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With the Medical Officer of Health's Compliments.

Newport Port Sanitary Authority.

Annual Report

For the Year 1929.

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, 1929

Chairman—

COUNCILLOR F. QUICK.

Deputy Chairman—

ALDERMAN COL. W. CLIFFORD PHILLIPS.

HIS WORSHIP THE MAYOR	COUNCILLOR R. W. GWATKIN
(Councillor W. T. Griffiths),	„ W. CASEY
ALDERMAN J. LLOYD DAVIES	„ MRS. M. A. HART
„ T. G. LEWIS	„ MRS. C. M. LEWCOCK
COUNCILLOR W. A. LINTON	„ F. SWEENEY
„ W. J. WALL	„ A. LEVESON
„ F. J. HUMPHRIES	

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. J. 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,

MARKET BUILDINGS, NEWPORT.

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

GENTLEMEN,

I beg to submit my Report for the year 1929. 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 and Redwick.

St. Mellons Council District. Parishes—St. Brides, Peterstone and 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:—

	1929.	1928.	1927.
County Borough of Newport	95·27	92·88	92·51 per cent.
Magor Rural District Council	0·76	2·01	2·01 per cent.
St. Mellons District Council	4·06	5·09	5·43 per cent.

PORT OF NEWPORT.

The following particulars were supplied by the Newport Development Association, setting out special features of the Port.

The Alexandra Docks, owned by the Great Western Railway Company, is one of the finest Deep Water Ocean Liner Ports in the world, with a Sea Entrance Lock 1,000 feet long and 100 feet wide, which gives direct access to the Bristol Channel, and with few exceptions, the largest liners afloat can be accommodated at Newport with safety and ease of navigation. Large Liners, some of which exceed 15,000 tons gross, load general cargo at Newport, and a regular service is maintained with Australia, New Zealand, South America, South Africa, India, China, Japan, Straits Settlements, Persian Gulf, Egypt, Red Sea, etc., also regular sailings between France, Belgium, Holland, Spain, Germany, etc.

THE DOCK DIMENSIONS ARE—

Water Area	....	....	125 acres.
Depth of Water	....	....	33 feet.
Quayage	....	....	24,255 feet.

TRANSIT SHEDS AND WAREHOUSES—

Nine—with floor space of 714,483 square feet, and all rail connected.

COLD STORE AT DOCKS—

One—with floor space of 64,800 feet, and rail connected.

APPLIANCES—

20 Coal Hoists.

71 Land Cranes.

1 Floating Crane for lifts up to 125 tons.

1 Weighbridge for weights up to 70 tons.

Numerous Grabs, Capstans, Shed Cranes, etc.

SHIP REPAIRING —

Five Dry Docks in commission varying up to 785 feet long an 65 feet wide.

TOTAL EXPORTS AND IMPORTS OF THE PORT—

In normal times exceed $8\frac{1}{2}$ million tons yearly.

All steamship berths are rail connected, therefore rapid loading and discharging, with a minimum of handling and quick turn round of steamer is a special feature of the Port.

Storage accommodation at the Docks provides for over 12,000 railway wagons, and there are over 100 miles of railway sidings.

Every facility is provided for timber cargoes and a Timber Float of about 14 acres of deep water is connected with the Alexandra Dock, and same is rail connected.

Newport is the nearest South Wales Port to the Midlands and an ideal distributing Port for Monmouthshire, Herefordshire, Gloucestershire, Worcestershire, Birmingham and South Midlands. The population within 100 miles area exceeds 10 millions.

The River Usk, an important part of the Port, is a deep, broad and easily navigable river, and vessels carrying cargo up to 6,000 tons load and discharge at the various River Wharves. The width of the River at Newport Bridge is 400 feet and over 1,000 feet as it extends seawards.

The total Import and Export trade of the River exceed in normal times $1\frac{1}{4}$ million tons per annum.

CHARACTER OF THE TRADE OF THE PORT.

The Trade is chiefly Cargo, although there are excellent facilities for passenger traffic. The only passengers during the year were 168 "inwards" and 28 "outwards," all carried in cargo vessels.

Exports.—Coal, Coke and Patent Fuel, Iron and Steel Rails, Sleepers, "Chairs" and Tie-rods, Locomotives and Railway Carriages, Corrugated and Blank Sheets, Tin and Blockplates, Machinery and Structural Ironwork, Copper Bars, Cement and General Merchandise.

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

The Countries principally traded with are :—Irish Free State, France, Spain, Italy, Belgium, Africa, South America, Japan and India.

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

The drinking water of the Port is obtained from the Corporation of Newport, which obtains its supply from upland waters which are impounded in four Reservoirs, the water subsequently being filtered through pressure filters. An additional supply is now obtained from Talybont, which comes from the Brecon Beacons. This is passed through Gravity Low Pressure Filters and is finally chlorinated.

The water supply is shipped direct from the Town mains. There are no water boats.

TABLE I.

Showing trade of Port for decennial periods extending over 58 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	... 694,759	
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	... 521,086	
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	... 1,338,075	... 1,571,311		1926	... 583,278	... 1,547,511	
1927	... 2,071,514	... 2,791,228		1927	... 1,368,018	... 711,085	
1928	... 1,901,656	... 2,663,432		1928	... 1,306,878	... 693,931	
1929	... 1,909,492	... 1,992,374		1929	... 1,538,594	... 672,976	

The total number of vessels that entered the Port during the year was 5,409. The tonnage of these vessels amounted to 3,448,086. The corresponding figures for 1928 were 6,190 and 3,208,534.

AMOUNT OF SHIPPING ENTERING THE PORT DURING THE YEAR.

The following Table shows the numbers of the various type of vessels that entered the Port, with comparative figures for last year and the average for the previous five years, it also shows the number inspected and found defective during 1929:—

	1928.	Average previous 5 years, 1924-8.	1929.	Tonnage.	No. In- spected.	De- fective.	Re- medied
COASTWISE—							
Steam	3620	3017*	3190		637*	102*	102*
Sail	437	360	442		55	7	7
Fishing	—	—	—		—	—	—
Motor	223	—	180		—	—	—
Total	4280	3377	3812	1,538,594	692	109	109
FOREIGN—							
Steam	1859	1911*	1919		901*	248*	248*
Sail	16	38	17		4	1	1
Fishing	—	—	—		—	—	—
Motor	35	—	21		—	—	—
Total	1910	1949	1957	1,909,492	905	249	249
Total Coastwise & Foreign	6190	5326	5769	3,448,086	1597	358	358

* Steam includes Motor.

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 Excluding Coal.	Coal Exports in Tons.	Coal Bunkers 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 ...	6,365,779	3,596,205	1,724,047*	263,518
1927 ...	6,470,626	6,056,696	3,806,445*	595,265
1928 ...	4,038,635	4,935,613	4,308,046*	628,237
1929 ...	4,364,986	3,562,307	4,695,429	596,791

* Value of Coal Exported—1923 .. £7,262,627 1926 .. £1,649,032
 1924 .. £5,526,080 1927 .. £3,717,827
 1925 .. £4,274,692 1928 .. £3,163,395

GENERAL INSPECTION OF VESSELS.

22·4 per cent. of the 1597 vessels inspected during the year had sanitary defects according to the present standard laid down by the Board of Trade. 27·5 per cent. of the vessels from foreign ports were insanitary, compared with 15·7 per cent. of the coastwise vessels. The percentage of insanitary vessels was greater than during the year 1928.

Nationality.	Percentage with Sanitary Defects.					
	1929.	1928.	1927.	1926.	1925.	1924.
Belgian ...	6·6	7·0	3·9	12·0	4·0	11·11
British ...	25·4	23·9	22·0	17·6	15·0	12·7
Danish ...	4·9	2·6	7·7	—	2·2	10·5
Dutch ...	0·0	—	5·9	11·0	4·0	15·0
French ...	11·8	10·1	15·5	14·0	6·7	17·6
German ...	4·5	3·7	3·45	—	8·0	13·0
Greek ...	29·0	50·0	20·0	37·5	25·0	50·0
Italian ...	37·2	31·4	23·1	30·0	28·0	33·3
Japanese ...	7·1	14·3	—	—	—	—
Norwegian...	9·7	10·1	11·81	10·6	5·4	20·4
Spanish ...	37·5	37·0	41·1	35·3	31·7	42·25
Swedish ...	4·0	—	3·3	2·6	5·0	8·3
Estonian ...	0·0	—	—	—	—	—
Finnish ...	20·0	—	—	—	—	—

Also 2 American ships, 9 Jugo Slavian, and 4 Portuguese were inspected without any defects being discovered.

In previous Reports attention has repeatedly been drawn to the fact that the cleanest quarters are to be found on Swedish, Norwegian, Danish, Dutch and Belgian vessels. German vessels are also generally cleaner than British vessels, whilst those owned by the Latin races are the worst, whilst the number of British vessels found insanitary during the year was above the general average.

The superior condition of the former group is largely due to better supervision and better quarters. The subject has been seriously neglected; the principles laid down and practiced by Captain James Cook on his voyages round the World in the 17th Century should be studied carefully. By force of example and precept, he revolutionised the practices then in vogue and made the men realize that the practice of Domestic Hygiene on board his ships was essential for the maintenance of life and good health. He succeeded

in maintaining obedience to the rules he laid down without recourse to severe disciplinary measures even in the 17th Century, and kept his men free from the diseases which crippled most of the efforts of the Explorers of the middle ages.

In my report for 1928 detailed recommendations were made for the improvement of the housing conditions on board of cargo vessels as the result of the study of the conditions prevailing on British and Foreign vessels which have visited Newport. A large proportion of the vessels visiting Newport do not provide satisfactory living quarters.

The experience of some ports tend to show that the standard on British vessels has deteriorated in many respects during the last five years. Even if new standards become obligatory in the near future, there will still exist a large number of vessels with very unsatisfactory living quarters unless measures are taken to enforce necessary improvements when vessels are re-surveyed. Some foreign maritime countries have already raised their standard of requirements higher than the British standard and all vessels on re-survey have to conform to the new standards. This also applies to British vessels sold to foreign owners flying the flags of the countries referred to.

The reasons for the low standard of hygiene on many British vessels are as follows:—

I. The recommendations of the Board of Trade are to a considerable extent optional.

II. The experts responsible for designing the living spaces do not pay sufficient regard to the laws and common standards of domestic hygiene when planning the living quarters. In many instances far better accommodation could have been provided without extra expenditure; and monies have been expended in providing useless fittings.

NON-NOTIFIABLE DISEASES.

Table IV. gives a list of the vessels on which cases of non-notifiable illness occurred after their arrival in Newport and which were visited during their stay in port. The following is a summary of the illnesses recorded:—Heart Disease (Death), 1; Accidents, 18; Colds, 47; Hernia, 1; Jaundice, 2; Boils, 2; Cystitis, 1; Intestinal Complaints, including Appendicitis, 9; Nervous Debility, 2; Osteomyelitis, 1; Respiratory Diseases, 8; Rheumatism, 3; Septic Diseases, 1; Ill-defined Illness, 2.—Total, 98 cases.

Table IVA. shews a list of vessels which had cases of non-notifiable illness on board during the voyage and which were reported on arrival. The illnesses are summarised as follows:—Accidents, 9; Colds, 1; Hernia, 1; Mental, 1; Nervous Debility, 3; Intestinal Complaints, including Appendicitis, 2; Rheumatism, 2; Respiratory Diseases, 4; Ulcerated Stomach, 1; Ill-defined illness, 3.—Total, 27 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 1929				Foreigners		Total	
	White	Col'd.	Total	Average past 3 ye'rs	1929	Average past 3 ye'rs	1929	Average past 3 ye'rs
Number of Patients Examined ...	86	18	104	103.7	41	40.7	145	144.3
Found to be suffering from V.D.								
Syphilis ...	18	5	23	40.0	15	24.3	38	64.3
Gonorrhœa .	45	12	57	50.3	16	14.3	73	64.7
Soft Chancre	16	—	16	—	9	—	25	559.3
TOTAL ...	79	17	96	90.3	40	38.7	136	129.0
Total Attendances	267	72	339	442.7	114	116.6	453	—

The nationality of the foreigners examined, with the number that proved positive in brackets, were:—Norwegians 4 (4), Spanish 9 (9), Greek 8 (8), Swedish 2 (2), Italian 4 (3), French 5 (5), Dutch 2 (2), Finnish (2) 2, Roumanian 2 (2), and one each of the following nationalities:—German, Arab and Latvian.

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) 3.1 (coloured) 4.0; and Foreign 2.8.

NOTIFIABLE AND INFECTIOUS DISEASES.

Table II. gives a list of the vessels inspected under the "Cholera, Plague, and Yellow Fever Regulations, 1907." Very few of the vessels arrived here direct from Infected Ports, and no vessel could be classified as "Infected" or "Suspected" on arrival. 148 such vessels were inspected on or soon after arrival in the port.

Table III. contains a record of the Infectious Diseases which occurred during the voyage or after arrival of the vessels at Newport.

(a) Cases on board on arrival or that occurred during stay in port :—

Disease.	No. of cases during 1929	Average No. of cases for prev. 5 y's.
Blackwater Fever	—	'2
Chicken Pox	1	1'0
Dysentery	—	'2
Influenza	32	10'4
Malaria	3	1'8
Measles	1	'2
Pneumonia	2	2'0
Scarlet Fever	—	'2
Tuberculosis	1	2'2
Typhoid Fever	2	1'0
Venereal Diseases	16	13'8
Total	58	33'2

The above figures include cases :—

1. Removed to Alltryn Hospital, Typhoid Fever, 2 ; Measles, 1 ; and Chicken Pox, 1.

Royal Gwent Hospital, Pneumonia, 1.

Wooloston House, Tuberculosis, 1 ; Pneumonia, 1 ; and Venereal Disease, 1.

2. That attended " Out Patients " Clinic, Venereal Diseases, 4.

3. That were treated on board :—Influenza, 32 ; Malaria, 3 and Venereal Diseases, 11.

(b) Cases of Infectious Sickness occurring on vessels during the voyage but disposed of prior to arrival :—

Disease.	No. of cases during 1929	Average No. of cases for prev. 5 y's.
Chicken Pox ...	—	2·6
Dysentery ...	—	·6
Influenza ...	7	3·0
Malaria ...	—	12·0
Pneumonia ...	2	3·4
Scarlet Fever ...	—	·2
Small Pox ...	1	·4
" Spinal Meningitis " ...	—	·2
Tuberculosis ..	2	3·4
Typhoid Fever ...	1	1·8
Typhus Fever ..	—	·2
Venereal Diseases ...	—	6·4
Total ...	13	36·0

VESSELS FROM PLAGUE INFECTED PORTS.

12 such vessels arrived at Newport during 1929. 5 of them were fumigated by sulphur dioxide which resulted in the death of 129 rats. No "infected" or "suspected" vessels arrived in this port during the year.

DERATISATION OF SHIPS.

New Regulations were issued in 1929 dealing with the Deratisation of ships. These came into force January 1st, 1930, they apply to those Ports where the Medical Officer of Health appointed by the Port Authority has been authorised by the Minister of Health to give Deratisation Certificates or Deratisation Exemption Certificates. These Regulations are international in character, but the authority for certification in reference to foreign ports only applies to those which have been notified to the "Office International d'Hygiène Publique" as possessing the equipment and personnel necessities for the deratisation of ships.

These certificates are "valid" for 6 months, and in the case of a vessel proceeding to a home port for 7 months.

The Regulations require that :—

(1) On the arrival of a ship from a foreign port at an approved port, whether such approved port is the first port of call in England and Wales or not, the medical officer of health or a duly authorised officer of the

sanitary authority acting on his behalf, shall require the master to produce a valid deratisation certificate or a valid deratisation exemption certificate,

(2) If no valid deratisation certificate or valid deratisation exemption certificate is produced in respect of any such ship the medical officer of health shall thereupon take such steps as he may consider necessary to satisfy himself that the ship is maintained in such a condition that the number of rats on board is kept down to the minimum.

If, after the ship has been inspected the medical officer of health is satisfied that the ship is free from rats or is maintained in such a condition that the number of rats on board is kept down to the minimum, he shall sign and issue a deratisation exemption certificate.

If, in the opinion of the medical officer of health, the ship is not maintained in such a condition that the number of rats on board is kept down to the minimum, he shall require the ship to be deratised in such manner as may be specified, or approved, by him, and the master shall forthwith make arrangements for the deratisation of the ship to be carried out to the satisfaction of the medical officer of health.

After the deratisation has been completed to the satisfaction of the medical officer of health he shall sign and issue a deratisation certificate.

ISSUE OF CERTIFICATES ON APPLICATION BY OWNER OF SHIP.—On application in writing received from the owner of any ship in an approved port, or from the master of the ship acting for and on behalf of the owner, for a deratisation exemption certificate or a deratisation certificate in respect of the ship, the medical officer of health shall take such steps as he may consider necessary to satisfy himself that the ship is maintained in such a condition that the number of rats on board is kept down to the minimum, or give directions for the deratisation of the ship, as the case may require, and, on being satisfied as to the condition of the ship or that the deratisation of the ship has been properly carried out, he shall issue the appropriate certificate.

GENERAL.—For the purposes of these regulations the medical officer of health or a duly authorised officer of the sanitary authority acting on his behalf shall have power to board and inspect any ship which is in an approved port.

(1) All certificates issued under these regulations shall be in such form as the Minister may from time to time approve.

(2) A copy of every certificate issued in pursuance of these regulations shall be retained in the office of the sanitary authority, and a copy shall be forwarded to the Minister.

EXPENSES.—The owner or the master of the ship shall pay to the sanitary authority such fee for the inspection of the ship and for the issue of the certi-

ificate as the sanitary authority may, with the approval of the Minister require.

The Minister of Health and "Approved" Ports have agreed to a fixed charge of £2 2s. 0d. for such certificate.

Close attention has been paid to the work of rat destruction. Rats are a source of serious nuisance on board ships and they consume or damage to a serious extent both food and edible cargoes, but the main reason for the active measures taken for their destruction is, of course, the fact that they are capable of spreading plague.

The methods adopted for destroying rats have been the same as in previous years, viz., fumigation by sulphur, "Prussic Acid," trapping, ferretting and baiting. Sulphur has been found suitable and effective as a fumigant for cargo vessels for the destruction of vermin,

Rat destruction was carried out on board 104 other vessels for the purpose of issuing official certificates to the masters or owners—88 by sulphur, 9 by prussic acid (H.C.N.) and 7 by trapping, poisoning, etc.

The total number of dead rats recovered from the above vessel was 1966. The bodies of 2 dead rats were submitted for bacteriological examination for the presence of the plague bacillus, with negative results.

The work of rat destruction has not been confined to ships. Attention given to docks, quays, wharves and warehouses attached to docks resulted in the destruction of 574 rats.

From the accompanying table it will be seen that 11,290 baits were laid, 10,970 of these baits were laid on shore; and the yield of dead rats by the various methods of destruction was:—Baits, 594; Traps, 20; Fumigation, 1,926.

Of the 2,540 rats destroyed 1,882 were females and 658 males; 1,966 of these were of the Black and 574 of the Brown variety. No brown rats were discovered on board ships. All those destroyed on shore were brown rats.

102 Deratisation Certificates and 28 Exemption Certificates were issued during 1929.

A sum of £299 18s. 5d. has been received from owners for the work done on board ships and for the certificates provided.

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 the Staff, 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	31	135	..	..	..	..	5	11	..	..	..	..	..	..	..	..	31	135	..	..
2nd Quarter	45	170	4	5	..	..	..	..	..	..	..	..	..	..	..	..	45	170	..	..
3rd Quarter	12	68	2	11	..	..	..	..	..	..	..	..	..	..	..	..	12	68	..	..
4th Quarter	14	97	..	..	..	2	1	1	..	..	..	..	..	..	..	..	14	99	..	..
T'tls for 1929	102	470	6	16	..	2	6	12	..	..	..	..	..	..	..	..	102	472	..	..
T'tls for 1928	684	1968	46	106	3	4	16	69	26	70	..	..	..	..	..	..	713	2042	92	242

TABLE shewing the No. of Baits laid Ashore and on Vessels and Dead Rats discovered during each month of the year 1929.

Month	No. of Baits laid		NUMBER OF DEAD RATS DISCOVERED												Total Number of Rats Discovered	No of Rats Examined	No. found infected with Plague
			On Vessels				On Shore										
	Total Ves'sls	on Ash're	Black		Brown		Black		Brown								
			M	F	Total	M	F	Total	M	F	Total						
January	900	..	900	21	47	68	..	..	..	13	63	76	144	..	..
February	980	10	970	20	42	62	..	..	..	10	18	28	90	..	..
March	1000	200	800	133	300	433	..	..	..	8	54	62	495	..	..
April	1550	..	1550	121	350	471	..	..	..	26	75	101	572	..	..
May	1400	..	1400	38	138	176	..	..	..	13	54	67	243	..	..
June	990	40	950	7	17	24	..	..	..	6	41	47	71	..	..
July	1120	..	1120	46	111	157	..	..	..	3	27	30	187	2	..
August	540	..	540	27	60	87	..	..	..	9	41	50	137	..	..
September	1050	30	1020	41	106	147	..	..	..	..	..	..	147	..	..
October	630	20	610	84	183	267	..	..	..	5	34	39	306	..	..
November	520	..	520	9	31	40	..	..	..	2	17	19	59	..	..
December	610	20	590	9	25	34	..	..	..	7	48	55	89	..	..
Totals 1929	11290	320	10970	556	1410	1966	..	..	..	102	472	574	2540	2	..
Totals 1928	21760	1970	19790	91	242	333	..	..	..	1	713	2042	3089	4	..

TABLE II.

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

Date	Vessel.	Nation- ality	Whence	Where Inspected	Remarks
1929					
Jan. 2nd	Berwickshire	British	Suez, Dunkerque, Hull, London and Liverpool	Tredegar Dry Dock	See Table IV.
2nd	Clan Macvicar	do.	East via Suez, Dunkerque and Dundee	Alex Dock	All well
2nd	Lyminge	do.	Lisbon	do.	do.
2nd	Hunstman	do.	East via Suez, London and Liverpool	do.	do.
11th	Mostyn	do.	Lisbon via Decido	do.	do.
17th	Snaro	Nwgn.	Lisbon via La Pallice	do.	do.
18th	Toyooka Maru	Japan'se	East via Suez, Genoa, Valencia and Liverpool	do.	do.
21st	Ajax	British	East via Suez, Amsterdam London, Hamburg and Falmouth	do.	do.
23rd	Aussa	Italian	Bombay via Suez, Mar- seilles and Dunkerque	Bailey's Dry Dock	do.
25th	Explorer	British	East via Suez, London Liverpool and Manches- ter	Alex. Dock	do.
28th	Singleton Abbey	do.	Oran	do.	do.
28th	Circassia	do.	East via Suez, Hamburg, Rotterdam, Antwerp and Swansea	do.	See Table III.
Feb. 4th	Penreath	do.	Alexandria via Bristol	do.	All well
5th	Stina	Swedish	Oran via Preston	do.	do.
5th	Breseis	French	Algiers via Rouen	do.	do.
6th	Sutton Hall	British	East via Suez, Marseilles, Barcelona, Hull and Middlesbro	do.	do.
6th	Clan Murray	do.	East via Suez, Oran, London and Dundee	do.	do.
8th	Now-hera	do.	East via Suez, Dunkerque Hull, Bremen and London	do.	do.
11th	Clan Mactaggart	do.	East via Suez, Dunkerque Hull Antwerp and Glasgow	do.	do.
19th	Tongario	do.	East via Suez, Hull, London, Antwerp, and Liverpool	do.	do.
25th	Inverawe	do.	Algiers	Ebbw Vale Wharf	do.
25th	Clan Monroe	do.	East via Suez, Dunkerque Hull and London	Tredegar Dry Dock	See Table IV.
25th	Quiloa	do.	East via Suez, Oran and London	Alex. Dock	All well

TABLE II—continued.

Date	Vessel	Nation- ality	Whence	Where Inspected	Remarks
1929					
Feb. 27th	Clan Macnaughton	British	East via Suez, Oran, London, Dundee and and Glasgow	Alex Dock	All well
27th	Maindy Manor	do.	Port Said via Alexandria and Hull	do.	do.
Mar. 1st	Hild	Nwgn.	Lisbon via Castro	Ebbw Vale Wharf	do.
1st	Tonis Handris	Greek	Alexandria via Bona and Avonmouth	Alex Dock	See Table III
2nd	Nerbudda	British	East via Suez, Algiers and Liverpool	do.	All well
2nd	Jura	French	Algiers	do.	do.
4th	Shandon	British	Algiers	do.	do.
13th	W. I. Radcliffe	do.	Port Said	do.	do.
13th	Manordilo	do.	Lisbon	do.	do.
18th	Ericus	do.	Algiers	Ebbw Vale Wharf	do.
19th	City of Cardiff	do.	East via Suez, Marseilles, and Rotterdam	Tredegar Dry Dock	do.
19th	City of Lahore	do.	East via Suez, Marseilles, Dunkerque & Cardiff	Alex. Dock	See Table III
20th	Kokuryu Maru	Japan'se	East via Suez, Algiers and Liverpool	do.	All well
22nd	Durban Maru	do.	East via Suez, Genoa, Marseilles, Valencia and Liverpool	do.	do.
23rd	Haus Tavsén	Danish	Algiers	Ebbw Vale Wharf	do.
27th	Aussa	Italian	Port Said	Alex. Dock	do.
Apr. 3rd	Clan Buchanan	British	East via Suez, Algiers, London, Dunkerque and Avonmouth	do.	do.
8th	Erandio	Spanish	Algiers	Ebbw Vale Wharf	do.
12th	Survill	French	Tunis via Bordeaux	Arrow Wharf	do.
13th	Anfora	Italian	Port Said	Alex. Dock	do.
16th	York Abbey	British	Lisbon	do.	do.
16th	Inverawe	do.	Algiers	Ebbw Vale Wharf	do.
19th	Hesperia	do.	Malabar Coast via Suez, Algiers, London and Dunkerque	Tredegar Dry Dock	See Table IV.
19th	Delagoa Maru	Japan'se	East via Suez, Genoa, Marseilles, Barcelona, Valencia & Liverpool	Alex. Dock	All well
22nd	City of Madras	British	East via Suez, London Hull and Middlesbro	Tredegar Dry Dock	do.
23rd	City of Manchester	do.	East via Suez, London, Dundee & Dunkerque	Alex. Dock	do.

TABLE II—continued.

Date	Vessel	Nation- ality	Whence	Where Inspected	Remarks
1929					
Apr. 29th	Llandilo	British	East via Suez, Milazzo, Oran and Liverpool	Tredegar Dry Dock	All well
30th	Kensington Court	do.	East via Suez, Algiers, and Hamburg	Alex. Dock	See Table IV A.
May 4th	Trekeive	do.	East via Suez, Oran, Cork and Limerick	Bailey's Dry Dock	All well
4th	Clan Macfadyen	do.	East via Suez, Algiers, London, Dunkerque and Barry	Alex. Dock	do.
6th	Observer	do.	East via Suez, Liverpool and Glasgow	do.	do.
13th	Shakespeare	do.	East via Suez, Oran, and Rotterdam	do.	do.
13th	Phemius	do.	East via Suez, Amsterdam London, Hamburg, and Falmouth	do.	See Table IV.
14th	Margarita	do.	Algiers	do.	All well
15th	Christina	Greek	Piraeus via Algiers and Cardiff	do.	do
21st	Bradavon	British	Port Said	do.	do.
23rd	Fintra	do.	Sfax, via Algiers and Corcubion	G. W. Wharf	do.
23rd	Gleneden	do.	East via Suez, Algiers Rotterdam & Antwerp	Channel Dry Dock	See Table IV
24th	Castilia	do.	East via Suez, Marseilles Manchester, Liverpool and Glasgow	Alex. Dock	All well
24th	Lyons Maru	Japan'se	East via Suez, Genoa, Marseilles, Valencia Liverpool and Swansea	do	do.
27th	Hartfield	British	Alexandria, via Bona and Birkenhead	Bailey's Dry Dock	do
27th	City of Canterbury	do.	East via Suez, London Dundee, Dunkerque and Southampton	Alex. Dock	do
27th	Clan Macnab	do.	East via Suez, Dunkerque, Antwerp, Tyne and Glasgow	do.	do.
27th	City of Salford	do.	East via Suez, London, Avonmouth and Liverpool	do	See Table IV A.
28th	Homeside	do.	Lisbon	do.	All well
June 4th	Explorer	do.	East via Suez, Algiers, and Rotterdam	do	do.
7th	Catherine Radcliffe	do.	East via Suez, Algiers, and Manchester	Tredegar Dry Dock	do.
8th	Eurylochus	do.	East via Suez, Havre and Liverpool	Alex. Dock	do.
10th	Llanfair	do.	Port Said	do.	do.
12th	Llangollen	do.	Alexandria	do.	do.
18th	Acton Manor	do.	Algiers	Ebbw Vale Wharf	do.

TABLE II—continued.

Date	Vessel.	Nation- ality.	Whence	Where Inspected	Remarks
1929					
Jun. 19th	Pentreath	British	Alexandria via Bristol	Bailey's Dry Dock	See Table IV A.
19th	Banffshire	do.	East via Suez, Dunkerque Hull, Manchester and Avonmouth	Tredegar Dry Dock	See Table IV.
22nd	Defender	do.	East via Suez, London, Liverpool and Man- chester	Alex. Dock	All well
22nd	W. I. Radcliffe	do.	Port Said	do.	do.
24th	Lima Maru	Japan'se	East via Suez, Genoa, Marseilles, Barcelona, Liverpool & Swansea	do.	do.
25th	Molton	British	Lisbon	do	do.
28th	Zabalbide	Spanish	Algiers	do.	do.
29th	Clan Macnaughton	British	East via Suez, Algiers, London & Dunkerque	Tredegar Dry Dock	do.
29th	Eleno A. Kydoneif	Greek	Port Said	Alex. Dock	do.
July 3rd	Clan Macvicar	British	East via Suez, Algiers, and Hamburg	do.	do.
10th	Anthea	do.	East via Suez, Naples, Marseilles and Cardiff	do.	do.
10th	Tintern Abbey	do.	Lisbon	do.	do.
12th	City of Bath	do.	East via Suez, Avonmouth Liverpool, London and Hamburg	do.	do.
15th	Oanfa	do.	East via Suez, London, Rotterdam and Ham- burg	do.	do.
16th	City of Calcutta	do.	East via Suez, Malta, London & Dunkerque	Tredegar Dry Dock	See Table III.
17th	Ensign	do.	Lisbon	Alex. Dock	All well
18th	Llandilo	do.	Alexandria	do.	do.
22nd	Heronpool	do.	Alexandria	do.	do.
24th	Llangollen	do.	Alexandria	do.	See Table III
24th	Catherine Radcliffe	do.	Alexandria	do.	All well
26th	Toyooka Maru	Japan'se	East via Suez, Genoa, Marseilles, Valencia, Liverpool & Swansea	do.	do.
29th	Clan Macnair	British	East via Suez, Dunkerque, Hull and London	do.	do.
Aug. 1st	Clan Murray	do.	East via Suez, Algiers and Liverpool	do.	do.
2nd	Ensign	do.	Lisbon	do.	do.
8th	Barrinton Court	do.	East via Suez, Algiers, and Rotterdam	do.	do.

TABLE II—continued.

Date	Vessel	Nationality.	Whence	Where Inspected	Remarks
1929					
Aug. 9th	Bobo Secondo	Italian	Algiers	Alex. Dock	All well
12th	Kirkpool	British	Alexandria	do.	do.
14th	Myrmidon	do.	East via Suez, London and Liverpool	do.	do.
17th	Cragpool	do.	Alexandria	do.	do.
20th	En-sign	do.	Lisbon	do.	do.
27th	Zaandyk	Dutch	Lisbon	do.	do.
29th	Clan Mackay	British	East, via Suez, Algiers, and Liverpool	do.	do.
Sep. 10th	Marchioness of Bute	do.	Oran	do.	do.
10th	Cassequel	P'tguese.	Lisbon	do.	do.
11th	Tongario	British	East via Suez, London, Antwerp, Hamburg and Liverpool	do.	do.
16th	Buckleigh	do.	Port Said	do.	See Table IV.
18th	Senatore de Ali	Italian	Algiers	do.	See Table III
19th	City of Singapore	British	East via Suez, Havre, London and Liverpool	do.	All well
20th	Durban Maru	Japan'se	East via Suez, Genoa, Marseilles, Barcelona, Liverpool and Glasgow	do.	do.
30th	City of Bombay	British	East via Suez, Avonmouth and Liverpool	do.	do.
30th	Tairesias	do.	East via Suez, London and Hamburg	do.	See Table III
Oct. 8th	Portcurno	do.	East via Suez South-ampton and Grange-mouth	Bailey's Dry Dock	All well
11th	Haggersgate	do.	East via Suez, Marseilles	Tredegar Dry Dock	do.
18th	Tregenna	do.	East via Suez, Algiers and Liverpool	Alex. Dock	do.
18th	Clan Macfarlane	do.	East via Suez, London and Hamburg	do.	do.
18th	Delagoa Maru	Japan'se	East via Suez, Piræus, Genoa, Marseilles, Valencia and Liverpool	do.	do.
19th	Tasmanian Transport	British	East via Suez, Algiers, and Liverpool	Bailey's Dry Dock	See Table IV.
21st	Bendigo	do.	East via Suez, London and Swansea	Alex. Dock	All well
21st	Clan Macneil	do.	East via Suez, Algiers, London, Dunkerque and Hamburg	do.	do.

TABLE II—continued.

Date	Vessel	Nation- ality	Whence	Where Inspected	Remarks
1929 Oct 26th	Tiberton	British	Oran	Alex. Dock	All well
28th	Clan Murdock	do.	East via Suez, Algiers, Manchester and Liver- pool	do.	do.
29th	City of Osaka	do.	East via Suez, London, Hamburg, Antwerp and Liverpool	do.	do.
30th	Cowden Law	do.	East via Suez, Algiers, Birkenhead and Car- diff	do.	do.
31st	Dolius	do.	East via Suez, and Liver- pool	do.	do.
Nov. 9th	Ljusnealf	German	Oran, Algiers and Pres- ton	do.	do.
18th	Wrotham	British	Lisbon via Heysham	do.	do.
18th	Antigone	do.	Rio de Janerio	Tredegar Dry Dock	do.
18th	Tailbut Maru	Japan'se	East via Suez, Oran, and Stettin	Alex. Dock	do.
20th	Clan Mackenzie	British	East via Suez, London, Dundee & Dunkerque	do.	See Table IV.
25th	Taian Maru	Japan'se	East via Suez, Oran, and Hamburg	do.	All well
25th	Lyons Maru	do.	East via Suez, Genoa, Marseilles, Valencia Liverpool & Glasgow	do.	do.
25th	Laomedon	British	East via Suez, London, Rotterdam and Ham- burg	do.	do.
28th	Clan Stuart	do.	East via Suez, London, Dundee and Antwerp	do.	do.
29th	Vera Radcliffe	do.	Algiers	do.	do.
Dec. 2nd	City of Bath	do.	East via Suez, Avonmouth and Liverpool	do.	See Table IV.
2nd	Clan Macbraye	do.	East via Suez, Marseilles, Oran, London and Dunkerque	do.	All well
2nd	Banffshire	do.	East via Suez, London and Avonmouth	Tredegar Dry Dock	do.
14th	Benguela	P'tguese	Lisbon	Alex. Dock	do.
16th	Clan Macnair	British	East via Suez, London and Dunkerque	Tredegar Dry Dock	See Table IV.
16th	Sudbury	do.	Algiers, Bona & Dublin	Alex. Dock	All well
17th	Mello	P'tguese	Lisbon via Amsterdam and Ghent	do.	do.
17th	Kate	Greek	Tunis via Algiers and Rotterdam	do.	do.
18th	Clan Lindsay	British	East via Suez, Algiers, London & Dunkerque	do.	do.
19th	Lima Maru	Japan'se	East via Suez, Constan- tinople, Piræus, Mar- seilles, Valencia and Glasgow	do.	do.

TABLE II—continued.

Date	Vessel	Nation- ality	Whence	Where Inspected	Remarks
1929					
Dec. 30th	Peshawur	British	East via Suez, Trieste, Malta, London, Ant- werp and Liverpool	Alex. Dock	All well
30th	Euryplus	do.	East via Suez, Trieste, Marseilles, Amster- dam and Liverpool	do.	do.
31st	Australia	do.	East via Suez, Antwerp and London	do.	do.

TABLE III.

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
1929				
Jan. 1st	Sierentz	French	Rotterdam	1 a. b. Tuberculosis, removed Hospital Cardiff
5th	Lobin	Spanish	Barrow	1 2nd Engineer Venereal Disease treatment on board
15th	North Devon	British	Glasgow	6 Members of Crew off duty, Influenza, 1st & 2nd Engineer Steward, Carpenter, Boy and a.b., medical treatment on board, a.b. sent home 18/1/29 Glasgow
29th	Huntingdon	do.	Swansea	3, 1st, 2nd 3rd Engineers off duty, Influenza, medical treatment on board
29th	Circassia	do.	Swansea	3, 2 Saloon Boys, Malaria, Lascar Fireman, Venereal Disease treatment on board
Feb. 5th	Zelos	Swedish	Bordeaux	1 a.b., Venereal Disease attending R.G. Clinic
8th	Sarthe	British	Hamburg	1 Fireman Influenza, landed Hospital Hamburg 2/2/29
11th	Hilda	Estonian	Bordeaux	3, Master and 2 a.b's. Influenza treatment on board
11th	Thisbe	French	Caen	1 Cook, Influenza, treatment on board
12th	Sarthe	British	Hamburg	1, 2nd Officer off duty, Influenza, treatment on board
14th	Cambridge	do.	Avonmouth	3, 2 Fireman off duty, Influenza treatment on board. 1 a.b. Venereal Disease, sent home
14th	Oaklands Grange	do.	Manchester	4, 2 Stewards, Chief Officer, Apprentice, Influenza, treatment on board
15th	Pacific Transport	do.	London	1 Chief Engineer, Influenza, treatment on board
18th	Olaf	Danish	Bordeaux	1 Master, Influenza, treatment on board
21st	Marv	Jugo Slav	Sharpness	2, 2nd Officer and W. Operator Influenza, treatment on board
26th	Kadumaa	Estonian	Arcachon	1, 2nd Engineer, Influenza, treatment on board
Mar. 4th	Tonis Handris	Greek	Avonmouth	5, Chief Officer, 2 Firemen, Influenza, treatment on board, 2 a.b's. Venereal disease, treatment on board
7th	Clan Alpine	British	Antwerp	1 Lascar a.b. Tuberculosis, removed Woolston House Hospital
9th	Gemma	do.	Glasgow	1 Fireman Venereal Disease, attending R.G. Clinic

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TABLE III.—continued.

Date	Vessel	Nationality	Whence	Nature of Sickness and Action taken
1929				
Mar. 12th	Oakgrove	British	Ardrossan	1 Fireman Pneumonia, removed R.G. Hospital
19th	City of Lahore	do.	Cardiff	1 Lascar Fireman Small Pox, landed Hospital Singapore, 17/1/29. The whole of crew re-vaccinated.
Apr. 25th	Indian Transport	do.	Rotterdam	1 Apprentice, Measles, removed Allt-yr-yn Hospital, quarters and effects disinfected
May 7th	Cassard	French	Paulliac	1 Fireman, Typhoid Fever, removed to Allt-yr-yn Hospital Quarters and effects disinfected Fresh Water Tanks emptied and cement washed before refilling
13th	Chiswick Manor	British	Corunna	1 a. b. Venereal disease, treatment on board
31st	City of Salford	do.	Liverpool	1 Lascar Fireman Pneumonia, removed to Woolston Infirmary
June 7th	Cor Jesu	Italian	Almeria	1 a. b. Influenza, treatment on board
18th	Gloria	Spanish	Bilbao	1 Fireman, Venereal Disease, attending R.G. Clinic
July 16th	City of Calcutta	British	Dunkerque	1 Lascar Fireman Bronchial Pneumonia, landed Hospital Dunkerque 12/7/29
22nd	Clan Mactaggart	do.	Glasgow	1 Lascar Cook. Malaria, treatment on board
23rd	Oaklands Grange	do.	Manchester	1 Chief Officer Chicken Pox, removed Allt-yr-yn Hospital, quarters disinfected and cleansed
24th	Llangollen	do.	Alexandria	1 Apprentice Para-Typhoid Fever, landed Hospital Alexandria, 4/7/29. Quarters disinfected and cleansed
Sep. 18th	Senatore D. Ali	Italian	Algiers	1 Fireman, Venereal Disease, treatment on board
23rd	Ambassador	British	St. Vincent C.V.	1 Apprentice, Venereal Disease treatment on board
25th	Joyce Llewellyn	do.	Lorient	1 Fireman Venereal Disease, removed Woolston Infirmary
30th	Teiresias	do.	Falmouth	1 Chinese Fireman Venereal Disease, treatment on board
30th	Brazilian	Danish	Gottenborg	1 Fireman Venereal Disease, treatment on board
Oct. 15th	Roseden	British	Belfast	6, 5 Fireman Influenza, 1 missing at sea, presumed suicide, 28/8/29. 1 Fireman died on arrival Bahia 31/8/29. 4th Engineer and 3 Fireman landed Hospital Bahia 31/8/29

TABLE III.—continued.

Date	Vessel	Nationality	Whence	Nature of Sickness and Action taken
1929 Oct. 23rd	Nardana	British	London	1 Saloon Boy, Typhoid Fever, removed Allt-yr-yn Hospital. Quarters and effects disinfected and cleansed.
Nov, 12th	Opollo	Spanish	Birkenhead	1, 3rd Engineer Venereal Disease attending R.G. Clinic
27th	Laomedon	British	Hamburg	1 Chinese Fireman Venereal Disease, treatment on board
29th	Rhodesian Transport	do.	Manchester	1 2nd Officer Tuberculosis, landed Hospital Buenos Ayres, 20/8/29
Dec, 13th	Silarus	do.	Hamburg	1 Bowswain Pneumonia, landed Hospital, Antwerp 25/11/29
20th	Polemis	Greek	Amsterdam	1 Chief Officer, Influenza, treatment on board
24th	Spind	Norwegian	Bordeaux	2, Master and 2nd Officer, Influenza, treatment on board

TABLE IV.

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	No. of Sick and Remarks.
1929.				
Jan. 1st	Dagied	Norwegian	Bayonne	1 a.b. Septic hand, treatment on board
2nd	Clan Macdougall	British	Glasgow	2 Lascar a.b.'s, 1 asthma, 1 "bladder trouble," treatment on board
2nd	Thorpe Grange	do.	Tollesbury	1 Cook's Boy off duty, accident, treatment on board
7th	Berwickshire	do.	Liverpool	15, Chief Officer, 2nd Engineer, 7 Lascar Firemen, 6 a.b.'s, off duty, colds, treatment on board
10th	Ricardo R.	Spanish	Bilbao	1 Fireman off duty, cold, treatment on board
18th	Polarharet	Danish	Bilbao	1 a.b. off duty, boils, treatment on board
24th	Esbjorn	Swedish	London	1 Chief Officer off duty, Feverish Cold, treatment on board
24th	Labor	Italian	Genoa	1 Fireman off duty, Arthritis, treatment on board
25th	Grigorios	Greek	La Pallice	2 a.b.'s off duty, Bronchitis and Colic respectively, treatment on board
29th	Frans	Swedish	Ghent	2 1 a.b. off duty, Intestinal Complaint, 2nd Officer off duty, accident, injury to foot, treatment on board
Feb. 1st	Willem Rene	Belgian	Antwerp	1 Donkeyman off duty, feverish cold, treatment on board
7th	Oaklands Grange	British	Manchester	1 Master off duty, Asthma, removed Bryngwyn Nursing Home
14th	Vendaval	Spanish	Passages	1 a.b. off duty, cold, treatment on board
14th	Vae Victas	Belgian	Bordeaux	1 a.b. off duty, cold, treatment on board
15th	Hunstanworth	British	Melillia	1 Cook off duty, Cold, treatment on board
18th	Pelens	do.	Liverpool	1 Chief Officer off duty, chill, treatment on board
18th	Peter Benoit	Belgian	Antwerp	1 Fireman off duty, chill, treatment on board
18th	Bordia	Swedish	Birkenhead	1 Fireman off duty, Gastric Catarrh, treatment on board
18th	Olaf	Danish	Bordeaux	1 Mess Boy off duty, Chronic Osteomyelitis, treatment on board

TABLE IV—continued.

Date.	Vessel	Nationality	Whence	No. of Sick and Remarks.
1929				
Feb. 20th	Pacific Transport	British	Manchester	3, Chief, 2nd and 3rd Officers, colds, treatment on board
21st	Humanitas	Italian	Rotterdam	1 2nd Engineer off duty, Chill, treatment on board
21st	Rey Alfonso XIII.	Spanish	Passages	1 a b. off duty, Chill, treatment on board
22nd	P.L.M. 24	French	Marseilles	1 Mess Boy off duty, Chill, treatment on board
26th	Kadumaa	Estonian	Arcachon	1 Master off duty, Catarrh, treatment on board
27th	Clan Monroe	British	London	2 Lascar a b.'s off duty, Colds, treatment on board
Mar. 4th	Vae Victis	Belgian	Bordeaux	1 a b., off duty, Injury to foot, treatment on board
5th	Clan Alpine	British	Antwerp	1 Deck Serang off duty, Hernia, treatment on board
8th	Reedpool	do.	Avonmouth	2 Master and Chief Officer, off duty, Colds, treatment on board
13th	M. R. de Garcia	Spanish	Hornillo	1 Cook off duty, Cold, treatment on board
15th	Tiberton	British	Avonmouth	1 Chief Officer, off duty, Cold, treatment on board
25th	Karlingen	Dutch	Rouen	1 Steward off duty, Injury to Foot, treatment on board
27th	Hartfield	British	Bayonne	1 Death, Cook, Heart Disease
April 22nd	Parana	do.	Liverpool	1 a b. off duty, Injury to Foot, treatment on board
22nd	Hesperia	do.	Dunkerque	3, Lascar Serang and 2 a.b.'s, General Debility and Colds respectively, treatment on board
29th	Greatend	do.	Nordenham	2, Chief Engineer, Intestinal complaint, a b. Cold, treatment on board
May 13th	Harrington Court	do.	Cardiff	1 Chief Engineer off duty, Injury, treatment on board
13th	Phemius	do.	Falmouth	2, 3rd Engineer and cook off duty, former Jaundice, sent home, latter Cold, treatment on board
17th	West Cheswald	American	Manchester	3, a.b. off duty, accident, removed Royal Gwent Hospital a.b. and Fireman off duty, Enlarged Glands, treatment on board
23rd	Izaro	Spanish	Hornillo	1 Fireman off duty, Cold, treatment on board

TABLE IV.—continued.

Date.	Vessel	Nationality.	Whence.	No. of Sick and Remarks.
1929.				
May 23rd	Gleneden	British	Antwerp	2 Lascar a.b's. off duty, Jaundice, and 'Food' Rash respectively, treatment on board
27th	Sabina	Spanish	Bilbao	1 Carpenter off duty, Cold, treatment on board
June 11th	Otto Sinding	Norwegian	Bayonne	1 Cook off duty, Injury to Hand treatment on board
12th	Australia	British	Falmouth	1 Lascar a.b. off duty, Injury to leg, treatment on board
20th	Banffshire	do.	Avonmouth	3 Lascar Firemen off duty, Pleurisy, treatment on board
July 12th	Silarus	do.	Liverpool	1 Chief Officer off duty, Chill, treatment on board
31st	Zabalbide	Spanish	Melilla	1 Chief Engineer off duty. Injury to Arm, treatment on board
Aug. 8th	Ramon	do.	Rouen	1 Chief Officer off duty, Boils, treatment on board
10th	Princetown	British	Dublin	1 Chief Engineer off duty, Enteritis medical treatment and left for home
14th	Emelie Dunford	do.	Antwerp	1 Chief Officer, Appendicitis, removed to Royal Gwent Hospital
16th	Ibis	Norwegian	Aleaborg	1 Fireman off duty, Sprained Foot, removed to Royal Gwent Hospital
Sept. 10th	Osian	British	Bordeaux	1 Chief Officer, Appendicitis, removed to Royal Gwent Hospital
16th	Pervyse	Belgian	Antwerp	1 Fireman off duty, Intestinal Complaint, treatment on board
17th	Buckleigh	British	Po t Said	1 Chief Officer off duty, Rheumatism, treatment on board
23rd	Lord Aberconway	do.	La Pallice	2, 2nd Engineer off duty, Sprained ankle, treatment on board, Donkeyman off duty, Stroke, removed Woolston House Infirmary
23rd	Kent	do.	Liverpool	1 Steward off duty, Chill, treatment on board
Oct. 21st	Clan Macneil	do.	Hamburg	4, Steward off duty, Injury to Foot, 2 Lascars Bronchitis, Serang Rheumatism, treatment on board

TABLE IV.—continued.

Date.	Vessel.	Nationality.	Whence.	No. of Sick and Remarks.
Nov. 7th	Sarthe	British	Hamburg	1 Chief Officer off duty, Injury to Foot, treatment on board
20th	Clan Mackenzie	do.	Dunkerque	1 Lascar Fireman off duty, Pleurisy, treatment on board
27th	City of York	do.	Dunkerque	2 Lascar Firemen off duty, Minor Injuries, treatment on board
Dec. 2nd	City of Bath	do.	Liverpool	2 Lascar a.b.s off duty, colds, treatment on board
3rd	Georg	Swedish	Solverborg	1 Fireman off duty, Cold, treatment on board
20th	Clan Macnair	British	Dunkerque	1 Lascar Fireman off duty, Injury to Head, treatment on board

TABLE IV_A

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
1929				
Jan. 3rd	Minaflores	Spanish	Hornillo	1 Fireman off duty on arrival, Pleurisy, removed R.G. Hospital
8th	Westward Ho	American	Manchester	1 Cook, injury, landed Hospital Manchester 4/1/29
15th	Clyne Rock	British	Ghent	1 Chief Officer, accident at Ghent, removed Hospital on arrival Cardiff 13/1/29
Feb. 7th	Oaklands Grange	do.	Manchester	1 3rd Officer Nervous Debility, landed Hospital Buenos Ayres 19/12/29
14th	Cambridge	do.	Avonmouth	1 a b. off duty, injury to leg medical treatment Avonmouth
18th	Olaf	Danish	Bordeaux	1 Master off duty on arrival, Catarrh, medical treatment on board
Apr. 29th	Llandilo	British	Liverpool	2, Cook and a.b. injuries, removed Hospital Liverpool, 22/4/29
May 13th	Asgerd	Norwegian	Nordkoping	1 a b. off duty on arrival, Rheumatic Fever, medical treatment and left for home
22nd	Salado	British	Brest	2, Master, observation case, landed Hospital Buenos Ayres 22/2/29 cook's boy Nervous Debility, landed Hospital, Las Palmas, 12/4/29
29th	Orient City	do.	Antwerp	1 a b. Pleurisy, landed Hospital Sabang, 22/2/29
June 19th	Penreath	do.	Bristol	1 Fireman. Ulcerated Stomach, landed Hospital Alexandria, 11/5/29
24th	Peterstone	do.	Antwerp	1 Cook's Boy, Observation case Landed Hospital Rio de Janeiro 24/4/29
Aug. 6th	Memphis	do.	Bordeaux	1 a.b., accident landed Hospital Cathagena, 27/6/29
19th	Huntingdon	do.	Swansea	1 5th Engineer off duty, Feverish Cold, treatment on board
Sep. 3rd	Skeldon	do.	Nantes	1 a.b. off duty on arrival, accident, treatment on board
9th	Consuelo	Spanish	Bizerta	1 Chief Officer, Respiratory Complaint, sent home to Spain
10th	Ossian	British	Bordeaux	1 Chief Officer, Intestinal Complaint, medical attendance on arrival
Oct. 15th	Rosedin	do.	Belfast	1 3rd Officer off duty, General Debility, sent home Newcastle

TABLE IV_A—*continued.*

Date	Vessel	Nationality	Whence	Nature of Sickness and Action taken.
Oct. 19th	Tasmanian Transport	British	Liverpool	3, Donkeyman and 2 Firemen Accident, Hernia and Sciatica respectively, landed at Liverpool
Nov. 29th	Marchioness of Bute	do.	Antwerp	1 Fireman, Insane, landed Hospital, Malta
Dec. 14th	Yorkbrook	do.	Ghent	1 o. s. Appendicitis, landed Hospital Honfleur 13/11/29
18th	Rimfakse	Norwegian	Barrow	1 a. b. observation case, landed Hospital Preston 5/12/29
19th	Pennington Court	British	London	1 Fireman, accident, landed Weymouth 12/12/29

INSPECTOR'S REPORT, 1929.

PORT SANITARY OFFICE,
MARKET BUILDINGS, NEWPORT.

To the Chairman and Members of the Port Sanitary Committee.

GENTLEMEN,

I beg to submit to you my Annual Report for the year 1929, 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.
- VII. — Rats and Mice Destruction Act, 1919.

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 cots or bunks (upper and lower tier) 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.

Hatchways in floors of living quarters, leading to peaks, stores, or lockers, owing to which ships stores, 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.

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

During the year 1,597 vessels were inspected, of these 960 were British and 637 were Foreign; 358 vessels—244 British and 114 Foreign—were found to have sanitary defects on board; 562 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	.... 901	.... 248	.... 248
Sailing Vessels	.... 4	.... 1	.... 1

Coastwise—

Steamships	.... 637	.... 102	.... 102
Sailing Vessels	.... 55	.... 7	.... 7
	—	—	—
	1597	358	358
	—	—	—

Number and Nationality of Vessels Inspected :—

Nationality.		No.	No. of Vessels with Sanitary Defects.	
American	....	2	....	—
British	....	960	....	244
Belgian	....	45	....	3
Danish	....	41	....	2
Dutch	....	14	....	—
Estonian	....	14	....	—
French	....	135	....	16
Finnish	....	5	....	1
German	....	22	....	1
Greek	....	38	....	11
Italian	....	43	....	16
Jugo Slav	....	9	....	—
Japanese	....	14	....	1
Norwegian	....	82	....	8
Portuguese	....	4	....	—
Swedish	....	25	....	1
Spanish	....	144	....	54
		—		—
		1597		358
		—		—

The following were the nuisances and defects dealt with :—

- 217 Vessels with dirty forecastles and berths.
- 60 Vessels with defective lights and ventilators.
- 37 Vessels with defective stoves and heating apparatus
- 7 Vessels with defective cable casings, or hawse pipes passing through living spaces.
- 2 Vessels with defective scupper pipes passing through W.C's. adjoining living quarters.
- 16 Vessels with defective and leaky decks.
- 7 Vessels with defective food lockers.
- 5 Vessels with defective bulkheads between living spaces and Water Closets, lockers or stores.
- 4 Vessels with defective provisions or stores in living spaces.
- 5 Vessels with defective or dirty fresh water receptacles, or impure water supply.
- 3 Vessels with dirty provision stores.
- 4 Vessels with stagnant water on or under floors in living spaces.
- 3 Vessels with Water Closets used as Boswain stores, oil or paint lockers.
- 4 Vessels with defective entrance doors to living spaces.
- 14 Vessels with defective water closet pans, outgo pipes, or water service.
- 84 Vessels with choked and foul water closets.
- 42 Vessels with accumulation of refuse on deck,
- 19 Vessels with verminous living spaces.
- 1938 dirty or verminous beds were destroyed.

QUAYSIDE NUISANCES.

Nuisances caused by discharge of water closet contents on quay-side from vessels berthed alongside quay.

During the year 45 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 direct and via British Ports, having dogs on board were :--

No. of Vessels : 118.

No. of Dogs : 164.

FOREIGN ANIMALS ORDER, 1910.

One vessel which arrived from Foreign direct having animals on board.

Animals on board : Pigs, 7.

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

RATS AND MICE DESTRUCTION ACT, 1919.

102 Deratisation Certificates, Port II. were granted to Vessels.

28 Deratisation Exemption Certificates, Port II. were granted to Vessels.

I am, Gentlemen,

Your obedient servant,

W. J. JENKINS,

Port Sanitary Inspector.



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