

**Training.** Both the apprentice and the deck boy must serve either four years on a vessel engaged in "foreign-going" trade, or six years on a vessel engaged in home trade or limited coastal trade, before being eligible to sit for a second mate's foreign-going certificate. Usually they are coached at a nautical school before sitting for the examination for this certificate; subjects studied include Mathematics, Navigation, Seamanship and General Knowledge. Further experience and study can lead to a first mate's certificate, then a master's certificate, and finally an optional extra-master's certificate.

**Prospects.** The demand for navigation officers is not very heavy—about fourteen lads are apprenticed in Sydney each year. Apart from a career at sea, shore positions such as marine superintendent, marine surveyor, shipping inspector are open to ship's masters and officers.

During apprenticeship wages progress from about \$24 to about \$56 a month. The pay of navigating officers is based on the type of vessel they are navigating—junior officers average \$1,800 to \$2,000 a year in wages and often earn the same amount in overtime. Masters of the larger passenger vessels on the Australian register can earn in excess of \$8,000 a year.

**Ship's Boys.** A lad who wishes to embark on a sea career without qualifying as a deck officer may also sign on as a deck boy or "ship's boy". After 12 months at sea he is entitled to be rated as ordinary seaman (if he is 17 years old). Further experience may lead to advancement to able seaman, boatswain and quartermaster. Award wages for seaman are considerably increased in practice by payment of overtime. For latest rates contact the Deputy Registrar, Commonwealth Conciliation and Arbitration Commission, 119 Phillip Street, Sydney.

**Other Personnel.** In the engineering department marine engineers, electricians, donkeymen, greasers, firemen or trimmers are employed.

In the domestic department, cooks, bakers, butchers, galley boys, stewards, and stewardesses may be employed.

Other personnel found on board a Merchant Navy ship may include the radio officer, ship's doctor, purser, and carpenter and joiner.

*Further information* may be obtained from the general Secretary, Merchant Service Guild, 79 Pitt Street, Sydney, or from the marine superintendent of the shipping company with which employment is desired, and from the Vocational Guidance Bureau's leaflet on the *Merchant Navy*.

## *Please DON'T ROCK THE BOMB, Bob*

"I'm not afraid", said Robert Roberts, as he casually rocked a 25 lb high-explosive bomb with his foot at his home on Coraki Aboriginal Reserve in May. But Mr E. R. Leggo, part-time supervisor at Coraki, WAS afraid, and asked Bob please not to rock the bomb.

Mr Leggo, after he carefully backed away from Robert Roberts, very quickly contacted the police, who soon had two army experts on the site.

Warrant Officer B. Duncombe said that the bomb was alive and dangerous, and that Mr Roberts should have marked the spot where he found the bomb *instead of carrying it to his home* on the Reserve.

The bomb, a type carried by aircraft, was about 15 years old; its fins had rusted off and its nose cone was missing, but it was still very much alive. And it made quite a bang when exploded at Woodburn Shire Council's quarry.

If children had found the bomb and, say, hit it with an axe or hammer, things would not have ended as happily as they did.

*The moral: Report your bomb finds. It's much safer that way.*

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## *PEN PAL, PLEASE*

Thirty-two years old Salvation Army girl, Miss Heather Thomson, would like to begin a pen-friendship with Aboriginal girls. Write to her at 22 Aston Street, Granville, Sydney (phone 637 2092).

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