

## **[Report of the Medical Officer of Health for Port and City of London].**

### **Contributors**

London (England). Port & City Council.  
Jones, D. T.

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**Report of the  
Medical Officer of Health  
for the  
Port and City of London  
for 1977**

*To be presented on Thursday, 20th July, 1978.*



## CONSTITUTION AND JURISDICTION

The governing body of the City of London, the Corporation of London, was originally constituted the Sanitary Authority of the Port of London by Section 20 of the Public Health Act, 1872. The cost of administration was met from the Corporation's private funds for close on fifty years, when it became rate (and grant) aided. By the Public Health (London) Act, 1936, the term "Port Sanitary" was changed to "Port Health", and the Port Health district is further defined by the Act as the "Port of London as established for the purposes of the law relating to the Customs of the United Kingdom" and by the Public Health Act, 1936 as "the Port as established for the purposes of the enactments relating to the Customs". The Public Health (London) Act 1936 was repealed by the London Government Act 1963 but Section 89(1) of that Act defined the Port of London as "the Port of that name established for the purposes of the enactments relating to customs or excise."

In accordance with the provisions of the London Port Health Authority Order 1965 made under Section 41(1) of the London Government Act 1963 the Corporation of London shall have jurisdiction as Port Health Authority –

(a) as respects functions, rights and liabilities of a local authority under the enactments mentioned in Part 1 of Schedule 1 of the Order over all waters within the Port and over such part of the district of any riparian authority as comprises the whole of any wharf and of the area within the gates of any wharf and of the area within the gates of any dock and the buildings thereon respectively, forming part of or abutting upon the Port;

(b) as respects any other functions, rights and liabilities assigned to them, within the Port (The Port of London established for the purposes of the enactments relating to customs or excise).

The limits of the Port of London for the purposes of the enactments relating to customs or excise were originally defined by a Treasury Minute dated 1st August 1883. They commence at high water mark in the River Thames at Teddington Lock, in the County of Surrey, and extend down both sides of the said River Thames to an imaginary straight line drawn from the Pilot mark at the entrance of Havengore Creek in the County of Essex, to the land's end at Warden Point, in the Isle of Sheppey, in the County of Kent, such point being the north-western limit of the Port of Faversham, and extend up and include both sides of the River Medway to an imaginary straight line drawn from the south-east point of land westward of Coal-mouth Creek, thence across the said River Medway to the western-most point of the piece of land which forms the eastern side of Stangate Creek, or, in other words, the north-west point of Fleet Marsh and thence in a southerly direction to Iwade Church in the said County of Kent, and thence in a north-easterly direction to Elmley Chapel in the said Isle of Sheppey, a supposed direct line from Elmley Chapel to Iwade Church, being the western limit of the Port of Faversham, and the said Port of London includes the Islands of Havengore Creek aforesaid, called Potton and Rushley Islands, and so much of the said Creek and Watercourses as extends from it to the town of Rochford, and also includes all other Islands, Rivers, Streams, Creeks, Waters, Watercourses, Channels, Harbours, Docks and places within the before-mentioned limits contained.

Following upon the extension of the area of jurisdiction of the Port of London Authority by the Port of London Authority (Extension of Seaward Limit) Act 1964 the area of jurisdiction of the Corporation of London as Port Health Authority was similarly amended by Section 31 of the City of London (Various Powers) Act 1965 which added at the end of the definition of "Port of London" in Section 89(1) of the London Government Act 1963 the following words:

"together with all such waters between the seaward limit of the Port as so established and imaginary straight lines drawn from latitude 51° 37' 00" north, longitude 00° 57' 19" east (Foulness Point in the County of Essex) to latitude 51° 46' 05" north, longitude 01° 20' 32" east (Gunfleet Old Lighthouse) and thence to latitude 51° 26' 36" north, longitude 01° 25' 30" east and thence to latitude 51° 24' 55" north, longitude 00° 54' 21" east (Warden Point in the County of Kent) as are for the time being within the territorial waters of Her Majesty's dominions."

The Port of London Authority with which the Port Health Authority works in close co-operation was established as the administrative body of the Port of London including the docks and tideway of the River Thames, by Act of Parliament in 1909.







## STAFF

(as at 31st December, 1977)

|   |   | <i>Commenced<br/>Service</i> | <i>Any other<br/>Appointment held</i> |
|---|---|------------------------------|---------------------------------------|
| <b>MEDICAL OFFICER OF HEALTH (for the Port and City of London)</b>                |   |                              |                                       |
| D.T. JONES, B.Sc., M.B., B.Ch., M.F.C.M., D.C.H., D.P.H., D.C.T.                  |   | March 1958                   | Medical Inspector of Immigrants       |
| <b>MEDICAL STAFF SECONDED FROM CITY AND EAST LONDON<br/>AREA HEALTH AUTHORITY</b> |   |                              |                                       |
| W.T. ROUGIER CHAPMAN,<br>V.R.D., M.R.C.S., L.R.C.P.                               | Senior Assistant Port<br>Medical Officer      | —                            | Medical Inspector of Immigrants       |
| G.P. MERSON, M.B., Ch.B.,<br>D.P.M., M.F.C.M.                                     | Assistant Port Medical Officer                | —                            | Medical Inspector of Immigrants       |
| R.F. ARMSTRONG, L.R.C.P.,<br>L.R.C.S., Ed., L.R.F.P.S., Glas.                     | Assistant Port Medical Officer<br>(part-time) | —                            | Medical Inspector of Immigrants       |
| J.H. HUDSON, B.Sc., M.B.,<br>M.R.C.S., D.T.M. & H.,<br>D.P.H., M.F.C.M., (Acc.)   | Assistant Port Medical Officer<br>(part-time) | —                            | Medical Inspector of Immigrants       |
| A.E.L. DE THIERRY, M.A., M.B.,<br>B.Chir., D(Obst), R.C.O.G.,<br>D.P.H.           | Assistant Port Medical Officer<br>(part-time) | —                            | Medical Inspector of Immigrants       |
| R.M. BEST, M.B., B.Sc.(Lon)   | Assistant Port Medical Officer<br>(part-time) | —                            | Medical Inspector of Immigrants       |
| K. GEORGE, M.B., B.S., D.T.M. & H.  | Assistant Port Medical Officer<br>(part-time) | —                            | —                                     |
| M.J. LITTLEWOOD, M.B., B.S.,<br>D.T.M. & H.                                       | Assistant Port Medical Officer<br>(part-time) | —                            | Medical Inspector of Immigrants       |

### Occasional Medical Inspectors of Immigrants

DR. D.J. AVERY, DR. P.J.R. WALTERS, DR. D.W. KEYS

|                              |  | <i>Commenced<br/>Service</i> |
|------------------------------|--|------------------------------|
| <b>ADMINISTRATIVE SECTOR</b> |  |                              |
| E.V. SMITH                   | Chief Administrative Officer                       | October, 1938                |
| R.G. RUTTER                  | Deputy Chief Administrative Officer                | July, 1968                   |
| B.E. DAVIES                  | Principal Assistant                                | November, 1972               |
| P.J. JARVIS                  | Principal Assistant                                | July, 1971                   |
| J.V. SMITH                   | Senior Assistant                                   | June, 1975                   |
| R.L. VALDINI                 | Senior Assistant                                   | August, 1972                 |
| Mrs. E.J.A. MORROW           | Senior Assistant                                   | March, 1968                  |
| R.W. HAMILTON                | First Class Assistant                              | August, 1977                 |
| Miss S.L.B. VALDINI          | First Class Assistant                              | September, 1974              |
| Mrs. E.P.M. PUNCHER          | First Class Assistant                              | April, 1975                  |
| J.R.H. CLEMENTS              | First Class Assistant                              | August, 1976                 |
| Miss E.E. HARVEY             | Clerical Assistant                                 | May, 1975                    |
| Mrs. J.E. GRAHAM             | Clerical Assistant (Temporary) (part-time)         | August 1971                  |
| K.A. UNDERDOWN               | Clerical Assistant                                 | January, 1974                |
| Mrs. A.H. MEALY              | Clerical Assistant                                 | May, 1974                    |
| Miss S. MANN                 | Clerical Assistant                                 | October, 1977                |
| 1 Vacancy                    | Clerical Assistant                                 | —                            |
| Mrs. S. ALLKINS              | Senior Shorthand Typist                            | August, 1976                 |
| Mrs. D.M. HARMAN             | Shorthand Typist (Temporary) (part-time)           | September, 1972              |
| Miss S.B. SMITH              | Shorthand Typist                                   | April, 1974                  |
| Mrs. J.M. MORSE              | Audio Typist                                       | June, 1974                   |
| E.J. PETERS                  | Senior Assistant (Meat Inspector's Office)         | November, 1935               |
| J.E. CASH                    | First Class Assistant (Meat Inspector's Office)    | March, 1954                  |
| R.J.F. PARISSIEN             | Clerical Assistant (Meat Inspector's Office)       | March, 1971                  |
| A.M. EVES                    | Administrative Officer (Diseases of Animals Act)   | November, 1976               |
| Miss L.D. JONES              | Administrative Assistant (Diseases of Animals Act) | February, 1975               |
| Miss C.A. LOVETT             | Clerical Assistant (Diseases of Animals Act)       | May, 1974                    |

**ADMINISTRATIVE SECTOR (continued)**

|                      |  |                 |
|----------------------|--|-----------------|
| Miss C.J. WHITING    | Administrative Assistant (Animal Quarantine Station) | February, 1977  |
| Mrs. F.J. SUTTONWOOD | Clerical Assistant (Animal Quarantine Station)       | January, 1977   |
| K.C. BUTT            | Senior Messenger/Driver                              | September, 1975 |
| W. CAIN              | Messenger/Driver                                     | June, 1977      |
| H.T. LLOYD           | Messenger/Driver                                     | November, 1968  |

**ENVIRONMENTAL HEALTH (CITY) SECTOR**

**Environmental Health Officers**

|   |  |                 |
|---|--|-----------------|
| E. THOMPSON, M.E.H.A.                             | Chief Environmental Health Officer (City)        | September, 1948 |
| J.H. RILEY, M.E.H.A.                              | Deputy Chief Environmental Health Officer (City) | August, 1962    |
| J.B. WELLDON, M.E.H.A., M.R.S.H.                  | Principal Environmental Health Officer           | August, 1962    |
| Vacancy   | Senior Environmental Health Officer              | —               |
| H.L. SHEPLEY, M.E.H.A.                            | Senior Environmental Health Officer              | May, 1964       |
| W.G. SMITH, M.E.H.A.                              | Senior Environmental Health Officer              | May, 1972       |
| P.L.S. CLARK, B.A., D.H.E.,<br>F.E.H.A., M.R.S.H. | Senior Environmental Health Officer              | March, 1974     |
| D.F. CORFIELD                                     | Senior Environmental Health Officer              | June, 1964      |
| D. HITCHCOCK, M.R.S.H.                            | Environmental Health Officer                     | November, 1967  |
| B.L. NUNN   | Environmental Health Officer                     | April, 1968     |
| B.L. DAWSON                                       | Environmental Health Officer                     | February, 1969  |
| M.C.J. ELKINGTON, M.E.H.A.                        | Environmental Health Officer                     | February, 1969  |
| D.T. SPRINGATE                                    | Environmental Health Officer                     | March, 1974     |
| R.E.I. REID                                       | Environmental Health Officer                     | August, 1977    |
| 2 Vacancies                                       | Environmental Health Officers                    | —               |

**Technical Officers**

|              |                          |                |
|--------------|--------------------------|----------------|
| J.G. GALILEE | Senior Technical Officer | November, 1951 |
| D.R. FALLEN  | Technical Officer        | March, 1971    |

**Technical Assistants**

|  |                     |             |
|--|---------------------|-------------|
| D.T.W. FREEMAN                           | Technical Assistant | March, 1968 |
| P.J. FOX                                 | Technical Assistant | June, 1972  |
| P.W. KERRIDGE, L.M.R.S.H.,<br>A.I.M.S.O. | Technical Assistant | July, 1972  |
| C.E.W. EASTMAN, L.M.R.S.H.               | Technical Assistant | April, 1954 |

**Rodent Staff**

|               |                          |                 |
|---------------|--------------------------|-----------------|
| P.M. BERRY    | Foreman Rodent Operative | June, 1967      |
| J. PEGRAM     | Rodent Operative         | September, 1967 |
| J.E. KIDDY    | Rodent Operative         | February, 1973  |
| W.R. STRACHAN | Rodent Operative         | May, 1973       |
| A. VELLA      | Rodent Operative         | November, 1974  |
| A.V. PRINCE   | Rodent Operative         | January 1977    |

**Mortuary and Disinfecting Station Staff**

|                 |   |                |
|-----------------|---|----------------|
| N.J. TOON       | Superintendent of the City Mortuary and<br>Disinfecting Station | August, 1976   |
| W.T. STEELE     | Senior Disinfectant and Mortuary Attendant                      | August, 1958   |
| G.W. JACOBS     | (General Duties at Mortuary)                                    | December, 1966 |
| A.P. STEPHENSON | (General Duties at Mortuary)                                    | June 1977      |
| W.A. WALDMAN    | (General Duties at Mortuary)                                    | June, 1975     |

**ENVIRONMENTAL HEALTH (SMITHFIELD) SECTOR**

**Environmental Health Officers**

|  |   |                 |
|--|---|-----------------|
| W.R. LEE, M.Inst.M., M.E.H.A.                  | Chief Environmental Health Officer (Smithfield)             | June, 1929      |
| K.S. SEYMOUR, M.Inst.M.,<br>M.E.H.A., M.A.M.I. | Deputy Chief Environmental Health Officer<br>(Smithfield)   | July, 1935      |
| J.C. WILSON, M.Inst.M., M.A.M.I.               | Senior Environmental Health Officer                         | January, 1936   |
| H.C. FIELD, M.E.H.A., M.A.M.I.                 | Senior Environmental Health Officer                         | August, 1954    |
| G. GINGELL, A.R.S.H.                           | Senior Environmental Health Officer                         | August, 1954    |
| J.T. COX, M.E.H.A.                             | Environmental Health Officer                                | March, 1975     |
| B.G.F. PAYNE, D.F.C.                           | Environmental Health Officer                                | December, 1960  |
| J.R. BUCKLAND                                  | Environmental Health Officer                                | November, 1977  |
| D.T. ALDRIDGE, M.A.M.I.                        | Authorised Officer under the Meat Inspection<br>Regulations | September, 1975 |



**ENVIRONMENTAL HEALTH (SMITHFIELD) SECTOR (continued)***Commenced  
Service***Meat Porters**

|             |                                       |                |
|-------------|---------------------------------------|----------------|
| R. HUDSON   | Senior Porter                         | May, 1963      |
| W.H. DALTON | (General Duties at Smithfield Market) | May, 1970      |
| A.J. FREW   | (General Duties at Smithfield Market) | November, 1970 |
| E.G. HIGLEY | (General Duties at Smithfield Market) | October, 1972  |
| H. GROUT    | (General Duties at Smithfield Market) | April, 1973    |
| 1 Vacancy   | (General Duties at Smithfield Market) | —              |

**PORT HEALTH SECTOR****Port Health Inspectors**

|                                |   |                 |
|--------------------------------|---|-----------------|
| A.C. GOOD, M.R.S.H., M.E.H.A.  | Chief Port Health Inspector                     | September, 1951 |
| A.W. BUCHAN, M.E.H.A.          | Asst. Chief Port Health Inspector (Upper River) | July 1955       |
| W.C.B. GILHESPY, M.E.H.A.      | Asst. Chief Port Health Inspector (Lower River) | January 1960    |
| P.G. PRITCHARD, M.E.H.A.       | Divisional Port Health Inspector                | June, 1955      |
| A. GAME, M.E.H.A.              | Divisional Port Health Inspector                | August 1961     |
| J.C. STRACHAN, M.E.H.A.        | Divisional Port Health Inspector                | June 1968       |
| J.I. ECKERSALL, M.E.H.A.       | Divisional Port Health Inspector                | June 1966       |
| G.J. BULL, M.E.H.A.            | Senior Port Health Inspector                    | June 1967       |
| A.E. TERRIBILE, M.E.H.A.       | Senior Port Health Inspector                    | June 1969       |
| R.W. GWYER, M.R.S.H., M.E.H.A. | Senior Port Health Inspector                    | March 1960      |
| J.D. EDWARDS, M.E.H.A.         | Senior Port Health Inspector (Training)         | June 1969       |
| B.J. ROFFE                     | Port Health Inspector                           | April 1977      |
| M.A. BLACKBURN                 | Port Health Inspector                           | June 1976       |
| J.B. SHAW, M.E.H.A.            | Port Health Inspector                           | March 1976      |
| K.E. DOUBLEDAY                 | Port Health Inspector                           | September 1976  |
| A.M. GIBBS-MURRAY, M.E.H.A.    | Port Health Inspector                           | June 1970       |
| M.D. BARRETT                   | Port Health Inspector                           | January 1976    |
| K.B. WILSON                    | Port Health Inspector                           | December 1968   |
| C. STOFFEL                     | Port Health Inspector                           | August 1977     |
| R.A. CUMMINS                   | Port Health Inspector                           | September 1977  |
| 2 Vacancies                    | Port Health Inspectors                          | —               |

**Student Environmental Health Officers**

|                     |                                      |                 |
|---------------------|--------------------------------------|-----------------|
| Miss C.A. WILLIAMS  | Student Environmental Health Officer | September, 1976 |
| Miss G.E. ROSINDELL | Student Environmental Health Officer | September, 1976 |
| J.E. MORRIS         | Student Environmental Health Officer | September, 1976 |
| A.V. SLAYMARK       | Student Environmental Health Officer | September, 1976 |
| C. HEWINS           | Student Environmental Health Officer | September, 1976 |
| Miss L. RENOUF      | Student Environmental Health Officer | October, 1976   |
| Miss J. GAME        | Student Environmental Health Officer | September 1977  |
| S. TARPEY           | Student Environmental Health Officer | September 1977  |

**Technical Assistants (Pests Act)**

|                            |                              |                 |
|----------------------------|------------------------------|-----------------|
| A.T. EVANS, A.R.I.P.H.H.   | Chief Technical Assistant    | January, 1953   |
| A.D. FARRANT               | Senior Technical Assistant   | June, 1969      |
| J.R.W. KENNEDY             | Senior Technical Assistant   | December, 1963  |
| A.H.J. SMITH, M.R.I.P.H.H. | Senior Technical Assistant   | September 1972  |
| P.F. CARTER                | Technical Assistant/Class I  | March, 1966     |
| H. BROWN                   | Technical Assistant/Class I  | August, 1966    |
| D.S. SOUTHWOOD             | Technical Assistant/Class I  | June, 1969      |
| R.G. BUNGAY                | Technical Assistant/Class I  | September, 1969 |
| F.W. PRIOR                 | Technical Assistant/Class I  | November 1975   |
| H. BEASLEY                 | Technical Assistant/Class I  | October 1972    |
| T. SHEA                    | Technical Assistant/Class II | June 1974       |

**Technical Assistants (Rodent Control Scheme)**

|              |                              |                |
|--------------|------------------------------|----------------|
| R.S. SAMS    | Technical Assistant/Class II | July, 1975     |
| G.W.J. SMITH | Technical Assistant/Class II | July 1976      |
| B. CHATTAWAY | Technical Assistant/Class II | April 1977     |
| G.P. BIGMORE | Technical Assistant/Class II | September 1975 |
| L.H. STROUD  | Technical Assistant/Class II | December 1977  |

**PORT HEALTH SECTOR (continued)***Commenced  
Service***Launch Crews**

|                  |                           |                 |
|------------------|---------------------------|-----------------|
| C.R. SIMONS      | Navigator (Senior)        | August, 1938    |
| W.G.A. KING      | Navigator (Deputy Senior) | September 1939  |
| M.J. EAST        | Navigator                 | September, 1954 |
| R.H. SIMMONS     | Navigator                 | November, 1960  |
| A. RUSSELL       | Navigator                 | August, 1961    |
| W.T.S. PARKINSON | Navigator                 | June, 1966      |
| W.F. McKEE       | Navigator                 | January, 1967   |
| K. GITTENS       | Engineer (Senior)         | January, 1955   |
| C.R. HOLLMAN     | Engineer (Deputy Senior)  | December, 1969  |
| W. SIMMONS       | Engineer                  | May, 1955       |
| B. JACOBS        | Engineer                  | April, 1956     |
| D. ROBERTS       | Engineer                  | November, 1973  |
| A.R.L. POTTER    | Deckhand                  | July, 1945      |
| A.E. ALEWOOD     | Deckhand                  | January, 1947   |
| D. KIELL         | Deckhand                  | February, 1965  |
| P. RAYNER        | Deckhand                  | November, 1960  |
| K.R. BLACKWELL   | Deckhand                  | December, 1973  |
| P.A. SKELTON     | Deckhand                  | February, 1974  |
| P.R. CORNELIUS   | Deckhand                  | September, 1968 |
| D.L. WEBSTER     | Deckhand                  | September, 1968 |
| K.J. SPILLETT    | Deckhand                  | October, 1968   |
| T.W. STEVENSON   | Deckhand                  | January, 1973   |
| N.J.S. STOYLE    | Deckboy                   | June, 1974      |
| A.D. WILMOT      | Deckboy                   | March, 1975     |
| P.M. TESTER      | Deckboy                   | October, 1975   |
| G. WEBB          | Deckboy                   | November, 1975  |
| G. HILLS         | Deckboy                   | March, 1977     |
| W.D. HICKMAN     | Deckboy                   | March, 1977     |
| 1 Vacancy        | Deckboy                   |                 |

**Launches***Date Acquired*

|                   |      |
|-------------------|------|
| "Humphrey Morris" | 1962 |
| "Victor Allcard"  | 1965 |
| "Londinium I"     | 1976 |

**DENTAL SECTOR**

|                                    |                                |                 |
|------------------------------------|--------------------------------|-----------------|
| L.J. WALLACE, T.D., L.D.S., R.C.S. | Dental Officer                 | June, 1965      |
| Mrs. P.A. MIMMS, R.D.S.A.          | Clerk/Dental Surgery Assistant | September, 1965 |

**VETERINARY SECTOR****Veterinary Officers**

|   |                             |                |
|---|-----------------------------|----------------|
| G.S. WIGGINS, M.R.C.V.S., F.R.S.H.              | The City Veterinary Officer | December, 1956 |
| T.W. FRASER, B.V.S.M., M.R.C.V.S. (part-time)   |                             | July, 1973     |
| J.R. SMITH, M.R.C.V.S., B.Vet.Med. (part-time)  |                             | July, 1973     |
| J.V. DAVIES, B.Vet.Med., M.R.C.V.S. (part-time) |                             | February, 1977 |

**Diseases of Animals Act Inspectors**

|                         |                                      |                |
|-------------------------|--------------------------------------|----------------|
| R.J. HAYHURST, D.F.C.   | Senior Diseases of Animals Inspector | October, 1964  |
| J.T. HADLEY, A.M.R.S.H. | Diseases of Animals Inspector        | December, 1964 |
| P.J. BARTON             | Diseases of Animals Inspector        | May, 1977      |

**Animal Quarantine Station, Heathrow**

|                       |                         |                |
|-----------------------|-------------------------|----------------|
| K.W. KING, A.M.R.S.H. | Manager                 | April, 1966    |
| J. TROLLOPE           | Assistant Manager       | November, 1976 |
| J. BROOKLAND          | Assistant Manager       | February, 1977 |
| Miss M.K. HARDY       | Senior Animal Attendant | March 1977     |
| Miss P.R.H. CHAPMAN   | Animal Attendant        | January, 1977  |
| Mrs. S. GUNDERMAN     | Animal Attendant        | January, 1977  |
| Miss J. HYATT         | Animal Attendant        | January, 1977  |
| Miss H.F. ADAMS       | Animal Attendant        | January, 1977  |
| Miss J. GREENALL      | Animal Attendant        | January, 1977  |
| Miss J.S. JOHNSTONE   | Animal Attendant        | January, 1977  |
| Mrs. S.M. DeBARRA     | Animal Attendant        | February, 1977 |



| THE RIGHT HONOURABLE THE LORD MAYOR, ALDERMEN AND COUNCILLORS OF THE CITY OF LONDON IN COMMON COUNCIL ASSEMBLED |                             | Commenced Service |
|---|-----------------------------|-------------------|
| <b>VETERINARY SECTOR (continued)</b>  |                             |                   |
| Miss A.P. SILVER  | Animal Attendant            | February, 1977    |
| Miss L.C. YOUNG   | Animal Attendant            | February, 1977    |
| Miss H.A. CRASSWELLER   | Animal Attendant            | February, 1977    |
| Miss D.A. GIBBS   | Animal Attendant            | March, 1977       |
| Miss L.G. HUGHES  | Animal Attendant            | May, 1977         |
| Miss S.M. ODDY  | Animal Attendant            | September, 1977   |
| Miss K.M. WILLIAMS  | Animal Attendant            | September, 1977   |
| 2 Vacancies   | Animal Attendants           | —                 |
| D. OSMOND   | Maintenance Man             | November, 1976    |
| <b>ANALYTICAL SERVICES</b>  |                             |                   |
| W.B. CHAPMAN, B.Sc., M.Chem.A.,<br>M.Ph.A., F.R.I.C., F.I.F.S.T.  | Public Analyst              | April, 1971       |
| E.H.W.J. BURDEN, B.Sc.,<br>M.Chem.A., F.R.I.C., F.I.F.S.T.  | Deputy Public Analyst       | April, 1971       |
| (Public Analyst services are provided for the Corporation by the Scientific Branch of the G.L.C.)               |                             |                   |
| J.H. HAMENCE, O.B.E., Ph.D.,<br>M.Sc., M.Chem.A., F.R.I.C.  | Agricultural Analyst        | July, 1969        |
| P.S. HALL, B.Sc., M.Chem.A.,<br>F.R.I.C.  | Deputy Agricultural Analyst | July, 1969        |

However, in matters of general policy the democratic process must prevail. It is the duty of the Medical Officer of Health to advise the Corporation, or any of its Committees, on, among other things, the requirements of an efficient health service. If, by that democratic process, it is then decided that a certain service will not be fully provided, it is the task of the Medical Officer of Health to accept that decision and continue to provide the most efficient services that it can. It should not, however, be the duty of an officer to decide which statutory responsibilities of a local authority should, or should not, be carried out.

In 1977, staff shortages continued to cause problems in the City and Spinfleed sectors. It is regrettable that Government policy should result in a situation where, if a vacancy cannot be filled, for whatever reason, in one financial year, an attempt to fill it in the next financial year will be regarded as "growth" which must be set against whatever small increase in costs is permissible. It is expected that some solution to these staff shortages must be found, whether by improvement of terms and conditions of service, or by the appointment of staff who are differently qualified, or by some other means. The increase in the work load in the City resulting from the appointment of enforcing authorities under the Health and Safety at Work Act, 1974, is dealt with in the body of my Report. While welcoming the fact that decisions have, so far as has been taken, it is by no means easy to find properly qualified staff to carry out the work.

During the latter part of the year it became apparent that the Department of Health and Social Security wanted to transfer the responsibility for medical Port Health Authorities to run the quarantine services. As a result of these arrangements, which, in future, by restrictive boarding of ships by doctors, it is hoped that an "on call" system for the quarantine control will be developed, in which appropriately qualified doctors will be seconded by the Health Authorities up and down the River. Discussions with the National Health Service are now progressing and it is hoped that, by the Autumn, the system will be in operation. I cannot say that I consider that the new system will be anywhere near as effective in protecting the public health as the old one. However, it is the opinion of the powers-that-be that the risk of infectious disease coming into this country by sea is very small indeed. One can only hope that those powers know what they are talking about.

It is also to be hoped that, as a result of the reorganisation of medical staff in the Port, sufficient money will be forthcoming from the National Health Service to make possible the appointment of a Deputy Medical Officer. The situation which has obtained during the last four years, where there has been only one person with medical expertise actually employed by the Corporation, and where the Corporation has had to do outside its own staff to provide for medical examinations and local general services for the Medical Officer of Health, is not satisfactory. The time has come when a review of the situation, aimed at the Corporation's undertaking the control of its own medical services, should be set in train.

The Animal Quarantine Station at Heathrow has presented many problems during the year. Because of the cost of keeping animals in the station, the impact of the legislative new controlling imported animals and the efforts of Conservationists abroad, the throughput at Heathrow and particularly at the Animal Quarantine Station, has been much lower than expected. As a result, the station has not achieved the aim of being self-financing. The AGS can be only one of two things — either it is a statutory service or





To:— THE RIGHT HONOURABLE THE LORD MAYOR, ALDERMEN AND  
COMMONS OF THE CITY OF LONDON IN COMMON COUNCIL ASSEMBLED

My Lord Mayor, Ladies and Gentlemen,

I have the honour to present my Fourth Annual Report, dealing with the year 1977.

The year has been characterised by the continuing struggle to provide a high standard of service at a time when money remains in very short supply. It is important to consider what should be the proper function of a Medical Officer of Health in such circumstances. Whilst his statutory position may have changed somewhat since the reorganisation of the health services in 1974, his professional situation remains the same. I am still personally responsible for the professional work of my department and for all those decisions on professional matters which are taken day by day. One cannot expect a controlling committee to be willing to accept the responsibility for deciding such matters as whether a given consignment of imported food should, or should not, be allowed into the country. This is a professional decision and, despite the fact that the value of such a consignment may run into hundreds of thousands of pounds and the Corporation may be involved in litigation involving sums of that order if an error is made, I must carry the responsibility myself. It is ironic, in view of this responsibility, involving very large amounts of money, that one is not allowed to spend more than a minimal amount on one's own authority.

However, in matters of general policy the democratic process must prevail. It is the duty of the Medical Officer of Health to advise the Corporation, or any of its Committees, on, among other things, the requirements of an efficient health service. If, by that democratic process, it is then decided that a certain service will not be fully provided, it is the task of the Medical Officer of Health to accept that situation and continue to provide the most efficient services that he can. It should not, however, be the duty of an officer to decide which statutory responsibilities of a local authority should, or should not, be carried out.

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During the latter half of the year it became apparent that the Department of Health and Social Security wanted to amend the Regulations which enabled Port Health Authorities to run the quarantine services. As a result of these amendments, there will, in future, be no routine boarding of ships by doctors. It is hoped that an "on call" system for infectious disease control will be developed, to which appropriately qualified doctors will be seconded by Area Health Authorities up and down the River. Discussions with the National Health Service are now being carried on and it is hoped that, by the Autumn, the system will be in operation. I cannot say that I consider that the new system will be anywhere near as effective in protecting the public health as the old one. However, it is the opinion of the powers-that-be that the risk of infectious disease coming into this country by sea is very small indeed. One can only hope that those powers know what they are talking about.

It is also to be hoped that, as a result of this reorganisation of medical staff in the Port, sufficient money will be forthcoming from the National Health Service to make possible the appointment of a Deputy Medical Officer. The situation which has obtained during the past four years, where there has been only one person with medical expertise actually employed by the Corporation, and where the Corporation has had to go outside its own staff to provide for medical examinations and locum-tenens services for the Medical Officer of Health, is not satisfactory. The time has come when a review of the situation, aimed at the Corporation's undertaking the control of its own medical services, should be set in train.

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it is a service offered to airport users on a commercial basis. If the former is the accepted view, it is unrealistic to expect the AQS to be self-financing, as it suffers from a triple disadvantage — the statutes under which it exists do not permit the flexibility which might make it attractive to users, nor do they lay it down that importers of animals *must* use the station — but they do control the import of animals in such a way that the trade, particularly the transit trade, is driven away. If the latter view is taken, the AQS, as a commercial venture, must operate in a highly competitive market, which for success, would require the whole gambit of commercial practice — advertising, market research, association with other commercial enterprises, negotiation on individual charges and so on. This may well be regarded as inappropriate in a local government and law enforcement context. It is apparent that the present mixture of a statutorily constrained undertaking operating in a commercial market is going to make it very difficult to reach financial viability without a Central Government subsidy, which, in view of the national importance of the work, does seem to be a thoroughly justifiable solution.

The Chairman and Members of the Port and City of London Health Committee have given my Department enormous encouragement and help during a difficult year. I must also record my appreciation of the fact that the Chairman and Members of the Coal, Corn and Rates Finance Committee and the Establishment Committee have, despite all their other Commitments, always been prepared to consider necessary provisions for the Health services.

Lastly, as always, I must record my thanks to my staff. Now more than ever, their loyalty and hard work are beyond praise. It would be a sad day if my Department ever put pay and conditions of service before duty to the Public Health. There is no indication that that day will ever come and, for that, I am tremendously grateful.

I have the honour to be, My Lord Mayor, Ladies and Gentlemen,

Your obedient Servant,

DR. DILWYN T. JONES  
Medical Officer of Health, Port and City of London.



Annual reports in previous years have often been illustrated with diagrams and photographs of a variety of things. I have thought that it was important, if not more so, to know the officers who do all this work, as it is to know what work is being done. As a step in this direction I have included a series of photographs, the first one is of the Chairman, Senator J.J. Packard, with myself, the Chief Port Health Inspector, Alan Gould, and the two Assistant Chief Port Health Inspectors, Dr. J. Gilheary and Alvin Cohen, with the administrative staff who are most closely connected with the work of the Sector - Messrs. Frank Miller (Deputy Chief Administrative Officer), Brian Dwyer and Peter Jervis. Thereafter the reports concerning each of the dock Customs are prefaced with a photograph of the Districtal Inspector in charge and his team.

## The Port Sector

Messrs. Alan Gould - Frank Gilheary - Frank Miller - Brian Dwyer - Dr. James J. Gould - J.J. Packard - Alan Cohen - Alvin Cohen





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Messrs Peter Jarvis — Brian Gilhespy — Dick Rutter — Brian Davies — Dr. Dilwyn T. Jones — Brig. J.J. Packard — Alan Good — Alec Buchan

## INFECTIOUS DISEASES

### Vomiting and Diarrhoea

(i) A vessel which came from New Zealand arrived at Sheerness from Liverpool on 24th January 1977. It would appear that following changes in crew members at Liverpool there was an outbreak of vomiting and diarrhoea among the crew.

Before leaving Liverpool the vessel was attended by a Port Health Officer and the Company Doctor. Stool specimens were taken together with water and food samples and Liverpool Port Health Authority subsequently informed this Authority that all results were negative.

The vessel was boarded at Sheerness by a Port Health Inspector and the Boarding Medical Officer and arrangements were made for one crew member who was suffering from diarrhoea and vomiting to be admitted to Joyce Green Hospital for examination. Faecal specimens were obtained from certain members of the crew, and, together with samples of food, submitted to the Public Health Laboratory Service at Maidstone. The results were negative. As a precautionary measure it was arranged for the vessel to discharge water, refill, superchlorinate and flush.

(ii) A vessel arrived at Sheerness on the 15th March, 1977, and it was found that, whilst in Liverpool, the last port of call, several members of the crew and two of their wives had suffered attacks of vomiting and diarrhoea. A water and stool sample was taken by Liverpool Port Health Authority, the results of which were negative.

The last reported case occurred on the vessel during the morning of 15th March, and it was arranged that further water and stool samples would be taken should other cases of diarrhoea occur. No further cases did occur.

As the symptoms of this outbreak were similar to those which occurred on the vessel, which arrived at Sheerness from Liverpool on 24th January, 1977, it would appear that the most likely cause of this outbreak was a virus infection.

### Diarrhoea & Malaria

A vessel was initially boarded in the Port of London by an Officer of this Authority on Monday, 28th March and it was reported to him that all crew members were well. Following information received regarding the cause of death of a passenger, who died during the passage of this vessel to the U.K., the Master was informed that a daily surveillance of his vessel would be carried out. The vessel was subsequently boarded daily by an Officer of this Authority. On Tuesday, 29th and Wednesday, 30th March it was again reported that all crew members were well. On Thursday, 31st the Chief Officer was interviewed, in the Master's absence, by an Officer of this Authority and he also reported that all crew members were well. However, a representative of the Owners' Agents, was in attendance and he reported that a Galley Boy had been seen during the afternoon of Monday 28th by the Shipping Federation Medical Officer, who had referred him to the Dreadnought Hospital, Greenwich. It was later ascertained that he had been admitted with slight diarrhoea and raised temperature. The Master was subsequently interviewed on the Thursday afternoon by an Officer of this Authority and he stated that the responsibility for sick crew members lay with the Second Officer.

I wrote to the Master, telling him that a very serious view was taken of his failure to report this case of sickness and that the legal responsibility for complying with the above Regulations lies with him as the Master of the vessel.

Following a later visit to the vessel by an Authorised Officer of this Authority a crew member was found to be suffering from sore throat and pyrexia and was seen by the Shipping Federation Doctor who arranged for his admission to the Dreadnought Hospital, Greenwich where his condition was confirmed as Malaria.

### Glandular Fever and Raised Temperature

A vessel arrived at Battersea direct from Rotterdam on 14th July, 1977. The Port Health Authority was informed later that a deckhand, who, it would appear, had suffered an attack of Glandular Fever in the latter part of last year, was suffering from a headache and sore throat. However, the Master had not contacted the duty Medical Officer at Gravesend to report that he had a sick man on board. The condition was diagnosed by a local G.P. as probable Tonsillitis and arrangements were made for the sick man to leave the ship before it sailed.



The Master of the vessel was reprimanded by one of my Port Health Inspectors for not having informed the duty Medical Officer of the situation but the Master claimed that the symptoms did not appear to be serious "until shortly before berthing and by that time it was too late."

As a precautionary measure the sick man's cabin was disinfected with Dettol for 5 to 6 hours and his bedding was thoroughly cleaned and aired.

On 20th July 1977, another vessel arrived at Battersea, also direct from Rotterdam. The Master made a negative declaration and received radio clearance from the duty Medical Officer upon entry to the Port of London. Later, however, the Master reported that he had a case of "infectious disease" on board which, upon investigation, turned out to be no more than a minor infection of the throat.

When the Master of the vessel was asked why the illness had not been reported when radio pratique had been requested, he replied that the symptoms were only of a slight nature and did not worsen until the vessel was in the Dagenham area of the River. It was suggested that dust in the maize cargo could have been responsible. No other crew members were affected. The sick man's cabin was disinfected with Dettol and the patient remained on board.

As this was the second such case within several days involving the same company, a letter was sent to the agents, pointing out the serious view taken by this Authority of any failure to comply with the Public Health (Ships) Regulations.

India and Millwall  
Docks Division





India and Millwall  
Docks Division

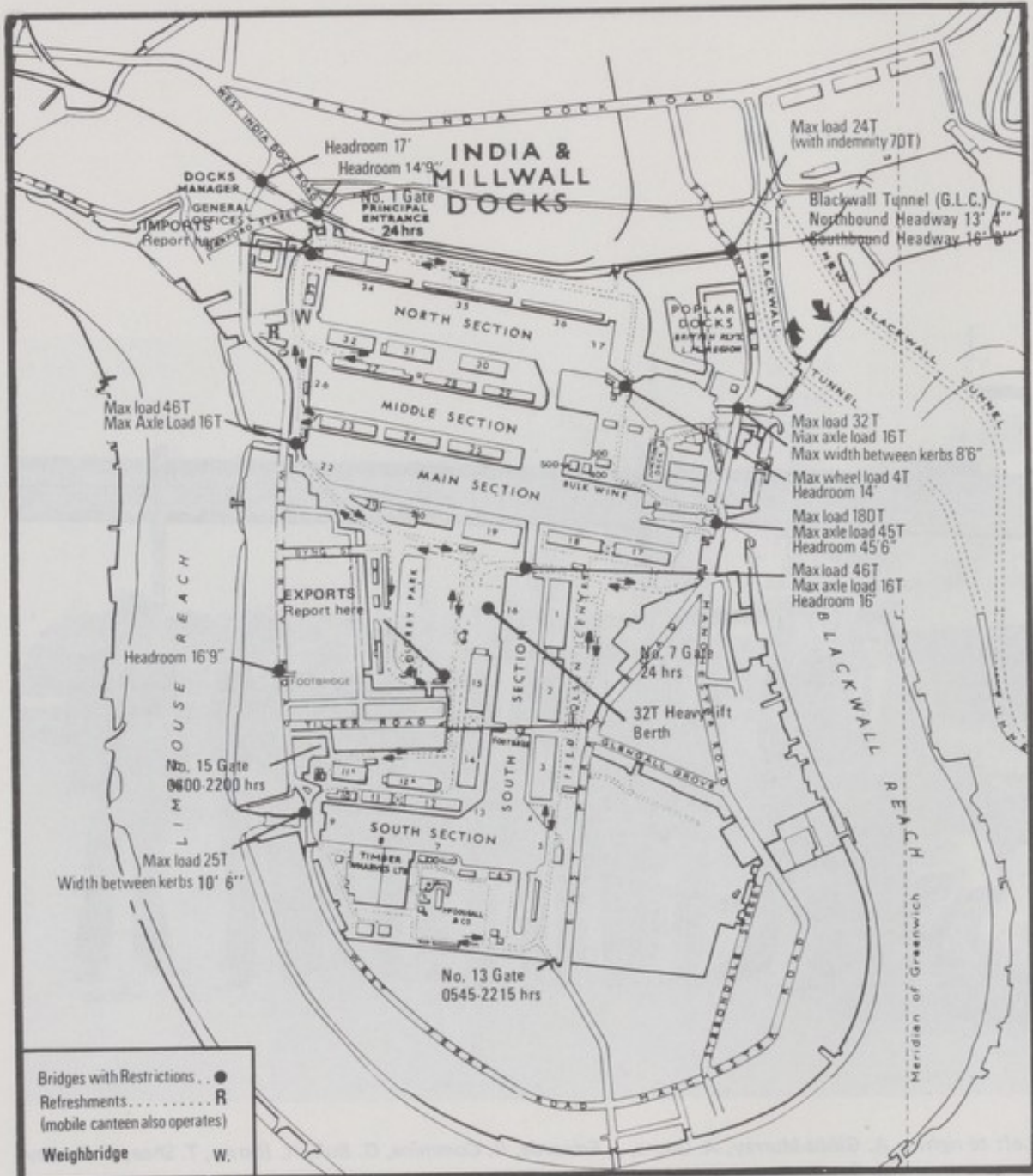






Left to right - A. Gibbs-Murray, A. Game, J. Edwards, R. Cummins, G. Bull, H. Brown, T. Shea, H. Beasley, D. Southwood.

## INDIA AND MILLWALL DOCKS – 1977



The India and Millwall Docks covers an area of 450 acres, which includes a water area of 127 acres. The total length of quay amounts to 6 miles. There are 15 general cargo berths and 6 specialist berths for: bulk wine, timber, grain, ICD, fruit and passengers. Specialist facilities and services are provided by the following Companies:—

|                           |   |  |
|---------------------------|---|--|
| Rank Hovis McDougall Ltd. | — | flour millers and grain importers.       |
| Montague L. Meyer Ltd.    | — | importers of timber and forest products. |
| Poplar Dock British Rail  | — | general operations to and from craft.    |

Mobile electric quay cranes are provided at operational berths and there are also heavy lift facilities at No.16 berth to handle single items weighing 5-32 tonnes. For items in excess of this there are also floating cranes. Conventional and palletised cargoes are handled with fork lift trucks, but straddle carriers are available for handling containers. Full ICD services are provided at No.3 berth.

Regular conventional shipping services for general and specialist cargoes operate to and from the docks, serving principally the Black Sea, Norway, Canary Islands, Persian Gulf, E. Africa, Red Sea, Far East, West Indies Ports, the Great Lakes and Peoples Republic of China.



In addition to storage facilities for general cargo and forest products, there are special facilities for the storage of bulk wine, refrigerated foodstuffs and warehousing of valuable carpets and tobacco.

Imports for 1977 totalled 243,000 tonnes, and exports amounted to 401,000 tonnes. Shipping movements (in or out) averaged 128 per month, together with approximately 96 auxiliary craft and 250 barges per month throughout the year.

The PLA employ 1,266 registered dock workers and a further 237 are employed by T. Wallis Smith Coggins Ltd. The men work a two shift system.

## Bulk Wine Terminal

The geographical position of the bulk wine terminal is well suited to meet the needs of the major wine importers of this country. On average, the terminal handles about 32 to 45 million litres of wine each year, and approximately 50% of this is received for storage in the PLA's wine warehouses, and the other 50% is pumped direct from ship to road transport on the quayside.

Of the total amount of wine received into store at the terminal about 90% is brought by ship and 10% is received from road tankers.

The bulk wine berth is used exclusively for bulk wine vessels. During the early part of the year approximately one vessel per month calls at the berth, but in the period before Christmas up to 4 vessels a month may be received.

Discharge from vessels is carried out using the ship's own onboard pumps (there are usually at least 4 of these per ship). The pump lines are connected to the manifold, which dispenses the wine from one large hose into four smaller lines. This enables four separate vats at the quayside to be filled simultaneously, and pumping can be continuous. Wine that is pumped for road transport is discharged directly into waiting vehicles.

Being bonded premises, H.M. Customs and Excise play an important part in the working of the bulk wine terminal and they are informed in advance of all work at the berth. Movement of wine in and out of the terminal is strictly controlled.

The vats are constructed of glass reinforced plastic and measurement of the wine in the vats is carried out using gauges and mobile flowmeters. Interior movement of wine within each warehouse is carried out using flexible hoses of light weight PVC, and mobile pumps.

Filtering is undertaken at the terminal if required by the merchant, but very few requests are made as most large brewery groups have their own filtration equipment.

Carbon dioxide is used at the terminal to prevent further fermentation of wine in store and each warehouse has banks of syphon cylinders of CO<sub>2</sub> connected to a vapourising unit to give a continuous supply. On receipt of the wine, CO<sub>2</sub> is fed into the vat and thus oxygen is prevented from coming into contact with it. This service is given free of charge to traders.

Floors, drainage channels, external walls of vats and stainless steel fittings are cleaned using steam cleaning apparatus. Sterilization of vats is achieved by use of chemicals pumped from special storage vats.

## New Navigators for 'Londinium I'

On April 14th, 77 the 'LONDINIUM I' navigator i/c J. PARKINSON, was featured in the national newspapers and on television when the Corporation kindly invited the Dewhurst family from Christchurch, New Zealand, for a trip on the river.

Leslie Dewhurst aged 10 had had a bone marrow transplant, the donor being his brother Peter.

They boarded 'LONDINIUM I' at H.M.S. BELFAST.

Leslie took the helm for the run up river, and Peter not to be out done took it on the return trip.

The crew of the launch presented mounted colour photographs of the launch to the boys.

The latest news of Leslie is that the transplant was a success.





*'A new 'skipper' for Londinium II'*

### **'The Flying Princess' – P AND O BOEING JETFOIL Daily Service Pool of London to Zeebrugge**

June 1977 saw the commencement of the first European Jetfoil service between the Pool of London and Zeebrugge, making a new era of sea travel for London.

Unlike a conventional hydrofoil, the Jetfoil rides with the hull completely clear of the water supported on three foils. Steering is maintained on the forward strut using foil flaps in a similar way to the rudder and elevators on aircraft. The craft is powered by gas turbine driven pumps that take in water and force it out again under pressure at a rate of 110 tons per minute at a top speed of 51 mph (45 knots)

Many of the functions on board are computer linked and the underwater foils are automatically controlled by the computer from sensors located in the bow that monitor wave heights. To maintain accurately a pre-determined trade at high speed and in utmost safety whilst crossing the busy sea lanes of the English channel, the vessel is fitted with the latest navigational equipment.

The ride quality in rough weather is unmatched by any competitive craft, and waves of eight to twelve feet have been negotiated with no discomfort to passengers. Despite the 112 ton weight there is almost no wake as only the struts pierce the waves surface when foilborne.

Flotsam presents few problems, as most large objects such as floating logs are shattered by the struts. If something too solid to pierce is struck, Jetfoil has a 'structural fuse' device that allows the strut support system to fold back with controlled deceleration.

The first jetfoil was launched in March 1974, and the first operational service from Hong Kong to Macao began in April 1975 closely followed by the first American service in June of that year. By the end of the first 6 months of the European service from London to Zeebrugge, some 37,000 passengers had been carried with an average journey time of just over 3½ hours.

The Corporation of London, concerned with Port Health, undertakes regular checks and samples for Food Hygiene and fresh water analysis.

All domestic refuse and waste incurred 'in flight' is discharged ashore at the jetfoil terminal.

There is a full cooperation between the Port Health Authority and the operators in regard to implementation of the United Kingdom Rabies Policy.

Boeing claim that the joys of short international voyages with pitching, rolling, and the attendant qualms are an integral part of our future, or even the present, as operators pay the asking price of around £3.5 million for the jetfoil.



*Jetfoil Flying Princess at Speed*

#### TECHNICAL INFORMATION

|                        |  |
|------------------------|--|
| MAX PASSENGER CAPACITY | 212  |
| SPEED                  | 45 KNOTS (51 M.P.H.)   |
| DISPLACEMENT           | 112 TONNES   |
| LOA                    | 27.4 M (90 FT.)  |
| BEAM (MAX.)            | 9.5 M (31 FT.)   |
| DRAFT FOILS UP         | 1.5 M (4.8 FT.)  |
| FOILS DOWN             | 5.0 M (16.3 FT.)   |
| PROPULSION             | Twin gas turbine waterjet engines<br>each developing 3,700 H.P.                |
| CREW                   | Captain, 1st. Officer.<br>Flight Engineer,<br>5 General duty cabin attendants. |







# Royal Docks Division

Left to right - R. Lord, J. Kennedy, P. Farnham, J. Sweeney, E. Charnock, G. Duffell, W. Williams,  
M. Farnham, E. Harty, J. Smith, K. Duffell, M. Smith





*Left to right – R. Sams, J. Kennedy, D. Farrant, J. Strachan, B. Chattaway, C. Stoffel, W. Hickman, W. Parkinson, B. Roffe, A. Smith, K. Doubleday, N. Stoyle.*



## ROYAL DOCKS

After a slow start to the year trade built up steadily to a point where it achieved a target well above the predicted level for the year. A brief account of some of the busier areas of trade are as follows:—

### Comclear Terminal

Although road vehicles from the Continent continue to be handled at the terminal it is the container trade that has shown the greatest expansion during the year. Container handling facilities have been increased to cope with this new demand.

Both imports and exports have shown an increase and this is particularly due to the introduction of a new container service to North American ports. A wide variety of foods is imported on this new service including canned fruit, rice, spices, dried fruit and vegetables, and large quantities of American "convenience" foods. Refrigerated foodstuffs are also imported on this new trade including fish, vegetables and U.S.A. meat offals. Special "reefer" points have been constructed to enable refrigerated containers to be held at the terminal for up to several days.

Trade from the Orient has continued to flourish. Although regular imports of such commodities as canned fruits, vegetables and bottled wine have continued, there has been a considerable increase in the quantity and variety of exotic foods. Examination of these exotic foods can be time consuming as each consignment may contain up to one hundred different commodities and it has been found that some of these may occasionally contain additives (preservatives, etc.) not acceptable in this country.

### E. & F. Sheds Container Terminal

In addition to the regular Far Eastern container traffic using this terminal, trade has been considerably increased by the introduction of a new container service to Australia and New Zealand. Foodstuffs are now regularly imported from Hong Kong, Taiwan, Singapore and Japan in addition to Australia and New Zealand.

Imports have also been received from North America during the year.

### China Terminal

Imports from China were well up on the estimate for the year and the terminal handled some 63,000 tons cargo.

Chinese frozen rabbits accounted for around 7,000 tons of this cargo and regular samples were sent to the "Z" shed meat inspection block for detailed examination.

A shipment of frozen cooked and peeled prawns was received towards the end of the year and after careful inspection and bacteriological examination the consignment was allowed forward for human consumption. Other Chinese foods regularly received at the terminal include tea, wine, spices and a variety of exotic vegetables and other commodities.

### South American Trade

Several vessels arrived from South American ports bringing with them a variety of foods including frozen commodities such as fish, fruit juices and horsemeat in addition to other foods like corned beef, coffee, tea and beef extract.

The horsemeat is generally intended for the pet food trade and each consignment is required to be marked "unfit" before delivery from the port to the processors for sterilization.

It is anticipated that a large shipment of frozen beef will arrive early in the new year and, if successful, this could lead to the return of the trade to London.

### 'Z' SHED MEAT INSPECTION BLOCK

Negotiations have continued, throughout the year, between the Ministry of Agriculture, Fisheries

and Food, the P.L.A. and the Port Health Authority on whether or not the meat inspection facilities at 'Z' Shed can be brought up to the standard required by the E.E.C.

The importance of these facilities stems firstly from the fact that, until the inspection block at Tilbury is completed in the latter part of 1978, it remains the only purpose built meat inspection block in the Port of London Authority area and without it the Ministry of Agriculture, Fisheries and Food (MAFF) would not permit the importation of fresh, chilled or frozen meat through the port. Secondly, once the inspection facilities at Tilbury are completed then it is unlikely that the MAFF would allow the import of meat through the Upper Docks (Royals and West India) unless the facilities at 'Z' Shed complied with the E.E.C. standards.

Discussions currently revolve around such problems as the provision of additional cold storage space, a thawing cabinet, laboratory and the air conditioning of the main inspection area. It is hoped that these discussions can be brought to a satisfactory conclusion early next year.

Meanwhile, the meat inspection block has been put to full use throughout the year with samples of meat inspected from North and South America, Australia and New Zealand in addition to the usual large numbers of Chinese frozen rabbits.

A number of consignments of meat have been rejected due to such diverse reasons as evidence of decomposition, the absence of associated lymphatic glands and irregularities on the certification of certain meats.

Consignments rejected have been dealt with either by exportation, release for animal feed or rendering down the meat at an animal by-product plant, depending on the circumstances prevailing at the time.

## THE THAMES FLOOD BARRIER PROJECT – WOOLWICH REACH

### The Flood Threat

The threat of flooding in the tidal regions of the Thames has been of great concern for many generations, but it was not until the serious flooding of 1953 that the present generation became aware of the problem.

It has been estimated that some 45 square miles of the Greater London Council area are at risk and without extensive protective measures the flood waters could affect the vital central section of the London Underground system, including some 70 stations, hospitals, power stations, water and sewage works. The estimated cost of such flood damage is over £1,000 million.

There are several reasons for the ever increasing threat of flooding in the Thames area. It is said that the South-east of Britain is tilting downwards at the rate of about one foot per hundred years, while the North-west and Scotland are rising at a similar rate. At the same time it is thought that the area of central London is sinking on its bed of clay, while the tidal levels in the areas are slowly rising.

The greatest threat of flooding occurs when an intense area of low pressure over the North Sea results in gale force northerly winds, which in turn cause a massive surge of water to be pressed into the shallow waters at the Southern part of the North Sea. This surge of water coupled with high spring tides can result in tidal levels of 7½ feet above predicted height.

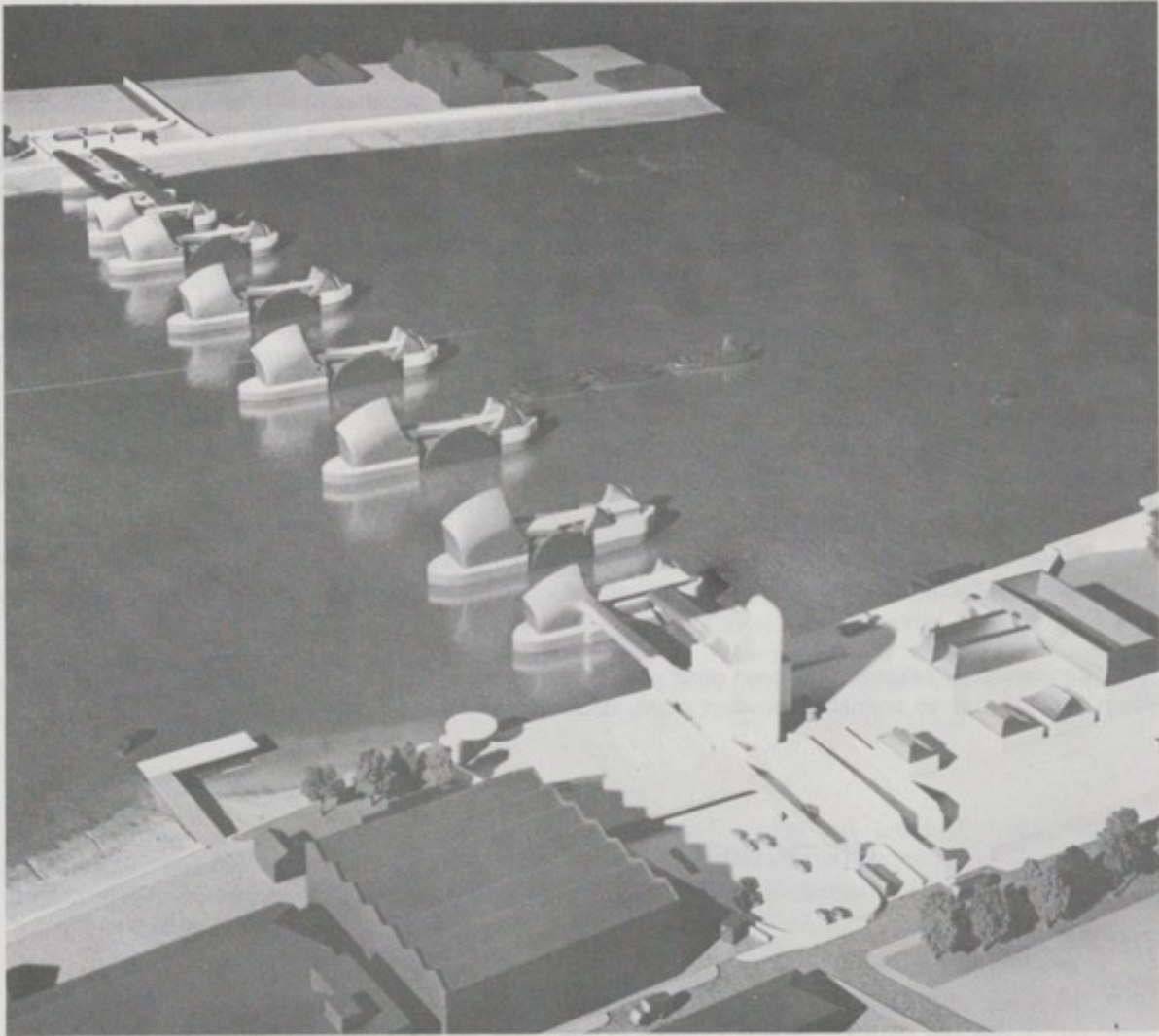
### The Remedy

After several years of research it was decided by the Greater London Council, the Authority responsible for the prevention of flooding in their area, to construct a flood barrier in Woolwich Reach, and work commenced on this project early in 1974. The barrier when completed is to take the form of several rising sectional gates which, when not in use, will be lowered into position on the river bed thus avoiding any hazard to shipping.

There are to be four main navigational channels, together with two smaller channels of 100 ft. each.

In the event of a threat of flooding the gates will be closed and will act as a barrier to stem the flood waters. The river banks below Woolwich are being raised as part of the scheme to cope with anticipated high levels of water in the river when the barrier is closed.





*A model of the Thames Flood Barrier Project*

### Navigation

A number of large ocean going vessels regularly navigate above the projected barrier and it has been agreed that their safe navigation should not be hindered. Thus the main navigable channels are each 200 ft. wide and it is anticipated that vessels will be able to proceed at all times except when the barrier is closed.

The Port of London Authority have set up a control centre near the barrier site complete with radar and communication equipment. Every vessel wishing to navigate past the barrier is to communicate with this centre so that guidance can be given, having regard to congestion from other vessels in the vicinity.

The construction work, now well under way, is estimated to take a further four years to complete.

### RIVER SERVICES DISPLAY. 12TH AND 13TH AUGUST

During the two days in August LONDINIUM I (Navigator in Command J. Parkinson) represented the Port of London Health Authority in a display given by the Port of London Authority to give the general public a very rare opportunity of seeing the boats of the various River Services all working together at one time.

The display began with all the boats passing down river in front of County Hall in line ahead. At a given signal the boats sounded their whistles and horns.

CROSSNESS, the PLA's wreck lighter opened the event by lifting an underwater obstruction also at the same time the DRIFTWOOD commenced sweeping up river collecting any floating rubbish. T.W.A's THAMESWATER then went through a trawling exercise and finally caught a very large toy inflatable fish much to the amusement of the crowds assembled on the Albert Embankment.



A civilian helicopter swooped low over the river and reported a suspicious looking motor launch to the duty river revenue cutter. The cutter's loud hailer blared out ordering the boat to heave to. Realising that they had been discovered the launch attempted to escape up river, the Thames Police patrol boat was called up and very quickly headed the boat off. It all ended when the smugglers heaved a suspicious looking bundle into the river and soon after themselves abandoned ship, some to be picked up by the Revenue men and one by a Sea King helicopter from RAF Manston.

Soon after an explosion rent the air and a pall of acrid orange smoke erupted from CROSSNESS. Immediately the fire tender FIREHAWK and the firefighting tug SUN XXIV went to the scene of the explosion and commenced to smother CROSSNESS with a blanket of foam. She was enveloped by great jets of water which were directed from the high speed pumps aboard the firefighting vessels.

As the fire was being brought under control, a message was sent to LONDINIUM I requiring urgent medical aid. LONDINIUM I swiftly reached the burning ship and the launch was laid alongside. The dead and injured were transferred across, then up to County Hall stairs where they were landed ashore into the care of the London Ambulance Service.

The spectators were then amused by a brilliantly funny display of what one should not do when afloat, which ended with a ducking for the rescued and rescuers alike.

All the participants then assembled in line ahead and steamed up river past the cheering crowds on the Embankment.

A well done signal was received from the PLA and Messrs Bells Whisky spliced the main brace.



*River Service Display – Port Health Launch 'Londinium I' in the foreground.*

### **m.l. "Londinium I"**

"Londinium I" is the latest addition to the Port Health fleet of launches.

Built by Porter and Haylett, part of the FPA Shorehaven Group, at Wroxham, Norfolk, she entered service in February of this year and was named by the Lady Mayoress, Lady Gillett.

"LONDINIUM I" is the first of the Corporation's launches to be built other than traditionally in wood or steel, the hull and deck having been moulded in glass fibre to Lloyds requirements by one of the most reputable firms in this field in the country, with the superstructure being built of aluminium.

She is a twin screwed launch, 45 feet long, with a draught of 3 ft. 6 ins. and powered by two "Sabre 180" engines, giving a top speed of just over 20 knots. She is specially equipped with radar, echo sounder and V.H.F. radio and has accommodation for two stretcher-borne cases in an after cabin.

With her crew of three, she will be employed on the middle and upper districts of the Thames by port health inspectors and technical assistants for boarding vessels and inspecting cargoes at river wharves. The launch is also capable of being employed in the lower reaches of the Thames should the need arise.



*"Londinium I"*

### **m.l. "Alfred Roach"**

The arrival of the "Londinium I" marks the end of nearly thirty years service for another of the Port Health Authority launches, "Alfred Roach".

Built by Thornycrofts in 1948 she was specially designed for use as an ambulance launch on the river Thames and has spent most of her working life carrying Medical Officers and port health officers about their duties, along a 60 mile stretch of the river from Teddington to below Gravesend.

Of wood construction, 54 feet long and powered by two 90 h.p. Thornycroft engines, the "Alfred Roach" gave Trojan service throughout her career. She has since been sold to new owners and it is hoped that with good care and maintenance she may continue to give service for some years to come.



# Tilbury Docks Division

*Left to right: C. Smith, M. Bennett, P. Price, A. Wilson, A. Cross, G. Laughlin, A. Taville, J. Edwards,  
A. Carter, A. Tongue*





North East Hope Container Terminal

Construction of the new hybrid berth in North East Hope and extension to 35 berth completed throughout the year. On completion in 1978 the will form the North East Hope Container Terminal. During the year, management of the terminal was transferred from Overseas Containers Limited to a new organization, The North East Hope Container Terminal, to remain as it was a joint venture with a partner, the London and North East Railway, to remain as it was a joint venture. The new organization will be responsible for the day to day management of the terminal. The new organization will be responsible for the day to day management of the terminal. The new organization will be responsible for the day to day management of the terminal.



Left to right - G. Smith, M. Barrett, F. Prior, K. Wilson, A. Evans, D. Langdon, A. Terribile, J. Eckersall, P. Carter, R. Bungay.

Technical Assistants' Handbook 1977

This is the first time a T.A. Handbook has been produced. The purpose is to provide a reference booklet for new T.A.s during their training. It is expected that the Handbook will be used by all T.A.s during their training. The Handbook will be used by all T.A.s during their training. The Handbook will be used by all T.A.s during their training.

Robot Control Measures Carried out on Lighter

Robot Control measures on Lighter have been carried out on Lighter. The measures have been carried out on Lighter. The measures have been carried out on Lighter.

## TILBURY DOCKS

### Northfleet Hope Container Terminal

Construction of the new riverside berth in Northfleet Hope and extensions to 39. Berth continued throughout the year. On completion in 1978 this will form the Northfleet Hope Container Terminal, built to accommodate the combined Australian and New Zealand container traffic through London.

During the year, management of the terminal was transferred from Overseas Containers Limited to a new operating company, Tilbury Container Services.

Towards the end of the year the new wall unit refrigeration storage became partially operational and, on completion, this will increase the capacity of the terminal from 360 containers to 1,464 containers of refrigerated/chilled cargo. Construction work also commenced on the new Port Health/Customs Examination facility, which is scheduled for completion in May 1978.

Early in December, the 'Botany Bay' arrived on the present berth with the first New Zealand cargo to be handled on the terminal. This vessel is to be followed by new tonnage with a capacity of 1950 TEU's, including 1,223 refrigerated containers.

### New Ships

The first of the new class of vessels especially built for the Bulk Timber and Forest Products cargoes berthed in Tilbury Docks in April. She is the m/v HOEGH MALLARD a 45,063 D.W.T. vessel built in Japan for Norwegian owners which discharges at 42/44 Berths.

She is now in the regular service of the Weyerhaeuser Line bringing American and Canadian forestry products from the West Coast of the American Continent to Tilbury.

Hoegh Mallard is the first of four vessels of her type. They have a greater capacity than the more conventional vessels they replace, and, with their deck mounted gantry cranes, a faster discharging rate.

### Rodent Control Courses

These have been well attended by the P.H.A., T.A. Staff. Apart from the four day course which is attended by new T.A.'s, advantage has been taken by the T.A. staff of the refresher courses and safety courses which are held by M.A.F.F. at the Pests Control Unit at West Tenter St., Aldgate.

Apart from keeping up with modern methods used in Rodent Control, these courses give the T.A. Staff an opportunity to meet representatives from the outside Authorities and can discuss with them their problems and achievements etc.

It is important and useful for us to maintain this liaison with the M.A.F.F. Pest Control Unit as they are always ready to offer advice and help to us as they have done in the past. They in turn have appreciated our help when they have sent people to us for a one day visit to the Docks, or, as in the case of Dr Mahmood recently (from Egypt) a two weeks training on Rodent Control covering the Docks and River District.

### Technical Assistants' Handbook 1977

This is the first time a T.A. Handbook has been produced. Its purpose is to explain the duties expected of T.A.s and to provide a reference booklet for new T.A.s during their training.

I was very pleased indeed to find that the handbook has been so well received by the Port Health Staff, and in fact, visitors to the P.H.A. Dock Offices have also asked for copies.

The Pest Control Unit of the M.A.F.F. have been generous enough to also supply the P.H.A. with a number of their Rodent Control Booklets to go hand-in-hand with the T.A. Handbook.

### Rodent Control Measures Carried out on Lighters

Rodent Control measures on Lighters have been carried out successfully during the year. A total



of 1,865 Lighters were inspected and of these 70 were fumigated against rats, a total of 116 rats being recovered and destroyed.

### **Sea-Bee and Lash Lighters**

A total of 107 were inspected and found to be virtually free of rodent infestations. These Lighters have practically no harbourage for rats, apart from that which cargo would afford.

There is a drop in the number of Lighters inspected during 1977. There are several reasons for this. The first is that the number of Lighters using the Port has dropped. The second is that the increasing number of container ships now operating in Tilbury Docks do not need barges when discharging as do the conventional type ships.

### **Our Deratting Request Notices (Form PD 1593)**

When sent to Lighterage Companies these continue to be the ideal method for getting this work carried out. The Companies themselves realise the importance of keeping their craft as rat-free as possible. We are maintaining good relations with these Lighterage Companies, who, on the whole, also comply with our requests to clean up dirty barges and carry out the all important rat-proofing of them.

### **Refuse Barges**

It is proposed to permanently bait the swims and cabins of these with anti-coagulant baits to avoid any heavy rat infestations which are always possible with this type of Craft. In fact this is already being done.

### **Rodent Suppressive Measures**

As follows:- Fumigation, Poisoning, Trapping, Cleanliness, Hygiene and Rat-proofing.

### **Methods Employed During 1977**

- i) Methyl Bromide
- ii) Rodenticides (anticoagulants)
- iii) Trapping

It has been found more efficient to fumigate ratty barges, due to the all important time factor, than to use a Rodenticide. However, the Dry Anticoagulant baits have been very useful when used against a minor infestation. The liquid baits are not very efficient when used in barges as there is always some water left lying in them.

### **Rats to Laboratory**

Although no specimen rats were sent, dead rats are brought back to the Poison Room for external examination.

### **P.L.A. Repair Shed – Tilbury Docks**

A rat (RR) that was kicked by a Dock Worker and reported to us was recovered and upon inspection was found to have both legs missing on its left side! There were no signs that could explain this phenomenon, such as when a rat is trapped by its legs and had gnawed them off in order to free itself. It appeared that the rat had been born that way. We hoped to find another with the same fault but so far we have'nt recoved one although we intend to be observant for one in the future.

### **Trapping Aboard Ship – Tilbury Docks**

Traps were set in order to gain a specimen rat for examination. We got our specimen – head and top part of body in one trap, the lower half of its body in another trap.

On another ship, traps were set and of all the baits we could have used we used grapes to put on the traps as they were readily available to us. RESULT! A rat specimen was trapped with a whole grape still in it's mouth.

### Other Trapping Incidents – Royals and Tilbury Docks Grain Terminal and Flour Mills

As many as three young rats have been trapped in one trap! This is quite common during trapping operations in the Tilbury Grain Terminal and they are experiencing the same in the Flour Mills at the Royal Docks.

### PUBLIC HEALTH (SHELLFISH) REGULATIONS, 1934 COCKLES, LEIGH ON SEA

During the year the new Order, making the whole of the Port Health district a prescribed area, was prepared. This was part of the package of proposals agreed with the trade.

The cockle industry at Leigh on Sea altered their methods of processing to comply with the standards of hygiene practice and the agreed method of pasteurisation. This involved, in some cases, new equipment and, in every case structural alterations. It is pleasing to report that the good co-operation of the cocklers led to a marked improvement in the results obtained by the sampling carried out to monitor the effectiveness of the system.

Some difficulty was experienced in designing a satisfactory cooling system but eventually this problem was overcome. The success so far achieved depends very largely on the cocklers maintaining the standards they have now attained. Handling, as they do, a high risk food, even a small amount of inattention can lead to a large failure in the end product, and, given the conditions that obtained over the Christmas period of 1976, could lead to another outbreak of food poisoning of similar proportions. The effort and time spent by the Port Health Inspectors is part of the price of the very necessary vigilance.

During the year Mr. A. Good, the Chief Port Health Inspector, presented a paper to the Sea and Air Port Authority Association's Annual Conference entitled "Shellfish, a new problem". It is interesting to note that the Chairman of the Highways and Environment Committee of the City of Liverpool considered the paper of particular interest and had it sent to all members of that Committee, which led to proposals for a re-organisation of sewage disposal in Liverpool.

# Sheerness Docks Division

Left to right - J. Dixon, R. Gower, M. Blackburn, R. Prother, G. Smith







*Left to right – J. Shaw, R. Gwyer, M. Blackburn, P. Pritchard, G. Bigmore.*

## SHEERNESS DOCKS

### Fresh Fruit Trade

The importation of fresh fruit through the port of Sheerness continued at a high level during the year.

These importations included bananas from the West Indies; West Africa and Central America; citrus fruit from Israel and the United States (California); deciduous fruit from South Africa and Tasmania and grapes from Cyprus and South Africa.

A total of ninety-six vessels discharged some 179,000 tonnes of fresh fruit during the year. Of this total, approximately 1,400 tonnes of damaged, over-ripe or wasty fruit was destroyed under the supervision of the Port Health staff. The tonnage of fruit destroyed, includes the entire cargo of bananas discharged from a vessel that arrived in the port early in December.

### Importation of Meat:

New Zealand Trade:— The importation of meat from New Zealand through this part of the district continued throughout the year and as in previous years consisted of both carcass lamb and mutton, cartoned lamb and beef cuts and cartoned lamb, sheep and beef offals.

This year will see the end of the regular service from New Zealand to Sheerness. This has been brought about by the rapid increase in the use of containers for this trade, which in turn has resulted in the diversion of the trade from Sheerness to Tilbury.

During the year a total of nineteen vessels discharged some 55,000 tonnes of New Zealand meat at this port.

United States Trade:— This year has seen the commencement of a regular meat importation trade from the United States. This trade primarily consists of beef, sheep and pig offals, although there has also been a few small consignments of pork cuts included.

A total of twelve vessels discharged some 11,200 tonnes during the year.

The detailed examination of these imports of meat and the reconditioning of any damaged portions, is carried out by the Port Health Inspectors in the meat inspection facility which has been provided by the Medway Ports Authority for this purpose.

### Importation of Dairy Products:

As in previous years, the importation of dairy products from New Zealand continued throughout the year. This trade will also be affected by the increase of containerisation of cargoes from New Zealand and it is expected that there will be a reduction on the tonnage imported through Sheerness next year.

Thirteen vessels discharged some 31,000 tonnes of butter and cheese during the year.

### Importation of Bulk Wine:

The importation of wine in bulk through Sheerness has continued at a high level, with the major portion of the wine being stored in the vats provided for this purpose at this port.

In all 5,137,282 gallons of wine from Spain, Portugal, Italy, France, Yugoslavia and Greece have been imported in this year.

### Medway Lash Vessels:

The discharge of lash (lighter aboard ship) vessels in the Medway has continued during 1977. Seventeen vessels were worked in this area during the year. On eleven occasions it was necessary for notification of food cargoes to 'receiving authorities', to be carried out.

### Importation of Cars:

The importation of foreign cars through Sheerness has become one of the major aspects of trade here. A purpose built car berth came into operation during the late summer. The bulk of the cars that are imported at this port are of Japanese manufacture.





*Above*  
*New berth for car transporter*  
*at Sheerness*

*Right*  
*Queenborough Car Assembly*  
*Area. Sheerness Docks in*  
*background*



*Acknowledgement 'Bluett Shipping'*

## Sheerness Ferry Service

The ferry service, operated by the Olau Line Ltd., continued during the year. The vessels 'Olau Finn' and 'Olau Kent' maintained the service with two daily sailings from Sheerness to Flushing in Holland.

In the spring, a service to Dunkirk was inaugurated, with the 'Olau West' being employed on this route, maintaining two daily sailings from each port. After some six months of operation this service was suspended, and remained so until the end of the year.

**Passenger Traffic:** A total of 442,546 passengers passed through the ferry terminal in the year. On three occasions H.M. Immigration officials referred incoming passengers to the Port Medical Officer. On all these occasions entry was refused on medical grounds.

**Freight Traffic:** Some 12,800 accompanied and unaccompanied freight vehicles were imported through the 'Roll On/Roll Off' terminal at Sheerness this year. Of this number some 1,700 were loaded with foodstuffs. As in previous years, the largest portion of food commodities were carried on driver accompanied vehicles and covered a wide range of foods. This range, together with detailed figures, is given in the Statistical Section of the report.



*Sheerness Docks and Riverside Berths*

*Acknowledgement 'Skyphotos'*

## SILVER JUBILEE.

The highlight of the year was the Silver Jubilee of His Majesty the King.

A great number were sold to the Post Office Authority who were invited to provide a service of music on the occasion of His Majesty's Jubilee for the Royal Procession from Exeter to Chelsea.

The new organ, built in 1912, was of the most admirable and made a most impressive gift to the parish. It was designed by and for the parish. The work was carried out by the Lord Mayor, who, as Vicar of the Town, received the approval of His Majesty at County Hall. The organ was presented to the parish by the Post Office Authority in the name of the King. The organ was the gift of His Majesty.

# Silver Jubilee — River Pageant





## SILVER JUBILEE

The highlight of the year was the Silver Jubilee of H.M. the Queen.

A great honour was paid to the Port Health Authority who were invited to provide a launch as part of the escort to H.M. the Queen's launch for the Royal Progress from Greenwich to Chelsea.

The new launch "Londinium I" was chosen as most suitable and made a smart showing with her good handling characteristics and her turn of speed. The same launch was used in the evening by the Lord Mayor, who, as Admiral of the Port, headed the procession of craft reviewed by Her Majesty at County Hall. Representing the Port Health Authority in the River Services Section of the procession was the launch "Victor Allcard."



*Nore leads the escorting vessels. Londinium I is here seen as the third launch astern.*



*Above*  
*The PLA launch Nore with the Queen and the Duke of Edinburgh on board nearing St. Katherine's Pier. Londinium I escorting lies next but one astern.*



*Right*  
*View from Tower Bridge High Walk as the Queen and the Duke of Edinburgh arrive alongside the Royal Yacht for lunch.*

*Below*  
*The scene around the Royal Yacht Britannia as the escort vessels stem the tide while the Queen lunches. Both Londinium I (starboard beam) and Victor Allcard (port quarter) can be seen.*





It must also be noted that the Department has considered on the last day pollution levels at various points in the City, but the data is not available. There is also a note that the City of London Planning Board in 1977, decided to study the impact of further pollution levels, but no report has yet been published.

During the year the Department has produced reports on the National Rivers, urban and other pollution being monitored at the City, which the City was. The report from these over the past few years stated that there has been a reduction of approximately 20% in both the smoke and soot content in the monitoring points.

The introduction of the 1974 legislation was not achieved without some controversy, but with the help of various organisations, the Department and their consultants in conjunction with the staff of the City Council, various measures have been made. From the monitoring data which has been collected by the Department it is estimated that there has been a 70% reduction in the City of London from 1974 to 1977. This is a very significant achievement. Other measures are continuing to be introduced in the legislation and what further advice and suggestions have been received from the City of London.

The Department has also considered the implications of new measures and whether any further steps should be taken for the benefit of the City.

During the year a number of measures have been made and various proposals have been made for the benefit of the City. The report did not show any levels of air pollution which were considered to be a health and safety hazard.

It is interesting to note that some of the measures introduced were those to work in the City which is intended to reduce the amount of air pollution which is emitted into the City of London and to reduce the amount of air pollution which is emitted into the City of London. This is a very significant achievement.

The Department is also working with the City Council to ensure that the measures which are introduced are fully implemented and that the measures which are introduced are fully implemented and that the measures which are introduced are fully implemented.

## CATER The City Sector

As mentioned in the report on the City of London, the City Council has a number of measures which are intended to reduce the amount of air pollution which is emitted into the City of London and to reduce the amount of air pollution which is emitted into the City of London.

As well as the City of London, there is another important aspect to be considered, in the Daily Mail of 10th December 1977, it was stated "The City Council has a number of measures which are intended to reduce the amount of air pollution which is emitted into the City of London and to reduce the amount of air pollution which is emitted into the City of London."

These measures include various measures which are intended to reduce the amount of air pollution which is emitted into the City of London and to reduce the amount of air pollution which is emitted into the City of London. These measures include various measures which are intended to reduce the amount of air pollution which is emitted into the City of London and to reduce the amount of air pollution which is emitted into the City of London.

Efforts to reduce the amount of air pollution which is emitted into the City of London and to reduce the amount of air pollution which is emitted into the City of London. These measures include various measures which are intended to reduce the amount of air pollution which is emitted into the City of London and to reduce the amount of air pollution which is emitted into the City of London.

During the year of the City Council, there has been a number of measures which are intended to reduce the amount of air pollution which is emitted into the City of London and to reduce the amount of air pollution which is emitted into the City of London.



## AIR POLLUTION REPORT 1977

In recent years many august bodies have commented on the fact that pollution does not recognise national frontiers. Neither does it recognise borough boundaries. There is little doubt that the City of London (Various Powers) Act 1971, designed to specifically reduce the amount of sulphur pollution locally, must prevent some pollution being exported to our immediate neighbours.

During the past year the Department has continued to participate in the National survey, smoke and sulphur emissions being monitored at five sites within the City area. The results from these over the past five years indicate that there has been a reduction of approximately 40% in both the smoke and sulphur levels at the measuring points.

The introduction of the 1971 legislation was not achieved without some controversy, but with the active co-operation of business firms, developers and their consultants in conjunction with the staff of my Department, very creditable progress has been made. From the continuing boiler survey being carried out by this Department it is estimated that there are less than fifty installations in the City, at the present time, burning fuel containing more than 1% of sulphur compounds. Other local authorities are continuing to show interest in this legislation and what is being achieved and enquiries have been received from as far away as Japan.

Applications for the Corporation's approval for the installation of new furnaces are carefully examined together with approvals for the height of chimneys.

During the year a number of situations such as car parks and station kiosks have been monitored for carbon monoxide and hydrocarbons. The results did not show any levels above those currently recommended as a maximum by the Health and Safety Executive.

It is unfortunate that some of the demolition contractors who choose to work in the City refuse to recognise that the public are concerned about clean air, refuse to abide by the terms of their contracts and so create an atmosphere of ill will, as well as gross pollution, by burning all forms of rubbish on their sites. They must not be surprised when brought before the courts to answer for their contempt of the public.

The Department is also paying very close attention in situations where asbestos may constitute a hazard, particularly during the demolition of existing structures where blue asbestos may have been used in the past.

## CATERING ESTABLISHMENTS

How important is catering in the City? It will be generally agreed that sufficient and satisfactory catering facilities are required for feeding the thousands of City workers who are unable to return home for their mid-day and other meals. If these facilities are unsatisfactory, food poisoning and other stomach upsets may occur and, apart from the health aspect, the loss of revenue will be considerable.

As far as the City is concerned, there is another important aspect to be considered. In the Daily Mail of 10th December, 1977, it was stated "Business worth millions of pounds is transacted every lunch time in the eating houses of the City of London." While I have no personal knowledge of such transactions, I must admit that, over many years, my Department has given the highest priority to the inspection and maintenance of good standards of hygiene and practices in all catering establishments, in spite of staff shortages.

Many commercial organisations provide staff canteens. These are often subsidised by the provision of floor space, kitchen equipment, staff, furniture and even cash for the food and drink. Many of the staff catering units are superbly equipped and well managed, and in some cases the employees are provided with an excellent mid-day meal free of cost. It is appreciated that many businesses are not in a position to offer such facilities, and, instead, provide luncheon vouchers. The original three shilling voucher, now 15p, was barely adequate, if well intentioned, when introduced, but is rather derisory now. In order to increase the value of this tax-free perquisite, there have been petitions in numerous snack bars and letters in the evening papers. These appeals seem to fall on deaf ears.

Efforts to ensure that food on display, especially in snack bars, is adequately protected have continued. Co-operation has been generally satisfactory, but legal proceedings were taken in one instance, with the result that a fine of £50 was imposed with £25 costs.

Smoking on the part of food handlers remains a problem. Once again, numerous warnings have been issued and there was one prosecution which resulted in a fine of £30 with £30 costs.



There was one prosecution under the Food Hygiene Regulations 1970 in respect of dirty and unsatisfactory conditions in a licensed restaurant. A fine of £125 was imposed with £30 costs.

The mere mention of these offences brought to the attention of the courts is in no way a condemnation of City caterers as a whole. On the contrary, they are endeavouring to maintain standards in spite of the very adverse factors operating in some sectors of the industry and they are to be commended for their efforts.

## SAMPLING

For many years there has been criticism to the effect that sampling has been a most haphazard procedure and that Local Authorities should adopt a co-ordinated policy. It was felt that Sampling Officers should know what sampling was being undertaken in other London Boroughs and, furthermore, should know what foods have been found to be unsatisfactory by the Public Analysts.

With this object in view a scheme was drawn up by the Association of London Chief Environmental Health Officers, which arranged for a programme of sampling for London Boroughs and also for the participation in a national scheme of sampling in conjunction with the Society of County Consumer Services and the Association of Public Analysts. As part of this programme adverse results are circulated to all participants, which is a very useful source of information.

The Department has also closely co-operated with three other Local Authorities who share the services of Mr. W.B. Chapman as Public Analyst and, once again, a recommended sampling programme has been followed. Participation in this exercise means that more detailed "in depth" analysis can be carried out at reasonable expense.

The result has been that, in 1977 the variety of foods sampled has been less varied than in previous years, although the number (346) of samples taken was slightly higher than in 1976.

There were no unsatisfactory samples of spirits or milk.

One complainant accused a licensee of serving him with watered beer. A sample was taken by the brewers concerned and this accusation proved to be unjustified.

An interesting example of this work was Earl Grey tea, which has been on the market for very many years. A sample of this tea was taken and it was found that the packet was improperly labelled. The feature of this tea is that it contains oil of bergamot but this was not mentioned on the label. The packer agreed to rectify this omission.

Once again, several infringements of the Labelling of Food Regulations 1970 and Cheese Regulations 1970 were discovered. These infringements were rectified by means of correspondence and discussion.

## FOOD COMPLAINTS

During the year there were 40 complaints from members of the public about items of food which they had purchased in the City and felt to be unsatisfactory. In many cases the food was found to be mouldy. In the case of pies, it must be admitted that the mould could not be seen until the pie was actually cut open. Nevertheless, this could not be accepted as an excuse and legal proceedings followed in the majority of cases.

Apart from mould, the discovery of various foreign bodies gave rise to several complaints. There were cases of rodent droppings and insects. In one instance a  $\frac{1}{2}$ p piece was found in a meat pie. On another occasion a pebble was found in a cornish pasty. In this instance, further enquiries revealed that the pasty was manufactured in an adjoining borough in a food factory where building work was being carried out. The pebble was apparently introduced when cement mixing was carried out in the vicinity of the food preparation area.

Only one complaint regarding milk was received. This related to a foreign body in an unopened bottle of milk which proved to be a bottle top. The complainant was unwilling to appear as a witness on behalf of the City Corporation and it was therefore decided that legal proceedings would not be pursued, but that a warning would suffice.



One complainant suspected that the smoked salmon sandwich she had purchased was not the genuine article. It certainly did not appear to be so and the advice of the Chief Inspector of the Fishmongers Company was sought. He ruled that it was, in fact, smoked salmon, but of very poor quality. Representations were made to the vendor and he has since changed his source of supply.

On two occasions, as the result of directives from the Department of Health and Social Security regarding suspected imported tinned foods, all known food premises in the City were visited. The first investigation in January concerned tinned mushrooms and in March suspect tins of corned beef were sought. On neither occasion were any of these suspected tins found.

In November the finding of a dead Colorado beetle in a bag of frozen vegetables from the Continent was reported to this Department. The dead beetle was handed over to the City Police, as Colorado Beetles are dealt with by the police, as opposed to the Health Authorities.

## HEALTH AND SAFETY AT WORK, ETC., ACT 1974

### The Health and Safety (Enforcing Authority) Regulations 1977

The 1st June 1977 was the date on which these long awaited Regulations came into operation. The effect of the Regulations was that local authorities were empowered to enforce the "relevant statutory provisions" in relation to certain classes of premises and to the activity carried on in them. Briefly, these classes of premises were:

- (1) those involved in the sale or storage of goods for retail or wholesale distribution.
- (2) Office activities.
- (3) Catering services.
- (4) Provision of residential accommodation.
- (5) Certain consumer services.
- (6) Dry cleaning in coin-operated units in launderettes and similar premises.

There were certain exemptions in so far as premises controlled by local authorities, certain statutory bodies and Crown premises. It is interesting to note that local authorities were, however, made responsible for the enforcement of the Act in relation to premises occupied by the Health and Safety Executive itself.

Perhaps, at this stage, it may be advisable to recapitulate briefly the content and introduction of the Health and Safety at Work, etc., Act 1974 to date.

The Health and Safety at Work, etc., Act 1974 is a major piece of social legislation providing a legislative framework to promote, stimulate and encourage good standards of health and safety at work. It provides statutory protection for many workers not previously enjoying this benefit and also for members of the public who may be affected by work activities.

The enabling provisions of the Health and Safety at Work, etc., Act 1974 are superimposed over the legislation contained in some 31 relevant Acts and literally hundreds of subsidiary Regulations. These are referred to in the Health and Safety at Work, etc., Act 1974 as "the relevant statutory provisions".

The Health and Safety at Work, etc., Act 1974 was brought into operation on a phased basis and Part I (that part of the Act dealing with the health, safety and welfare connected with work, control of dangerous substances and certain emissions into the atmosphere) has been in operation since 1st April 1975. The period between that date and 31st May 1977 has seen the unusual situation of two enforcing authorities having, in many cases, responsibilities for the same premises. For example, local authorities were responsible for the provisions of the Offices, Shops and Railway Premises Act 1963 and associated Regulations and the provisions of the Factories Act 1961 dealing with the provision of sanitary accommodation, whilst the Health and Safety Executive were responsible in the same premises for the enforcement of the provisions of Sections 2-9 of the Health and Safety at Work, etc., Act 1974 and the provisions of the Factories Act (other than those relative to sanitary accommodation) in the associated factory premises within the office building. It can be appreciated that this was a period when some confusion was likely to arise and close liaison and co-operation between the Health and Safety Executive and local authority officers was essential. The local authority officers during that period were able to avail themselves of the new forms of enforcement provided by the Health and Safety at Work, etc., Act 1974, i.e. the service of prohibition and improvement notices.

The main effect of the Health and Safety at Work (Enforcing Authority) Regulations 1977, so far as



local authorities are concerned, is that, at last, the involvement of two enforcing authorities in the same premises has ceased. These regulations have placed additional responsibilities on the professional staff, and the introduction of Health and Safety Regulations and Codes of Practice in the future will increase this burden.

### **The work of the Department during the current year**

The emphasis of the work within the Department is gradually changing in line with the new legislation.

Routine inspection of premises in the district has, and always will be, an essential part of the work in an area such as the City where changes are constantly taking place. A pattern of more detailed inspection in relation to problem areas is however beginning to emerge. Emphasis continues to be placed on the investigation of accidents and reports from competent persons in connection with hoists and lifts.

During the year under review there has been a noticeable increase in activity in regard to the letting and refurbishing of property in the City. This has resulted in a greater amount of time being devoted to advising people concerned with the premises. Whilst this is not in itself a statutory Departmental duty, it is seen as a practical way to assist the employers, owners and others within the City and has a long term effect of ensuring compliance with the legislation administered within the Department. There is a ready appreciation from all persons involved, whether they be employers, architects or consultants. The occasions where such assistance is given by the Department's Officers can vary from the smallest localised alterations to refurbishment of much larger premises or even to the redevelopment of substantial areas of the City.

The other main area in which advice is required is in relation to the provisions of the Health and Safety at Work, etc., Act 1974 itself, in the area of employers responsibilities and of the preparation of safety policies and the organisation and arrangements for carrying out those policies.

### **Safety Policies**

Section 2(3) of the Health and Safety at Work, etc., Act 1974 requires employers to state their general safety policies and the organisation and arrangements in force for carrying out those policies. The Local Authority is required to examine the policies, and arrangements in force, and this has been done in two ways:

- (a) on the premises at the time of a general inspection, or
- (b) later, when details of the safety policy are sent by the firm.

A statement of the policy normally includes the general provisions of Section 2(2) of the Health and Safety at Work, etc., Act 1974 and also a specific statement as to the systems of work required in their particular type of business. This statement will vary from business to business and will require variation as changing circumstances demand.

A survey of 25 businesses, each employing over 1,000 employees, reveals that it is usual to employ a safety officer and a proper structure of management so that the policy can be operated. These larger firms already have training facilities for the staff and many of the persons involved have been trained. Specialists within these organisations are used where their knowledge is of benefit to the improvement of safe working conditions. Many of these firms employ qualified staff including Doctors, State Registered Nurses and trained first aid staff. In all cases, an accident book is kept by the Nursing Sister and relevant information on the cause and effect of accidents is recorded.

Much guidance has been given by the Department, during the year, dealing with safety policies and safe systems of work. Already one large organisation in the City has instituted a system of safety representatives from the union side and safety officers from the management side. Meetings have been called between the local authorities officers, the management and union to discuss problems such as safe systems of work.

## **LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT 1976**

Part I of this Act which became operative on 14th February 1977 enables a local authority to require the provision of sanitary appliances for the public in betting shops and other places holding any entertainment, exhibition or supporting event and in premises where food or drink is sold to members of the public for consumption at that place.



This provision was particularly welcome in the case of betting shops. During the year, however, the policy of the companies concerned to provide such accommodation for members of the public in new betting shops has made it unnecessary to consider taking formal action. It is the policy of the Department to consider the need for provision of such accommodation at existing premises on the merits of each case.

## SHOPS ACTS, 1950-1965

Much is said and written about the usefulness of this type of legislation in this day and age, but, perhaps, not surprisingly, there is no real consensus for change.

There are substantial arguments both for and against controlling the hours during which shops may be open, but when it is appreciated that trading may take place for 20 of the 24 hours of each week-day, with the exception of one early closing day, which must commence by not later than 1 p.m. (to which rule there are certain exemptions), it will be seen that a great deal of flexibility is already available. The missing four hours are between 8 p.m. and midnight, which, for some, are conceivably important trading hours.

Whilst in many instances the conditions of employment of staff today are better than the standards laid down by the legislation, it nevertheless provides reasonable restraints for the unreasonable employer, who is still to be found.

There is little doubt that the law originally set out to limit the amount of trading which may take place on Sundays. However, decisions in the Courts have resulted in anomalies which have led to criticism and even ridicule of the law. A more logical law on this subject would make enforcement simpler and easier to justify.

These broad statements of the law are made to indicate the general pattern. The effect of these provisions on retail trading in the City is not without interest.

There are no difficulties in respect of the general closing hours on week-days since Saturday is now a day of very limited activity. In the City the majority of shops do not open on Saturdays. However, to cater for the tourists during the summer months the Corporation has continued to exercise its powers in relation to the suspension of the early closing day and to extending the articles which may be sold on a Sunday.

Sunday has a special significance in the Eastern area of the City, where a considerable amount of business is done on that day. However, as this is part of our history, special provisions were written into the Shops (Sunday Trading Restriction) Act, 1936, and re-enacted in the Shops Act, 1950, when an area was subsequently defined within which trading is permitted on Sundays until 2 p.m., with the notable exception of hairdressing. Outside this area members of the Jewish faith can enjoy the same facility provided they can comply with certain conditions laid down in the Act. A number of such traders are registered with the Corporation for this purpose.

The firm enforcement of these provisions over the years, coupled with regular supervision by your Inspectors, reduces the difficulties which might otherwise be experienced and it was found necessary to institute legal proceedings during the year in only two instances for offences against the Sunday trading provisions, resulting in fines totalling £70 and costs of £60 being awarded.

Inspections carried out during the year have disclosed a satisfactory standard of compliance with the law. There were some infringements detected, but mostly of a minor nature, such as the failure to exhibit statutory notices.

## CITY OF LONDON (VARIOUS POWERS) ACT, 1965, PART III

At the commencement of the year 11 pitches were vacant in Middlesex Street (Petticoat Lane) due either to the death or retirement of licensed traders, but during the year the principle previously approved by the Planning and Communications Committee to enable the empty pitches to be relet was successfully put into effect. This has not only resulted in an increase in revenue towards the cost of maintaining the market, but has also reduced the space available to the undesirable unlicensed traders ('fly-traders') who are attracted to street markets. The co-operation given by the City Police on duty in preventing these 'flies' settling is appreciated.

## LONDON COUNTY COUNCIL (GENERAL POWERS) ACT, 1920, PART IV ESTABLISHMENTS FOR MASSAGE OR SPECIAL TREATMENT

There has been no increase in the number of establishments giving chiropody manicure and curative massage during the year.

The trend continues towards the non-curative treatments, popularly known as 'beauty therapy'. Premises licensed by the Corporation continue to be well conducted.

## CHILDREN AND YOUNG PERSONS ACTS, 1933-63

These Acts regulate the employment of children of compulsory school age, and the employment of young persons under the age of 18 years in street trading.

47 permits were issued during the year, but one wonders if this represents only the 'tip of the iceberg' and how many young people are being employed illegally.

## LATE NIGHT REFRESHMENTS HOUSES ACT, 1969

This Act consolidated the existing law and makes certain amendments.

15 licences were issued during the year and it was not found necessary to attach conditions in respect of any of the licences granted. The licences were in respect of refreshment houses in the City open between 10 p.m. and 5 a.m. serving the working population involved in the various markets and publication of newspapers.

## CONTROL OF RODENT INFESTATIONS

### Complaints

Notifications of infestations during 1977 were similar to the previous year both in overall number and in nature. The complaints of mice outnumbered those of rats roughly in the ratio of 20 to 1. Sixteen complaints of rats were received which included one ship rat infestation. All infestations were successfully treated and cleared.

### Survey Work

All the operatives have attended rodent control courses organised by the Ministry of Agriculture, Fisheries and Food. They visit premises as a matter of routine to check whether or not the premises are infested, to advise on preventive measures and to ensure that proper treatments are undertaken.

### Sewer Treatment

Two treatments were carried out, the first in April and the second in October, using Warfarin. Provision was made for the continued laying of bait for up to four times at any particular baiting point which showed repeated 'takes'.

## CONTROL OF PESTS OTHER THAN RODENTS

### Insects

Requests for identification and advice have followed a similar pattern to previous years. Infestations were mainly of common storage and household pests which were causing concern in domestic and catering



situations and the majority were reported early enough to achieve a rapid and complete eradication. The value of accurate identification was appreciated by one occupier in particular when an assurance could be given that beetles imported in packing materials would not become established as a pest away from their natural habitat.

I would like to express my appreciation to the staff of the Natural History Museum for their willing co-operation in identifying these pests and giving detailed information regarding their life histories.

## Pigeon Control

Generally, observations have been maintained of the areas where the number of pigeons are likely to become excessive. Occupiers were advised of methods of treatment or advised of the names of pest control contractors. As circumstances indicated, control work was done within the powers of The Public Health Act, 1961, which gives local authorities powers to abate or mitigate nuisance from feral pigeons believed to have no owner.

## COMMON LODGING HOUSE

The provision of what was known as a common lodging house does not seem to follow a universal pattern today. Theoretically, it is a place for accommodating by night poor persons who resort to one place for the purposes of eating or sleeping.

In times past, the facility provided by the Salvation Army in Middlesex Street, consisted of night time accommodation in rooms of various sizes with between eleven and sixty beds in a dormitory. This was welcomed by the men who, in the day time, were looking for work. Nowadays, the men who resort to this type of accommodation include lower paid workers and old age pensioners some of whom have nowhere to go in the day time. Therefore, residential day rooms are available for men who reside at the Salvation Army hostel and beverages are available through the day in addition to set meal times. The number of men who occupy the premises purely by night are few and until recently the hostel had not been fully booked. Although improved sanitary facilities were required as a condition of continuing to be licensed as a common lodging house, the premises overall, as a house in multiple occupation, could have commanded equal attention. The main difference in practice in keeping these premises licensed as a common lodging house is in the supervision. The registered keeper or his deputy must be on the premises between the hours of nine o'clock in the evening and six o'clock in the morning.

It could be difficult to maintain that the legal definition of common lodging house now applies, the Salvation Army authorities have agreed that they will continue to apply for registration.

The definition laid down in 1936 applied to conditions prevailing in poorer classes of accommodation, when controls were necessary to contain certain infectious diseases prevalent at that time. Since day rooms have been provided on the ground floor of the Salvation Army Hostel there has been far less loitering by proposed or actual inmates in the surrounding area. With fewer beds in the hostel, and tighter controls on admission and discipline, the problem of lice has ceased to be of major concern. Inspection by the Salvation Army authorities continues to be regular and the periodic inspection by the Environmental Health Officer concerned has revealed few actual lice infestations.

Should there be any relaxation of required standards of sanitary facilities and their proximity to the bed space, of the space between beds, and of the provision of day rooms — all things which govern the general hygiene and well being of a hostel — a return to former problems of vermin and filth and loitering in the surrounding area would again become a serious problem.

## NOISE

The aim of the department both in the short and the long term must be to prevent any increase in the general background noise levels. To this end, the staff of my department offer advice, when consulted, in regard to the installation of new air-conditioning plant and standby generators. Co-operation with acoustic consultants and measurement of background levels have been the main tasks in this field.

The majority of noise complaints, predictably, arise from construction sites where work is proceeding on redevelopment in various parts of the City. Due to the close proximity of conflicting interests and the



inevitably noisy nature of operations inherent in many building operations, annoyance and irritation will ensue. Where feasible, the Corporation's staff recommend cessation of noisy work between agreed hours as a compromise to allow both commerce and contractor to carry out a reasonable day's work. In an endeavour to ensure that the resident population can have some uninterrupted leisure hours, night work is severely discouraged as is noisy work on Saturday afternoons, Sundays and public holidays. The exceptions arise when difficult and awkward loads of plant and materials can only be delivered after "hours".

One further disturbing phenomenon, which is increasing within the City's shopping streets, is the playing of music by boutiques and record shops at a noise level which is quite unacceptable. This undoubtedly causes annoyance and, furthermore, can be equated with having a shopfront 80-100 metres wide in which to display wares. If adjacent shopowners **visually** displayed their goods in front of the offending shops, one wonders what the proprietor's reaction would be.

## WATER SUPPLY

The Director of Scientific Services of the Thames Water Authority, has supplied the following Report:—

"1. (a) The supply was satisfactory both as to (i) quality, and (ii) quantity throughout 1976-77 (April to March).

(b) All new and repaired mains are disinfected with chlorine; after a predetermined period of contact the pipes are flushed out and refilled; samples of water are then collected from these treated mains; and the mains are returned to service only after the analytical results are found to be satisfactory.

The quality control from these laboratories is carried out by means of daily sampling from sources of supply, from the treatment works or well stations, from the distribution system, and through to the consumer. Any sign of contamination or any other abnormality is immediately investigated. During this period the surveillance of the distribution system has been improved.

(c) No artificial fluoride is being added, and where the fluoride content is indicated in the analyses it represents the naturally occurring fluoride in the water.

2. (a) The supply was derived from the following works and pumping stations:—

River Thames-derived water from Thames Valley grouped stations. New River-derived water from Stoke Newington works.

No new sources of supply were instituted and there were no changes to the general scheme of supply in your area.

The number of samples collected and the bacteriological and chemical analyses of the supply from the above sources after treatment are shown on the attached sheets.

*(See Statistical Report).*

(b) On account of their hardness content and alkaline reaction the Board's river and well water supplies are shown to be not plumbo-solvent. It should, however, be appreciated that all types of water pick up varying amounts of metal from the material of water piping particularly when it is newly installed — this applies to copper, zinc, iron and also to lead."

## Bacteriological Examination

There are 115 active deep wells in the City and five others which have been suspended during re-development of the site.

Samples have been taken throughout the year from the deep well risers and drinking water points and with two exceptions the water has been found to be of a high standard of bacterial purity.

On complaint, or in conjunction with infectious disease investigation, water samples have been taken from the Thames Water Authority supply points in buildings; and, as a routine, samples have been taken from the numerous drinking water fountains in the City. In all cases the water samples were found to be satisfactory.

## Swimming Baths and Paddling Pools

Three school swimming baths are regularly sampled and tested during school term times. The Break point chlorination method is employed at the swimming baths. Routine chemical analysis using a tintometer colour comparator, gives an accurate indication of the amounts of free, residual and combined chlorine levels. The correct pH must be maintained to prevent unpleasant effects on the swimmers eyes taking place and the comparator can also check this value. Routine samples of water are taken for bacteriological examination to ensure that chlorination is being effectively carried out.

The Paddling pool in the Minories is similarly checked using the same methods. The swimming baths and pool have been maintained in a satisfactory condition throughout the year.

## SEWERAGE AND SEWAGE DISPOSAL

Sewerage and sewage disposal in the City of London are the responsibility of the City Engineer who has supplied the following information:—

“Under the Water Act, 1973, the authority for sewerage and sewage disposal in the City is the Thames Water Authority for which the Corporation acts as agent for these purposes and for which the City Engineer bears day to day responsibility.

The sewerage system in the City is comprised mainly of ovoid shaped brick sewers, the average internal dimensions being 1219 mm. x 813 mm. wide, this size being adopted only to provide access for sewer men, as the normal dry weather flow depth of effluent is only about 228 mm. at average velocities between 609 mm. and 914 mm. per second.

The sewers now managed by the Corporation discharge into the Thames Water Authority's intercepting sewers which flow eastwards across the City at lower levels to the Beckton Sewerage Treatment Works.

In my opinion, the system of sewerage in the City, is adequate, with ample margin for diverting flows from sewers during reconstruction and maintenance works.”

## HOUSING

Mr. K.R. Bailey, V.R.D., F.I.H.M., Housing Manager for the City of London, has submitted the following report:—

“During the year 163 families were rehoused, leaving 936 on the housing register at the end of December 1977, including 326 Corporation tenants requiring accommodation more suited to their needs.

The writer notes that, in his report for 1976, he indicated that the year had not been without its problems, and he referred to “the probable adversities” of 1977. In the event, the year was a combination of progress (albeit limited) and frustration. On the credit side, some progress is at last in sight on our Kennington Road/Cosser Street site at Lambeth, which has now received the formal approval of Common Council for a combination of new building and rehabilitation. Formal application for planning approval has been submitted to the London Borough of Lambeth and discussions are in train with the Department of the Environment. Members of the Housing Committee and the officers of all the departments concerned are determined that the scheme, once it is allowed to start, will proceed with all possible dispatch.

On a smaller scale, the proposed rehabilitation of the City of London Freeman's and Gresham Houses at Brixton draws a little nearer and the first stage of work on the Gresham Houses is expected to commence in 1978.

As far as 1977's projected “adversities” are concerned, last April saw yet another substantial increase in the rents of, and heating charges for, dwellings in the Corporation's Housing Revenue Account, coupled with what had to be savage cuts in expenditure — especially on maintenance — in order to comply with the expenditure limits set by Government. It cannot be pretended that all tenants accepted the situation with equanimity but, nevertheless, it is again pleasing to record that, generally speaking, the relationship between individual tenants and their landlord has remained very satisfactory. Whilst acknowledging the contribution of all staff towards achieving this end the service of “field staff” — the estate Superintendents, Matrons of the sheltered schemes and the Estate Management Assistants — has been particularly valuable.



The writer would also express his appreciation of the willingness of the Chairman and Members of the Housing Committee to consider, in very great detail, the representations made by Tenants Associations during the year, and to meet their officers when necessary.

During a very full year the Housing Committee gave preliminary consideration to the need to undertake a review of Conditions of Tenancy and this will be put in hand in due course. One of the matters under consideration was the prohibition on pets in flats – a standard condition of tenancy with most local authorities but the enforcement of which can sometimes produce considerable publicity, seldom favourable to the authority concerned. On a survey of tenants' opinions on the matter, therefore, it was both surprising and gratifying to discover that the vast majority of tenants who responded to a questionnaire did so with a very high level of support for a ban, on dogs particularly.

During the year the Court of Common Council approved the Housing Committee's "strategy statement" – a document prepared at the behest of the Department of the Environment by every housing authority in England and Wales, intended to highlight the housing needs of each area and the authority's intentions and required resources for meeting those needs.

By the time this report appears in print, the Housing Department will have moved from King Street into the main Guildhall office block. Advice and, where possible, practical assistance with housing problems will continue to be available from the department's Lettings and Housing Aid staff, located in North Block, at the entrance adjacent to Basinghall Street."

## HOUSING

The Housing Committee has during the year considered the Housing Committee's report on the following report:

During the year the Housing Committee has considered the Housing Committee's report on the following report:

The Housing Committee has during the year considered the Housing Committee's report on the following report:

On a further scale the proposed reorganisation of the City of London's housing services is expected to commence at a later date and the first stage of work on the Guildhall House is expected to commence in the near future.

As far as 1977's proposed "advisory" services are concerned, the Housing Committee has during the year considered the Housing Committee's report on the following report:



## SOUTHFIELD MARKET

A scrutiny of available figures the tonnage of meat etc. delivered at Southfield Market during 1977 was slightly less than in 1976. The throughput indicated by these figures represents, in a rough estimate, a moderate loss of between 2000-40000 tons, a figure which would no doubt, attract the attention of those who, in the market's history, who, in being memory, have viewed them closely.

There were few changes in tonnage within the market during the year and the turnover of food handling facilities remained the same. The number of stalls remained consistent. Other markets of meat and poultry supplies in London and elsewhere in the city.

A large Public Card Office was opened in the market.

The wholesale market at a busy meeting point is attended by many traders and buyers for various types of business and many vehicles come for the collection of meat, etc.

Office of the Smithfield sector have advised you of the following at all aspects of food and food handling.

### Meat Inspection Regulations, 1966

Carcass meat from home slaughter is required to have the stamp of the Local Authority Inspector after having been inspected in the slaughterhouse. Evidence of disease found in carcasses handled in Smithfield was dealt with by the Inspector and it is recommended you inform your own office of the authority at once. The legitimacy of many stamps issued by the local authorities often are not sent this information.

### Poultry Meat (Hygiene) Regulations, 1973

Although you are fully conversant with Regulations have brought standards and controls of hygiene into the processing of poultry and the general improvement of supplies from various unapproved sources and storage of carcasses.

The following letter was circulated to all poultry wholesalers in October:

#### The Food and Drugs Act, 1965

# The Smithfield Market Sector

With the aim of ensuring that the standards of hygiene in the market are maintained, it is necessary to ensure that the standards of hygiene in the market are maintained. It is necessary to ensure that the standards of hygiene in the market are maintained.

Carcasses may be obtained from slaughterhouses or during transit and may be found in one of three classes, slaughtered and plucked without the use of water in the slaughterhouse.

Yours faithfully,

### Food and Drugs Act, 1965, Sec. 97

These sections provide the conditions under which the sale of such meat and poultry is permitted. One provision for selling diseased carcasses is that of the market in 1967 and a fine of £5,000 imposed. The market inspection is the duty of the local authority and it is the duty of the trader to ensure that no carcasses are sold which are not fit for human consumption. The market is a public market and a relevant certificate issued to the wholesaler.

The quantity of meat taken for slaughter in 1977 (excluding 10,000 tons of weight 18,117 tons) was from England and Wales, that the total weight of meat taken in 1977 was 18,117 tons. It is estimated that the quantity of meat taken in 1977 was 18,117 tons. It is estimated that the quantity of meat taken in 1977 was 18,117 tons.

Approximately 2 tons of poultry meat, the quantity of poultry meat and approximately 10 tons of poultry meat, the quantity of poultry meat and approximately 10 tons of poultry meat.



## SMITHFIELD MARKET

According to available figures the tonnage of meat etc., delivered at Smithfield Market during 1977 was slightly less than in 1976. The throughput indicated by these figures represents, at a rough estimate, a wholesale value of around £200 million, a figure which would, no doubt, astound the prognosticators of gloom about the market's future who, in living memory, have always been around.

There were few changes in tenancies within the market during the year and the number of food handlers situated around the market area remained constant. Other handlers of meat and poultry operate in Leadenhall Market and elsewhere in the City.

A large Public Cold Store previously closed is now in full operation.

The wholesale market as a bulk breaking point is attended by many traders and buyers for various types of businesses and many vehicles come for the collection of meat, etc.

Officers of the Smithfield sector have maintained surveillance of all aspects of food and food handling as follows:—

### Meat Inspection Regulations, 1966

Carcase meat from home sources is required to have the stamp of the Local Authority Inspector after having been inspected in the slaughterhouse. Evidence of disease found in carcasses handled in Smithfield was dealt with by the Inspectors and in all appropriate cases information passed to officers of the authority at source. The illegibility of many stamps means that the local authorities often are not sent this information.

### Poultry Meat (Hygiene) Regulations, 1976

Although not yet fully operational these Regulations have brought standards and measures of control into the processing of poultry and the gradual disappearance of supplies from hitherto uncontrolled dealers and slaughterers of poultry.

The following letter was circulated to all poultry wholesalers in October:—

#### The Food and Drugs Act, 1955

#### Poultry Meat (Hygiene) Regulations, 1976

With the approach of the seasonal trade in poultry when Farmers/Producers may send carcasses for sale which have not been prepared in accordance with the above Regulations, wholesalers may unwittingly commit an offence and be liable when selling poultry from other sources.

Carcasses may be obtained from slaughterhouses or cutting rooms licensed by a local authority except in case of whole carcasses slaughtered and plucked without the use of water on the producer's premises.

Yours faithfully,

### Food and Drugs Act, 1955. Sec. 8/9

These sections provide the sanctions against the sale of unfit food but their use is very rarely necessary. One prosecution for sending diseased poultry in 1976 was heard in 1977 and a fine of £2,720 imposed. The mutual cooperation given to the Officers of the Smithfield sector leads to the effective screening and inspection of any doubtful food and a smoothly run system of collection of unfit food by the sectors manual staff for disposal to the Corporation Contractor. The unfit food is, in effect, surrendered and a relevant certificate issued to the wholesaler.

The quantity of meat taken for diseased condition in 1977 totalled 19,902 lbs. of which 18,117 lbs. were from England and Wales, much the same as in 1976. Meat in unsound condition, that is decomposing or affected by spoilage or contamination, amounted to 195,803 lbs; less than in 1976 when the weather was more favourable to holiday makers than to meat.

Approximately 2 tons of poultry meat was rejected because of evidence of disease and approximately 17 tons as unsound mainly because of decomposition or damage or contamination occurring in cold storage.



Many wholesalers, including most poultry firms, have use of cold store facilities and frequently need to be encouraged to appreciate the value of proper stowage, turnover and cleanliness to prevent problems of spoilage and vermin infestation.

### **Imported Food Regulations, 1968**

1,372 containers of meat from the Republic of Ireland and 252 from Holland were notified in accordance with these Regulations as unexamined on entry into the United Kingdom. Five entry points from Ireland are inland border posts. In spite of occasional difficulties, e.g. due to change of destination/ownership while en route, or the receipt of notification after arrival of a container; the examination of meat consignments on delivery, mainly during very early hours, was carried out.

17 containers could not be traced.

11 containers had arrived and contents distributed before arrival of notifications.

579 cartons of beef trimmings in a notified container from Ireland were imported in contravention of the Regulations and were sent to a processor under proper control.

### **Export of Meat**

16 certificates were issued in respect of small consignments of meat, poultry, and other articles of food being exported to West Africa, Hong Kong, Italy, Gibraltar, Arab States, Bermuda and West Germany.

### **Sampling**

Requests are received from Governmental, Educational and other sources for assistance in obtaining samples and specimens for various projects.

Every effort is made to give assistance and during 1977 samples of various muscle, liver and kidney tissues were obtained for a survey of antibiotic residues by the Government Chemist and samples of various fats for survey of pesticide residues.

Medical research was assisted by providing ductless glands and educational establishments were helped by arranging supplies of specimens for teaching purposes.

### **Educational**

32 lectures and demonstrations were given to Environmental Health students from various colleges and the provision of specimens suitable for 6 practicable examinations in meat and food inspection was arranged. The Royal Veterinary College was given assistance by the provision of poultry carcasses as requested by the Department of Pathology.

It is now very difficult to obtain suitable and sufficient specimens for teaching and examination purposes and the cooperation and help received from colleagues in other areas and from the members of the trade who are approached is very gratefully acknowledged.

### **Registration of Premises Sec. 16 Food & Drugs Act, 1955**

At the end of the year a survey of premises which, by reason of types of food processing and preparation, require to be registered under this section was in progress with a view to updating the list and securing improvement in standards of hygiene when necessary.

### **Food Hygiene**

The Markets, Stalls and Delivery Vehicles Regulations, 1966 apply to the market and to meat transport vehicles.

Vehicles delivering to Smithfield and those collecting for delivery elsewhere and the personnel engaged with them have been kept under surveillance and appropriate action taken when necessary.

The variety of traders and others attending Smithfield are generally very cooperative and endeavour to obey the rules of hygiene; others such as those from small catering establishments are less aware of the need for care and, the proper preparation of the vehicle with provision of protective clothing. Private cars which are used for the collection of meat are a common cause of interest to the Inspector but often the meat is not for resale and only advice can be offered. This situation gives rise to the why me? what about him? reaction. Liaison with the Market Superintendent's works department continued and effective improvements in floor surfacing and drainage and other structural features have been achieved.

The market tenants with the promise of long term tenancies are seemingly more prepared to invest in improving facilities for long term hygiene. 98 written warnings of infringements of the Food Hygiene Regulations were sent; many of these concerned visiting persons and vehicles and usually information is passed to local authorities in whose area the food business is carried on.

### **Vermin Control**

Market tenants have been encouraged to contract with specialist firms for the prevention and control of infestation in their premises, and the market Works Department have endeavoured to assist in measures of control.

The Veterinary Sector





## ANNUAL REPORT OF THE VETERINARY OFFICER FOR THE CITY OF LONDON, 1977

### Diseases of Animals Act 1950 and Associated Acts

The individual Councils, Boroughs are responsible for the administration of the Diseases of Animals Act 1950 and associated Acts, but the Corporation acts on an agency basis for 77 of these authorities, comprising approximately half the Greater London area. The Corporation is responsible for the whole of Greater London, under the terms of the London Government Act 1963, in respect of the importation of animals.

1977 saw the agency arrangements in operation for the twelfth year, and many varied premises were visited, including many breeding establishments, breeding establishments, animal hospitals, kennels and catteries, shows and exhibitions, drives, pleasure roads, guard dog premises, farms, riding schools, kennels and catteries, market stalls, parks, pet shops, pig pens, research laboratories, racing establishments, slaughterhouses, markets and fairs.

Much new legislation, issued by the Ministry of Agriculture, Fisheries and Food, regarding both the welfare of animals and the prevention and control of disease related to animals, was introduced during the year.

### Animal Quarantine Station - Heathrow Airport (London)

Under the terms of the Tables Convention of 1924, Cats and Dogs (Mandatory Order 1974, from February 1977), animals can be landed at a Port in the United Kingdom only where a quarantine facility is provided. The Corporation entered the Tables of Animals Act 1950 through its subsidiary company throughout the whole of Greater London, which includes Heathrow Airport. By the terms of the agreement of assignment of premises Heathrow taken place at Heathrow 1 & 2, Heathrow Airport, that the airport has a quarantine facility.

The Corporation agreed to provide an animal breeding facility at Heathrow on 20th February 1977 and will work to get a final design before the end of the year. It was also agreed that the design should be based on a level which would, on the basis of previous animal establishments in the airport, be a high standard of design.

The Corporation is also providing a quarantine facility at Heathrow on 20th February 1977. The Corporation is also providing a quarantine facility at Heathrow on 20th February 1977.

## The Veterinary Sector

The Corporation is also providing a quarantine facility at Heathrow on 20th February 1977. The Corporation is also providing a quarantine facility at Heathrow on 20th February 1977.

Heathrow is a busy airfield and the Corporation works successfully and efficiently with the local health authorities to ensure that the airport is a safe place for the landing and departure of animals.

### Registration of Animals

There is a particular problem with the registration of animals at Heathrow, where the number of animals is increasing rapidly.

A large number of applications were received at Heathrow during the year regarding illegally landed animals, or animals entering under the terms of the current landing regulations.

There have been a number of cases of animals being landed at Heathrow, where the landing is illegal. The Corporation is also providing a quarantine facility at Heathrow on 20th February 1977.



# ANNUAL REPORT OF THE VETERINARY OFFICER FOR THE CITY OF LONDON, 1977

## Diseases of Animals Act 1950 and Associated Acts

The individual London Boroughs are responsible for the administration of the Diseases of Animals Act 1950 and associated Acts, but the Corporation acts on an agency basis for 17 of these authorities, comprising approximately half the Greater London area. The Corporation is responsible for the whole of Greater London, under the terms of the London Government Act 1963, in respect of the importation of animals.

1977 saw the agency arrangements in operation for the twelfth year, and many varied premises were visited, including dog breeding establishments, boarding establishments, animal hospitals, poultry and cattle shows and exhibitions, circuses, television studios, guard dog premises, farms, kosher establishments and poulterers, market stalls, parks, pet shops, piggeries, research laboratories, riding establishments, slaughterhouses, theatres and zoos.

Much new legislation, issued by the Ministry of Agriculture, Fisheries and Food, regarding both the welfare of animals and the prevention and control of animal diseases, has entailed greater responsibilities when carrying out inspections.

## Animal Quarantine Station – Heathrow Airport (London)

Under the terms of the Rabies (Importation of Dogs, Cats and Other Mammals) Order 1974, from February 1977, animals can be landed at a Port in the United Kingdom only where an approved holding facility is provided. The Corporation enforces the Diseases of Animals Act 1950 relating to imported animals throughout the whole of Greater London, which includes Heathrow Airport. By far the largest movement of animals of all ports in Great Britain takes place at Heathrow; it is, therefore, essential that the airport has such a holding facility.

The Corporation agreed to provide an animal holding facility at Heathrow on 20th February, 1975 and work had to go ahead rapidly because of the time factor. It was also agreed that the charges should be fixed at a level which would, on the basis of previous animal throughput at the airport, make the station self-financing.

On 9th February, 1977 the Animal Quarantine Station was opened by the Right Honourable The Lord Mayor, Sir Robin Gillett.

At the time of the opening, difficulties became apparent in a number of ways, e.g. there was an industrial dispute over the delivery of animals to the Station, importers and carriers of animals avoided using the Station because of the high charges levied, and international carriers avoided Heathrow altogether, because of the strict enforcement of the regulations. As a consequence, the throughput of animals at the Station has been at a very low level during its first year of operation.

However, it is clear that the Station works successfully and efficiently and has established a precedent throughout the world for its control of animal disease and its high standard related to the humane carriage of animals.

## Importation of Animals

There is particular concern over the incidence of rabies on the Continent, where the disease is gradually approaching the Channel.

A large number of prosecutions were taken at Heathrow during the year regarding illegally landed animals, or incidents coming under the terms of the animal welfare regulations.

Three bulls arriving at the King George V Dock, aboard a vessel in transit from Hamburg via London to the Far East, constituted a possible contravention of the Animals (Importation) Order 1930, Part I, Article I. Daily inspections were made to the ship by your Veterinary Officer and Inspectors to inspect the bulls, and also to ensure that the instructions, in accordance with the above Order, were being carried out satisfactorily. The Agents of the vessel were informed of the incident, and their attention was drawn to the provisions of the Order. An apology was received, giving assurance that an incident such as this would not be repeated.



## **Riding Establishments Acts 1964 & 1970**

Under the terms of the above Acts, annual inspections were carried out for the purpose of re-licensing such establishments, and numerous inspections were made throughout the year.

## **Breeding of Dogs Act 1973**

## **Animal Boarding Establishments Act 1963**

## **Pet Animals Act 1951**

Regular visits were made and inspections carried out to premises coming under the terms of the above Acts.

Reports of findings and recommendations for re-licensing were submitted to the boroughs concerned. Many complaints were also investigated and reported upon. As various animals are still being sold at Club Row Market on Sunday mornings, visits were made to inspect these. Suggestions were made, and advice given, as to the welfare of these animals, with particular emphasis on their quarters and protection during poor weather conditions. The problem of un-licensed vendors continued, but support is being received from the police and R.S.P.C.A. in this and other matters at the market.

## **Guard Dogs Act 1975**

Numerous inspections and regular visits were made to premises coming under the terms of the above Act. A number of complaints were investigated, and reports of findings were submitted to the various boroughs concerned.

Evidence was given in a case brought against a Guard Dog premises in the London Borough of Lewisham, following information received that two guard dogs were allowed to run loose, unattended, on the premises.

The case was heard at a Magistrate's Court, but due to insufficient evidence, the case was dismissed.

## **Performing Animals (Regulation) Act 1925**

Under the terms of this Act, visits to television studios, circuses, and theatres were undertaken to ensure that performing animals' certificates of registration were in order, and to inspect the animals, their housing and feeding arrangements.

A case was reported of two chickens engaged in a game called 'Beat the Bird', at a premises in the West End of London.

The birds were kept in a cage for 4 to 5 hours on alternative days, and the object of the exercise was for the bird to peck at a switch which caused a 'nought' to light up on a panel. A member of the public would then press a button and a 'cross' would light up on the panel. This continued until the game had been won.

After extensive enquiries were made by the Diseases of Animals Act Inspectors, it appeared that a breach of the regulations might have been committed, as the chickens were removed to another premises during their 28 day quarantine period. However, this removal was later sanctioned by the Ministry of Agriculture, Fisheries and Food, by the issuing of a further licence to cover the remainder of the quarantine period.

After careful consideration, bearing in mind that the owner of the chickens had flown back to America during the investigations, and as he was out of the jurisdiction, Mr. Comptroller and City Solicitor was of the opinion that under the circumstances, no further proceedings would be taken.

## **Live Poultry (Restrictions) Order 1971**

## **Live Poultry (Movement Records) Order 1958**

## **Poultry (Exposure for Sale) Order 1937**

## **Poultry Pens, Fittings and Receptacles (Disinfection) Order 1952**

Frequent visits were made to markets and kosher poulterers, to ensure that the terms of the above Orders were adhered to. In addition, visits were made to the five recently constructed slaughterhouses which are in full operation.

The West Essex Bantam Society held its annual show at Bethnal Green Institute on 15th and 16th January. The Show was licensed on behalf of the London Borough of Tower Hamlets, and a visit of inspection was made. Some 600 poultry were exhibited.

The condition of the poultry was found to be excellent, and their cages allowed ample space, with adequate supplies of food and water available.

#### **Movement and Sale of Pigs Order 1975** **Movement and Sale of Pigs (Amendment) Order 1975** **Swine Vesicular Disease Order 1972** **Movement of Pigs (Waste Food Precautions) Order 1973**

Frequent visits were made to farms to ensure that all precautions were being taken, thereby keeping the Corporation's agency area free from swine vesicular disease.

As in previous years, licenses were issued in respect of movement of exhibition pigs at the Royal Smithfield Show.

Two cases were reported of pig farmers sending more pigs to slaughter than the number stated on the licence. In each case a cautionary letter was felt to be sufficient, as the farmer had an excellent record in this respect.

#### **Sheep Scab Order 1977**

This Order, which was made under the Diseases of Animals Act 1950 revokes and replaces the Sheep Scab Order 1938, as amended, came into operation on the 1st August, 1977. It empowered the Ministry of Agriculture, Fisheries and Food and local authorities to take measures for the control and prevention of sheep scab.

The Ministry of Agriculture, Fisheries and Food announced during the year that all sheep in England, Wales and Scotland would require to be dipped between 1st September and 12th November.

Such dipping as fell within the Corporation's agency area was supervised by the Diseases of Animals Act Inspectors, and a total of 2,153 sheep were dipped during this period.

#### **Dangerous Wild Animals Act 1976**

The Corporation acts on behalf of the majority of the London Boroughs under the terms of the above Act, and, since it came into force on 22nd October, 1976, a number of animals, such as lion cubs, crocodiles, alligators, caiman and snakes have been inspected by the Veterinary Officer, and licences have been issued.

#### **Post Mortem Examinations**

These were carried out at the Animal Quarantine Station on certain animals which arrived from abroad dead. Also, post mortem examinations were carried out on animals which arrived dead at an abattoir, and reports were submitted to the appropriate authority.

#### **Export Certificates**

Inspections were carried out at cold stores, Smithfield Market and other premises in London. 89 export certificates were issued for various commodities.

#### **Rabies Contingency Plan**

Seventeen London Boroughs agreed at a meeting held on 21st February that they would participate in a scheme which would provide a contingency plan against the threat of rabies entering this country. All the boroughs concerned were most anxious to co-operate and get the scheme underway as soon as possible. The Ministry of Agriculture, Fisheries and Food then gave their approval to the scheme.

Each participating borough has now received a copy of the Plan, together with their equipment which included protective clothing, animal catching equipment and destructors.



An electric cabinet was purchased for the destruction of dogs, and the Diseases of Animals Inspectors received practical experience in the use of this at Battersea Dogs' Home.

Two training sessions were held for persons, employed by the boroughs, who would be involved in the catching of stray animals. These took the form of a rabies film, talks by the officers of the Ministry of Agriculture, Fisheries and Food and the Police and instructions by the Diseases of Animals Inspectors in the use of the equipment supplied.

Both sessions were very well received, and more are planned for the future, so that everyone concerned can be kept up to date with any new developments.

## Conferences

The British Veterinary Association held its Congress at Swansea between 18th-23rd September, 1977.

The scientific sessions were divided up into three groups concerned with the food animal, the companion animal, and general matters.

The Veterinary Officer presented a paper entitled "The Role of the Veterinary Surgeon in Local Government", which touched on many of the aspects which the Corporation is closely involved with. The paper was well received.

A very wide range of subjects were covered, including red and white meat hygiene, food production and the Dangerous Wild Animals Act 1976.

A Royal Society of Health Congress was held at Eastbourne between 26th-29th April, 1977, which was well attended and found to be most interesting throughout the four days, covering many varied topics as "Animal to Man Transmission of Enterobacteriaceae", and "Food Poisoning by Salmonella".

A number of meetings of Diseases of Animals Inspectors, both national and regional, have been held during the year and these have been an extremely useful forum for exchange of ideas and for discussions of problems.

Suggestions put forward have been reported to Committee on the substantial increase in evidence of warble fly infestation, and also regarding the proposed amendment to the Movement and Sale of Pigs Order 1975 Amendment Order. This resulted in letters of concern being sent to the Ministry of Agriculture, Fisheries and Food. Other meetings took place with the M.A.F.F., London Boroughs and other local authorities, particularly with regard to rabies control, and it is pleasing to report that a uniform method of planning has been adopted throughout the country.

## CORRIGENDUM

Page 13 — Paragraph 2, line 1 — disinfected not disinfectant

Page 19 — Paragraph 2, line 1 — without not with

Page 28 — Rodent Control Courses

Paragraph 2, line 2 — delete can

Page 29 — P.L.A. Repair Shed — Tilbury Docks

Line 5 — recovered not recoved

Page 30 — Paragraph 6, line 2 — insert Health between Port and Authority



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