

**[Report 1949] / Port Medical Officer of Health, Falmouth & Truro Port Health Authority.**

**Contributors**

Falmouth and Truro (England). Port Health Authority.

**Publication/Creation**

1949

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HEALTH  
A 11 OCT 50  
C.R. 54

Town Hall,  
Falmouth,  
Cornwall.

9th. October, 1950.

Dear Sir,

Annual Report 1949.

I have pleasure in sending herewith,  
for your information, a copy of the Port Medical  
Officer's and Sanitary Inspector's Report for the  
year ending 1949.

Yours faithfully,

*Mo. Mo. H. Kerley*

Clerk.

To:  
The Ministry of Health.  
County Medical Officer.  
The Clerks of the Riparian Authorities  
and Members.



FALMOUTH AND TRURO PORT HEALTH AUTHORITY.

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Chairman:

A.T. GREENWOOD, ESQ., J.P. C.C.

Vice Chairman:

F.W. TRUSCOTT, ESQ.

Falmouth Borough Council Representatives:

THE MAYOR OF FALMOUTH (COUNCILLOR A.V. BAKER)

COUNCILLOR U.E. CAVILL, J.P.

" J.J. LEAN, J.P.

" P.J. LOBB.

" T.L. MORRIS.

Truro City Council Representatives.

COUNCILLOR F.M. MARTIN.

" L.A. HOSKINS.

" K.J. TONKIN.

Truro Rural District Council Representatives.

COUNCILLOR J.G. GILBERT.

" G.T. LANGDON

" J.R. MICHELL.

Kerrier Rural District Council Representatives.

COUNCILLOR J.J. MEDLYN

" MISS E.I. DORRIEN-SMITH.

Clerk to Port Health Authority.

T.T.H. KIRBY.

Medical Officer of Health

A.C. DICK.

Port Sanitary Inspector.

F. JACKETT, A.R.S.I. M.S.I.A.

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MEMORANDUM

TO : SAC, NEW YORK

FROM : SAC, NEW YORK

SUBJECT: [Illegible]

Reference is made to the report of Special Agent in Charge, New York, dated 1/15/56, captioned as above.

It is noted that the following individuals were interviewed:

- JOHN J. [Illegible]
- JOHN J. [Illegible]
- JOHN J. [Illegible]

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- JOHN J. [Illegible]

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- JOHN J. [Illegible]

Medical Officer of Health

NEW YORK

For Director, Bureau

BY: [Illegible]



ANNUAL REPORT OF THE MEDICAL OFFICER OF HEALTH TO  
THE FALMOUTH AND TRURO PORT HEALTH AUTHORITY  
FOR THE YEAR ENDING DECEMBER 31st. 1949.

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To:-

THE CHAIRMAN AND MEMBERS OF THE  
FALMOUTH AND TRURO PORT HEALTH AUTHORITY.

Gentlemen,

I beg to submit my Report for the year 1949. 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. 104/49, dated 15th. November, 1949.

I. Constitution of Port Health Authority.

The Port Health Authority consists of 16 Representative Members chosen by the Members of each of the undermentioned Riparian Authorities from among its own body, as follows:-

- 6 by the Council of the Borough of Falmouth.
- 1 by the Council of the Borough of Penryn.
- 4 by the Council of the City of Truro.
- 3 by the Rural District Council of Truro.
- 2 by the Rural District Council of Kerrier.

It discharges Port functions in waters within the jurisdiction of the Joint Board, or vessels coming or being within the said limits of jurisdiction.

LIMITS OF JURISDICTION.

The jurisdiction of the said Port Health Authority shall extend to the whole of the Port of Truro, and so much of the Port of Falmouth as is comprised within the following lines, that is to say: A straight line coincident with the southern boundary of the Port of Truro, a straight line

P.T.O.

THE DISTRICT AND THE PUBLIC HEALTH AUTHORITY

I had the honor to receive from the Local Board of Health a copy of the report of the Medical Officer on Health of the District for the year 1904. It is a most interesting and valuable document, and one which will be of great service to the Local Board of Health in the future.

REPORT OF THE MEDICAL OFFICER ON HEALTH OF THE DISTRICT

The Public Health Authority of the District is organized in accordance with the provisions of the Public Health Act, 1875, and the Public Health Act, 1902. The Authority is composed of the Local Board of Health, the Sanitary Authority, and the Local Board of Health. The Local Board of Health is the body which is primarily responsible for the health of the district, and it is the duty of the Medical Officer to report to the Local Board of Health on the health of the district, and to advise the Local Board of Health on the measures which should be taken to improve the health of the district.

HEALTH OF THE DISTRICT

The health of the district during the year 1905 has been generally good, and there has been a decrease in the number of deaths compared with the year 1904. The principal causes of death have been diseases of the respiratory system, and diseases of the digestive system. The mortality from these causes has been less than in the year 1904, and this is due to the measures which have been taken to improve the health of the district.

drawn from the southern extremity of Zose Point to the eastern extremity of Dennis Head, a line drawn along the coast from the eastern extremity of the said southern boundary of the Port of Truro to the southern extremity of Zose Point, and a line drawn along the coast from the western extremity of the said southern boundary of the Port of Truro and across the mouth of the Helford River to the eastern extremity of Dennis Head, and as includes so much of the Helford River as extends from the sea to a straight line drawn due east and west across the said river to the nearest points in the parishes of Wendron and Constantine at the distance of half a mile from the south-eastern extremity of the Parish of Wendron, together with the waters of the said Port of Truro and those of the said Port of Falmouth within such limits, and the place or places for the time being appointed as the Customs Boarding Station or Stations for the said Port of Truro, and such part of the said Port of Falmouth and every other place for the time being appointed for the mooring or anchoring of ships for the said Port of Truro and such part of the said Port of Falmouth under any regulations for the prevention of the spread of diseases issued under the authority of the Statutes in that behalf, and the docks, basins, harbours, creeks, rivers, channels, roads, bays, and streams belonging to the said Port of Truro and the said part of the said Port of Falmouth.

II. Apportionment of Expenses,

The Riparian Authorities contribute toward any expenses incurred by the Port Health Authority in the following proportions:-

The Council of the Borough of Falmouth	six-sixteenths,
The Council of the Borough of Penryn	one-sixteenth.
The Council of the City of Truro.	four-sixteenths.
The Rural District Council of Truro.	three-sixteenths.
The Rural District Council of Kerrier.	two-sixteenths.

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TABLE "A".

1. Amount of Shipping entering the Port during the year.

	Number	Tonnage	Number Inspected		Number reported to be defective.	Number of Vessels on which defects were remedied.	Number of Vessels on which defects.	Number of Vessels reported as having, or having had, during the voyage infectious disease on board.
			By the Medical Officer of Health.	By the Sanitary Inspector.				
FOREIGN	(Steamers 93 (Motor 120 (Sailing 2 (Fishing 26	274,170 365,411 2,391 1,615	6	79	43	43	-	-
Total Foreign	242	643,587	18	212	60	60	-	-
COASTWISE	(Steamers 287 (Motor 601 (Sailing 3 (Fishing 18	553,122 689,053 298 962	-	179	87	87	-	-
Total Coastwise	909	1,243,435	-	609	102	102	-	-
TOTAL Foreign and Coastwise.	1,151	1,887,022	18	821	162	162	-	-

\* Includes mechanically propelled vessels other than steamers.

TABLE "B".

(a) Passenger Traffic during the Year.

No. of Passengers.	1st. Class.	2nd. Class.	3rd. Class.	Transients.
Inwards.	-	-	-	-
Outwards.	-	-	-	-



## II. CHARACTER OF TRADE OF PORT.

(a) The Trade is chiefly Cargo.

(b) Cargo Traffic:

General cargoes by the Coast Lines Company's ships, coal and general produce, petrol and oil.

### PRINCIPAL EXPORTS:-

General cargo and china clay.

(c) Foreign Ports from which vessels arrive:

Aruba, Abadan, Algiers, Amsterdam, Antwerp, Alexandria, Buenos Aires, Bilbao, Bone, Boulogne, Bremen, Brest, Bremerhaven, Caen, Cherbourg, Cork, Casablanca, Dutch West Indies, Dakar, Danzig, Dieppe, Dunkirk, Emden, Ertvelde, Faros Islands, Gothenburg, Galveston, Gdansk, Gdynia, Guernsey, Ghent, Gibraltar, Hamburg, Havre, Helsinki, Houston, Hamma, Horta, Holeno, Helsinborg, Jersey, Lisbon, Las Palmas, Leghorn, Montreal, Malmo, Mellila, New Orleans, New York, Naples, Norfolk E.S.A., Nantes, Oran, Oslo, Pasages, Port Victoria, Port of Spain, Philadelphia, Pomarso, Puza, Quimper, Rotterdam, Rouen, Stockholm, Stettin, Treport, Tripoli, Trondheim, Tonsberg, Valentia, Vancouver, Weismar.

## III. WATER SUPPLY.

(1) Source of supply for the Port:

(a) The drinking water of the Port is obtained from the Corporation of Falmouth, which obtains its supply from springs and streams which are impounded in 4 reservoirs, the water subsequently being filtered through pressure filters and afterwards chemically treated.

(b) The water supplied to ships is identical to that of the Port and is delivered either by means of water boats or by hydrants situated on the quay side. The Hydrants and hose pipes are well flushed through before water is passed into the tanks or ship. There is one boat which attends on shipping in the Port. This boat is periodically inspected and has always been found in a satisfactory condition.



IV. PORT HEALTH REGULATIONS 1933 and 1945.

(1) Arrangements for dealing with Declarations of Health.

H.M. Customs Officers and Port Sanitary Inspector collect the Declaration of Health from the Masters of Ships arriving in the Port. The Declarations of Health collected by the Customs Officers are obtained subsequently from the Waterguard Office by the Port Sanitary Inspector. In cases where vessels have sickness on board or have come from an "infected port" the Declarations of Health are left on board for the Medical Officers' examinations and a record thereof made in a book kept by the Customs.

(2) Boarding of Vessels on Arrival.

Vessels are boarded upon arrival or very shortly afterwards by H.M. Customs Officers, and also on occasions by the Port Medical Officer and Port Sanitary Inspector.

(3) Notification to the Authority of inward vessels requiring special attention (wireless messages, land signal stations, information from pilots, Customs Officers, etc.).

Arrangements have been made for the reception (and decoding if necessary) of wireless messages sent direct to Port Health Officer and telegraphic address "PORTELTH" FALMOUTH has been registered by the Post Office.

(4) Mooring Stations designated under Article 10.

(a) Within the Docks.

(b) Outside the Docks.

(a) Wharf No. 7 has been allocated as an Isolation berth.

(b) In St. Just Pool.

(5) Particulars of any standing exemptions from the provisions of Article 11.

These comprise ships with infectious diseases other than Cholera, Plague, Yellow Fever, Typhus Fever, or Small-pox on board, and ships from Ports in areas listed under Article 11, unless they are carrying Cargoes of Grain or unless there has been during the voyage sickness or death among the crew or passengers, or unusual

(1) Investigation for mail and post office  
The Department of Health from the Bureau of Public Health in the  
Post. The Department of Health collected by the Customs Officers  
and obtained subsequently from the Post Office by the Post  
Office Inspector. In cases where vessels have stopped on board  
and have been an "infected port" the Department of Health are  
left on board for the Medical Officers' examination and a record  
entry made in a book kept by the Customs.

(2) Investigation of vessels at arrival  
Vessels are boarded upon arrival at very short notice  
by H.M. Customs Officers, and also on occasion by the Post  
Office Inspector and Post Office Assistant.

(3) Investigation for the purpose of limiting vessels  
Investigation for the purpose of limiting vessels  
investigation for the purpose of limiting vessels  
Arrangements have been made for the reception and  
boarding if necessary of vessels which are not direct to Port  
Office and telephone address "POLICE" WILMOUTH has been re-  
ferred to the Post Office.

(4) Medical Officers' duties under Article 10  
(a) Within the port.  
(b) Outside the port.  
(c) Vessels at anchor.  
(d) Vessels at anchor. Y has been allowed as an inspection berth.  
(e) In 22, 23, 24, 25.

(5) Particulars of an outbreak of disease  
Article 11  
These outbreaks which are infectious diseases other than  
cholera, typhoid, typhus fever, or small pox on board  
and which have been listed under Article 11, unless they  
are notified by the crew or other persons on board, are  
very common on board and the crew on board, or medical

IV. PORT HEALTH REGULATIONS 1933 and 1945 (continued)

mortality among the rats on board. In all such cases the Medical Officer of Health is immediately notified.

(6) Experience of Working Article 16.

Notices have been given from time to time warning persons anxious to get aboard before the ship had been cleaned. The Customs Officers notify the Master when boarding that no person is to board or leave the ship until it has been released under the Regulation.

(7) What, if any, arrangements have been made for:-

(a) Premises and waiting rooms for Medical Inspection.

None.

(b) Cleansing and disinfection of ships, persons and clothing and other articles.

Disinfection of accommodation on ships is carried out by spraying.

(c) Premises for the temporary accommodation of persons for whom such accommodation is required for the purpose of the Regulations.

None available now.

(d) Hospital accommodation available for Plague, Cholera, Yellow Fever, Smallpox and other infectious diseases.

Truro County Isolation Hospital. For Smallpox at the Hospital, Ivybridge, Devon.

(e) Ambulance Transport.

By the County Ambulance Service.

(f) Supervision of Contacts.

Notices are sent to the Medical Officers of the Districts concerned when contacts leave the Port. Those contacts that remain within the Port District are under supervision of the Port Sanitary Staff during the period of surveillance.

(8) Arrangements for the Bacteriological or Pathological Examination of Rats for Plague:-

Arrangements have been made with Dr. F.D.M. Hocking, Pathologist to the Royal Cornwall Infirmary, Truro to examine rats for Plague.



IV. PORT HEALTH REGULATIONS 1933 and 1945 (continued)

- (9) Arrangements for other bacteriological or pathological examinations.

Arrangements made similar to the above.

- (10) Information as to the location, days and hours of the available facilities for the diagnosis and treatment of venerable disease among merchant seamen under international arrangements, including in-patients treatment; also as to steps taken to make these facilities known to seamen.

Cases now investigated at the Falmouth & District Hospital. Hours Tuesdays 10 - 11 a.m. Saturdays 12 - 1 p.m. Treatment at the Falmouth & Truro Port Isolation Hospital.

- (11) Arrangements for the internment of dead.

Dead bodies on ships would be removed to the Town Mortuary and necessary action taken to secure burial and post mortem examination when necessary.

- (12) Other matters, if any, requiring or receiving attention.

None.

T A B L E "C"

Cases of Infectious Sickness landed from Vessels.

Disease	No. of Cases during the year		No. of Vessels concerned	Average No. of cases for previous 5 years
	Passengers	Crew		
	None.	None.	None.	3

T A B L E "D"

Cases of Infectious Sickness occurring on Vessels during the voyage but disposed of prior to arrival.

Disease	No. of Cases during the year		No. of Vessels concerned.	Average No. of cases for previous 5 years.
	Passengers	Crew		
	None	None	None	None

IV. FOOT HEALTH SERVICE FROM 1941 AND 1942 (continued)

(9) Arrangements for other health facilities or personnel  
examinations  
 arrangements made similar to the above.

(10) Information as to the location, date and hours of the available  
facilities for the treatment and prevention of venereal  
diseases among personnel serving with administrative establishments  
including in-land units, wherever they are to be taken to  
and these facilities known to them.

Cases not investigated at the following 4 District Hospitals  
 from 1941 to 1942, namely: 1 - 1st, Bangalore; 2 - 2nd, Bangalore; 3 - 3rd, Bangalore; 4 - 4th, Bangalore.

(11) Arrangements for the treatment of cases

Dead bodies on ships were to be removed to the Port Harbour  
 and necessary action taken to secure burial and post mortem examination  
 when necessary.

(12) Other matters, to and, restriction on reception of visitors.

TABLE VI

Number of Venereal Diseases Cases by District

District	No. of Cases during the year		Average No. of cases per previous 5 years
	1941	1942	
1st District	100	100	7

TABLE VII

Number of Venereal Diseases Cases by District during the year 1941-42

District	No. of Cases during the year		Average No. of cases per previous 5 years
	1941	1942	
1st District	100	100	7

V. MEASURES AGAINST RODENTS.

(1) Steps taken for detection of rodent plague:

- (a) In ships in port
- (b) On quays, wharves, warehouses, etc., in the vicinity of the port.

Vessels, quays, wharves, warehouses, etc. are inspected for the evidence of rats: any dead or sick rats found would be taken and submitted for examination for Plague.

(2) Measures taken to prevent the passage of rats between ship and shore:-

All ships are advised to place rat guards on mooring ropes, and those ships found upon inspection to have rats on board are required to fix guards.

(3) Methods of deratisation of:

- (a) Ships
- (b) Premises in the vicinity of docks or quays.

(a) Deratisation of vessels under the International Regulation for the prevention of Plague, etc. is carried out by private firms under the supervision of the Port Sanitary Inspector. H.C.N. sprayed on in an absorbed form for liberation.

(b) The rats population around the Docks has been materially reduced in recent years by special attention to sheds, warehouses, and other places of harbourages. 2,159 rats were destroyed on these in 1949, compared with 2,681 in 1948 and 919 in 1947. On board ships 182 rats were destroyed.

(4) Measures taken for the detection of rats prevalence in ships and on shore.

Special attention is paid to the work of detection of rodents on vessels, quays, docks, etc. in the Port and Borough. An experienced rat catcher is employed by the Falmouth Docks Company for this work.

(5) Rat-proofing:

- (a) To what extent are docks, wharves, warehouses, etc., rat-proof?

MEASURES AGAINST ROSS

(1) Measures taken for detection of rosette disease:

- (a) In ships in port
- (b) On shores, wharves, warehouses, etc., in the vicinity

of the port.

Vessels, quays, wharves, warehouses, etc., are inspected for the evidence of rosette: any dead or sick rats found would be taken and submitted for examination for plague.

(2) Measures taken to prevent the spread of rats between ships

and shores:-

All ships are advised to place rat guards on mooring ropes and those ships found upon inspection to have rats on board are required to fix awara.

(3) Methods of detection of:

- (a) Ships
- (b) Wharves in the vicinity of docks or quays.
- (c) Inspection of vessels under the International

Regulation for the prevention of plague, etc. is carried out by private firms under the supervision of the Port Sanitary Inspector. H.C.M. agreed on in an amended form for inspection.

(4) The rate population around the docks has been

materially reduced in recent years by special attention to sheds, wharves, and other places of harbourside. 2,125 rats were destroyed on these in 1925, compared with 2,481 in 1926 and 312 in 1927. On board ships 122 rats were destroyed.

(4) Measures taken for the detection of rats travelling in ships and

on shores

Special attention is paid to the work of detection of rodents on vessels, quays, wharves, etc., in the Port and Harbour. An experienced rat catcher is employed by the Harbour Inspector for this work.

(5) Measures:

- (a) In that extent and scope, wharves, warehouses, etc.,

V. MEASURES AGAINST RODENTS (continued)

(b) Action taken to extend rat-proofing:

(i) in ships

(ii) on shore.

(a) The Port Sanitary Inspector points out where rat-proofing is lacking or could be improved to Ships Officers and Marine Superintendents.

(b) Any holes, cracks and general dilapidations in concrete floors, etc. are reported to the Dock Company who repair such defects.

-----

V. REMARKS AGAINST NOTES TO (continued)

(b) Action taken to correct the condition

(1) In place

(2) As shown

(a) The Port Sanitary Inspector points out where rat-

trapping is lacking or could be improved to Ship's Officers and Marine

Superintendants.

(b) Any holes, cracks and general dilapidation in

concrete floors, etc. are reported to the Dock Company who repair and

defects.

TABLE "E"

RATS DESTROYED DURING THE YEAR.

(1) On Vessels

Number of Rats	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total in Year.
Black	-	-	-	-	-	-	-	-	-	-	-	-	-
Brown	-	-	-	-	-	-	-	-	-	-	-	-	-
Species not recorded	-	-	128	8	-	-	5	-	-	-	41	-	182
Examined	-	-	-	-	-	-	-	-	-	-	-	-	-
Infected with Plague.	-	-	-	-	-	-	-	-	-	-	-	-	-

TABLE "F"

(2) In Docks, Quays, Wharves and Warehouses.

Number of Rats	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total in Year.
Black	-	-	-	-	-	-	-	-	-	-	-	-	-
Brown	-	-	-	-	-	-	-	-	-	-	-	-	-
Species not recorded	-	598	}}	-	429	}}	-	649	}}	-	483	}}	2,159
Examined	-	-	-	-	-	-	-	-	-	-	-	-	-
Infected with Plague.	-	-	-	-	-	-	-	-	-	-	-	-	-
Records kept Quarterly													



T A B L E "G"

Measures of Rat Destruction on Plague "infected" or "suspected" Vessels or Vessels  
From plague infected ports arriving in Port during the Year.

Total No. of such vessels arriving.	Number of such vessels fumigated by SO2	Number of Rats killed	Number of such vessels fumigated by HCN	Number of Rats killed	Number of such Vessels on which trapping, poisoning, etc., were employed.	Number of Rats killed.	Number of such Vessels on which measures of Rat destruction were <u>NOT</u> carried out.
1.	2.	3.	4.	5.	6.	7.	8.
Nil	Nil.	-	Nil	-	Nil	-	Nil

U. S. A. A.

Statement of the Department of Marine Fisheries, of the Department of Agriculture, for the year 1900.

Total number of vessels engaged in the fishery during the year.

Total number of vessels engaged in the fishery during the year.	Number of vessels engaged in the fishery during the year.	Number of vessels engaged in the fishery during the year.	Number of vessels engaged in the fishery during the year.	Number of vessels engaged in the fishery during the year.	Number of vessels engaged in the fishery during the year.	Number of vessels engaged in the fishery during the year.	Number of vessels engaged in the fishery during the year.	Number of vessels engaged in the fishery during the year.	Number of vessels engaged in the fishery during the year.	Number of vessels engaged in the fishery during the year.
1	2	3	4	5	6	7	8	9	10	11

T A B L E "H".  
 Deratisation Certificates and Deratisation Exemption Certificates  
 issued during the year.

Net Tonnage	1.	2.	No. of Deratisation Certificates issued				7.	8.	9.
			No. of Ships	After HCN	Sulphur	HCN and Sulphur			
Ships up to 300 tons ...	6	-	-	-	-	-	6	6	
" from 301 tons to 1,000 tons	1	-	-	-	-	-	1	1	
" " 1001 tons to 3,000 "	3	1	-	-	-	1	2	3	
" " 3000 " " 10,000 "	77	-	1	6	-	7	70	77	
" over 10,000 tons.....	-	-	-	-	-	-	-	-	
TOTAL ...	87	1	1	6	-	8	79	87	

† Applicable only to those Ports approved by the Minister of Health for the issue of Deratisation Certificates and Deratisation Exemption Certificates in accordance with the provisions of Article 28 of the International Sanitary Convention, 1926. (Form Port II)



In pursuance of the Parrots (Prohibition of Import) Regulations, 1930, no action has been necessary.

VI. HYGIENE OF CREWS' SPACES.

T A B L E "J"  
Classification of Nuisances.

Nation-ality of Vessel	Number inspect-ed during the year.	Defects of original construc-tion.	Structural defects through wear and tear.	Dirt, vermin and other conditions prejudicial to health.
British	575	44	16	20
Other Nations	246	18	9	24

In this respect there has not been much cause for serious complaint. It was found necessary to have water tanks cleaned out and fresh water taken on board in two ships calling here during the year.

With regard to individual nuisances discovered, dirty and verminous crews quarters, berths, washplaces and messrooms, foul water closets and defective and dirty food lockers were the chief causes.

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.

The Mercantile Marine is still one of the greatest industries of this country, and as the living conditions of seamen are closely connected with their work, we have to bear in mind when considering Marine Hygiene, the industrial welfare and diseases associated with the service.



VII. FOOD INSPECTION.

Particulars of the Food Inspections and 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 H. M. Customs Officers for their constant help in carrying out my duties, for affording prompt and valuable assistance at all times.

I am,

Sir,

Your obedient servant,

A. C. Dick.

Medical Officer of Health.

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- 10 -

FOOD INSPECTION

Particulars of the food inspected and 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 reports attached.

I wish to thank Mr. M. G. Gifford, District Officer for his constant  
help in carrying out my duties, for attending to my needs and valuable  
assistance at all times.

I am,  
Sir,

Yours obedient servant,

A. D. King

Medical Officer of Health.

## INSPECTOR'S REPORT.

To the Chairman and Members of the Falmouth and Truro  
Port Health Authority.

---

### SHIP INSPECTION.

Vessels entering the port are visited as soon as possible after docking and enquiries made concerning the Health of the Crew, the occurrence of any sickness during the voyage, the source of the water supply, the condition of tanks and bilges, and the presence of animals or parrots on board. The deratisation or the deratisation exemption certificate is inspected and if found to be in order the inspector, accompanied by a ship's officer, proceeds to the examination of the sanitary condition of the vessel, pointing out any defects or nuisances and suggesting the remedy to be adopted. 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.

During the year 821 vessels were inspected and 162 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. Verbal and informal notices were given, as a result of which all the nuisances and defects were remedied before the vessels left the port again. 1,648 re-visits were made to vessels in connection with nuisances and defects, rat destruction and to vessels from infected areas.

As shown in Table "A", 575 British and 246 foreign-owned vessels were inspected during the year and of these 80 British and 53 Foreign Vessels were found to have nuisances and defects on board.

#### Nuisances and Defects:

Dirt, vermin and other conditions prejudicial to health accounted for 44, and structural defects caused through wear and tear 25 of the total found.

#### Dirt, Vermin and other Conditions Prejudicial to Health:

Dirty and verminous crews' quarters, foul water closets,

INSPECTOR'S REPORT

To the Chairman and Members of the Valuation and Trade  
Port Health Authority.

SHIP INSPECTION

Vessels entering the port are visited as soon as possible after loading and unloading and a search is made for the occurrence of any sickness during the voyage, the source of the water supply, the condition of tanks and bilges, and the presence of animals or persons on board. The destination or the destination exception certificate is inspected and it is found to be in order the Inspector, accompanied by a ship's officer, proceeds to the examination of the sanitary condition of the vessel pointing out any defects or nuisances and suggesting the remedy to be adopted. 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.

During the year 521 vessels were inspected and 163 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. Verbal and informal notices were given, as a result of which all the nuisances and defects were remedied before the vessels left the port again. 1,448 re-visits were made to vessels in connection with nuisances and defects, rat destruction and to vessels from infected areas.

As shown in Table "A", 275 British and 242 foreign-owned vessels were inspected during the year and of these 50 British and 33 foreign vessels were found to have nuisances and defects on board.

Nuisances and Defects:

Dirty, vessels and other conditions prejudicial to health accounted for 41, and nuisances and defects caused through wear and tear 25 of the total found.

Dirty Vessels and other Conditions Prejudicial to Health:

Dirty and verminous crews, gutters, cool water closets,

Dirt, Vermin and other Conditions Prejudicial to Health: (continued)

choked scuppers, dirty food lockers, and accumulations of refuse accounted for the majority of the nuisances under this heading, and most of these conditions could have been avoided by the exercise of more care and stricter supervision of the crews.

Previously to the war, the main type of vermin found on vessels was the bed bug, which to a great extent was localised in the sleeping quarters, but during the war period many vessels became infested with cockroaches which found their way into most parts of the accommodation.

When vessels were heavily infested with vermin, disinfection was carried out by means of the 4-side method (pressure spraying), followed by the application of an insecticide powder, by applying Gammaxene or D.D.T., or by fumigation with hydrogen cyanide.

Structural Defects caused through Wear and Tear.

Defective port frames, linings and broken glasses, defective heating apparatus, bunks, water closets, lockers and leaky decks 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 washbasins, showers, floors, waste pipes, broken entrance doors, defective valves, taps, hand pumps, steam boilers, ventilators and sanitary tanks.

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Waste and Other Conditions Contributing to Health (continued)

cracked cupboards, dirty food lockers, and accumulations of refuse accounted for the majority of the nuisances under this heading, and most of these conditions could have been avoided by the exercise of more care and stricter supervision of the crew.

Previously to the war, the main type of vessel found on vessels was the bed bug, which to a great extent was localized in sleeping quarters, but during the war period many vessels became infested with cockroaches which found their way into most parts of accommodation.

When vessels were heavily infested with vermin, disinfection was carried out by means of the gamma method (pressure spraying), followed by the application of an insecticide powder, by applying Gammaxone or D.D.T., or by treatment with hydrogen cyanide.

Structural Defects Caused through War and Peace

Defective port frames, fittings and broken glasses, defective heating apparatus, pumps, water closets, lockers and leaky decks 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 washbasins, showers, floors, waste pipes, broken entrance doors, defective valves, taps, hand pumps, ocean bolsters, ventilators and watertight tanks.

NUMBER AND NATIONALITY OF VESSELS VISITING THE PORT DURING 1949.

AMERICAN	...	...	...	...	10
ARGENTINIAN	...	...	...	...	1
BELGIAN	...	...	...	...	1
BRITISH	...	...	...	...	840
CANADIAN	...	...	...	...	6
DANISH	...	...	...	...	12
DUTCH	...	...	...	...	91
EIRE	...	...	...	...	12
FINNISH	...	...	...	...	6
FRENCH	...	...	...	...	10
GERMAN	...	...	...	...	5
GREEK	...	...	...	...	7
HONDURAS	...	...	...	...	2
ITALIAN	...	...	...	...	5
NORWEGIAN	...	...	...	...	70
PANAMANIAN	...	...	...	...	20
POLAND	...	...	...	...	1
RUSSIAN	...	...	...	...	1
SPANISH	....	...	...	...	34
SWEDISH	...	...	...	...	17
				TOTAL	<u>1151</u>

FOOD INSPECTION

FOOD AND DRUGS ACTS 1938 AND 1944.

THE PUBLIC HEALTH (IMPORTED FOOD) REGULATIONS, 1937 AND 1948.

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

Food condemned and disposed of for purposes other than for human consumption was:-

Ships Stores: 1 barrel of Salt Beef weighing 224 lbs.

NUMBER AND NATIONALITY OF VESSELS VISITING THE PORT DURING 1925

10	...	...	...	...	AMERICAN
2	...	...	...	...	ARGENTINEAN
1	...	...	...	...	BELGIAN
10	...	...	...	...	BRITISH
6	...	...	...	...	CANADIAN
12	...	...	...	...	DANISH
21	...	...	...	...	GERMAN
12	...	...	...	...	SPANISH
6	...	...	...	...	SWEDISH
10	...	...	...	...	FRANCIS
2	...	...	...	...	GERMAN
7	...	...	...	...	GREEK
2	...	...	...	...	HONDURAS
8	...	...	...	...	ITALIAN
70	...	...	...	...	HOLLANDIAN
20	...	...	...	...	JAMAICAN
1	...	...	...	...	POLISH
1	...	...	...	...	RUSSIAN
2	...	...	...	...	SWISS
17	...	...	...	...	SWEDISH
TOTAL					
1151					

WOOD IMPORTATION

WOOD AND WOODS WITH 1925 AND 1926

THE PUBLIC HEALTH (IMPORTED WOOD) REGULATIONS, 1927 AND 1928

The inspection, examination and control of woodstuffs imported under these regulations has been greatly facilitated by the operation of Officers of H. M. Customs and Excise.

Wood contained and disposed of for purposes other than for

wood consumption was:-

1 barrel of Baltic birch weighing 224 lbs.

THE PUBLIC HEALTH (PRESERVATIVES, ETC., IN FOOD)

REGULATIONS, 1925 - 1948

No samples were taken under this heading.

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

HELFDOR RIVER:

There is apparently no risk of sewage pollution in this river except for some surface drainage high up at its source.

PERCULL RIVER, St. MAWES:

There is some risk of sewage pollution in this river, although precautions are taken as far as possible to obviate the danger.

TRURO RIVER:

There is definite risk of pollution with sewage and surface water in the river. Oysters taken from the beds in this river are laid down elsewhere for cleansing purposes.

PENRYN RIVER:

There is definite risk of pollution with sewage and surface water in this river. Oysters taken from the beds in this river are laid down elsewhere for cleansing purposes.

The majority of the Oysters are sent up to London.

There have been no samples examined during the year.

I am,

Your Obedient Servant,

FRANK JACKETT.

Port Sanitary Inspector.

THE PUBLIC HEALTH (PREVENTIVE) ACT, 1936

REGULATIONS, 1936 - 1937

No samples were taken under this heading.

THE PUBLIC HEALTH (PREVENTIVE) ACT, 1936

REGULATIONS, 1936

No inspection of milk to which the above regulations

apply was made during the year.

THE PUBLIC HEALTH (PREVENTIVE) ACT, 1936

REGULATIONS, 1936 AND 1937

RETROND RIVER:

There is apparently no risk of sewage pollution in this river except for some surface drainage which is up at its source.

RETROND RIVER, ST. MARIES:

There is some risk of sewage pollution in this river although precautions are taken as far as possible to obviate the danger.

RETROND RIVER:

There is definite risk of pollution with sewage and surface water in this river. Quays taken from the beds in this river are laid down elsewhere for cleaning purposes.

RETROND RIVER:

There is definite risk of pollution with sewage and surface water in this river. Quays taken from the beds in this river are laid down elsewhere for cleaning purposes.

The majority of the Quays were sent up to London. There have been no Quays landed during the year.



For Goodness Served

FRANK JARVIS

Port Sanitary Inspector