesty's dominions and/or been employed elsewhere in the service of the Crown for at least five years out of the last eight years preceding the date of their appointment.

(c) If not qualified under (a) or (b) of this paragraph they must satisfy the Commissioners that they are so closely connected with His Majesty's dominions either by ancestry, upbringing or residence, or by reason of national service, that an exception may properly be made in their favour.

4. Qualifications**Either**

(a) (i) Candidates must possess, at the date of making application, either (i) an Extra First Class Certificate of Competency as an engineer in the Mercantile Marine or (ii) a First Class Certificate of Competency, endorsed for steam or for motor as may be relevant, together with a University degree in Engineering.

(ii) Candidates must have served at sea as engineers as indicated below, in foreign-going ships propelled by steam or by heavy oil engines, for at least five years; experience of heavy oil engines is desirable. Service in home trade ships propelled by steam or heavy oil engines if not less than 66 N.H.P. will be accepted to a limited extent in lieu of service in foreign-going ships (eighteen months' service in home trade ships being regarded as equivalent to twelve months' service in foreign-going ships), but a candidate must have served for a period of at least two years in foreign-going ships. The qualifying service must have been performed as a Chief Engineer or as a Watch-keeping Engineer on main engines or boilers.

(iii) Candidates must also submit copies of testimonials giving particulars of their sea service and of any shore appointments they have held subsequent to obtaining their First Class or Extra First Class Certificate, as the case may be.

or

(b) They must be retired Naval Engineer Officers who have served on a regular engagement and who are in possession of a First Class Certificate of Competency or of Service. They must have served for at least a total of five years at sea in H.M. Ships in full commission as Engineer Officer, Senior Engineer or Watch-keeping Engineer Officer. They must submit full particulars of their service in the Royal Navy.

(c) Every candidate must, before he is declared successful, pass the Ministry of Transport sight test. A candidate who has not passed this test at the time he sends in his application will, if he is chosen for interview, receive an instruction to present himself at a convenient centre to undergo the test.

5. Application.

A candidate may make one, and only one, application during the year 1951.

6. Competition.

Candidates who are accepted by the Ministry of Transport and the Civil Service Commissioners as suitably qualified will be required to attend for interview in London before a Board consisting of representatives of the Civil Service Commissioners and the Ministry of Transport.

The interview will test

(i) Technical knowledge—Questions may be asked covering any part of the syllabus for Extra First Class Certificate and will be particularly directed to the following subjects:—

Practice and theory in the design, operation and maintenance of all types of marine machinery, including electrical machinery; of all types of boilers used at sea for the generation of steam; and in the construction, repair and propulsion of steel ships. The candidate may be required to illustrate his replies by means of rough sketches.