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With the Medical Officer of Health's Compliments.

Newport Port Sanitary Authority.

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# Annual Report

FOR THE YEAR 1926.

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BY

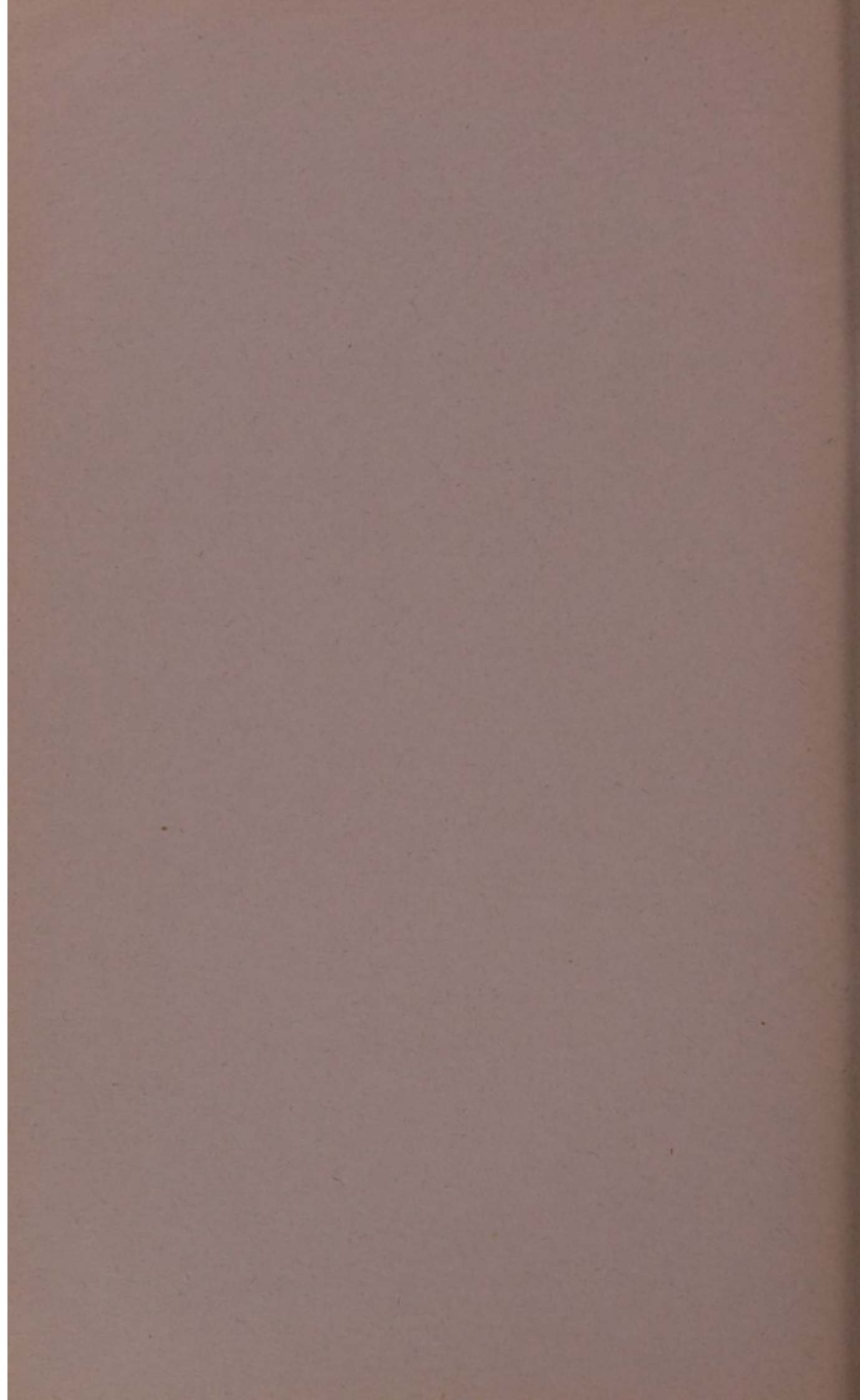
THE MEDICAL OFFICER OF HEALTH,  
J. HOWARD JONES, M.D., D.Sc., C.M.



NEWPORT :

GEORGE BELL, Printer and Manufacturing Stationer,  
Commercial Street and Bream Place.

1927.





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# **Annual Report**

**FOR THE YEAR 1926.**

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BY

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



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# County Borough of Newport.

## Health and Port Sanitary Committee, 1926.

### Chairman—

ALDERMAN COL. W. CLIFFORD PHILLIPS.

### Deputy Chairman—

COUNCILLOR E. DAVIES (Died 16th May, 1926).

COUNCILLOR I. C. VINCENT.

HIS WORSHIP THE MAYOR	COUNCILLOR J. S. JOHNSON
(Councillor C. T. Clissitt)	" T. CROWTHER
ALDERMAN J. MCGINN	" H. UZZELL
" J. LLOYD DAVIES.	" G. BOOTS
COUNCILLOR T. G. LEWIS	" W. J. WALL
" W. A. LINTON	" W. CASEY
" F. QUICK	" MRS. M. A. HART
" W. H. B. WILLIAMS	" MRS. C. M. LEWCOCK.

### Clerk to Port Sanitary Authority—

O. TREHARNE MORGAN.

### Medical Officer of Health—

J. HOWARD JONES, M.D., D.Sc., C.M.

### Port Sanitary Inspector—

W. JENKINS, Cert. Royal Sanitary Institute.

### Assistant Inspector—

J. H. GLASS.

### Rat Catcher—

C. POWELL.

### Caretaker of Port Sanitary Hospital at Cefn—

A. E. WALKER.



# Newport Port Sanitary Authority.



HEALTH DEPARTMENT,

TOWN HALL, NEWPORT,

*July, 1927.*

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

GENTLEMEN,

I beg to submit my Report for the year 1926. It is made in accordance with the Regulations of the Ministry of Health 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 District.”

## 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 & Redwick.

St. Mellons 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:—

	1926	1925	1924	
County Borough of Newport	92.68	92.33	92.77	per cent.
Magor Rural District Council	2.06	2.07	2.17	per cent.
St. Mellons District Council	5.26	5.6	5.06	per cent.

## PORT OF NEWPORT.

The Newport Development Association have kindly supplied me with the following particulars with reference to the special facilities provided at the port for trading purposes:—

NEWPORT Alexandra Dock has the largest single sheet of deep dock water in the world, which is 125 acres.

NEWPORT has the largest Dock Entrance in the world, which is 1,000ft. long by 100ft. wide.

NEWPORT has coal hoists which can lift large capacity wagons—20 tons—70 feet from quay level, which are the highest hoist lifts in the United Kingdom.

NEWPORT is noted for low f.o.b. and c.i.f. charges.

NEWPORT has regular lines of steamers to and from practically all parts of the world.

NEWPORT gives the most rapid despatch of loading and unloading of steamers of any port in the United Kingdom.

NEWPORT is the best distributing port for Monmouthshire, East Glamorganshire, Herefordshire, Gloucestershire, Worcestershire, Birmingham, and South Midlands.



NEWPORT is the nearest South Wales Port to the Midlands.

NEWPORT gives direct transit to and from alongside steamers, as the steamship berths are rail connected. This not only reduces handling to a minimum, but also keeps down the charges.

NEWPORT has eight modern dry docks.

NEWPORT is one of the largest coal exporting ports in the United Kingdom.

NEWPORT Docks are well equipped with modern up-to-date machinery and deal with all classes of exports and imports.

NEWPORT has excellent Cold Storage accommodation, privately owned.

NEWPORT is the Ocean Gateway of the most important coal field in the world.

NEWPORT'S River Usk is a broad, deep and easily navigable river. The tidal rise is one of the highest in the world, being on an average 38 feet. The uniform breadth of the River, to the centre of the Town (4 miles from the mouth) is about 1,000 feet. There are miles of River-side Wharves.

### TRADE OF THE PORT.

**Exports.**—Coal, Coke and Patent Fuel, Steel Rails, Sleepers, Chairs and Tie-rods, Locomotives and Railway Carriages, Corrugated and Black Sheets, Tin and Blockplates, Machinery and Structural Ironwork, Copper Bars, and Dry Goods in cases.

**Foreign Imports.**—Machinery, Steel and Iron Bars and Billets, Pig-iron, Glass and China Ware, Toys and Matches. Iron Ore, Manganese Ore, Phosphate and Cement, Wool, Wine and Spirits, Potatoes and Onions, Grain, General Merchandise.

Most of the ports which trade with Newport will be found in Tables II. to IV.



TABLE I.

Showing trade of Ports for decennial periods extending over 55 years. Figures kindly supplied to me by the Secretary of the Newport Chamber of Commerce and 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	...	2,195,001	1920 ...	1,549,863	...	967,098
1921 ...	1,126,194	...	1,506,358	1921 ...	862,467	...	521,089
1922 ...	2,130,653	...	2,736,713	1922 ...	1,363,933	...	840,306
1923 ...	2,735,205	...	3,562,570	1923 ...	1,152,277	...	735,948
1924 ...	2,193,808	...	2,956,939	1924 ...	1,297,608	...	770,929
1925 ...	2,009,939	...	2,678,554	1925 ...	1,496,453	...	794,973
1926 ...	1,336,075	...	1,571,311	1926 ...	583,278	...	1,547,511

The total number of vessels that entered the Port during 1926 were (figures for 1925 are given in brackets) **3,342** (5,416); Coastwise, **2,140** (3,310); [Steam, **1959** (2,914); Sailing and Motor **181** (396);] Foreign, **1,202** (2,106); [Steam, **1,191** (2,036); Sailing and Motor, **13** (70).] Their tonnage amounted to 1,949,353 compared with 3,506,392 during 1925.



The following figures shew the total volume of the trade of Newport from 1898 to 1916 inclusive. From 1922 they refer to the trade of the G.W.R. Docks and Jetties only. The latter figures were kindly supplied by the Superintendent of the Docks.

Year	Imports in Tons	Exports in Tons	Total
	(Coastwise & Foreign). (including Bunkers)		
†1898 ...	723,878	2,681,125	3,585,003
1889 ...	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
1922 ...	467,962	6,426,371	6,894,333
1923 ...	874,417	7,083,719	7,958,136
1924 ...	1,025,099	5,932,602	6,957,701
1925 ...	907,236	5,173,197	6,080,433
†1926 ...	1,197,092	2,426,679	3,623,771

(† Years of strikes in coal trade).

The trade of the port was very seriously affected by the coal strike. For the first time "Imports" of coal (value £394,056) were recorded.

In the absence of figures showing the total volume of trade for the whole of the Port the following "value" figures relating to Foreign Trade only—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
1921 ...	2,889,297	3,155,229	1,981,487	437,145
1922 ...	2,027,030	4,564,483	4,777,057	812,034
1923 ...	3,613,471	5,634,546	5,603,885*	721,338
1924 ...	5,488,317	5,123,221	4,448,989*	716,011
1925 ...	5,394,287	5,155,928	3,871,077*	602,768
1926 ...	5,971,723	3,596,205	1,724,047*	263,518

\*Value of Coal Exported 1923 ... £7,262,627

1924 ... £5,526,080

1925 ... £4,274,692

1926 ... £1,649,032



## GENERAL INSPECTION OF VESSELS.

Sixteen per cent. of the 1,157 vessels inspected during the year had sanitary defects according to the present standard laid down by the Board of Trade. 20 per cent. of the vessels from foreign ports were insanitary, compared with 9 per cent. of the coastwise vessels.

Nationality	Percentage with Sanitary Defects		
	1926	1925	1924
Danish ...	Nil.	2.2	10.52
Dutch ...	11.	4.0	15.00
Belgian ...	12.	4.0	11.11
Swedish ...	2.6	5.0	8.33
Norwegian ...	10.6	5.4	20.54
French ...	14.	6.7	17.60
German ...	Nil.	8.0	13.00
<b>British</b> ...	<b>17.6</b>	<b>15.0</b>	<b>12.74</b>
Greek ...	37.5	25.0	50.00
Italian ...	30.	28.0	33.33
Spanish ...	35.3	31.7	42.25

The number of American, Finnish, Jugo Slav, Latvian, Portuguese and Esthonian vessels inspected were too small to be included in this table.

This table bears out the experience of previous years. Danish, Swedish and Dutch vessels have uniformly been the cleanest, whilst Greek, Italian and Portuguese vessels have been the most insanitary of those visiting this port.

The fact that the forecastles and berths were dirty on 114 (10 per cent) of the vessels inspected, clearly demonstrates that there is a lack of systematic supervision on the part of the officers and lack of cleanliness on the part of the men in reference to the living quarters. One or two dirty men can render the living conditions of the other men very objectionable. This can only be prevented by better discipline in such matters. Officers have complained that the authorities do not support them in their endeavours to insist upon the men carrying out their obligations in keeping their quarters clean. If officers have not the necessary powers to enforce cleanliness, the crew should see that offenders are effectually dealt with to ensure the comfort of the others.



There were also 53 vessels with choked foul water closets. The antiquated and objectionable trough closets which are still so common on vessels are largely responsible for this. Pan closets and adequate flushing, combined with proper supervision by the officers, would result in a great improvement in this respect. 32 verminous quarters were also discovered. Systematic efforts on the part of the officers and co-operation by the men would greatly reduce the percentage of verminous quarters on vessels. There are chemical preparations available now, which, when sprayed into crevices, etc., at regular intervals, are very useful in destroying bugs, fleas, etc., but prevention is better than attempts at curing these nuisances. One verminous man will soon infect the living quarters. 1,095 dirty or verminous beds were destroyed.

"Sack" disinfectors which can be worked from steam, which is always available on steam driven vessels, are inexpensive and they will rapidly and effectively destroy vermin. If all new members of a crew on a clean vessel were given a disinfectant bath and their effects disinfected in a sack disinfectant on joining the vessel, living quarters could be kept clean in this respect. It is frequently not the fault of the men that they and their effects are verminous when joining a new vessel under present conditions.

It would greatly add to the comfort of the men generally if combined efforts were made by the officers and men to prevent quarters becoming verminous. If such means were provided by the ship owners to prevent quarters becoming verminous the men could not then complain if such nuisances arose owing to lack of use of the preventive measures at their disposal. The remedy lies in mutual action by the owner and the crew.

## HYGIENE OF NEW VESSELS.

It is quite evident that continental maritime nations generally, especially the Norwegian, Swedish, Danish and Dutch, have paid greater attention than British shipowners to the provision of better accommodation for the crew of late years. This subject has been repeatedly referred to in previous reports. A perusal of Table IA, following page 10, affords interesting information on this subject.

The type of living quarters provided by ship builders depends upon the standard insisted upon by the Government concerned, and in this country the Board of Trade is the responsible authority. Unfortunately the quarters are generally built before the Board of Trade inspect the vessels, and it frequently happens that much better accommodation could be provided without extra expenditure if the designers possessed greater knowledge of hygiene.



Plans and specifications of the crews spaces should be passed by competent Maritime Sanitarians before they are built, and these should not be altered without permission from the responsible authority. Unfortunately the Board of Trade have no medical staff to assist them in this work. In Australia plans have to be submitted to and passed by a Medical Department before the work is carried out, and the result is that far better quarters are provided on Australian vessels than on British vessels.

In a larger proportion of new British vessels the crews are still housed in common quarters in the forecabin than on Continental ships—whereas the latter are in the great majority of new vessels housing the crew in two or four berth cabins.

On British vessels the cots are in the great majority of cases placed against the ship's sides. When placed there, they obstruct the light and ventilation by portholes, and interfere with proper cleansing of the quarters, etc.

This system has been practically given up on Continental vessels.

#### *Messrooms.—*

Little progress has been made in this country in the provision of messrooms for the men, and in the provision of food lockers outside the living quarters in marked contrast to the progress made by continental countries. This applies also in reference to the provision of washhouses, and to water supplies in such washhouses.

#### *Waterclosets.*

The filthy old fashioned trough closets, with two or three seats in one compartment are still used in a large percentage of British vessels, whereas they have been discarded on most Continental ships.

These matters have been referred to for very many years in my Annual Reports and it is quite evident that close attention to the standard of housing on board tramp steamers is still necessary on the part of Port Sanitary Authorities in all British ports. See also Table following this page.

### INFECTIOUS DISEASES.

Table IV contains a record of the infectious diseases which occurred during the voyage or after arrival of the vessels at Newport, namely:—Measles, 1; Phthisis, 4; Typhoid Fever, 1; Chicken-pox, 4; and Pneumonia, 4. Three of the Phthisis cases were Lascars. 3 of the pneumonia cases died—2 of them at sea. The case of measles was removed to Cefn Hospital and one of the phthisis cases was removed to Woolston House.

TABLE 1A.  
Types of accommodation in Crew's Quarters on Vessels built before 1916 and 1916 or later.

SUMMARY OF RECENT INSPECTIONS.

(Figures are percentages).

	BRITISH.		NORWEGIAN.		SWEDISH.		DANISH.		DUTCH.		FRENCH.		SPANISH.		ITALIAN.		GERMAN.	
	Before 1916	1916 or Later	Before 1916	1916 or Later	Before 1916	1916 or Later	Before 1916	1916 or Later	Before 1916	1916 or Later	Before 1916	1916 or Later	Before 1916	1916 or Later	Before 1916	1916 or Later	Before 1916	1916 or Later
<b>Situation of Living Quarters—</b>																		
Forward Wholly ...	74	39.4	89	21	89	12	—	70	—	20	84.7	39	94	50	50	33	50	71
Partly ...	12	4.6	—	5	—	—	(In 2-berth cabins)		—	—	—	—	—	—	—	—	—	—
Aft Wholly ...	22	47	11	75	11	88	100	30	—	80	15.3	61	6	50	40	33	—	29
Partly ...	11	5	—	4	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Midships Wholly ...	2.5	—	—	4	—	—	—	—	—	—	—	—	—	—	10	33	—	—
Partly ...	1.0	3.4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
<b>Two or Four-Berth Cabins Provided</b>	Nil	?	15	80	11	80	100	80	—	50	—	14.7	—	50	60	66	50	60
													(2 berths)				4 berths	2 berths
<b>Situation of Cots—</b>																		
Away from Ship's side ...	22.5	12.7	55	—	50	—	50	80	—	—	—	20	6	60	—	—	63.5	80
At Ship's side ...	77.5	87.2	45	4	50	Nil	50	20	—	17	100	64.7	94	—	60	—	36.5	20
<b>Mess Room—</b>																		
Yes ...	10.8	28.3	30	90	22.2	88	66.6	86	—	80	23	51	—	100	40	100	50	57
No ...	89.2	71.6	70	10	77.7	12	33.3	14	—	20	77	49	100	—	60	—	50	43
<b>Colour of Paint—</b>																		
White ...	*12.6	*11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dark ...	86.6	86.7	100	100	100	100	100	100	—	100	100	100	100	100	100	100	100	100
Dark ...	1.8	2.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
<b>Wash-house—</b>																		
Yes ...	35	58	25	75	55.5	88	66.6	86	—	80	30	80	12.5	100	60	100	72.7	86
No ...	65	42	75	25	44.4	12	33.3	14	—	20	70	20	87.5	—	40	—	27.3	14
Water supply provided therein:																		
None ...	68.4	44	—	18	60	12	33.4	—	—	20	—	50	—	40	50	—	50	33
Salt ...	31.0	54	—	82	40	88	66.6	100	—	80	—	50	—	60	25	100	50	67
Fresh ...	9.0	1.5	—	—	—	—	—	—	—	—	—	—	—	25	—	—	—	—
<b>Water Closets—</b>																		
Trough ...	53.1	40	10.5	—	11	—	—	—	—	—	+52	+32	44	—	—	33	7	—
Iron Pan ...	31.5	29.3	58	58	55	40	66.6	57	—	40	48	68	66	+100	100	+66	35.7	43
Enamelled Ware ...	15.3	30.5	31.5	42	33	60	33.3	43	—	60	—	—	—	—	—	—	57	57
<b>Water Supply—</b>																		
Hand Flushed ...	37	15	70	13	66.6	12	33.3	14	—	—	23	6	31	—	—	—	42	29
Deck Tank ...	45	41	27	43	33.3	50	66.6	57	—	20	70	60	62	100	100	100	57	71
Sanitary Tank ...	17	44	2	43	—	38	—	28	—	80	7	34	6	—	—	—	—	—
<b>Food Lockers—</b>																		
In Living Quarters ...	94.5	85.3	74	30	66.6	25	33.3	28	—	60	92.3	76	100	60	60	67	50	29
Outside Living Quarters ...	5.4	14.7	26	70	33.3	75	66.6	72	—	40	7.7	24	—	40	40	33	50	71

† Squat.

\* Light.



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## NON-NOTIFIABLE DISEASES.

Table IIIA gives the number of non-infectious diseases reported on arrival or which occurred on vessels in this port: namely, Accidents, 19; Influenza, 6; Hernia, 1; Appendicitis, 2; Septic Diseases, 3; Bronchitis, 4; Venereal Diseases, 7; Heat Stroke, 3; "Observation" cases, 5; Eczema, 1; Gastric Ulcer, 1; Colds, 4; Gastritis, 3; Rheumatism, 1; Dropsy, 1; Hæmorrhoids, 2; and Epilepsy, 1—total 64 cases.

## VENEREAL DISEASES.

Dr. Ingram, the Medical Officer in charge of the Venereal Diseases Clinic, has supplied me with the following particulars, re treatment of Seamen who visited the Port during the year:—

	British Subjects			Foreign- ers	Total
	White	Coloured	Total		
Number of Patients Examined	50	35	85	36	121
Found to be suffering from V.D.					
Syphilis ... ..	10	10	20	17	37
Gonorrhœa ... ..	29	13	42	14	56
TOTAL .. ..	39	23	62	31	93
Total Attendances ... ..	227	180	407	113	520

The number of patients examined, both British and Foreign, was less than during 1924 or 1925, when the figures were 101 and 74 and 95 and 36 respectively.

The nationality of the foreigners examined, with the number that proved positive in brackets, were:—Norwegians 6 (5), Spanish 4 (4), Greek 6 (4), Swedish 6 (4), Portuguese 3 (3), French 2 (2), Russian 2 (2), Finnish 2 (2), Danish 2 (2), and one each of the following nationalities:—Belgian, German, and Italian.

The Book issued by the Ministry of Health is supplied to each seaman patient, to ensure continuity of treatment at other ports.

The attendances made per patient, arranged according to nationality, were as follows:—British (white) 5.8 (coloured) 8., and Foreign 3.6 per patient.

The British Government was the first to institute free treatment for Venereal Diseases for all classes—other nations have now followed their lead, mainly I understand, through the efforts of the Government.



A perusal of the list of Foreign Ports where treatment is available at Venereal Disease Clinics shows that the facilities for free treatment in the British Isles and on the Continent of Europe are far superior to those provided in the United States Ports. It is to be hoped that the richest country in the world will soon provide equal facilities for treatment to Foreign Seamen visiting their Ports to those provided for American Seamen visiting British and other European Ports.

#### NOTIFICATION OF VENEREAL DISEASES.

In the Royal Commission Report and others the main objection to notification is the danger of deterring patients from seeking proper treatment and driving them to quacks instead.

A system of notification of V.D. is set up on similar lines to the notification of ordinary infectious diseases, and their arguments are set up to show that such a system of notification is wrong. Most authorities agree with that probably, but that is no argument against a modified system of notification of cases which have given up treatment prematurely.

The system recommended by the Royal Commission has been tried and found wanting in obtaining continuity of treatment. It is time for us to reconsider our position.

#### DESTRUCTION OF RATS.

Close attention is being paid to this important work; apart from the danger of the spread of the plague by rats and their fleas, rats are a source of serious nuisance on board vessels, and they consume or damage both food and edible cargoes to a serious extent.

The methods adopted for destroying rats are fumigation by sulphur, trapping, ferretting and baiting. Hydrocyanic Acid Gas has not yet been used at Newport, as sulphur has been found suitable and effective for cargo vessels, less expensive and safer for those carrying out the work. Sulphur is, however, not suitable for the fumigation of loaded vessels, but as grain boats, which are the chief offenders, discharge their cargoes previous to arriving at Newport, sulphur has been found quite satisfactory for destroying vermin.

8 vessels proceeding to U.S.A. ports were fumigated in order to comply with the requirements of the U.S.A. Port Authorities, which require fumigation every six months, and certificates certifying that precautions had been taken to prevent access of rats to the vessels whilst in port.

Some vessels proceeding to foreign ports have been fumigated at Newport after bunkering at other British ports. Under such circumstances there is every likelihood, if the vessel is rat-infested, of some rats surviving the fumigation in the bunker spaces; whereas if the vessel had been fumigated at the port of arrival after discharging her cargo of grain when the bunker spaces were empty the work could have been done more efficiently. It is therefore desirable that owners and port sanitary inspectors should advise fumigation of such vessels before bunkering.



The U.S.A. Port Sanitary Authorities require that vessels entering their ports shall be fumigated for the destruction of rats every six months. British vessels prefer to have such work carried out before leaving for U.S.A. to avoid demurrage, etc., on reaching American Ports.

12 vessels bound for America were fumigated at Newport during 1925-6, and 6 of those were found to be free from rats, and in the other 6 vessels only 41 dead rats were found after fumigation. Apart from the cost of fumigation, which averages from £12 to nearly £30, the cost due to delay in loading in many cases was very considerable. I am informed that demurrage on vessels on S. American charter amounts to 4d. per ton nett register per running day.

The results in the above cases show that fumigation was really unnecessary in a large proportion of the vessels which had to be done at Newport to comply with the American regulations, as the vessels had not been carrying foodstuffs.

Fumigation is both expensive to the shipowner and a restriction to trade, and should not be arbitrarily insisted upon unless there is evidence of rat infection.

It is satisfactory to learn, therefore, that the U.S.A. Port Authorities are making investigations into this subject to enquire whether in some or all ships the six months period might be safely extended, provided that inspection of the ship could be shown to furnish a trustworthy estimate of freedom from rats. To test the reliability of a thorough inspection for rats—namely, rat trappings, rat runs, gnawed woodwork, damage to cargo, rat nests, and rats alive or dead—100 vessels were thus inspected, and afterwards fumigated, and it was found that inspection afforded a very reliable estimate of the conditions obtaining on board.

I understand that a further test on 200 ships was made and that 91 of them were excused fumigation after inspection.

Further investigations have been made in the United States ports which point to the conclusion that the probability of the occurrence of plague outbreak by flea-infected rats is not a serious one in the latitudes which British and most North American ports are situated.

It is therefore satisfactory that the U.S.A. Authorities are considering the question of revising their present very strict and expensive regulations with respect to the periodical fumigation of vessels.

33 vessels were specially inspected for the presence of rats. On twenty-one vessels 1,325 rats were found after thorough search, fumigation, trapping, and baiting. 22 certificates were issued to masters of vessels proceeding to American, Spanish, Australian and other ports, certifying the absence of rats on the vessels. 15 vessels were fumigated under the supervision of the Medical Officer of Health,



The bodies of rats from aboard ships from Foreign were periodically submitted for examination for the presence of Plague, but with negative results.

The amount received for deratisation of vessels and its supervision amounted to £33 13s. 3d., and £23 2s. 0d. was received for certificates issued by the Medical Officer of Health to masters of vessels bound for American, Spanish, Australian, and other ports.

The ratcatcher employed by the Port Sanitary Authority has in addition paid special attention to the neighbourhood of the docks, wharves, river banks, and warehouses, and refuse tips near the docks for the purpose of reducing the rat population. There has been a very marked reduction in the number of rats in the port.

41,970 Poison Baits were laid; fumigation, traps, rat lime and dogs and ferrets were also utilised for this work. 4,536 dead rats were found as the result of these efforts. 3,208 brown rats and 1,328 black rats. The proportion of females to males destroyed was 2.6 to 1.

I wish again to thank the Collector of Customs and his "Preventive" Staff, and the Clerk of the Pilotage Board for affording prompt and valuable assistance at all times in carrying out the Regulations, and to Inspector Jenkins and his Assistant, for their conscientious attention to their duties.

I have the honour to be,

Your obedient Servant,

*J. HOWARD JONES,*

Medical Officer of Health.



TABLE shewing Methods used to destroy Rats and Results.

	No. of Baits Laid	By Poison Bait and Rat Lime				Traps				Ferrets				Fumigation				Total Destroyed (Bodies Discovered)			
		Brown		Black		Brown		Black		Brown		Black		Brown		Black		Brown		Black	
		M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F
1st Quarter	15450	219	559	58	154	...	...	23	64	40	74	...	...	...	...	137	368	259	633	218	586
2nd Quarter	11620	212	607	2	5	2	7	...	...	32	70	...	...	...	...	47	133	246	684	49	138
3rd Quarter	10100	213	567	25	76	...	2	6	17	28	43	2	7	...	...	56	136	241	612	89	236
4th Quarter	4800	122	341	...	...	...	2	...	1	21	47	...	...	...	...	2	9	143	390	2	10
T'tls for 1926	41970	766	2074	85	235	2	11	29	82	121	234	2	7	...	...	242	646	889	2313	358	970
T'tls for 1925	66950	924	2456	146	283	2	10	61	134	150	305	...	...	3	7	144	304	1079	2778	351	721

4536  
4929

TABLE shewing the No. of Baits laid Ashore and on Vessels and Dead Rats discovered during each month of the year 1926.

Month	NUMBER OF DEAD RATS DISCOVERED															Total Number of Rats discovered
	No. of Baits laid On Total Vessels Ash're		On Vessels						On Shore							
			Black			Brown			Black			Brown				
			M	F	Total	M	F	Total	M	F	Total	M	F	Total		
January	5600	...	5600	29	104	133	...	...	...	...	...	...	90	237	327	460
February	4400	1100	3300	92	236	328	...	...	...	...	...	...	83	186	269	597
March	5450	50	5400	97	246	343	...	...	...	...	...	...	86	210	296	639
April	3170	300	2870	43	127	170	...	...	...	...	...	...	54	165	219	389
May	3950	...	3950	...	...	...	...	...	...	...	...	...	110	276	386	386
June	4500	...	4500	6	11	17	...	...	...	...	...	...	82	243	325	342
July	3650	100	3550	38	103	141	...	...	...	...	...	...	104	222	326	467
August	3400	250	3150	28	86	114	...	...	...	...	...	...	58	160	218	332
September	3050	150	2900	23	45	68	...	...	...	...	...	2	79	230	309	379
October	1950	...	1950	...	3	3	...	...	...	...	...	1	58	171	229	233
November	450	...	450	2	6	8	...	...	...	...	...	...	10	28	38	46
December	2400	...	2400	...	...	...	...	...	...	...	...	...	75	191	266	266
Totals 1926	41970	1950	40020	358	967	1325	...	...	...	...	...	3	889	2319	3208	4530
Totals 1925	66950	2850	64100	344	704	1048	3	7	10	...	...	17	1076	2771	3847	4929



TABLE 11.

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

Date	Vessel	Nation- ality—	Whence	Where Inspected	Remarks
1923					
Jan. 4th	Auditor	British	Calcutta via Suez London and Liverpool	Alex. Dk.	All well see Table IIIa.
9th	Polmanter	British	Oporto via Preston Columbo via Suez	Town Dk.	All well
14th	Nuddea	British	Dunkerque, Hull and London	Alex. Dk.	All well see Table IIIa.
15th	Serbistan	British	Basra via Suez, Oran and Garston	Bailey's Dry Dk.	All well see Table IIIa.
18th	Clan Monroe	British	Calcutta via Suez, Malta and London	Alex. Dk.	do. do.
22nd	Lady Rhondda	British	Lisbon	Do.	All well
22nd	Emlynmor	British	Oporto, via Bristol	Arrow Wf.	do.
25th	Clan Mackinlay	British	East via Suez, Mar- seilles, London and Antwerp	Alex. Dk.	do.
29th	King Howell	British	Port Said	Do.	do.
Feb. 10th	Delagoa Maru	Japanese	East via Alexandria, Valencia & Liverpool	Do.	do.
12th	Ferndale	British	East via Suez, Hull and London	Do.	do.
15th	Woodville	British	Tunis via Bordeaux	N.R. Whf.	do.
16th	P.L.M. 27	French	Port Said	Alex. Dk.	do.
20th	Clan Macgillivray	British	East via Suez, Malta, London, Rotterdam and Antwerp	Do.	do.
22nd	Bardistan	British	Bombay via Suez, Hull and Antwerp	Do.	do.
22nd	Polyphemus	British	East via Suez, Am- sterdam, London and Hamburg	Do.	do.
23rd	Sines	Portuguese	Lisbon	Do.	do.
11th	Tejo	Norwegian	Oporto via Lisbon and Rouen	Do.	All well see Table IIIa.
10th	Clan Murray	British	Indian Coast via Suez and London	Do.	All well
Mar. 8th	Lyon Maru	Japanese	East via Suez, Genoa, Marseilles, Valencia, and Liverpool	Do.	Do.



TABLE II. —*continued.*

Date	Vessel	Nationality—	Whence	Where Inspected	Remarks
1926					
Mar. 12th	Bellas	Portuguese	Lisbon	Alex. Dk.	All well
22nd	Eurybates	British	East via Suez, London, Bremen and Rotterdam	Do.	do.
23rd	Ala	Norwegian	Lisbon via Oporto, Bordeaux & Rouen	Do.	do.
24th	Kaffristan	British	East via Suez & Hull	Do.	do.
25th	Alm	Norwegian	Oporto	Do.	do.
26th	Spigerborg	Norwegian	Lisbon	Do.	do.
29th	Mathura	British	East via Suez, Hamburg, Dundee and Swansea	Do.	All well see Table IV.
30th	Bellas	Portuguese	Lisbon	Do.	All well
April 3rd	Carina	British	East via Suez, Alexandria & Liverpool	Do.	do.
20th	Agapenor	British	East via Suez, London, Hamburg & Rotterdam	Do.	do.
23rd	Clytha	British	Lisbon	Do.	do.
23rd	Wenchita	Norwegian	Oporto via Glasgow	Do.	do.
24th	City of Hankow	British	East via Suez, Dunkerque, Hull, London and Swansea	Do.	do.
24th	Matsumato	Japanese	East via Suez, London, Hamburg and Antwerp	Do.	do.
28th	Adra	British	Lisbon	Do.	do.
29th	Clan Mac Innes	British	Malabar Coast via Suez, Malta, London, and Rotterdam	Do.	do.
May 1st	Macharda	British	East via Suez, Dundee, Glasgow & Swansea	Alex. Dk.	do.
4th	Clan Mackenzie	British	East via Suez, Hamburg and Rotterdam	Do.	do.
20th	Halizone	British	East via Suez, Oran and Ayonmouth	Do.	Do.
25th	Clan Ogilvy	British	East, via Suez and Rotterdam	Tredegar	All well see Table IIIa.
26th	Berwickshire	British	East via Suez, London, Manchester and Glasgow	Dry. Dk. Alex. Dk.	All well



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TABLE II.—*continued.*

Date	Vessel	Nation ality—	Whence	Where Inspected	Remarks
1926					
May 26th	Toba Maru	Japanese	East via Suez, Birken- head & Avonmouth	Alex. Dk.	All well
27th	City of Venice	British	Calcutta via Suez, Marseilles, London & Dunkerque.	Do.	do.
June 2nd	Clan Morisson	British	Port Sudan via Suez, Dunkerque, Antwerp, Hull and Pernes	Do.	do.
3rd	Newby Hall	British	Madras via Suez, Marseilles, Dunkerque and Antwerp	Do.	do.
10th	Banffshire	British	East via Suez, Dun- kerque, Manchester and Avonmouth	Do.	do.
14th	Opawa	British	East via Malta, Lon- don, Antwerp, Man- chester, Liverpool & Cardiff	Do.	do.
14th	Fordsdale	British	East via Suez, Alex- andria and London	Do.	do.
21st	Durban Maru	Japanese	East via Suez, Valen- cia and Liverpool	Do.	do.
21st	Islemoor	British	East via Suez and Bagnoli	Tredegar Dry Dk.	do.
26th	Clan Monroe	British	East via Suez, Mar- seilles, London, Rot- terdam & Swansea	Alex. Dk.	do.
28th	Assiout	British	Alexandria via Hull and Rotterdam	Do.	do.
July 12th	Ayshire	British	East via Suez, Lon- don, Manchester and Avonmouth	Alex. Dk.	All well
22nd	Nerbudda	British	East via Suez, Hull, Antwerp, London, Swansea and Avon- mouth	Do.	do.
Aug. 6th	Pakipaki	British	East via Suez, Oran, Hull, Swansea and Avonmouth	Do.	All well see Table III.
30th	Wangaratta	British	East via Suez, Trieste, Genoa, London, Ant- werp and Swansea	Do.	All well
Sept. 8th	Delagoar Maru	Japanese	East via Suez, Mar- seilles, Valencia, Liverpool & Rotter- dam	Do.	do.
9th	City of Oran	British	East via Suez, Hull, London, Emden, Manchester & Avon- mouth	Do.	do.



TABLE II.—*continued.*

Date	Vessel	Nationality—	Whence	Where Inspected	Remarks
1926					
Sept. 27th	Lyon Maru	Japanese	East, via Suez, Valencia, Liverpool, Glasgow & Rotterdam	Alex. Dk.	All well
Oct. 4th	Clan Macgillivray	British	East via Suez, London, Hamburg and Antwerp	Do.	do.
5th	Woodarra	British	East via Suez, Trieste, Genoa, Antwerp, Hamburg & Liverpool	Do.	do.
18th	Clan MacPhee	British	East via Suez and London.	Do.	All well see Table III.
25th	Clan Keith	British	Malabar Coast via Suez, London, Rotterdam & Glasgow	Do.	All well
25th	Leitrim	British	Colombo via Suez, Trieste, Genoa, London, Hamburg and Liverpool	Do.	do.
27th	Anchoria	British	Calcutta via Suez, Alicante, Oran, Dieppe & Antwerp	Do.	do.
29th	Toyohashi Maru	Japanese	East via Suez, Marseilles, Valencia, Almeria & Liverpool	Do.	do.
Nov. 3rd	Urbino	British	East via Suez, Marseilles, London, Rotterdam, Glasgow and Liverpool	Do.	do.
23rd	Quiloea	British	East via Suez, Dunkerque, Hull, Antwerp, Greenock and Liverpool	Do.	do.
25th	Machon	British	East via Suez, Dunkerque, Hull and Antwerp	Do.	do.
26th	City of Mobile	British	East via Suez, Le Havre and London.	Do.	do.
30th	Lima Maru	Japanese	East via Suez, Marseilles, Genoa, Almeria, Birkenhead	Do.	do.
Dec. 8th	Nardana	British	East via Suez, Dunkerque, Antwerp, Hull and London	Do.	do.
14th	Nowshera	British	East via Suez, Hull and Antwerp	Do.	All well see Table IV.
22nd	Clan Mactaggart	British	East via Suez, Dunkerque, Hull, Hamburg and Avonmouth	Do.	All well
22nd	Batolo	Spanish	Tunis via Rotterdam	Do.	do.
28th	City of Agra	British	East via Suez, Avonmouth and London	Do.	do.
29th	City of Brisbane	British	East via Suez, Alexandria, Dunkerque, London & Antwerp	Do.	do.



TABLE III.

Vessels visited during stay in Port, owing to having non-notifiable sickness on board, the patients being attended by Medical Practitioner engaged by the Master.

Date	Vessel	Nationality—	Whence	Nature of Sickness and Action taken.
1926				
Jan. 4th	Clan Stuart	British	Swansea	1 Lascar a.b., accident, removed R.G. Hospital, 4/1/26
6th	Maria Antonio	Spanish	Algiers	2 Firemen, 1 Bronchial Catarrh, 1 Venereal Disease, attending R.G. Clinic
11th	Rip	Norwegian	Antwerp	3, 2 Firemen, 1 a.b., off duty, Diarrhoea, treatment on board.
13th	Rosenborg	Danish	Antwerp	1 Fireman off duty, Lum-bago, treatment on board.
15th	Chiswick	British	Rouen	1 Steward off duty, injury to hand, treatment on board
16th	Banchory	British	Ghent	1 F'man, accident, removed R.G. Hospital 16/1/26.
21st	Eugenia	Greek	Antwerp	3 Firemen and 2nd Cook off duty, colds, treatment on board. Chief Officer, accident, removed R.G. Hospital 22/1/26
21st	Gloria	Spanish	Bilbao	1 Asst. Steward, Venereal Disease, attending R.G. Clinic
26th	Oakland Grange	British	Cardiff	10 members of crew, Influenza Cold, treatment on board.
26th	Roman de Larrinaga	Spanish	Manchester	1 a.b., accident, removed R.G. Hospital.
26th	Astronomer	British	Liverpool	1 Carpenter off duty, cold, treatment on board.
28th	Oswin	Swedish	Antwerp	1 a.b. off duty, cold, treatment on board.
Feb. 1st	Erviva	Norwegian	Algiers	2 Donkeymen, Venereal Disease, treatment R.G. Clinic. Fireman off duty, injury, treatment on board
2nd	Ailsa	British	Bordeaux	1 Master, cold, treatment on board.
2nd	Danzic	German	London	1 a.b., Venereal Disease, sent home to Germany, 2/2/26
15th	San Antonio	Dutch	Dungarvan	1 a.b. off duty, wound on leg treatment on board.
23rd	Twyford	British	Dieppe	1 Master off duty, cold, treatment on board.
24th	Anorga	Spanish	Port Talbot	1 a.b. off duty, Tonsillitis, treatment on board.
25th	Oakhurst	Danish	Le Havre	2 a.b., Venereal Disease, treatment on board.



TABLE III.—*continued.*

Date	Vessel	Nationality—	Whence	Nature of Sickness and Action taken.
1926				
Mar. 1st	Relillio	British	Rouen	1 Fireman off duty, Intestinal Complaint, removed R.G. Hospital 28/2/26.
2nd	Scandia	Swedish	Algiers	2, 1 Fireman off duty, Kidney complaint, treatment on board. 1 Fireman off duty, accident, attending R.G. Hospital
9th	Vojslav	Jugo Slav.	Belfast	2 a.b.'s off duty, colds, treatment on board.
15th	Clan Skene	British	Glasgow	2 Lascar a.b.'s, colds, off duty, treatment on board.
26th	Eurybates	British	Rotterdam	1 Fireman off duty, accident, removed R.G. Hospital
30th	Madalina de R. Garcia	Spanish	Hornillo	1 Fireman off duty, Intestinal complaint, treatment on board
April 3rd	Gunvor Tysland	Norwegian	Castro	1 Fireman off duty, Ear trouble, treatment on board
8th	Vendome	French	Rotterdam	1 Chief Officer off duty, accident, treatment on board
8th	Carina	British	Liverpool	4 4th Engineer, Pleurisy; 2 a.b.'s, 1 Cold, 1 Tonsillitis; 1 Fireman, Abscess; treatment on board.
9th	Reine Elizabeth	Belgian	Antwerp	2, Chief Engineer and Fireman, Influenza Colds, treatment on board.
9th	City of Manilla	British	Hull	2 Lascar a.b.'s, minor injuries, treatment on board.
13th	Athanasios	Greek	Rotterdam	3, Chief Officer, Cold; 1 Fireman, Ear Trouble; 1 Fireman, Gastritis; treatment on board
15th	Pena Labra	Spanish	Hornillo	1 F'man, Pleurisy, removed R.G. Hospital 19/4/26.
16th	Atalaya	Spanish	Livorno	1 a.b., Rheumatism, treatment on board.
28th	Westmoreland	British	Liverpool	1 2nd Officer, Abscess, treatment on board.
May 14th	Trost	Norwegian	Bordeaux	1 a.b. off duty, Cold, treatment on board
31st	Madalina de R. Garcia	Spanish	Port Talbot	1 Fireman off duty, Injury, treatment on board
June 1st	Clan Ogilvy	British	Rotterdam	1 Lascar Fireman off duty, Intestinal complaint, treatment on board
15th	Fordsdale	British	London	1 5th Engineer off duty, Tonsillitis, treatment on board



TABLE III.—*continued.*

Date	Vessel	Nationality—	Whence	Nature of Sickness and Action taken.
1926				
June 30th	Uskhaven	British	Ghent	1 Fireman off duty, Tonsillitis, treatment on board
July 19th	Gwentland	British	Antwerp	1 a.b., accident, attending R.G. Hospital
21st	Fordecastle	British	Hamburg	1 Chief Officer, Ear trouble, attending R.G. Hospital
28th	Ixia	British	Antwerp 22/4/26 Laying up South Dk.	1 death, Master's wife, Acute Anæmia and Heart Failure
Aug. 6th	Willem Rene	Belgian	Antwerp	2, Master, Malaria Fever, Fireman, Heart Disease, treatment on board
6th	Trevier	Belgian	Norfolk Va	1 Donkeyman, Diarrhœa, treatment on board
7th	Statesman	British	Durban	3, Cook, Gastritis; a.b., injury; Lascar Fireman, Colitis; treatment on board.
7th	Pakapaki	British	Avonmouth	3, 1 a.b. Colitis; 4th Eng. injury; 5th Eng., fluid on knee; treatment on board
9th	City of Perth	British	Rotterdam	1 Lascar Fireman, Bronchitis, treatment on board
10th	Nordico	Italian	Norfolk Va	2, 4th Engineer, Rheumatism; a.b., Gastritis; treatment on board
11th	Wayland	Norwegian	Antwerp	2, W. Op., Cold on Kidneys, treatment on board. Fireman, Insane, removed Mon. Mental Hospital, Caerleon, 10/8/26
16th	Willem Rene	Belgian	Antwerp	1 a.b., Venereal Disease, attending R.G. Clinic.
24th	Frithjof I.	Norwegian	Antwerp	1 O.S., Venereal Disease, treatment on board
24th	Wagland	Norwegian	Antwerp	1 3rd Engineer off duty, accident, treatment on board
26th	Spa	Belgian	Antwerp	2, 3rd Engineer, accident; Cook, accident, treatment on board
31st	Macon	French	Caen	1 Chief Officer, Rheumatism, treatment on board
Sept. 2nd	Clan Macbeth	British	Rotterdam	2, Lascar a.b., Intestinal complaint; Lascar a.b., Colitis; treatment on board
23rd	Briere	French	Caen	1 a.b., Venereal Disease, attending R.G. Clinic
27th	Colmar	French	Ghent	1 Fireman off duty, Hernia, treatment on board



TABLE III.—*continued.*

Date	Vessel	Nationality—	Whence	Nature of Sickness and Action taken.
1926				
Oct. 4th	Uskport	British	Ghent	1 a.b., Colic, treatment on board
12th	Durenda	British	Middlesbro'	2 Lascar Firemen, 1 burns; 1 injury, treatment on board
18th	Clan Macphee	British	London	1 Lascar Fireman, injury, treatment on board
25th	Saint Stephen	Finnish	Cherbourg	1 a.b., Venereal Disease, attending R.G. Clinic
Oct. 29th	Recca	Italian	Baltimore	3, 2nd Engineer, injury, attending R.G. Hospital; Steward and Cook, Hæmorrhoids and Rheumatism respectively, sent home to Italy.
Nov. 3rd	Tasmania	British	Swansea	3 Firemen off duty, Blood Poisoning, Ulceration and Cold respectively, treatment on board
3rd	Teespool	British	Norfolk Va	1 Apprentice, Venereal Disease, treatment on board
3rd	Houlthurst	Belgian	Antwerp	1 Fireman off duty, Abscess treatment on board
4th	Farnworth	British	Baltimore	1 Fireman off duty, injury; treatment on board
17th	Oise	French	Dunkerque	1 a.b. off duty, Bronchitis, treatment on board
18th	Nigaristan	British	Newport News	3, 2 Lascar Firemen and Asst. Steward, Intestinal complaint, treatment on board
22nd	Willem Rene	Belgian	Antwerp	2, Master, Cold, treatment on board; Fireman, injury, attending R.G. Hospital
Dec. 6th	Nadana	British	London	1 Lascar Fireman, Burns, treatment on board
28th	Argyleshire	British	Liverpool	9 Lascars off duty, 3 respiratory Disease, 1 Intestinal complaint, 1 Ulcer, 4 Rheumatism, treatment on board
29th	Brynhill	British	Bordeaux	2 Firemen off duty, Colds, treatment on board
31st	Sagama River	British	Antwerp	1 a.b., off duty, Congestion of Lungs, removed to R.G. Hospital.



TABLE IIIa.

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

Date	Vessel	Nationality—	Whence	Nature of Sickness and Action taken.
1926				
Jan. 4th	Ilford	British	Harburg	Boswain, accident, landed Hospital Ancona, 24/12/25.
4th	Auditor	British	Liverpool	Cook, accident, landed Port Said
11th	Molesey	British	Antwerp	2 Apprentices, Influenza, landed Hospital Novorossisk 10-21/11/25 (the one landed 10th recovered and rejoined ship and completed voyage)
14th	Cheniston	British	London	1 a.b., Hernia, treatment on board
15th	Sebistan	British	Garston	3, Fireman, Appendicitis, landed Hospital Aden; 2nd Cook, Gastric Ulcer; and Apprentice, poisoned foot, landed Hospital Basra.
19th	Sambre	British	South'pton	2, a.b., Bronchitis, landed Hospital Santos 26/11/25; Chief Officer, Ulcerated Throat, landed Hospital Pernambuco 14/12/25
22nd	Emlynmor	British	Bristol	1 Fireman, accident, Cadiz, treatment on board
26th	Alrikholm	Danish	Liverpool	1 a.b., Venereal Disease, sent home to Denmark from Liverpool 21/1/26
29th	Blythmoor	British	Portishead	3, 3rd Engineer, Heat Stroke Port Sudan, landed and sent home 12/6/26; a.b., observation case landed Buenos Ayres 5/11/25; a.b., observation case landed Hospital Perim, 13/8/25.
Feb. 4th	Egham	British	Antwerp	1 Carpenter, Bronchitis, landed Hospital Malta
9th	Clytha	British	Ghent	1 Cook, Eczema, landed and sent home from Dunkerque
11th	Ocean Transport	British	Antwerp	2, Cook and a.b., Sunstroke, landed Hospital Buenos Ayres 15/11/25
15th	Sabor	British	Liverpool	1 a.b., Observation case, landed Hospital Pernambuco
16th	Epsom	British	Hamburg	1 a.b., accident, landed Hospital Constantinople

TABLE IIIa—continued.

Date	Vessel	Nation- ality—	Whence	Nature of Sickness and Action taken.
1926				
Feb. 22nd	Medmenham	British	Portishead	1 a.b., accident, landed Hos- pital, Novorossisk, 10/1/26
22nd	Gwentland	British	Ghent	1 Master, died at sea, Heart Failure, 6/2/26.
26th	Penmount	British	Hornillo	1 a.b., Ulceration, landed Hospital Marseilles, 2/2/26
Mar. 1st	Ethelwolf	British	Limerick	1 Chief Officer, Accident, treatment on board, Buenos Ayres
1st	S. V. Oakhurst	Danish	Le Havre	3, 2nd Officer and 2 a.b.'s Venereal Disease, sent home to Denmark 27/2/26
2nd	Woodburn	British	Liverpool	1 a.b., Influenza, landed Hospital, Liverpool, 27/2/26
8th	Teljo	Norwegian	Rouen	1 a.b., Venereal Disease, landed Hospital Rouen 1/3/26
9th	Vojslav	Jugo Slav	Belfast	2 a.b.'s, Colds, treatment on board
11th	Petersham	British	Hull	1 a.b., Accident, landed Hos- pital, Novorissisk, 20/12/25
11th	Panama Transport	British	Liverpool	1 Fireman, Gastritis, landed Hospital Buenos Ayres
12th	Canadian Transport	British	London	2, Asst. Steward, Venereal Disease, landed Hospital Buenos Ayres 12/1/26; a.b. Gastritis, landed Hospital London, 24/2/26
12th	Maindy Grange	British	London	1 Fireman, accident, landed Hospital St. Vincent C.V. 4/12/25.
12th	Charlwood	British	Ghent	1 2nd Officer, observation case, landed Hospital Ghent 9/3/26
20th	Clan Ranald	British	Swansea	1 Lascar a.b., observation case, landed Hospital, Swansea, 16/3/26
23rd	Segura	British	Rotterdam	1 Fireman, accidently drowned, Buenos Ayres 31/1/26
23rd	Datchet	British	Rotterdam	1 Cook, Rheumatism, removed R.G. Hospital on arrival 23/3/26
26th	City of Chester	British	Cardiff	1 Lascar Fireman, Abscess, removed Hospital London 4/3/26
29th	Trewyn	British	Antwerp	1 Fireman, Dropsy, removed Hospital Manchester, 19/3/26



TABLE IIIa—*continued.*

Date	Vessel	Nationality—	Whence	Nature of Sickness and Action taken.
1926				
Mar. 30th	Cape Transport	British	Antwerp	1 a.b., accident, removed Hospital Santa Fe, 19/1/23
30th	Gripfast	British	Bordeaux	2, Chief Engineer, Appendicitis, removed R.G. Hospital on arrival; Fireman, Heart and Kidney Disease, treatment on board, left for home.
April 8th	Newton Beech	British	Rotterdam	2, Donkeyman, Gastritis, landed Hospital, Penang, 29/12/25; Apprentice, accident, landed Hospital Bunbury, 4/2/26
8th	Silarius	British	Antwerp	1, a.b., accident landed Hospital Colon 23/12/25
8th	Molesey	British	Hamburg	4, Apprentice and a.b., accident, landed Hospital Alexandria, 10/2/26, 14/2/26; 1 a.b. accident, landed hospital Constantinople 21/2/26; 1 a.b., Influenza, landed Hospital Constantinople, 8/3/26
12th	Bellailsa	British	Rotterdam	1 Asst. Steward off duty on arrival, Sprain, treatment on board
13th	Nicholas Pateras	Greek	Naples	1 Cook off duty on arrival. Cold, treatment on board
14th	Gwentgate	British	Ghent	1 O.S. off duty, injury to hand, treatment on board
21st	Chiswick	British	Hamburg	1 Fireman, Piles, landed Hospital Constantinople 20/3/26
29th	Egham	British	Antwerp	1 a.b., Bronchitis, landed Hospital Alexandria 2/3/26
May 14th	Trost	Norwegian	Bordeaux	1 a.b. off duty on arrival, Cold, treatment on board
26th	Clan Ogilvy	British	Rotterdam	1 Lascar Cook, Piles, landed Hospital Port Said, 6/5/26
Sept. 7th	Wagland	Belgian	Antwerp	1 3rd Engineer Accident, landed Hospital Antwerp, 2/9/26
Nov. 9th	Gwentgate	British	Ghent	2 a.b.'s, Influenza, landed Hospital Ghent, 5/11/26
26th	Kirktown	British	Antwerp	1 a.b., Fits, landed Hospital Antwerp, 18/11/26
Dec. 3rd	Somme	British	Rotterdam	1 Fireman, Venereal Disease landed Hospital Le Havre.

TABLE IIIa.—*continued.*

Date	Vessel	Nationality—	Whence	Nature of Sickness and Action taken.
1926				
Dec. 6th	Willem Rene	Belgian	Antwerp	1 Fireman, accident at sea 3/12/26, treatment R.G. Hospital on arrival
14th	Nowshera	British	Antwerp	1 Master, Influenza. treatment at Antwerp 10/12/26
20th	Ferngarth	British	Antwerp	1 a.b., accident, treatment at Antwerp 14/12/26



TABLE IV.

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

Date	Vessel	Nationality—	Whence	Nature of Sickness and Action taken
1926				
Jan. 5th	Hillcroft	British	Antwerp	1 Fireman, Pneumonia, died at sea 15/8/25
11th	Moseley	British	Antwerp	1 Boswain, Pneumonia, died at sea, 12/10/25
14th	Nuddea	British	Avonmouth	1 Lascar a.b., Consumption, attended by Ship's Surgeon, transhipped and sent home to Bombay 16/1/26
Feb. 15th	Defender	British	Liverpool	1 Serang, Consumption, transhipped and sent home from Liverpool 5/2/26
18th	Breaksea Light	British	Antwerp	1 Steward, Pneumonia, landed Hospital St. Vincent C.V.
18th	Tenbury	British	Valencia	1 O.S. Typhoid Fever, landed Hospital Rio de Janeiro, 25/12/25
Mar. 29th	Mathura	British	Swansea	1 Fireman, Pneumonia, died Port Sudan, 15/2/26
April 29th	Egham	British	Antwerp	4; 2 Firemen, a.b. and apprentice, Chicken Pox; 1 landed Alexandria Hospital 26/2/26, 1 Fireman Novorossisk Hospital 7/3/26, 1 a.b. Constantinople Hospital 29/3/26
June 8th	Algol	British	Antwerp	1 Apprentice, Malta 3/4/26 1 a.b., Measles on arrival, removed to Cefn Hospital, 13/6/26, quarters disinfected and cleansed
Dec. 14th	Nowshera	British	Antwerp	1 Lascar Fireman, Chicken Pox, isolated on board and attended by Ship's Surgeon 22/11/26
29th	Charalambros	Greek	Rotterdam	1 Fireman, Consumption, removed to Woolston House Infirmary 29/12/26

Table on Page 10a gives a summary of the recent inspections made at Newport of British and Foreign vessels in reference to the living quarters of the crew. The results are further summarised below—

	BRITISH		NORWEGIAN		SWEDISH		DANISH		DUTCH		FRENCH		SPANISH		ITALIAN		GERMAN	
	Before 1916	1916 or Later	Before 1916	1916 or Later	Before 1916	1916 or Later	Before 1916	1916 or Later	Before 1916	1916 or Later	Before 1916	1916 or Later	Before 1916	1916 or Later	Before 1916	1916 or Later	Before 1916	1916 or Later
Crews' Quarters in Forecastle (forward) of Vessels built ...	86	44	89	26	89	12	0	70 (In Cabins)	?	20	84.7	39	94	50	50	33	50	70 (In cabins)
Crew in Two or Four Berth-Cabins	Nil	?	15	80	11	80	100	80	—	50	7.7	14.7	Nil	50	60	66	50	60
Situation of Cots— Away from Ship's side ...	22.5	12.7	55	96	50	100	50	80	—	83	Nil	20	6	60	60	?	63.5	80
Provided with Mess Rooms	10.8	28.3	30	90	22.2	88	66.6	86	—	80	23	51	Nil	100	40	100	50	75
Colour of Paint— †White or *Light ...	†86.6 *12.6	86.7	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Wash-houses provided	35	58	25	75	55.5	88	66.6	86	—	80	30	80	12.5	100	60	100	72.7	86
Water Supply in Wash-houses	31	55.5	?	82	40	88	66.6	100	—	80	—	50	—	60	50	100	50	100
Water Closets— (a) Old Fashioned Trough Closet ... (b) Single Closets with iron pans ... (c) Enamelled ware pans ...	53.1 31.5 15.3	40 29.3 30.5	10.5 58 31.5	Nil 58 42	11 55 33	Nil 40 60	Nil 66.6 33.3	Nil 57 43	— — —	Nil 40 60	52 48‡ —	32 68‡ —	44 66 —	Nil 100‡ —	Nil 100 —	33 66‡ —	7 35.7 5.7	Nil 43 5.7
Type of Water Supply for W.C.'s— (a) Hand Flushed ... (b) Flushed from Deck Tanks ... (c) Special Sanitary Tanks ...	37 45 17	15 41 44	70 27 2	13 43 43	66.6 33.3 —	12 50 38	33.3 66.6 Nil	14 57 28	— — —	Nil 20 80	23 70 7	6 60 34	31 62 6	Nil 100 Nil	Nil 100 Nil	Nil 100 Nil	42 57 Nil	29 71 Nil
Food Lockers— Outside Living Quarters	5.4	14.7	26	70	33.3	75	66.6	72	—	40	7.7	24	Nil	40	40	33	50	71

‡ Squat.





# INSPECTOR'S REPORT 1926.

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PORT SANITARY OFFICE,

TOWN HALL, NEWPORT.

*To the Chairman and Members of the Port Sanitary Committee :*

Gentlemen,

I beg to submit to you my Annual Report for the year 1926, on the following subjects :—

- I.—The Inspection of Vessels.
- II.—The administration of the Board of Agriculture "Landing of Dogs Order."
- III.—Foreign Animals Order.
- IV.—Public Health Foreign Meat and (Unsound Food).
- V.—Vessels from Cholera, Plague, and Yellow Fever Infected Areas.
- VI.—Public Health (Meat) Regulations, 1924.

## INSPECTION OF VESSELS.

The duties are carried out under the provisions of the Public Health Acts, 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 storerooms and lockers for provisions. Repairs of dilapidations, removal of effluvia from chain lockers, peaks, holds, limbers, bilges, water closets, and the cleansing and removal of refuse,



Amongst the structural defects found were the following:—

Insufficient lighting and ventilation of crews' quarters. The system of lighting is quite inadequate, and is rendered more so by the placing of bunks or cots (upper and lower bunks) against the ships' sides, and thereby obstructing free access of the insufficient light provided to all parts of living spaces. Also by the use of dark colour paint instead of white, when painting the spaces out.

Insufficient table and seating accommodation in crews' quarters.

Insufficient storage for food, this applies especially to weekly boats, where each member of the crew provides his own provisions.

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

Hatchways in floors of men's quarters, leading to peaks, stores, or lockers, owing to which ships stores and gear, etc., have to be taken through the men's quarters.

Dampness, caused by condensation of moisture on bare iron surfaces, from leakage through decks, side ports, and hawse pipes, or drainage from chain lockers on to floor of men's quarters.

Water closet accommodation adjoining quarters, with doors opening against or directly opposite to entrance of living spaces, or in enclosed alley-ways, which are often but imperfectly ventilated.

During the year, 1,157 vessels were inspected; of these 697 were British and 460 were Foreign. 187 vessels were found to have sanitary defects on board. 502 revisits were made, to see that notices had been complied with, and to vessels having had sickness on board, and to those arriving from infected areas.

Number of Vessels inspected, Foreign and Coastwise:—

Foreign:—	No. Inspected.	No. Defective.	No. Notices.
Steamships ...	730	148	148
Sailing Vessels ...	5	2	2
Coastwise:—			
Steamships ...	366	35	35
Sailing Vessels ...	56	2	2
	<hr/>	<hr/>	<hr/>
	1157	187	187
	<hr/>	<hr/>	<hr/>

## Number and Nationality of Vessels Inspected :—

Nationality.	No.	No. of vessels with Sanitary Defects.	
American	1	...	—
British	697	...	123
Belgian	51	...	6
Danish	22	...	—
Dutch	9	...	1
Esthonian	2	...	—
French	122	...	17
Finnish	1	...	—
German	34	...	—
Greek	16	...	6
Italian	23	...	7
Japanese	9	...	—
Jugo Slav	2	...	—
Norwegian	75	...	8
Portuguese	3	...	—
Swedish	39	...	1
Spanish	51	...	18
	<hr/> 1157	...	<hr/> 187



The following were the nuisances and defects dealt with :—

114	Vessels with dirty forecastles and berths, etc.
60	„ „ defective lights and ventilators.
35	„ „ „ stoves and heating apparatus.
5	„ „ „ cable casings passing through living spaces.
1	„ „ „ hawse pipes passing through living spaces
3	„ „ „ scupper pipes passing through W.C.'s adjoining living spaces.
16	„ „ „ and leaky decks.
4	„ „ „ flooring.
1	„ „ „ wood lining over bunks.
5	„ „ „ sleeping bunks.
3	„ „ „ food lockers.
2	„ „ „ and insufficient table and seating in crews quarters.
4	„ „ „ bulkheads between living spaces and water closets, lockers or stores.
4	„ „ „ or dirty fresh water receptacles, or impure water supply.
3	„ „ „ or dirty provision stores.
4	„ „ „ fresh meat, provisions, or stores in living spaces.
9	„ „ „ stagnant water on or under floors in living spaces.
2	„ „ „ water closets utilised as boswain stores, paint, oil, or lamp lockers.
5	„ „ „ defective entrance doors to living quarters.
10	„ „ „ water closet pans, outgo pipes, or water service.
53	„ „ „ choked or foul water closets.
2	„ „ „ defective lamps in living spaces.
1	„ „ „ heated and damaged grain in holds.
3	„ „ „ foul limbers, bilges or peaks.
28	„ „ „ accumulation of refuse on deck.
32	„ „ „ verminous living spaces.
1095	dirty or verminous beds were destroyed.

## QUAYSIDE NUISANCES.

Nuisance caused by water closet contents on quayside from vessels berthed alongside quay.

During the year 38 orders were issued to Officers in charge of vessels to abate nuisances of this nature, and use only those water closets on off side from quay.

## IMPORTATION OF DOGS ORDER, 1901.

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

No. of Vessels : 116.      No. of Dogs : 146.

## FOREIGN ANIMALS ORDER, 1910.

Three vessels arrived from Foreign or Home Ports, having animals on board, were visited :—

Animals on Board : Oxen, 2 ; Pigs, 7 ; Gazelle, 1.

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.

Ex Steamships stored in warehouses :—

117 tins tomatoes = 356 lbs 10 oz. were condemned as unfit for human consumption.

1 tin corned beef = 1 lb was condemned as unfit for human consumption.

I am, gentlemen,

Your obedient servant,

W. J. JENKINS,

*Port Sanitary Inspector.*





