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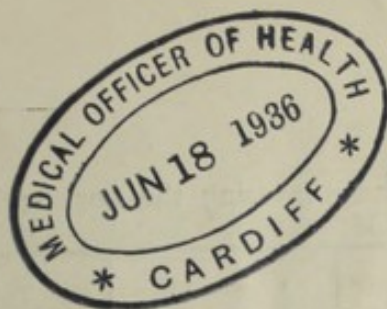
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Cardiff P.S.A.

1935

## PORT SANITARY SERVICE.

### I.—SHIPPING ENTERING THE PORT.

The following table (compiled from information kindly supplied by H.M. Collector of Customs) shows the annual number of arrivals and tonnage of vessels since 1926 :—

Year	NUMBER OF ARRIVALS			TONNAGE		
	From Foreign	Coastwise*	Totals	From Foreign	Coastwise*	Totals
1926	2,204	3,517	5,721	2,208,168	1,218,551	3,426,719
1927	3,451	5,847	9,298	3,593,633	3,013,405	6,607,038
1928	3,205	4,530	7,735	3,389,525	1,695,890	5,085,415
1929	3,531	4,601	8,132	3,652,185	1,891,215	5,543,400
1930	3,210	4,368	7,578	3,182,124	1,820,183	5,002,307
1931	2,433	4,271	6,704	2,467,542	1,689,505	4,157,047
1932	2,089	4,401	6,490	2,337,218	1,702,412	4,039,630
1933	1,903	4,388	6,291	2,017,207	1,778,635	3,795,842
1934	1,791	4,567	6,358	1,891,385	1,858,569	3,749,954
1935	1,804	4,137	5,941	1,935,007	1,939,521	3,874,528

The number and tonnage of vessels entering the port (which includes Penarth) inspected by officers of the Port Sanitary Authority during 1935 are set out below :—

Ministry of Health Table A.

		Number	Tonnage	Number Inspected by		Number reported defective	Number of Vessels on which defects were remedied	Number of Vessels reported as having or having had during the voyage infectious disease on board
				Medical Officer	Sanitary Inspector			
From Foreign	Steamers ....	1,451	1,793,750	78	1,000	253	252	7
	Motor ....	182	118,489	5	125	9	9	1
	Sailing ....	157	15,463	6	123	18	18	—
	Fishing ....	14	7,305	—	11	1	1	1
Total Foreign		1,804	1,935,007	89	1,259	281	280	9
Coastwise	Steamers ....	1,658	1,551,915	5	1,122	216	216	3
	Motor ....	205	103,332	—	117	3	3	—
	Sailing ....	56	6,503	—	21	—	—	—
	Fishing ....	392	45,661	—	97	5	5	—
Total Coastwise		2,311	1,707,411	5	1,357	224	224	3
Total Foreign and C'stwise		4,115	3,642,418	94	2,616	505	504	12

\* Including tugboats, sand barges, pleasure steamers, etc.



The following table shows the number of vessels entering the port which were dealt with by the department each month during 1935:—

Month	From Foreign	Coastwise	Totals
January	164	226	390
February	120	202	322
March	166	194	360
April	152	182	334
May	149	180	329
June	164	145	309
July	179	188	367
August	157	196	353
September	131	174	305
October	148	200	348
November	137	215	352
December	137	209	346
Totals	1,804	2,311	4,115

The nationalities of the several types of vessels entering the port which were dealt with by the department during 1935 are shown in the following table:—

Nationality	Steam	Motor	Sailing	Totals
American	5	—	—	5
Belgian	20	—	—	20
Brazilian	1	—	—	1
British	2,557	179	52	2,788
Danish	72	4	—	76
Dantzian	1	—	—	1
Dutch	14	65	—	79
Egyptian	4	—	—	4
Esthonian	52	2	—	54
Finnish	46	—	—	46
French	147	81	152	380
German	31	2	—	33
Greek	77	—	—	77
Hungarian	2	—	—	2
Icelandic	1	—	—	1
Irish Free State	48	27	9	84
Italian	17	2	—	19
Latvian	17	—	—	17
Norwegian	139	9	—	148
Panamanian	2	—	—	2
Portuguese	17	—	—	17
Russian	1	3	—	4
Spanish	97	1	—	98
Swedish	119	12	—	131
Yugo-Slav	28	—	—	28
Totals	3,515	387	213	4,115

## II.—CHARACTER OF TRADE.

*Passenger Traffic.*—The passenger traffic at the port is small and casual and cannot be classified in the form prescribed by the Ministry of Health (*Table B*). The numbers of inward and outward passengers, all of whom travelled by cargo vessels, were 242 and 163 respectively.

*Cargo Traffic.*—The principal imports are iron ore, pitwood, fruit, vegetables, grain and provisions. The principal exports are coal, coke, patent fuel and flour. Amongst the countries and places with which the port trades principally may be mentioned Spain, France, Portugal, Italy, Norway, the Baltic Ports, United States of America, Argentina, Brazil, Canada and North Africa.



The following figures regarding imports and exports during 1926-35 have kindly been supplied by the Chief Docks Manager :—

Year	Imports (tons)	Exports (tons)
1926	2,003,654	4,358,411
1927	2,073,680	10,188,499
1928	1,730,940	8,970,143
1929	1,981,165	10,144,026
1930	1,711,970	8,963,328
1931	1,451,436	7,543,488
1932	1,185,010	6,944,230
1933	1,179,451	6,482,230
1934	1,250,725	6,584,936
1935	1,274,694	6,631,882

### III.—WATER SUPPLY.

The water supply for the port and shipping is derived entirely from the Cardiff Corporation supply by means of hydrants installed at convenient points.

Section 75 of the Cardiff Corporation Act, 1894, provides that "where the Medical Officer of Health of the Cardiff Port Sanitary Authority is satisfied that the water in any tank, cistern, cask or other fixed receptacle in any ship, vessel or boat within the district of that authority, used or likely to be used by man for drinking or domestic purposes, is so polluted as to be injurious to health, the Medical Officer of Health of such authority may cause to be emptied and cleansed any such tank, cistern, cask or other fixed receptacle." This simplifies the procedure under Section 70 the Public Health Act, 1875, whereby an order of a court of summary jurisdiction must first be obtained.

During the year, 104 samples of drinking water from ships were submitted to the Cardiff and County Public Health Laboratory for bacteriological examination, the results being as follows :—

Satisfactory	....	....	90
Moderate purity	....	....	8
Doubtful purity	....	....	3
Contaminated	....	....	3
Total	....	....	104

Notices were served on the masters of the vessels having contaminated water or water of doubtful purity on board, and in each instance the tanks were emptied, cleansed and refilled at this port.

### IV.—PORT SANITARY REGULATIONS, 1933.

The arrangements made for the operation of the Port Sanitary Regulations, 1933, at the port were fully described in the annual report for 1933.

*Wireless Installations.*—The results of inquiries made during the year regarding the number of vessels carrying wireless installations (excluding vessels under 500 net registered tons) are shown in the following table :—

	Vessels arriving		Totals
	From Foreign	Coastwise	
With Wireless	741	542	1,283
Without Wireless	342	146	488
Totals	1,083	688	1,771



These inquiries have been undertaken since 1926, and it will be seen from the following table that there has been virtually no increase in the proportion of vessels with wireless installations arriving at this port. :—

Year	Percentage of Vessels with Wireless Installations		
	From Foreign	Coastwise	All Arrivals
1926	67·3	52·1	63·9
1927	75·6	74·8	75·4
1928	78·6	67·0	75·4
1929	74·8	68·8	73·2
1930	69·9	72·0	70·5
1931	71·1	77·2	72·9
1932	67·1	69·2	67·8
1933	67·9	77·5	71·4
1934	69·7	77·8	72·8
1935	68·4	78·8	72·4

*Cases of Infectious Disease landed from Vessels.*—The following table shows the nature of 15 cases of notifiable infectious disease landed from vessels during the year :—

*Ministry of Health Table C.*

Disease	Number of Cases during 1935		Number of Vessels concerned	Average Number of Cases for previous 5 years
	Passengers	Crew		
Erysipelas ....	—	2	2	0·0
Malaria ....	—	11	2	7·8
Tuberculosis ....	—	2	2	6·0

These cases were dealt with as follows :—

Disease	Admitted to Cardiff Isolation Hospital	Admitted to Royal Hamadryad Seamen's Hospital	Allowed to return Home	Treated aboard Ship	Totals
Erysipelas ....	—	—	1	1	2
Malaria ....	—	5	—	6	11
Tuberculosis ....	—	2*	—	—	2
Totals ....	—	7	1	7	15

\* One was subsequently transferred to the City Lodge Hospital and the other was repatriated.

On 16th October, 1935, a Norwegian steamship arrived at Cardiff from Dakar (Senegal), Dunkirk and Falmouth. The ship, which left Dakar on 24th September, arrived at Dunkirk on 9th October and left there on 13th October. On 14th October the ship called at Falmouth for coal bunkers and sailed for Cardiff on the same day. On arrival at Cardiff, the master reported to an inspector that several members of the crew were unwell. A medical officer visited the ship and examined four seamen, who were discovered to be suffering from malaria. Inquiries were made as to whether any other members of the crew had been ill, and the master stated that whilst at Dunkirk several of them received medical treatment on board, they also appearing to have



suffered from malaria. During the stay of the ship at this port, eight members of the crew, out of a total complement of twenty, were notified to be suffering from malaria. Five of them were removed to the Royal Hamadryad Seamen's Hospital for treatment, and subsequently were repatriated to Norway, whilst the remaining three were treated on board and sailed in the ship.

*Other Cases of Infectious Disease.*—Five cases of tuberculosis that were dealt with by the port sanitary staff were ascertained to fall properly within the province of urban administration and were therefore referred to the urban section of the department.

*Cases of Infectious Disease occurring on Vessels during the Voyage but disposed of prior to Arrival.*—Six cases of infectious disease were reported to have occurred on six vessels during the voyage and were disposed of prior to arrival, as follows :—

Ministry of Health Table D.

Disease	Number of Cases during 1935		Number of Vessels concerned	Average Number of Cases for previous 5 years
	Passengers	Crew		
Pneumonia .....	—	1	1	1·2
Dysentery .....	—	1	1	0·4
Malaria .....	—	3½	3	12·0
Tuberculosis .....	—	1	1	2·0

*Cleansing and Disinfection.*—Forty-eight seamen discovered to be suffering from scabies were treated at the Cleansing Station belonging to the Cardiff City Council, their clothing being disinfected at the Disinfecting Station, which is situated adjacently. One-hundred and ninety-one vessels were reported to be infested with bugs, and, after inspection, notices were served requiring the masters to take all necessary steps to eradicate them. Verminous or infected beds to the number of 1,842 were destroyed.

*Venereal Diseases.*—The following tabular statement shows the number of cases of venereal diseases dealt with at the special treatment centre for seamen at the Royal Hamadryad Seamen's Hospital each year since 1926 :—

Year	Persons attending at the Centre for the First Time					Total Attendances	Aggregate Number of In-patient Days
	Syphilis	Soft Chancre	Gonorrhoea	Conditions other than Venereal	Totals		
1926	197	93	256	19	565	12,702	2,536
1927	261	86	277	16	640	13,995	2,426
1928	205	83	344	14	646	15,347	3,195
1929	239	96	348	21	704	15,027	2,093
1930	235	112	367	17	731	12,670	1,639
1931	176	84	209	18	487	9,853	1,372
1932	198	95	297	19	609	10,004	1,707
1933	194	86	255	14	549	9,918	2,220
1934	190	90	285	25	590	9,717	2,185
1935	186	80	295	28	589	9,674	2,261

The treatment centre forms part of the scheme of the Cardiff City Council for the diagnosis and treatment of venereal diseases, and further details of the work undertaken during 1935 are contained in the report on the general health service of the city.

Twenty-five cases of venereal disease came to the knowledge of officers of the Authority during the year and were recommended for treatment at the centre.

*Psittacosis.*—The number of parrots dealt with under the Parrots (Prohibition of Import) Regulations, 1930, with the object of preventing the introduction of psittacosis, was 36.



## V.—MEASURES AGAINST RODENTS.

It is part of the routine duty of inspectors to examine all vessels carefully for evidence of rat infestation. Deratisation of vessels is carried out by sulphur dioxide or hydrocyanic acid gas, the work being undertaken by private contractors under the supervision of officers of the department. During the year, 1,908 rats were destroyed by this method, and, of these, 307 were submitted to the Cardiff and County Public Health Laboratory for examination for the detection of plague.

During 1935 the number of deratisation certificates issued was 109 and the number of deratisation exemption certificates issued was 357, making a total of 466. The fees received by the Port Sanitary Authority in respect of certificates during the year amounted to £844 14s. 6d.

On all vessels from plague-infected ports and on all grain-laden vessels arriving at the port a rat-catcher is employed. By this means 194 rats were caught, 54 of which were examined for plague.

The use of rat-guards on mooring ropes is insisted upon, and gangways are raised at night-time whenever possible, in order to prevent the passage of rats from ships to the shore. Advice regarding the rat-proofing of vessels is given to masters and other officers of ships when necessary.

Systematic visits are paid by inspectors to quays, wharves and warehouses in the vicinity of the docks, and owners and occupiers are advised as to the best means of eradicating rodents. In most instances warehouses are reasonably rat-proof, possessing concrete floors and sliding, close-fitting doors. The importance of rendering all buildings near the docks rat-proof is constantly emphasised on owners and occupiers by the inspectors.

Extensive baiting around the docks is systematically undertaken by the dock owners (the Great Western Railway Company) and by owners and occupiers of premises in the vicinity of the docks under the supervision of officers of the department. During the year, 162,615 poison baits were laid and 1,955 rats and 362 mice were found dead as a result of these measures.

For the purpose of surveying the area around the docks for rats periodically, the district has been divided into four areas, as follows :—

- No. 1. Penarth Dock, Windsor Slipway to Glamorganshire Canal Entrance.
- No. 2. Glamorganshire Canal, West Dock to West Side of East Dock.
- No. 3. East Side of East Dock to North Side of Roath Dock.
- No. 4. South Side of Roath Dock, Roath Basin and Queen Alexandra Dock.

A rat-catcher is engaged for a period of one week on each area. Traps are set and the live rats caught are submitted to the Department of Zoology of the National Museum of Wales for classification and identification of their parasitic fleas and later to the Cardiff and County Public Health Laboratory for the detection of plague.

The whole district is surveyed in this way at least once every four weeks, and valuable information is being obtained as to the prevalence of rats, their species and the extent of their infestation by fleas. During the year, 138 rats were caught under this scheme, of which 84 were submitted for classification and for examination for plague.

Leaflets containing full information regarding deratisation of ships have been issued by the Cardiff Port Sanitary Authority to (a) shipowners and shipping agents and (b) fumigation contractors. With a few exceptions as to details, general agreement has been obtained with all the principal Port Sanitary Authorities in the Bristol Channel as to the essential points included in the leaflets, which are reproduced below :—

### DERATISATION OF SHIPS.

#### INFORMATION FOR SHIPOWNERS AND SHIPPING AGENTS.

1. Under Article 19 of the Port Sanitary Regulations, 1933, made by the Minister of Health, which implements in this country Article 28 of the International Sanitary Convention of Paris, 1926, the Medical Officer of Health of an "approved" port is required on the arrival



of a ship from a foreign port, not possessing a valid deratisation or deratisation exemption certificate, to ascertain whether the ship is so maintained that the number of rats on board is kept down to the minimum. If, after inspection, the Medical Officer of Health is satisfied that such is the case he must issue a deratisation exemption certificate. Otherwise he must require the ship to be deratised in such manner as may be specified and approved by him, and after deratisation has been completed to his satisfaction he must issue a deratisation certificate. In addition, the owner or master of a ship may apply to the Medical Officer of Health for a certificate, whereupon he must satisfy himself in the manner previously described as to the condition of the ship as regards rats and issue either one or the other of the certificates referred to. The owner or master of the ship must pay to the Port Sanitary Authority such fee for inspection and the issue of a certificate as the Minister of Health may from time to time determine. By "valid certificate" is meant a certificate that has been issued at an "approved" port either at home or abroad within the preceding six months, or, where the ship is proceeding to her home port, within the last preceding seven months.

2. The Minister of Health has approved the Port of Cardiff for the purposes of Article 19 of the Port Sanitary Regulations, 1933, and the certificates may be issued on application to THE MEDICAL OFFICER OF HEALTH, 31, LOUDOUN SQUARE, CARDIFF (Telephone No. 178 Cardiff). Such an application should state the following particulars:—(a) The name of the vessel, (b) nationality, (c) foreign port from which the vessel has come, (d) where it is located, (e) when the holds will be empty, and (f) when it is expected to sail.

3. When application is made to the Medical Officer of Health for a Certificate of Deratisation, it should be made so as to allow at least 24 hours before the time of inspection. In addition to the particulars set out in paragraph 2, the application should state the name of the firm which will carry out the fumigation and the process proposed to be employed.

4. The Cardiff Port Sanitary Authority does not carry out the fumigation of vessels, but supervises the operation. The mode of procedure is for the shipowner or the agent to place the contract with a firm which undertakes the work. A list of the approved firms will be supplied on request.

It is essential that the following requirements should be carried out strictly:—

- (a) All parts of the vessel must be fumigated simultaneously when the ship is empty; no exception to this can be entertained without the permission of the Medical Officer of Health. Engine rooms and stoke-holds are usually exempted, but in the case of a plague-infected or suspected vessel fumigation of all parts of the vessel, even if loaded, may be insisted upon.
- (b) The vessel must be properly prepared. All ventilators must be securely covered, hatches well-fitting and covered with two tarpaulins, and the necessary appliances for battening down provided. Doors and openings must be properly sealed.
- (c) Rat harbourage, such as dunnage, bilges and wooden pipe-casing, must be so arranged and opened up as to permit the penetration of the fumigant. In the case of hydrogen cyanide all internal doors must be hooked open and all external doors must be closed but *not* locked.
- (d) When fumigation of lifeboats is necessary, the tank casing should be partly removed and each boat covered with a good tarpaulin.
- (e) Foodstuffs, other than tinned goods, must be removed from the store-rooms prior to fumigation.

5. A Certificate of Deratisation will not be granted unless the following standards are strictly applied:—

*Sulphur Dioxide*.—When the gas is generated by burning sulphur, 3 lb. of sulphur per 1,000 cubic feet of space, with a minimum exposure period of eight hours. Sulphur of good quality to be used and distributed in open containers of not more than 5 lb. If liquefied sulphur dioxide is used, 2 lb. of liquefied gas will be necessary for each lb. of sulphur.

*Hydrogen Cyanide*.—When the gas is generated by the vapourisation of liquid hydrogen cyanide, 2 oz. must be used per 1,000 cubic feet of space, with a minimum exposure period of two hours. Where the gas is generated by the dumping method, for each 1,000 cubic feet of space, 5 oz. of sodium cyanide must be allowed, with an exposure of two hours. If Zyklon B. is used, an amount equivalent to 60 grammes of hydrogen cyanide per 1,000 cubic feet is necessary. The exposure is again two hours. Fumigation with hydrogen cyanide must be carried out in daylight.

6. An officer of the Port Sanitary Authority will attend at all fumigations in order to ensure that the process has been so carried out that a certificate may be issued.

7. Loaded vessels require double the period of exposure.

8. When hydrogen cyanide is used it is advised that the contractor should receive a signed statement from the officer in charge of the vessel that all officers and crew have vacated the vessel. After the vessel is clear of fumigant, the contractor should give a certificate that the vessel is clear of fumigant and safe for the return of the crew. The Cardiff Port Sanitary Authority repudiates all responsibility for any accident or damage which may occur in the process of fumigation.



9. A Deratisation Exemption Certificate can only be granted after the whole vessel has been thoroughly examined by an officer of the Port Sanitary Authority. The examination usually takes several hours to complete and must be carried out during the hours of daylight. Arrangements should be made to give every assistance to the officer making the examination, especially in the opening up of compartments requiring inspection. Failure to co-operate may mean the refusal of a certificate.

10. It is strongly advised, and in some cases it may be required, that during the stay of vessels at this port the following rat precautionary measures be carried out:—

- (a) Rat-guards to be affixed to all mooring ropes and so placed as to prevent the passage of rats between ship and shore.
- (b) When loading or discharging operations are not being carried out, the gangway from ship to shore should be raised at least three feet above the quay. Wooden-runged ladders should in all cases be taken on board at night.

11. Vessels discharging grain and vessels arriving from plague-infected ports must be moored at least three feet from the shore during their stay in port.

12. The attention of owners is drawn to the fact that much expense and delay may be avoided if their ships are kept in a rat-free condition, thus obviating the necessity of fumigation every six months. Much can be done by adopting rat-proofing devices in the future construction of vessels, and in old vessels special attention should be directed to the elimination of rat harbourage. Advice will be given readily on application.

13. The fee payable to the Port Sanitary Authority for each certificate issued is in accordance with the following scale:—

		£	s.	d.
Ships up to	300 tons	10	6	
" from	301 " to 1,000 tons	1	1	0
" "	1,001 " " 3,000 tons	2	2	0
" "	3,001 " " 10,000 tons	3	3	0
" over	10,000 "	4	4	0

## FUMIGATION OF SHIPS.

### INFORMATION FOR CONTRACTORS.

1. Attention is called to the following general procedure which must be adopted by persons undertaking the work of ship fumigation at the Port of Cardiff in order to meet with the approval of the Medical Officer of Health:—

- (a) Notice must be sent to the PORT SANITARY OFFICES, 31, LOUDOUN SQUARE, CARDIFF (Telephone No. 178 Cardiff) at least 24 hours before it is intended to fumigate a vessel. The name and place where the vessel is likely to berth should be stated, together with the time it is proposed to commence the operation.
- (b) Fumigation of all parts of the vessel, when empty of cargo, must be carried out simultaneously. No exception to this rule will be entertained without the approval of the Medical Officer of Health. Engine rooms and stoke-holds are usually exempted, but in the case of a plague-infected or suspected ship fumigation of all parts of the vessel, even if loaded, may be insisted upon.
- (c) It is important that contractors instruct shipmasters or other responsible officers that all dunnage, bilges, wooden pipe-casing and such like, which are likely to harbour rats, must be opened up in such a manner as to allow the free penetration of the fumigant. Ventilators, side ports and other openings must be made fast. Doors must be properly sealed and hatch covers well-fitting and provided with the necessary appliances for battening down.
- (d) Foodstuffs, other than tinned goods, should be removed from the store-rooms prior to fumigation.

2. A Certificate of Deratisation will not be granted unless the following standards are strictly applied. :—

*Sulphur Dioxide.*—When the gas is generated by burning sulphur, 3 lb. of sulphur per 1,000 cubic feet of space, with a minimum exposure period of eight hours. Sulphur of good quality to be used and distributed in open containers of not more than 5 lb. If liquefied sulphur dioxide is used, 2 lb. of liquefied gas will be necessary for each lb. of sulphur.

*Hydrogen Cyanide.*—When the gas is generated by the vaporisation of liquid hydrogen cyanide, 2 oz. must be used per 1,000 cubic feet of space, with a minimum exposure of two hours. When the gas is generated by the dumping method, for each 1,000 cubic feet of space, 5 oz. of sodium cyanide must be allowed, with an exposure of two hours. In the case of Zyklon B. being used, an amount equivalent to 60 grammes of hydrogen cyanide per 1,000 cubic feet is necessary. All internal doors must be hooked open and all external doors must be closed but *not* locked. Exposure is again two hours. Fumigations with hydrogen cyanide must be carried out in daylight.



When hydrogen cyanide is used it is advised that the contractor should, before the commencement of the actual process, receive a written declaration that no member of the crew or other person remains on board the vessel. After the vessel is clear of fumigant, the contractor should give a written guarantee that the crew may return with safety to their quarters.

3. Loaded vessels require double the period of exposure.

4. The Cardiff Port Sanitary Authority repudiate all responsibility for any accident or damage which may occur in the process of fumigation.

5. An officer of the Port Sanitary Authority will be in attendance to supervise the process of fumigation.

6. Non-observance of any of the foregoing requirements on the part of persons carrying out deratisation may involve the refusal of a certificate. When the fumigation has been completed, the number of rats destroyed will be ascertained by officers of the Port Sanitary Authority.

There has been a considerable reduction in the number of rats infesting ships. This has led to an increase in the proportion of deratisation exemption certificates granted. The increase in the proportion of these certificates granted at this port since 1930 is shown in the following table :—

Year	Deratisation Certificates		Deratisation Exemption Certificates		Totals
	Number	Percentage	Number	Percentage	
1930	236	36	420	64	656
1931	195	32	407	68	602
1932	121	23	411	77	532
1933	124	26	353	74	477
1934	126	28	328	72	454
1935	109	23	357	77	466







*Ministry of Health Table G.*

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

Total Number of such Vessels arriving	Number of such Vessels fumigated by SO <sub>2</sub>	Number of Rats killed	Number of such Vessels fumigated by HCN	Number of Rats killed	Number of such Vessels on which trapping, poisoning, &c., were employed	Number of Rats killed	Number of such Vessels on which measures of Rat destruction were not carried out
1	2	3	4	5	6	7	8
61	—	—	—	—	6	80	55

*Ministry of Health Table H.*

DERATISATION CERTIFICATES AND DERATISATION EXEMPTION CERTIFICATES ISSUED DURING THE YEAR.

NET TONNAGE	Number of Ships	No. of Deratisation Certificates issued						Number of Deratisation Exemption Certificates Issued	Total Certificates Issued
		After fumigation with			After Trapping, Poisoning, etc.	Total			
		HCN	Sulphur	HCN and Sulphur					
1	2	3	4	5	6	7	8	9	
Ships up to 300 tons	91	1	—	—	—	1	90	91	
“ from 301 tons to 1,000 tons	74	—	1	—	—	1	73	74	
“ from 1,001 tons to 3,000 tons	218	16	57	—	—	73	145	218	
“ from 3,001 tons to 10,000 tons	83	9	24	1	—	34	49	83	
“ over 10,000 tons	—	—	—	—	—	—	—	—	
Totals	466	26	82	1	—	109	357	466	



## VI.—HYGIENE OF CREWS' SPACES, ETC.

Special attention was directed in the report for 1934 to the unsatisfactory condition of crews' spaces. There has been no improvement in the condition of these spaces on British vessels and but slight improvement on foreign vessels arriving at Cardiff during 1935, as will be seen from the diagram given on the next page.

During the year, 4,115 vessels, with a tonnage of 3,642,418, were visited by inspectors on arrival or as soon afterwards as practicable. The number of persons in the crews carried by these vessels was 69,118. In addition, 5,640 re-inspections of ships in dock were made, and 505 orders were given to masters and others in connection with nuisances and sanitary defects.

### *Ministry of Health Table J.*

#### CLASSIFICATION OF NUISANCES.

Nationality of Vessel	Number Inspected during the year	Defects of original construction	Structural defects through wear and tear	Dirt, vermin and other conditions prejudicial to health
British ....	1,661	1	202	1,085
Other Nations ....	955	—	99	480

The following table shows the number of the defects referred to in the preceding table which were remedied during the year :—

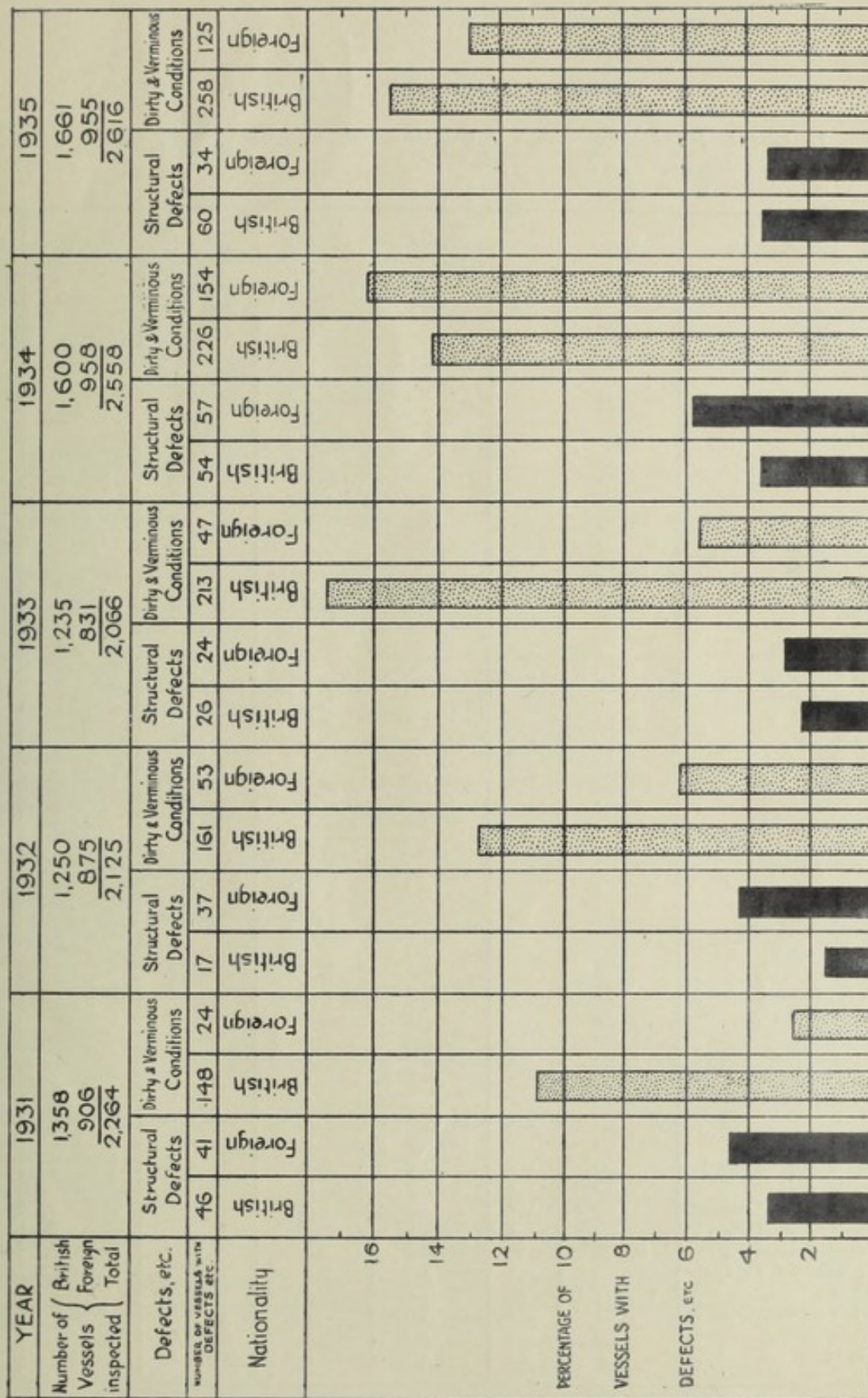
Nationality of Vessel	Defects of original construction	Structural defects through wear and tear	Dirt, vermin and other conditions prejudicial to health
British ....	1	201	1,085
Other Nations ....	—	99	480



# CARDIFF PORT SANITARY AUTHORITY

## INSPECTION OF SHIPPING

### STRUCTURAL DEFECTS AND DIRTY AND VERMINOUS CONDITIONS





## VII.—FOOD INSPECTION, ETC.

*Imported Foodstuffs.*—The quantities of various kinds of foodstuffs imported during the year were as follows :—

Description	Tons	cwt.	Bags	Bales	Barrels	Boxes	Miscellaneous
Bacon .....	—	—	—	16,392	—	—	—
Barley .....	—	—	890	—	—	—	—
Biscuits .....	—	—	—	—	—	—	59 skips
Butter .....	—	—	—	—	60	45,521	—
Caraway Seed .....	—	—	10	—	—	—	—
Catsup .....	—	—	—	—	—	24,239	—
Cheese .....	—	—	—	—	—	23,789	—
Chicory .....	—	—	—	—	—	10	—
Confectionery .....	—	—	—	—	20	480	—
Cream, Canned .....	—	—	—	—	—	2,024	—
Eggs .....	—	—	—	—	—	602	—
Fat, Edible .....	—	—	285	20	420	222	—
Fish, Canned .....	—	—	—	—	—	5,577	—
Fish, Fresh .....	5,413	15	—	—	—	—	—
Fish, Pickled .....	—	—	—	—	35	—	—
Fish, Salted .....	—	—	—	20	10	22	—
Flour .....	—	—	16,947	—	—	—	—
Fruit, Canned .....	—	—	—	—	—	71,318	—
Fruit, Dried .....	—	—	—	—	—	28,343	—
Fruit, Fresh .....	—	—	—	—	139,828	401,669	19,514 baskets
Fruit Juice .....	—	—	—	—	206	500	—
Fruit Pulp .....	—	—	—	—	301	389	—
Glucose .....	—	—	—	—	387	—	50 drums
Lard .....	—	—	—	—	—	43,572	—
Macaroni.....	—	—	—	—	—	8,624	—
Malt .....	—	—	50	—	—	—	—
Margarine .....	—	—	—	—	—	148	—
Meat, Canned .....	—	—	—	—	—	15,955	—
Meat, Preserved .....	—	—	—	—	—	17	—
Meat, Salted .....	—	—	—	—	319	1	—
Milk, Canned .....	—	—	—	—	—	164,808	—
Milk Dried .....	—	—	—	—	—	30	—
Nuts .....	—	—	150	—	—	60	—
Oats, Rolled .....	—	—	780	—	—	25,120	—
Oil, Edible .....	—	—	—	—	124	87	—
Olive Oil .....	—	—	—	—	—	100	—
Olives .....	—	—	—	—	30	—	—
Peas and Beans .....	—	—	2,885	—	—	—	—
Provisions, Canned .....	—	—	—	—	—	12	—
Rice .....	—	—	814	—	—	—	—
Sugar .....	—	—	16,730	—	—	—	—
Tomatoes, Canned.....	—	—	—	—	—	12,480	—
Tomato Juice .....	—	—	—	—	—	30	—
Vegetables, Canned .....	—	—	—	—	—	73,029	—
Vegetables, Dried .....	—	—	9,056	—	—	—	—
Vegetables, Fresh .....	5,351	0	106,509	—	4,754	59,011	46,985 baskets
Vegetables, Salted.....	—	—	—	—	642	—	—
Wheat .....	91,337	0	—	—	—	—	—
Wheat Products .....	—	—	70	—	—	5,835	—
Wine .....	—	—	—	—	49	—	—
Yeast .....	—	—	—	—	—	17	—



*Imported Meat.*—In addition to the foodstuffs referred to above, twelve cargoes of frozen meat were imported, the quantities being as follows:—

Carcases of lamb	....	....	131,643
Carcases of pork	....	....	1,913
Carcases of mutton	....	....	21,783
Quarters of mutton	....	....	2,704
Quarters of beef	....	....	16,018
Boneless beef (bags)	....	....	225
Buttocks of beef	....	....	395
Crops of beef	....	....	3,186
Lamb livers (boxes)	....	....	10
Offal (bags)	....	....	1,101
Offal (boxes)	....	....	247
Ox livers (bags)	....	....	66
Ox hearts (bags)	....	....	10
Ox tails (bags)	....	....	25
Ox kidneys (boxes)	....	....	20
Poultry (boxes)	....	....	176
Rabbits (crates)....	....	....	1,550

*Public Health (Imported Food) Regulations, 1925, and Public Health (Imported Food) Amendment Regulations, 1933.*—The total quantity of food withheld from human consumption during the year was 123 tons 9 cwt. 1½ lb. In addition, the under-mentioned “conditionally admissible meat,” which was imported without an official certificate, was re-exported:—

Ox kidneys	....	....	1,009 cases.
Ox livers	....	....	2,899 cases and 1,418 bags.
Calves livers	....	....	1,000 bags.
Ox tails	....	....	724 bags.

Seven samples were submitted to the Public Analyst for analysis under the Public Health (Imported Food) Regulations, comprising:—

Cocoa Butter	....	....	....	1
Lard	....	....	....	1
Malt coffee	....	....	....	1
Oleo oil	....	....	....	1
Sardines	....	....	....	2
Strawberry pulp	....	....	....	1
Total	....	....	....	<u>7</u>

All of these samples were reported to be genuine or to contain preservatives within the limits laid down by the Public Health (Preservatives, etc., in Food) Regulations.

*Public Health (Imported Milk) Regulations, 1926.*—No fresh milk was imported during the year.

*Public Health (Shell-fish) Regulations, 1934.*—There are no shell-fish beds or layings within the area under the jurisdiction of the Port Sanitary Authority.

*Public Health (Preservatives, etc., in Food) Regulations, 1925-27.*—Twenty-five samples of food were submitted to the Public Analyst for analysis as to the presence of preservatives, comprising:—

Glacé cherries	....	....	....	4
Raisins	....	....	....	13
Sultanas	....	....	....	8
Total	....	....	....	<u>25</u>



All of these samples were reported to be genuine or to contain preservatives within the limits laid down by the Regulations.

*Bacteriological and Chemical Examinations.*—Two samples of condensed milk, one sample of sardines and one sample of sausage were submitted for bacteriological examination, and one sample of condensed milk and one sample of sausage were submitted for chemical examination. One of the samples of condensed milk was found to be unsatisfactory, and the whole consignment was appropriately dealt with. All the other samples were reported to be satisfactory.

### VIII.—MISCELLANEOUS.

*Medical Inspection of Aliens.*—The following is a summary of the work done during the year in connection with the medical inspection of aliens :—

	Total Number.	Number Inspected by Medical Inspectors.
Aliens (excluding alien seamen) landing at the port....	218	105
Aliens refused permission to land by Immigration Officer .....	17	—
Totals ....	235	105
Number of vessels carrying alien passengers .....	86	
Number of such vessels dealt with by the Medical Inspector .....	13	
Analysis of aliens landing :—		
Residents returning .....		16
In transit .....		18
Visitors .....		54
Business .....		105
Diplomatic .....		1
Contract seamen .....		23
Ministry of Labour permit .....		1
Coming to settle, not holding Ministry of Labour permit .....		—
Total ....		218

Of the 105 aliens medically inspected, 101, who intended taking up employment and remaining in the country over three months, were referred by the Immigration Officer for detailed medical examination. One of them was refused permission to land, as he appeared to be mentally unfit; a certificate to that effect was forwarded to the Ministry of Health.

*Diseases of Animals Acts, etc.*—The various Orders under the Diseases of Animals Acts with reference to the importation of animals were strictly enforced during the year. Three hundred and twenty-nine dogs and 648 cats were brought to the port on vessels, and one vessel arrived direct from a scheduled country with two sheep on board. All the vessels were visited regularly during their stay in port to ensure that the requirements of the Orders were observed.

*Canal Boats.*—The Chief Port Sanitary Inspector, who is also Inspector of Canal Boats, has reported that he made 54 inspections of canal boats during the year and found infringements of the Regulations made under the Canal Boats Act, 1877, regarding painting in 13 instances and marking in one instance. Verbal instructions were given, and the infringements in each case were remedied. The number of boats (not propelled by motor) on the register was seven, each with accommodation for two males. The sanitary condition of the canal boats generally was satisfactory.