1908.

Bristol Port Sanitary District.

ANNUAL REPORT

OF THE

Medical Officers of Health,

AND OF THE

CHIEF PORT SANITARY INSPECTOR,

FOR THE YEAR 1908,

Including Report on Canal Boat Inspection.

Printed by order of the Port Sanitary Committee.

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1909.

BRISTOL PORT SANITARY DISTRICT.

Report of the Medical Officers of Health for the Year 1908.

To the Right Honourable the Lord Mayor and Council of the City and County of Bristol, acting as the Bristol Port Sanitary Authority.

My Lord Mayor and Gentlemen,

We beg to Report as follows :—

Authority and Boundaries.

The Bristol City Council is the Authority for the Port Sanitary District of Bristol, which was permanently constituted in 1894.

The district extends from Swallow Point in the Bristol Channel on the South, up to the line of the Severn Tunnel on the North ; and comprises the deep water channel to the Port of Gloucester. The Mid Channel line separates it from the Welsh Port Districts ; and Avonmouth, Portishead, and the Bristol City Docks are included in the Bristol Port District.

TONNAGE FROM FOREIGN PORTS—arriving at Bristol Docks during 1908 (net registered tons) :—

City Docks, including Avonmouth and Portishead, 1,112,417

GRAIN IMPORTS (Quarters) :—

City Docks, including Avonmouth and Portishead, 2,737,259

General Inspection of Vessels for Sanitary Purposes.

There are two Port Inspectors, viz., the Chief Port Sanitary Inspector in Bristol, who also supervises Canal Boats, and the Port Sanitary Inspector, who, with an Assistant Inspector, is stationed at Avonmouth.

The Chief Inspector's Reports are appended.

Port Boundaries Inspection.

On 31st July the Bristol Port Sanitary Committee made their Annual Inspection of the Port Boundaries, the Port Hospital Ship, the Flat Holmes Crematorium, and the Ambulance Piers, erected for the accommodation of Port Sanitary Work, at Hotwells, Ham Green, and Avonmouth.

Precautionary Measures against the introduction of Disease.

During the year, attention has been given to the inspection of vessels from countries where suspicion of Plague, Cholera, Yellow Fever, or other dangerous communicable disease existed.

Gloucester requested that ships from Plague infected Indian Ports, brought to in Kingroad, should be medically inspected. In March, San Francisco was added to their list for a short period. Early in August, certain Black Sea Ports were put on the Bristol inspection list, owing to the occurrence of Cholera, and the list extended and varied from time to time in accordance with circumstances. Arrivals from the Russian Baltic Ports also began to receive special attention in September; these special precautions were continued till the Ports froze up.

Number of Ships specially visited in regard to Communicable Diseases.

Name of Port or District.	No. of Vessels.	Name of Port or District.	No. of Vessels.
		Brought forward	135
Alexandria... ...	13	Marmagao	2
Smyrna and Syrian Ports	16	Madras	1
New Orleans, Savannah, and District	9	Port Limon ...	17
Spanish and Portuguese Ports ...	55	River Plate Ports and District ...	42
Italian Ports ...	6	Black Sea Ports ...	60
Russian (North) ...	23	Jamaica	22
Grecian Ports ...	3	North African Ports	13
Rangoon	2	Bussorah	5
Singapore	1	Philadelphia ...	15
Bombay	7	Baltimore	1
Carried over ...	135	TOTAL ..	313

Sickness on board Ship during the Year 1908.

Three hundred and thirteen vessels (as in Table), were visited and dealt with during the year, but no case of Cholera or Plague was met with. Considerable care was exercised in examining vessels with history of any sickness on board, either on arrival or during the voyage.

Notification—Cholera Regulations.

The Notification Act was adopted for the Port District on May 1st, 1897. The Schedule of Notifiable Diseases for the Port includes :—

Plague	Membranous Croup	Typhus	Fever.
Yellow Fever	Measles	Typhoid	
Small Pox	Erysipelas	Enteric	
Cholera	Scarlatina or	Relapsing	
Diphtheria	Scarlet Fever	Continued	
		Puerperal	

The Master or other person in charge of any ship, vessel, or boat is bound, under a penalty of Forty Shillings in default, as soon as he is aware of the existence of any one of these diseases on board, to give notice thereof to the Port Medical Officer of Health.

In addition to Notification, ships "from foreign" infected with Cholera, Yellow Fever, or Plague, are to anchor in Kingroad for Medical Inspection under the Local Government Board's Regulations of September 9th, 1907.

CHOLERA, YELLOW FEVER AND PLAGUE REGULATIONS.

These Regulations were re-issued by the Local Government Board, on September 9th, 1907.

The procedure is on similar lines to that of previous Regulations, but special precautions are introduced in regard to Plague and Yellow Fever.

1. The Officer of Customs who visits a ship from Foreign on arrival, **shall,** if he find the ship to be **infected** or **suspected,** and **may** if she has come from or called at an **infected** Port, **detain** the ship for 12 hours pending the visit of the Port Medical Officer of Health.

2. The Port Medical Officer of Health shall visit, and, if he finds the ship to be **infected** or **suspected,** shall certify it, whereupon the Master must moor the ship at an appointed station.

3. The Port Medical Officer of Health thereupon

(a) Examines every person on board.

(b) Removes cases of Cholera, Yellow Fever, or Plague to Hospital.

(c) Detains "Suspects" for two days.

(d) Obtains and forwards addresses of all other persons to the Local Authority of the district whither they are bound.

(e) Takes steps to prevent spread of infection.

(f) Secures burial when necessary.

(g) Arranges for disinfection or destruction of bedding or clothing.

(h) Secures disinfection of the ship by the Master.

4. In case of

(a) Suspected Ships.

(b) Ships with suspicious illness.

(c) Ships from, or having touched at, infected Ports.

(d) Ships with filthy or unwholesome passengers.

(e) Ships having Rats infected with Plague.

(f) Ships having had unusual mortality amongst rats on board.

the Port Medical Officer of Health may certify the ship accordingly, and obtain and forward addresses as before.

5. In the case of ships **infected** or **suspected** by reason of Cholera, the Port Medical Officer of Health may direct all **bilge water and water ballast** to be pumped out, or may seal the tanks.

Also may direct all drinking-water tanks or casks to be emptied and cleansed, and provide a proper supply.

6. In the case of ships **infected** by reason of Plague, the Master shall employ suitable means for the destruction of the rats in the ship ; and if a **suspected** ship, by reason of Plague, or having come from a Plague Port, shall also do so if required to by the Port Medical Officer of Health.

If the Port Medical Officer of Health certifies that a rat in a ship is infected with Plague, the Master shall also compass the destruction of the Rats in the ship.

In all these cases the Master shall also take all such precautions as are prescribed by the Port Medical Officer of Health in order to effectually stop the access of rats from the ship to the shore.

7. In the case of vessels **infected** or **suspected** by reason of Yellow Fever, or from a Yellow Fever Port, the Master shall take measures under the direction of the Medical Officer of Health for the effectual destruction of the mosquitoes and of the larvæ of mosquitoes in the ship.

Art. XXVII, provides :—

(1) The Sanitary Authority may appoint one or more legally qualified medical practitioners to act in the execution of this Order, either in place of or as an assistant or assistants to the Medical Officer of Health, and may pay the said practitioner or practitioners reasonable remuneration for his or their services.

(2) The Sanitary Authority, if We so require, shall appoint a legally qualified medical practitioner to act in the execution of this Order in the place of the Medical Officer of Health.

The Sanitary Authority shall pay the medical practitioner appointed in pursuance of this subdivision such remuneration for his services as We direct.

LOCAL GOVERNMENT BOARD REGULATIONS.

CHOLERA AND PLAGUE.

A. Outward Bound Ships. 9th September, 1907.
B. Coasting Ships. 9th September, 1907.

The Board has also issued these two Codes of Regulations in accordance with the decision of the Paris Convention of 1904. They are designed to meet the case of infection of English Districts by Cholera or Plague.

A. OUTWARD BOUND SHIPS.

1. The Medical Officer of Health in any Cholera or Plague affected area **may,** and if required by the Master of a Ship **shall,** visit an outward bound ship, and examine the Master, Crew, and other persons on the ship; also any clothing or bedding belonging to them, which may have been exposed to infection.

The examination, may, by arrangement, be conducted ashore, within 12 hours before the time of sailing, on receiving notice 24 hours before such time of sailing.

2. If the persons are found to be free from infection the Medical Officer of Health certifies accordingly; also the fact of any disinfection or cleansing of clothing, etc., or the destruction of rats.

3. If the persons are suffering from or suspected of Cholera, or Plague, they are to be removed to Hospital, and preventive measures taken.

4. The Ship shall not proceed to sea until such preventive measures are completed; and the giving of a Certificate may be deferred until such completion.

5. During the stay of an outward bound ship in a Plague infected area, the Master shall take the necessary measures advised by the Medical Officer of Health to prevent access of shore rats to the ship; and in a Cholera-infected area shall take all necessary precautions for securing a supply of wholesome drinking water.

Specified Articles.—(Body linen, clothing or bedding which has been in use, rags). Restrictions are placed upon exportation of specified articles.

B. COASTING SHIPS.

Similar powers and duties of inspection, certification, removal to Hospital and disinfection are conferred upon the Medical Officer of Health in respect of Coasting Vessels sailing from a Cholera or Plague infected area.

Port of Gloucester—Cholera and Plague Regulations—Conference of Authorities.

As the deep water channel to the Port of Gloucester passes through Kingroad, and as anchorage is dangerous outside the entrance to the Port of Gloucester, the responsibility of dealing with Cholera, Plague, and Yellow Fever in Gloucester-bound ships was placed by Local Government Orders of 1890 and 1897 upon the Bristol Port Sanitary Authority.

The arrangement is very difficult to work, except when day and night inspection is needed for Bristol boats in Kingroad, so that the Launch happens to be on the spot.

A conference was held in January 13th, 1904, between representatives of the Bristol and Gloucester Port Sanitary Authorities, at which it was resolved :—

> " That Gloucester desired that Bristol should undertake and super-
> " intend the inspection of Gloucester-bound vessels at Portishead
> " or in Kingroad when necessary, and also deal with any such
> " vessels, if infected, and arrange for the removal and treatment
> " of any infected persons found thereon ; but that the question
> " as to the vessels to be inspected should be arranged by the two
> " Authorities from time to time, having regard to the prevalence
> " of disease and other circumstances."

An agreement was finally entered into on 28th November, 1905.

On February 18th, 1909, Special Cholera Regulations were issued by the Local Government Board with regard to the Ports of Bristol and Gloucester.

The Ambulance Steam Launch, " Luath."

This vessel, which was purchased in 1893, has been thoroughly overhauled and re-classed A.1. at Lloyds, after examination and repair.

Arrangements were made with the Docks Committee for the Haven Master to have the use of the " Luath " for survey and other purposes during the year. She was engaged on these duties on four tides in 1908.

The Hospital Ship "Margarida."

Has been maintained in good working order and in readiness to receive patients.

The Moorings of the Hospital Ship were examined in June, 1905, and reported to be in order.

CASES OF SICKNESS DURING THE YEAR 1908.

On 12th March, S.S. "Hilarius," from Antwerp, arrived and reported case of Enteric Fever left at Antwerp. No sickness on arrival. Ship disinfected.

On 2nd April, the Customs reported that a man on the S.S "Highland Prince" from Alexandria to Bristol, was suffering from an eruption on the head and body. The ship was visited, the man seen by the Assistant Port Medical Officer, and the case found to be probably syphilitic.

On 13th April, the S.S. "Hollinside," from River Plate, arrived at Bristol with one of the crew ill. The man was suffering from bad cold.

On 18th April, the S.S. "Pendower," arrived at Bristol from Rosario. The second engineer had been ill about a month, previously with symptoms attributed to slight Malaria, but which might have been due to slight Enteric. Man was practically well on arrival, but forward notice was sent to the Medical Officer of Health, S. Shields, whither he was proceeding.

On 19th May, notice was received from the Customs that the S.S. "Jersey City" from New York had proceeded to Bristol Docks, and that the Master stated the chief engineer died suddenly from Diarrhœa three days after leaving New York. Enquiry failed to show any

reason to suspect the case to have been one of Cholera or Enteric Fever. The rest of the crew were, and had been well. The body was buried at sea the day after death.

On 2nd June, the S.S. "Alumwell" from Rosario for Bristol, was reported by the Customs as brought up in Kingroad, having a man on board sick. Ship was visited by Assistant Port Medical Officer, and the man, who was suffering from Dysentery, was removed to the General Hospital on arrival in Bristol.

On 5th June, the S.S. "Duchess of York" arrived at Bristol from Rosario, 34 days out. The first officer was found to be recovering from Enteric Fever (Widal's reaction positive), having sickened when 16 days out. Second officer and one of the crew had suffered during voyage from Malaria.

On 11th June, a case of Measles was notified on board the Barry Pilot Boat, No. 4, lying in Pill Creek. Case removed to Ham Green Hospital and disinfection carried out.

On 30th June, the Customs reported a man sick on S.S. "Wells City," from New York to Bristol. The ship was visited, the man removed to General Hospital and detained as probably a case of Enteric Fever.

On 29th July, S.S. "Port Kingston" from Jamaica, brought a passenger, notified as suffering from Chicken Pox; forward notice was sent to the Medical Officer of Health of the district to which he proceeded prior to receipt of notification. One passenger had been buried at sea, cause of death Brights Disease, Uræmia.

On 10 August, S.S. "Newby" arrived from Smyrna, and reported leaving one man sick at Malta. His effects had been dealt with and disinfection carried out.

On 12th August, a man from S.S. "Manxman," from Montreal, was removed on arrival to Bristol General

Hospital, and notified on 23rd as Enteric Fever case. Man's effects, and quarters dealt with.

On 29th August, S.S. "Englishman," from St. Lawrence, arrived and reported "no sickness on board." On 31st a man was admitted to Royal Infirmary and notified on 3rd September as suffering from Enteric Fever. Forecastle sprayed, beds had been destroyed.

On 16th September, the S.S. "Sydmonton," from Mariupol, arrived, having left the boatswain in hospital there, four days before leaving he had suffered from Diarrhœa and Stomach Trouble. No sickness on the voyage, all well on arrival.

On 21st September, S.S. "Eddystone," from Taganrog arrived, and reported steward ill. He was apparently suffering from bilious attack.

On 28th September, a man on the S.S. "Netherfield," from River Plate was reported sick on arrival. He suffered from a rash which was not of an infectious nature.

On 28th September, S.S. "Port Maria," from Japan, reported all well. Customs later reported man sick. He was admitted to General Hospital with Dysentery.

On 28th September, S.S. "Helmer Morch," from Savannah arrived, having landed three cases of Malaria at Liverpool.

On 17th October, S.S. "Hampton," from Marmagao arrived, and a man was reported to have died and been buried at sea two days previously. Enquiry showed death to have been probably due to Heart Disease.

On 19th October, two men belonging to S.S. "Thurston," from Theodosia, were reported as being left in hospital at Gibralter, one with Heart Disease, the other with Kidney Disease. No further sickness on board.

On 2nd November, the Port Inspector reported several cases of "rash," among labourers unloading cargo of barley from Casa Blanca, N.W. Africa. Sample of Barley was submitted to the City Analyst to discover the irritant, animal or vegetable. His report was to the effect that he could discover nothing at all likely to produce irritation, except the "long pointed vegetable hairs."

On 27th November, the S.S. "Ras Dara," from Bombay and Marmagao, was inspected at Portishead. Three cases of indefinite illness probably Malaria had occurred during the voyage. Two were well on arrival. Blood was taken from the third, who was evidently still very weak, and whose symptoms might have been due to Enteric Fever; the Widal reaction was, however, negative.

On 1st December, the Port Inspector reported a man sick on board the S.S. "Marakolb," from Rosario. He had been ill for three weeks with Stomach Trouble and Diarrhœa; blood gave negative Widal reaction.

On 10th September, the S.S. "Turcoman" arrived from Montreal and reported no illness. One of the crew was notified as suffering from Enteric Fever on 15th December.

SHIPS INSPECTED UNDER THE REGULATIONS FOR THE PORT OF GLOUCESTER.

1908.

With Sickness on Board.

On 29th March, the S.S. " Generoso " arrived in Kingroad from Rosario, bound to Sharpness. The Customs detained her under the Cholera, Yellow Fever and Plague Regulations, there being four cases of suspicious illness on board, and reported at once to the Bristol Port Medical Officer. The ship was visited by the Assistant Port Medical Officer the same afternoon, and he found four men suffering from illness which he suspected to be very mild Enteric Fever. Blood from three of them was taken for examination by Widal test, and the Gloucester Port Medical Officer was warned by telegraph that the vessel would dock at Sharpness next morning with four possible cases of Enteric Fever on board. The result of the Widal test was positive for two out of the three samples submitted. The cases and the ship were dealt with by the Gloucester Authority on her arrival there.

On 15th September, the owners of S.S. " Carib Prince," from Gaza to Sharpness, reported that captain had been left at Malta, and there died from Inflammation of Lungs. Gloucester Port Medical Officer advised of facts by wire.

On 20th October, the S.S."Avonmore" from Nicholaief, was brought up in Kingroad and visited by the Assistant Port Medical Officer. An A.B. fourteen days after leaving Nicholaief, suffered from Diarrhœa without other obvious symptoms, and did not report sick : bowels more or less loose up to time of arrival. Two firemen had also slight Diarrhœa during the voyage, but were well on arrival. Only condensed water used on board. The Gloucester Port Medical Officer was advised of the facts and the ship proceeded to Sharpness.

On 2nd November, the S.S. "Henry Furst," from Archangel was inspected. One of the firemen, five days after leaving port had slight looseness of bowels for two days, but was well on arrival. No other case of sickness.

On 2nd November, the S.S. "Coaling," from Pugwash, Nova Scotia arrived in Kingroad with the dead body of the Captain on board. Enquiry by the Assistant Port Medical Officer failed to elicit any reason to doubt that death was due to natural causes; possibly to Cirrhosis of Liver. The body was removed by tug to Cardiff to be buried, and the Medical Officers of Gloucester and Cardiff were informed of the circumstances.

PUBLIC HEALTH
(REGULATIONS AS TO FOOD) ACT, 1907.

Two sets of Regulations have been issued by the Local Government Board :—

1. The First Series (Unsound Food) Regulations dated September 12th, 1908, came into force on October 1st, 1908 ; and

2. The Public Health (Foreign Meat) Regulations, dated September 12th, 1908, came into force on January 1st, 1909.

The execution of these Regulations is compulsorily placed upon all Port Sanitary Authorities, and upon Port Medical Officers of Health.

The Regulations are here summarised :—

PORT OF BRISTOL.

THE PUBLIC HEALTH ACT
(REGULATIONS AS TO FOOD) ACT, 1907.
[7 Edw. 7 Ch. 32].

STATUTORY RULES & ORDERS, 1908. No. 717.

The Public Health (Foreign Meat) Regulations.
September 12th, 1908.

PROCEDURE.

1. The Officer of Customs, on arrival of a Ship, shall ascertain whether the cargo comprises any *Foreign Meat.*

2. The Officer of Customs, if he finds the cargo comprises any *Foreign Meat* of *Class I.* or *Class II.*, shall give *Notice* in writing to the Master or to the Importer, requiring that it shall not be removed from the Ship, or from the place of delivery or landing, or from any other place specified in the Notice, until it has been examined by the Medical Officer of Health ; and

The OFFICER OF CUSTOMS shall at the same time inform the MEDICAL OFFICER OF HEALTH to the effect of the *Notice*.

(Any meat so detained shall not be removed by any person without the express permission of the Officer of Customs until it has been examined by the Medical Officer of Health).

3. The OFFICER OF CUSTOMS, if he finds the cargo comprises *Foreign Meat of Class III.* or *Foreign Meat unclassed*, may :—

(A). Allow the Meat to be removed without any examination by the MEDICAL OFFICER OF HEALTH ; or

(B). If he is of the opinion that the meat requires examination, shall give *Notice* and inform the MEDICAL OFFICER OF HEALTH as before.

4. The MEDICAL OFFICER OF HEALTH on receiving information of the *Notice*, shall forthwith proceed to examine the *Foreign Meat* to which the *Notice* relates.

5. The MEDICAL OFFICER OF HEALTH shall, upon examination of the Meat :—

(A). If of opinion that it may be removed to a place of destination in England or Wales for any purpose other than exportation.

Give a CERTIFICATE in duplicate ;—

1. To the OFFICER OF CUSTOMS.
2. To the IMPORTER.

(B). If of opinion that it should not be removed to a place of destination in England and Wales for any purpose other than exportation :—

Give a NOTICE in triplicate forbidding the removal for any purpose other than exportation :—

1. To the OFFICER OF CUSTOMS.
2. To the IMPORTER.
3. To the SANITARY AUTHORITY.

In regard to all Foreign Meat of Class I. and Class II, and in regard to Foreign Meat of Class III. or Unclassed, where, notwithstanding the *Official Certificate*, the meat appears to be diseased, unsound, unwholesome, or unfit for human consumption a description must be set forth in the *Certificate* or *Notice* sufficient to identify the particular consignment.

6. The MEDICAL OFFICER OF HEALTH may examine any Foreign Meat passed by the Officer of Customs, if still within the District, and if of opinion that it should not be removed to a place of destination in England and Wales for any other purpose than exportation, shall give a Notice in duplicate forbidding its removal :—

1. To the IMPORTER.
2. To the SANITARY AUTHORITY.

No person shall remove any Foreign Meat that is under Notice of the Medical Officer of Health forbidding removal, to a place of destination in England or Wales for any purpose other than exportation.

7. The SANITARY AUTHORITY, within 12 hours after receipt of copy of *Notice* from the Medical Officer of Health, shall give to the *Importer* a *Notice* in writing stating that, unless within 12 hours after receipt of this *Notice* the *Importer* gives a *written undertaking* that he will export the Meat at his own expense, or will prove before a Justice that the Meat is not intended for sale for human consumption, the Sanitary Authority will cause the Meat to be destroyed under the supervision of the Medical Officer of Health.

8. The SANITARY AUTHORITY :—

(A). When no such written undertaking is received by them within the time specified in the Notice ; or

(B). Where such written undertaking to export the meat has been received, but *within three days* after the receipt of the undertaking by the Sanitary Authority, the Importer has failed to export the meat :—

Shall cause the Meat to which the Notice refers to be destroyed under the supervision of the Medical Officer of Health.

9. The SANITARY AUTHORITY :—

When a written undertaking has been received by them from the Importer that he will prove before a Justice that the meat is not intended for sale for human consumption :—

Shall within 24 hours take steps to obtain the decision of a Justice.

10. The JUSTICE :—

(A). If satisfied that the removal of meat to a place of destination in England or Wales for any purpose other than exportation has been forbidden, and that there is absence of proof that the meat is not intended for sale for human consumption :—

Shall direct the Meat to be destroyed by the Sanitary Authority under the supervision of the Medical Officer of Health.

(B). If satisfied that it has been proved that the meat is not intended for sale for human consumption :—

Shall make an Order of Dismissal of the application. Thereupon all prohibition of removal of the Meat ceases to have effect.

11. The SANITARY AUTHORITY, when any Foreign Meat is destroyed in pursuance of these Regulations, shall, before the destruction of the Meat, cause the description of the Meat, sufficient to identify the particular consignment, to be duly recorded, and shall give to the Importer a Notice in writing of the destruction of the Meat, including the contents of the record, and shall keep the Record for a period of not less than 12 months.

12. The MEDICAL OFFICER OF HEALTH may for any purpose of these Regulations take a sample of Foreign Meat on board a ship, or delivered overside or landed within the District.

Penalty for Neglect, Obstruction, etc., £100.

CLASSIFICATION OF FOREIGN MEAT.

CLASS I.

Foreign Meat of Class I.

A. Scrap Meat: whether fresh, frozen, or refrigerated, chemically treated with preservatives, or with colouring substance :—

Consisting of :—

1. Pieces of such shape or in such condition that they cannot be identified with definite parts of a carcase.
2. Not made into sausages or other prepared or manufactured article of food.
3. Without bone in its natural state of attachment.

B. Tripe, Tongue, Kidney :—

To which formalin or any form of formic aldehyde ; or a compound containing fluorine or boron ; or salicylic acid, formic acid, sulphurous acid, benzoic acid, or any compound of such acid has been applied.

C. Severed parts of the Carcase of a Pig or of other edible part of a Pig :—

Not salted, cured, pickled, dried, or smoked, or otherwise prepared as bacon or ham, and not contained in a box or package with an *Official Certificate* attached.

CLASS II.

Foreign Meat of Class II.

The entire Carcase of a Pig without the head in its natural state of attachment, and without the lymphatic glands about the throat, and other parts of the carcase in their natural position :—

Not salted, cured, pickled, dried, or smoked, or otherwise prepared as bacon or ham.

CLASS III.

Foreign Meat of Class III.

SEVERED PARTS OF THE CARCASE OF A PIG or of other edible parts of a Pig, contained in a box or package with an *Official Certificate* attached :—

Not salted, cured, pickled, dried, or smoked, or otherwise prepared as bacon or ham.

Does not comprise any foreign meat of Class I.

UNCLASSED.—" Foreign Meat unclassed " means any other variety of Foreign Meat.

Public Health (Regulations as to Food) Act, 1907.

Statutory Rules and Orders, 1908, No. 718,

FIRST SERIES (UNSOUND FOOD) REGULATIONS.
SEPTEMBER 12TH, 1908.

PROCEDURE.

1. The MEDICAL OFFICER OF HEALTH or an Assistant acting on his behalf, may examine an article of food on board or during landing or which has been landed within the District.

2. The MEDICAL OFFICER OF HEALTH may examine the article of food while it is on board a Ship within the District, or after it has been delivered overside, and before it has been landed.

3. The MASTER OF A SHIP, including the Officer for the time being in charge of the Ship, shall, at the request of the Medical Officer of Health, afford him access to the ship at any reasonable time, for the examination of food on board, and shall afford all such facilities, by convenient and suitable arrangement, unpacking or uncovering of cargo comprising food, as the Medical Officer of Health may reasonably require for the examination of any article of food.

4. The CUSTODIAN of any lands or premises shall similarly afford the Medical Officer of Health access to the lands or premises, at any reasonable time, and shall, as well as the IMPORTER, afford the Medical Officer of Health reasonable facilities for the examination of any article of food.

5. The MEDICAL OFFICER OF HEALTH, if of opinion, on examination, that any article of food is unsound or unwholesome or unfit for the food of man, may *seize and carry away* the article of food: or may by *Notice*

in writing to the Importer, or to the Master of the Ship, or other person having charge, require that the food shall not be removed from the place specified in the Notice until it has been examined by a Justice.

Any article of food so detained must not be removed until examined by a Justice, except by permission of the Medical Officer of Health, at the request or with the consent of the Importer :—

(1). For immediate destruction under the supervision of the Medical Officer of Health.

(2). For the application of any process approved by the Medical Officer of Health as will effectually prevent the use of the article of food for human consumption.

6. The JUSTICE, if satisfied, on complaint of the Medical Officer of Health that an article of food *seized and carried away* or under *Notice* as above is unsound or unwholesome, or unfit for human consumption, and that there is an absence of proof that the article of food is not intended for sale for human consumption, shall condemn the article of food ; and

(1). Order it to be destroyed under the supervision of the Medical Officer of Health.

(2). Order it to be disposed of in such manner as to prevent its being used for human consumption.

7. The JUSTICE, if satisfied that the article is unsound, etc., but that it has been proved that the article of food is not intended for sale for human consumption, shall make an *Order of Dismissal* of the Complaint, setting forth in the Order a description sufficient for identification, together with the name, description and abode of the Importer, and of the person to whom the article of food is to be delivered ; and shall furnish the Sanitary Authority with a Copy of the Order.

8. Where the MEDICAL OFFICER OF HEALTH has been refused access to any lands or premises at a reasonable time for the purpose of examining an article of food

landed within the District and deposited upon such premises, he may make complaint to a Justice, who may thereupon by a *Warrant* authorise the Medical Officer of Health to enter the lands or premises, and to search for, seize and carry away the article of food, with like procedure as previously set forth.

9. The SANITARY AUTHORITY, where, in pursuance of these Regulations, an article of food is destroyed or otherwise disposed of under the supervision of the Medical Officer of Health, shall, before the destruction or other disposal of the article of food, cause a description sufficient for identification to be duly recorded, and shall keep the record in their custody for a period of not less than 12 months.

10. The MEDICAL OFFICER OF HEALTH may take a sample from a consignment of articles of food for any purpose of these Regulations .

11. The IMPORTER or person having custody or control of the consignment of food, shall, if the Medical Officer of Health is of opinion, on taking a sample that *special procedure* is necessary for the examination of the articles of food, afford, during such time not exceeding 48 hours as the Medical Officer of Health by *Notice* in writing appoints, or during any longer time appointed by the Medical Officer of Health, and consented to by the Importer, all such reasonable facilities as regards convenient and suitable arrangement and place of deposit, as the Medical Officer of Health may require for the completion of the examination of the articles of food.

12. Where the duties of an OFFICER OF CUSTOMS with respect to the examination of a cargo or consignment comprising an article of food have not been wholly discharged, consent of the Officer of Customs must be obtained before the examination of the food ; but facilities are to be afforded by Officers of Customs in pursuance of these Regulations.

Action taken by the Port Sanitary Committee.

On the request of the Committee, the Chairman and Port Medical Officer of Health visited the Port of London, and presented the following Report. The Report was accepted and presented to the Council on February 9th, 1909, but was referred back for further consideration.

Report to the Port Sanitary Committee.

(7 Edw. 7, Ch. 32.)

Public Health (Regulations as to food) Act, 1907. Statutory Rules and Orders, A. No. 718.

Public Health. (First Series—Unsound Food) Regulations, September 12th, 1908. B. No. 717.

Public Health (Foreign Meat) Regulations, September 12th, 1908.

The scope of and administrative duties involved in this Act and the Statutory Rules and Orders made thereunder, have been fully reported on to your Committee by the Town Clerk.

The Unsound Food Regulations came into operation on October 1st, 1908, and the Foreign Meat Regulations will do so on January 1st, 1909.

At the request of the Port Sanitary Committee we visited the Port of London, on Friday, October 23rd, and interviewed Dr. Herbert Williams, the Port Medical Officer of Health, who explained in detail the procedure adopted in the Port of London, and furnished us with copies of official forms and circulars; subsequently, under the guidance of Inspector Anderson, we spent some hours in visiting the wharves and storage sheds of the London Docks, and had explained to us the practical methods of inspection, sampling, and procedure in the case of imported food-stuffs. From these two gentlemen we feel we have obtained very practical and important information.

Extent of the Port of London.

The Port of London stretches over some six or seven miles of river, including the various docks from London Bridge to Tilbury; but the Riverside Wharves remain under the jurisdiction of the Riparian Authorities.

Number of Inspectors.

The number of Inspectors specially engaged on Food Inspection work is at present three; but, as the new Act will increase the work, two or three Assistant Inspectors will be needed. These will be supplied by arranging that the Local Sanitary Inspector in each Food Inspection District shall act as an Assistant Food Inspector. (The total number of Inspectors in the Port of London is at present 10, shortly to be increased to 12, but 7 of the 10 are at present engaged in Port Sanitary work, under the Public Health Acts and Regulations. There are three steam launches in constant use).

Arrangements for Food Inspection.

The Port is divided for this purpose into three districts; each District in charge of one qualified Food Inspector.

District A.

Royal Albert and Victoria Dock, comprising in its N. and S. Quay some four miles of wharfage.

District B.

Isle of Dogs—comprising:—

West India
Millwall
East India
London and S. Catherine
} Docks.

District C.

Surrey Commerical Dock.
Tilbury Dock.

(These Docks, though far apart, are connected by direct rail, and can conveniently be worked by one Inspector).

Qualifications necessary for a Food Inspector.

Each Inspector is a Master Mariner, and Dr. Herbert Williams laid great stress upon the advantage of this in dealing with ships and shipping; also in giving some qualification of authority and position which is necessary in this responsible work. The Inspectors train in the Office as Sanitary Inspectors, become Assistant Food Inspectors, and when a vacancy occurs are promoted to be Food Inspectors. The examination qualification is the Meat and Food certificate of the Royal Sanitary Institute; the Inspector must have a good knowledge of foods of all kinds, in addition to a knowledge of Meat.

Salaries of Food Inspectors.

The Inspectors are paid £200 a year rising to a maximum of £300. Dr. Williams considers the salaries at present inadequate, considering the class of Inspector necessary, and the tact required to properly carry out this work.

The Inspectors' working hours are from 9 to 5, but these are very variable according to the importance of the work in hand, which sometimes requires night attendance or special visits at irregular times. Sunday duty is occasionally but not often required.

Routine of Inspection.

Acting upon information supplied by the London Customs Bill of Entry, the Inspectors visit their districts daily, and examine consignments, taking some ten or twelve boxes at hazard from a consignment for examination as may be necessary. To the trained Inspector the outside of a case offers suggestions as to the condition of the contents. Old consignments stored over long periods in warehouse are watched. and from time to time examined as to their condition. No cargo is at present examined on board, but examination is made during delivery into barges or on to the Quays in the Docks.

Samples taken are forwarded to the Office for the inspection of the Medical Officer of Health, who is called in for assistance in doubtful cases, or in case of seizure of consignments. Proceedings before a Magistrate are avoided, except in obvious cases of fraud, and condemned cargoes are generally destroyed by private arrangement.

The Medical Officer of Health has the whole onus of administration of the Act and Orders.

The work needs continuous supervision.

Provisions for Special Examinations.

No Veterinary Medical Officer is engaged because live cattle go to Deptford, and are there examined by an Inspector of the Board of Agriculture, and the Meat dealt with in the Slaughterhouses.

In case of special analytical, pathological, bacteriological, or veterinary advice being required, Dr. Williams calls in the aid of experts, to whom special fees would be paid.

Clerical Work.

One Clerk is employed his whole time in connection with the various Notices and correspondence.

Schedule.

NECESSARY FORMS AND NOTICES.

1. The London Customs Bill of Entry (including Bristol). Subscription £3 10s. 0d. per annum—gives daily list of arrivals with nature of cargo.
2. Notice of Seizure to Superintendent.
3. Request of Owners to sort seized goods.
4. Notice to Superintendent to deliver goods for destruction.
5. Inspector's Report of Food destroyed.
6. Medical Officer of Health's certificate of destruction.
7. Undertaking not to use as human food.
8. Medical Officer of Health's permission to use but not as human food.

SUGGESTED SCHEME FOR LOCAL ADMINISTRATION.

The Town Clerk has advised your Committee that this Act and Regulations made thereunder are compulsory upon all Sanitary Authorities, and not permissive, and that they must be administered as part of the duties of the Port Medical Officer of Health.

Extent of the Port District.

The Port of Bristol includes :—

1. The City Docks.
2. Avonmouth Docks—5 miles away.
3. Portishead Dock—10 miles away.

Each of these Divisions contains berthing accommodation for foreign vessels, and warehouse accommodation for storing goods; each Division will therefore need adequate arrangements for inspection. The bulk of the shipping arrives at Avonmouth or Bristol Docks. Judged by the tonnage arriving in 1902, the proportional amount is: City Docks, 556,354; Avonmouth, 301,757; Portishead, 42,980; or roughly as 13, 7 and 1.

Amount of Food, including Animals, Imported into the Port of Bristol from Foreign Parts for the year ended 30th April, 1907. (Bristol Docks—Statement of Accounts).

Animals—Oxen	11,476	
Sheep	668	
Fish	203	tons
Flour and Meal	31,522	tons
Fruit— Currants	4,848	tons
Nuts	759	tons
Bananas	1,643,998	bunches
Lemons and Oranges	333,818	boxes
Other Descriptions	7,073	tons
Glucose	6,383	tons

GRAIN—	Barley	1,166,565	3,188,598 quarters.
	Beans	13,419	
	Buckwheat	4,773	
	Dari	7,542	
	Maize..	666,263	
	Millet..	10,231	
	Oats	217,244	
	Peas	14,335	
	Rye	554	
	Wheat	1,087,674	
OIL SALAD		9	tons
ONIONS		4,573	tons
POTATOES..		3,681	tons
PROVISIONS —Butter		4,272	tons
Cheese		18,242	tons
Lard		7,890	tons
MEAT—Bacon and Hams ..		11,080	tons
Beef, Mutton and Pork (salted)		828	tons
Mutton (frozen)		932	tons
Preserved in Tins		486	tons
(compared with **2857** tons in 1906).			
Rice		2,426	tons
SUGAR—Raw		1,187	tons
(compared with **17,967** tons in 1906)			
SUGAR—Refined		79,234	tons

Arrangements at present existing in City and Port for Food Inspection.

A. UNDER THE PUBLIC HEALTH ACT.

Two Meat Inspectors are employed by the Health Committee in the City.

They visit and inspect the 114 Slaughter Houses and the Meat Markets in the City, which now contains a population of 370,000 living on 17,000 acres.

They also possess the powers of an Inspector of Nuisances in regard to inspecting, examining, or seizing

under Section 116. Public Health Act, 1875, any animal, carcase, meat, poultry, game, flesh, fish, fruit, vegetables, corn, bread, flour, milk, or any other article intended for the food of man, whether sold, or exposed for sale (Public Health (Amendment) Act, 1890, Section 28).

Live animals arriving at Avonmouth are inspected in the Lairs upon debarkation, by a Veterinary Surgeon acting for the Board of Agriculture ; but one of the City Meat Inspectors supervises their slaughtering in the Avonmouth Slaughter Houses, thus depriving the City proper of a part of his time.

Frozen Meat arriving at Avonmouth.

The carcases, which are sewn up in clean cloths, and officially stamped and numbered at the Port of departure, are at once transferred from the hold of the ship to the cold storage rooms. They are inspected on behalf of the Underwriters, and also on behalf of the receivers, within 28 days of arrival. Should any carcase require inspection in the interval, appeal is made by the Cold Storage Superintendent to the Meat Inspector, who examines and advises. (Special Report on Inspection of Meat by the Medical Officer of Health, June 19th, 1906).

Canned Goods.

These pass right through to the shops or markets without any inspection. Blown tins are returnable, and are therefore rejected if found by the receivers.

No inspection is provided by the City, but a special examination of some selected tins was made by the City Analyst in 1906. (Annual Report of Medical Officer of Health, 1906, page 125).

B.—UNDER THE SALE OF FOOD AND DRUGS ACTS (1875—1899).

The Watch Committee employ an Inspector and an Assistant Inspector, who procure samples under these Acts in the City, and submit them to the City Analyst for analysis.

No arrangements have been hitherto made by the Port Sanitary Committee for securing inspection of imported Foods. The Port Inspection Staff is organised only for dealing with the importation of disease, and with the general sanitary condition of vessels, and they have their hands quite full.

The only two Ports that have hitherto systematically examined food imports are Manchester and London, where the Port Medical Officers of Health undertake Port work alone as whole time work.

RECOMMENDATION.

We consider that it would be advisable at first

To appoint a Port Inspector of Foods, who possesses as far as possible, the qualifications necessary, to act under the direction of the Port Medical Officer of Health or the Assistant Port Medical Officer of Health, in execution of the Public Health (Regulations as to Food) Acts, 1907, and Regulations made thereunder.

It would appear to be advisable for this Inspector of Foods to live at Avonmouth, where he could not only attend to the Food imports discharging at that Dock, but could also undertake inspection of the Slaughter-houses, and of slaughtering taking place at the Docks, and so relieve the City Meat Inspector. (See suggestion in Special Report of Medical Officer of Health on Extension of the City Boundaries, December, 1904).

Avonmouth is only a short train journey from Bristol, and Portishead can be reached by train and ferry, or by boat, so that his services could be divided amongst the three places.

If further assistance were needed in the Bristol City Docks for Food Inspection, it is a question whether some co-ordination could not take place with the present Inspectors under the Food and Drugs Acts.

In the majority of towns, the Food and Drugs Acts are administered as part of the Health Department work, which would render co-operation simple, and avoid any wastage of divided administration.

Should the services of a Veterinary Surgeon or a pathologist be required, these must be engaged, and paid by fee—as there is no central public meat market with a skilled staff available.

Clerical Aid.

We do not now recommend the provision of clerical aid, but suggest that the Inspector should undertake this work at present. It must be kept in mind, however, that the increase of work may in time render the consideration of clerical aid necessary.

We have not visited the Port of Manchester, but are prepared, if your Committee considers it necessary to obtain further information, to arrange for a visit to this Port.

HENRY ANSTEY,
Chairman.

D. S. DAVIES, M.D.,
Port Medical Officer of Health

The working of the Act and Regulations, if carried out in accordance with the intentions of the Local Government Board, as explained by their special Inspector (Dr. Coutts) who visited Bristol on January 18th—20th, 1907, will not only take up the whole time of one or more Inspectors, who will have to possess considerable tact, equable temper, much patience, and marked endurance, together with adequate knowledge of business interests and methods, but will also encroach largely on the time and add to the manifold responsibilities of the Port Medical Officer of Health, who is compulsorily responsible for the administration of the Order.

The Government has decided that the supervision of imported Foods is a matter of urgent importance, and the scope of this work is wide enough to entail the creation of a specially selected staff of the Local Government Board, charged with the issuing of Regulations and the supervision of their local execution.

Where the Port Sanitary administration is in the hands of whole time Port Officers of Health, as in London and Manchester, the duties attaching to Food Inspection would not appear to place undue responsibilities upon the responsible Medical Officer; but where, as in Bristol, the Port duties have hitherto been merely supplementary to and interdependent on the Medical supervision of a dense and numerous urban population (Bristol, 1909—377,642 persons), the sudden interjection of new and onerous duties, which would fully tax the energies of a special department, upon fully occupied officers with involved and onerous responsibilities, is a measure the wisdom and justice of which is open to serious question.

We are, my Lord Mayor and Gentlemen,

Your obedient Servants,

D. S. DAVIES, M.D.
Port Medical Officer of Health.

JOHN C. HEAVEN,
L.R.C.P., D.P.H.
Assistant Port Medical Officer of Health.

BRISTOL PORT SANITARY DISTRICT.

Report of the Chief Port Sanitary Inspector for the year 1908.

PORT SANITARY OFFICES,
40 PRINCE STREET, BRISTOL,
February, 1909.

TO THE CHAIRMAN AND MEMBERS OF THE
BRISTOL PORT SANITARY AUTHORITY.

GENTLEMEN,

I have the honour to submit my 24th Annual Report of the Port Sanitary Inspection of ships, under the provisions of the Public Health Acts, 1875 and 1885, the Notification Act, 1889, and the General Orders issued by the Local Government Board.

All classes of ships entering the Port have received attention, the object being firstly to ascertain the occurrence or otherwise of infectious disease, either on the passage or on arrival, and to take such measures as may be necessary to prevent its dissemination amongst the Public, secondly to carry out the provisions of the Public Health Act, which enacts that a ship is to be treated as a house in respect of the Sanitary conditions of the living spaces, water supply, sanitary conveniences, nuisances, etc., and thirdly to prevent the importation of Plague infected rats.

The number and nationality of the ships dealt with, and respective results observed, were as follows :—

	No. of Ships.	No. having Defects.
British	1138 ..	214
Norwegian ..	52 ..	12
German	25 ..	2
Italian	2 ..	—
Swedish	22 ..	3
Danish	19 ..	4
French	11 ..	4
Greek	7 ..	4
Holland	5 ..	—
American ..	1 ..	—
Russian	9 ..	1
Belgian	4 ..	1
Austrian	1 ..	1
Total.. ..	1296	246

Or 18·9 per cent. of the whole.

The number of ships requiring inspection was 59 less than last year, for although there was an increase of 16 ships from Foreign, the Coastwise ships numbered 75 less, as much larger steam vessels are now used in this trade, doing the work of two or three of the smaller vessels chartered in years past.

On comparing the amount of the insanitary conditions found in these vessels, with those of the previous year, it was noted that a slight improvement had taken place, only 246 ships had defects requiring your Officers' attention, as against 272 in 1907, and the average works out at 18·9 per cent. against 20 per cent. in 1907.

This average is three per cent, above the last 10 years' results.

What may be termed preventable nuisances, i.e., want of regular cleaning and painting of sailors' and firemen's living spaces, formed the chief cause of complaint, and

there appears to be in many cases much reluctance on the part of these men to carry out systematic cleaning and painting when at sea, especially in the tramp ships. 210 of these cases had to be dealt with as against 234 last year, of which 172 or 26·3 per cent. occurred in Foreign-going ships, whereas in coastwise ships there were only 38 cases or 6 per cent.

These living places, which are generally small, and often contain the bare allowance of space required under the provisions of the Merchant Shipping Act, quickly become encrusted with soot, grease, dirt, and sometimes refuse, unless systematically cleaned and painted out. The Inspector, therefore, has often to call for the necessary cleaning operation when the ship gets into port.

In regular liners and coasting traders these matters are better attended to, as they come under inspection more frequently.

In previous reports I have called attention to the poor living accommodation provided for seamen and firemen in many British tramp ships and others, and little improvement in British vessels has been noted, except in a few notable cases, during the past year, whereas in a number of Foreign owned ships, this matter has been studied to a marked degree, with the result that vastly improved conditions and comfort have been secured for the men.

Living spaces with insufficient ventilation occurred in five instances as against 15 found in 1907.

Foul deposits were found in but one instance, and W.C. compartments connecting direct to living spaces in two cases only, as against six in the previous year, but there were 13 foul or defective closets, being an increase of six as compared with 1907.

Leakages into crew spaces numbered 42, a decrease of three on last year's total.

Bad or doubtful drinking water was dealt with on seven ships, the tanks being cleaned and fresh supplies being taken.

Defective drainage and dilapidation of fittings in crew spaces amounted to six, an increase of one on last year.

The number of ships on which nuisances or sanitary defects were noted was 246, and the various nuisances totalled 287, which was 32 less than last year.

In dealing with these defects, 38 written, and 208 verbal, notices were given, with the result that 91 per cent. of these notices were complied with. The remainder were advised forward to Ports to which the vessels were sailing, and as regards British owned ships have most probably since been complied with, but as to those Foreign owned, nothing can be said until the ships return. The actual known result was that 199 out of 214 British owned ships were put right, and only 19 out of 32 Foreign owned.

On reference to Table E. it will be noticed that the proportion of nuisances was 1·4 per cent. greater in Foreign ships, but this occurred chiefly in small old vessels. The larger new ships, in many cases, show much improved conditions.

In addition to the ordinary inspection, the discharge of 174 cargoes of grain ships from Infected or Suspected Ports from which Plague rats might be imported, have been watched daily, and 1,409 special visits have been made in this work alone.

The result was that considerably fewer suspicious rats were found than in previous years, and no special precautions were needed.

In dealing with Ship Inspection the principle carried out is :—

1. To get alongside the ships in Kingroad or River's Mouth and interrogate the Masters and Pilots of all ships from Foreign (and coastwise when

required) as to the health of crew and passengers, and to deal with cases before the ships enter Avonmouth, Portishead and Bristol Docks (or pass on to Sharpness, when the Gloucester authorities have required their inspection).

2. To visit, and inspect the sanitary conditions on, all ships in Docks when berthed.
3. To give notice for the removal of nuisance, and effect repairs as may be necessary.
4. To re-visit as often as necessary to secure compliance with such notices.
5. To "advise forward" to other Ports when owners undertake to carry out work at such places.

From Cholera Infected Ports.

Thirty-nine ships were disinfected in Kingroad, and a total of 563 visited.

In this work the Inspector and Assistant Inspector work the day and night tides alternately at Kingroad and River's Mouth, by the Launch or small boat, or together when required.

The Inspector also inspects all ships in Avonmouth and Portishead Docks in detail. He also comes to Bristol on three days per week, inspects small coasting craft, reports at the Office on those days, and through the Assistant Inspector on other days as necessary.

The Assistant Inspector also assists the Inspector at Avonmouth as boatman, or in the Docks. He comes to Bristol on three days per week and attends to the watching of ships discharging, inspects small coasters, visits ships to see that required work is being done, and reports to the Chief Inspector daily.

The Chief Inspector visits Kingroad, the Docks at Avonmouth and Portishead when necessary, inspects all ships from Foreign in Bristol Docks, and superintends the whole work generally, including coastwise ships, &c·

I have to acknowledge with thanks the assistance accorded by the Port Sanitary Officers at Cardiff, Newport, Barry and Swansea, in following up ships requiring attention, and supplying information, by which much work has been secured.

Tables giving details of the work done and results obtained are appended.

Port Sanitary Launch.

In the Spring of the year the Launch, by the Committee's instructions, was surveyed by Lloyds, and the Docks Engineer's Surveyors, and considerable repairs were carried out, with the result that, though regularly at work few and unimportant repairs have since only been needed.

During the year the Boat, with the exception of the period when under repairs, was employed in regular tide work, between 6 a.m. and 8 p.m., till September 25th, and, from that time, in consequence of the prevalence of Cholera in various Ports, on every tide to the end of the year, when such Ports became frozen up.

The Boat also was used as tender to the Ship Hospital for supplying stores, etc.

Ship Hospital.

During the year the exterior and most of the interior of the ship was painted. A portion of the main deck under the Laundry and Store room with the starboard sills of the Deck-house were removed in consequence of decay and leakage, and were replaced by the ship carpenter, assisted by the ship steward, as directed by your Committee, and no outside assistance has been required.

I am, Gentlemen,

Yours obediently,

S. DIMOND,

Chief Port Inspector.

TA

SHIP INSPECTION AT BRISTOL, AVONMOUTH, I

Showing particulars of Inspection,

FROM I

1908	Description of Ships. Port of Sailing.	Steamship.	Sailing.	British.	Foreign.	Ships having Foul or Dirty Crew Spaces	With Defective Lighting.	With Defective Ventilation.	Foul Bilges or Deposits.	Water Closets or Paint Lockers connected with Living Spaces
Jan. to Mar.	From Foreign Ports.	129	9	108	30	43	...	...	...	...
April to June	do.	132	16	115	33	42	...	2	...	1
July to Sept.	do.	177	16	151	42	47	..	2	...	...
Oct. to Dec.	do.	158	17	122	53	40	...	...	...	1
	Total	596	58	496	158	172	...	4	...	2

1908										CO
Jan. to Mar.	From Coastwise	94	105	199	...	15	...	...	...	...
April to June	do.	68	95	163	...	10	1	..	...	...
July to Sept.	do.	55	89	144	...	5	...	...	...	...
Oct. to Dec.	do.	51	85	136	...	8	...	1	1	...
Total Brought down	From Coastwise	268	374	642	..	38	1	1	1	...
	,, Foreign	593	58	496	158	172	...	4	...	2
	Grand Totals	864	432	1138	158	210	1	5	1	2

S

Number of Ships Visited in Kingroad or River to
Do. of Ships Inspected in detail at Bristol, A
Do. of Ships on which disinfection was carri
Do. of Ships revisited to enforce compliance
Do. of special visits made to ships from suspec
respecting sick or dead rats, the cleansing of cl
on 173 ships ... ...

Population on Ships dea

Bristol.

LE A.

:TISHEAD AND KINGROAD, DURING THE YEAR 1908.

: Action taken, and Results.

EIGN PORTS.

Closets.	Requiring lining of Iron Plates over Sleeping Bunks.	Leakages into Living Spaces.	Bad Water Supply or Unclean Tanks.	Overcrowding.	Dilapidations and Defective Drainage.	Total sanitary defects.	Verbal Notices complied with.	Verbal Notices in abeyance.	Written Notices complied with.	Written Notices in abeyance.	Ships visited or spoken in Kingroad or River.	Re-visits to enforce Notices.	No of Persons inhabiting Ships inspected.
1	...	8	...	...	1	53	46	1	5	...	98	64	4938
7	...	6	4	...	...	62	36	1	7	1	129	76	5404
3	...	16	3	...	2	73	44	3	11	3	151	89	7079
2	...	10	...	...	1	54	41	5	1	1	185	50	5100
13	...	40	7	...	4	242	167	10	24	5	563	279	22521

WISE.

...	...	...	...	...	...	15	12	1	1	2	...	15	1454
...	...	...	...	...	1	12	8	1	1	...	...	11	1161
...	...	1	...	...	1	7	5	...	1	...	...	6	984
...	...	1	...	...	...	11	3	1	2	2	...	8	886
...	...	2		...	2	45	28	3	5	4	...	40	4485
13	...	40	7	...	4	242	167	10	24	5	563	279	22521
13	..	42	7	...	6	287	195	13	29	9	563	319	27006

nary.

vent importation of infectious disease	563
nouth, and Portishead Docks	1296
it in Kingroad or Docks	42
Notices	309
d infected ports to make examinations and enquiries and compliance with notices, by Assistant Inspector, ...	1409
Total Inspections, Visits and Disinfections ...	3619

th 27,006

Port Sanitary. **Bristol.**

TABLE B.

SHOWING PROGRESSIVE WORK OF SHIP INSPECTION SINCE INSTITUTED.

Year.	Number of Ships Inspected.	CONDITION.			NOTICES.		Percentage of work known to be done.
		Good.	Unsatisfactory.	Percentage having one or more Defects.	Served.	Complied with	
1885 (4 months)	191	109	82	43 per cent.	82	34	41 per cent.
1886	722	577	145	20 per cent.	186	85	45 per cent.
1887	1461	1073	388	26 per cent.	388	270	69 per cent.
1888	1371	1072	299	22 per cent.	313	206	66 per eent.
1889	1339	995	344	25 per cent.	391	303	77 per cent.
1890	1224	874	350	28 per cent.	386	314	81 per cent.
1891	1322	950	372	28 per cent.	439	366	83 per cent.
1892	1265	1004	261	21 per cent.	317	289	91 per cent.
1893	1211	998	213	17·5 per cent.	222	204	92 per cent.
1894	1594	1204	390	24 per cent.	390	359	92 per cent.
1895	1390	1106	284	20·4 per cent.	284	263	92·6 per cent.
1896	1675	1383	292	17.4 per cent.	292	266	91 per cent.
1897	1645	1363	282	17·1 per cent.	282	257	91·1 per cent.
1898	1610	1320	290	18·0 per cent.	290	266	91·7 per cent.
1899	1544	1322	222	14·4 per cent.	222	203	91·4 per cent.
1900	1552	1316	236	15·2 per cent.	230	198	86·0 per cent.
1901	1639	1414	225	13·7 per cent.	225	195	86·6 per cent.
1902	1708	1583	225	13·17 per cent.	225	195	86·6 per cent.
1903	1662	1412	250	15·0 per cent.	250	234	93·6 per cent.
1904	1663	1405	528	15·5 per cent.	528	224	86·8 per cent.
1905	1447	1209	238	16·4 per cent.	238	222	93·2 per cent.
1906	1417	1188	229	16·1 per cent.	229	190	82·9 per cent.
1907	1355	1083	272	20 0 per cent.	272	245	90·0 per cent.
1908	1296	1050	246	18·9 per cent.	246	224	*91·0 per cent.

*These are combined results of British and Foreign Ships examined. The percentage of compliance, taken separately, in British Ships was 199 out of 214 orders, or 92·9 %; whereas 19 out of 32 orders to Foreign Ships were complied with, or a rate of 59·3%.

Port Sanitary

TABLE C.

Bristol.

Infectious Diseases occurring on Ships during voyage or on arrival.

1908	Name of Ship.	Loading Port.	Disease.	No. of Cases.	Died.	Recovered	GENERAL PARTICULARS.
Mar. 12	S.S. "Hilarius"	Antwerp	Enteric	1	?	?	Result unknown. This case was landed at Antwerp Hospital. Forecastles, etc., were cleaned and painted out at Avonmouth.
,, 29	S.S. "Generoso"	Rosario	do.	4	?	?	Result unknown. This vessel was medically examined in Kingroad, she then proceeded to Sharpness, all precautions were taken, and forward notices given.
June 5	S.S. "Duchess of York"	Rosario	do.	1	—	1	Patient examined by Assistant Port Medical Officer of Health, and afterwards treated by local doctor. All precautions were taken. Two other cases of illness, probably Malaria, had occurred on the voyage, but were convalescent on arrival.
,, 11	Pilot Boat "Faith"	Barry	Measles	1	—	1	The case was removed to the Ham Green Hospital, disinfection and precautions carried out.
,, 30	S.S. "Wells City"	N. York	Enteric	1	—	1	Went to Bristol General Hospital, ship's berths were disinfected, and water tanks cleaned out.
Aug. 10	S.S. "Newby"	Smyrna	do. ?	1	—	?	This case was removed to Hospital at Malta, and precautions taken.
,, 12	S.S. "Manxman"	Montreal	do.	1	1	—	Removed to General Hospital, and all precautions taken.
,, 29	S.S. "Englishman"	Montreal	do.	1	—	1	This case occurred three days after arrival, and was treated at General Hospital. Ship's forecastles disinfected.
Dec. 7	S.S. "Turcoman"	Montreal	do.	1	—	1	This case did not develop until seven days after arrival.
			Totals				

Other Diseases.

Jan. 25	S.S. "Dalarne"	Alexandria	Dysentery	1	—	1	A member of the crew was removed by City Ambulance to Bristol General Hospital for treatment.
April 2	S.S. "Highland Prince"	Rosario	Syphilis	1	—	?	Patient left the ship for treatment.
,, 13	S.S. "Hollinside"	River Plate	Bad Cold	1	—		

May	2	S.S. "Adalis"	Bombay	Malaria	1	—	—	Landed at London for treatment.
,,	19	S.S. "Jersey City"	New York	Gastric Enteritis	1	1	—	Died and buried at sea.
June	12	S.S. "Alumwell"	Rosario	Dysentery	1	—	1	This case was removed to the Bristol General Hospital.
July	29	S.S. "Port Kingston"	Jamaica	Chicken Pox	1	—	1	Berths, etc., disinfected.
Sept.	15	S.S. "Carib Prince"	Gaza	Inflammation of Lungs	1	1	—	Removed to Hospital at Malta. Ship went to Sharpness.
,,	17	S.S. "Sydmonton"	Mariupol	Diarrhœa	1	—	—	Case left with British Consul at Mariupol, precautions taken as usual.
,,	21	S.S. "Eddystone"	Taganrog	Liver Trouble	1	—	1	Patient examined by Assistant Medical Officer of Health.
,,	28	S.S. "Netherfield"	River Plate	Eruption	1	—	1	Visited by Assistant Medical Officer of Health, found to be not infectious.
,,	28	S.S. "Helmre Morch"	Savannah	Malaria	3	—	3	These cases were landed at Liverpool.
,,	28	S.S. "Port Maria"	Japan	Dysentery	1	—	1	This case was removed to Bristol Infirmary.
Oct.	17	S.S. "Hampton"	Marmogua	Heart Disease	1	1	—	The Cook died and was buried at sea.
,,	20	S.S. "Thurston"	Theodosia	do.	1	—	—	Both cases were left at Gibraltar.
,,	20	S.S. "Thurston"	Theodosia	Kidney Disease	1	—	—	
,,	20	S.S. "Avonmore"	Nicholaief	Diarrhœa	3	—	3	These men were convalescent on arrival. Usual precautions taken, examined by Assistant Medical Officer of Health.
Nov.	2	S.S. "Henry Furst"	Archangel	do.	1	—	1	This man was convalescent on arrival. Usual precautions taken, examined by Assistant Medical Officer of Health.
,,	2	S.S. "Coaling"	Pugwash, N. Scotia	Liver Trouble	1	1	—	
,,	27	S.S. "Ras Dara"	Bombay	Malaria	3	—	3	
Dec.	1	S.S. "Mara Kolb"	Rosaria	Dysentery	1	—	?	The sick man was treated at the General Hospital.
				Totals	28	4	16	

Port Sanitary. **Bristol.**

TABLE D.

Return of Cases of Sickness reported to have occurred during the voyage, or found on arrival in Port.

1908.	Small Pox.	Cholera.	Diphtheria.	Enteric Fever.	Malaria Fever and Ague.	Diarrhœa.	Dysentery.	Influenza and Colds.	Venereal Diseases.	Rheumatism.	Phthisis, Tuberculosis and Chest Diseases.	Lung Diseases.	Gastric Fever and Stomach Complaints	Heart Diseases.	Inflammation of Bowel.	Bright's Disease.	Kidney Disease.	Accidents.	Suspected Plague.	Measles.	Chicken Pox.
January ...	–	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–
February ...	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2	–	–	–
March ...	–	–	–	5	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
April ...	–	–	–	–	1	–	–	1	1	–	–	–	–	–	–	–	–	–	–	–	–
May ...	–	–	–	–	1	–	–	–	–	1	–	–	1	–	–	–	–	–	–	–	–
June ...	–	–	–	2	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	1	–
July ...	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	1	–	1	–	–	1
August ...	–	–	–	3	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
September ..	–	–	–	–	3	1	1	–	1	1	–	1	1	–	–	–	–	2	–	–	–
October ...	–	–	–	–	–	3	–	–	–	–	–	–	–	2	–	–	1	–	–	–	–
November ...	–	–	–	–	1	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–
December ...	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–
TOTALS ...	–	–	–	10	6	4	4	1	2	2	–	2	3	2	–	1	1	5	–	1	1

Port Sanitary. TABLE E. **Bristol.**

1908 CLASSIFICATION OF SHIPS INSPECTED.

Class of Vessels	Number Inspected.	Number having Defects.	No. of Orders and Notices Issued.	Percentage Defective
From FOREIGN	654	206	Written 29, Verbal 177	31·4
From COASTWISE ...	642	40	Written 9, Verbal 31	6·2
	1296	246	246	
BRITISH Steamers	741	181	Verbal 178, Written 36	
BRITISH Sailing	397	33		
	Total ... 1138	Total ... 214	Total ... 214	18·8
FOREIGN Steamers	124	23	Verbal 30, Written 2	
FOREIGN Sailing	34	9		
	Total ... 158	Total ... 32	Total ... 32	20·2
Totals—British and Foreign	**1296**	**246**	**246**	

The total number of defects and nuisances found were:—On sea-going vessels, 242, On coasters, 45 } 287 Total
" " " On coasters, 45

ANNUAL REPORT OF CANAL BOAT INSPECTION, 1908.

———:———

I beg to submit a Report, in accordance with Section 3 of the Canal Boats Act, as to the work done in carrying out the Regulations, during the past year, with a Summary of the results obtained.

The duties have been carried out by the Chief Port Sanitary Inspector, in conjunction with his Ship Inspection work, and he is paid in conjunction therewith.

The number of Canal Boats trading to this Port have decreased, and those coming are chiefly regular carriers to Bath, Bradford-on-Avon and Devizes.

The number examined was 34, and only a few defects or contraventions were found, as the general condition of the boats had been considerably improved in 1907 and early part of this year.

General observation of these boats is kept by the Inspector who visits the harbour waters daily ; and they are found generally to work in pairs with three men employed.

No women or children were found on them during the past year.

Particulars of Inspection.

(**A**)—Registration.

All boats seen had been registered, and one on which the certificate had been lost, was re-registered.

(**B**)—Notification of Change of Masters.

This Authority is not a Registration Authority, consequently no notification has been received, but frequent changes have been noticed.

(**C**)—Absence of Certificates.

This occurred in two instances, the case mentioned above, and in another where the papers were temporarily mislaid.

(**D**)—Defective Marking.

This was noted in three instances where the figures had become indistinct from wear.

(**E**)—Overcrowding.

None came under notice.

(**F**)—Separation of Sexes.

No infringements.

(**G**)—Cleanliness.

Fairly good.

(**H**)—Ventilation.

The usual openings were provided.

(**I**)—Painting of Cabins.

These were in fairly satisfactory order.

(**J**)—Provision of Fresh Water Vessels.

This Regulation was complied with.

(**K**)—Removal of Bilge Water.

No neglect of this rule came under notice and no excessive leakage was found.

(**L**)—Notification of Infectious Cases.

None were found or reported.

(**M**)—Refusal to Admit.

None.

(**N**)—Dilapidations and Cabins, etc.

Nothing of importance was seen.

The total defects and contraventions were five, and consisted of absence of certificates in two cases, and indistinct marking in three as before stated.

I am, Gentlemen,

Your obedient Servant,

S. O. DIMOND,
Inspector of Canal Boats.

D. S. DAVIES, M.D.,
Port Medical Officer of Health.

PORT REPORT, 1908.

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