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## PORT HEALTH SERVICE.

1938

### I.—CONSTITUTION, LIMITS OF JURISDICTION, ETC., OF THE CARDIFF PORT HEALTH AUTHORITY.

The Cardiff Port Sanitary (now Health) Authority was constituted in 1882 by a Provisional Order of the Local Government Board (now the Ministry of Health), which was made under section 287 of the Public Health Act, 1875. By a Provisional Order, dated 27th July, 1893, the limits of jurisdiction of the Authority were extended, and on 15th September, 1894, an Order, which came into operation on 9th November, 1894, was made constituting the Authority permanently.

Section 5 of the Public Health Act, 1936, which came into operation on 1st October, 1937, provided that Port Sanitary Districts and Port Sanitary Authorities constituted under any previous Act are to be known as and styled Port Health Districts and Port Health Authorities.

On the request of the Cardiff City Council, as the Cardiff Port Health Authority, the Minister of Health made an Order amending the Order constituting the Authority on 24th March, 1938, so as to conform with the Local Government Act, 1933, and the Public Health Act, 1936. The amending Order is cited as the Cardiff Port Amendment Order, 1938, and the Order of 1894 and the new Order are cited together as the Cardiff Port Orders, 1894 and 1938.

Under these Orders the Council of the City of Cardiff are constituted the Port Health Authority for the area. The Order of 1894 provided that the Authority may from time to time appoint Committees consisting of members of such Authority for the exercise of any powers, which, in the opinion of such Authority, can be properly exercised by Committees, but the acts of every such Committee shall, unless otherwise directed by the Authority, be submitted to the Authority for approval. The Order of 1894 also provided that a Committee so appointed shall in no case be authorised to borrow money or to issue any precept for contributions or to enter into any contract.

The jurisdiction of the Authority extends to so much of the Port of Cardiff as is comprised within the following lines:—"A straight line drawn south from the seaward extremity of the common boundary of the Parishes of Sully and Lavernock to the boundary of the said Port and a line following and coincident with the boundary of the said Port from its commencement at the River Rumney to the point at which the straight line firstly hereinbefore mentioned meets such boundary, together with the water of the said Port of Cardiff within such limits, and the place or places for the time being appointed as the Customs Boarding Station or Stations for such part of the said Port, and every other place for the time being appointed for the mooring or anchoring of ships for such part of the said Port under any regulations for the prevention of the spread of diseases issued under the authority of the Statutes in that behalf, and the docks, basins, harbours, creeks, rivers, channels, roads, bays and streams belonging to such part of the said Port." The district therefore includes the waters contiguous to Penarth Urban and Cardiff Rural Districts.

The Authority are invested with all the functions, rights and liabilities of a Local Authority under certain sections of the Local Government Act, 1933, and the Public Health Act, 1936, so far as those sections are applicable to waters within the jurisdiction of the Authority or vessels coming or being within the said jurisdiction, or to persons upon any such vessel or brought by any such vessel within the said jurisdiction, or to goods or things upon or landed from any such vessel and being within the said jurisdiction, and which in the opinion of the Authority or their Medical Officer of Health require to be disinfected or destroyed.

## II.—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 1929 :—

Year	NUMBER OF ARRIVALS			TONNAGE		
	From Foreign	Coastwise*	Total	From Foreign	Coastwise*	Total
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
1936	1,729	4,244	5,973	1,752,174	2,007,477	3,759,651
1937	1,876	4,601	6,477	1,887,637	2,265,038	4,152,675
1938	1,740	4,514	6,254	2,061,144	1,994,710	4,055,854

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

The number and tonnage of vessels entering the port (including Penarth) inspected by officers of the Port Health Authority during 1938 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 .....	1,410	1,895,058	50	772	420	292	9
	Motor .....	263	158,539	12	98	39	6	1
	Sailing .....	66	7,114	3	6	5	—	—
	Fishing .....	1	433	—	—	—	—	—
Total Foreign	1,740	2,061,144	65	876	464	298	10	
Coastwise	Steamers .....	1,351	1,482,876	2	551	332	232	6
	Motor .....	343	166,119	—	65	18	5	—
	Sailing .....	74	9,959	—	—	—	—	—
	Fishing .....	318	39,030	—	28	2	2	—
Total Coastwise	2,086	1,697,984	2	644	352	239	6	
Total Foreign and C'stwise	3,826	3,759,128	67	1,520	816	537	16	

The following table shows the number of vessels entering the port which were dealt with by the department each month during 1938 :—

Month	From Foreign	Coastwise	Total
January	148	204	352
February	147	175	322
March	149	185	334
April	114	177	291
May	144	175	319
June	138	161	299
July	161	164	325
August	144	156	300
September	153	170	323
October	185	189	374
November	135	157	292
December	122	173	295
Total	1,740	2,086	3,826

The nationalities of the several types of vessels entering the port which were dealt with by the department during 1933 are shown in the following table :—

Nationality	Steam	Motor	Sailing	Total
American (U.S.A.)	2	1	—	3
Belgian	19	20	—	39
British	2,101	351	73	2,525
Chilean	1	—	—	1
Danish	55	5	—	60
Dutch	18	83	—	101
Egyptian	1	—	—	1
Esthonian	69	2	—	71
Finnish	32	—	—	32
French	136	59	67	262
German	35	1	—	36
Greek	95	—	—	95
Hungarian	2	—	—	2
Irish	103	15	—	118
Italian	44	1	—	45
Latvian	24	—	—	24
Lithuanian	1	—	—	1
Norwegian	159	24	—	183
Panamanian	2	—	—	2
Portuguese	1	9	—	10
Rumanian	1	—	—	1
Russian	15	2	—	17
Spanish	3	—	—	3
Swedish	128	31	—	159
Yugo-Slav	33	2	—	35
<b>Total</b>	<b>3,080</b>	<b>606</b>	<b>140</b>	<b>3,826</b>

### III.—CHARACTER OF TRADE.

*Passenger Traffic.*—The passenger traffic at the port is relatively 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 237 and 58 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 mainly are 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 1929-38 have kindly been supplied by the Chief Docks Manager :—

Year	Imports (tons)	Exports (tons)
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
1936	1,560,034	5,530,620
1937	1,781,516	6,281,142
1938	1,568,805	5,749,574

#### IV.—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.

The charges made by the Cardiff Corporation for a supply of water to ships are as follows :—

Water supplied into ships' tanks for drinking and other purposes :—7s. 6d. per 1,000 gallons.

Water supplied into ships' boilers :—5s. 0d. per 1,000 gallons.

Each 100 gallons or part thereof is charged as 100 gallons.

Water is supplied to ships at the request of the owner, agent or master of a ship, who has to communicate verbally or in writing with the Corporation Waterman at the Hut (adjoining the Junction Dry Dock), West Dock, Cardiff.

The water is supplied during the hours of 7 a.m. and 5 p.m. on Mondays to Fridays, and 7 a.m. to 12 noon on Saturdays, and if water is required at other times or on Sundays, Bank Holidays, etc., or when the docks are closed, special application has to be made, and a charge of 2s. 6d. per man per hour is made in addition to the above charges for water. Application for such special supply has to be made either to the Waterman during working hours or by telephone to the Waterworks Depot, North Road, Blackweir, Cardiff.

Payment has to be made by the master immediately on receipt of the water unless he prefers to give the name of the owner or agent, to whom the account will be rendered by the Corporation.

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, because under section 140 of the Public Health Act, 1936, an order of a court of summary jurisdiction would first have to be obtained.

During the year, 93 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	....	....	71
Moderate purity	....	....	5
Doubtful purity	....	....	9
Contaminated	....	....	8
			93
Total	....	....	93

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

#### V.—PORT SANITARY REGULATIONS, 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		Total
	From Foreign	Coastwise	
With Wireless	802	560	1,362
Without Wireless	246	131	377
<b>Total</b>	<b>1,048</b>	<b>691</b>	<b>1,739</b>

These inquiries have been undertaken since 1926, and it will be seen from the following table that there has been a slight 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
1936	75.2	81.3	77.8
1937	75.7	81.7	78.1
1938	76.5	81.0	78.3

*Cases of Infectious Disease landed from Vessels.*—The following table shows the nature of 14 cases of notifiable infectious diseases landed from vessels during the year :—

*Ministry of Health Table C.*

Disease	Number of Cases during 1938		Number of Vessels concerned	Average Number of Cases for previous 5 years
	Passengers	Crew		
Scarlet Fever ....	—	4	3	—
Enteric Fever....	—	1	1	1.0
Dysentery ....	—	2	2	0.6
Erysipelas ....	—	1	1	0.4
Malaria ....	—	4	4	6.6
Tuberculosis ....	—	2	2	3.0

The cases referred to in the above table were dealt with as follows :—

Disease	Admitted to City Isolation Hospital	Admitted to Royal Hamadryad Seamen's Hospital	Allowed to return Home	Treated aboard Ship	Total
Scarlet Fever ....	4	—	—	—	4
Enteric Fever	1	—	—	—	1
Dysentery ....	2	—	—	—	2
Erysipelas ....	1	—	—	—	1
Malaria ....	—	—	2	2	4
Tuberculosis ...	—	1	1	—	2

*Other Cases of Infectious Disease.*—Two cases of tuberculosis and one case of malaria dealt with by the port health 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.*—Three cases of infectious disease were reported to have occurred on three vessels during the voyage and were disposed of prior to arrival.

## Ministry of Health Table D.

Disease	Number of Cases during 1938		Number of Vessels concerned	Average Number of Cases for previous 5 years
	Passengers	Crew		
Malaria .....	—	2	2	9·0
Tuberculosis .....	—	1	1	2·0

*Cleansing and Disinfection.*—Seventy-five 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. Two hundred and twenty-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 2,011 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 1929 :—

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		
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
1936	164	93	324	20	601	9,455	2,312
1937	109	113	346	32	600	9,944	2,407
1938	115	91	304	47	537	9,865	2,357

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 1938 are contained in the report on the general health service of the city.

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

Leaflets regarding the dangers of venereal diseases and containing particulars of the facilities for free diagnosis and treatment in Cardiff, printed in seven different languages, are distributed amongst seamen; and metal plaques regarding the facilities for free treatment are affixed in all sanitary conveniences at the docks.

*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 45.

## VI.—MEASURES AGAINST RODENTS.

It is a 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, 1,060 rats were destroyed by this method, and, of these, 247 were submitted to the Cardiff and County Public Health Laboratory for examination for the detection of plague.

During 1938 the number of deratisation certificates issued was 96 and the number of deratisation exemption certificates issued was 289, making a total of 385. The fees

received by the Port Health Authority in respect of certificates during the year amounted to £710 6s. 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 241 rats were caught, 60 of which were examined for plague.

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

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 undertaken systematically 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, 232,301 poison baits were laid and 3,893 rats and 475 mice were found dead as a result of these measures.

For the purpose of periodically surveying the area around the docks for rats, the district is divided into four areas.

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 for identification of their parasitic fleas and later to the Cardiff and County Public Health Laboratory to be examined for plague.

During the year, 69 rats were caught under this scheme, of which 17 were submitted for classification and for examination for plague.

Leaflets containing full information regarding deratisation of ships are issued to (a) shipowners and shipping agents and (b) fumigation contractors.

The following table shows the numbers of deratisation and deratisation exemption certificates issued during each year since 1929:—

Year	Deratisation Certificates		Deratisation Exemption Certificates		Total
	Number	Percentage	Number	Percentage	
1929	181	62	110	38	291
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
1936	126	30	295	70	421
1937	121	30	288	70	409
1938	96	25	289	75	385

The increase in the numbers during 1930 was due to the effect of the Public Health (Deratisation of Ships) Regulations, 1929, which became operative on 1st January, 1930, but which have since been replaced by the Port Sanitary Regulations, 1933.

The following table shows the number of fumigations of vessels, the total number of dead rats found after fumigation and the average number of dead rats found per vessel during each of the years 1929-1938 :—

Year	Number of Fumigations of Vessels	Total number of Rats found dead after Fumigation	Average Number of dead Rats found per Vessel
1929	181	6,697	37·00
1930	236	4,241	17·97
1931	195	3,530	18·10
1932	121	3,725	30·79
1933	124	3,532	28·48
1934	126	2,584	20·51
1935	109	1,908	17·50
1936	126	1,517	12·04
1937	121	1,331	11·00
1938	96	1,060	10·04

RATS DESTROYED DURING 1938.

Ministry of Health Table E.

(a) Vessels.

	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total in Year
Number of Rats—													
Black ....	170	29	59	53	231	190	251	13	19	221	44	21	1,301
Brown ....	—	—	—	—	—	—	—	—	—	—	—	—	—
Species not recorded	—	—	—	—	—	—	—	—	—	—	—	—	—
Examined ....	30	11	21	17	37	46	63	6	15	42	13	6	307
Infected with Plague	—	—	—	—	—	—	—	—	—	—	—	—	—

Ministry of Health Table F.

(b) Docks, Quays, Wharves and Warehouses.

	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total in Year
Number of Rats—													
Black ....	—	9	4	38	5	3	—	—	—	—	3	2	64
Brown ....	—	—	—	1	—	—	—	—	—	4	—	—	5
Species not recorded	43	43	66	350	431	456	551	559	484	328	306	276	3,893
Examined ....	—	4	2	4	—	—	—	—	—	—	3	—	13
Infected with Plague	—	—	—	—	—	—	—	—	—	—	—	—	—

*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
64	3	4	1	5	3	6	57

*Ministry of Health Table H.*

**DERATISATION CERTIFICATES AND DERATISATION EXEMPTION CERTIFICATES ISSUED DURING THE YEAR.**

NET TONNAGE	Number of Ships	Number of Deratisation Certificates issued						Total Certificates Issued
		After fumigation with		After Trapping, Poisoning, etc.	Total	Deratisation Exemption Certificates Issued	Total Certificates Issued	
		HCN	Sulphur					
1	2	3	4	5	6	7	8	9
Ships up to 300 tons	77	—	—	—	—	—	77	77
" from 301 tons to 1,000 tons	56	1	—	—	—	1	55	56
" from 1,001 tons to 3,000 tons	174	15	46	2	—	63	111	174
" from 3,001 tons to 10,000 tons	78	11	21	—	—	32	46	78
" over 10,000 tons	—	—	—	—	—	—	—	—
Total	385	27	67	2	—	96	289	385

## VII.—HYGIENE OF CREW SPACES, ETC.

During the year, 3,826 vessels, with a total tonnage of 3,759,128, were visited by inspectors on arrival or as soon afterwards as practicable. The number of persons in the crews carried by these vessels was 68,342. In addition, 5,483 re-inspections of ships in dock were made, and 816 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	928	178	937	1,248
Other Nations	592	303	403	223

The following table shows the number of the defects referred to in the preceding table which were remedied at this port :—

Nationality of Vessel	Defects of original construction	Structural defects through wear and tear	Dirt, vermin and other conditions prejudicial to health
British	30	861	1,246
Other Nations	18	376	217

It is gratifying to note from the above table that, apart from defects of original construction (of which, for obvious reasons, one could not expect immediate remedy), nearly all the other conditions to which exception was taken by port health officers were put right at the Port of Cardiff.

The defects and nuisances dealt with during 1938 were as follows :—

Insufficient ventilation	65
„ lighting	16
Obsolete privies	209
Privies without water service	179
Ventilators over bunks	12
Defective ventilators	46
„ skylights and deck-lights	16
„ steam heaters, stoves, stove-pipes, etc.	161
„ sanitary conveniences, flushes, etc.	259
„ side ports, deck-prisms, etc.	350
„ bulkheads	18
„ floors	46
„ doors	27
„ bunks and bedsteads	149
„ food-lockers	82

Defective baths, wash-hand basins and waste-pipes	....	....	70
„ drain pipes	....	....	11
„ cable casings	....	....	13
„ hawse-pipes	....	....	13
Leaking decks	....	....	79
Verminous crew quarters	....	....	403
Dirty crew quarters	....	....	420
„ messrooms	....	....	126
„ food-lockers	....	....	103
„ sanitary conveniences	....	....	210
„ bathrooms and wash-houses	....	....	90
„ fresh-water tanks	....	....	34
Foul bilges	....	....	2
Foul accumulations	....	....	59
Miscellaneous	....	....	24
			<hr/>
	Total	....	3,292
			<hr/>

It will be seen from the figures given in the preceding tables that, as stated in previous reports, there is much leeway to be made up in order to bring the living accommodation on vessels up to modern standards.

Insufficient ventilation and lighting, ventilators placed directly over bunks, privies without water service and obsolete privy accommodation are classified as defects of original construction. Many vessels on which these defects were found sailed before action could be taken, owing to their short stay in port. Port Health Authorities at present have no power to detain vessels when these defects are found, but with the co-operation of Surveyors of the Board of Trade the remedying of the defects is insisted upon when the vessels return for dry docking and survey.

During the year the living accommodation and sanitary conveniences on a number of vessels were reconstructed in order to bring them up to modern standards as nearly as possible. The old type of forecastles were converted into separate rooms containing three or four bunks, separate messrooms with individual metal clothes lockers and food lockers were provided, obsolete iron trough privies were removed and replaced by porcelain pedestal water-closets with adequate water service.

It is to be regretted that conditions due to dirt and vermin show a further increase. Owners of vessels on which these conditions are discovered are required to have the living quarters thoroughly cleansed and sprayed with a reliable insecticide or fumigated with hydrogen cyanide before new crews are engaged. They are also required to provide the vessels with insecticide for use during the voyage, but from inquiries made on the return of vessels that are still found to be verminous it is often found that the insecticide has not been applied properly or that it has not been used at all. The sanitary inspectors constantly impress upon masters and officers the importance of close supervision in the cleansing of living accommodation. They also tell the crews that only by keeping their quarters at all times in a clean condition can infestation by vermin be eradicated.

Much improvement in these conditions may be hoped for as a result of the putting into operation of the new agreement of the National Maritime Board, and also from the distribution of copies of a booklet published by the Association of Port Health Authorities of the British Isles entitled *Prevention of Infestation of Ships by the Bed-Bug*. Copies of this booklet are being distributed free at the Port of Cardiff.

The National Maritime Board agreement, which will come into force on 1st July, 1939, is the result of the work of a Joint Committee set up by The Shipping Federation, the National Union of Seamen and the Officers' Societies. That Committee points

out that criticism from laymen of crews' quarters in British ships often ignores the limitations of space and special conditions on board ship, and that comparison with foreign ships is frequently unfair, because inspection of the British ship is made when the crew have left or are on the point of leaving. The Joint Committee received valuable suggestions from the Board of Trade and the Association of Port Health Authorities of the British Isles. The Committee expressed the following view, which was endorsed by the National Maritime Board :—

“Cleanliness of accommodation is very largely a personal matter, and the regulations are of very little use unless supported by goodwill and proper co-ordination between owners, masters, officers and members of the crew themselves. The co-operation must be active and, above all, it must be sustained. Owners should visit their ships regularly and see conditions for themselves ; masters should inspect the crews' quarters regularly and take a real interest in the task ; the crew should take a pride in their sea home. A dirty or untidy ship is a reflection on all three.”

The agreement consists of agreed clauses, which are to be inserted in ships' articles, and of agreed recommendations.

The clauses require owners of foreign-going vessels to supply clean bed and bedding to the crew on joining, and require the crew in turn to keep the bed and bedding in good condition. The crew are also required, subject to increased fines, to keep their quarters clean and tidy, both during and at the termination of the voyage.

The recommendations stress that it is vital to cleanliness of quarters that a systematic routine should be adopted. The routine set out is that ratings are to be detailed to give a thorough cleaning to messrooms, wash-places and lavatories daily, and to the sleeping quarters each week. This thorough cleaning is to be in the ship's time, and men should also, in their own time, tidy their sleeping quarters daily. The importance of a daily inspection of crews' quarters by the master, or a deputy, is emphasised, and the result of the inspection is to be entered weekly in the official log and daily in the owners' log. Any sign of vermin is to be reported at once, and an adequate supply of effective insecticides and disinfectants is to be carried. Measures are to be taken to prevent crews' quarters being made dirty or untidy by persons coming on board from the shore. Crews are urged to keep their quarters in such a state in foreign ports that they are a good example to all coming on board, and at home, when they sign off, they should leave their quarters as they would like to find them on the next voyage.

Inspection of the small type of coastal vessel reveals conditions much below those on larger vessels. Insufficient ventilation, lighting and heating, and lack of proper washing facilities are the defects mainly found, while the methods of storage of provisions are most unsatisfactory ; it is quite common to find provisions stored in open boxes in sleeping quarters. Difficulty is found in arranging for these defects to be remedied, as this type of vessel remains in port for five or six hours only, but owners and masters are requested to give the unsatisfactory conditions attention when the vessels are due to undergo periodical survey in dry dock.

During 1938 great improvements in the construction of the living accommodation for crews in recently constructed vessels have again been observed. The provision of central heating, improved ventilation and lighting, the provision of drying rooms, heated wash-places, separate messrooms, oilskin lockers, individual metal wardrobes and food lockers, and porcelain pedestal water-closets with adequate water service have been the main improvements.

### VIII.—FOOD INSPECTION.

Examination of imported food is carried out by the food inspectors in the dock-side warehouses and occasionally on board ships.

The principal food imports during the year were from Australia and New Zealand and consisted of beef, mutton, pork, lamb, offal, butter, cheese, flour and fresh and dried fruits. From Canada and United States of America lard, cheese, flour, cereals, canned meats, fruit and fish were imported, and from European countries condensed milk, cheese, bacon, fresh tomatoes, canned tomatoes, dried and canned fruits and vegetables. In addition to these direct imports, large quantities of foodstuffs, transhipped at other ports in the British Isles, arrived by coastwise traffic.

A percentage examination of all food is made. If the food examined is found to be in good condition, the whole consignment is released for distribution, but if found to be diseased or unsound the whole consignment is detained until a complete examination has been carried out. Diseased and unsound articles of food are destroyed under the supervision of the food inspectors. When necessary samples of foodstuffs are submitted to the Public Analyst and to the Bacteriologist for examination. Importers also carry out a trade examination of their goods in the warehouses under the supervision of the food inspectors.

A preliminary inspection of meat imports is carried out in the transit sheds on the dock-sides, the importers then being allowed to transfer the cargo to the local cold stores, where a further examination is made. The glandular examination of carcasses of mutton and lamb carcasses weighing over 42 lb. was continued, but very few cases of caseous lymphadenitis were found.

*Imported Foodstuffs.*—The quantities of various kinds of foodstuffs imported during the year are shown in the following table:—

Description	Tons	cwt.	Bags	Bales	Barrels	Boxes	Miscellaneous
Bacon	—	—	—	3,440	—	—	—
Barley	—	—	1,098	—	—	—	—
Biscuits	—	—	—	—	—	1,194	55 skips
Butter	—	—	—	—	200	116,090	—
Catsup	—	—	—	—	—	2,915	—
Cereals	—	—	—	—	—	51,940	—
Cheese	—	—	—	—	—	58,169	—
Coffee	—	—	3	—	—	420	—
Condiments	—	—	—	—	—	80,080	—
Confectionery	—	—	—	—	—	1,193	—
Cream, Canned	—	—	—	—	—	7,952	—
Eggs	—	—	—	—	—	5	—
Fat, Edible	—	—	4,479	—	591	9,721	—
Fish, Canned	—	—	—	—	—	584	—
Fish, Dried	—	—	33	120	—	—	—
Fish, Fresh	7,240	2	—	—	—	—	—
Fish, Pickled	—	—	—	—	91	—	—
Fish, Salted	—	—	—	—	202	—	—
Flour	—	—	19,148	—	—	—	—
Fruit, Canned	—	—	—	—	—	50,939	—
Fruit, Dried	—	—	—	—	—	1,451	—
Fruit, Fresh	—	—	—	—	61,768	469,893	31 trays
Fruit Juice	—	—	—	—	159	2,500	—
Fruit Pulp	—	—	—	—	485	—	—
Glucose	—	—	—	—	443	—	30 drums
Hops	—	—	—	49	—	—	—
Lard	—	—	—	—	—	60,738	—
Macaroni	—	—	—	—	—	16,066	—
Malt	—	—	100	—	—	—	—
Margarine	—	—	—	—	—	40,967	—
Meat, Canned	—	—	—	—	—	15,142	—
Meat, Preserved	—	—	—	—	20	34	—
Meat, Salted	—	—	—	—	125	—	—
Milk, Canned	—	—	—	—	—	98,617	—
Milk, Dried	—	—	—	—	—	145	—
Oats, Rolled	—	—	692	—	—	35,866	—
Oil, Edible	—	—	—	—	27	100	—
Olive Oil	—	—	—	—	37	30	—
Olives	—	—	—	—	20	—	—
Provisions, Canned	—	—	—	—	—	864	—
Rice	—	—	828	—	—	—	—
Salt	—	—	40	—	—	—	—
Soup, Canned	—	—	—	—	—	9,020	—
Sugar	10,143	—	74,936	—	—	—	—
Tapioca	—	—	150	—	—	—	—
Tomato Juice	—	—	—	—	—	3,050	—
Vegetables, Canned	—	—	—	—	—	78,989	—
Vegetables, Dried	—	—	21,483	—	—	22	—
Vegetables, Fresh	1,067	—	186,476	—	—	206	{ 4,500 drums 1,200 baskets
Vegetables, Salted	—	—	—	—	725	55	—
Wheat	67,011	—	—	—	—	—	—
Wheat Products	—	—	—	—	—	5,315	—
Wine	—	—	—	—	41	—	—
Yeast	—	—	—	—	—	3	—

*Imported Meat.*—In addition to the foodstuffs already referred to, 19 cargoes of frozen meat were imported, the quantities being as follows:—

Carcases of lamb	215,323
Carcases of mutton	28,654
Carcases of pork	18,375

Quarters of beef	....	....	33,627
Sides of pork	....	....	558
Sides of veal	....	....	159
Boneless beef (bags)	....	....	4,705
Boneless meat (bags)	....	....	2,116
Sundries—hearts, livers (bags)	....	....	236
„ tongues, etc. (boxes)	....	....	3,334
Pigs livers (boxes)	....	....	200
Ox livers (bags)	....	....	50
Ox hearts (bags)	....	....	25
Kidneys (bags)	....	....	25
Offal (bags)	....	....	4,126
Offal (boxes)	....	....	1,501

The quantities of various kinds of foodstuffs withheld from human consumption during the year were as follows:—

	Tons	cwt.	lb.
Fruit, Canned	2	0	92½
Fruit, Dried	—	4	89
Fruit, Fresh	210	18	22
Fruit Salad, Canned	—	—	16¼
Lard	—	—	56
Meat, Canned	3	3	98
Mutton, Frozen	—	1	10
Shrimps, Canned	—	—	40
Sugar	—	10	16
Vegetables, Canned	10	12	35
Vegetables, Fresh	21	0	0
Wheat	6	19	78
Total	255	11	104¾

*Public Health (Imported Food) Regulations, 1937, and Public Health (Preservatives, etc., in Food) Regulations, 1925-27.*—During the year, 45 samples of imported food were submitted to the Public Analyst for analysis. The nature, country of origin and number of samples are shown in the following table:—

Description	Country of Origin	Number of Samples
Cereal Food	Canada	2
Citric Acid Crystals	Italy	2
Coconut Flakes, Canned	Canada	1
Figs, Dried	Turkey	1
Fruit Pectin	Canada	2
Milk, Evaporated Full Cream	Holland	2
Peaches, Dried	America	1
Prawns, Canned	„	1
Raisins	„	24
Raisins	South Africa	1
Shrimps, Canned	Norway	2
Tomatoes, Canned	Morocco	1
Tomato Pulp, Canned	Hungary	1
Tomato Pulp, Canned	Italy	3
Tomato Puree, Canned	Canada	1

Thirty-seven of the samples were reported to be genuine or to contain preservatives within the limits laid down by the Public Health (Preservatives, etc., in Food) Regulations, and eight samples were reported to contain preservatives in excess of the prescribed limits. The consignments of foodstuffs reported to be unsatisfactory were appropriately dealt with.

*Bacteriological and Chemical Examinations.*—Three samples of canned tomatoes from Italy were submitted for bacteriological and chemical examination. Two were reported to be approximately sterile, with no evidence of bacterial growth, and the physical characters were normal. One can was found to be under pressure with a considerable amount of gas; the contents were in a frothy condition and showed well-marked evidence of bacterial growth. The canned tomatoes from which the sample was taken (4 cwt. 23 lb.) were destroyed.

*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 Health Authority.

## IX.—MISCELLANY.

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

	<i>Total Number.</i>	<i>Number Inspected by Medical Inspectors.</i>
Aliens (excluding alien seamen) landing at the port ....	182	92
Aliens refused permission to land by Immigration Officer ....	14	—
Total ....	196	92
Number of vessels carrying alien passengers ....	....	76
Number of such vessels dealt with by the Medical Inspector		13
Analysis of aliens landing :—		
Residents returning ....	....	5
In transit ....	....	18
Visitors ....	....	61
Business ....	....	97
Coming to settle, not holding Ministry of Labour permit		1
Total ....	....	182

Of the 92 aliens medically inspected, 73, who intended taking up employment and remaining in the country over three months, were referred by the Immigration Officer for detailed medical examination.

*The Dangerous Drugs (Consolidation) Regulations, 1928.*—Six certificates were issued authorising masters of foreign ships to purchase dangerous drugs.

*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. One hundred and ninety-four dogs and 550 cats were brought to the port on vessels. All the vessels were visited regularly during their stay in port to ensure that the requirements of the orders were observed.

One hundred and eighty-seven horses and 4,205 head of cattle were landed at the Imported Animals Wharf during the year from Canada.

Cardiff is one of the comparatively few ports in Great Britain at which live cattle may be imported, being licensed for this purpose by the Ministry of Agriculture and Fisheries, and every facility is provided for this important branch of import trade. Considerable extensions have been carried out at the cattle lairs, where modern lairage for 760 fat or 950 light head of cattle is available. Offices are provided for officers of the Ministry of Agriculture and Fisheries and representatives of the various merchants connected with the trade.

*Canal Boats.*—The Chief Port Sanitary Inspector, who is also Inspector of Canal Boats, has reported that he made 64 inspections of canal boats during the year and found infringements of the regulations made under the Canal Boats Act, 1877, regarding painting in eight 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 six, each with accommodation for two males. The sanitary condition of the canal boats generally was satisfactory.



