

[Report of the Medical Officer of Health for Port of London].

Contributors

Port of London (London, England). County Council.

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PORT OF LONDON HEALTH COMMITTEE

ANNUAL REPORT
OF THE
MEDICAL OFFICER OF HEALTH
(MONTAGU TRAVERS MORGAN, M.C., M.D., Ch.B., D.P.H.)
TO 31st DECEMBER, 1946.

Port of London Health Authority,
5, Church Passage,
Guildhall, E.C.2.

Telegraphic Address "PORTEILTH LONDON".
Telephone Number CLERKENWELL 2011.

LIMITS OF THE PORT OF LONDON.

THE LIMITS OF THE PORT OF LONDON AS AT PRESENT DEFINED COMMENCE AT HIGH-WATER MARK IN THE RIVER THAMES AT TEDDINGTON LOCK, IN THE COUNTY OF SURREY, AND EXTEND DOWN BOTH SIDES OF THE 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 EXTENT UP AND INCLUDE BOTH SIDES OF THE RIVER MEDWAY TO AN IMAGINARY STRAIGHT LINE DRAWN FROM THE SOUTH-EAST POINT OF LAND WESTWARD OF COALMOUTH CREEK, THENCE ACROSS THE SAID RIVER MEDWAY TO THE WESTERNMOST POINT OF THE PIECE OF LAND WHICH FORMS THE EASTERN SIDE OF THE STANGATE CREEK, OR, IN OTHER WORDS THE NORTH-WEST POINT OF FLEET MARSH, AND FROM 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 WATERCOURSE 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

S T A F F .

List of Officers forming the Staff of the Port Health Authority, 31st December, 1946.

Office	Name of Officer.	Date of entering the service.
Medical Officer of Health	M.T. Morgan, M.C., M.D., Ch.B., D.P.H.	September 1938.
Deputy Medical Officer of Health and Medical Officer in Charge, Denton Hospital.	H.M. Willoughby, V.D., M.R.C.S., L.R.C.P., D.H.P., D.T.M. & H., R.N.V.R.	May 1929

Office	Name of Officer	Date of entering the service.
Assistant Port Health Officer.	J.A. Jones, M.B., Ch.B., D.P.H.	April 1935.
ditto.	J.R. Davies, M.R.C.S., L.R.C.P., D.T.M. & H.	January 1939.
ditto.	G.N.M. Wishart, M.R.C.S., L.R.C.P., D.P.H.	August 1939.
Sheerness Boarding Station. (Tempy: Part Time)	H.A. Madwar, L.R.C.P., L.R.F.P.S.	December 1927.
CLERICAL -		
Principal Clerk	W.C. Barham	March 1901.
Principal Assistant.	J.A. Gillis	March 1914.
First Class Assistant.	A.W. Moore.	January 1920.
Clerical Assistant.	W.L. McLorg.	February 1927.
ditto.	R.C. Ratliff.	March 1930.
ditto.	E.V. Smith.	October 1938.
ditto. (Vacant)	--	--
INSPECTORIAL -		
Sanitary Inspector and Inspector of meat and other food.	W. Gray.	September 1921.
ditto.	R. Clifford.	July 1925.
ditto.	P.W. Coombe.	December 1924.
ditto.	E.H. Johnson.	August 1929.
ditto.	T.G. Edwards.	June 1929.
ditto.	D.E. Madeley.	September 1932.
ditto.	C.E. Wright.	July 1931.
ditto.	J.S. Beattie.	May 1931.
ditto.	L.A.R. Hundy.	January 1934.
ditto.	T.L. Mackie, M.B.E., A.M.I.N.A.	November 1934.
ditto.	G. Dring.	February 1937.
ditto.	J. Aiken.	July 1946.
ditto.	A. Trevethick.	August 1946.
ditto.	L.N. Tope	August 1946.
RODENT OFFICERS -		
	C.F. Woodrow.	November 1928.
	C.W. Moody.	February 1929.
	E.C. Watkins.	June 1929.
	S.A. Croft.	June 1929.
	C. Stockton.	June 1940.
	F.D. Cartman.	January 1943.
RODENT CONTROL SCHEME- RODENT OFFICERS.		
	D.J. Davies.	August 1941.
	G. Lamont.	March 1945.
	H.A. Baxter.	June 1945.
	J.E. Carrington.	January 1946.
	W.G. Stimson.	February 1946.
	A.G. Blagdon.	September 1946.
DENTON HOSPITAL -		
Medical Officer in Charge.	H.M. Willoughby.	May 1929.
Gardener.	W.H. James.	January 1931.
Handyman.	J.A. Anderson.	October 1945.

The Hospital remained closed during the year.

STAFF (Contd.)

Office	Name of Officer	Date of entering the service.
LAUNCHES AND HULKS -		
Launches ("HOWARD DEIGHTON")		
Launches ("ALFRED ROBERTSON")		
Launches ("FREDERICK WHITTINGHAM")		
Hulks ("HYGEIA")		
Hulks ("UPLEES")		
Navigator (Senior)	P.J. Wilkins	November 1928
ditto.	J.R. Steen	March 1926.
ditto.	H.J. Dobnam	April 1931.
ditto.	W.S. Stimson	March 1944.
ditto.	W.G.A. King.	September 1939.
Engineer (Senior)	S.J. Crutchley.	June 1939.
ditto.	A. Cook.	July 1938.
ditto.	E.G. Smith.	January 1946.
ditto.	J.C. Row.	December 1926.
Deckhand.	C.R. Simons.	August 1938.
ditto.	A.R.L. Potter.	July 1945.
ditto.	W. Simmons.	July 1945.
ditto.	J. Franklin.	June 1945.
Deckboy.	R.A. Mantripp.	March 1945.
ditto.	C.F. Bowen.	December 1945.
ditto.	K.L. Eastman.	February 1946.
ditto.	C. Sams.	January 1946.
ditto.	A. Nuttall.	April 1946.
Steward (Fart Time).	J.F. Smeed.	July 1927.
Shipkeeper.	H.A. Clarkson.	May 1912.
ditto.	A.R. Burge.	August 1945.
Watchman.	E.W.S. Edmonds.	September 1933.
ditto.	H.J. Mason.	August 1946.

January, 1947.

To

THE WORSHIPFUL,
THE PORT OF LONDON HEALTH COMMITTEE.

Gentlemen,

I have the honour to submit my Annual Report as Medical Officer of Health of the Port of London.

Circular 210/46 of the Ministry of Health dated 2nd December, 1946, directs as follows :-

"I am directed by the Minister of Health to refer to Circular 60/46 of the 20th March, 1946 and to request that the Port Health Authority will direct their Medical Officer of Health to draw up his Annual Reports for 1946 and subsequent years on the lines indicated in the enclosed memorandum 302/S.A."

This directive means that the abridged Reports of the war years are to be discontinued and replaced by a detailed Report comparable to those of the pre-war years. This Report has been drawn up on the lines indicated in memo 302/S.A., in so far as the information asked for is available.

The Tonnage of vessels entering the Port of London during 1946 was 17,314,187 tons as compared with 30,776,918 tons during 1938, the last occasion on which these figures were available. Five thousand five hundred and forty five vessels arrived from foreign ports and of these 1,553 were boarded by your Medical Officers.

One hundred and forty one cases of communicable diseases (including malaria) were reported as having occurred on vessels during the voyage of which 79 were landed in the Port.

Seventy-one cases, of which particulars are given in Appendix II(b), were admitted to Infectious Diseases Hospitals.

Difficulties in the staffing of Denton Hospital necessitated the continuance of the arrangements by which communicable diseases were removed to hospitals in the vicinity of the River. The Disinfector at the Hospital, however, was still at the disposal of the Authority for the disinfection of cases arriving in the Port, their clothing, bedding and effects.

No case of human plague occurred during the year on any vessel bound for London.

Of the 1,626 rats examined bacteriologically, 1,059 were from vessels and 567 from shore premises. No rat was reported to be infected with plague.

One hundred and ninety-one vessels were fumigated for rodent destruction and the issue of International Deratisation Certificates under the supervision of your Inspectors. Four were fumigated with sulphur dioxide resulting in the destruction of 98 rats and 187 with hydrogen cyanide accounting for 3,853 rats and 360 mice.

A total of 12,185 rats were destroyed during the course of the year, 6,410 in ships and 5,775 on shore premises in the Port. In addition 1,565 mice were destroyed, 225 in ships and 1,340 on shore premises.

The work carried out under the Parrots (Prohibition of Import) Regulations, 1930, still in operation, is reported on page 19.

The number of water barges in use in the Port was 11. As heretofore, the registration of these craft by the Port of London Authority was made conditional upon the report of your Officers as to the fitness of the barges for the carriage of drinking water. These arrangements continued to work smoothly.

No action of any importance was taken in the application of the existing Houseboat Bye-Laws to the houseboats coming within the jurisdiction of the Port Health Authority. New Bye-Laws have been published in order that objections can be made and the Minister of Health is unable to give his approval of the Bye-Laws until such objections have been considered.

The total amount of foodstuffs seized and condemned for human consumption and either reconditioned or disposed of for animal consumption or for industrial purposes under guarantee or destroyed was 630 tons as compared with 720 tons during the previous year.

The policy of salvaging foodstuffs and the reconditioning, where possible to render them fit either for human or for animal consumption or for industrial purposes, remained an urgent necessity and was continued throughout the year. Details of the uses to which the foodstuffs have been put are given on page 18.

Your Medical Officer would like to take this opportunity of thanking the Officers of His Majesty's Customs, of the Port of London Authority, the Pilots and members of the staffs of the Shipping Companies and Merchants for their collaboration and assistance in every aspect of the work of the Port Health Authority throughout the year.

At the close of the year the only member of your permanent staff to be still serving with the Forces was your Deputy Medical Officer of Health, Dr. H.M. Willoughby, the remainder having safely returned and taken up their duties in the Docks, on the River and at the Central Office. I have pleasure in reporting that all members of your staff have carried out their duties both willingly and efficiently.

I have the honour to be,

Gentlemen,

Your obedient servant,

M.T. MORGAN.

the ships they board, and appropriate supplies of the Declaration of Health are sent, from time to time. The Elder Brethren have, however, stipulated that pilots should not be held responsible for any failure on the part of the Masters to comply with the instructions of the Port Health Authority. Pilots have, however, co-operated willingly and conscientiously and consequently the arrangements are working very satisfactorily.

1. AMOUNT OF SHIPPING ENTERING THE PORT DURING THE YEAR, 1946.

T A B L E A.

	NUMBER	TONNAGE	NUMBER INSPECTED		NUMBER REPORTED TO BE DEFECTIVE	NUMBER OF VESSELS ON WHICH DEFECTS WERE REPORTED	NUMBER OF VESSELS ON WHICH DEFECTS WERE FOUND AND REPORTED TO THE MINISTRY OF TRANSPORT SURVEYORS.	NUMBER OF VESSELS REPORTED AS HAVING OR HAVING HAD, DURING THE VOYAGE, INFECTIOUS DISEASE ON BOARD.					
			BY THE MEDICAL OFFICER OF HEALTH.	BY THE SANITARY INSPECTOR									
FOREIGN	STEAMERS	3,233.	7,471,244.	1,321	4,949	827	799	58	104				
	MOTOR	2,312.	2,526,963.	231					-	-	-	-	
	SAILING	-	-	1					-	-	-	-	-
	FISHING	-	-	-					-	-	-	-	-
TOTAL FOREIGN	5,545.	9,998,206.	1,553.	4,949	827.	799.	58.	104.					
COASTWISE	STEAMERS	7001.	6,616,067.	-	1,546.	206.	156.	51	-				
	MOTOR	2,170.	659,181.	-					-	-	-	-	
	SAILING	556	40,735	-					98	-	-	-	-
	FISHING	-	-	-					-	-	-	-	-
TOTAL COASTWISE	9,727.	7,315,981.	-	1,644.	206.	156.	51.	-					
TOTAL FOREIGN AND COASTWISE	15,272.	17,314,187.	1,553.	6,593.	1,033.	955.	109.	104.					

MEDICAL INSPECTION OF ALIENS.

Annual Return by the Medical Inspector of Aliens for the year ended 31st December, 1946.

	TOTAL	NUMBER INSPECTED BY THE MEDICAL INSPECTOR	NUMBER SUBJECTED TO DETAILED EXAMINATION BY THE MEDICAL INSPECTOR	CERTIFICATES ISSUED.					TRANS-MIGRANTS.
				LUNATIC IDIOT OR M.D.	UNDESIRABLE FOR MEDICAL REASONS	PHYSICALLY INCAPACITATED.	SUFFERING FROM ACUTE INFECTIOUS DISEASE.	LANDING NECESSARY FOR ADEQUATE MEDICAL EXAMINATION.	
(a) TOTAL NUMBER OF ALIENS LANDING AT THE PORT.	12,138	10,263	1,338	-	-	1.	-	-	-
(b) ALIENS REFUSED PERMISSION TO LAND BY IMMIGRATION OFFICER.	167	3.	2.	-	-	-	-	-	-
(c) TRANSMIGRANTS	-	-	-	-	-	-	-	-	-
TOTAL ALIENS ARRIVING AT THE PORT.	12,305.	10,266.	1,340.	-	-	1.	-	-	-

Total number of vessels arriving carrying Alien passengers..763.
 Number of vessels dealt with by the Medical Inspector.....523.

III. - WATER SUPPLY.

1. Source of Water Supply -

(a) For the Port -

All the docks in the London Area obtain their water supplies from the Metropolitan Water Board. Tilbury Dock obtains its water from the South Essex Water Company.

The majority of the wharves are supplied by Public Water Authorities within whose area of distribution they are situated, while several have their own deep wells. A few have no water supplies available for shipping, in which case any water required can be obtained from water boats.

(b) For Shipping -

Ships usually obtain water from the shore supplies as indicated above but when no water is available at the berth or if a ship is lying at buoys in the river, supplies are obtained from water boats.

2. Hydrants and Hosepipes -

Hydrants within the dock area are of the standard type in use by the Metropolitan Water Board. These are situated at intervals along the quayside and consist of an upright stackpipe with a nozzle coupling to which are attached the hoses. The hoses, usually of rubber covered with a metal coil, when not in use are coiled up and hung in specially constructed hose boxes at convenient points within the docks. When in use particular care is taken that the hoses do not sag into the dock water and in transference from the ship to shore that at no time do they come into contact with the dock water. If this should happen the hoses are thoroughly cleansed and flushed with fresh water before being used.

3. Number of water boats and their sanitary condition -

There were eleven water boats working in the Port during the year.

Water boats are all of steel construction and of the 'single skin' type, i.e., the skin of the boat forms the sides and bottom of the tanks and the deck forms the top. The manholes are raised from 6 inches to 1 foot above the level of the deck and have steel covers, fitted with locks to prevent unauthorised persons dipping water from the tanks into buckets which may be dirty, while the craft is unattended. It is the usual practice to clean the tanks every three months and to cement-wash them every six months.

All water boats must be registered annually with the Port of London Authority and before a certificate is granted they must be inspected as to their fitness for navigation in the river and docks. Notification is received that a vessel is coming up for re-registration by the Port of London Authority and this opportunity is taken by the Port Health Authority to inspect the vessel as to its fitness for the carriage of drinking water. The Port of London Authority await a communication from the Port Health Authority stating that the vessel is in a fit condition for the carriage of drinking water before issuing a certificate. This arrangement has worked smoothly for a number of years and enables your Officers to get such repairs and improvements as are from time to time necessary, without difficulty.

IV. PORT HEALTH REGULATIONS, 1933 and 1945.

(a) Arrangements for dealing with Declarations of Health -

Ships bound for London coming up the English Channel take on a Pilot off Dungeness, those coming across the North Sea take on a Pilot at the Sunk Lightship, near Harwich. The Elder Brethren of Trinity House have kindly agreed that Pilots should hand copies of the Declaration of Health to the Masters of

the ships they board, and accordingly supplies of the Declaration of Health are sent, from time to time, to Trinity House. The Elder Brethren have, however, stipulated that pilots should not be held responsible for any failure on the part of the Masters to comply with the instructions of the Port Health Authority. Pilots have, however, co-operated willingly and conscientiously and consequently the arrangements are working very satisfactorily.

The Port Health Amendment Regulations, 1945, necessitated a slight alteration to the Declaration of Health, page 4 of which (Instructions) now reads as follows :-

INSTRUCTIONS.

(applying only to the Port of London).

The Master of a foreign-going vessel approaching a Port in England or Wales from a Foreign Port must ascertain the state of health of all persons on board, and fill in and sign a Declaration of Health in the prescribed form, which he must hand to the Customs Officer or to the Port Medical Officer, whichever first boards the ship.

1. If the answer to any of the questions on page 1 is "YES", or if the ship, EXCEPT IN THE CASE OF TANKERS, has called during the previous six weeks at any of the following Ports:-

Ports in ASIA, including JAPAN, the EAST INDIES and CEYLON, AFRICA including MADAGASCAR, the CANARY ISLANDS and CAPE VERDE ISLANDS, TURKEY, BLACK SEA, AZORES, SOUTH AMERICA, CENTRAL AMERICA, GULF OF MEXICO, WEST INDIES, the Master must :-

- (1) Send a wireless message to "PORTELTH LONDON", stating the name of his vessel and the time* she is expected to arrive off Gravesend. This message must be sent off not more than 12 hours and not less than 4 hours before the arrival of the ship.

In the case of vessels bound for the Medway, the wireless message must be addressed to "PORTELTH LONDON", but must be as follows:-

"(NAME OF VESSEL) (TIME OF ARRIVAL) SHEERNESS."

NOTE. - If wireless is not carried, the Port Health Authority must be notified of the arrival of the ship as soon as possible.

- (2) By day, when within the Port of London, hoist the flag signal LIM, meaning "Port Medical Officer required";
By night, when approaching Gravesend, flash letter "Q" repeatedly from the morse lamp.
- (3) Have the crew mustered ready for inspection by the Port Medical Officer as soon as he boards the vessel.

Free pratique will not be granted by His Majesty's Customs until the vessel has been visited by the Port Medical Officer.

- II. If the answers to all the questions on page 1 are "NO" and the vessel has not called during the previous six weeks at any of the Ports mentioned above, the Master need not communicate with the Port Health Authority in the manner described above, unless directed to do so by a Customs Officer.

NOTE - (a) Where a foreign-going ship comes to a Port in the United Kingdom from a Foreign Port and makes a Declaration of Health, and thereafter within six weeks calls at another Port in England or Wales in completion of its voyage, the Master shall report on arrival to the Customs Officer or Officer of the Port Health Authority, whichever first boards the ship, every case of illness (being a case which, if he were making a Declaration of Health, he would be required to include in the Declaration) which has occurred on the ship since the making of the Declaration and has not already been reported.

(b) Article 16(1) of the Regulations states: "Where a ship arrives

from a Foreign Port no person other than a Pilot, a Customs Officer, an Immigration Officer, or a person acting in the execution of these Regulations shall, without the permission of the Medical Officer or other authorised Officer of a Port Health Authority, board or leave the ship until it is free from control under these Regulations, and the Master shall take all steps necessary to secure compliance with this provision".

M.T. MORGAN
Medical Officer of Health,
Port of London.

* Name of ship as one word.

Time on 24 hour clock.

The present practice at Gravesend is that every vessel from 'foreign' is hailed by His Majesty's Customs. When a ship is boarded by one of your Medical Officers, he collects the Declaration of Health. The Customs Officers take the forms from the ships which are not medically inspected and the Boarding Medical Officer collects them daily, usually first thing in the morning when he makes up the list of vessels that have arrived during his 24 hour period of duty. The days batch of forms are then posted to the Central Office together with the Medical Officer's other records and reports.

At Sheerness the Declarations of Health are collected by the Medical Officer or the Customs and forwarded by the former with his weekly report.

Boarding of Vessels on Arrival -

The Port Health Authority maintain at Gravesend a hulk, the "HYGEIA" on which the Boarding Medical Officers live during their tour of duty. The Boarding launch "HOWARD DEIGHTON", which has an ambulance room on deck, lies alongside the "Hygeia".

There are three Boarding Medical Officers and three crews for the launch, each having 24 hours afloat and 48 hours ashore. Ships are boarded at any time of the day or night, as soon as they arrive off Gravesend. The "Hygeia" is connected by an underwater cable to the telephone cables ashore and in accordance with the requirements set out in the Declaration of Health, wireless messages sent from an incoming vessel are picked up by the North Foreland Radio Station and transmitted by land cable to the "Hygeia".

The Customs also maintain a launch constantly on duty in this reach of the River, and it is here also that the deep sea pilot hands over to the river pilot. Thus all three services are in close touch with one another.

When the boarding launch is undergoing overhaul or is, by any other reason temporarily out of commission, the Medical Officer boards from the Customs launch, by courtesy of His Majesty's Customs.

During this period an up-river launch is sent to Gravesend to enable the Sanitary Inspector on the lower river district to carry out his duties and remove any case of infectious sickness to hospital. During the latter part of the year your Worshipful Committee has had under consideration the purchase of an additional launch for duty on the Gravesend Station, such a launch to be capable of replacing the "Howard Deighton" while out of commission and thus avoiding the necessity of sending an up-river launch to Gravesend. At other times this launch would be available to the Inspector on the lower river and Gravesend district.

Reference is made above to the use of the Customs launch for boarding by the Medical Officer but although the Customs are most generous and courteous in giving every possible facility, their primary duty is to hail and grant pratique to every incoming vessel from 'foreign', consequently they frequently cannot stand by while the Boarding Medical Officer inspects a number of passengers and a large crew or carefully examines cases of sickness which may be of an infectious nature. It is, therefore, obviously desirable that the Medical Officer should always have his own launch so that he can have time to do his work thoroughly without feeling that he is delaying the Customs Officers and making it difficult for them to carry out their own duties.

Notifications to the Authority of inward vessels requiring medical attention -

Arrangements are in force by which the General Post Office telephone direct to the Medical Officer on duty on the "Hygeia" all messages received by the North Foreland Radio Station from vessels in accordance with the instructions on the Declaration of Health. There is always a Medical Officer on duty, a launch available and, although Denton Hospital has not yet been re-opened for the reception of cases, arrangements have been made for infectious cases to be admitted to hospitals at Grays Thurrock and Colchester.

Occasionally a vessel voluntarily sends a full Quarantine Message in code, which is deciphered by the Medical Officer from Volume II (Radio) of the International Code of Signals, but practically all messages are received direct from the ships, but when some serious infectious sickness has occurred on board, advance information is received from the Ministry of Health through the Information Bureau of the International Health Office.

Ships requiring medical attention are required to fly the flag signal LIM during the day and to flash "Q" on their morse lamp by night when approaching Gravesend, both signals meaning "Medical Officer required".

Mooring Stations designated under Article 10 -

Owing to enemy action certain of the mooring stations designated by the Port of London Authority are no longer in existence and the question of alternative moorings is now the subject of correspondence with the Port of London Authority.

Particulars of any Standing Exemptions from the provisions of Article 14. -

No standing exemptions have been made in regard to ships proceeding above Gravesend but the question of exemption for certain vessels, particularly 'oil tankers' proceeding up the River Medway and to Thameshaven, is at present the subject of correspondence with the Waterguard Superintendent of His Majesty's Customs and Excise.

Experience of working Article 16 -

(1) As ships are cleared in the River immediately on arrival, no difficulty has been experienced in preventing the embarkation or disembarkation of unauthorised persons.

(2) When a ship arrives which has on board a case of one of the major infectious diseases or on which such a case has died or has been landed abroad within the incubation period of the particular disease, it is the practice to regard every person on board as a contact and accordingly to arrange for his observation or surveillance.

Those persons intending to leave the ship must give their names and addresses before leaving and this is done by issuing such persons with a specially prepared double post-card, on one half of which he gives full details of his name and the address to which he is proceeding immediately on disembarkation and the other half he is asked to keep and use only should he change his address during a specified period. This half of the card is on the "Business Reply Card" system so that the person concerned does not have to stamp it.

What, if any, arrangements have been made for :-

(a) Premises and waiting rooms for medical examination -

Medical examinations are usually carried out on board ship but there are rooms available for the medical inspection of Aliens on the Tilbury Landing Stage.

(b) Cleansing and disinfection of ships, persons and clothing and other articles -

Disinfection of infected quarters is usually carried out by the Sanitary

Inspector in whose area the vessel berths. Should, however, the space requiring disinfection be large a private firm is employed who carries out the disinfection under the supervision of the Sanitary Inspector.

Although Denton Hospital has been closed for the reception of cases, the Disinfecting Station, containing a Washington Lyons Steam Disinfector has been available for the disinfection of clothing, bedding etc.

- (c) Premises for the temporary accommodation of persons for whom such accommodation is required for the purposes of the Regulations -

So far it has not been necessary to make special provision on a large scale, and if the necessity did arise the ship would be detained until temporary accommodation ashore had been found.

- (d) Hospital accommodation available for Plague, Cholera, Yellow Fever, Smallpox and other infectious diseases -

During the closure of Denton Hospital arrangements have been made with the Medical Officers of Health of the Essex County and the Grays Thurrock Rural District Council for the reception of cases of infectious disease.

Every endeavour is being made to re-open the Isolation Hospital at Denton in the coming year.

- (e) Ambulance Transport -

The launch "Howard Deighton" used by the Medical Officers as a Boarding launch is fitted with an ambulance room on deck with accommodation for four stretcher cases or eight walking cases.

The middle river launch the "ALFRED ROBERTSON" has a fairly spacious after cabin in which a patient could be carried but would only be used as such should the "Howard Deighton" be out of commission.

The Port Health Committee has under consideration the building of another launch to work in co-operation with the "Howard Deighton" and in addition has acquired a motor road ambulance which will be put into use when the Hospital re-opens.

- (f) Supervision of contacts -

The method of dealing with contacts who are leaving a ship has been described on page 9.

Arrangements for the Bacteriological or Pathological Examination of Rats.

The bacteriological examination of rats for plague is carried out in the laboratories of the Seamen's Hospital, Greenwich.

Specimens of rats caught in shore premises or killed on board ship by fumigation are collected by the Rodent Officers and conveyed to the Seamen's Hospital in special tin boxes.

Each rat has attached to its hind leg a small label on which is written a letter combination indicating the dock where the rat was obtained and a number. In the case of a ship rat, the name of the ship. The daily returns of the Rodent Officers indicate clearly this letter-number combination, with a further note showing exactly where and how each rat was obtained.

Should a rat be found to be plague infected the laboratory would at once notify the Medical Officer, quoting the letter and number on the label attached to the rat in question and a reference to the Rodent Officer's report, would indicate exactly where plague preventive measures should be instituted.

Therefore, obviously desirable that the Medical Officer should always have his own launch, and should be in a position to carry out his own duties, and not be delaying the Customs Officers and making it difficult for them to carry out their own duties.

TABLE D.
Cases of Infectious Sickness occurring on vessels during the voyage,
but disposed of prior to arrival.

Disease.	Number of Cases during the year.		Number of vessels concerned	Average Number of cases for previous 5 years.
	Passengers.	Crew		
Smallpox	4.	1.	4.	0.6.
Primary Tuberculosis	5.	1.	5.	0.6.
Scarlet fever	1.	6.	5.	121.2.
Chickenpox	18.	1.	9.	4.2.
Measles	3.	-.	3.	1.2.
German Measles	4.	1.	3.	1.0.
Typhoid Fever	1.	8.	3.	0.4.
Dysentery	-.	1.	1.	1.0.
Shingles	4.	-.	2.	0.8.
Enteric fever	2.	1.	3.	-.

It will be observed that no case of smallpox actually entered the port during the year though certain cases occurred in the vicinity of the port which were obviously of foreign origin.

A case of smallpox occurred in a Sailors' Home during the year 1947 and is reported here because of its peculiar circumstances and importance.

A resident steward in the Home fell ill on the 3rd March, 1947 and was diagnosed to be suffering from influenza. His condition rapidly deteriorated and in consequence he was admitted to the general ward of a general hospital and remained there, undiagnosed, despite the appearance of a typical semi-confluent smallpox rash.

Here then was every element in the making of a severe outbreak of smallpox, perhaps so much among the seamen visiting the Hostel, since most seamen are adequately immunised against the disease, but among their shore contacts and among patients in the general hospital.

As far as the seamen were concerned immediate action was taken by the Port Health Staff to secure the vaccination of all the men who had visited the Hostel who might be potential contacts and this is described in the report hereunder. Mr. Dring, the Health Inspector who was in charge, under the Medical Officer of Health, of the control measures carried out.

"Case of Smallpox at the Empire Memorial Hostel, Commercial Road, E.14. (Metropolitan Borough of Stepney).

On the 10th March, 1947, I attended on the Medical Officer at the Office and was informed that a resident steward at the Empire Memorial Hostel had been diagnosed as suffering from smallpox, the date of onset of the disease being the 3rd March. The patient had been admitted to a general hospital on the 5th March, with a diagnosis of influenza.

On the instructions of the Medical Officer, I proceeded to the Hostel and

Arrangements made for other Bacteriological and Pathological Examinations.

All bacteriological and pathological examinations are carried out at the laboratories of the Seamen's Hospital, Greenwich.

Arrangements for the diagnosis and treatment of Venereal Diseases among Sailors, under International arrangements.

The Venereal Diseases are not compulsorily notifiable but efforts are made to bring to the notice of all seamen using the Port the facilities for free treatment under the Brussels Agreement.

When the Medical Officers board ships on arrival they always enquire whether there are any cases of venereal disease on board and should there be a case the infected person's attention is drawn to the importance of obtaining skilled treatment as soon as possible and to acquaint him with the situation of the Clinic nearest the ship's berth and the times at which cases may attend.

Similarly the Sanitary Inspectors have a supply of pamphlets listing the names and addresses of places of treatment together with the days and times such treatment is available and in addition the Port Health Authority have printed this notice in 21 different languages and these notices are pasted up at vantage points throughout the whole dock area.

Arrangements for the interment of the dead.

When cases of infectious disease die in the Port Health Hospital, arrangements for interment are made with an undertaker in Gravesend.

TABLE C.
Cases of Infectious Sickness landed from Vessels.

Disease.	Number of Cases during the year.		Number of Vessels concerned.	Average Number of cases for previous 5 years.
	Passengers.	Crew		
Scarlet Fever.	-.	2.	2.	3.0.
Malaria.	1.	20.	16.	15.4.
Diphtheria	5.	2.	6.	4.8.
Pneumonia	-.	1.	1.	2.2.
Pulmonary Tuberculosis	1.	14.	15.	7.6.
Measles	2.	6.	7.	1.2.
Chickenpox	-.	10.	9.	4.2.
Dysentery	-.	8.	4.	0.2.
Mumps	1.	5.	5.	1.4.
German Measles	-.	1.	1.	1.0.

on arrival found that no vaccination of the persons occupying the hostel, neither staff nor residents (lodgers) had taken place. I, therefore, suggested to the Public Vaccinator of Stepney who had attended to vaccinate the staff, that all the residents in the hostel should immediately be offered vaccination.

This was found to be impossible at the moment since daily registration for accommodation was the rule. In other words intending residents (lodgers) had to register between 12 noon and 4.0 p.m., daily and had to vacate their cubicles by 10.0 a.m., the following day, no matter how many nights they slept in the hostel.

I thereupon arranged with the Manager for all the residents to be notified on registering that vaccination would be commenced at 11.0 p.m., since nobody could either enter or leave the hostel after that hour. Vaccination was subsequently carried and completed by 3.0 a.m.

A list was obtained from the Manager of all residents who had used the hostel and left since the 4th March. Armed with this list, numbering 159 persons, the five Mercantile Pool Officers were contacted and given a copy of the list and requested to obtain either the home addresses or the names of the ships on which persons appearing in the list, had sailed.

The Pools were instructed that should any of the contacts be still awaiting ships they should not be 'signed on' and any that reported for duty should be referred back to the hostel.

As a result of the information subsequently received from the Pools, wireless messages were sent to ships at sea on which contacts had sailed informing the Masters of the circumstances and communications were sent to the Medical Officers of Health of the districts in which contacts were spending their leave.

No new residents were accepted at the hostel and no person resident on or before the 10th March was allowed to leave until the 27th March. Those contacts who were employed ashore (working on vessels in the docks etc.,) were allowed to proceed to their daily work, but only after inspection.

Vaccinations were carried out daily as contacts continued to dribble back to the hostel via the Pools or as a result of the wireless broadcast.

The tracing of contacts was made more difficult by the fact that the only particular entered on the hostel register at the time of registration was the person's name. This resulted in a number of persons of similar surnames being sent back to the hostel by the Pools, who had never been in the hostel.

It was suggested to the Manager that in future it would be desirable if the number of the intended resident's "Discharge Book" could be taken and entered into the register against his name, as a means of identification.

Despite these drawbacks the majority of the residents in the list were traced and vaccinated. A good example of this occurred in the case of a steward who sailed to New York and back before being traced and vaccinated.

Two cases of sickness amongst the resident staff occurred after the 10th March. Both were segregated and examined daily by a doctor, the final diagnosis being influenza.

Certain difficulties were experienced in preventing some of the residents from leaving before the 27th March, for instance, the shipwrecked crew of a Greek steamer and a party of Maltese repatriates who were due for repatriation. These difficulties were, however, overcome without serious trouble.

A daily parade, inspection and constant supervision continued until the morning of the 27th March when it was considered by the Medical Officer of Health that, since no secondary case had been discovered in the hostel, the period of risk was over.

The total number of persons vaccinated during the period 10th/27th March was 220 which comprised merchant seamen passing through the hostel, the resident staff and other persons employed at the hostel, viz., painters, laundrymen etc.

One secondary case was reported but this occurred in the hospital to which the original patient had been admitted."

(Sgd.) G. DRING.

Port Health Inspector.

V. MEASURES AGAINST RODENTS.

1. Steps taken for the detection of Rodent Plague :-

The Port Health Authority employs 12 Rodent Officers working in conjunction with and under the guidance of the Sanitary Inspectors.

The Rodent Officers' first duty is the examination of such ships in his area as are due for inspection under Article 28 of the International Sanitary Convention relative to the granting of Deratisation and Deratisation Exemption Certificates.

His second duty is to visit ships arriving in his district, to search for dead rats, paying particular attention to vessels which have arrived from plague infected ports, to visit such vessels during the discharge of cargo and, if possible, obtain specimens of any rats on board for bacteriological examination. The existence of rodent plague on board should thus be detected at the earliest possible moment.

The Rodent Officers third duty is the examination of shore premises for signs of rat infestation or rat plague, paying particular attention to premises adjoining the berths of vessels from plague infected ports. Specimens of the shore rat population are regularly examined bacteriologically.

In 1941 the Port Health Authority instituted a Rodent Control Scheme in all the docks and premises of the Port of London Authority, on behalf of that Authority, and in the premises of the tenants of the Authority on behalf of the occupiers.

This scheme, in its early days, relied principally on trapping but with experience and the application of a more up-to-date knowledge of the habits of rats, new and scientific methods of poisoning gradually took the place of trapping, the latter now only being used to clear up residual rats, if any, which have escaped a major poison operation. The work done under the Rodent Control Scheme is the subject of separate reports.

2. Measures taken to prevent the passage of rats between ships and shore

The Port of London Authority have made bye-laws requiring the master of every ship to cause all ropes and mooring tackle, to be fitted with guards, to prevent rats from passing from ship to shore. The bye-laws also prescribe that, when the discharge or loading of cargo is not actually proceeding, one gangway, whitened for a length of 10 feet at the end next the vessel, may be used as a communication between the ship and the shore.

3. Methods of Deratisation of -

(a) SHIPS.

(i) The burning of sulphur at the rate of 3-lbs. per 1,000 cubic feet of space for a period of not less than 6 hours.

(ii) The generation of hydrocyanic acid gas by various methods. For the destruction of rats a concentration of 0.2 per cent of HCN is required with a minimum exposure of 2 hours. If the fumigation is for the destruction of insect life, bed bugs, cockroaches etc., two or three times the concentration is employed and the exposure increased up to twelve or even twenty-four hours, according to the time available.

(iii) Trapping. All vessels from plague infected ports are required to have traps set on board in order that specimens may, if possible, be obtained for bacteriological examination. All other vessels, on which there is evidence of rats, but not of such a number as to justify a demand for fumigation, are required to carry out trapping and this may be done, either by private firms approved for the work, or by the staff of the Port Health Authority.

(b) PREMISES IN THE VICINITY OF THE DOCKS AND QUAYS.

This is now done under the Rodent Control Scheme referred to elsewhere in this Report.

4. Measures taken for the detection of rat prevalence in ships and on shore.

Examination by Inspectors and Rodent Officers, as already described.

5. Rat-proofing.

(a) To what extent are Docks, Wharves, Warehouses etc., rat-proof?

During the war years nothing was done to render the dock premises rat-proof, indeed many of the wharves and warehouses suffered severely from enemy action but when the rebuilding of these premises is possible, every effort will be made to see that the recommendations made before the war are carried into effect.

(b) Action taken to extend rat-proofing (i) in Ships (ii) on shore.

This action has remained in abeyance during the war period but will be actively pursued as soon as the post-war conditions make this possible.

RATS DESTROYED DURING 1946.

TABLE E.

(1) ON VESSELS.

Number of	Jan.	Feb.	Mch.	Apr.	May.	Jne.	Jly.	Aug.	Sep.	Oct.	Nov.	Dec.	Total in year.
Black Rats.	485.	628.	273.	554.	692.	514.	739.	525.	707.	485.	621.	185.	6,408.
Brown Rats.	-	-	-	-	-	-	-	-	-	-	2.	-	2.
Species not recorded.	-	-	-	-	-	-	-	-	-	-	-	-	-
Rats Examined.	73.	90.	54.	118.	69.	78.	104.	107.	79.	85.	118.	84.	1,059.
Rats infected with plague.	-	-	-	-	-	-	-	-	-	-	-	-	-

TABLE F.

(2) IN DOCKS, QUAYS, WHARVES AND WAREHOUSES.

Number of	Jan.	Feb.	Mch.	Apr.	May.	Jne.	Jly.	Aug.	Sep.	Oct.	Nov.	Dec.	Total in year.
Black Rats.	264.	415.	443.	289.	444.	192.	120.	110.	314.	286.	186.	236.	3,299.
Brown Rats.	147.	257.	413.	262.	246.	161.	190.	117.	129.	231.	207.	116.	2,476.
Specied not recorded.	-	-	-	-	-	-	-	-	-	-	-	-	-
Rats Examined.	12.	44.	73.	43.	48.	17.	41.	27.	95.	72.	68.	27.	567.
Rats infected with plague.	-	-	-	-	-	-	-	-	-	-	-	-	-

TABLE G.

MEASURES OF RAT DESTRUCTION ON PLAGUE "INFECTED" OR "SUSPECTED" VESSELS OR VESSELS FROM PLAGUE INFECTED PORTS ARRIVING IN THE PORT DURING THE YEAR.

TOTAL NO OF SUCH VESSELS ARRIVING.	NUMBER OF SUCH VESSELS FUMIGATED BY SO ₂ .	NO OF RATS KILLED.	NUMBER OF SUCH VESSELS FUMIGATED BY HCN.	NO OF RATS KILLED.	NUMBER OF SUCH VESSELS ON WHICH TRAPPING, POISONING ETC. WERE EMPLOYED.	NO OF RATS KILLED.	NO OF SUCH VESSELS ON WHICH MEASURES OF RAT DESTRUCTION WERE NOT CARRIED OUT.
838.	3.	98.	127.	3853. (360 MICE).	187.	No RECORD	651.

TABLE H.

DERATISATION CERTIFICATES AND DERATISATION EXEMPTION CERTIFICATES ISSUED DURING THE YEAR.

NET TONNAGE.	NUMBER OF SHIPS.	NUMBER OF DERATISATION CERTIFICATES ISSUED.					NUMBER OF DERATISATION EXEMPTION CERTIFICATES ISSUED.	TOTAL CERTIFICATES ISSUED.
		AFTER FUMIGATION WITH.		AFTER TRAPPING, POISONING ETC.	TOTAL			
		HCN.	SULPHUR					
SHIPS UP TO 300 TONS.	96.	1.	-	-	-	1.	95.	96.
" FROM 301 TO 1,000 TONS.	120.	21.	-	-	-	21.	99.	120.
" " 1,001 TO 3,000 "	102.	30.	-	-	-	30.	72.	102.
" " 3,001 TO 10,000 "	332.	115.	3.	-	-	118.	214.	332.
" OVER 10,000 TONS.	17.	11.	-	-	-	11.	6.	17.
TOTALS	667.	178.	3.	-	-	181.	486.	667.

VI. HYGIENE OF CREWS' SPACES.

TABLE J.

CLASSIFICATION OF NUISANCES.

Nationality of Vessel.	Number inspected during the year.	Defects of original construction.	Structural defects through wear and tear.	Dirt, vermin and other conditions prejudicial to health.
BRITISH	5,275	256	363	953
OTHER NATIONS.	1,318	4	27	64
	6,593	260	390	1,017

The routine inspection of ships entering the Port to ascertain the hygiene and sanitation of spaces occupied by crews and passengers has continued to be carried out by the Port Health Inspectors.

Table 'J' shows a summarised classification of the nuisances discovered and Appendix V gives details of the types of nuisances dealt with.

Defects are dealt with in two ways depending on whether their remedy would require a structural alteration or not.

In the latter case direct contact is made with the owners or agents who are requested to remedy or improve minor defects along suggested lines.

If the remedy of a defect would require a structural alteration, attention of the Inspectors of the Ministry of Transport is drawn to the matter and it rests with the Ministry to decide whether the owners should be called upon to remedy the defect, having regard to its nature and the amount of work involved.

It is satisfactory to record that it is very seldom that owners fail to comply with requests to improve the accommodation and the sanitary condition of their vessels and in no instance has it been necessary to issue an Order.

While certain vessels still fall far below modern standards in their accommodation for crews they are, for the most part, old and it will not be long before they will be replaced by modern ships.

Ships built during and since the war show a vast improvement in crews accommodation and in many cases leave nothing to be desired save the proper care and maintenance of the accommodation by the crews themselves. It is to be regretted that, despite the powers now given to masters to secure a proper observance of hygiene and cleanliness, crew accommodation is often found in a filthy condition and showing obvious evidence of neglect. This is more frequently seen in British than in foreign owned vessels and is a reflection on the attitude of certain crews towards their living quarters.

Nevertheless, despite these isolated instances, the maintenance of crew accommodation has generally shown a great improvement all round.

Number of Jan. Feb. Mar. Apr. May June July Aug. Sep. Oct. Nov. Dec. Total in year.

VII. FOOD INSPECTION.

The fact that the Port of London extends over such a large area and that foodstuffs may be landed at almost any point makes it impossible to divide the staff strictly into Food Inspectors and Sanitary Inspectors. There are, however, certain parts of the docks where the nature and quantity of the foodstuffs landed are such (principally imported meat and meat products) that a whole-time Food Inspector is essential, but there are many districts where the food inspection and sanitary inspection must be combined. For this reason every Sanitary Inspector in the Port of London is required to qualify as a Food Inspector and at the present time all Fourteen Inspectors are qualified in both respects.

Post-war conditions, the world shortage of foodstuffs and the need for strict control in the distribution of foodstuffs entering the country resulted in the majority of consignments entering on account of the Crown although towards the end of the year it was noticed that certain imports, mainly fruit and canned fish, were arriving to the account of private merchants.

The war time policy of salvaging damaged foodstuffs and the reconditioning where possible to render them fit either for human or animal consumption or for industrial purposes, necessitated a continuance of the close co-operation and collaboration between the Officers of the Ministry of Food and your Officers, as in previous years.

The total amount of foodstuffs seized and condemned for human consumption and either reconditioned or disposed of for animal consumption or for industrial purposes under guarantee or destroyed was 630 tons as compared with 720 tons in 1945 and 1,238 tons in 1944.

The following is a summary showing the method of disposal of the foodstuffs seized :-

Method of Disposal.	Weight.				Approximate percentage of total
	Tons.	cwts.	qrs.	lbs.	
Cattle Food	170	18	2	24	27.13
Boiling Down	115	0	0	26	18.25
Refining	33	12	1	6	5.33
Reconditioning	3	5	3	5	0.52
Industrial Purposes	31	14	0	8	5.03
Buried	267	0	1	26	42.38
Burnt	8	7	1	21	1.33
TOTAL	629	19	0	4	99.97

It will be noted that the percentage buried (42.38) shows a big increase over that of last year (4.44). This is accounted for by the large quantities of oranges, lemons and onions which arrived in a 'wasting' condition and could not be utilized in any way.

Your Medical Officer considers it necessary to call attention to the marked deterioration that he and your Inspectors have noticed in the quality of certain types of foodstuffs entering the port, particularly meat and meat products.

Before the war this country could afford only to purchase the very best quality and to reject meat, and also other foodstuffs, which were unsound, unwholesome or unfit for human consumption.

The present conditions of world food shortage and the economic state of the country has resulted in the importation during the post-war years of certain types of foodstuffs which would have been unhesitatingly condemned before the war. Large quantities of boneless beef and mutton, much of it of very poor quality, are now being imported and great difficulty is experienced in examining this material for evidence of disease. Furthermore quantities of 'scrap' meat which, under the Imported Food Regulations, 1937 is 'prohibited meat', whether it be sound or unsound, has had to be accepted failing definite directives by the Ministry of Health. It is, of course, quite impossible to ascertain the origin of this meat, i.e., from what part of the carcass it is derived, and reliance has to be placed on the inspection of the animal ante- and post-mortem at the time of slaughter abroad.

Port Medical Officers are thus placed in a very invidious position which is not helped by the fact that they have been unable to obtain any guidance from the Ministry of Health in the action they should take in regard to this unsatisfactory material.

What is particularly required is a series of standards underlying the acceptance or rejection of imported foodstuffs, common to all ports receiving foodstuffs from abroad.

DANGEROUS DRUGS.

During the year nineteen Certificates authorising the purchase of scheduled Dangerous Drugs were issued under the Dangerous Drugs (No. 3) Regulations, 1923, amending the Dangerous Drugs Regulations, 1921, regulation 15 of which is as follows :-

"If a foreign ship in any port in Great Britain requires to obtain a supply of any of the drugs in order to complete the necessary equipment of the ship, the Master of the ship is authorised to purchase and be in possession of such quantity of any of the drugs as may be certified by the Medical Officer of Health of the Port where the ship is (or in his absence by the Assistant Medical Officer of Health) to be necessary for the purpose, the quantity not to exceed what is required for the use of the ship until it next reaches its home port. The certificate given by the Medical Officer or Assistant Medical Officer of Health of the Port shall be marked by the supplier with the date of the supply, and shall be retained by him and kept available for inspection".

PUBLIC HEALTH ACT, 1936. PART X - CANAL BOATS.

On the 16th January, 1947, the Port Medical Officer made a report on the steps taken to carry into effect the provisions of part X of the Public Health Act, 1936, relating to Canal Boats within the district of the Port of London Health Authority, during the year ended 31st December, 1946.

During the year eleven inspections of Canal Boats were made, all of which were found to conform to the Acts and Regulations.

No new boats were registered during the year under review, the actual number of Canal Boats on the Register on the 31st December, 1946 being 216.

PARROTS (PROHIBITION OF IMPORT) REGULATIONS, 1930.

Twenty-three parrots etc., came under the notice of your Officers during the year. Twenty Notices were issued in respect of 21 parrots etc.

Number exported in respect of Notices served.....	14
Number destroyed (Notice served to export).....	7
Number admitted under Ministry of Health permit	2

TOTAL 23

APPENDIX I.

MEDICAL INSPECTION - From 1st January to 31st December, 1946.

(a) GRAVESEND.

	JAN.	FEB.	MCH.	APR.	MAY.	JUN.	JULY.	AUG.	SEP.	OCT.	NOV.	DEC.	TOTAL
NO. MEDICALLY INSPECTED.	51	70	110	97	102	136	140	129	132	126	130	146	1,366
NO. OF PASSENGERS.	234	167	463	836	1,442	1,466	2,817	2,352	3,046	1,780	1,786	1,966	18,333
NO. OF CREWS.	625	634	1,365	668	499	755	312	361	826	547	648	289	7,522
NO. OF FOREIGN ARRIVALS.	314	306	352	419	425	429	456	456	496	508	447	468	5,102

(b) SHEERNESS.

	JAN.	FEB.	MCH.	APR.	MAY.	JUN.	JULY.	AUG.	SEP.	OCT.	NOV.	DEC.	TOTAL
NO. MEDICALLY INSPECTED.	21	23	17	10	24	25	24	30	41	18	22	29	284
NO. OF PASSENGERS.	-	2	1	-	-	79	20	18	13	17	-	-	156
NO. OF CREWS.	590	614	462	312	572	743	631	843	986	378	472	665	7,206
NO. OF FOREIGN ARRIVALS.	21	23	17	10	24	25	24	30	41	18	22	29	284

APPENDIX II.

INFECTIOUS DISEASE.

DISEASE.	1937	1938	1939	1940	1941	1942	1943	1944	1945	MEAN ANNUAL NO FOR 10 YEARS ENDING 31st DECEMBER, 1946.	1946
(a) CASES REPORTED.											
CHOLERA (INCLUDING SUSPECTED CASES)	-	1	-	-	-	-	-	-	-	0.1	-
YELLOW FEVER - DO-	-	-	-	-	-	-	-	-	-	-	-
PLAGUE - DO-	-	-	-	-	-	-	-	-	-	-	-
SMALLPOX	-	4	5	1	1	1	-	1	-	1.8	5
SCARLET FEVER	6	16	13	3	1	2	5	4	5	5.7	2
DIPHTHERIA	3	9	13	4	11	5	3	5	5	6.6	8
ENTERIC FEVER	28	36	16	7	1	1	-	-	4	10.2	9
MEASLES	57	49	40	9	1	1	1	1	8	17.8	11
GERMAN MEASLES	6	25	34	17	5	2	1	-	2	9.8	6
ERYSIPELAS.	2	4	2	1	2	-	-	-	-	1.1	-
TYPHUS FEVER	1	-	-	-	-	-	-	-	1	0.2	-
TUBERCULOSIS:-											
PULMONARY	94	75	83	19	4	5	12	6	14	33.3	2
OTHER KINDS	2	3	1	-	-	-	-	-	-	0.6	-
OTHER DISEASES (INCLUDING CHICKENPOX)	508	540	388	178	88	179	273	180	115	252.8	79
TOTALS.	707	762	595	239	114	196	295	197	154	340.0	14

INFECTIOUS DISEASE (contd)

DISEASE	1937	1938	1939	1940	1941	1942	1943	1944	1945	MEAN ANNUAL NO FOR 10 YEARS ENDING 31 st DECEMBER 1946	1946
ADMITTED TO HOSPITAL (INCLUDING SUSPECTED CASES.)											
CHOLERA	-	-	-	-	-	-	-	-	-	-	-
YELLOW FEVER - Do-	-	-	-	-	-	-	-	-	-	-	-
PLAGUE - Do-	-	-	-	-	-	-	-	-	-	-	-
SMALLPOX.	-	2	-	-	-	-	-	-	-	0.2	-
TYPHUS FEVER.	-	-	-	-	-	-	-	-	-	-	-
SCARLET FEVER	2	14	-	-	-	2	5	4	4	3.3	2
DIPHTHERIA	1	5	4	-	9	5	2	4	5	4.2	7
ENTERIC FEVER	7	12	8	1	-	1	-	-	3	3.2	-
MEASLES.	37	28	7	3	-	1	-	1	4	8.7	6
ERYSIPELAS.	1	1	-	-	2	-	-	-	-	0.4	-
PAROTITIS.	2	4	9	-	-	-	2	3	1	2.6	5
DYSENTERY.	-	-	-	2	-	-	-	-	1	1.1	8
OTHER DISEASES (INCLUDING CHICKENPOX)	65	133	79	52	26	15	16	34	50	51.3	43
TOTALS	115	199	107	58	37	24	25	46	68	75.0	71

APPENDIX III.
BACTERIOLOGICAL EXAMINATION OF RATS DURING 1946.

SOURCE.	TOTAL EXAMINED	BLACK RATS		BROWN RATS		SPECIES UNKNOWN		MICE		RATS INFECTED WITH PLAGUE.
		FOUND DEAD.	TRAPPED POISONED ETC.	FOUND DEAD	TRAPPED POISONED ETC.	FOUND DEAD.	TRAPPED POISONED ETC.	FOUND DEAD	TRAPPED POISONED ETC.	
VESSELS.	1,059	692	367	-	-	-	-	-	-	NIL.
LONDON DOCK.	86	4	45	1	36	-	-	-	-	NIL.
S ^t KATHARINE D ^s .	15	8	3	-	4	-	-	-	-	NIL.
REGENT'S CANAL D ^s	9	-	8	-	1	-	-	-	-	NIL.
SURREY COMMERCIAL D ^s .	4	-	-	-	4	-	-	-	-	NIL.
WEST INDIA D ^s	53	2	37	6	8	-	-	-	-	NIL.
S. WEST INDIA D ^s .	30	5	11	7	7	-	-	-	-	NIL.
EAST INDIA DOCK.	14	-	9	-	5	-	-	-	-	NIL.
ROYAL VICTORIA D ^s	104	14	62	5	23	-	-	-	-	NIL.
ROYAL ALBERT D ^s	79	2	22	19	36	-	-	-	-	NIL.
KING GEORGE V. D ^s	124	9	48	10	57	-	-	-	-	NIL.
TILBURY DOCK.	10	-	3	5	2	-	-	-	-	NIL.
MILLWALL DOCK.	39	11	20	-	8	-	-	-	-	NIL.
	1,626	747	635	53	191	-	-	-	-	NIL.

APPENDIX IV.

RETURN OF RATS CAUGHT AND DESTROYED DURING THE YEAR 1946.

	JAN.	FEB.	MCH.	APR.	MAY.	JUN.	JULY.	AUG.	SEP.	OCT.	NOV.	DEC.	TOTAL.
LONDON DOCK.-													
WAREHOUSES.	73	67	50	48.	76	25	37	23	94	99	84	62	738.
VESSELS.	1	4	14	-	4	-	-	-	-	26	83	27	159.
ST KATHARINE DOCK.-													
WAREHOUSES.	25	80	36	11	12	5	8	3	5	13	2	5	205.
VESSELS.	-	-	-	-	-	-	-	-	-	-	-	-	-
SURREY COMMERCIAL D ^K .-													
WAREHOUSES.	43	24	17	21	37	13	23	12	14	20	24	23	271.
VESSELS.	-	-	-	-	19	1	-	6	-	-	207	25	258.
EAST INDIA DOCK.-													
WAREHOUSES.	2	2	-	-	1	-	13	-	-	-	8	9	35.
VESSELS.	-	-	-	-	-	-	-	-	-	-	-	-	-
WEST INDIA DOCK.-													
WAREHOUSES.	42	36	86	72	50	60	34	13	59	61	30	56	599.
VESSELS.	134	111	35	224	30	3	64	231	126	48	58	22	1,086.
MILLWALL DOCK.-													
WAREHOUSES.	19	51	114	48	63	48	28	34	54	57	14	25	555.
VESSELS.	-	28	-	-	-	50	5	-	-	-	-	1	84.
VICTORIA DOCK.-													
WAREHOUSES.	67	185	97	116	157	32	41	24	105	87	54	94	1,059.
VESSELS.	39	250	48	21	78	70	48	11	135	4	11	-	715.
ROYAL ALBERT D ^K .-													
WAREHOUSES.	76	45	245	92	78	42	26	36	37	62	61	24	824.
VESSELS.	120	98	39	272	232	206	370	167	275	67	144	56	2,046.
KING GEORGE V. D ^K .-													
WAREHOUSES.	10	128	178	99	148	102	81	69	54	75	98	35	1,077.
VESSELS.	122	59	116	16	327	165	116	19	89	190	68	30	1,317.
TILBURY DOCK.-													
WAREHOUSES.	29	40	20	39	53	12	6	4	2	10	5	2	222.
VESSELS.	69	78	21	21	2	19	136	91	82	150	52	24	745.
REGENT'S CANAL D ^K .-													
WAREHOUSES.	25	14	13	5	15	14	13	9	19	33	13	17	190.
VESSELS.	-	-	-	-	-	-	-	-	-	-	-	-	-
RIVER.-													
VESSELS.	-	-	-	-	-	-	-	-	-	-	-	-	-
	896	1,300	1,129	1,105	1,382	867	1,049	752	1,150	1,002	1,016	537	12,185.

	British Owned Vessels.	Foreign Owned Vessels.
Smoke Nuisances :-		
No. of complaints received	-	-
No. of recurrences reported	-	-
Offensive Cargoes :-		
No. of infringements reported	-	-
Structural and other Defects :-		
Inadequate ventilation	54	1
Defective Lighting - Natural	18	-
do. do. - Artificial	6	1
Defective Heating	42	1
Condensation	27	-
Leaking Decks	51	3
Leaking Ports, Decklights etc.	52	8
Leaking Sideplates	3	-
Leaking Hawse or Chain Pipes	9	-
Deficient or Obstructed Floor drainage	19	-
Water lodging on top of Peak Tanks	6	-
Defective Bulkheads	7	1
do. Floors	22	-
do. Doors	10	-
do. Bunks	6	-
do. Clothes Lockers	36	-
do. Food Lockers	13	-
do. Food Storage	22	3
do. Cooking Arrangements	4	-
Defective or Uncleanly drinking water storage	8	-
Water Closets Obsolete	16	1
do. Defective	57	8
do. Foul or Choked	27	2
do. Inadequate Flush	18	-
Wash Basins Defective	23	1
do. Foul	14	-
Neglected Paintwork or Distemper	68	3
Absence of Washrooms	21	-
Absence of Messrooms	22	-
Misappropriation of Crew Spaces	3	-
Verminous quarters	107	7
Dirty quarters	723	53
Miscellaneous	58	2
TOTALS	1,572	95
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Total number of vessels on which sanitary defects were reported	968	65
<hr/>		
Total number of vessels on which sanitary defects were remedied	894	61

APPENDIX VI.DOCKS WITHIN THE JURISDICTION OF THE PORT HEALTH AUTHORITY.

Docks.	Water Area.		Lineal Quayage	
	Acres.	Yards.	Miles	Yards.
Regent's Canal	11	38	-	966
St. Katharine	10	488	-	1,654
London	34	4,460	3	119
Surrey Commercial	161	2,717	16	200
West India	97	3,957	4	1,134
East India	31	2,876	1	1,242
Millwall	35	3,217	2	155
Royal Victoria	95	1,772	5	1,479
Royal Albert	87	213	3	905
King George V	64	997	3	663
Tilbury	104	2,166	3	1,667

The River distance between the Western and Eastern limits of the Port is about 68½ miles.

APPENDIX VII.POWERS.

The work of the Port of London Health Authority is carried out under the following Acts of Parliament and Statutory Rules and Orders :-

EXISTING ACTS AND ORDERS APPLICABLE TO THE PORT OF LONDON HEALTH AUTHORITY.

CONSTITUTION OF THE AUTHORITY.

Public Health (London) Act, 1936.

ASSIGNMENT OF POWERS.

L.G.B. Order, Port Sanitary Authority Assignment of Powers, Port of London.	25th March, 1892
L.G.B. Order, Port Sanitary Authority Assignment of Further Powers, Port of London.	29th December, 1894
L.G.B. Order, Port Sanitary Authority Assignment of Powers, Port of London.	30th June, 1898
S.R. & O. 1922, No. 781. London Port Sanitary (Additional Powers) Order, 1922.	18th July, 1922
S.R. & O. 1923, No. 812. London Port Sanitary (Additional Powers) Order 1923.	16th July, 1923
S.R. & O. 1933, No. 803. The Port of London (Assignment of Powers) Order, 1933.	11th August, 1933

ADMINISTRATION.

Port Sanitary Administration and Medical Inspection of Aliens under the Aliens Order, 1920. (Grants in Aid)	14th July, 1920
City of London (Various Powers) Act, 1922. Part IV. Section 30.	

City of London (Various Powers) Act, 1933 Part III. Sections 6 and 7.

S.R. & O. 1926, No. 552. Sanitary Officers Order 1926.

27th May, 1926.

INFECTIOUS DISEASE.

Infectious Disease (Notification) Act, 1889 to 1899.

Public Health Act, 1896.

Public Health (Ports) Act, 1896.

S.R. & O. 1910. No. 1165. Prevention of Epidemic Diseases Regulations as to Plague, Destruction of Rats, 1910.

10th November, 1910

S.R. & O. 1912. No. 1226. Public Health (Cerebro-spinal Fever and Acute Poliomyelitis) Regulations, 1912.

15th August, 1912

S.R. & O. 1918. No. 67. Public Health (Notification of Infectious Diseases) Regulations, 1918.

19th January, 1918

S.R. & O. 1926. No. 972. Public Health (Notification of Puerperal Fever and Puerperal Pyrexia) Regulations, 1926.

31st July, 1926

S.R. & O. 1927. No. 1207. Infectious Diseases (London) Regulations, 1927.

22nd December, 1927

S.R. & O. 1930. No. 299. Parrots (Prohibition of Import) Regulations, 1930.

24th April, 1930.

S.R. & O. 1933. No. 38. The Port Sanitary Regulations, 1933.

4th February, 1933

S.R. & O. 1945. No. 1282. The Port Health Amendment Regulations, 1945.

10th October, 1945

CANAL BOATS.

Public Health Act, 1936.

FOOD.

Public Health (Regulations as to Food) Act, 1907.

S.R. & O. 1924. No. 1432. Public Health (Meat) Regulations, 1924 (Part IV).

20th December, 1924

S.R. & O. 1925. No. 775)

S.R. & O. 1926. No. 1577)

S.R. & O. 1927. No. 577)

Public Health (Preservatives, etc., in Food) Regulations. 1928.

S.R. & O. 1926. No. 820. Public Health (Imported Milk) Regulations, 1926.

6th July, 1926

S.R. & O. 1937. No. 329. Public Health (Imported Food) Regulations, 1937.

16th April, 1937

SHELLFISH.

S.R. & O. 1934. No. 1342. Public Health (Shellfish) Regulations, 1934.

7th December, 1934

S.R. & O. 1935. No. 1221. The Medway (Shell-Fish) Regulations, 1935.

11th December, 1935

RATS AND MICE.

Rats and Mice (Destruction) Act, 1919.

SMOKE ABATEMENT.

Public Health (London) Act, 1936.

ABATEMENT OF NUISANCES AND REMOVAL OF REFUSE.

Public Health (London) Act, 1936.

FERTILISERS AND FEEDING STUFFS.

Fertilisers and Feeding Stuffs Act, 1926.

S.R. & O. 1932. No. 658. Fertilisers and Feeding Stuffs Regulations, 1932.

11th August, 1932

S.R. & O. 1928. No. 439. Order appointing 1st July, 1928 as the date for the coming into operation of the Fertilisers and Feeding Stuffs Act, 1926.

30th May, 1928

DANGEROUS DRUGS.

S.R. & O. 1923. No. 1095. Dangerous Drugs (No. 3) Regulations, 1923.

10th September, 1923

ALIENS.

S.R. & O. 1920. No. 448. The Aliens Order, 1920.

AIRCRAFT.

S.R. & O. 1938. No. 229. Public Health (Aircraft) Regulations, 1938.

7th April, 1938.

IMPORTATION OF CATTLE.

Ministry of Agriculture and Fisheries Animals (Importation) Order, 1930, dated 4th November, 1930. Part III, Article 22; Part IV, Articles 23, 24 and 25.

Ministry of Agriculture and Fisheries Animals (Landing from Ireland, Channel Islands and Isle of Man) Order, 1933, dated 17th January, 1933. Part II, Article 17.

BYE-LAWS.

Bye-laws have been made by the Port of London Health Authority :-

1. For preventing nuisances arising from barges or vessels carrying offensive cargoes
2. For removing to hospital any person suffering from dangerous infectious disorders, and for the keeping therein of such persons as long as may be deemed necessary.
3. With respect to Houseboats used for human habitation within the limits of the Port of London.