

(b) a candidate who has served or is serving voluntarily in H.M. Forces otherwise than on a regular or short-service engagement or who has performed, or is performing, compulsory national service under the National Service Acts may deduct the period of such service from his actual age, up to a maximum of two years.

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.* Candidates must possess a University degree in Naval Architecture or furnish other evidence of satisfactory educational attainments.

The candidate must have been trained in the theory and practice of ship design, construction, and repair for not less than five years, and since the completion of his training must have had practical experience in the building and repairing of ships for not less than three years. He must have attained to a position of responsibility in a shipbuilding or ship-repairing establishment.

When at least one year has been spent in a day course that includes Naval Architecture at a recognised Technical School or College, the time so spent will be allowed to count as one year, but no more, out of the five years' training required.

The candidate must also submit copies of testimonials giving particulars of appointments held since completion of his training.

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 1949.

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 before the issue of a Certificate of Qualification for appointment.

#### Civil Service Commission.

17th June, 1949.

The Civil Service Commissioners hereby give notice that the following Regulations are published with the approval of the Lords Commissioners of His Majesty's 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 and under 42 years of age on the 1st January, 1949, but

(a) a candidate who has served, or is serving, on a regular (including a regular short-service) engagement in H.M. Forces may deduct the period of such service from his actual age.

(b) a candidate who has served or is serving voluntarily in H.M. Forces otherwise than on a regular or short service engagement or who has performed, or is performing, compulsory national service under the National Service Acts may deduct the period of such service from his actual age, up to a maximum of two years.

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.*—Candidates must possess, at the date of making application, either (1) an Extra First Class Certificate of Competency as an engineer in the Mercantile Marine or (2) a First Class Certificate of Competency, endorsed for steam or for motor as may be relevant, together with a University degree in Engineering.

The candidate must have served at sea as an engineer, 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 of 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.

The candidate must also submit copies of testimonials giving particulars of his sea service and of any shore appointment he has held subsequent to his obtaining his First Class or Extra First Class Certificate, as the case may be.

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.