

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

Contributors

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**CORPORATION OF LONDON
PORT HEALTH AUTHORITY**

ANNUAL REPORT

OF THE

MEDICAL OFFICER OF HEALTH

To 31st DECEMBER, 1964

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 that 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 limits of the Port Health District of the Port of London 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 Coalmouth 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.

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.

To:

THE RIGHT HONOURABLE THE LORD MAYOR, ALDERMEN AND COMMONERS
OF THE CORPORATION OF LONDON.

My Lord Mayor and Gentlemen,

I have the honour to submit as Medical Officer of Health for the Port of London my Annual Report for the year ending 31st December, 1964.

A letter from the Secretary, Ministry of Health, dated November, 1963, indicated that the Medical Officer of Health should prepare his Annual Report in Accordance with Form Port 20. Paragraph 5 of this Form reads as follows:- "The information required by Sections I, V, VI, VIII, XIV and XVI, which has been given in an earlier report and has not since changed, need not be repeated each year. A recapitulation of all information should be made in the Report for the years 1952 and 1955 and thereafter quinquennially. For the intermediate years, only the changes which have occurred during the year covered by the Report need be mentioned in those Sections; if there is no change "No Change" should be entered". This Report has been prepared in accordance with the above directive.

The following is a summary of the principal items mentioned:-

Shipping

The number of vessels arriving in the Port of London during 1964 was 57,619, 37,191 from foreign ports and 20,428 coastwise. The total tonnage of these vessels was 93,071,179 net tons as compared with 47,276,251 net tons in 1963. The Boarding Medical Officers visited 1,466 vessels from foreign ports and 6 coastwise ships. The Port Health Inspectors made 15,880 inspections of vessels, 13,038 of which were foreign going, 2,155 coastwise and 687 inland navigation.

Water Supplies

Regular sampling of water supplies for ships was continued during the year and an incident of contaminated water from an hydrant and delivery hose was dealt with.

Communicable Diseases

222 cases of notifiable and other infectious diseases were reported as having occurred on 155 vessels. 143 of these cases were dealt with in the Port. 89 cases were admitted to various hospitals, including 40 to the Port Isolation Hospital at Denton, near Gravesend.

Full precautionary measures were taken in respect of a ship reported to have landed a case of smallpox abroad and of one having a recovered case of smallpox aboard. Precautionary measures were also taken in respect of three cases of typhoid fever.

Rodent Control

During the year 2,505 rats, 812 in ships and 1,693 in shore premises were destroyed in the Port of London. In addition 1,865 mice were destroyed, 151 in ships and 1,714 in shore premises 64 rats were examined for plague with negative results. 2,062 inspections of lighters for evidence of rodents were made.

International Deratting and Deratting Exemption Certificates

The number of deratting certificates issued to ships was 43, the method of deratting in 41 instances being poisoning with Sodium Fluoroacetate (1080). 1,069 deratting exemption certificates were granted.

Shellfish

Due to the severe winter in 1963 the trade in Native Oysters has still not recovered but the Industry received an unexpected boost in the laying of Oysters from Portugal for fattening and subsequent re-exportation.

Medical Inspection of Aliens and Commonwealth Immigrants

During the year 82 aliens and 670 Commonwealth Immigrants were examined by the Medical Inspectors. The arrangements whereby the larger passenger ships are boarded by the Medical Inspectors with the Immigration Officers at Brixham was continued and worked effectively.

Pigeon Control

With the co-operation of the Port of London Authority and occupiers of dock premises systematic control measures were carried out to keep the pigeon population at a reasonable level.

Canal Boats

4 inspections of canal boats were made during the year. No defects were found on these boats.

Clean Air Act, 1956

During the year 29 infringements were observed. A prosecution was taken in one case and was successful.

Transport of Refuse by Lighters

A few minor infringements of the bye-laws were noted. In one case successful legal proceedings were taken.

Houseboats

No difficulties were encountered during the year. 21 houseboats were licensed to be moored at Benfleet in accordance with the Essex County Council Act, 1952.

Launches

The launch "Alfred Robertson" which has been in continuous service for 26 years will be replaced by a new launch early in 1965. This will be a slightly larger vessel and will be capable of acting as relief, in cases of emergency, for the cutter "Humphrey Morris" on the Gravesend Boarding Station.

Visitors and Students

Visitors and students, for the most part doctors, and public health inspectors, from many countries visited the Port for instructions in and demonstrations of port health work. Students for the Diploma examination for Public Health Inspectors were also taken for instruction in port health work.

Food Hygiene (Dock Carriers, etc.) Regulations, 1960

During the year progress was made in raising the standard of hygienic handling of food cargoes and appreciable improvements achieved in the cleanliness of the vehicles used for the transport of food.

Dangerous Drugs

Thirty one certificates authorising the purchase of scheduled Dangerous Drugs were issued under the Dangerous Drugs Regulations, 1953.

Imported Food

The total amount of foodstuffs seized and condemned as unfit for human consumption and either reconditioned or disposed of for animal feeding or for industrial purposes under guarantee or destroyed or re-exported was 5,529 tons 15 cwts. 0 qrs. 2 lbs. as compared with 6,614 tons 10 cwts. 2 qrs. 22 lbs. in 1963.

Fertiliser and Feeding Stuffs Act, 1926

Seven samples of Feeding Stuffs were submitted to the Agricultural Analyst.

Finally, I wish to record appreciation of the collaboration and assistance rendered by Her Majesty's Customs, the Pilots, the Immigration Officers, the Port of London Authority, the Shipping Federation, the staffs of Shipping Companies and Merchants, the staffs of the Central Public Health Laboratory, the "Dreadnought" Seamen's Hospital and St. Andrew's Hospital, the Public Analyst, the Emergency Bed Service, the Regional Hospital Boards and Hospital Management Committees concerned, and all those who have so generously and willingly helped in every aspect of port health work throughout the year, particularly the Chairman, members and staff of the Port and City of London Health Committee.

I have the honour to be, Gentlemen,

Your obedient Servant,

W.G. SWANN,

M.D., B.Ch., B.A.O., B.Sc., D.P.H., D.Obst.R.C.O.G., D.P.A.

Medical Officer of Health.

APPENDICES

- I Medical Inspections
- II Infectious Disease
- III Rats Destroyed
- IV Sanitary Inspections
- V Docks, Powers and Publications

SECTION I - STAFF
(As at 31st December, 1964)

TABLE A

<u>Name of Officer</u>	<u>Nature of Appointment</u>	<u>Date of Appointment</u>	<u>Any other Appointment held</u>
<u>MEDICAL STAFF</u>			
W.G. SWANN, M.D., B.Ch., B.A.O., B.Sc., D.P.H., D.Obst.R.C.O.G., D.P.A.	Medical Officer of Health	January, 1964.	Medical Officer of Health, City of London. Medical Inspector of Aliens and Commonwealth Immigrants.
D.T. JONES, B.Sc., M.B., B.Ch.D.C.H., D.P.H., D.C.T.	Deputy Medical Officer of Health	June, 1963	(Deputy) ditto
H.M. WILLOUGHBY, V.R.D. & Bar.M.R.C.S., L.R.C.P., D.P.H., D.T.M. & H.	Consultant in Infectious Diseases and Quarantine Procedures.	October, 1962 (on retirement from appointment as Deputy Port Medical Officer and Medical Officer in charge at Denton Hospital)	Medical Inspector of Aliens and Commonwealth Immigrants.
J.A. JONES, M.B., Ch.B., D.P.H.	ditto	October, 1962 (on retirement from appointment as First Asst. Port Medical Officer)	ditto
W.T. ROUGIER CHAPMAN, V.R.D., M.R.C.S., L.R.C.P.	Senior Assistant Port Medical Officer	October, 1962	ditto
G.W. ASTON, L.M.S.S.A.,	Assistant Port Medical Officer	October, 1962	ditto
P.J. RODEN, L.M.S.S.A.	Assistant Port Medical Officer (Part-time)	February, 1958	ditto
R.F. ARMSTRONG, L.R.C.P., L.R.C.S.Ed., L.R.F.P.S.Glas.	ditto	June, 1963	ditto
MARION RAVELL, M.D., B.S., M.R.C.S., L.R.C.P., D.P.H.	} Assistant Port Medical Officers (Locum Tenentes)	March, 1956	
C.D. MACCARTHY, M.B., B.Sc., B.A.C.,			
A.W. HAGGER, M.B., B.S., V.R.D.			
R.G. DEWHURST, M.R.C.S., L.R.C.P., D.R.C.O.G.			
R.G.W. MOORE, M.B., B.S.,			
A.G. RICKENBACK, M.B., B.S., D.Obst. R.C.O.G.			
R.M. BEST, M.D., B.Sc.(Lond).	Assistant Port Medical Officer (Part-time)	April, 1964	ditto
W.D.L. SMITH, M.B., Ch.B., D.T.M. & H., D.P.H.	Assistant Port Medical Officer (Part-time)	November, 1962	ditto
A.J. FAIRRIE, V.R.D., M.R.C.S., L.R.C.P.	Part-time Assistant Medical Officer, Thameshaven and Shellhaven Area.	July, 1960	ditto
W.T.G. BOUL, M.B.E., M.D., Ch.B. D.P.H.	Infectious Diseases Consultant	March, 1957	ditto
Occasional Medical Inspectors of Aliens and Commonwealth Immigrants.			
DR. D.J. AVERY	DR. J.F. LOWN	DR. J.C. WISHART	DR. R.D. SUMMERS
DR. J. OAKLEY	DR. R.N. HERSON	DR. B. DALTON	DR. D. JENKINS
DR. W. STOTT	DR. W.E. HUTCHINSON	DR. G.B. SMART	DR. D.W. KEYS
DR. M.J. CATTON			

<u>Name of Officer</u>	<u>Nature of Appointment</u>	<u>Date of Appointment</u>	<u>Any other Appointment held</u>
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ADMINISTRATIVE STAFF (Port and City of London)

H.F. BLUNT	Chief Clerk	May, 1924	—
R.C. RATLIFF	Deputy Chief Clerk	March, 1930	—
E.V. SMITH	First Assistant Clerk	October, 1938	—
C.W.R. BETTS	Senior Assistant	April, 1926	—
R.H. LOTT	First Class Assistant	May, 1947	—
F.B. OSBORN	ditto	May, 1952	—
R.H. COLLINS	ditto	January, 1963	—
F.E. BALL	ditto	April, 1961	—
D.J. FLOOD	ditto	March, 1963	—
S.C. DARLISON	General Grade Assistant	April, 1964	—
A.J.G. MOORE	ditto	April, 1964	—
K.B.P. BROWN	ditto	April, 1964	—
S.D. SAUNDERS	ditto	May, 1964	—
A.W. FISHER	ditto	March, 1964	—
MISS M.L. GURNEY	General Grade Assistant	May, 1939	—
MISS I.H. HAMBLIN	ditto	October, 1957	—
MISS J.E. MILLER	Clerk Shorthand/Typist	April, 1963	—
A.W. BOURNE	Senior Messenger	March, 1956	—
T.A. WOODS	Messenger	November, 1955	—
J.T. HADLEY	ditto	December, 1964	—

PORT HEALTH INSPECTORS

T.L. MACKIE, M.B.E., F.R.S.H., M.I.N.A.	Chief Port Health Inspector and Supervisory Engineer of Launch Service	November, 1934	—
D.E. MADELEY	Senior Port Health Inspector	September, 1932	—
G. DRING	ditto	May, 1936	—
A.H. MARSHALL	ditto	March, 1953	—
A. GOOD	ditto	September, 1951	—
T.C.H. ROGERSON	ditto	October, 1951.	—
L.N. TOPE	Port Health Inspector	August, 1946	—
P.A. TRAYNIER	ditto	October, 1950	—
W.M. WALKER	ditto	October, 1954	—
A.W. BUCHAN	ditto	July, 1955	—
F. SPENCER	ditto	March, 1957	—
W.C.B. GILHESPY	ditto	January, 1960	—
W.R. GWYER	ditto	March, 1960	—
A. GAME	ditto	August, 1961	—
J.A. STOKER	ditto	June, 1963	—
H.T. YELLAND	ditto	April, 1964	—
R.H. HEAD	ditto	April, 1964	—

STUDENT HEALTH INSPECTORS

J.H. RENDELL	Student Health Inspector	September, 1961	—
P.G. PRITCHARD	ditto	September, 1961	—
J.I. ECKERSALL	ditto	November, 1962	—
R. WALKER	ditto	September, 1963	—
P. ROTHERAM	ditto	September, 1963	—
J.C. STRACHAN	ditto	September, 1964	—

MEAT SORTERS

J.W. GOODS	Meat Sorter	October, 1957	—
A.E. DEACON	ditto	August, 1960	—

RODENT INSPECTORS

W.G. STIMSON	Senior Rodent Inspector	February, 1946	—
E.C. WATKINS	ditto	June, 1929	—
C. STOCKTON	ditto	June, 1940	—
D.J. DAVIS	ditto	August, 1941	—
S.A. CROFT	Rodent Inspector	June, 1929	—
F.D. CARTMAN	ditto	September, 1943	—
G. LAMONT	ditto	March, 1945	—
J.J. HARVEY	Rodent Operative	November, 1959	—
B.R. DENNIS	ditto	July, 1963	—

RODENT CONTROL SCHEME

H.A. BAXTER	Rodent Inspector	June, 1945	—
G. CLARK	ditto	January, 1949	—
A.L. SOUTHWOOD	ditto	January, 1949	—
A.T. EVANS	ditto	January, 1953	—
C.E.W. EASTMAN	ditto	April, 1954	—
R. PAGE	Rodent Operative	July, 1963	—
J.R.W. KENNEDY	ditto	December, 1963	—

<u>Name of Officer</u>	<u>Nature of Appointment</u>	<u>Date of Appointment</u>	<u>Any other Appointment held</u>
<u>LAUNCHES</u>			
C.R. SIMONS	Navigator (Senior)	August, 1938	-
W.G.A. KING	Navigator (Deputy Senior)	September, 1939	-
H.J. MASON	Navigator	August, 1946	-
M.J. EAST	ditto	September, 1954	-
K. GITTENS	Engineer (Senior)	January, 1955	-
R.N. WALKER	Engineer (Deputy Senior)	April, 1964	-
W. SIMMONS	Engineer	May, 1955	-
B. JACOBS	ditto	April, 1956	-
A.R.L. POTTER	Deckhand	July, 1945	-
E. ALEWOOD	ditto	January, 1947	-
G. CUNNINGHAM	ditto	September, 1957	-
J.L. PAY	ditto	April, 1956	-
A. RUSSELL	ditto	August, 1961	-
P. RAYNER	ditto	November, 1960	-
S.K. HOGWOOD	Deckboy	July, 1961	-
A.J. FRANKLIN	ditto	August, 1962	-
G. NEWMAN	ditto	March, 1964	-
K.S. HOLLOWAY	ditto	April, 1963	-
K. BURNIDGE	ditto	August, 1963	-
D. SIMMONS	ditto	December, 1963	-
A. HAIGH	ditto	June, 1964	-
T.M. CRAMER	ditto	October, 1964	-
A.R. BURGE	Shipkeeper	August, 1945	-
L.C. PARISH	ditto	May, 1958	-
R.H. SIMMONS	Shipkeeper Deckhand	November, 1960	-

LAUNCHES -

Date acquired

"FREDERICK WHITTINGHAM"	1934
"ALFRED ROBERTSON"	1938
"ALFRED ROACH"	1948
"HUMPHREY MORRIS"	1962

HULK -

"HYGEIA"	1935
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SECTION II

AMOUNT OF SHIPPING ENTERING THE DISTRICT DURING THE YEAR

TABLE B

Ships from	Number	Net Tonnage	Number Inspected		Number of ships reported as having, or having had during the voyage, infectious disease on board.
			by the Port Medical Officer	By the Port Health Inspector	
Foreign Ports	37,191	72,416,479	1,466	13,038	149
Coastwise	20,428	20,654,700	6	2,155	6
Total	57,619	93,071,179	1,472	15,193	155

SECTION III

CHARACTER OF SHIPPING AND TRADE DURING THE YEAR

TABLE C

Passenger Traffic	{	Number of Passengers – Inwards	97,959
	{	Number of Passengers – Outwards	97,773
Cargo Traffic	{	Principal Imports	All types of produce and merchandise
	{	Principal Exports	
Principal Ports from which ships arrive. The Port of London trades with all parts of the world.			

SECTION IV

INLAND BARGE TRAFFIC

Numbers and tonnage using the district and places served by the traffic.

These barges are of all types and are registered annually with the Port of London Authority. They number approximately 7,000 and their tonnage is some 500,000.

The traffic of these craft extends throughout the length of the Port while a number of them are employed carrying goods and merchandise via the canals to all parts of the country.

SECTION V

WATER SUPPLY

1. Source of supply for:

- (a) The District - No change
 (b) Shipping - No change

2. Reports of tests for contamination.

The bacteriological examinations of fresh water samples has continued to be carried out by St. Andrew's Hospital, Bow, for the dock areas and River districts on the North bank and by the Devonport Pathological Laboratory, Greenwich, for the dock areas and River districts on the South bank, while the Public Health Laboratory at Maidstone has continued to examine samples from the Medway area.

There was only one incident during the year of a contaminated hydrant and delivery hose supplying a vessel with impure water. On receipt of a telephone message from the laboratory indicating heavy faecal contamination found on the examination of a routine sample of water, preventative measures were immediately taken to isolate the affected hydrant and prohibit further use. The only vessel supplied from the hydrant was promptly advised at sea through the Owners and chlorination of the ship's fresh water storage and supplies were carried out in accordance with instructions contained in the 'Shipmaster's Medical Guide.' The hydrant pit, water meter, hoses and all equipment in the water trolley involved in the occurrence were thoroughly cleansed and sterilised by chlorination. Subsequent samples drawn from the hydrant and equipment were found to be pure and permission was given to resume water operations.

Three cases of gross contamination of drinking water on ships occurred during the year. These were attributed to the use of the wash-deck pipe line as a supply extension to reach the drinking water tank. The Shipping Companies concerned were notified and chlorination of storage tanks was carried out. Strong disapproval of this procedure has been expressed by the Authority on numerous occasions. The Ministry of Transport issued a circular No. M410-1957 to Shipowners and Masters deprecating any link between potable water supply lines and sea-water installation. Unfortunately, there are such occasions when this precept is ignored, usually as a matter of expediency mingled with ignorance.

3. Precautions taken against contamination of hydrants and hosepipes:—

During the year the opportunity has been taken, whenever possible to reduce possible contamination of existing water mains and pits by more advantageous locations of the mains. During reconstruction work in the Docks and in keeping with modern practice, main services including fresh water mains are contained where possible in a concrete duct incorporated in the quay construction. Individual hydrant pits are not required in this system and therefore, the previous problems of cleaning, drainage and flood preventions associated with the older pits have been eliminated.

The replacement of the old type water meter boxes by stand pipes incorporating a water meter has been initiated as renewals have become necessary.

4. Number and sanitary conditions of water boats and powers of control by the Authority:—

There has been no change in the powers of control of water boats by this Authority and the general standard of cleanliness of the water-boats in service is very satisfactory.

Every endeavour has been made to comply with the aims of the Code of Practice by the Port of London Authority and by personnel engaged in fresh water operations.

The percentage of "Satisfactory," "Good" and "Excellent" samples was 95.71. This indicates the high standard of purity of drinking water supplied in the Port and that progress has been maintained.

TABLE 1
SAMPLES TAKEN FROM HYDRANTS, WATER BOATS, ETC.
PROVIDING FRESH WATER SUPPLIES TO SHIPS

	HYDRANTS						STAND PIPES						DELIVERY HOSE ENDS						TOTALS
	Unfit	Unsat.	Susp.	Satis.	Good	Excell.	Unfit	Unsat.	Susp.	Satis.	Good	Excell.	Unfit	Unsat.	Susp.	Satis.	Good	Excell.	
Royal Victoria Dock	0	0	0	1	4	0	0	0	0	0	2	0	0	0	3	1	9	0	20
Royal Albert Dock	0	0	1	0	17	0	0	0	0	0	0	0	1	0	1	1	10	0	31
King George V Dock	0	0	0	1	4	0	0	0	0	0	0	0	0	1	1	1	2	0	10
Tilbury Dock	0	0	1	1	3	0	0	0	0	0	8	0	0	0	1	1	5	0	20
West India Docks	0	0	0	3	78	1	0	0	0	0	7	0	0	0	0	0	0	0	89
Surrey Com. Docks	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	7	0	10
Regents Canal Dock	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	0	15
London Dock	0	1	0	2	10	1	0	0	0	0	3	1	0	0	0	1	0	0	19
River Districts	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	9	0	14
Isle of Grain Area	0	0	0	0	7	1	0	0	0	0	0	0	0	0	0	0	6	0	14
TOTALS	0	1	2	8	123	3	0	0	0	0	42	2	1	1	6	5	48	0	242
Water Boats	TANKS						STAND PIPES						DELIVERY HOSE ENDS						TOTALS
	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7	
GRAND TOTAL																			256

TABLE 2

	Unfit	Unsat.	Suspicious	Satis.	Good	Excell.	Totals
Hydrants	0	1	2	8	123	3	137
Stand Pipes	0	0	0	0	42	2	44
Hose Ends	1	1	6	5	48	0	61
Water Boats	0	0	0	0	14	0	14
	1	2	8	13	227	5	256
Percentages	0.39	0.78	3.12	5.08	88.68	1.95	100

95.71

Other Samples of Fresh Water**Distribution aboard ships -**

Of 281 samples drawn in the crew and passenger accommodation and galleys of ships -

- 6 were excellent
- 215 were good
- 19 were satisfactory
- 21 were suspicious
- 20 were unsatisfactory
- 0 were unfit.

Storage aboard ships -

Of 4 samples drawn direct from ship's storage tanks:-

- 4 were good

Port Installations

Of 68 samples drawn from dock offices, dock canteens, drinking fountains, etc:-

- 2 were excellent
- 55 were good
- 3 were satisfactory
- 1 was suspicious
- 3 were unsatisfactory
- 4 were unfit

River Thames passenger launches -

Of 30 samples taken under the Food Hygiene (General) Regulations, 1960-1962 from storage tanks and galleys and licenced bar taps in River Thames passenger launches -

- 30 were good

SECTION VI**PUBLIC HEALTH (SHIPS) REGULATIONS, 1952 to 1963**

1. List of infected areas - No change.
2. Radio messages - No change.
3. Notification otherwise than by radio - No change.
4. Mooring stations - No change.
5. Arrangements for -
 - (a) Hospital accommodation for infectious disease (other than Smallpox - see Section VII) - No change.
 - (b) Surveillance and follow up of contacts - No change.
 - (c) Cleansing and disinfection of ships, persons, clothing and other articles - No change.

The Public Health (Ships) (Amendment) Regulations, 1963, came into effect on 1st August, 1963. These regulations amend the Public Health (Ships) Regulations, 1952 to 1961 and enable port health officers to require the production of International Certificates of Vaccination against smallpox. If a person is not in possession of such a certificate he may be offered vaccination, and may be placed under surveillance or in isolation.

SECTION VII**SMALLPOX**

1. Name of Isolation Hospital to which smallpox cases are sent from the District.
Long Reach Hospital is situated on the south bank of the River Thames about eight miles above Gravesend. The hospital consists of 10 ward blocks capable of accommodating 170 patients but, except in cases of emergency, only three ward blocks (2 of 20 beds and 1, a cubicle ward of 10 beds), total 50 beds, are kept available for immediate use. The hospital includes residential quarters for the staff and a laundry, although the administration and staffing is carried out from Joyce Green Hospital, Dartford.

2. Arrangements for transport of such cases to that hospital by ambulance giving the name of the Authority responsible for the ambulance and the vaccinal state of the ambulance crews. A case or cases of smallpox would be removed from the vessel by this Authority's Ambulance launch and conveyed ashore via the pontoon at Denton and from thence conveyed by road ambulance direct to Long Reach Hospital.

The Port Health Authority would be responsible for the vaccinal state of their Ambulance Launch crews, while the vaccinal state of the Road Ambulance personnel would be the concern of the South-east Metropolitan Regional Hospital Board under whose jurisdiction both Joyce Green and Long Reach Hospitals fall.

3. Names of smallpox consultants available.

Dr. J.V. Armstrong	Dr. H.S. Banks	Dr. J.D. Kershaw
Dr. W.J. Coughlan	Dr. W.T.G. Boul	Dr. J.P. Marsden
Dr. A. Melvin Ramsay		

4. Facilities for laboratory diagnosis of smallpox.

Facilities are available at the Virus Laboratory at the Central Public Health Laboratory at Colindale.

Suspected Case of Smallpox on m.v. "JALAGANGA"

The m.v. "Jalaganga" of Bombay arrived in London on 9th January from Tuticorin, Aden and Port Said.

A steward was reported to have been ill during the voyage towards the end of December. The Boarding Medical Officer who saw the case on arrival believed that he had recovered from an illness which may have been smallpox. The Smallpox Consultant concurred in this diagnosis. The patient was removed to Denton Isolation Hospital and the vessel was given modified pratique and proceeded to Surrey Commercial Docks.

Though the 57 members of the crew were in possession of valid International Vaccination Certificates they were revaccinated on the morning of 10th January as well as two Customs Officers and a ship's agent who had been detained on board the vessel overnight. The Medical Officer of Health, accompanied by the Boarding Medical Officer, then went to Denton Hospital to see the patient. The case was complicated by infected impetigo and eczema but there were scars and staining desquamation of a distribution consistent with healed modified smallpox. The Ministry of Health were informed of the diagnosis "a recovered case of suspected smallpox".

After the crew were vaccinated the vessel was given free pratique, the crew being mustered daily for inspection until 14th January when the vessel sailed for Avonmouth, the Medical Officer of Health having been previously notified of the circumstances.

Smallpox - Tanker "Border Pele"

On Wednesday, 15th April, 1964, information was received from the Ministry of Health that on 10th April, 1964, an Indian seaman was landed at Suez from m.v. "Border Pele" suffering from suspected smallpox. This diagnosis was later confirmed as smallpox. The Asian crew had joined the vessel at Bombay on 23rd March. The tanker left Mena al Ahmadi with a cargo of Gas Oil on 30th March. The patient felt slightly unwell on 5th April, and reported ill with a rash and temperature on 6th April. He was considered to be suffering from chickenpox and isolated in the Ship's Hospital. On 10th April, he was seen by a Medical Officer at Suez and diagnosed as suffering from smallpox and landed. All the crew comprising 16 British Officers and 47 Asians were re-vaccinated.

The m.v. "Border Pele" was due at the Isle of Grain on 20th April and arrangements were made for her to be boarded at the Nore.

On arrival off the Isle of Grain the vessel was anchored in the evening at the Nore and was boarded by the Medical Officer on duty from "Hygeia", two Port Health Inspectors and a Clerical Officer, together with the Medical Officer B.P. Refinery, at approximately 19.00 via the launch "Humphrey Morris". All the members of the crew were examined and re-vaccinated. The Port Health Inspectors disinfected the Ship's Hospital and the cabin occupied by the case, and disinfection of bedding etc. set under way, these being removed to the "Humphrey Morris" for transportation to Denton Hospital for disinfection. Surveillance particulars were taken of those going on leave before the ship went alongside her berth. Two Officers were found to have raised temperature and mild rash. It was decided to allow modified pratique and let the vessel proceed to her berth at No. 6 Jetty Isle of Grain and to enforce strict security on arrival.

The Two Officers were re-examined on the 21st April and it was decided to remove them to Long Reach Isolation Hospital, Dartford, by arrangement with the Small-pox Consultant. The routine surveillance procedures were applied to the members of crew going home on leave as well as the crew detained on board, and disinfection completed.

On surveillance on 23rd April, a member of Asian Crew was found to have a temperature and he was admitted to Long Reach Hospital, the usual disinfection procedures being carried out.

SECTION VIII

VENEREAL DISEASE

Venereal Disease is not compulsorily notifiable to Medical Officers of Health but efforts are made both by the Boarding Medical Officers and the Port Health Inspectors to bring to the notice of seamen using the port the facilities available for free treatment and the importance of obtaining skilled treatment as early as possible.

Should there be a known case, it is usually possible to arrange for the patient concerned to be taken at once to the nearest clinic of the Seamen's Hospital or other hospital in the vicinity of the ship.

SECTION IX

CASES OF NOTIFIABLE AND OTHER INFECTIOUS DISEASES ON SHIPSTABLE DCategory -Cases landed from ships from foreign ports

<u>Disease</u>	<u>No. of cases during the year</u>		<u>No. of ships concerned</u>
	<u>Passengers</u>	<u>Crew</u>	
Amoebiasis	—	4	3
Chickenpox	7	8	10
Dysentery	—	4	4
Gastro-Enteritis	5	1	2
German Measles	4	—	3
Infective Hepatitis	1	1	2
Influenza	2	1	2
Malaria	—	3	3
Measles	19	1	7
Miscellaneous	6	19	24
Mumps	6	1	6
Pneumonia	2	3	5
Pulmonary Tuberculosis	1	9	10
Non-Pulmonary Tuberculosis	1	5	6
Fever of Unknown Origin	—	5	3
Scabies	—	3	3
Smallpox (suspected)	—	1	1
Tonsillitis	5	5	6
Typhoid	—	4	4
Totals	59	78	104

Cases which have occurred on ships from foreign ports but have been disposed of before arrival.

Chickenpox	2	6	7
Dysentery	—	1	1
Gastro-Enteritis	1	1	2
German Measles	2	8	4
Infective Hepatitis	2	—	2
Influenza	3	1	3
Malaria	—	6	4
Measles	22	1	6
Miscellaneous	4	5	8
Mumps	7	3	9
Smallpox	—	1	1
Tonsillitis	—	3	2
Totals	43	36	49

Cases landed from other ships

Miscellaneous	—	3	3
Scabies	—	1	1
Tuberculosis	—	1	1
Typhoid	—	1	1
Totals	—	6	6

Typhoid Fever - s.s. "Orcares"

At midday on the 8th May, information was received from the Medical Superintendent of the P. & O. Orient Line, that a Utility Steward who had been admitted from s.s. "ORCADES" to the Seamen's Hospital at Greenwich on the 4th May had been diagnosed as suffering from Typhoid Fever.

He was admitted to the ship's hospital on the 30th April, having been ill for some days previously, but was free to go about the ship. It was not known at this time what his exact employment had been but he may have been handling food, so it was decided to take precautions accordingly.

It was arranged that the Company doctor, with the assistance of the Port Health Inspector in Tilbury Dock, should take specimens from all the catering staff to ascertain whether any of them were capable of passing on the infection. As it was possible that passengers who were disembarked on the 4th May and members of the crew who had gone on leave might be incubating the disease, it was decided to notify Medical Officers of Health of the districts to which the passengers and crew members had gone. There were some 1247 passengers and 419 crew members.

It was later established that this man had been employed only in the Goanese mess. It seems unlikely, therefore, that he would have been able to infect any of the passengers or crew other than the Goanese. Further, as the date of onset was about the 24th April and he joined the crew in Bombay on the 17th April, it is very unlikely that he contracted the disease on the ship though he himself was infectious.

In all the circumstances, in order to protect the public the measures taken were indicated by the facts as known on 8th May.

Typhoid Fever - m.v. "Arlanza"

On the 10th June 1964 a request was received from the Shipping Federation for advice as to the disposal of a Senior Engineer from the m.v. "ARLANZA" lying at that time in the Royal Victoria Dock. It appeared that this man had some slight abdominal complaint but had a history of contact with a confirmed case of typhoid fever in Aberdeen.

Because of this history this man was admitted to hospital for observation. He developed typhoid fever two days later and this was confirmed by telephone from the hospital on the evening of the 15th June.

Routine disinfection and surveillance procedures were started on the "ARLANZA" on the 16th June but that evening another telephone message was received from the Enteric Reference Laboratory at Colindale stating that it could not be guaranteed that the patient had not been excreting the typhoid bacillus during his incubation period. This altered the situation very considerably and it was decided to screen as many as possible of his contacts on the "ARLANZA" and to carry out a crash disinfection programme on the 17th June. The problem of time was acute as the ship was due to sail on the 18th June at 1300 hours.

As a result of considerable effort on the part of the Port Health Inspectors in the docks all the toilet and wash-hand basin facilities, all the galleys and all the dining accommodation on the ship were disinfected. In addition, specimens for bacteriological examination were taken from as many of the contacts as possible. In the cases where this was not possible contacts going home were notified to their local Medical Officer of Health.

Typhoid Fever - ss "City of Hull"

On the 10th July, 1964 it was reported that an Engineer from the s.s. "CITY OF HULL" who had been admitted to the Seamen's Hospital at Greenwich had been confirmed as a case of Typhoid Fever.

The patient, had not been home since December, 1963. The ship left Capetown on June 12th having spent some weeks coasting in the Port Elizabeth, East London, Durban, Laurencos Marques, and Beira areas. Before leaving Capetown on the homeward journey the ship took on a quantity of fresh milk which was distributed to individual members of the crew. Investigation of this milk was not possible and no evidence incriminating it was discovered.

From the 12th to 24th June the ship was on voyage to Las Palmas, and during this time, probably on the 20th June, the patient fell ill with headaches and a raised temperature. He did not go ashore at Las Palmas. The ship docked on the 29th June in London but the patient was not admitted to the Seamen's Hospital until 5th July.

The "CITY OF HULL" and three other ships to which some members of the crew of that ship had been transferred, had sailed from London before the diagnosis of Typhoid Fever was confirmed or this department knew the case. The Captains of the ships and the Port Health Authorities of the Ports to which they were bound, namely Hamburg, Montreal, Aden and Las Palmas, were informed so that appropriate action could be taken.

All the passengers who disembarked and those members of the crew who had gone on leave needed to be put under surveillance, and this presented a problem because of the postal dispute. An attempt was made to phone the Medical Officers of Health responsible for the districts concerned, but by this time on Friday evening many of these Health Departments had closed and the information could not be passed until the Monday morning.

The Seamen's Hospital had seen three other members of the crew in the casualty department on varying dates between the docking of the ship and the confirmation of Typhoid Fever in the patient. Their symptoms were not particularly suggestive of Typhoid Fever but as they had been left in a Seamen's Hostel in the East India Dock Road while under treatment it was thought advisable to admit them to the Hospital for observation. This was carried out with the invaluable assistance of the Medical Officer of Health for Poplar.

Although the patient did not go ashore in London he had several visitors on board, mainly representatives of engineering firms. These men were at some risk as they may well have been given food or drink by the patient. It must be remembered that there was a strong possibility that he was suffering from the disease for nineteen days before the diagnosis was confirmed. It was therefore felt that these men must be found and warned and placed under surveillance. This proved to be a difficult task but eventually all those whom the patient could remember as having visited him were traced and put under health control.

Paratyphoid - "Anco Spur"

On the 6th October, 1964, a letter was received from the Medical Officer of Health, Port of Liverpool, that the Swedish Tanker "ANCO SPUR" had arrived there on Friday the 2nd October and the Agents for the ship in Liverpool had informed him that a Messboy aged 17 had been hospitalised in Rotterdam on the 28th September and was thought to be suffering from Typhus Fever. Further, a Chief Steward aged 35 who had gone to Hamburg on private business had been hospitalised there with the same diagnosis. The letter further stated that the necessary measures to cleanse the ship had been taken and that the Chief Steward had been discharged from hospital on Friday 2nd October and rejoined the vessel while the messboy had been diagnosed and confirmed as suffering from Paratyphoid fever. This ship arrived in the Port of London on the 29th September, 1964 from Philadelphia, Lisbon and Rotterdam. She gave a completely clean bill of health and therefore was not boarded by the Boarding Medical Officer at Gravesend.

It then became a matter of following up all the contacts, i.e. the people who boarded the ship in the London River, in order that they might be placed under surveillance for paratyphoid fever. There was also the matter of the exact diagnosis for the Chief Steward. It was thought best to put everyone who had boarded the ship under surveillance and therefore the Inward Sea River and Docking Pilots, the Customs, Immigration and River Pilots, the Cargo Watcher, the Boatmen and Lightermen and the various representatives of firms were all notified to their local Medical Officer of Health.

m.v. "Roxburgh Castle" - Contaminated Water Supply.

The m.v. "Roxburgh Castle" arrived at Tilbury Dock on Saturday evening 4th April, 1964. The Port Health Inspector boarded her on Monday morning 6th April and carried out the initial inspection and investigation.

The ship had sailed from Capetown on 13th March, and called at Las Palmas on 25th March for bunkers and water, and at this point the domestic water tanks were nearly empty. After Las Palmas the ship was at Hamburg from 31st March to 1st April, and at Antwerp for one day, 3rd April, before coming to London. No water was taken on board between Las Palmas and London.

From normal enquiry on board it became apparent that at least ten different members of the crew had suffered from sickness and diarrhoea from 2nd April onwards, but as most ratings had paid off and left the ship, full particulars were not obtainable. The general hygienic standard of the catering department was satisfactory, and the only common item of food and drink that could be incriminated, bearing in mind the generalised outbreak of minor sickness in officers and crew, appeared to be the drinking water. Arrangements were made with St. Clement's Hospital Pathological Laboratory to test samples of drinking water from the Galley, Midship Pantry, P.O.'s Messroom, and the Sailors' Messroom. The following day provisional results obtained by telephone indicated faecal contamination in all the samples. The vessel's water supply was obviously unfit.

m.v. "Roxburgh Castle" was due to sail at 8 p.m. on the 7th April and as a matter of urgency the Port Health Inspector met on board the owners Marine Superintendent, and the ship's Master, Chief Engineer and Chief Officer.

The chlorination of all the ship's domestic water, which was contained in three tanks and amounted to 158 tons, was supervised. This included water taken at Tilbury the day before, when the tanks had been topped up.

The ship sailed for Capetown on 7th April and an undertaking was given that the ship's tanks would be cleaned out, examined internally for leakage, repaired if necessary and replenished at that port. The vessel had on board an adequate supply of Sodium Hypochlorite to be used after filling tanks.

The cause of the contamination will possibly never be discovered but there are three possibilities :-

- (a) Inadequate precautions taken with equipment hoses etc. when water was taken at Las Palmas: on 25th March.
- (b) Apart from a 12 ton tank in between deck, the other two tanks in the ship holding 73 tons each are in the double bottom. It is considered that this form of storage for drinking water is always hazardous, ships do touch bottom from time to time. This vessel, however, was dry-docked and surveyed in February this year when the D.B. water tanks were examined and cleaned, and the Master has no reason to think there was any seepage into these tanks from outside.

(c) Normal maintenance work on the fresh water circulating pump carried out by engine room staff could lead to contamination but enquiry on board produced no evidence to support this. Subsequently the owners received a letter from the ship at Dakar to the effect that there had been no further cases of sickness and that fresh water taken on there had been chlorinated to the required standard.

DENTON HOSPITAL

Although Denton Hospital has been taken over by the South East Metropolitan Regional Hospital Board under the National Health Services Act, the Port Health Authority continues to exercise, through the Senior and Assistant Port Medical Officers, the medical supervision of cases admitted to the hospital. The nursing and administrative control lies with the Dartford Hospital Management Committee.

Consultant advice on difficult cases is available through the Physician-Superintendent of Joyce Green Hospital, Dartford, who whenever necessary transfers cases there for special investigation and treatment.

The number of cases admitted to Denton Hospital in 1964 was as follows:-

Chickenpox	8
Chickenpox contact	1
Dermatitis	3
Influenza	2
Malaria	1
Measles	11
Measles contact	4
Miscellaneous	2
Pneumonia	1
Rubella	1
Tonsillitis	5
Follicular Tonsillitis	1
	40

SECTION X

OBSERVATIONS ON THE OCCURRENCE OF MALARIA ON SHIPS

Nine cases of Malaria (all seamen) were reported on ships during the year under review. This compares with six cases in 1963.

Six of the seamen were well on arrival, and the other three were admitted to hospital on arrival in London.

A notice giving advice on the Chief Precautions and Treatment of Malaria is issued by the Ministry of Transport and should be on board every British ship.

SECTION XI

MEASURES TAKEN AGAINST SHIPS INFECTED OR SUSPECTED OF PLAGUE

No ships infected with or suspected of plague arrived during the year.

SECTION XII

MEASURES AGAINST RODENTS IN SHIPS FROM FOREIGN PORTS

The statutory authority for this important function is contained in Regulations 19 - 21 of The Public Health (Ships) Regulations, 1952-1963 (implementing the provisions of Article 52 of the International Sanitary Regulations, 1951), The Prevention of Damage by Pests Act, 1949 and the Prevention of Damage by Pests (Application to Shipping) Order, 1951-56. To undertake this responsibility, the Port Health Authority employs a competent and experienced staff of sixteen Rodent Inspectors, who exercise control measures on ships and over the shore premises within the Docks. The three aspects of control are, to prevent the importation of rodents by sea or land transport, to prevent infestations within the Docks, and to curtail any movement of rodents within the Port, so it is imperative that all the staff work as a team throughout. In all circumstances, the operations are carried through under the general supervision of the Port Health Inspectors.

To a great extent the International Sanitary Regulations assist in the prevention of rodents being imported by sea, for all foreign-going ships are obliged to have a Deratting or Deratting Exemption Certificate according to the conditions on board at the time of inspection by the Port Health Authority issuing the Certificate. The certificate must be on the prescribed form and is valid for six months. A thorough inspection must be made of all compartments of the ship when empty to provide the comprehensive information to be recorded on the Certificate. Similar action is taken in respect of coasting ships, an appropriate certificate is issued and remains valid for four months.

Apart from these requirements all ships are inspected on arrival at the terminal berth for evidence of rodents and the procuring of specimens for bacteriological examination, particularly from those ships arriving from ports that are likely to be or are infected with plague. It is customary to attend all ships in order of priority as soon as practicable after arrival at the berth and, if possible, before any disturbance aboard so as to gain the advantage of more conclusive rodent indications.

The incidence of rodents being imported into the Docks by land transport has gradually diminished and this can be attributed partly to the more hygienic construction of installations and routine attention given to them by health authorities. However, it has been noted that transportation of agricultural produce tends to attract mice, which are more elusive than rats and create circumstances which call for specific modes of control. Cargoes of seeds from the Continent have been particularly vulnerable to mice infestations, while grains, animal feed and organic material are more attractive to rats. As with the land transports, so with the water-borne traffic it has been noted that where the standard of sanitation has been raised, the incidence of infestations has been proportionately reduced, and the transport enterprises have been encouraged accordingly.

Rodenticides.

The range of chemical rodenticides used during the year included, sulphur dioxide, hydrogen cyanide, methyl bromide, blood anti-coagulant, sodium-fluoroacetate and sodium-fluoroacetimide. Not one of these alone is a panacea for all circumstances and conditions. It has been customary to use methyl bromide or sulphur dioxide on lighters, sodium-fluoroacetate and sodium-fluoroacetimide aboard ships and the anti-coagulants in shore premises as a general principle. Hydrogen cyanide has slowly lost popularity as a fumigant on vessels in favour of methyl bromide, particularly when the compartments have contained infested cargo, since the latter has more penetrating qualities and acts as an insecticide as well as rodenticide. Because of relative operational simplicity, sulphur dioxide has found popularity with lighters in need of deratting. The pungent nature of the gas reduces risks of fatality among the semi-skilled labour force employed, and it is quite effective as a rodenticide when properly applied.

The overall results for the year are quite satisfactory and the rodents actually recovered include :-

	<u>Rats</u>		<u>Mice.</u>
Ships	812	Ships	151
Shore	<u>1,693</u>	Shore	<u>1,714</u>
	<u>2,505</u>		<u>1,865</u>

This represents a numerical drop compared with last year, when 3,131 rats and 2,601 mice were destroyed, although there has been no relaxation of effort. The reduction may well be due to the consistent drive to eliminate rodent harbourages ashore and afloat.

The number of dead rodents actually recovered is but one facet of the work. When the fecundity of these pests is considered, the full effect of continuous control must include the arrest of the enormous breeding potential. The decline of infestation aboard sea-going ships was almost dramatic, while operations on the harbour lighters proved to be of immense value in preventing the spread of infestations around the Port, in providing a reliable check on the health of the rats in the Port and, of course, in reducing the number resident to breed and cause economic losses to food and property. Of the 64 rats submitted for bacteriological examination to the Public Health Laboratory Service, none were found to be affected with P.pestis.

Continuous Control of Rats on Sea-going Ships.

In recent years, some ship owners, in an endeavour to reduce the rat population aboard their vessels, have had them fitted with permanent boxes, containing warfarin, a blood anti-coagulant bait. As these baits must remain rat attractive for fairly long periods a fungicide is added to the prepared baits to prevent deterioration.

This system of control relies on adequate coverage of all hold spaces, fore-castle head spaces and tonnage hatches. Each baiting box contains about 1 lb of bait and the boxes are fitted on both sides of the vessel in each compartment. The total number of boxes installed in a ship varies with the size and the number of decks. Surveys of vessels subject to this form of control indicate an average number of baiting points of seventy-five per ship.

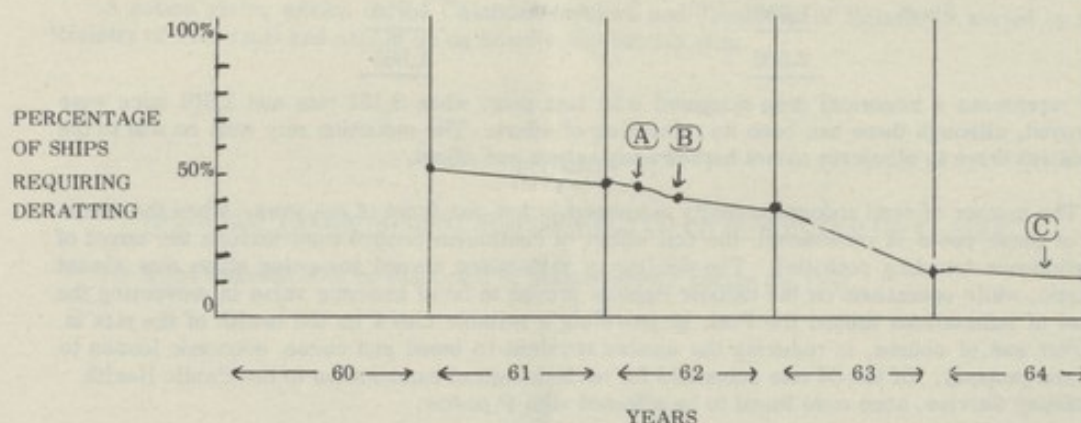
After the initial installation, it is necessary for the baiting boxes to be regularly serviced. This is normally carried out by the servicing pest control contractor. Apart from replenishing all boxes at the end of each voyage, many require replacement or repair, having been damaged during cargo operations.

The shipowners engaged in trading with West African ports have always had a difficult problem with rat re-infestations during each voyage. Hydrogen cyanide fumigation and later treatments with sodium-fluoroacetate ("1080") were frequently necessary. The Warfarin control was first used in February, 1962 and since then it has been extended to other ships. The rat populations have been reduced considerably as a result. When vessels, fitted with these boxes, have been discharged a few dead rats have been recovered frequently from the cargo. During this year, no considerable rat infestation has been discovered in a "controlled ship."

Whilst other factors have contributed to the reduction of rat infestations on merchant vessels, such as the modern rat proof construction of ships and more attention given to rodent control measures at international seaports, the following figures indicate the progress made since continuous control was introduced three years ago.

ISSUE OF DERATTING/DERATTING EXEMPTION CERTIFICATES
WEST AFRICAN TRADERS - TILBURY DOCK

Year	Deratting Certificates	Deratting Exemption Certificates	Percentage Requiring Deratting
1960	30	27	52%
1961	33	36	47%
1962	25	40	38%
1963	8	51	13%
1964	6	47	11%



WEST AFRICAN TRADE CAN BE CONVENIENTLY BROKEN DOWN INTO 3 SEPARATE UNITS
BASED ON MANAGEMENT - A. B. C. - THE ABOVE DIAGRAM REPRESENTS THEIR ADOPTION OF
WARFARIN CONTROL.

Effective Rodent Control with Sodium-Fluoroacetate

After much has been spoken, speculated upon and written about the toxicity of this rodenticide and about the stringent precautions that are imperative while dispensing it and in operational techniques, it is stimulating to record the benefits derived from its careful application in this Port.

For fifteen years it has been used effectively to destroy rat infestations which would, undoubtedly, have survived without this lethal bait. Extermination is relatively quick compared with other popular rodenticides and this factor is of importance in a major and busy seaport such as London. During this period many specific incidents have convincingly demonstrated the value of this chemical in the 'armoury' of the rodent control organisation.

Mention is made here about one of the Dock Groups which has always been and is yet particularly vulnerable to rat infestations. It is a terminal for ships covering most international trade routes, receives many rat-attractive cargoes and provides a considerable amount of rat harbourage. Persistent effort has continued over the years to reduce and maintain the rat population to a minimum and success has been achieved in good measure by using this poison, without which the Staff would have laboured in frustration.

RODENT CONTROL ON LIGHTERS

Rodent control on lighters always has a special significance insofar as the results indicate fairly accurately the conditions and trends in the whole Port. It is a feature which has the unstinted attention of the rodent control staff stationed on the River, one of whom spends the greater part of his time with a launch on this work. Because these craft ply between points and ships scattered throughout the Port and carry a variety of rodent attractive cargoes imported from all parts of the world, rodent control on them provides an excellent opportunity of detecting rodent diseases before they can become firmly established at the terminal berths or in the warehouses. It is gratifying that the staff have the full support of all sections of the Industry both in the commercial field and in the lighter repair yards, where most of the deratting work is carried out by fumigation under their supervision. Prevention is better than cure and much stress has been laid on the technique of rodent-proofing of the craft compartments to eliminate favourable conditions for hiding, breeding and communications.

It has been unfortunate that because of absence of staff through illness there has been a reduction in the number of inspections made during the year. However, the overall conclusions are encouraging, as shown in the following tables. One noteworthy point which has arisen is the need to have and retain a sufficient and enthusiastic rodent control staff if the spectacular results achieved in this Port are to be maintained. Whereas rats were considered an inevitable nuisance in lighters only ten years ago, their presence is now promptly reported and measures taken for their extermination.

SUMMARY

Number of Lighters inspected	2,062
Number of Lighters without evidence	1,891
Number with negligible evidence	122
Number of Lighters treated for Rats	49
Number of dead rats recovered	195
Number of Rats sent for bacteriological examination with negative results for P.pestis.	10

RODENT CONTROL ON LIGHTERS 1955 - 1964.

Year	Lighters Inspected	% Lighters with no evidence	% Lighters negligible evidence	% Lighters treated	Rats recovered	Average Rats per lighter
1955	3,142	86.1%	10.4%	3.5%	820	7.3
1956	2,492	84.0%	11.5%	4.5%	689	6.0
1957	3,746	85.3%	10.4%	4.3%	849	10.9
1958	2,714	87.9%	8.5%	3.6%	797	8.1
1959	2,217	81.0%	13.2%	5.8%	723	5.7
1960	7,207	86.3%	12.4%	1.3%	552	5.9
1961	6,366	84.9%	13.5%	1.6%	848	8.1
1962	3,793	86.8%	11.7%	1.5%	483	8.5
1963	5,408	89.0%	9.4%	1.6%	732	8.4
1964	2,062	91.7%	6.0%	2.3%	195	4.0
Average 1955-64	3,915	86.3%	10.7%	3.0%	669	7.3

TABLE E

Rodents destroyed (bodies recovered) during the year in ships and in shore premises.

(1) On vessels

Number of	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
Black Rats	27	93	69	99	57	10	114	47	82	112	69	21	800
Brown Rats	-	-	-	-	-	-	-	7	-	5	-	-	12
Rats examined	10	4	3	6	2	1	2	2	4	9	2	-	45
Rats infected with Plague	-	-	-	-	-	-	-	-	-	-	-	-	-

(2) In Docks, Quays, Wharves and Warehouses

Number of	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
Black Rats	46	30	18	29	20	28	20	81	50	63	33	30	448
Brown Rats	109	92	61	88	212	27	119	141	110	109	106	71	1,245
Rats examined	-	1	1	5	-	-	1	4	-	3	4	-	19
Rats infected with	-	-	-	-	-	-	-	-	-	-	-	-	-

1,865 mice were also destroyed; 151 in ships and 1,714 in shore premises.

TABLE F

Deratting Certificates and Deratting Exemption Certificates issued during the year for Ships from Foreign Ports.

NO. OF DERATTING CERTIFICATES ISSUED						Number of Deratting Exemption Certificates Issued	Total Certificates Issued
After Fumigation with		After Trapping	After Poisoning	After Trapping and Poisoning	Total		
HCN	Other Fumigants (state method)						
1.	2.	3.	4.	4 (a)	5	6.	7.
2	Nil	Nil	"1080" 41	Nil	43	1,069	1,112

PREVENTION OF DAMAGE BY PESTS (APPLICATION TO SHIPPING) ORDERS 1951-56

During the year 12 Rodent Control Certificates were issued to coastwise ships as provided for by the terms of the Prevention of Damage by Pests (Application to Shipping) Order, 1951-56.

SECTION XIII

INSPECTION OF SHIPS FOR NUISANCES

TABLE G

<u>Inspections and Notices</u>	<u>No. of Vessels</u>
Number of vessels visited by Port Health Inspectors	15,193
Number of vessels on which sanitary defects were found, and details reported to the Master, Owners and/or Ministry of Transport	1,200
Number of statutory Notices served	Nil
Number of vessels on which sanitary defects were remedied	1,196

Summary of Structural and other Defects										
Inadequate ventilation	2
Defective or Insufficient Heating	7
Condensation	5
Leaking Decks	14
Leaking Ports, Decklights, etc.	7
Defective or Obstructed Floor Drainage	11
Water lodging on top of Peak Tanks	3
Defective Bulkheads	4
do. Floors	12
do. Chain Pipes	1
do. Food Lockers	9
do. Food Storage	26
do. Cooking Arrangements	54
Water Closets - Obsolete	4
do. Defective	36
do. Foul or Choked	23
do. Inadequate Flush	14
Wash Basins - Defective	32
do. Foul	17
Neglected Paintwork or Distemper	37
Misappropriation of Crew Spaces	5
Verminous Quarters	75
Dirty Quarters	744
Miscellaneous	64
									TOTAL	1,200

SECTION XIV

PUBLIC HEALTH (SHELLFISH) REGULATIONS, 1934

The Public Health (Shellfish) Regulations, 1934, confer powers on a local authority whereby on receipt of a report of their Medical Officer of Health that the consumption of shellfish taken from a laying is likely to cause danger to public health, they may make an Order prohibiting the distribution for sale for human consumption of shellfish taken from the laying either absolutely or subject to such exceptions and conditions as they think proper, having regard to the interests of the Public Health.

Two such Orders have been made. The first in 1936, covering the public and private layings bordering the part of the foreshore of the Estuary of the River Thames between Canvey Island and Shoeburyness; and the second, in 1957, covering the foreshore or waters bordering that part of the Estuary of the River Thames or any tributary thereof, between Garrison Point, Sheerness, and Warden Point in the Isle of Sheppey.

Export of Portuguese Oysters from River Roach

The adverse effects of the severe winter of 1962/63 were mentioned in the Annual Report for 1963. As a result of that winter, the severity of which was felt over most of Europe, the oyster layings in the River Roach and adjacent creeks were at a stand-still for many months. Indeed the trade in Native oysters has still not recovered.

The trade in Portuguese oysters has however received an unexpected boost by the establishment of an import - re-export trade. The River Roach and Barling Hall Creek have proved to be suitable areas for "fattening" Portuguese oysters. Thus, during the spring of 1964 some 500,000 Portuguese oysters (*Ostrea Angulata*) were imported for fattening from Coimbra area of Portugal, were laid in suitable beds in the area and were eventually re-exported "ready for the table" to France.

This has entailed co-operation between the Oyster Company concerned, the Public Health Laboratory Service, the Ministry of Agriculture Fisheries and Food (Marine Laboratories), and the Port Health Authority.

Although the River Roach is not a "prescribed area" and there has never been any restrictions on its oyster beds there is always the possibility of faecal contamination. It therefore was decided as a safety measure that all oysters should be passed through a Cleansing Station. The procedure enabled the Medical Officer of Health to sign a Certificate of Purity which was asked for by the French Authorities.

The Ministry of Agriculture Fisheries and Food Marine Laboratories provided technical advice, and some existing tanks were adapted as a Cleansing Station. Samples of oysters which had been cleansed in this station were drawn at regular intervals from August onwards and examined at the Public Health Laboratory at Chelmsford.

From October there was a weekly despatch of oysters to Paris, some 30,000 at a time, all duly graded as to size and suitably packed in baskets of 100 oysters each. Each batch was accompanied by a Certificate of Purity from the Port of London Health Authority in whose very extended district this Export Drive has taken place.

SECTION XV

MEDICAL INSPECTION OF ALIENS AND COMMONWEALTH IMMIGRANTS

1. List of Medical Inspectors holding warrants of appointment on 31st December, 1964:—

Dr. W.G. Swann, Dr. W.T. Rougier Chapman, Dr. G.W. Aston, Dr. P.J. Roden, Dr. D.T. Jones, Dr. R.M. Best, Dr. W.D.L. Smith, Dr. A.J. Fairrie, Dr. H. Willoughby, Dr. J.A. Jones, Dr. Marion Ravell, Dr. C.D. MacCarthy, Dr. A.W. Hagger, Dr. R.G. Dewhurst, Dr. R.G.W. Moore, Dr. A.G. Rickenback, Dr. D.J. Avery, Dr. B. Dalton, Dr. J. Oakley, Dr. P.R. Browne, Dr. J.C. Wishart, Dr. M.J. Catton, Dr. W. Stott, Dr. J.F. Lown, Dr. R.N. Herson, Dr. W.T.G. Boul, Dr. W.E. Hutchinson, Dr. G.B. Smart.

2. List of other staff engaged on the work:—

Clerical staff at the central office.

3. Organisation of the work:—

Aliens and Commonwealth Immigrants are medically examined, at the request of an Immigration Officer of the Home Office, on arrival in the Port by the Medical Inspector, who is either the Boarding Medical Officer or a part-time Medical Inspector called in to deal with a particular ship. A 24 hour a day boarding service is maintained at Gravesend. Since the inception of the Commonwealth Immigrants Act the larger passenger ships have been boarded at Ports of call prior to their arrival in London, i.e. Brixham or Le Havre.

4. Alien Arrivals.

(a) Total number of arriving ships carrying aliens	3,168
(b) Total number of aliens —	
(i) arriving at the port	32,915
(ii) medically examined	82
(c) Certificates issued	Nil.

Commonwealth Immigrants Arrivals

Commonwealth citizens subject to control	13,562
Commonwealth citizens examined	670
Certificates issues	2
Ships boarded by members of the panel of doctors	
Le Havre	1
Brixham	16
London	62
	<u>79</u>

5. Medical examination of aliens and commonwealth immigrants is carried out on board ship. Where necessary Red Cross nurses are engaged as chaperons.

SECTION XVI

MISCELLANEOUS

Arrangements for the burial on shore of persons who have died on board ship from infectious disease. No change.

SCORPION INFESTED TIMBER CARGO

The advice of this Authority's Officers was sought on the possible danger to cargo handlers arising from a type of insect found among the timber cargo on board a ship in the West India Dock.

On examination of a specimen it was found to be an Indian scorpion of approximately 3' in length.

A thorough search of the vessel was made and the cargo handlers were questioned about the possible extent of the infestation. Several scorpions of varying size and colour had been seen and killed and it was decided that spraying with a heavy Pyrethrum based insecticide should be undertaken whilst the discharge of the cargo took place. This resulted in further scorpions being killed.

A live specimen was sent to the London Zoo who stated that it was a fine specimen of Indian female scorpion of which they had only one other specimen.

The Dark Smoke (Permitted Periods) (Vessels) Regulations, 1958.

It has been another year of cautious optimism and experience has confirmed the awareness of the Shipping Industry of the requirements of the Regulations and of the determination of the Authority to enforce them. More Inspectors have studied and qualified as Smoke Inspectors. On many occasions during the year, the combination of tact and advice has minimised smoke emissions and sustained good relations between all concerned.

Unlike permanent shore establishment shipping is more subject to changes in circumstances, particularly coal burning ships, for example the suitability of available fuel, competency of stokers, and the range of efficiency of installations. Furthermore, the demands for steam are more intermittent and variable aboard ship in port, particularly some harbour craft giving rise to periods, of incomplete combustion and inevitable emission of dark smoke. All ships, of course, must prepare for sea and incomplete combustion cannot be avoided while the installation is cold. This has been considered and is a 'defence' in the Regulations, a fact not always realised by members of the general public who witness the pall of smoke from the ship. Nevertheless, the duration and density of such emissions are not disregarded by the Inspectors, who are capable of assessing the technical aspects of the operation and preventing exploitation of the 'defence'.

Making a smoke observation can be a depressing occupation, particularly when the emission appears to be offensive. Time drags to the extent that the observer's mind tends to exaggerate the circumstances. It is, therefore, of paramount importance to keep a true sense of judgment throughout and to secure a witness whenever possible.

It is quite possible for a ship to emit a very large volume of smoke slightly less than the Dark Smoke shade Ringelmann 2 and in some weather conditions, to considerably pollute the atmosphere without infringement of the Regulations. However admissible this may be, it is unfortunate that some seafarers believe that there is no restriction on the amount of smoke that may be emitted, providing it is not Dark Smoke. This being the case, it emphasises the need for tactful approach to ensure that such emissions are kept to a practical minimum.

Generally, the internal combustion engine continues to displace the steam engine and oil-fired boiler and the pattern of atmospheric pollution is changing from one of grit and soot to one of offensive sulphur gases. Such complaints have been received from the tenants of dwellings on the fringe of the Docks and have been investigated, but no positive solution has been found.

The policy of boarding offending vessels promptly to curtail smoke emissions has been continued and the efforts have nearly always met with success. It would appear that most of these spasmodic incidents arise from foreign vessels where the engineers have not become fully acquainted with the Regulations and from British vessels where there is sometimes a suggestion of apathy in the stokenold. Enquiries indicate that in these days of full employment there seems to be some difficulty in recruiting the desired type of stokers ready to accept the traditional discipline of the British seafarer.

Officially recorded action taken during the year included :-

Prosecution	1 (Successful)
Statutory Notices served	6
Informal Notices and Warnings	22

PUBLIC HEALTH ACT, 1936, PART X-CANAL BOATS

Four inspections of canal boats were made during the year. No canal boats were found to have any defects.

LOADING AND TRANSPORT OF REFUSE BY LIGHTERSBye-Laws for the Prevention of Nuisance arising from Refuse in or upon any Ship, Boat or Vessel.

The Port Health Inspectors stationed on the River Districts keep watch upon the loading conditions at the refuse wharves and also ensure that the refuse lighters are properly covered during their passage down river.

During the year one infringement of the Bye-Laws was reported and successful legal proceedings taken.

HOUSEBOATS AT BENFLEET

The Essex County Council Act, 1952 provides that the mooring of any houseboats within the County shall not be lawful without the consent of the Council of the district in which the houseboat is situated and that the Council may require the owner or occupier to remove or to demolish any houseboat not authorised by them.

However, the Port Health Authority are still held responsible under the Public Health (London) Act, 1936 for the sanitary supervision of houseboats coming within the jurisdiction of the Port Health Authority, although, according to the Essex County Council Act 1952, the local Council in Essex are responsible for licensing houseboats and establishing conditions under which such licenses will be granted.

The responsibility of the Port Health Authority in relation to the sanitary supervision of houseboats has been acknowledged by Section 212 of the Essex County Council Act, 1952 which provides *inter alia* that no license shall be given to moor a houseboat within the Port of London without the previous consent of the Corporation of London as the Port Health Authority of the Port of London. During the year, the Benfleet Urban District Council granted temporary licenses to twenty-one houseboats, no objections to these applications being raised by the Port Health Authority.

It is anticipated that this number will gradually diminish for various reasons and it has been noted that less of the craft appear to be used for permanent habitation. The new factor for consideration, apart from the sanitary conditions of the houseboats, is the environmental conditions of the permanent moorings which could be prejudicial to health. These will be considered with other aspects in full co-operation with the Local Council.

DANGEROUS DRUGS

During the year thirty-one certificates authorising the purchase of scheduled Dangerous Drugs were issued under the Dangerous Drugs Regulations, 1953, Regulation 13 (2) of which is as follows:—

- (a) The master of a foreign ship which is in a port in Great Britain shall be authorised to procure such quantity of drugs and preparations as may be certified by the medical officer of health of the port health authority within whose jurisdiction the ship is or, in his absence, by the assistant medical officer of health, to be necessary for the equipment of the ship until it reaches its home port.
- (b) A person who supplies a drug or preparation in accordance with a certificate given under this paragraph shall retain the certificate and mark it with the date on which the drug or preparation was supplied and keep it on his premises so as to be at all times available for inspection.

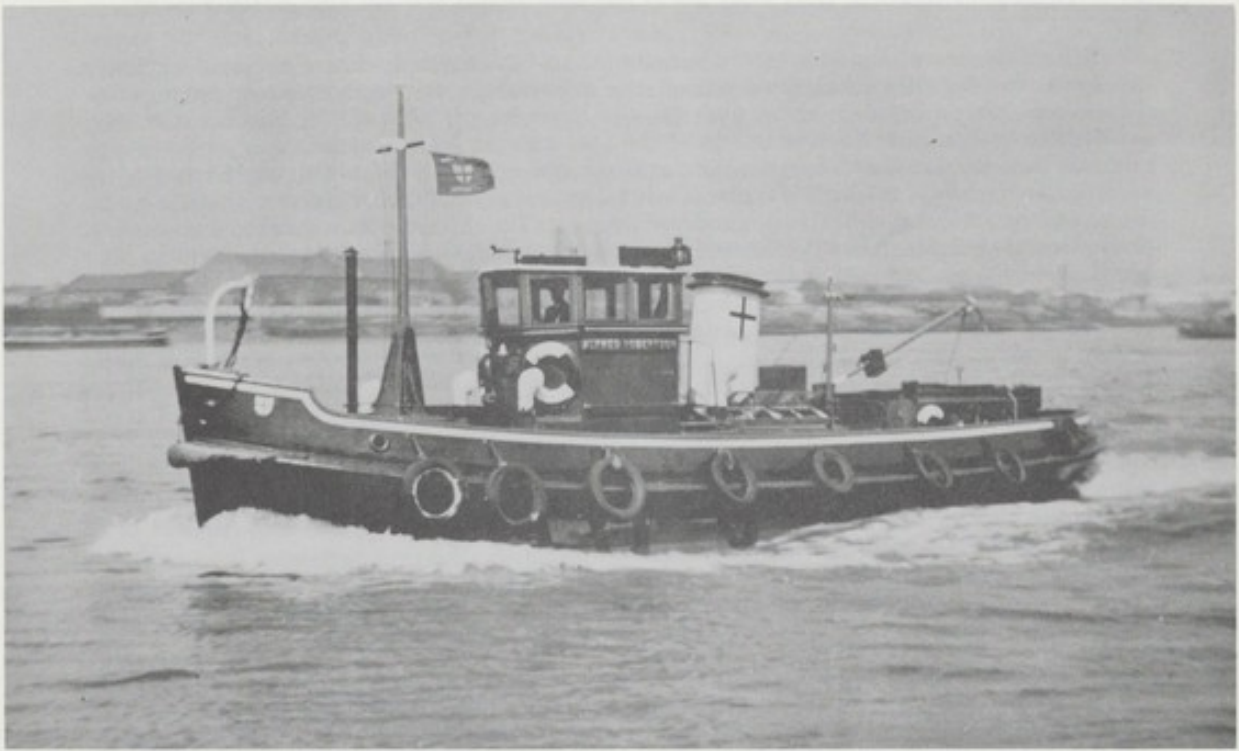
PIGEON CONTROL

While the feral pigeon problem remains there must be vigilance to counter incursions of flocks from outside roosting sites. Such roosting centres as exist in the Docks are given regular attention with a view to the elimination of nesting and the destruction of eggs. The usual places frequented by the flocks include the granaries, although any centres where food is available receive a quota.

Controlling procedure continues on the same pattern. Sporadic operations are carried out by an expert private Contractor employed by the Port of London Authority while some regular control measures are adopted by tenants within the Docks, using their own employees to trap birds and destroy eggs. Operational techniques include the use of narcotic bait and the subsequent destruction of the birds recovered while under the influence of the narcotic. These operations are, of course, conducted when the Docks are not working normally in the early morning when pigeons frequent the Docks to feed.

There has been less evidence of fouling of premises and of damage done by pigeons. No major complaint has been received, and minor complaints have been negligible.

Number of birds trapped	712
Number of eggs destroyed	496
Number of birds narcotised	8,717



m.l. "Alfred Robertson"



m.l. "Victor Allcard"

m.l. "Alfred Robertson"

Since being commissioned in 1937 this motor launch has efficiently rendered almost continuous service to the Authority in every aspect of duty afloat within its limits of power and capacity.

Built to the traditional, robust design of the age, with the rather sophisticated form of a tug-boat, the launch was able to withstand the rigorous demands of the busy Tideway traffic and especially the congested pockets of lighters. The high standard of maintenance carried out by the crews and the various modifications introduced during its life and contributed to make the launch a worthy representative of the Port Health Authority. Although not endowed with a spectacular speed, there was no lack of stamina and reliability.

The 'Alfred Robertson' is due to go out of service in the New Year.

m.l. "Victor Allcard"

Built as its successor the m.l. 'Victor Allcard' has modern features which eclipse those of the 'Alfred Robertson' in relation to profile, efficiency and amenities for the crew. Generally, the construction details and performance are commensurate with the higher standards required of an efficient port health service in a major seaport.

Although equally robust in construction and with several details in excess of Lloyd's Specification requirements, the attractive form of the hull and superstructure have not been impaired.

Adequate flare at the bows has been provided to cater for turbulent waters of the Estuary and the need for an increase of speed has been met within reasonable limits. The overall control of the launch's movements by the Navigator, the R/T communications with harbour services and sea-going vessels and the improved Ambulance Room facilities contribute to the features in advance of the predecessor. May she be equally successful in serving the Authority.

VISITORS AND STUDENTS

There has been a continued decline in the number of individual overseas students sponsored by Fellowships for study of port health organisation and practices which may indicate that the supply of trained personnel to the developing countries has reached the objective for the time being. Many of those trained here will now occupy senior appointments and be able to instruct junior colleagues and new entrants in the home ports. Nevertheless, those who received instruction included public health inspectors from: ADEN, CEYLON, DAR-ES-SALAAM, HONG-KONG, IRAN, ISRAEL, LIBERIA, MALAYA, NIGERIA, SPAIN, THAILAND and TANGANYIKA.

There is a growing demand for instruction to student public health inspectors from local authorities and twenty-nine students have received tuition during the year.

As distinct from this individual tuition, there are many who come as organised groups from centres of health education to study the particular aspects of the work of the Port Health Authority. Such centres include :-

London School of Hygiene and Tropical Medicine.
Royal Institute of Public Health and Hygiene,
University of London Institute of Education
Educational Interchange Council (Incorporated)
National Society for Clean Air
Tottenham Technical College.

To accommodate the purpose of these visits fully throws an occasional heavy strain upon the resources of the field staff, but this is cheerfully borne for the sake of public health and the extension of good relations between the Authority and those represented.

FOOD HYGIENE (DOCKS CARRIERS, etc.) REGULATIONS, 1960

Since the commencement of these Regulations in November, 1960 several noteworthy improvements have been made in the handling of imported meats, equipment and vehicles. Personnel and premises also have been subject to an informal code of practice which resulted from a series of meetings held with the various interested parties. During the year the Inspectors in the docks endeavoured to maintain a good standard of practice, and where necessary brought pressure to bear to maintain the gains achieved and to resist any reversion to old customs and habits. In general, verbal warnings were sufficient, indicating the goodwill and co-operation existing between responsible officials and managers and the Port Health Inspectors. On one occasion, however, it was necessary to take proceedings against a road haulage company for using a dirty vehicle, the resultant prosecution being successful.

In consultation with the Port Health staff one of the major meat importing companies has improved its meat cutting store in the Victoria Dock. Two band saws, which were unsuitably situated, have been removed and one of them re-instated with drainage in a newly constructed cutting room. A new hot water supply has been installed for washing down the premises and equipment with suitable provision for the personnel to wash their hands. All these provisions were in full operation by the latter part of the year. To implement and maintain the requirements of these Regulations in the Docks has demanded tenacity tempered with patience during a period when the Port has been passing through various stages of modification and sensitive industrial relations.

However, improvements in facilities for dock workers who handle unprotected foods, particularly meat, may result from a different approach to the method of employing dock labour. It may be possible then for employers to provide changing rooms, washing facilities, toilets and protective clothing in purpose designed buildings which will do much to improve working conditions and hygiene in general.

FOOD INSPECTION

The total amount of foodstuffs detained for examination and either condemned as unfit for human consumption and destroyed or otherwise disposed of under guarantee and supervision was 5,529 tons. 15 cwts. 0 qrs. 2 lbs.

The following is a summary showing methods of disposal:—

	<u>Weight</u>				<u>Comparable Weight 1963</u>			
	<u>tons</u>	<u>cwts</u>	<u>qrs.</u>	<u>lbs.</u>	<u>tons</u>	<u>cwts.</u>	<u>qrs.</u>	<u>lbs.</u>
Burnt	43	6	1	1	112	14	1	4
Buried	2,006	7	3	6	2,874	16	0	20
Contractor	22	2	1	23	32	13	1	6
* Other Districts	1,796	13	0	8	2,772	14	2	14
* Animal Feeding	646	16	0	17	148	5	3	11
* Refining	571	7	2	10	133	3	1	20
Re-exported	443	1	2	21	539	10	3	9
TOTALS	5,529	15	0	2	6,613	18	2	0

Items marked * were released with the agreement of and under the supervision of local medical officers of health.

Of the 5,529 tons listed above, the principal items and methods of disposal consisted of:—

<u>Burnt</u>	<u>Tons</u>	<u>Cwts.</u>
254 ctns. 155 cases, 3,819 tins, 441 jars and 62 tubes of juices, pulps, fruits, vegetables, meat and fish — burst, blown, broken or leaky.	18
120 Bags dock-water damaged and dirty tea	3
157 Bags loose-collected and dirty offal	3
8 ctns curried goat — no official certificates	3
Quantity ships rejected stores	12
3 Boxes dock-water damaged and loose collected butter	3
5 Boxes dirty butter-oil	5
1 Bale dock-water damaged cocoa-butter	1
28 Ctns wasty and mouldy fruit	11
87 Ctns wet-damaged raisins	3
3 Cases wasty pears	1

	Tons	Cwts.
74 Cases rodent damaged and wasty grapefruit	1	6
10 Boxes rodent damaged figs		2
1 Cask dirt contaminated olives		4
Quantity banana and banana waste	4	14
25 Cases oil damaged prunes		7
19 Cases wasty oranges		8
6 Crates wasty garlic		1
40 Baskets wasty tomatoes		4
26 Bags rodent damaged peas		17
3 Boxes wasty potatoes		1
40 Bags wet-damaged and rotted carrots		19
10 Bags rice sweepings		9
12 Ctns rodent and wet-damaged macaroni		5
36 Bags wet-damaged and mouldy groundnuts		18
Quantity amber honey contaminated with extraneous matter		3
Contents of 4 broken casks of chutney		4
1 Barrel dock-water damaged agar-agar		1
2 Casks contaminated ginger		3
2 Bags dirty sugar		3
6 Crates wasty garlic		1
6 Bags rodent damaged dhal		6
19 Bags dock-water damaged and contaminated flour.. .. .	1	1
3 Bags rodent damaged pearl barley		3

Buried

2,587 ctns, 238 cases, 15,070 tins, 995 Jars and 30 barrels Juices, fruits, pulps, vegetables, meat and fish – burst, blown, broken or leaky	98	18
Quantity banana waste	1,535	14
40 Baskets wasty fruit		7
54 Cases wasty pineapple		16
68 cases wasty oranges	4	17
57 Ctns wet damaged and mouldy dried fruit		11
749 Ctns wasty and rat infested melons	13	6
Quantity loose-collected and dirty mango slices		1
11 Ctns dock-water damaged peaches		3
3 Ctns dock-water damaged and mouldy apricots		1
5 Bags Rodent Damaged Figs		1
1910 Bags wasty and soft wet Onions	37	13
84 Bags dirty and wet rice and rice sweepings	6	9
413 Bags wasty and decomposing potatoes	9	2
236 Bags of coriander seed sweepings	4	18
Quantity damaged wheat	4	18
100 Bags damaged peas	4	15
5235 Ctns wasty celery	123	15
113 Crates wasty garlic	2	18
266 Crates wasty yams	10	10
1 Bag beetle infested lentils		1
4183 Bags wasty carrots	52	13
21 Baskets wasty tomatoes		8
3 Bags dock water damaged wheat germ		3
25 Ctns uncertificated canned meat		6
4 Ctns dock water damaged beef livers		1
2 Cases unsound and uncertificated casings		4
5 Dock water damaged lambs		1
Quantity mouldy sheep kidneys		6
31 Broken casks pickles – contents dirty		14
6 Casks Chutney – casks open and contents dirty		10
201 Ctns damaged onion powder	5	0
3 Bags spices – bags open and contents dirty		2
5 Casks orange juice – Heads damaged and contents dirty	1	3
2 Casks lime juice and lime skins-contents damaged		7
6 Ctns dirty and wet damaged tea		6
153 Bags mildewed and dock water damaged nuts	11	6
1 Stained bag cocoa		1
66 Ctns wet and rodent damaged macaroni		19
Quantity weather damaged sugar	60	0
500 Ctns unfit peeled shrimps.. .. .	4	5
247 Cases wasty and running margarine	2	5
1 Bag bacteriologically contaminated milk powder		1
Quantity decomposing ships Refrigerated stores		10
Quantity Ships rejected stores		14
3 Cases dock-water damaged brandy		1

<u>Contractors</u>	<u>tons</u>	<u>cwts</u>
118 Lambs, 74 rabbits, 20 sheep, 10 ewes, 264 ctns ox meat, 94 ctns beef, 8 ctns veal, 39 livers, 7 ctns butter, parts ex 24 lambs and 2 sheep and quantity other meat and offal, dirty, diseased, damaged, stained, bacteriologically contaminated, iced and dock-water damaged	22	0
<u>Other Districts</u>		
3783 Ctns boneless meats - salmonellae contamination-sterilisation	111	16
8 Bags loose-collected and dirty meat - sterilisation		3
788 Quarters paint tainted meat - for ozonisation	55	16
182 Qtrs fire damaged beef - for sterilisation	11	5
4615 Ctns bacteriologically contaminated beef - for sterilisation	124	18
631 Ctns salmonellae contaminated cow-meat for sterilisation	17	0
584 Ctns livers - for 100% examination	12	9
1791 Ctns ox livers - for 100% examination	48	11
108 Ctns salmonellae contaminated bobby veal - for sterilisation	2	17
844 Ctns mutton - to be reshipped as ships stores only	8	16
561 Ctns salmonellae contaminated kangaroo meat - for sterilisation	16	1
39 Bags wet damaged nuts - for sorting	1	17
84 Bags weevilly nutmegs - for oil distillation	2	18
49 Cases shelled walnuts - for sorting	1	10
20 Bags wet stained almonds and almond sweepings - for sorting		17
Quantity wet-damaged groundnuts - for cleansing	7	1
18 Bags peanut kernels - sweepings - for re-conditioning		18
Quantity uncertified lard - for animal feed or soap making	380	0
Bulk tallow - no official certificates - for soap making.	199	15
43 Ctns dirty butter - for reconditioning		14
3833 Crushed Ctns tomato puree - for sorting	102	15
671 Crates wasty tomatoes - for sorting	4	12
12 Cases olives - for sorting and reconditioning		6
230 cases over-ripe melons - for sorting	4	12
108 Bags wet-stained rice - for sorting	4	14
178 Bags carbon - black contaminated rice - for sorting and cleansing	8	18
65 Bags wet-damaged and mouldy flour - for industrial purposes	4	1
Quantity damaged tea and tea sweepings - for chemical and fertiliser manufacture	31	17
10,641 Bags D.D.T. contaminated potatoes - for cleansing	626	8
10 Bales insect - infested dried fish - for cleansing		12
<u>Animal Feeding</u>		
4877 Bags wet damaged and lamp-black damaged flour	274	18
20 Ctns wet-damaged milk powder		11
50 Bags wet-damaged beans	1	1
Quantity wheat from sunken barge	180	0
9 Bags dock-water damaged wheat	1	11
115 Ctns wet-damaged sultanas	1	10
196 Bags wet and dock water damaged rice	9	11
76 Bags carbon black damaged rice	3	7
66 Bags wet and rodent damaged peas and pea sweepings	3	16
18 Ctns rodent damaged red beans		10
Quantity stive-dust sweepings	25	0
9 Bags oil-stained lentils		9
6000 Ctns bacteriologically sub-standard beef steaks	83	0
598 Ctns canned meat - no official certificates	6	12
62 Bags Sugar Sweepings	4	17
35 Bags tapioca sweepings	1	16
44 Bags graphite damaged soya flour	2	4
3 Bags rodent damaged wheat germ		4
28 Bags damaged rolled oats		17
225 Bags wet damaged and mouldy groundnuts	4	5
570 Bags wet and rotting potatoes	29	0
250 Ctns bacteriologically contaminated Kangaroo meat	3	10
8 Bags dock water damaged wheat gluten		8
<u>Refining</u>		
Quantity sugar - carrier barge sank	570	0
20 Bags dirty sugar	1	7
<u>Re-Exported</u>		
3 Ctns Hams - no official certificates		1
30 Ctns meat products - no official certificates		10
14 Ctns meat - no official certificates		4
30 Ctns Mutton-in-Rice - no official certificates		12
3445 Ctns tomato puree - excess copper; high mould count	81	15
352 Ctns livers - no official certificates	9	4
20 Ctns anchovy paste - prohibited preservative		6

	Tons	Cwts.
Quantity bulk lard - no official certificates	290	8
225 Ctns tomato paste - excess lead	7	4
25 Ctns cannelloni-in-sauce - no official certificates		11
4 tierces sheep casings - no official certificates	1	3
21 tierces salted casings - no official certificates	1	3
384 Ctns stewed steak - no official certificates	8	14
35 Ctns beans-with-pork - no official certificates		8
40 Cases pickle - prohibited preservative	2	0
833 Bags soft and mouldy blackberries	24	11
20 Ctns smoked cod roe - prohibited preservative		5
5 Ctns herring fillets - prohibited preservative		1
100 Bags turmeric powder - prohibited colouring matter	5	0
50 Bags and 150 pkts chilli powder - prohibited colouring matter	8	12

The following figures have been given by the Port of London Authority and acknowledgement is made for their help. The figures are in respect of the year 1964 and are tonnages of foodstuffs landed on their quays and handled by them during the year.

Butter, cheese and margarine	15,312
Canned goods	137,699
Flour	10,051
Fruit, dried	20,170
Fruit, green and vegetable	315,101
Grain and seed	154,998
Meat, chilled and frozen	512,223
Other provisions	39,857
Sugar	7,578
Tea	21,250
	1,234,239

Taking the total weight of items in the first table as 5529 tons the amount dealt with expressed as a percentage of imports for the same period equals 0.44%

FOOD SAMPLING

Tea

During the year 872 samples of tea were drawn and examined, of these 381 were examined and approved on the dock by the Inspectors. 491 samples were examined by the Public Analyst of these 5 were found to be unsatisfactory and suitable arrangements have been made to deal with the consignments involved.

Other Sampling - Public Analyst

During the year 579 other samples were sent to the Public Analyst as follows: in addition 6 groundnuts samples went to the Government Laboratory.

<i>Sample</i>	<i>Satisfactory</i>	<i>Unsatisfactory</i>	<i>Action</i>
Sausage Meat (1)	1	0	
Frankfurter Sausages (2)	2	0	
Sausages (4)	3	1	Contained prohibited preservative. Letter to merchant and local M.O.H. as goods had left dock.
Tinned beef steak (2)	1	1	Consignment released for animal feed.
Stewed Steak (8)	8	0	
Braised Steak (4)	4	0	
Tinned Steak and Kidney (1)	1	0	
Pieces of meat (4)	0	4	Letter to Ministry of Agriculture Fisheries and Food.
Meat Products (2)	2	0	
Corned beef (7)	7	0	
Minced meat loaf (1)	1	0	
Shredded meat (2)	2	0	
Chopped pork (5)	5	0	
Pork (1)	1	0	
Bacon (2)	2	0	
Tinned Turkey (1)	1	0	
Reindeer Meat (1)	1	0	
Sauerkraut (2)	1	1	Contained excessive amounts of iron - destroyed.
Liver pate (1)	1	0	
Chicken flavour stock base (1)	1	0	

Sample	Satisfactory	Unsatisfactory	Action
Meat Juice (1)	1	0	
Papain (1)	1	0	
Beef ravioli-in-sauce (1)	1	0	
Smoked salmon (1)	1	0	
Tubes smoked salmon (2)	2	0	
Smoked cod roe (1)	0	1	Contained excess preservative-re-exported
Pressed Cod Roe (2)	2	0	
Herring Fillets (9)	8	1	Contained excess preservative - re-exported.
Herring Rolls (1)	1	0	
Herring'n Shrimps (1)	1	0	
Peeled shrimps (22)	16	6	Contained excessive amounts of iron - destroyed.
Dried shrimp powder (2)	2	0	
Fish balls (2)	2	0	
Fish soufflettes (1)	1	0	
Prawns (2)	2	0	
Tinned prawns (2)	2	0	
Sardines (2)	2	0	
Salted fish (2)	2	0	
Tuna slices (1)	1	0	
Tinned octopus (1)	1	0	
Tinned carp slices (2)	2	0	
Dressed crab (4)	4	0	
Smoked Cocktail brislings (1)	1	0	
Smoked Saithe (1)	1	0	
Fish products (12)	12	0	
Anchovy pate (3)	3	0	
Clam sauce (1)	1	0	
Pate de foie (1)	1	0	
Tomato pastes and purees (156)	134	22	18 excess copper and 4 excess mould - consignments re-exported
Tinned tomatoes (8)	8	0	
Tomato powder (1)	1	0	
Dehydrated tomato flake (2)	2	0	
Dried apple (3)	3	0	
Apple powder (1)	1	0	
Dried prunes (1)	1	0	
Dried raisons (1)	1	0	
Currants (1)	1	0	
Tinned oranges (2)	2	0	
Tinned fruit salad (11)	11	0	
Tinned strawberries (1)	1	0	
Blackcurrant pulp (1)	1	0	
Mashed Banana (1)	1	0	
Apples (20)	20	0	
Lemons (2)	2	0	
Melons (1)	1	0	
White figs (1)	1	0	Satisfactory but incorrectly labelled - letter to merchant
Guava cheese (1)	1	0	Satisfactory but incorrectly labelled - letter to merchant
Almond paste (1)	1	0	
Peanuts (1)	1	0	
Groundnuts (62)	56	6	Consignment released for animal feeding and industrial purposes
Tomato juice (9)	9	0	
Concentrated orange juice (8)	6	2	Excess lead - consignment re-exported
Pineapple Juice (3)	3	0	
Cream cheese (1)	1	0	Satisfactory but incorrectly labelled - letter to merchant.
Spray dried cheese (1)	1	0	
Cheese pellets (1)	1	0	
Curry pellets (1)	1	0	
Tomato pellets (1)	1	0	
Horseradish sauce (6)	6	0	
Shrimp relish (1)	1	0	

<i>Sample</i>	<i>Satisfactory</i>	<i>Unsatisfactory</i>	<i>Action</i>
Crab relish (1)	1	0	
Mushroom relish (1)	1	0	
Mushroom pate (1)	1	0	
Hors d'Oeuvres (1)	1	0	Satisfactory but incorrectly labelled – letter to merchant
Indian Pickles (17)	15	2	Contained prohibited preservative - re-exported
Salmon mayonnaise (1)	1	0	
Worcestershire sauce (1)	1	0	
Chilli powder (8)	3	5	Contained prohibited colours – consignment re-exported
Turmeric powder (6)	3	3	2 contained prohibited colours – consignment re-exported; 1 adulterated with cassava starch – letter to merchant and local M.O.H.
Soya sauce (4)	4	0	
Soyagen powder (1)	1	0	
Potatoes (3)	0	3	D.D.T. contaminated – destroyed
Macaroni (1)	1	0	
Rice (3)	2	1	1 Satisfactory but incorrectly labelled – letter to merchant. 1 prohibited colour – consignment re-exported
Flour (14)	14	0	9 Chalk deficiency – letters to merchants
Yellow gram flour (1)	1	0	
Butter beans (1)	1	0	
Baked beans (2)	2	0	Satisfactory but incorrectly labelled – letter to merchant
Dried Mushrooms (3)	3	0	
Tinned cauliflower (1)	1	0	Satisfactory but incorrectly labelled – letter to merchant
Preserved turnip (1)	1	0	Satisfactory but incorrectly labelled – letter to merchant
Pickled cucumber (2)	2	0	
Mixed vegetables with pork (2)	2	0	
Gherkins-in-lime (1)	1	0	
Asparagus spears (3)	2	1	Contained tin equivalent to 120 ppm. Public Analyst considered this to be undesirable – letter to Ministry.
Coffee beans (2)	2	0	
Instant coffee (2)	2	0	
Bulk lard (16)	16	0	
Edible tallow (1)	1	0	
Premier jus (2)	2	0	
Shortbread (1)	1	0	
Fruit cake (1)	0	1	Contained prohibited colour – re-exported
Rum-baba cakes (1)	1	0	
Turkish delight (1)	1	0	
Confectionery (6)	6	0	
Champagne jelly (1)	1	0	Satisfactory but incorrectly labelled – letter to merchant
Cherry wine jelly (1)	1	0	
Raisin pie filling (1)	1	0	
Peach cream (1)	1	0	
Cheese thimble snacks (1)	1	0	
Caraway and Canadian rye snacks (1)	1	0	
Peanut crackers (2)	2	0	
Rice crackers (2)	2	0	
Cheeslings (1)	1	0	

Sample	Satisfactory	Unsatisfactory	Action
Cough Lozenges (1)	1	0	
Animal feeding stuffs (7)	7	0	
Pure food colouring (1)	1	0	
Insecticide (1)	1	0	
Ice (2)	2	0	
Drinking water (1)	1	0	
Paint from ships' water tanks (1)	1	0	
Stained sacking from sack of almonds) (1)	1	0	
Thames water and foam) following complaints) (2)	2	0	Contained detergent residues. All deleterious substances would be removed from sugar during refining.
of foam blowing onto) sugar barges.)			

Other Sampling - Bacteriological

During the year 7650 samples were sent to the Public Health Laboratory Service as follows:-

Sample	Satisfactory	Unsatisfactory	Action
Horsemeat (4491)	2661	1830	Appropriate consignments sterilised
Beef (1060)	998	62	"
Mutton (788)	622	166	"
Veal (335)	274	61	"
Kangaroo (388)	213	175	"
Rabbits (312)	277	35	"
Pork (5)	5	0	"
Bitter leaves (4)	0	4	Destroyed
Ground crayfish (1)	0	1	Informal sample - letter to local M.O.H.
Fried Grasshopper (2)	2	0	
Baked fishcakes (3)	3	0	
Desiccated Coconut (29)	29	0	
Ginger (1)	1	0	
Papain (1)	1	0	
Dried shrimp powder (3)	3	0	
Canned Meat (13)	10	3	Released for animal feeding after sterilisation
Egg (61)	61	0	
Canned Octopus (3)	3	0	
Hoof and Horn Meal (21)	20	1	Letter to merchant re danger of cross contamination.
Meat Meal (20)	15	5	Letter to merchant re danger of cross contamination
Dried Blood (5)	5	0	
Chicken Meal (1)	1	0	
Gooseliver pate (4)	4	0	
Tinned Stewed steak (5)	5	0	
Corned Beef (28)	28	0	
Tinned Turkey (1)	1	0	
Chopped pork (1)	1	0	
Tinned ham (22)	6	16	Appropriate consignments destroyed
Sauerkraut (1)	1	0	
Frankfurter sausage (1)	1	0	
Beef ravioli-in-sauce (1)	1	0	
Milk Powder (11)	10	1	Bacteriologically contaminated - destroyed
Chinese moon-cakes (2)	2	0	
Tinned ox tongue (1)	1	0	
Prawns (6)	6	0	
Shrimps (3)	3	0	
Chinese foodstuffs (16)	8	8	Appropriate consignments destroyed

IMPORTED MEAT

The year 1964 has been a period of considerable expansion, during which it has been possible to widen the range and increase the quantity of meats examined. In consequence of this, the number of bacteriological samples drawn and sent to the Public Health Laboratory has risen sharply as the trade in boneless meats and pet meat continues to flourish. Tables are appended giving details of the work done during this period. A limiting factor to the range of expansion is the size of the examination room at the cold store and unless more accommodation is provided by adding another similar room, the present staff of inspectors will continue to be hampered in their work by congestion.

Apart from this difficulty, it is gratifying to report progress and achievement in port health control of meats imported for human consumption and those intended for the pet food trades.

Physical examination

Table 1 shows the amount of meat examined for disease (other than bacteriological examination). Although comparisons from year to year are not always the best guide to the amount of useful work actually done, it can be seen that in 1963 the numbers of items examined totalled 6,776, during 1964 this figure rose to 14,808.

Table 1a shows the same type of examination, but in this case, the number of consignments examined, the occasions when disease was found in them and the percentage of disease in the consignment.

This method of examination which involves unpacking, thawing, examining, hardening and repacking is probably the only method available to a Port Health Authority to check the reliability of the Official Certificate system. The Port of London Health Authority is unique in carrying out such surveys over a wide range of meats. Where disease is found direct contact is made with the country of origin, through the officials appointed by the meat exporting countries, and action to prevent further failures usually follows quickly.

Bacteriological Control

Meat samples drawn for bacteriological examination are itemised in Table 2. The number drawn during 1964 totalled 7,256 which compares with 3,782 in 1963.

It will be seen from this table that 37.2% of all horsemeat samples drawn produced salmonellae. Samples of Kangaroo meat were worse, 52% samples being positive.

Pets Meat Trade

More than half of the bacteriological samples relate to meat intended for the pets food trade and are part of the control measures and administrative work carried out by the dock staff to give effect to existing legislation, particularly the Meat (Staining and Sterilization) Regulations, 1960. This trade continues to present administrative problems to this Authority. The following figures give some idea of the numbers relevant to the scope of imports.

Horsemeat control

Number of packages released ex ship	207,799
Number of packages sent to Dock Store	61,690
	<hr/>
	269,489
	<hr/>
Average number per week	5,182

Kangaroo Meat

Number of packages detained	9,847
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Inedible Meats (other than Horse and Kangaroo)

Number of packages released for sterilization	269,173
	<hr/>
	547,509
	<hr/>

A disproportionate amount of time is spent by the inspectors and clerical staff dealing with this trade, since the detention examination and release of which involves a considerable amount of documentation. It would seem therefore appropriate to consider the usefulness of present regulations and the effectiveness of the control measures imposed. Accordingly the pasteurisation of pets meat by irradiation in the dock, prior to its release into the channels of distribution, is a possibility increasingly attractive to the pets meat trade and to Local Authorities.

Conclusions

The great variety of meats now being imported into this country from many diverse exporting countries demands a constant vigilance on the part of the dock staff. New types of ready-to-cook prepared raw meats and the great increase in boneless manufacturing meats require changing techniques in examination and control.

It is hoped that the new legislation at present in draft form will permit adequate safeguards to be exercised by port health authorities and in no way curtail what is at present found effective in the existing regulations.

TABLE 1

1964 PHYSICAL EXAMINATION FOR DISEASE

<i>Commodity</i>	<i>Argentina</i>	<i>Uruguay</i>	<i>New Zealand</i>	<i>Australia</i>	<i>U.S.A.</i>	<i>Canada</i>	<i>China</i>	<i>Brazil</i>	<i>Chile</i>	<i>Total</i>
Ox & Beef Livers	7,223	-	276	300	110	40	-	40	-	7,989
Beef Kidneys	8	5	-	-	-	10	-	-	-	23
Beef Tongues	50	-	25	5	-	5	-	10	-	95
Boneless Briskets	10	-	-	70	20	-	-	-	-	100
Beef Hearts	95	15	14	-	-	10	-	20	-	154
Pork Livers	-	-	-	-	-	4	-	-	-	4
Pork Kidneys	-	-	-	-	-	6	-	-	-	6
Sheep Livers	-	-	35	20	-	-	-	-	15	70
Sheep Hearts	-	-	10	5	-	-	-	-	-	15
Sheep	200	-	4,993	760	-	-	-	-	-	5,953
Boneless Beef	56	-	2	221	-	-	-	-	-	279
Boneless Mutton	-	-	-	10	-	-	-	-	-	10
Rabbits	-	-	-	105	-	-	5	-	-	110
TOTAL										14,808

TABLE 1a

<i>Country & Commodity</i>	<i>Number of consignments</i>	<i>Number in which disease was found</i>	<i>Percentage</i>
<u>Argentina</u> Beef & Ox livers	54	33	2.9% 10% 6% 10% 3.2% 1.6% 3% 2% 3.3% 4.3% 5.6% 1.6% 8.6% 6.1% 3% 1.4% 4.1% 1.6% 1.3% 3% 4% 2.7% 4.3% 4.7% 3.5% 2.8% 4% 2% 1% 2% 1% 1% 2%
Sheep	2	2	3% 3%
Various meats & Offals	32	12	
<u>Australia</u> Beef & Ox livers	19	10	1.5% 4% 2% 4% 3% 1% 1.5% 2% 1.5% 2.5%
Sheep	7	4	1% 2% 4% 1%
Rabbits	21	15	faecal matter etc.
Various meats & Offals	20	1	
<u>New Zealand</u> Beef & Ox livers	18	4	1% 6.7% 1% 1%
Sheep	50	16	1% 1% 2% 1% 2% 6% 1% 1% 2% 1% 1% 3.5% 1% 1% 1.1% 1.1%
Various meats & Offals	17	3	
<u>Uruguay</u> Various meats & Offals	3	1	2%
<u>Canada</u> Various Offals	9	0	
<u>U.S.A.</u> Various Offals	5	0	
<u>Brazil</u> Various Offals	3	2	1.2% 2.1%
<u>Chile</u> Various Offals	3	0	

TABLE 2

BACTERIOLOGICAL SAMPLING 1964

	<i>Horsemeat</i>	<i>Rabbits</i>	<i>Kangaroo</i>	<i>B/L Veal</i>	<i>B/L Mutton Mutton Cuts</i>	<i>B/L Beef Beef Cuts</i>	<i>Hare</i>	<i>Sausage Meat</i>	<i>Various Offals</i>	<i>Cooked Foods</i>	<i>Totals</i>
Argentina	4040				4	25	75		5		4149
Australia		247	380	146	590	865		1	201		2,430
New Zealand				194	40	38					272
Brazil	68										68
Bechuanaland						30					30
China		5								8	13
Nth, Ireland						20					20
U.S.A.				5		15			6		26
Canada	16										16
Uruguay						20					20
Paraguay	212										212
Totals	4336	252	380	345	634	1013	75	1	212	8	7256
Positive	1613	15	196	24	99	57	15	1	8	2	
Percentage	37.2%	6%	52%	7%	15.6%	5.6%	20%	100%	3.7%	25%	

BREAD AND FLOUR REGULATIONS, 1963

These Regulations which came into force on 1st September 1964, re-enact the Flour (Composition) Regulations, 1956. They regulate the contents, qualities and labelling specifically for the various types of bread and flour.

The Regulations deem it an offence to import flour which does not contain chalk and nutrients in proportions set out in Schedule 1 of the Regulations and an offence to import flour containing a bleaching agent or improving agent other than those approved by the Regulations. Specific conditions are provided for added colouring matter.

It is normal practice where "formal" samples are taken from an imported food to place the consignment under detention at the Docks, but this procedure has proved impracticable with large consignments of flour owing to the length of time required by the Public Analyst for his examination. The detention at the Docks would inevitably cause serious congestion and impede the flow of imports into the discharging berths. For this reason, the consignments have been allowed forward to the terminal warehouse under formal and agreed detention and there to remain pending the sample examination and report of the Public Analyst. This adopted procedure has proved acceptable to those concerned.

During the year, an aggregate of 10,051 tons of flour were imported into the Docks and, from this, 14 samples were taken for examination by the Public Analyst, of which 8 proved satisfactory and 6 were unsatisfactory. None were considered as seriously offending the provisions of the Regulations but were found deficient in one or other constituent, such as chalk or nicotinic acid.

The Importers were notified and warned that the flour should be treated to obviate the deficiencies before distribution for human consumption.

THE COLOURING MATTER IN FOOD REGULATIONS, 1957

During the year 1964, due to the immigrant population from Asia and the West Indies as well as the growing popularity of oriental food in the home and restaurants, a marked increase has been noted in the importation of such commodities as chilli and turmeric powders, together with curry powder, which contains varying proportions of these two powders mixed with cayenne, ginger and other spices. Upon analysis, some of the powders, primarily of East African origin, were found to contain prohibited colouring dyes, including Sudan Red, Brilliant Croceine and Metanil Yellow. In one instance, the crude dye had been found in the form of small lumps amongst the powder. During the normal analysis, any adulteration is also reported by the Public Analyst and in some cases this was discovered to constitute large proportions rising to as much as 30% by the admixture of ground rice, corn and pea meal. Whilst such adulteration does not strictly contravene the provisions of the Imported Food Regulations, and has occurred without the powder containing a prohibited dye, the normal practice of disclosing the Public Analyst's findings to the Medical Officer of Health of the district to which the goods were destined has continued. The merchant has also been advised of his responsibility under the Food and Drugs Act should he wish to offer the commodity for retail sale. The Public Analyst has stated that in order to find a recorded example of this type of adulteration it has been necessary to refer back to a publication "Food, its Adulterations and the methods for their Detection", by Hassal, published in 1876.

It is gratifying to report that demands for re-export of seven consignments, totalling 17½ tons which contained prohibited colouring dyes, has led to the almost complete cessation of this practice. It is also interesting to note that, as a result of consistent vigilance of the Inspectors concerned, one of the leading importers in this country has now required from the exporters a certificate of analyst prior to the shipment of these powders.

FERTILISERS AND FEEDING STUFFS ACT, 1926 FERTILISERS AND FEEDING STUFFS REGULATIONS, 1960

Seven samples of Feeding Stuffs were submitted to the Agricultural Analyst. No sample of Fertiliser was sent.

In each case the sample was found to be within the limits of variation permissible under the Regulations.

APPENDIX I

MEDICAL INSPECTION - From 1st January to 31st December, 1964

GRAVESEND

	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
No. of ships medically inspected	138	133	127	116	121	130	128	140	113	121	101	98	1,466
No of Passengers	893	249	489	884	2,344	3,290	2,838	3,284	1,340	257	3	296	16,167
No. of crew	355	444	213	296	197	461	152	340	471	282	102	236	3,549
No. of ships arriving from abroad	1,286	1,196	1,286	1,318	1,283	1,331	1,384	1,284	1,245	1,216	1,112	1,090	15,031

APPENDIX II

INFECTIOUS DISEASES

Disease	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964
(a) Cases reported -										
Cholera (including suspected)	-	-	-	-	-	-	-	-	-	-
Plague do.	-	-	-	-	-	-	-	-	-	-
Yellow Fever do.	-	-	-	-	-	-	1	-	-	-
Typhus Fever do.	-	-	-	-	-	-	-	-	-	-
Smallpox do.	1	-	-	-	-	1	2	5	1	2
Enteric Fever	8	5	3	7	5	1	-	2	2	-
Scarlet Fever	2	2	2	1	4	1	-	1	-	-
Measles	64	67	91	71	63	109	35	60	68	43
German Measles	5	3	7	25	2	8	12	14	6	14
Diphtheria	1	-	-	1	-	1	2	-	-	-
Erysipelas	-	1	-	-	-	-	-	-	-	-
Pulmonary Tuberculosis	35	32	39	45	42	39	26	33	24	17
Other diseases (including chickenpox)	368	212	1,328	659	313	956	303	258	198	146
TOTALS	484	322	1,470	809	429	1,116	381	373	299	222
(b) Admitted to Hospital -										
Cholera (including suspected)	-	-	-	-	-	-	-	-	-	-
Plague do.	-	-	-	-	-	-	-	-	-	-
Yellow Fever do.	-	-	-	-	-	-	-	-	-	-
Typhus Fever do.	-	-	-	-	-	-	-	-	-	-
Smallpox do.	-	-	-	-	-	-	-	3	1	1
Scarlet Fever	-	-	2	-	-	-	-	1	-	-
Diphtheria	-	-	-	1	-	1	-	-	-	-
Enteric Fever	3	-	2	3	3	3	-	2	1	-
Measles	12	20	35	5	8	10	11	11	7	11
Mumps	10	5	3	7	-	9	3	4	3	1
Dysentery	6	-	1	4	7	1	1	4	9	4
Other diseases (including chickenpox)	53	63	271	114	75	86	65	86	86	72
TOTALS	84	88	314	134	93	110	80	111	107	89

APPENDIX III

RETURN OF RATS CAUGHT AND DESTROYED DURING THE YEAR 1963

	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
LONDON DOCK - Warehouses	15	12	5	-	8	1	5	14	22	33	10	10	135
Vessels	-	-	-	-	-	-	-	-	-	-	-	-	-
ST. KATHARINE DOCK - Warehouses	-	-	-	-	-	-	-	-	5	-	-	1	6
Vessels	-	-	-	-	-	-	-	-	-	-	-	-	-
SURREY COMMERCIAL DOCK - Warehouses	3	1	-	14	11	-	1	8	17	20	4	3	82
Vessels	-	-	14	-	15	-	-	-	30	2	-	-	61
REGENT'S CANAL DOCK - Warehouses	-	-	-	2	8	-	3	1	-	-	-	-	14
Vessels	-	-	-	-	-	-	-	-	-	-	-	-	-
EAST INDIA DOCK - Warehouses	6	-	-	-	-	-	1	2	-	1	2	1	13
Vessels	-	-	-	-	-	-	-	-	-	-	20	-	20
WEST INDIA DOCK - Warehouses	35	3	2	20	18	-	11	83	15	23	8	11	229
Vessels	-	-	-	-	-	-	-	-	-	-	-	6	6
MILLWALL DOCK - Warehouses	25	5	5	19	18	2	40	12	19	27	23	8	203
Vessels	3	-	-	-	-	-	-	9	-	-	-	3	15
ROYAL VICTORIA DOCK - Warehouses	34	70	46	44	106	24	47	69	26	23	40	44	575
Vessels	-	5	-	-	2	5	35	14	-	-	-	-	61
ROYAL ALBERT DOCK - Warehouses	9	13	2	9	55	12	24	15	22	7	19	2	189
Vessels	6	8	7	10	3	-	10	7	3	3	12	5	74
KING GEORGE V. DOCK - Warehouses	11	6	10	4	7	10	7	6	8	8	1	5	83
Vessels	-	2	-	38	-	5	-	3	-	-	-	1	49
TILBURY DOCK - Warehouses	17	12	9	5	1	6	-	12	26	30	32	16	166
Vessels	1	4	45	28	15	-	52	19	48	100	16	-	328
RIVER - Vessels	17	74	3	23	22	-	17	2	1	12	21	6	198
TOTALS	182	215	148	216	289	65	253	276	242	289	208	122	2,505

APPENDIX IV

General Summary and Analysis of the Sanitary Inspections, etc. in the Port of London for the year ended 31st December, 1964.

<i>Type of Vessels/Premises</i>		<i>Inspected</i>	<i>Defective</i>	<i>To be cleaned</i>
Foreign Going:	Steam	13,038	245	450
	Sail	—	—	—
Coastwise:	Steam	2,155	42	7
	Sail	—	—	—
Sub-Total		<u>15,193</u>	<u>287</u>	<u>457</u>
Inland Navigation:	Steam	152	6	3
	Sail	—	—	—
	Lighters	535	10	6
Canal Boats:		4	—	—
Shore Premises:		8,479	97	113
Sub-Total		<u>9,170</u>	<u>113</u>	<u>122</u>
TOTAL		<u>24,363</u>	<u>400</u>	<u>579</u>

Areas where Foreign Going and Coastwise vessels were inspected.

<i>Dock and River</i>	<i>No. of Inspections</i>		<i>No. of vessels inspected in Launches</i>
London & St. Katharine	1,003		
Regents Canal	345		
Surrey Commercial	1,293		
East India	237		
West India	1,036		
Millwall	600		
Royal Albert	1,075		
Royal Victoria	865	1,931	{ "Alfred Roach" "Humphrey Morris"
King George V	761		
Upper River	1,703		
Middle River	1,410		{ "Frederick Whittingham" "Alfred Robertson"
Lower River	1,931	3,113	
River Medway	1,737		
Tilbury	1,197	10,149	Inspected in Docks, etc.
TOTAL	<u>15,193</u>	<u>15,193</u>	

Nationalities of Foreign Going and Coastwise vessels inspected.

<i>No. of Inspections</i>		<i>No. of Inspections</i>	
America	110	<i>Brought forward</i>	12,200
Argentina	28	Israel	58
Belgium	190	Italy	50
Brazil	4	Jamaica	1
Bulgaria	21	Japan	53
Burma	17	Kuwait	1
Costa Rica	1	Lebanon	24
Cyprus	2	Liberia	169
Czechoslovakia	9	Morocco	1
Denmark	379	New Zealand	1
Egypt	18	Nicaragua	1
Eire	11	Nigeria	63
Ethiopia	2	Pakistan	38
Finland	312	Panama	89
Formosa	7	Poland	204
France	112	Romania	1
Germany (West)	1,298	Sudan	13
Germany (East)	4	Spain	160
Ghana	38	South Africa	10
Great Britain	7,085	Sweden and Norway	1,731
Greece	301	Switzerland	10
Holland	2,080	Thailand	3
Iceland	21	Tunisia	1
India	123	Turkey	57
Indonesia	18	Uruguay	4
Iraq	9	U.S.S.R.	188
		Yugoslavia	62
	<i>Carried forward</i>		<u>15,193</u>

During 1964 Port Health Inspectors referred 101 sick seamen to Hospital.

APPENDIX V

DOCKS WITHIN THE JURISDICTION OF THE PORT HEALTH AUTHORITY

<u>Dock Group</u>	<u>Docks</u>	<u>Water Area Acres</u>	<u>Lineal Quayage Miles</u>
I	London	34	3
	St. Katharine	10	1
	Regent's Canal	11	½
II	Surrey Commercial	135	8
III	West India	97	4
	East India	23	1
	Millwall	35	2
IV	Royal Victoria	85	4
	Royal Albert	84	3
	King George V	64	3
V	Tilbury	106	4

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

POWERS

The Principal Acts of Parliament and Statutory Instruments affecting the work of the Port Health Authority of the Port of London are:—

ABATEMENT OF NUISANCES AND REMOVAL OF REFUSE

Public Health (London) Act, 1936

ADMINISTRATION

Public Health (London) Act, 1936

Order of the Local Government Board dated 30th June, 1898, assigning further powers of the Port Sanitary Authority of London

Public Health Officers Regulations, 1959, S.I. No.962

ALIENS

Aliens Order, 1953. S.I. No.1671

Ministry of Health Instructions to Medical Inspectors, 1955

ANIMALS

Export Cattle Protection Order, 1957. S.I. No.170

Export Cattle Protection (Amendment) Order, 1957. S.I. No.1254

CANAL BOATS

Public Health Act, 1936

Public Health Act, 1961

COMMONWEALTH IMMIGRANTS

Commonwealth Immigrants Act, 1962

Ministry of Health Instructions to Medical Inspectors, 1962

CONSTITUTION OF THE AUTHORITY

Public Health (London) Act, 1936

CREW ACCOMMODATION

Public Health (London) Act, 1936

DANGEROUS DRUGS

Dangerous Drugs Regulations, 1953, S.I. No.499

Dangerous Drugs Regulations, 1957. S.I. No.704

FERTILISERS AND FEEDING STUFFS

Fertilisers and Feeding Stuffs Act, 1926

Fertilisers and Feeding Stuffs Regulations, 1960. S.I. No.1165

Fertilisers and Feeding Stuffs (Amendment) Regulations 1964. S.I. No.142

FOOD

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

Public Health (Imported Food) Regulations, 1937 and 1948. S.R. & O. 1937, No.329

S.I. 1948, No.886. S.I. 1948, No.1121

The Preservatives in Food Regulations, 1962. S.I. 1962, No.1532

The Liquid Egg (Pasteurisation) Regulations, 1963. S.I. No.1503

APPENDIX V (continued)

The Meat (Staining & Sterilization) Regulations, 1960. S.I. No.1268
Food and Drugs (Whalemeat) Regulations, 1949 and 1950. S.I. 1949. No.404; 1950, No.189
Food and Drugs Act, 1955
The Lead in Food Regulations, 1961. S.I. 1931
The Emulsifiers & Stabilisers in Food Regulations, 1962. S.I. No.720
Colouring Matter in Food Regulations, 1957. S.I. No.1066
Antioxidant in Food Regulations, 1958. S.I. No.1454
Fluorine in Food Regulations, 1959. S.I. No.2106
Arsenic in Food Regulations, 1959 and 1960. 1959 S.I. No.831; 1960 S.I. No.2261
The Food Hygiene (Docks, Carriers etc.) Regulations, 1960. S.I. No.1602
The Food Hygiene (General) Regulations, 1960 and 1962. 1960 S.I. No.1601; 1962 S.I. No.228
The Bread and Flour Regulations, 1963. S.I. No.1435
The Mineral Hydrocarbons in Food Regulation 1964.

FUMIGATIONS

Hydrogen Cyanide (Fumigation of Ships) Regulations, 1951. S.I. No.1760
Hydrogen Cyanide (Fumigation of Buildings) Regulations, 1951. S.I. No.1759

HOUSEBOATS

Public Health (London) Act, 1936
City of London (Various Powers) Act, 1933, Part III. Sections 6 and 7

INFECTIOUS DISEASE

Public Health (London) Act, 1936
Public Health (Ships) Regulations, 1952 to 1963. S.I. 1952, No.1411; S.I. 1954, No.675;
S.I. 1961, No.13; S.I. 1963, No.1258
Public Health (Infectious Disease) Regulations, 1953. S.I. No.299

RATS AND MICE

Public Health (Ships) Regulations, 1952 to 1963. S.I. 1952, No.1411; S.I. 1954, No.675;
S.I. 1961, No.13; S.I. 1963, No.1258
Prevention of Damage by Pests Act, 1949
Prevention of Damage by Pests (Application to Shipping) Order, 1951. S.I. No.967
Prevention of Damage by Pests (Application to Shipping) (Amendment No.2) Order, 1956
Poison Rules, 1964 S.I. 1964, No. 582.

SHELLFISH

Public Health (Shellfish) Regulations, 1934 and 1948. S.R. & O. 1934 No.1342;
S.I. 1948, No.1120
Order dated 23rd April, 1936 made by the Port Health Authority under the Public Health
(Shellfish) Regulations, 1934 in respect of a "prescribed area" in Essex
Order dated 25th July, 1957 made by the Port Health Authority under the Public Health
(Shellfish) Regulations, 1934 in respect of a "prescribed area" in Kent
Medway (Shellfish) Regulations, 1935. S.R. & O. No.1221

SMOKE ABATEMENT

Public Health (London) Act, 1936
Clean Air Act, 1956
Dark Smoke (Permitted Periods) Regulations, 1958. S.I. No.498
Dark Smoke (Permitted Periods) (Vessels) Regulations, 1958. S.I. No.878

BYE-LAWS

Bye-Laws have been made by the Port 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 diseases, 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.

PUBLICATIONS OF THE PORT HEALTH AUTHORITY

Corporation of London as the Port Health Authority of the Port of London: A Summary of Powers and Duties.

Clean Food Handling.

Social Services: Information as to National and Voluntary Organisations ready to assist the seafarer and his family.

