

[Report 1954] / Medical Officer of Health, Newport (Gwent) Port Health Authority.

Contributors

Newport (Wales). Port Health Authority.

Publication/Creation

1954

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With the Medical Officer of Health's Compliments.

Newport Port Health Authority

Annual Report

For the Year 1954

BY

**THE MEDICAL OFFICER OF HEALTH,
W. B. CLARK, M.B., Ch.B., D.P.H.**



NEWPORT, Mon.

A. T. W. James, Printer and Stationer,
Kingsmill Printing Works,
York Place.



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COUNTY BOROUGH OF NEWPORT

HEALTH COMMITTEE, 1954

(ACTING AS THE PORT HEALTH AUTHORITY)

Chairman :

ALDERMAN T. F. MOONEY, J.P.

Deputy Chairman :

ALDERMAN MRS. M. J. DUNN.

THE MAYOR

(COUNCILLOR M. SELBY, J.P.).

ALDERMAN W. CASEY, J.P.

„ A. E. WILLS, J.P.

COUNCILLOR F. V. CORNFORD, J.P.

„ W. E. GADSBY.

COUNCILLOR W. T. MOORE.

„ W. C. HUCKLE.

Co-opted Members :

DR. J. WADE THOMAS.

DR. BERNARD A. THOMAS.

Town Clerk :

J. G. ILES.

Treasurer :

H. ANDREWS, F.I.M.T.A., A.S.A.A.

Medical Officer of Health :

W. B. CLARK, M.B., CH.B., D.P.H.

Deputy Medical Officer of Health :

Post Vacant.

Senior Port Sanitary Inspector :

R. M. SCORRER, Cert. Royal Sanitary Institute*

Port Sanitary Inspector :

R. P. COOPER, Cert. Royal Sanitary Institute*

Rat Catcher :

C. POWELL.

*Also Certificate for Inspection of Meat and other Foods.

NEWPORT PORT HEALTH AUTHORITY

HEALTH DEPARTMENT,

CIVIC CENTRE,

NEWPORT.

31st March, 1955.

*To the Chairman and Members of the Health Committee
acting as the Port Health Authority.*

I beg to submit my Report for the year 1954. It is made in accordance with the Regulations of the Ministry of Health which prescribe the duties of the Medical Officer of Health, and their Circular No. 22/54, dated 18th October, 1954.

The proportions contributed by the various Riparian Authorities towards expenses incurred by the Port Health Authority for the year ended 31st March, 1954, are as follows: County Borough of Newport, 92.87 per cent; the Rural District Council of Magor and St. Mellons, .61 per cent.; City and County Borough of Cardiff, 6.52 per cent.

SECTION I—STAFF

TABLE A

Name of Officer	Nature of Appointment	Date of Appointment	Qualifications	Any other Appointments Held
W. B. CLARK	Port Medical Officer of Health	7th December, 1954	M.B., Ch.B., D.P.H.	Medical Officer of Health, and Principal School Medical Officer, etc. for County Borough

SECTION II—AMOUNT OF SHIPPING ENTERING THE DISTRICT DURING THE YEAR

TABLE B

Ships from	Number	Tonnage	Number Inspected		Number of Ships reported as having, or having had during the voyage, infectious disease on board
			By the Medical Officer of Health	By the Sanitary Inspector	
FOREIGN PORTS	609	958,624	22	591	4
COASTWISE	2,426	988,072	—	1,068	1
TOTAL	3,035	1,946,696	22	1,659	5

SECTION III—CHARACTER OF SHIPPING AND TRADE DURING THE YEAR

TABLE C

PASSENGER TRAFFIC

Number of Passengers INWARDS	...	...	...	101
Number of Passengers OUTWARDS	...	...	...	129

CARGO TRAFFIC

Principal IMPORTS

Bauxite Ore, Chemicals, Cider, General Cargo includes (Confectionery, Flower Bulbs, Plants and Tinned Meat,) Iron Ore, Nitrate of Potash, Paper, Steel (Billets, Rods, Bars, etc.), Telegraph Poles and Timber.

Principal EXPORTS

Coal, General Cargo (includes Tinplates and Manufactures of Iron, Steel and other metals) and Oil.

PRINCIPAL PORTS from which ships arrive.

Antwerp, Bayonne, Bona, Bordeaux, Bremen, Brest, Caen, Casablanca, Copenhagen, Cork, Dublin, Emden, Gdynia, Ghent, Gothenburg, Granville, Halifax N.S., Hamburg, Kotka, Leixeos, Lisbon, Montreal, Narvik, New Orleans, New York, Oslo, Port Alfred, Rotterdam, Rouen, St. Malo, Skein, Toulon, Vancouver, Vennes, Wabara, Waterford.

SECTION IV—INLAND BARGE TRAFFIC

There is no Inland Barge traffic using the district.

SECTION V—WATER SUPPLY

No Change.

SECTION VI—PUBLIC HEALTH (SHIPS) REGULATIONS, 1952

No Change.

SECTION VII—SMALLPOX

- (1) *Name of Isolation Hospital to which smallpox cases are sent from the district.*

Penrhys Smallpox Hospital, Rhondda.

- (2) *Arrangements for transport of such cases to the hospital by ambulance giving the name of the Authority responsible for the ambulance and the vaccinal state of the ambulance crews.*

The local Ambulance Service of the County Borough of Newport would convey such patients to Hospital.

Over seventy-five per cent of the ambulance personnel have been vaccinated and in the event of an outbreak of Smallpox, all would be required to be vaccinated or re-vaccinated.

- (3) *Names of smallpox consultants available.*

Dr. Emrys G. Harries, City Isolation Hospital, Cardiff.

Dr. G. F. J. Thomas, St. David's Hospital, Cardiff.

- (4) *Facilities for laboratory diagnosis of smallpox.*

Institute of Preventive Medicine, The Parade, Cardiff.

SECTION VIII—VENEREAL DISEASES

No Change.

SECTION IX—CASES OF NOTIFIABLE AND OTHER INFECTIOUS DISEASES ON SHIPS

TABLE D

Category	Disease	Number of Cases During the Year		Number of Ships concerned
		Passengers	Crew	
Cases landed from ships from foreign ports	Venereal Diseases	—	2	1
Cases which have occurred on ships from foreign ports but have been disposed of before arrival	Venereal Diseases	—	7	3
Cases landed from other ships	Venereal Diseases	—	2	1

There were no cases of smallpox, cholera, plague, yellow fever, typhus or relapsing fever within the Port during the year.

SECTION X—OBSERVATIONS ON THE OCCURRENCE OF MALARIA IN SHIPS

No case of malaria was notified as having occurred during the voyages of vessels before arrival at Newport.

SECTION XI—MEASURES TAKEN AGAINST SHIPS INFECTED WITH OR SUSPECTED FOR PLAGUE

No infected or suspected ships arrived during the year.

SECTION XII—MEASURES AGAINST RODENTS IN SHIPS FROM FOREIGN PORTS

(1) *Procedure for inspection of ships for rats.*

Vessels are boarded by the Port Sanitary Inspectors as soon as possible after arrival, and unless the Masters produce recently issued certificates, inspections are extended to the holds, etc., in order to ascertain the rat population. The Port Rat Catcher also inspects vessels upon arrival in the port in cases when the Ships Agents have made requests for certificates.

- (2) *Arrangements for the bacteriological or pathological examination of rodents, with special reference to rodent plague, including the number of rodents sent for examination during the year.*

Post-mortem examinations of rodents in connection with Plague precautions are carried out at the Health Department. All other examinations are carried out by the Public Health Laboratory Service.

4 rats were examined during the year.

- (3) *Arrangements in the district for deratting ships, the methods used and, if done by a commercial contractor, the name of the contractor.*

The deratting of ships is carried out by private contractors under the supervision of the Port Sanitary Inspector. Hydrogen Cyanide, sprayed and in an absorbed form for liberation, traps and poison bait are used for this purpose.

Contractors:—B. D. Gibbs & Son; David Thomas & Son; Western Sealing Co.; London Fumigation Co.; Fumigation Services; Hivey & Co.

- (4) *Progress in rat-proofing of ships.*

No additional rat proofing was provided on vessels at the port during the year.

TABLE E

RODENTS DESTROYED DURING THE YEAR IN SHIPS FROM FOREIGN PORTS

Category	Number
Black Rats	29
Brown Rats	Nil
Species not known	Nil
Sent for examination	4
Infected with plague	Nil

TABLE F

DERATTING CERTIFICATES AND DERATTING EXEMPTION CERTIFICATES
ISSUED DURING THE YEAR FOR SHIPS FROM FOREIGN PORTS

Number of Deratting Certificates Issued					Number of Deratting Exemption Certificates Issued	Total Certificates Issued
After fumigation with		After Trapping	After Poisoning†	Total		
HCN. 1	Other fumigant (state method) 2					
—	—	10	—	10	55	65

† *State poisons used and number of Certificates issued after each poison.*

SECTION XIII—INSPECTION OF SHIPS FOR NUISANCES

TABLE G
INSPECTIONS AND NOTICES

Nature and Number of Inspections		Notices Served		Result of Serving Notices
		Statutory Notices	Other Notices	
General Inspections ...	1,659)	Nil	193	All notices complied with.
Re-visits ...	3,143)			
Total ...	4,802	Nil	193	193 complied with.

SECTION XIV—PUBLIC HEALTH (SHELL-FISH) REGULATIONS 1934 AND 1948

No Change.

SECTION XV—MEDICAL INSPECTION OF ALIENS

No Change.

SECTION XVI—MISCELLANEOUS

No Change.

GENERAL INSPECTION OF VESSELS

4.8 per cent. of the 1,659 vessels inspected during the year had sanitary defects according to the standards laid down by the Board of Trade. 2.3 per cent. of the foreign vessels were insanitary, compared with 5.9 per cent. of the British vessels. Of the vessels inspected from foreign ports, 6.3 per cent. had sanitary defects, and the coastwise vessels 2.7 per cent.

Percentage with Sanitary Defects During the Year 1954

Nationality	
American	0.0
Belgian	0.0
British	5.9
Costa Rican	15.4
Danish	0.0
Dutch	0.0
Finnish	4.3
French	0.0
German	4.2
Greek	0.0
Hondurasian	0.0
Italian	0.0
Liberian	0.0
Norwegian	1.5
Panamanian	16.7
Portuguese	7.7
Spanish	33.3
Swedish	0.0
Swiss	0.0
Yugo-Slavian	25.0

The types of nuisances and defects dealt with show that 41.9 per cent. of the nuisances were due to lack of care and sanitary supervision of the living quarters, whilst 58.1 per cent. were due to defective structural conditions, including those caused through wear and tear. The great majority of both types of nuisances could have been avoided by stricter supervision of the crew and attention to minor structural defects.

With regard to individual nuisances discovered, dirty and verminous crews' quarters, berths, washplaces, and messrooms accounted for 39.7 per cent. foul and dirty water closets for 6.1 per cent., and defective and dirty food lockers 25.0 per cent.

Lack of attention to fittings and structures, including defective side ports, heating apparatus, bunks and showers, were responsible for a large proportion of the other insanitary conditions.

Although many of the above insanitary conditions are no doubt due to carelessness on the part of the crew, the "ultimate responsibility," as stated by the special Committee appointed by shipowners to enquire into the subject, "rests upon the master, and the degree of cleanliness is a criterion of the discipline of the ship."

FOOD INSPECTION

Particulars of the food imported during 1954, and of the amount of unsound food destroyed or otherwise disposed of so as not to be used for human food, will be found in the Inspector's report attached.

I wish to thank the Collector of H. M. Customs and his "Preventive" Officers and the Clerk of the Pilotage Board for affording prompt and valuable assistance at all times in carrying out preventive work in connection with Infectious Diseases.

I have the honour to be,

Your Obedient Servant,

W. B. CLARK,

Medical Officer of Health.

INSPECTOR'S REPORT

*To the Chairman and Members of the Health Committee
acting as the Port Health Authority.*

I beg to submit my Annual Report for the year 1954.

SHIP INSPECTION

During the year, 1,659 vessels were inspected, and 81 (4.8 per cent.) of them were found to have nuisances or defects on board. It was not necessary to serve any statutory notices with regard to these vessels. 193 verbal and informal notices were given, as a result of which practically all the nuisances and defects were remedied and 112 quayside nuisances abated. 3,143 re-visits were made to vessels in connection with sickness, nuisances and defects, rat destruction, and to vessels from infected areas.

As shown in Table I, 1,178 British and 481 foreign-owned vessels were inspected during the year, and of these 70 (5.9 per cent.) British and 11 (2.3 per cent.) foreign were found to have nuisances and defects on board. 591 of the vessels were from foreign and 1,068 from coastwise ports, the numbers found to be insanitary being 37 (6.3 per cent.) and 44 (2.7 per cent.) respectively.

The majority of the shipping companies are always ready and willing to remedy any nuisances or defects on their vessels which have been brought to their notice by the Inspector. Serious defects to structure and defects of original construction are reported to the Ministry of Transport Surveyor.

NUISANCE AND DEFECTS

Dirt, vermin and other conditions prejudicial to health accounted for 70 (41.9 per cent.) and structural defects caused through wear and tear 97 (58.1 per cent.) of the total found. The numbers and types of nuisances and defects dealt with on British and foreign-owned vessels together with percentages, are shown in Table II and III. Table IV indicates the various nuisances dealt with, and of these 5.1 per cent. were due to the verminous condition of quarters and berths, 25.0 per cent. to dirty and defective lockers, 25.1 per cent. to dirty quarters, 5.1 per cent. to defective ports, 12.4 per cent. to foul, dirty and defective water closets and fittings, 5.5 per cent. to defective heating apparatus and 9.8 per cent. to dirty messrooms and washplaces.

DIRT, VERMIN AND OTHER CONDITIONS PREJUDICIAL TO HEALTH.

This type of nuisance was found on board 4.2 per cent. of the British vessels and 1.7 per cent. of the Foreign-owned vessels inspected during the year.

Dirty and/or verminous crews' quarters, foul water closets, choked scuppers, dirty food and clothes lockers and accumulations of refuse accounted for the majority of the nuisances under this heading.

The number of vessels dealt with during the year on account of the dirty conditions of crews' accommodation was slightly higher than that for the previous year but there was a decrease in the number of vessels with infestations of vermin.

Various methods are adopted to free vessels from vermin; disinfection being carried out by pressure spraying an insecticide; fumigation by Hydrogen Cyanide, Gammaxene or D.T.T. and applying powders.

The latest method is a resin lacquer incorporating an insecticide, applied to the appropriate places preferably by means of a fine spray gun. The property of the lacquer is to extrude on to its surface minute crystals of the insecticide in the form of a bloom.

The lacquer has a long life under normal conditions, is hard and resistant to washing soda and therefore, can be washed repeatedly which assists in promoting further blooms of the insecticide.

Practical experience of this method has shown that a complete clearance of vermin is obtained within a period of about 3 weeks and the insecticide remains active up to two years.

STRUCTURAL DEFECTS CAUSED THROUGH WEAR AND TEAR

Defective port frames, linings and broken glasses, defective heating apparatus, bunks, water closets, lockers and showers were responsible for the greater number of this type of defect and many of these conditions were caused by misuse and lack of attention. Other defects dealt with were defective water heaters, entrance doors, water service pipes, floors, unsheathed ventilators, and leaky skylights.

This type of defect was found on board 4.2 per cent. of the British vessels and 1.6 per cent. of the foreign vessels inspected during the year.

SMOKE NUISANCES

Vessels lying in the docks have been under observation and when necessary, those in charge of the fires on board have been cautioned and requested to avoid creating a nuisance by the emission of black smoke when raising steam.

TABLE I
VESSELS INSPECTED—FOREIGN AND COASTWISE

Vessels	Vessels			Nuisances and Defects	
	Number Inspected	No. found to have Defects, etc., on Board	No. on which Defects etc, were Remedied	Found	Remedied
From Foreign Ports					
British Steamers ...	142	27	27	72	72
British Motor Vessels ...	161	4	4	6	6
British Sailing Vessels ...	—	—	—	—	—
Total British ...	303	31	31	78	78
Foreign Steamers ...	140	5	5	9	9
Foreign Motor Vessels ...	148	1	1	2	2
Foreign Sailing Vessels ...	—	—	—	—	—
Foreign Fishing Vessels ...	—	—	—	—	—
Total Foreign ...	288	6	6	11	11
Total Vessels from Foreign ...	591	37	37	89	89
From Coastwise					
British Steamers ...	480	30	30	54	54
British Motor Vessels ...	395	9	9	15	15
British Sailing Vessels ...	—	—	—	—	—
Total British ...	875	39	39	69	69
Foreign Steamers ...	70	5	5	9	9
Foreign Motor Vessels ...	123	—	—	—	—
Foreign Sailing Vessels ...	—	—	—	—	—
Total Foreign ...	193	5	5	9	9
Total Vessels from Coastwise ...	1,068	44	44	78	78
Total from Foreign and Coastwise ...	1,659	81	81	167	167

TABLE II

Showing number of Vessels inspected, classified according to
Nationality and Defects discovered.

Nationality	No. of Vessels Inspected	Number of		Defects of original construction.		Structural Defects through wear and tear		Dirt, Vermin and or conditions prejudicial to health	
		Vessels on which Defects or Nuisances were found	Nuisances and Defects found	No. of Vessels concerned	No. of Defects found	No. of Vessels concerned	No. of Defects found	No. of Vessels concerned	No. of Nuisances found
American ...	2	....	....	....	....	....	....	....	....
Belgian ...	4	....	....	....	....	....	....	....	....
British ...	1178	70	147	....	....	50	85	50	62
Costa Rican.	13	2	3	....	....	1	1	2	2
Danish ...	28	....	....	....	....	....	....	....	....
Dutch ...	173	....	....	....	....	....	....	....	....
Finnish ...	23	1	2	....	....	1	2	....	....
French ...	30	....	....	....	....	....	....	....	....
German ...	24	1	1	....	....	1	1	....	....
Greek ...	3	....	....	....	....	....	....	....	....
Hondurasian	1	....	....	....	....	....	....	....	....
Italian ...	19	....	....	....	....	....	....	....	....
Liberian ...	5	....	....	....	....	....	....	....	....
Norwegian .	65	1	2	....	....	1	1	1	1
Panamanian .	12	2	4	....	....	2	3	1	1
Portuguese .	13	1	2	....	....	1	1	1	1
Spanish ...	6	2	4	....	....	1	2	2	2
Swedish ...	50	....	....	....	....	....	....	....	....
Swiss ...	6	....	....	....	....	....	....	....	....
Yugo-Slavian	4	1	2	....	....	1	1	1	1
Totals ...	1659	81	167	....	....	59	97	58	70

TABLE III

NUISANCES AND DEFECTS

Nationality of Vessels	Defects of Original Construction	Per Cent. of Total Defects	Structural Defects through Wear and Tear	Per Cent. of Total Defects	Dirt, Vermin and other Conditions Prejudicial to Health	Per Cent. of Total Defects
BRITISH	—	—	85	50.9	62	37.1
FOREIGN	—	—	12	7.2	8	4.8
TOTALS	—	—	97	58.1	70	41.9

TABLE IV

NUISANCES AND DEFECTS DEALT WITH

Nuisances and Defects Found				On British Vessels	On Foreign Vessels	Total Found
Defective	Bunks and Fittings	...	...	11	1	12
"	Clothes Lockers	...	...	2	—	2
"	Deckhead	...	...	1	—	1
"	Entrance Doors	...	...	3	—	3
"	Floors	...	...	2	—	2
"	Fresh Water Tank	...	...	1	—	1
"	Handpump	...	...	1	—	1
"	Hawsepipe	...	...	1	—	1
"	Heating Apparatus & Fittings	...	...	27	1	28
"	Ports, etc.	...	...	28	7	35
"	Showers and Fittings	...	...	15	—	15
"	Skylights	...	...	1	—	1
"	Steam Press	...	...	1	—	1
"	Washbowls and Fittings	...	...	4	—	4
"	Waste Pipes	...	...	1	—	1
"	Water Closets and Fittings	...	...	38	6	44
"	Water Heaters	...	...	6	—	6
"	Water Pipes	...	...	2	—	2
"	Water Taps and Fittings	...	...	13	2	15
Dirty	Beds	...	...	78	—	78
"	Crew Rooms and Quarters	...	...	164	—	164
"	Lockers	...	...	173	—	173
"	Messrooms	...	...	38	—	38
"	Washplaces, etc.	...	...	27	3	30
Choked	Pipes	...	...	2	—	2
"	Scuppers and Sinks	...	...	9	—	9
"	Washbowl	...	...	1	—	1
Deck	Refuse	...	...	5	—	5
Foul and Dirty	Water Closets	...	...	33	9	42
Leaky	Decks, etc.	...	...	1	—	1
Quayside	Nuisances	...	...	85	27	112
Unsheathed	Ventilators	...	...	9	—	9
Verminous	Pantries, Galleys & Storerooms	...	...	8	—	8
Verminous	Quarters, Berths & Messrooms	...	...	34	1	35

RAT DESTRUCTION

The Warehouses, sheds, quays, hoists, sidings, river banks, wharves and private premises within the district were periodically inspected. The British Transport Commission's Ratcatcher co-operates with the Port Health Staff, and immediate measures are taken when fresh evidence of rats is seen or their presence reported. 3,625 poison baits were laid down by the Authority's Ratcatcher during the year and 357 rats were found dead after the poisoning. Of these 4 were picked up on the banks of the River Usk, 273 on the banks of the River Ebbw, and 80 within the Docks. The number of rats destroyed on board vessels during the year was 29. On 10 vessels deratting was carried out by measures of trapping and poisons baits, resulting in the destruction of 29 rats.

In addition to the rats shown in Table V, the ratcatcher employed by the British Transport Commission destroyed 662 rats by means of traps and poison baits within the Dock Premises.

TABLE V

Method of Destruction	Number of Rats Destroyed								Total Number of Rats Killed
	On Vessels				Ashore				
	Brown		Black		Brown		Black		
	M	F	M	F	M	F	M	F	
Fumigation by HCN
Fumigation by Sulphur
Trapping	10	19	....	....	....	....	29
Poison Bait	92	265	....	....	357

All Methods	10	19	92	265	....	....	386

PUBLIC HEALTH (SHIPS) REGULATIONS, 1952, REGULATION 19.

With a few exceptions all vessels from foreign ports are examined for evidence of rats, and when recent indications are found, precautions are taken to prevent the rats making their way ashore.

Sixty-five vessels were inspected and searched in accordance with this Regulation, fifty-five being found free from rodents were issued with Exemption Certificates.

Rat repressive measures were successfully taken on the remaining ten ships and Deratting Certificates issued.

Certificates issued (Port Form II):—

Deratting 10, Exemption 55, Total 65.

THE PREVENTION OF DAMAGE BY PESTS (APPLICATION TO SHIPPING) ORDER, 1951.

In addition to the functions they exercise, in common with other local authorities, Port Health Authorities are empowered to issue Rodent Control Certificates. The purpose of these certificates is to relieve Authorities from the necessity of inspecting vessels which are known to be free or to have been recently freed from rats and mice and the period of validity has been limited to four months.

Each of the 31 vessels inspected for the purpose of this order were found to be free from rats and Rodent Control Certificates issued.

VESSELS FROM INFECTED AREAS

Twenty-two of the vessels inspected during the year were from infected areas. These vessels were boarded in the Entrance Locks or immediately upon arrival at their berths and those from Typhus Fever infected areas were examined for evidence of vermin, in conjunction with the medical examination of the crews.

IMPORTATION OF ANIMALS, ETC.

The various orders with reference to the importation of canine and other animals, etc., have been enforced during the year, 60 dogs, 160 cats and 19 budgerigars were brought into the port on board 140 vessels. In addition 4 horses, 4 cattle, 1 dog and 1 parrot were brought into the port as export cargo.

With the exception of 5 budgerigars which were landed under permit from the Ministry of Agriculture and Fisheries, the remainder were taken away from the port when the vessels departed.

FOOD INSPECTION
FOOD AND DRUGS ACT 1938 AND 1944.
THE PUBLIC HEALTH (IMPORTED FOOD)
REGULATIONS, 1937 AND 1948

The inspection, examination and control of foodstuffs imported under the above regulations has been greatly facilitated by the co-operation of the Officers of H. M. Customs and Excise.

The amount of foodstuffs landed within the Port during the year was 8,492 tons, which included coastwise cargoes of cheese. With the exception of flour consignments from the U.S.A. and Canada, most of the remaining items were imported from Continental and Scandinavian Countries.

FOOD IMPORTATIONS:—

Apple juice, 4,599 tons; Beer, 40 tons; Biscuits, 7 tons; Canned Cream, 14 tons; Canned Fish, 16 tons; Canned Fruit 1 ton; Canned Meat, 465 tons; Canned Soups, 42 tons; Cheese, 562 tons; Confectionery, 2 tons; Cornflour, 25 tons; Conserves, 2 tons; Flour, 2,578 tons; Fruit, 15 tons; Fruit Pulp, 2 tons; Margarine, 18 tons.

Miscellaneous goods, 14½ tons; Onions, 60 tons; Peas, 12 tons; Vegetables in Brine, 12 tons.

Foods condemned and disposed of for purposes other than human consumption were:—

IMPORTED Canned Fruit, 78 lbs; Canned Milk, 5 lbs.

SHIP STORES Biscuits, 60 lbs; Condensed Milk, 144 lbs; Dried Fruit, 56 lbs; Flour, 3,505 lbs; Pearl Barley, 10 lbs; Peas, 80 lbs; Rice, 25 lbs; and Wheat and other products, 171 lbs.

Two samples of drinking water and one of canned cream were submitted for bacteriological examination. The cream was reported to be sterile and the drinking water bacteriologically satisfactory.

THE PUBLIC HEALTH (PRESERVATIVES, ETC., IN FOOD)
REGULATIONS, 1925-1953

It was not found necessary to take any action under these regulations during the year.

THE PUBLIC HEALTH (IMPORTED MILK REGULATIONS, 1926

No importation of milk to which the above regulations apply was made during the year.

THE PUBLIC HEALTH (SHELL-FISH) REGULATIONS,
1934 AND 1948

There are no shell-fish beds laying within the jurisdiction of the Authority.

I am,

Your Obedient Servant,

R. M. SCORRER,

Senior Port Sanitary Inspector.

