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With the Medical Officer of Health's Compliments.

NEWPORT PORT SANITARY AUTHORITY.

ANNUAL REPORT

For the Year 1920.

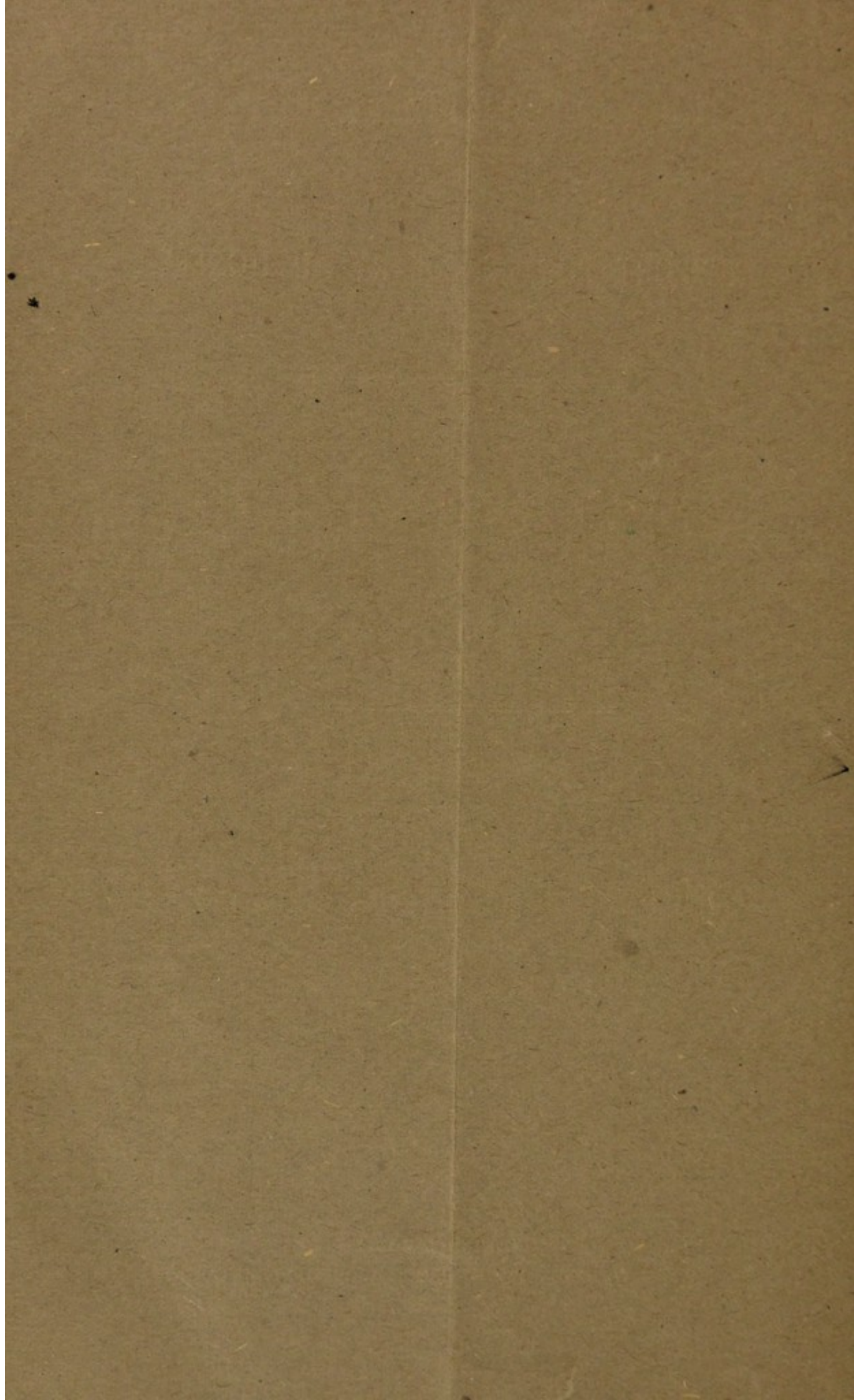
BY

THE MEDICAL OFFICER OF HEALTH,
J. HOWARD JONES, M.D., D.Sc., C.M.



NEWPORT, MON. :

W. JONES, PRINTER, COMMERCIAL STREET.



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COUNTY BOROUGH OF NEWPORT.

Health & Port Sanitary Committee, 1920-21

Chairman—

COUNCILLOR WM. EVANS.

Deputy Chairman—

ALDERMAN COL. W. CLIFFORD PHILLIPS.

HIS WORSHIP THE MAYOR

COUNCILLOR C. ROBERTSON

COUNCILLOR J. MCGINN

„ COLBORNE

„ LLOYD DAVIES

„ LAWLOR

„ PARFITT

„ GRIFFITHS

„ LEWIS

„ A. T. W. JAMES

„ WRIGHT

„ QUICK

„ E. DAVIES

„ W. H. B. WILLIAMS

„ RAIKES

„ MAJ. VINCENT

„ D. J. EVANS

Clerk to Port Sanitary Authority—

ALBERT AUGUSTAS NEWMAN.

Medical Officer of Health—

J. HOWARD JONES, M.D., D.SC.

Port Sanitary Inspector—

W. JENKINS, Cert. Royal Sanitary Institute

Assistant Inspector—

CHARLES WEAVER.

Caretaker of Port Sanitary Hospital at Cefn—

A. E. WALKER.

Newport Port Sanitary Authority.

HEALTH DEPARTMENT,

TOWN HALL, NEWPORT,

July, 1921.

TO THE CHAIRMAN AND MEMBERS OF THE NEWPORT PORT SANITARY
COMMITTEE.

GENTLEMEN,

I beg to submit my Report for the year 1920. It is made in accordance with the Regulations of the Local Government Board which are prescribed within the duties of the Medical Officer of Health.

The Port was permanently constituted a Port Sanitary District by the Local Government Board, May 9th, 1883.

I.—Constitution of Port Sanitary Authority :—

“ The Port Sanitary Authority is the Mayor, Aldermen, and Burgesses of the Borough of Newport, acting by the Council. It discharges Port functions in waters abutting upon the Magor and St. Mellons Rural Sanitary Districts in addition to the Newport Urban Sanitary Districts.”

II.—Limits of Jurisdiction :—

“ The whole of the Port of Newport (Order May 9th, 1883). By the Treasury Warrant, dated December 20th, 1847, the limits of the Port of Newport are defined as commencing at Redwick Pill, in the County of Monmouth, being the Western extremity of the Port of Chepstow, and continues along the coast of the said County to the River Rumney, and Seaward to the middle of the Severn.”

III.—Riparian Districts included (wholly or in part) in the Port Sanitary District :—

County Borough of Newport.

Magor Council District. Parishes—Nash, Goldcliff and Redwick.

St. Mellon's Council District. Parishes—St. Brides, Peterstone, Rumney.

IV.—Apportionment of Expenses :—

The Urban Sanitary Authority contributes according to the rateable value of its district, and the Rural Sanitary Authorities contribute according to the rateable value of their riparian parishes.

The proportions contributed by the various Riparian Authorities towards expenses incurred by the Port Sanitary Authority are as follows :—

County Borough of Newport	...	91.81 per cent.
Magor Rural District Council	...	2.46 „
St. Mellon's District Council	...	5.71 „

TABLE I.

Showing trade of Port for decennial periods extending over 49 years. (Figures kindly supplied to me by the Secretary of the Newport Chamber of Commerce, except those marked *, which were kindly supplied by H.M. Customs.)

FOREIGN.				COASTWISE.			
Year.	Tons Entered.		Tons Cleared	Year.	Tons Entered.		Tons Cleared.
1871	...	156,441	...	412,043	1876	...	287,816 ... 483,476
1881	...	635,777	...	892,169	1886	...	258,285 ... 742,818
1891	...	736,145	...	1,101,318	1896	...	1,384,049 ... 797,223
*1901	...	971,953	...	1,517,118	*1901	...	1,195,797 ... 660,380
*1911	...	1,739,898	...	2,349,408	*1911	...	1,363,600 ... 822,315
*1912	...	1,942,748	...	2,385,688	*1912	...	1,280,220 ... 853,611
*1913	...	2,137,420	...	2,672,080	*1913	...	1,491,674 ... 998,963
*1914	...	1,900,005	...	2,370,599	*1914	...	1,353,130 ... 887,931
*1915	...	1,795,095	...	2,144,557	*1915	...	1,300,092 ... 694,758
*1916	...	2,095,388	...	1,886,417	*1916	...	929,383 ... 601,248
*1917	...	1,070,530	...	1,082,234	*1917	...	883,927 ... 442,009
*1918	...	1,413,647	...	1,019,189	*1918	...	1,017,797 ... 398,713
*1919	...	1,536,007	...	2,257,557	*1919	...	1,219,299 ... 587,003
*1920	...	1,404,984	...	2,125,001	*1920	...	1,549,863 ... 967,098

The total number of vessels that entered the Port during 1920, was 5,468; Coastwise, 3,810; Foreign, 1,658. Their tonnage amounted to 2,954,847, compared with 4,619 vessels and a tonnage of 2,755,306 during 1919.

The figures shewing the total volume of the trade of Newport since the year 1916 are not available, but for the previous years they were as follows :—

Year.	Imports in Tons		Exports in Tons		Total.
(Coastwise & Foreign). (Including Bunkers).					
†1898	...	723,878	...	2,681,125	... 3,585,003
1899	...	1,211,864	...	4,663,953	... 5,875,817
1900	...	1,020,942	...	4,273,656	... 5,294,598
1901	...	870,868	...	4,124,585	... 4,995,453
1902	...	998,221	...	4,361,206	... 5,359,427
1903	...	1,165,169	...	4,756,844	... 5,922,013
1904	...	1,263,243	...	5,067,384	... 6,330,627
1905	...	1,361,621	...	4,865,484	... 6,227,105
1906	...	1,425,220	...	5,452,648	... 6,877,868
1907	...	1,396,191	...	5,620,756	... 7,016,947
1908	...	1,527,940	...	5,834,878	... 7,362,818
1909	...	1,290,878	...	5,740,878	... 7,031,756
1910	...	1,372,580	...	5,725,612	... 7,098,192
1911	...	1,326,429	...	6,105,869	... 7,432,298
†1912	...	1,526,198	...	5,248,219	... 6,774,417
1913	...	1,867,752	...	5,862,140	... 7,729,892
1914	...	1,210,985	...	5,180,128	... 6,391,113
1915	...	1,049,764	...	4,877,390	... 5,927,154
1916	...	917,746	...	4,810,743	... 5,728,489

(† Years of strikes in coal trade).

In the absence of figures showing the total volume of trade the following "value" figures—kindly supplied by H.M. Customs—are of interest :—

	Imports.		General Exports		Coal Exports		Coal Bunkers
			Excluding Coal.		In Tons.		In Tons.
	£		£				
1917	...	2,568,162	...	3,353,520	...	3,346,211	... 544,755
1918	...	6,080,010	...	2,343,916	...	3,124,257	... 432,583
1919	...	2,444,331	...	3,214,480	...	3,654,802	... 609,726
1920	...	4,348,041	...	5,269,457	...	2,678,650	... 560,834

GENERAL INSPECTION.

Inspector Jenkins and Assistant Inspector Weaver made 2,322 routine inspections of vessels during the year; in addition, 615 re-visits were made to enforce compliance with notices, to vessels with sickness on board, and to those arriving indirectly from ports infected with Cholera, Yellow Fever, Plague or Small Pox.

1,236 of the vessels which entered from foreign port were inspected. Of these 172, or 12.9 per cent. were found to have sanitary defects on board (sailing vessels 9 per cent., steamships 14.2 per cent.).

1,086 of the "Coastwise" vessels were inspected, 77 of these, or 7 per cent., were insanitary in some respects (sailing vessels 2.6 per cent., steamships 7.4 per cent.).

The average percentage found insanitary according to the present standard of requirements was 10.7, compared with 13.97 in 1919, and with 16.1 during the 10 years immediately preceding the war.

Arranged according to nationality, the percentage found to be insanitary were as follows:—

Portuguese	5.3 per cent.	Italian	14.0 per cent.
Danish	6.1 „	French	14.2 „
Norwegian	7.7 „	American	16.6 „
Dutch	10.0 „	Russian	21.4 „
British	10.0 „	Japanese	29.4 „
Swedish	10.5 „	Spanish	30.2 „
Belgian	13.1 „	Greek	40.0 „

SUGGESTIONS FOR IMPROVING OFFICERS' AND MEN'S QUARTERS ON BOARD TRAMP STEAMERS.

The 1919 Report included special observations and suggestions *re* crews' quarters for new vessels and re-constructed vessels, but the number of reports printed was reduced very considerably in the interests of economy. There was a large demand from various quarters for copies of that report, but they were not available and those remarks are therefore being repeated in the present report.

In order to avoid past and present errors in design and to improve the condition on old vessels the following suggestions—the result of many years close attention to Port Sanitary Hygiene—are made, and in doing so I wish to express by indebtedness to Inspector Jenkins, and his predecessor the late Inspector Roberts for valuable assistance in promoting a higher standard of Hygiene in officers' and men's quarters generally.

Plans.—The present system is unsatisfactory and defective. The regulations are too indefinite; builders interpret them differently. Plans drawn to scale and specifications of officers' and men's quarters and conveniences, and details of the system of ventilation should be submitted for approval to a central authority previous to construction; departure from these plans should be prohibited unless the amended plans have been approved. After completion, the quarters should be certified as satisfactory previous to occupation.

Officers' and Engineers' Quarters.—Entrances to cabins should be protected from sea and rain; cabins should be entered by doors in well ventilated alleyways possessing doors fore and aft, and provided with fore and aft deck ventilators. Entrances should not be in exposed positions on ships' sides.

Deck ventilators directly over bunks should be prohibited unless provided with shaft extensions clear of the berths.

Inlet and outlet ventilators should not be placed adjoining each other.

Louvres should be substituted for butterfly ventilators; the latter are too small, often corrode, and become fixed.

Port holes should be regarded as subsidiary ventilators only.

Bunks should not be placed so as to obstruct the lighting of cabins.

Wherever possible, passages should be provided between the outer bulkhead of deck houses and ships' bulwarks or rail, to ensure privacy for the officers.

Officers' cabins should not adjoin stewards pantries, as the noise often prevents the occupants having proper rest.

Entrances to W.C.'s should be outside the alleyways if possible and not adjoining or between cabins in the alleyways.

Each cabin should be heated.

Officers' or Engineers' cabins should not be entered from Engine rooms.

Cabins adjoining galleys are not satisfactory.

Food stores and stewards' pantries should be provided with inlet and outlet ventilators.

Bath-rooms should be provided with steam or a hot water service.

Petty Officers, seamen, and firemen should be accommodated either in deck houses or aft in poops or in both places. The recommendations of the Reconstruction Committee of the National Seamen and Firemen's Union are too arbitrary in this respect.

They should be housed in cabins not accommodating more than two persons, with separate mess rooms for each section of the crew.

These mess rooms in some recent American Vessels are placed adjoining the galley in the deck house, thus ensuring the prevention of waste, economy of labour, better supervision, and the prevention of the cooling of, and damage to, hot meals by transit to crews' quarters aft from the galley in rough weather.

The usual objections raised to this arrangement can be overcome by careful planning so as to ensure the privacy of the officers and Engineers and by providing mess stewards and a rota of orderlies from amongst the crew if necessary.

On large vessels where the number of crew justifies separate cooks and galleys for the men, the galley could with advantage be placed in the aft part of the poop with mess rooms adjacent on fore side.

Reconstruction of Crews' Quarters on existing vessels.—The use of forecastles should be prohibited after a certain date. The disadvantages are too well known to need repetition.

On re-classification of existing vessels, the crews' quarters in forecastles should be removed to poops, deck houses, or bridge decks, and the quarters should be re-modelled on satisfactory lines. This applies in particular to many German vessels taken over by the Allies, as some of them possess crews' spaces which are badly designed, badly lighted, and very depressing in character.

In some small vessels where crews cannot be housed in deck houses or poops, and in which the crew live in the forepeak, the living quarters should be removed to the upper forecastle, which should be re-modelled, if necessary, for this purpose.

Cubic Space.—The present allowance is totally inadequate. The British minimum is 72 cubic feet and 12 square feet of floor space per man for sleeping quarters, where wash-houses and mess rooms are provided.

The Norwegian, Swedish and Australian Authorities require no less than 140 cubic feet and 18 square feet floor space.

The Australians require 180 cubic feet for officers. Officers and men require similar breathing spaces. In the light of modern improvements in housing conditions even 180 cubic feet cannot be regarded as sufficient, especially under the varied climatic conditions which seamen have to contend with. On H.M. ships a space of at least 200 cubic feet per man is provided for sleeping spaces, and this is supplemented by well regulated mechanical ventilation.

Height of Rooms.—The British Regulations require a sufficient height for men of ordinary stature to stand and move about in an upright position, that is to say, 5 ft. 6 ins. between the floor and under surface of the beams.

No provision is made for the comfort or safety of taller men, they must accommodate themselves to the height of the quarters or remain ashore, where they are provided with bedrooms not less than 8 ft. in height.

These regulations require revision forthwith.

Bunks should be constructed of rustless metal only, and should not be placed against the ships' side, where they obstruct the lighting of the lower bunks and cabin, and interfere with the proper cleansing of angular spaces. Space is also wasted by such an arrangement of the bunks.

They should be placed midships and the cabins so designed as to ensure the bunks being fixed fore and aft midships as far as possible and not arranged hap-hazard, as so frequently obtains at present.

The space between the upper bunks and the deck should not be less than 2 ft. for comfort and ventilation purposes. The recommendation of the Reconstruction Committee, previously referred to, only provide for one foot of space even in a cabin of 7 ft. in height. This is totally insufficient.

Crews' quarters should be painted white.

Daily cleansing should be compulsory and the necessary labour should be provided for cleansing of all crews' quarters, mess rooms and utensils.

A thorough daily inspection of all crew's quarters by a responsible officer should also be compulsory, and more extended disciplinary power should be given to masters of vessels to enforce cleanliness among members of the crew.

Drainage.—When scupper holes are provided they should be situated

at the lowest point, countersunk with an outlet direct through the ship's side and protected by suitable water excluding stoppers. The drainage of crew's quarters with the exception of W.C's. and wash-houses is not recommended. Cleanliness can be better ensured by ordinary means of cleansing.

W.C's.—Trough closets should be prohibited. There is nothing in their favour; they are filthy contrivances which have long been condemned by Sanitarians; and yet they are still being provided in new British built vessels. W.C's. should be in single compartments and fitted with either stoneware or enamelled iron pedestals pans, or with stoneware half channels laid in a cement floor with proper gradient which can be effectively flushed. These are fitted on some Spanish and French vessels, and are most suitable for Asiatic crews.

Doors to W.C's. should be louvred and should not open into alleyways.

For flushing purposes a large elevated tank with subsidiary automatic flush tanks to each W.C. is far preferable to several small supply tanks, which are generally empty when water is required.

Baths, whether of the slipper or shower type, should be provided with a hot water supply. Cold showers are useless for firemen, and they are seldom used by anyone in cold climates.

Drying Rooms with steam heaters and situated outside living quarters are necessary for drying wet clothing.

Sleeping Quarters.—The Shipping Controller's agreement with the N.S. & F. Union to provide two-berth cabins for the crew on standard ships and separate mess rooms is a step in the right direction. Reference is made elsewhere to the necessity, however, of increasing the cubic space per head. This agreement has only been partially fulfilled.

Mechanical Ventilation with a thermo-regulating apparatus should be provided whenever possible, as the provision of inlets and outlets does not ensure effective ventilation.

Locker seats and a small table are desirable in each cabin.

Woodwork, especially tongued and grooved boards in cabins as bottom boards for bunks harbour vermin, and are therefore insanitary.

The use of spare bunks for ships' stores or as food stores should be prohibited.

Lockers or other spaces reserved for storing oilskins, sea boots, and other damp articles must be outside the living quarters.

The lighting of crews' quarters demands greater attention. Seldom does it conform with the Board of Trade Regulations even on new ships. Port or side scuttles should be fitted with two lugs instead of one to avoid unequal strain and the cracking of the glass.

Bunks placed against the ship's side and under port holes, interfere with the lighting of cabins as well as with the use of port holes for ventilation.

Galleys require doors on either side for through ventilation in addition to skylights and deck ventilators.

Lascar and Chinese crews are generally housed in common sleeping quarters for seamen and firemen respectively. Their cabins should not accommodate more than four men, preferably two.

The living and sleeping spaces occupied solely by Lascars and appropriated to their use need not exceed 72 cubic feet per head even on new ships. Personally I fail to understand why they should require less breathing space than Europeans, particularly as they frequently suffer from tuberculosis, are undisciplined in the prevention of the disease and often interfere with the ordinary means of ventilation provided for them, as they are accustomed to "fug" and hot temperatures in their living rooms. They must be protected against themselves.

Ventilation of Stokeholds and Engine Rooms.—The usual ventilation shafts do not provide for the effective ventilation of the wings of stokeholds and engine rooms where the temperature is highest.

The ventilation shaft which reaches the lower part of the engine room could with advantage terminate in two horizontal perforated branch shafts reaching the end of each wing.

The ventilation of the sides of the stokehold can be improved by fans in the upper part of the stokehold near inlet ventilator so as to drive the fresh air over baffle plates down via the wings towards the entrances of the furnaces.

The general condition under which the crews of coasting vessels live are most depressing and require serious attention.

Where heating by thermo regulating ventilators is not in use, steam radiators are preferable to the usual stoves, where steam is available.

Wrought Iron slow combustion stoves, lined inside with fireclay, are for more satisfactory, more economical in use and last longer than the old fashioned cast iron stoves.

Water Supply.—Filtration is unreliable as a means of purifying water on ship board and as a safeguard against water borne diseases.

Wooden tanks or barrels are insanitary.

Water obtained from lighters and other sources which are not above reproach can be chemically sterilised by Chlorine (Bleaching Powder).

Rough and ready but fairly reliable means for testing the organic impurity of water (as used in the Army) can be obtained at a small cost and require practically no technical training by the user.

Vessels unprovided with evaporators trading in parts where good public water supplies are not obtainable could with advantage both from a hygienic and financial point of view utilise such a test and sterilise the water by means of Chlorine.

Many deaths would have been avoided in the past if some such system had been adopted on vessels which obtained drinking water from lighters or other doubtful sources.

Protection against Mosquitoes.—Some recently built ships designed for trading in the tropics are provided with extra doors and screens made of wire netting on light frames to prevent the entrance of mosquitoes into the living quarters through doors, skylights, portholes, and other ventilators.

The provision of Hospital Accommodation for sick members of the crew has received scanty attention up to the present time.

MARINE HYGIENE.

It is again my duty to draw serious attention to the fact that this subject has not received anything like adequate attention by the Government of this country.

After careful consideration of the observations made in my last Annual Report, the Newport Port Sanitary Authority reported as follows :—

HEALTH (PORT SANITARY) SUB-COMMITTEE.

17th JANUARY, 1921—12 noon.

Present—Councillor W. Evans (in the chair); and Alderman W. Clifford Phillips.

The Sub-Committee, having been appointed to consider statements of the Medical Officer of Health contained in the Annual Reports of the Newport Port Sanitary Authority, and to submit any recommendations they might deem advisable to make thereon, reported that after careful consideration they had arrived at the conclusion that the regulations relating to the provision of accommodation for crews in the British Merchantile Service are still very unsatisfactory.

The standard of requirements are generally too low and require radical revision. Many of the instructions laid down for the guidance of shipbuilders and surveyors are merely suggestions, and, therefore, cannot be enforced, whilst in many respects they are inferior both as regards cubic space and structural details to those insisted upon by many foreign countries and British Colonies in both new and old vessels registered under their flags.

It is recognised that during the war the agreements arrived at between the Controller of Shipping and some of those interested in the better housing of the Merchant Service lead to considerable improvements in crews' quarters in standard ships; but, unfortunately, the improvements have not been general, and attention is drawn to the fact that they have not been maintained in many recent vessels built for British firms, and that they compare very unfavourably with those built both in this country and abroad for service under some foreign flags.

The greatly excessive sickness and death-rates among seamen from diseases incident to occupation and generally associated with insanitary conditions of living, compared with occupied and retired males generally is, undoubtedly closely related to the unfavourable conditions of living at sea.

Apart from the question of providing healthier and brighter housing conditions for the Mercantile Marine in return for their noble self sacrifice during the war and their heroic work in saving the Allies from starvation and ruin, the matter concerns this nation very seriously as the leading maritime nation of the world, in view of the greater importance paid to this subject by some of our foreign competitors, especially the Americans. Preference has already been

shown by many of the best British sailors and firemen for service in American merchant vessels, owing to the better conditions of living on vessels registered under the American flag.

Although many of the leading British Shipowners have provided greatly improved accommodation of recent years, others have lamentably failed to do so.

Shipbuilding has been proceeding at an intensive rate during the last three years, and many of the defects in hygiene which have been drawn attention to in the past have during these years been perpetrated without interference by the Government of this country. Valuable opportunities for effecting much needed improvements in a large number of new vessels have therefore been lost, and cannot be remedied without the expenditure of large sums of money, which could be avoided if the present demands for improved quarters had been anticipated by those responsible for the housing of British Seamen.

In view of the possible adoption of a 48 hour week for Seamen by some foreign countries, the question of a corresponding reduction of the hours of labour in British vessels is only a matter of time. This will necessitate the provision of extra accommodation for the additional hands required, consequently the present evil will be intensified unless the matter is considered immediately by the Government.

Attention has frequently been drawn to the fact that Marine hygiene is essentially an International question for the following reasons :—

(i.) Vessels spend a considerable portion of their time in foreign ports.

(ii.) Crews of vessels are largely cosmopolitan in character.

(iii.) A large number of vessels change their nationality in the course of time; many of them soon after completion.

An International standard of Hygiene of crews' spaces, &c., is therefore necessary, and in view of the fact that the question of uniformity of action in dealing with the dangers of invasion by Cholera, Yellow Fever and Plague were successfully dealt with by means of an International Conference many years ago. The subject is a suitable one for consideration by the League of Nations; after

the British Government have satisfactorily revised their present Regulations for the hygiene of crews' spaces.

In view of the above statements, the Newport Port Sanitary Authority be recommended to adopt the following :—

1.—That the time has arrived for the immediate revision of the British Regulations for the Hygiene of crews' spaces, &c.

2.—That the matter should be considered by a Joint Committee representing the Board of Trade, Ministry of Health, Shipowners, Shipbuilders, the officers and men of the Merchant Service, Port Sanitary Authorities, and the Admiralty.

3.—That in view of the International nature of the question of Marine Hygiene, the Government should make every endeavour to have the above subject dealt with by an International Board, such as the League of Nations, with the object of establishing a minimum International Standard for the Mercantile Marine of the leading nations of the world.

4.—That copies of the foregoing resolution, together with the statement above set out, be forwarded to the Prime Minister, President of the Board of Trade, Minister of Health, Local Members of Parliament, Port Sanitary Authorities, and others interested in Port Sanitary Hygiene.

In view of the above report the following notes on some new vessels which were visited during 1920 are interesting and instructive.

S/s H. Built at Bideford. Sailors quarters in forecastle with bare iron surfaces; bunks against ship's sides; ventilation directly over bunks.

It was impossible to house the crew in the poop owing to the fact that the spaces around the latter had been made so small in order to provide extra large hatches for loading and unloading purposes.

The w.c. flush pipe was $\frac{3}{4}$ inch in diameter, and the head of water was only 3 feet. No Local Authority would sanction such conditions in new houses.

S/s N. First voyage. Crews' quarters aft. No mess rooms; combined food and clothes lockers in sleeping quarters; no place for hanging wet clothes; no bathing accommodation, except small lobby leading into w.c. from alleyway; w.c's. not properly shut off from Carpenter's cabin; latter had no table for messing, &c., except top of locker; lighting of both firemen and sailors' quarters very defective; no wash house. Apprentices' cabin midship contained no food locker—food was stored in

drawers with articles of clothing; no bathing facilities for apprentices except small lobby adjoining sailors' w.c., which consisted of trough closet with 3 seats in a common compartment, such as used to be provided in country cottages a century ago.

S/s M. Contrary to the Board of Trade Regulations, this new vessel had leaking spurling pipes in both seamen and firemen's quarters. The lighting of both quarters was also very defective; neither possessed heating apparatus.

American vessels on the other hand are fitted with steam heating apparatus in both firemen and seamen's quarters; mess rooms have steam heaters for keeping meals hot; hot and cold spray in bathroom; well lighted quarters, with good ventilators, and pedestal closets in separate compartments.

Spanish S/s. Built by an English firm. Crew in forecastle forward, bare iron sides; bunks at mid-ship's sides, badly lighted; no inlet ventilators except doors when open; no messroom; w.c. in alleyway near door of living and sleeping quarters; no heating apparatus in petty officers cabin; cold salt water only in wash house.

Engineers quarters badly designed with no deck ventilation either in these quarters or in alleyway or in mess room; cold salt water only in officers bathroom. Only two of the officers cabins were provided with deck ventilators.

The above is not creditable to any British firm of shipbuilders or designers, as the conditions exhibit gross ignorance of the most elementary rules of Hygiene.

BUNKS.

Some Board of Trade Surveyors insist on tongued and grooved bottoms for men's bunks in preference to narrow boards with open spaces between them, on the ground that dust may fall from the upper bunk upon the man in the bunk below; yet all the better class ships are fitted with steel frame bunks with open wove spring mattresses. Tongued and grooved boards are troublesome harbours for vermin; open work is therefore more hygienic, whilst the man below would much prefer the possibility of a little dust to certain live stock.

DERATISATION OF VESSELS.

No Plague infected, Plague suspected vessels or vessels direct from Plague infected ports arrived at Newport during 1920.

65 vessels were subjected to deratisation with the result that 634 rats were killed on board these vessels.

Dry docks, wharves, the river bank, refuse tips, etc., were also dealt with. 84,528 baits were laid; traps and rat lime, and ferrets and dogs, were also used. 3,706 dead rats were found as a result of these efforts. 48 certificates were issued for vessels clearing for Spanish ports.

DISEASES AND ACCIDENTS.

The following accidents and cases of sickness occurred on the vessels arriving at the port, either during the voyage or whilst at Newport :—

Small Pox 2, Typhoid Fever 9, Tuberculosis 6, Intermittent Fever 1, Erysipelas 1, Venereal Diseases 45, Influenza 42, Feverish Colds 36, Acute Rheumatism 7, Pneumonia 12, Pleurisy 7, Mumps 6, Diarrhea 14, Malaria 11, Tonsillitis 2, Beri-Beri 6, Scabies 8, Appendicitis 4; Deaths from accidents, etc. 17; Injuries 38; Other Diseases 38. Total 312 cases.

31 cases of sickness were removed to Hospital on arrival at the Port, viz. :—Allt-yr-yn Hospital 4, Cefn Hospital 7, Wooloston House 3, Glan Ely Hospital 1, and Royal Gwent Hospital 16.

FOOD INSPECTION.

Details of foods imported from abroad will be found in Inspector Jenkins' attached report.

CHOLERA, YELLOW FEVER AND PLAGUE REGULATIONS.

Particulars of vessels arriving indirectly from Infected ports will be found in Table II.

Preparations are being made for the establishment of a cleansing station near the Docks for dealing with verminous cases on board vessels.

PORT SANITARY (INFECTIOUS DISEASES) REGULATION, 1920.

These Regulations came into force 1st August, 1920. Their object is to secure improved Port Sanitary administration generally (including the supervision of imported food and the administration of regulations under the Public Health (Regulations as to Food) Act, 1907); and in particular more effective means for preventing the introduction of infectious diseases into this country.

The Regulations confer further powers and impose additional duties upon Port and Riparian Sanitary Authorities and their Medical Officers of Health. The expression "Infectious Disease" now means *any* epidemic or acute infectious disease.

I.—POWERS AND DUTIES OF THE MEDICAL OFFICER OF HEALTH.

(1). The Regulations empower the Medical Officer of Health to board any ship for the purposes of the Regulations, and to cause the ship to be brought to, and, if necessary, moored or anchored in some safe and convenient place while it is visited and examined. The Ministry point out it will not as a rule be necessary to exercise this latter power except in the case of those Ports in which it is customary for the Medical Officer of Health to board the ship before it is brought into dock, and even then only in exceptional circumstances; and the Minister of Health is anxious that all practicable steps should be taken by the Sanitary Authority and their Medical Officer of Health to obviate any undue delay to shipping.

(2). The Medical Officer of Health is authorised to examine any person on board a ship (1) who is suffering from infectious disease, or (2) who is reasonably believed to be verminous, or (3) where the Medical Officer of Health has reason to suspect that infection exists on the ship. For the purpose of the examination, the Medical Officer of Health may detain any such person, either upon the ship or at some appointed place on shore.

Verminous conditions, by reason of their close connection with typhus fever and other infectious diseases, require to be carefully looked for.

(3). The Medical Officer of Health is empowered to cause any person who has been in contact with infectious disease on the ship, or who is discovered to be verminous, and the clothing and other articles belonging to any such person, to be cleansed or disinfected; and to prohibit any such person from leaving the ship, or from leaving the ship except upon such conditions as may be specified by that officer in writing. The conditions specified in giving permission to leave the ship will, in the case of persons who need cleansing or disinfection, include the condition that they shall proceed to the place appointed for that purpose, and that any person who has been in contact with infectious disease and who, within 14 days of leaving the ship, proceeds to a destination other than that of which he has informed the Port Medical Officer of Health, shall inform the Medical Officer of Health of the district in which he arrives of his address in that district.

(4). It will be desirable to enlist the co-operation of the master in order to secure the carrying out of the necessary measures. The Regulations authorise the Medical Officer of Health to require the master of a ship to take, or assist in taking, such steps as in the opinion of the Medical Officer of Health are reasonably necessary to prevent the spread of infection by any person on board; and also such steps as are necessary for the removal of conditions on the ship which are likely to convey infection, including the destruction of vermin and the removal of conditions which harbour vermin. Article 9 of the Regulations provides that Article 3 of the Port Sanitary Authorities (Assignment of Powers) Order, 1912, which relates to the cleansing of berths and cabins, shall be extended so as to apply to the whole or any part of a ship. It will therefore be competent for the Clerk to the Port Sanitary Authority, where the Medical Officer of Health certifies that the cleansing and disinfecting of a ship, or any part of a ship, would tend to prevent or check infectious disease, to give notice to the master that such cleansing and disinfecting will be carried out by the Port Sanitary Authority at the cost of the master, unless the master informs the Port Sanitary Authority within six hours of the receipt of the notice that he will forthwith cleanse and disinfect the ship, or the part thereof, to the satisfaction of the Medical Officer of Health.

In general, where any extensive cleansing or disinfection is necessary, the powers contained in Section 5 (3) of the Infectious Disease (Prevention) Act, 1890, as applied by Article 3 of the above-mentioned Order, should be exercised, and the cleansing and disinfection carried out, with the consent of the master, by the officers, and at the cost, of the Port Sanitary Authority.

(5). The Regulations enable the Medical Officer of Health to cause any person on a ship who is suffering from any epidemic or acute infectious disease to be removed, if his condition so permits, to some hospital or other suitable place appointed for that purpose by the Sanitary Authority. If the condition of the person does not permit of his immediate removal from the ship, the Medical Officer of Health is empowered to serve on the master a notice in writing prohibiting the removal or departure of the patient from the ship except with the consent in writing of the Medical Officer of Health.

(6). In the event of the arrival in the port of any ship not carrying a surgeon, which has on board the body of a person who has died during the voyage, the Medical Officer of Health should examine the body with a view to satisfying himself that the cause of death was not associated with any infectious disease, and should give such directions to the master of the ship as he may think necessary.

II.—DUTIES OF THE MASTER.

The master is required to notify the presence in his ship of dead rats, or mortality or sickness among rats.

III.—DUTIES OF PERSONS ON BOARD SHIP.

These duties are set forth in general terms in Article 7 of the Regulations, and they include the duty, on the part of the persons who have been in contact with infectious disease, of furnishing the Medical Officer of Health on demand with their names, and intended destinations and addresses. Any person who refuses to give this information may, apart from any penalty to which he may be liable under Section 1 (3) of the Public Health Act, 1896, be prohibited from leaving the ship under Article 4 (f) of the Regulations. Lists of names and addresses so obtained should be handed by the Medical Officer of Health to the Clerk to the Port Sanitary Authority, whose duty it will be in such circumstances to transmit them to the Sanitary Authority of the place of destination. With a view, however, to saving time the Medical Officer of Health may, if he thinks fit, himself transmit the names and addresses of contacts direct to the Medical Officers of Health of the districts to which these persons are about to proceed.

VI.—POWERS AND DUTIES OF THE SANITARY AUTHORITY.

It is evident that the development of the work of the Sanitary Authority in consequence of the issue of the Regulations will increase the work thrown on the staff of the Authority, medical and otherwise, and at certain ports may necessitate the provision of additional equipment in the shape of waiting rooms, disinfecting plant, hospital accommodation, means of transport, etc. The necessary powers for these purposes are conferred by Article 8 of the Regulations. It is important that each Port and Riparian Sanitary Authority should have an adequate medical staff for the efficient discharge of the duties of the Medical Officer of Health, and (in the case

of the Ports approved under the Aliens Order, 1920, for the landing of alien emigrants) of the duties of the Medical Inspector of Aliens; and that the salaries paid to the medical staff should be sufficient to attract and retain men with the necessary qualifications and experience. Article 8 (a) of the Regulations empowers the Sanitary Authority to appoint one or more duly qualified medical practitioners to assist the Medical Officer of Health in the performance of his duties, and to pay any such practitioner such reasonable remuneration for his services which the Medical Officer of Health may approve. The question as to the amount of assistance which the Medical Officer of Health will require must be determined by reference to the circumstances of each Port, but it is considered essential for the due performance of the requirements of the Regulations, that the Medical Officer, or an assistant or deputy, should be in readiness to attend without delay any ship arriving in the Port and that the services of an Inspector of Nuisances should at all times be available when required.

The Minister also desires to draw attention to the importance of co-operation between the Medical Officer of Health and the local Customs Officers and pilots. The Medical Officer of Health should, from time to time, as often as may be necessary, supply the Chief Customs Officer with lists of the Ports abroad which he has reason to believe are infected with cholera, yellow fever, plague, small-pox and typhus fever.

V.—EXPENSES.

The Regulations provide that expenses incurred in the execution of the Regulations shall be defrayed in the same manner as the expenses incurred by Port and Riparian Sanitary Authorities in the execution and discharge of their existing powers and duties. Provision has now been made for the payment by the Treasury of a grant not exceeding one-half of the approved net expenditure in respect of efficient Port Sanitary administration.

SEAMEN'S LODGING HOUSES.

These premises are under the supervision of the Urban Sanitary Inspectors, and are regularly inspected.

Diseases of Animals Acts, 1894 and 1896 and the Public Health (Foreign Meat) Regulations, together with the Importation of Dogs Order, 1911, are dealt with in Inspector's Report.

I am Gentlemen,

Your obedient servant,

J. HOWARD JONES,

Port Sanitary Medical Officer of Health.

TABLE II.

Vessels inspected under the Cholera, Yellow Fever, and Plague Regulations, 1907, of the Local Government Board.

Date.	Vessel	Nation	Whence.	Where Inspected	Remarks.
Jan. 5	Hokyo Maru	Japanese	Sumatra via Port Said, Amsterdam and London	Alexandra Docks	All well, see Table III.
" 15	War Soldier	British	Colombo via Port Said, London and Dublin	do.	All well, see Table IIIA.
" 20	Kandeifels	do.	Mauritius via Dakar and London	do.	do.
" 20	Tamatsu Maru	Japanese	Java via Nantes	do.	All well
" 24	Fresberg	British	Singapore via London	do.	All well, see Table IIIA.
" 28	Begonia No. 3	Spanish	Bombay via Marseilles and Huelva	G.W. Wharf S. Lock	All well
Feb. 9	H.M.H.S. Czaritza	British	Alexandria via Plymouth	Alexandra Docks	See Tables III, IIIA, IV.
" 9	Ville de Nancy	French	Dakar via Bordeaux	do.	All well
" 9	Yone Maru	Japanese	Java via Amsterdam	do.	do.
" 10	Verdaude	Norwegian	Rufisque via Bordeaux	do.	do.
" 10	Crew Hall	British	Calcutta via London and Dunkerque	do.	do.
" 12	Bulla	do.	Port Said via Genoa and London	do.	All well, see Table III.
" 12	Snar	Norwegian	Dakar via Marseilles	do.	All well
" 18	Skegness	British	Lagos via Liverpool	do.	All well, see Table IIIA.
" 25	Cromarty	"	Bombay via Liverpool	do.	All well, see Table III.
" 25	Huddersfield	"	Lagos via Antwerp	do.	All well, see Table IIIA.
Mar. 4	Loyal Devonian	"	Bombay via Hull	do.	All well
" 4	Sedberg	"	Alexandria via Glasgow	Bailey's Dry Docks	do.
" 5	Marie Rose	"	Colombo via Mauritius and Dublin	Alexandra Docks	do.
" 8	Clan Morrisson	"	Madras via London and Antwerp	do.	do.
" 18	Masuria	"	Mauritius via Glasgow	Bailey's Dry Docks	do.
" 21	Fernfield	"	Colombo via Antwerp	Eastern Dry Docks	do.
" 31	Helenus	"	Singapore via Suez and London	Alexandra Docks	All well, see Table IIIA.
Apr. 8	H.M.H.S. Varela	"	Bombay via Port Said and Southampton	do.	All well
" 16	Clan Buchanan	"	Calcutta via Glasgow and Liverpool	do.	All well, see Table IIIA.
" 19	Clan Murray	"	Port Said via Avonmouth	do.	All well, see Table III.
" 19	Clan Alpine	"	Calcutta via Port Said and London	do.	All well
" 22	H.M.T.S. Czar	"	Constantinople via Southampton	do.	All well, see Table IIIA.
May 4	Pangani	"	Colombo via Avonmouth	do.	All well
" 7	Kaifuka Maru	Japanese	Colombo via Bremen	do.	do.
" 12	Laomedon	British	Colombo via London	do.	All well, see Table IIIA.
" 17	Scindia	"	Bombay via Liverpool	do.	All well
" 27	Ringhorn	Norwegian	Rufisque via Bordeaux	M. & C. W. Dry Dk.	All well, see Table IIIA.

TABLE II.—Continued.

Date	Vessel	Nation	Whence	Where Inspected	Remarks
May 28	Sesostris	British	Colombo via London	Channel Dry Dock	All well
June 11	Scotland Maru	Japanese	Sabang via Colombo and Hamburg	Alexandra Docks	do.
„ 16	Rhesus	British	Colombo via London	Tredegar Dry Dock	do.
„ 18	Clan Macbride	„	Bombay via Antwerp	Alexandra Docks	All well, see Table III.
„ 29	Tiara	„	Colombo via Brest	Tredegar Dry Dock	All well, see Table IIIA.
July 13	Clan Malcolm	„	Indian Coast via London	Alexandra Docks	do.
„ 19	Heijin Maru	Japanese	Alexandria via Southampton	Bailey's Dry Docks	All well
„ 24	Clan Macvicar	British	Malabar Coast via Glasgow and Avonmouth	Alexandra Docks	All well, see Table IIIA.
Aug. 6	Duke of Cornwall	„	Rufisque via Bordeaux	do.	All well
„ 10	Clan Ross	„	Madras via London and Liverpool	do.	do.
„ 12	Keifuku Maru	Japanese	Dakar via Havre	Bailey's Dry Dock	do.
„ 14	Carmerta	British	Port Said via Barrow	Alexandra Docks	do.
„ 27	Hervain	French	Port Said via Havre	do.	do.
Sept. 23	Ismalia	British	Alexandria via Hull and Barry	do.	do.
Oct. 1	Massilia	„	Bombay via Marseilles and Liverpool	do.	do.
„ 4	Fabian	„	Mombassa via Suez and Liverpool	Tredegar Dry Dock	All well, see Table IIIA.
„ 8	Clan Macquarrie	„	Java via Glasgow	Alexandra Docks	All well
„ 12	Clan Stuart	British	Calcutta via London	Alexandra Docks	do.
„ 15	Oltul	Roumanian	Alexandria via Hornillo and Middlesboro	Tredegar Dry Dock	do.
Nov. 4	Vancouver Maru	Japanese	Colombo via Antwerp	Channel Dry Docks	do.
„ 8	Clan Macinnes	British	Indian Coast via Antwerp	Alexandra Docks	All well, see Table III.
„ 12	Astronomer	„	Calcutta via Liverpool	do.	All well
„ 23	Svartfond	Norwegian	Alexandria via Bristol	M. & C. Dry Dock	do.
Dec. 1	Buteshire	British	Mombassa via Liverpool	Alexandra Docks	All well, see Table III. & IIIA.
„ 1	Masconoma	„	Port Said via Barrow	do.	All well
„ 2	Holbein	„	Santos via Rio Janeiro and Hamburg	do.	All well, see Table IIIA.
„ 6	Mandasa	„	Calcutta via Dundee and Cardiff	do.	All well
„ 10	Koursk	„	Colombo via Port Said and London	do.	All well, see Table IIIA.
„ 16	Clan Macbride	„	Calcutta via London and Dundee	do.	All well
„ 18	Massavoit	„	Colombo via Port Said and Rouen	do.	do.
„ 29	Sarthe	„	Pernambuco via Liverpool	do.	do.

TABLE III.

Vessels visited during stay in Port owing to having non-notifiable sickness on board; the patients being attended by Medical Practitioners engaged by the Masters.

Date	Vessel	Nation	Whence	No. of Sick and Remarks.
Jan. 2	Andromachi	Greek	Rotterdam	1, Steward, Hernia, admitted Royal Gwent Hospital, 29/12/19.
" 2	Stokke	Norwegian	Rouen	1, Fireman, off duty, Feverish Cold
" 5	Hokyo Maru	Japanese	London	1, Quartermaster, Feverish Cold
" 7	Chamberino	American	Bristol	1, Fireman, Heart Disease, removed Royal Gwent Hospital, 3/1/20
" 8	Clan Sinclair	British	Antwerp	2, Apprentice, Rheumatic Fever, removed Royal Gwent Hospital, 9/1/20, 1 Lascar A.B., off duty, Cold
" 8	Marlborough Hill	Finn	Sharpness	1, A.B., off duty, Cold
" 16	John Ena	American	do.	2, Master's Wife, Influenza Cold, 1 A.B., off duty, Strain
" 23	Celaeno	Dutch	Rotterdam	1, w.o., injury to hand, sent home
" 28	Sarmatia	Danish	do.	1, A.B., off duty, Inflammation Eyes
" 29	Poortvarlsit	Dutch	Hennebont	1, Fireman, off duty, injury to head
Feb. 3	Gaia	Portuguese	Leghorn	2, Master and Chief Officer, "Colds"
" 3	La Rosarina	British	Havre	1, Apprentice, Pneumonia, removed Royal Gwent Hospital, 7/2/20
" 4	Guri	Norwegian	Oporto	1, A.B., off duty, Venereal Disease
" 5	Bremersvold	Danish	Tyne	1, Fireman, off duty, Cold
" 9	H.M.T.S. Czaritza	British	Plymouth	1, Chief Steward, off duty, Influenza
" 9	Clan Mackay	do.	Avonmouth	4, 3rd Officer, injury, 3 Lascars, Colds
" 12	Bulla	do.	London	3, 5th Engineer, Appendicitis, removed Royal Gwent Hospital; 2 Firemen, off duty, Feverish Colds
" 12	Iuver	do.	Bordeaux	1, Chief Officer, off duty, Influenza
" 14	Agate	do.	St. Malo	1, Death A.B., taken ill night of arrival and expired before medical aid was obtained. Corpse removed Borough Mortuary for Post Mortem examination
" 17	Sarmatia	Danish	Nantes	1, A.B., off duty, Venereal Disease, attending Royal Gwent Hospital
" 24	Havfru	Norwegian	Havre	1, 2nd Officer, off duty, injury
" 25	Cromarty	British	Liverpool	2, Deck Serang, Gastritis, 1 Lascar Fireman, injury
" 29	Hervaise	French	Rouen	1, Fireman, off duty, injury to foot
Mar. 1	Johnstown	British	Bilbao	1, A.B., Venereal Disease, Royal Gwent Hospital
" 1	Colombia	Norwegian	Bayonne	2, A.B., injury, and Fireman, Influenza Cold
" 4	Hauk	do.	Antwerp	1, Fireman, off duty, Feverish Cold

TABLE III.—continued.

Date	Vessel	Nation	Whence	No. of Sick and Remarks.
Mar. 11	Marie Rose	British	Dublin	4. Lascars A.B.'s off duty, Colds
" 16	Hwah Chie	Chinese	Havre	1, A.B., injury, removed Royal Gwent Hospital
" 21	Urter	Norwegian	Boulogne	1, A.B., off duty, Feverish Cold
" 21	Bois	do.	Rouen	1, Cook, off duty, Venereal Disease
" 22	Hauk	do.	Ghent	4, 3 A.B.'s ill—1 Tonsillitis, 2 Venereal Disease; 1 Fireman, injury
" 22	Brompton	American	Havre	1, 2nd Engineer, off duty, Gastritis
" 23	Beltay	British	Bilbao	1, 2nd Officer, off duty, Influenza
" 25	Adjutant Dorme	French	Antwerp	1, 1 Fireman, Influenza Cold
" 25	Bakersfield	American	London	1, 2nd Officer, Influenza Cold
April 8	Parana	British	do.	1, Fireman, Rheumatism
" 16	Tove	Dutch	Penarth	1, A.B., Skin Disease, attending Royal Gwent Hospital
" 17	Angiolo Bordi	Italian	Hornillo	2, Cook and 1 Fireman, off duty, Venereal Disease
" 19	Clan Murray	British	Avonmouth	1, Lascar Fireman, off duty, Hernia
" 21	Stanja	Norwegian	Rouen	1, A.B., off duty, Dysentery
" 22	Adeline Accume	Italian	Almeria	1, Fireman, Feverish Cold, removed Royal Gwent Hospital, 25/4/20
" 26	Bovra	Norwegian	Bilbao	1, Master, off duty, Feverish Cold
May 4	Ceres	Finn	Bristol	1, Chief Officer, off duty, Boils
" 5	Amy	Dutch	Oporto	2, A.B.'s off duty—1 injury, 1 Venereal Disease
" 12	Mirentu	Spanish	Castro	1, Assistant Cook, Pleurisy
" 14	City of Madrid	British	London	1, Lascar A.B., Malaria Fever
" 21	Indianapolis	American	Avonmouth	1, A.B., injury
" 21	Svartfond	Norwegian	Barry	1, Death, Master, accidental, Alexandra Dock
" 28	Jelo	do.	Rouen	1, Cook, Respiratory Disease, sent home Norway
" 31	Collingworth	American	Glasgow	1, Boatswain, Gastritis
June 17	Iturri Gorri	Spanish	Sables de Oloues	1, 2nd Engineer, burns, admitted Royal Gwent Hospital, 15/6/20
" 18	Clan Macbride	British	Antwerp	3, 3rd Engineer, Malaria Fever, 2 Lascar A.B.'s, Colds
" 19	Eleanor	do.	Birkenhead	1, A.B., Influenza Cold
" 29	Tourneur	French	Lorient	1, A.B., injury, admitted Royal Gwent Hospital, 29/6/20
July 1	Peter Macresk	Danish	Bilbao	1, A.B., injury, admitted Royal Gwent Hospital, 30/6/20
" 6	Morganza	American	Port Talbot	1, A.B., Tonsillitis
" 20	Hamburg	British	Melilla	1, Apprentice, Pleurisy
" 23	Australmead	do.	Avonmouth	1, o.s., Nervous Debility, admitted Royal Gwent Hospital 23/7/20
" 27	Fortuna	Argentine	Glasgow	1, A.B., Mumps, removed Allt-yr-yn Hospital, 29/7/20. Quarters disinfected and cleansed
" 31	Claudius Aulagnon	Russian	do.	1, A.B., Hemorrhage, removed Woolston House, 3/7/20
Aug. 5	Ellaline	British	Middlesbro	1, Death, Fireman, accidental, Alexandra Docks
" 16	Ottawa	Norwegian	Bilbao	1, Fireman, off duty, Cold 1, Fireman, off duty, Venereal Disease

TABLE III.—continued.

Date	Vessel	Nation	Whence	No. of Sick and Remarks
Aug. 16	Achuri	Spanish	Hartlepool	1, Fireman. off duty, Boils
" 26	Dongarra	British	Hull	2, A.B.'s, off duty, Syphilis
" 30	Spind	Norwegian	Lorient	1, A.B., Scabies, removed Wooloston House, 1/9/20
Sept. 6	Divis	British	Ayr	1, Fireman, Venereal Disease, removed Royal Gwent Hospital, 3/9/20
" 28	Cornauaille	French	Bilbao	1, A.B., off duty, Lumbago
Oct. 6	Bjerka	Norwegian	"	1, Fireman, off duty, Pleurisy
" 6	Insky	French	Pont L'abbé	1, Death, A.B., Ptomaine Poisoning
" 8	Begonia	Spanish	Castro	3, Deaths, Chief and 2nd Officers and Steward, outbreak of fire in cabin at night. They were found burnt to death.
" 9	Spind	Norwegian	Hennebont	1, A.B., off duty, injury, admitted Royal Gwent Hospital, 11/10/20
" 11	Smut	Danish	Grangem'th	1, A.B., off duty, Rheumatism
" 12	Monmouth	American	Baltimore	1, Messroom Steward, off duty, injury, attended Royal Gwent Hospital
" 13	Korana	British	South Shields	1, Lascar A.B., off duty, Cold
" 22	Apus	American	Vancouver, B.C.	3, 2 A.B.'s, off duty, injuries; Deck Engineer, Pleurisy, attended Royal Gwent Hospital, 25/10/20
Nov. 10	Clan Macinnes	British	Antwerp	1, 2nd Engineer, Pneumonia, removed Royal Gwent Hospital, 8/11/20
" 11	Hokyo Maru	Japanese	Bilbao	2, 1 A.B., off duty, injury, attending Royal Gwent Hospital; Boatswain, off duty, Cold
" 16	Inverness	British	Cork	1, Steward, off duty, Malaria Fever
" 17	B. Jornof Jord	Norwegian	St. Nazaire	1, A.B., off duty, Feverish Cold
" 17	Toul	French	Bordeaux	1, O.S., " "
" 18	Dansted	Danish	"	1, A.B., Pneumonia, removed Wooloston House, 18/11/20
" 25	Bomma	Norwegian	"	1, Fireman, off duty, Venereal Disease, attending Royal Gwent Hospital
" 30	Tsurugisau Maru	Japanese	Antwerp	4, Firemen, Beri Beri, removed Cefn Hospital, 30/11/20
Dec. 2	Caravellas	French	Havre	1, Fireman. off duty, Scalds
" 2	Commandant Roisen	"	Lorient	1, A.B., off duty, Rheumatism
" 7	Hendaye	"	Nantes	2, Chief and 3rd Engineers, off duty, Colds
" 8	La Norvege	Norwegian	"	3, Firemen, off duty, Venereal Disease
" 9	Asturias	"	Shields	1, Fireman, off duty, Lumbago
" 10	Harleck	British	Rouen	1, 2nd Officer, Hernia, removed Royal Gwent Hospital, 9/12/20
" 16	Bueland	Norwegian	St. Nazaire	1, 2nd Officer, off duty, Venereal Disease
" 22	Uromi	British	Antwerp	1, A.B., off duty, injury, removed Royal Gwent Hospital, 20/12/20

TABLE IIIA

Shewing cases of non-notifiable sickness occurring during the voyage and which were reported on arrival.

Date.	Vessel	Nation	Whence	Nature of Sickness and Action Taken
Jan. 5	Reindeer	British	Manchester	1 Cook, injury, landed, Hospital, Newport News, 21/9/19
" 5	Medford	American	Nantes	7 members of crew, Venereal Disease, Nantes
" 9	Airedale	British	St. Johns N.B.	2—1 A.B., Pleurisy, 1 Fireman, injury, recovered and completed voyage
" 15	War Soldier	"	Colombo via Dublin	1 A.B., Rheumatism, landed, Hospital, Colombo, 13/7/19
" 20	Kandelfels	"	Dakar via London	1 Chief Officer, Blood Poisoning, landed, Hospital, Dakar
" 23	Hallgjerd	Norwegian	Hull via Cardiff	1 A.B., Feverish Cold, Hull, recovered
" 24	Pardo	British	Argentine via Bordeaux	7 A.B.'s., Scabies, quarters disinfected and cleaned
" 24	Fresberg	"	Gibraltar via London	1 A.B., Venereal Disease, landed, Hospital, Gibraltar, 28/10/19
" 26	County of Cardigan	"	Huelva via Barry	1 A.B., Pneumonia, landed, Hospital, Huelva, 19/12/19
" 27	Thysa	Norwegian	Bayonne	1 Cook, Hernia, landed, Hospital, Bayonne, 10/1/20
" 27	Cramond	British	Bordeaux	1 A.B., Venereal Disease
Feb. 2	La Rosarina	"	Argentine via Havre	10—1 Apprentice, Appendicitis, homewards, recovered; Boat-swain, Influenza, landed, Hospital, Havre, 25/1/20; 7 members of crew, Influenza; 1 Venereal Disease
" 4	Albion Star	"	New York via Havre & London	4—Death Assistant Cook, Cancer, at sea, 19/8/19; 2 Fireman, Hernia and Pleurisy respectively, landed, Hospital, New York; 3rd Officer, Bright's Disease, landed, Hospital, London, 29/1/20
" 6	Huldra	Norwegian	Bayonne	1 Cook, Influenza, landed, Hospital, Bayonne, 29/1/20
" 9	H.M.T.S. Czaritza	British	Plymouth	14 members of crew, Influenza, recovered
" 9	Capax	"	Melilla via Ardrossan	1 Fireman, Peritonitis, landed, Hospital, Melilla, 15/12/19
" 18	Skegness	"	Lagos via Liverpool	1 Fireman, Septic Poisoning, landed, Hospital, Lagos, 14/12/19
" 20	Larenberg	Dutch	Rosario via Rotterdam	1 Fireman, Nervous Debility, landed, Hospital, Rosario, 12/12/19
" 24	Snefjeld	Norwegian	Rouen	1 Chief Officer, Pneumonia, landed, Hospital, Rouen, 11/2/20
" 25	Huddersfield	British	Lagos via Antwerp	7 members of crew, Malaria Fever. Carpenter and Steward landed, Hospital, Lagos, 6/1/20; 1 Fireman, 2 A.B.'s on passage recovered; Chief Engineer landed, Hospital, Flushing, 7/2/20; 1 Fireman landed, Hospital, Antwerp, 15/2/20

TABLE IIIA

Date	Vessel	Nation	Whence	Nature of Sickness and Action taken.
Mar. 1	Scotia	British	Algiers	1 Death, drowning, A.B., lost overboard, 2/2/20
" 3	Euryades	"	Antwerp via Barry	1 Death, Septic Poisoning, A.B., Barry, 28/2/20
" 6	Inver	"	Bordeaux	4 members of crew, Influenza, recovered
" 11	Vikso	Norwegian	Treport	1 Fireman, Venereal Disease
" 12	Inchmoor	British	Barrow	1 Apprentice, Swollen Glands, landed Gibraltar, 19/1/20
" 21	Urter	Norwegian	Boulogne	1 Fireman, Venereal Disease, landed Boulogne, 25/2/20
" 22	Roverbella	Italian	Almeria	1 Fireman, Rheumatism, landed Almeria, 11/3/20
" 24	Capel Park	British	Bilbao	1 Death, w.o., accidentally shot, 13/3/20
Mar. 31	Helenus	British	Singapore via London	4—Death Fireman, natural causes, at sea, 2/3/20; 1 Fireman, Bronchial Pneumonia, landed, Hospital, London, 21/3/20; 2 A.B.'s, injuries, landed, Hospital, Cardiff, 30/3/20
April 8	H.M.T.S. Varela	"	Bombay via Southampton	2 Deaths at sea, (Military Passengers)
" 14	Coolcha	American	Antwerp	8 members of crew, off duty, Antwerp, Influenza
" 16	Clan Buchanan	British	Glasgow via Liverpool	2 Lascar A.B.'s, Gastritis and injury respectively,
" 16	Bay Howel	"	U.S.A. via Cherbourg	2 Fireman and 1 Assistant Steward, landed, Hospital, (Syphilis) Norfolk, 3/3/20
" 21	Dabjtord	Norwegian	Rouen	2nd Officer, Heart Disease, landed, Hospital, Rouen, 22/3/20
" 22	H.M.T.S. Czar	British	Malta via Southampton	Several cases Mumps (Military), landed Southampton, quarters disinfected
May 6	Lutetian	"	Canada via Rouen	1 Fireman, injury, landed, Hospital, Halifax, 4/1/20
" 7	Loughborough	"	Algiers via Glasgow	1 Fireman, injury, landed, Hospital, Algiers, 2/5/20
" 12	Laomedon	"	Colombo via London	1 Chief Steward, Pneumonia, landed Colombo, 25/3/20
" 14	A. E. McKinstry	"	Bilbao	1 Chief Officer, mentally affected removed to Caerleon Mental Hospital on arrival Newport
" 27	Karl Leonhardt	"	U.S.A. via London	1 Fireman, Venereal Disease, landed, Hospital, Norfolk, 8/4/20
" 27	Ringhorn	Norwegian	Bordeaux	1 Fireman, Venereal Disease, landed, Hospital, Bordeaux
June 1	Wonahbe	American	Portland Oregon via Panama & Norfolk	1 Death, drowning, Boatswain, lost overboard, 12/4/20; 2 Firemen, Piles, landed Norfolk, 6/5/20; 1 A.B. off duty on arrival, Venereal Disease
" 8	Navasota	British	Rio de Janeiro via London	1 death, A.B., result of accident, Rio de Janeiro, 9/4/20

TABLE IIIA

Date	Vessel	Nation	Whence	Nature of Sickness and Action taken
June 8	Navasota (continuation)	British	Rio de Janeiro via London	1 Fireman, injury, landed Las Palmas, 13/5/20
" 18	Brendon	"	Porto Ferreira via Gibraltar	3-Boatswain & 1 A.B. (accident), landed, Hospital, Gibraltar, 28/2/20; 1 Fireman, Rheumatism
" 21	Grelisle	"	Buenos Aires via Dun-kerque	1 Death, Drowning (A.B.), Buenos Aires, 23/2/20
" 23	Kelsomoor	"	Dakar via London	1 Fireman, "Low" Fever, landed, Hospital, Dakar, 10/5/20
" 29	Tiara	"	Colombo via Brest	1 A.B., injury, landed, Hospital, Colombo, 26/2/20
July 6	Araluen	"	Glasgow via Liverpool	1 A.B., Adhesion of Bowels, landed, Hospital, Glasgow, 23/6/20
" 13	Etini Stahatos	Greek	U.S.A. via Havre	1 A.B. observation (N.Y.D.), landed, Hospital, Philadelphia 2/6/20
" 13	Clan Malcolm	British	London	1 Death, 4th Officer, at sea, result of accident, 10/7/20
" 14	Gibel Haman	"	Hornillo via Gibraltar	1 Fireman, injury, landed, Hospital, Gibraltar, 24/6/20
" 24	Clan Macvicar	British	Malabar Coast via Glasgow & Avon-mouth	2 Apprentices, Dysentery, landed Hospital, Bombay, 18/4/20; Chief Steward, Pneumonia, landed, Hospital, Bombay, 24/4/20
Aug. 6	Bampton	"	Bahia Blanca via Cardiff	1 Death, Donkeyman, Epilepsy, Bahia Blanca 29/5/20
" 16	Algorta	"	Genoa via Rotterdam	1 Cook, Malaria Fever, landed, Hospital, Genoa, 11/7/20
Sept. 6	Ridley	"	Galveston via Manchester	1 Apprentice, Enlarged Glands, landed, Hospital, Galveston, 17/7/20
" 13	Gibel Gelahui	"	Melilla	13 members of crew, Diarrhoea after leaving Melilla. All recovered and resumed duties. Fresh water tanks emptied and cleansed, Newport
" 22	Gro	Norwegian	U.S.A. via Rotterdam	2-1 A.B., 1 Fireman, Venereal Disease, landed, Hospital, Philadelphia, 13/8/20
" 23	Baymano	British	U.S.A. via Garston	1 A.B., Venereal Disease, landed, Hospital, Philadelphia, 11/5/20
" 24	Bari Bi	Spanish	Hornillo	1 Carpenter, Influenza, recovered on arrival
" 30	Southport	British	Buenos Aires via Santander	1 Carpenter, Neuritis, landed, Hospital, Buenos Aires, 17/8/20
Oct. 4	Fabian	"	Mombassa via Suez & Liverpool	1 Carpenter, Syphilis, landed, Hospital, Liverpool, 23/9/20
" 6	Carina	"	Antwerp	1 Steward, Rheumatism, landed, Hospital, Antwerp, 13/9/20
" 12	Woldingham	"	Nantes via Rouen	1 A.B., Venereal Disease, landed, Hospital, Nantes, 30/8/20

TABLE IIIA.

Date	Vessel	Nation	Whence	Nature of Sickness and Action taken
Oct. 15	Rochdale	British	U.S.A. via Karsor Dublin	1 Fireman, Pneumonia, landed, Hospital, Newport News, 14/8/20
" 25	Baldina	"	U.S.A. via Sharpness	1 Assistant Cook, Venereal Disease, landed, Hospital, Galveston, 15/9/20
" 27	Marie Therese	"	Bordeaux via Bayonne	3—1 Fireman, Gastritis, landed, Hospital, Paullias, 8/10/20; 1 A.B., Cold, landed, Hospital, Bayonne, 19/10/20; Master, Heart Disease, landed Barry Roads, 22/10/20
Nov. 13	Anne	"	La Plata via Rotterdam	1 Assistant Cook, Pleurisy, landed, Hospital, Las Palmas, 18/10/20
" 17	B Jornof Jord	Norwegian	Rotterdam via St. Nazaire	1 A.B., Syphilis, landed, Hospital, Rotterdam, 3/10/20
" 25	Sonnenfels	Belgian	U.S.A. via Dublin	1 Fireman, Venereal Disease, landed, Hospital, Galveston, 1/9/20
" 29	Australplane	British	Durban via Hull and Penarth	1 A.B., Pneumonia, landed, Hospital, Durban, 22/9/20
" 30	Maindy Court	"	Pernambuco via Belfast	1 Steward, Hernia, landed, Hospital, Pernambuco, 5/9/20
" 30	Tsurugisau Maru	Japanese	Iquique via Panama Barbadoes and Antwerp	4 Firemen, Beri Beri, M.O.H. attended on arrival
Dec. 1	Buteshire	British	Mombassa via Marseilles and Liverpool	1 Lascar, Secuni, Pneumonia, landed, Hospital, Liverpool, 21/11/20
" 3	Cento	"	Hamburg	1 Death, Drowning, A.B., Suicide, 30/8/20
" 3	Holbein	"	Santos via Rio de Janerio, Lexios & Hamburg	2 Deaths, Colic and Pneumonia respectively, Passengers from Rio to Lexios, 19/20—10/20
" 10	Koursk	"	Java via London	2 Firemen, Injury and Syphilis respectively, former landed Hospital, Java, 10/9/20, latter landed Hospital, Port Said, 18/10/20

TABLE IV.

List of Vessels which had cases of Infectious Diseases on board during voyage or after arrival in Newport.

Date	Vessel	Nation	Whence	Nature of Sickness and Action taken
Feb 9	H.M.T.S. Czaritza	British	Alexandria via Plymouth	3rd Engineer, Small Pox, M.O.H. attended, landed, Hospital, Plymouth, 6/2/20; quarters and effects disinfected, Plymouth; Troop and mess decks disinfected on arrival Newport
„ 16	Lynton Grange	„	Rosario via London	Chief Engineer, Typhoid Fever, landed, Hospital, St. Vincent, C.V., 7/1/20. Quarters and effects disinfected, fresh water tanks emptied and cleansed
„ 28	Pomerol	French	Havre via Swansea	Steward, Typhoid Fever, landed, Hospital, Swansea, 25/2/20. Quarters and effects disinfected, fresh water tanks emptied and cleansed
April 8	H.M.T.S. Varela	British	Bombay via Port Said & Southampton	Several cases Tuberculosis (Military), landed, Southampton. Quarters disinfected
„ 16	Stroma	„	Rosario via Avonmouth	A.B., Typhoid Fever, landed, Hospital, Las Palmas 2/3/20. Quarters disinfected, fresh water tanks emptied and cleansed
June 5	Cardiff	„	Bilbao	Fireman, Small Pox, M.O.H. attended. Patient removed to Cefn Hospital, 5/6/20. Effects destroyed, quarters disinfected, crew revaccinated.
„ 9	Ringhorn	Norwegian	Rufisque via Bordeaux	2nd Engineer, Typhoid Fever, removed Allt-yr-yn Hospital. Quarters and effects disinfected, fresh water tanks emptied and cleansed
„ 15	Claudius Aulagnon	Russian	Tredegar Dry D'ks	2nd Officer, Tuberculosis, removed to Glan Ely Sanatorium. Quarters disinfected.
July 2	Gibel Yedid	British	Gibraltar via Huelva	Chief Engineer, Intermittant Fever, landed, Hospital, Huelva, 20/6/20. Cook and A.B., ill on arrival Typhoid Fever. Removed to Allt-yr-yn Hospital, 2/7/20. Quarters and effects disinfected, fresh water tanks emptied and cleansed.
Aug. 23	Penrhos	„	Buenos Aires via Limerick	Fireman, Typhoid Fever, landed Hospital, St. Vincent, C.V., 10/7/20. Quarters and effects disinfected, fresh water tanks emptied and cleansed.
Oct. 27	Marie Therese	„	Bordeaux via Bayonne	3rd Engineer, 1 Fireman, 1 A.B., Typhoid Fever, landed, Hospital, Bordeaux, 7/8/20. Quarters and effects disinfected, fresh water tanks emptied and cleansed.
Nov. 12	Anne	„	Ascension via La Plata and Rotterdam	Fireman, Phthisis, landed, Hospital, Ascension, 5/5/20. Quarters disinfected and cleansed.
Dec. 6	Menhir	Spanish	Bordeaux	A.B., Erysipelas and Venereal Disease, removed Royal Gwent Hospital, 7/12/20. Quarters cleansed.

PORT SANITARY OFFICE,

TOWN HALL, NEWPORT,

April, 1921.

TO THE CHAIRMAN AND MEMBERS OF THE PORT SANITARY COMMITTEE.

GENTLEMEN,

I beg to submit to you my Annual Report for the year 1920, on the following subjects :—

The Inspection of Vessels.

The Administration of the Board of Agriculture "Landing of Dogs" Order.

Foreign Animals Order.

Public Health (Foreign Meat and Unsound Food) Regulations.

Vessels from Cholera, Plague, and Yellow Fever infected areas.

INSPECTION OF VESSELS

The duties are carried out under the provisions of the Public Health Act, 1875, which enacts that a ship when in the district of a Local Authority, shall be dealt with as a house within the district (Section 110).

The requirements attended to included cleanliness, light and ventilation of living spaces; the provision of clean and suitable vessels for water supply; the provision of clean and suitable stores and lockers for provisions, repair of dilapidations, effluvia from chain lockers, peaks, holds, limbers, bilges, and water closets, cleansing and the removal of refuse.

Amongst the structural defects found, were the following :—

Insufficient provision for the lighting and ventilation of crew's quarters.

Defective and badly constructed "wood cable casings" passing through, or adjoining, living spaces, in place of "gas tight pipes."

Hatches in floors of men's quarters, leading to peaks, stores and chain lockers, in consequence of which ships gear, stores, &c., have to be taken through men's quarters.

During the year 2,322 vessels were visited and inspected, of these 1,390 were British, and 932 Foreign Vessels. Of the 2,322 vessels inspected 249 were found to have sanitary defects on board. 615 re-visits were made to see that notices had been complied with, to vessels having had sickness on board, and vessels arriving from infected ports.

Number of vessels inspected, Foreign and Coastwise :—

From Foreign Ports :—	No. Inspected.	No. Defective.	No. of Notices.
Steamships ...	1,157	165	165
Sailing Vessels ...	79	7	7

Coastwise :—

Steamships ...	1,009	75	75
Sailing Vessels ...	77	2	2

Nationality and the number of vessels inspected :—

Nationality.	Steamship.	Sail.	San. Defects.
American ...	32	3	5
Argentine ...	1	1	—
British ...	1,309	81	139
Belgian ...	19	—	2
Brazilian ...	2	—	—
Chinese ...	1	—	1
Danish ...	48	8	3
French ...	128	51	25
Finnish ...	2	1	—
Greek ...	43	—	13
Holland ...	35	4	3
Italian ...	38	—	5
Japanese ...	14	—	3
Norwegian ...	403	5	25
Portuguese ...	4	1	2
Peruvian ...	1	—	—
Russian ...	6	—	1
Roumanian ...	3	—	1
Swedish ...	9	1	1
Spanish ...	68	—	20
	2,166	156	249

The following were the nuisances and defects dealt with :—

- 194 vessels with dirty forecastles, and berths, &c.
- 94 vessels with defective lights and ventilation.
- 51 vessels with defective stoves and heating apparatus.
- 16 vessels with defective cable casings passing through or adjoining living spaces.
- 2 vessels with defective hawse pipes passing through living spaces.

- 9 vessels with defective scupper pipes passing through water closets from living spaces.
 - 10 vessels with defective leaky decks.
 - 12 vessels with defective flooring.
 - 5 vessels with defective ceilings or wood linings over bunks.
 - 13 vessels with defective food lockers.
 - 7 vessels with insufficient or no table or seating in forecastles.
 - 9 vessels with defective bulkheads between living spaces and water closets, lockers, or stores.
 - 3 vessels with fresh provisions, or stores, in living spaces.
 - 7 vessels with defective or dirty fresh water receptacles, or impure water supply.
 - 7 vessels with dirty provision stores.
 - 9 vessels with stagnant water on floors in living spaces.
 - 11 vessels with water closets utilised as boswain stores, paint, Oil or lamp lockers.
 - 7 vessels with damaged or heated grain in limbers or holds.
 - 3 vessels with foul peaks or limbers.
 - 18 vessels with defective water closet pans, outgo pipes, or water service.
 - 66 vessels with foul water closets.
 - 16 vessels with accumulations of refuse on deck.
 - 23 vessels were fumigated on account of their verminous condition.
- 1,292 dirty or verminous beds were destroyed.

QUAYSIDE NUISANCES.

Nuisance caused by discharge of water closet contents to quay-side from vessels berthed alongside quay.

During the year 39 orders were issued to Officers in charge of vessels to abate nuisance of this nature, and to use only those water closets on off side from quay.

IMPORTATION OF DOGS ORDER, 1901.

The number of vessels from Foreign Ports direct, or via Coastwise from Foreign, having dogs on board were :—

No. of Vessels.	No. of Dogs.
246	301

FOREIGN ANIMALS ORDER, 1910.

12 vessels arriving from Foreign and Home Ports having Animals on board, were visited.

Animals on board :—

Pigs.		Sheep.		Goats.		Oxen.
5	...	4	...	3	...	3

Orders were issued to the Officer in charge for the disinfection and cleansing of all pens and fittings used by the animals on board.

INSPECTION OF IMPORTED FOOD.

Public Health (Unsound Food) Regulations.

2 tons, 12 cwts. of grain (sweepings from vessels) were landed and disposed of, to be used as cattle and poultry food.

Several small pox, and other Infectious Disease Contacts arriving from home ports, and infected areas abroad, were visited and kept under supervision during their stay at Newport.

I am, Gentlemen,

Your obedient Servant,

W. J. JENKINS,

Port Sanitary Inspector.



