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GRIMSBY
PORT HEALTH AUTHORITY

ANNUAL REPORT

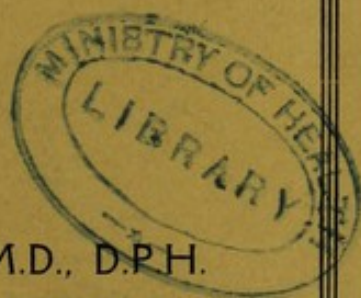
OF THE
MEDICAL OFFICER OF HEALTH

FOR

1951

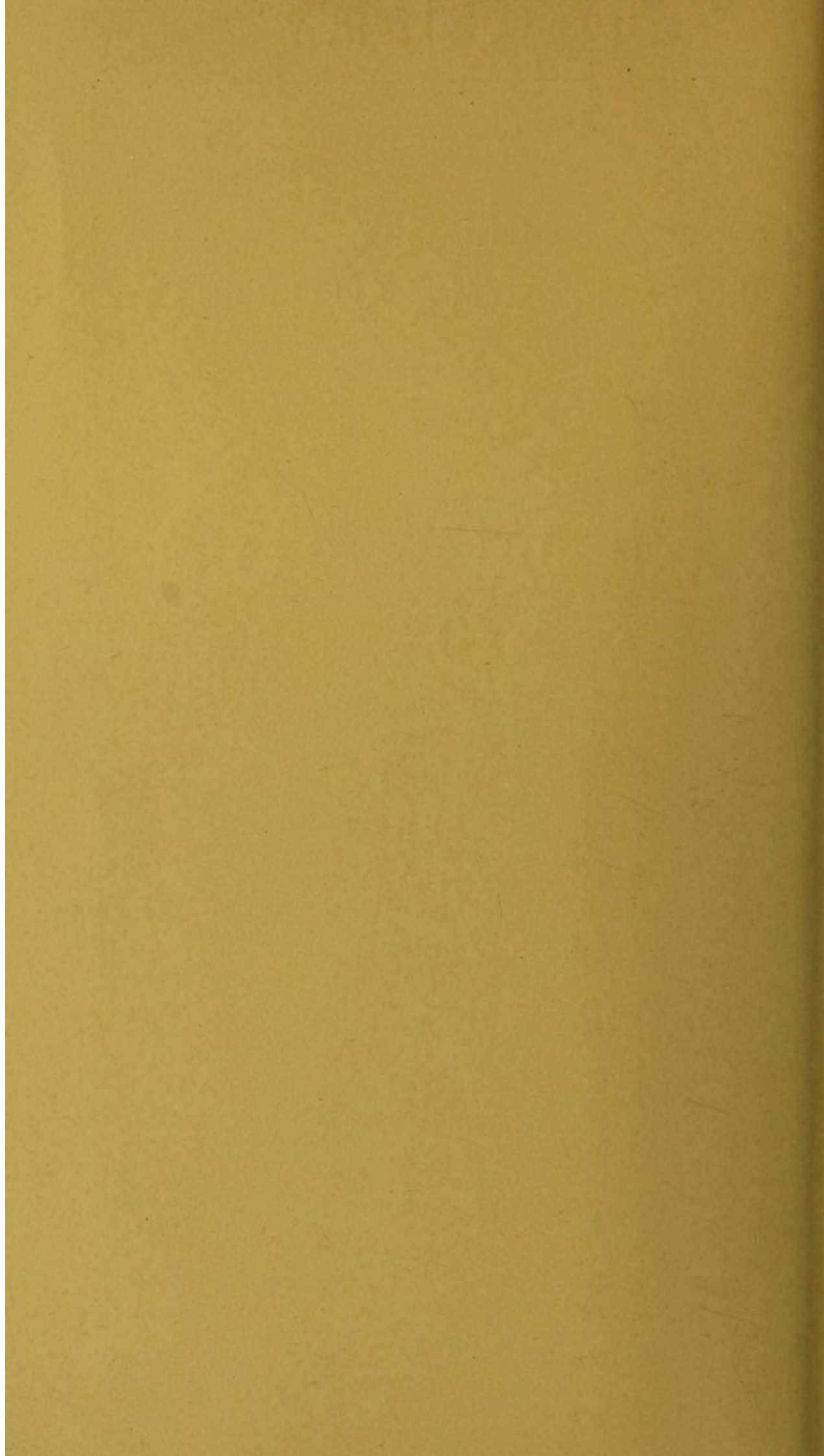
BY

JAMES A. KERR, V.R.D., B.Sc., M.D., D.P.H.



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JAMES A. KERR, V.R.D., B.Sc., M.D., D.P.H.

PORT HEALTH COMMITTEE, 1951.

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**T. J. E. FORD.

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*V. A. LEES.

Office Clerk :—

D. C. CROSS.

Rat Searcher and Catcher :—

J. SUNLEY.

***Holds B.O.T. Master's Certificate and Certificates of the Royal Sanitary Institute as a Sanitary Inspector and as an Inspector of Meat and other Foods.

**Holds Certificates of the Royal Sanitary Institute as a Sanitary Inspector and as an Inspector of Meat and other Foods.

*Holds Certificate of the Royal Sanitary Institute as a Sanitary Inspector.

GRIMSBY PORT HEALTH AUTHORITY.

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

GENTLEMEN,

I beg to submit my report for the year 1951. It is made in accordance with the Regulations of the Ministry of Health which prescribe the duties of the Medical Officer of Health.

The general description of the port remains similar to that contained in my report for 1950.

Commercial Docks.

Two Norwegian motor vessels maintain a regular passenger and cargo service at fortnightly intervals between Norwegian ports and Grimsby and there is a weekly passenger and cargo service between Denmark and Grimsby. A weekly cargo service to Dieppe completes the list of regular services now operating from Grimsby. These services compare most unfavourably, as far as the port is concerned, with the services which operated in pre-war days and it seems a great pity that the resources of the port of Grimsby are not being utilized more fully.

Local shipbuilding and engineering firms have been kept occupied fully during the year, mostly on repair and survey work.

Fish Docks.

The offensive odour present in the dry summer of 1950 in the S.W. corner of No. 2 fish dock did not recur in 1951, but despite the endeavours of the Docks and Inland Waterways Executive to find a solution, this nuisance is always likely to recur in a dry summer, as there is no fresh water inlet to the fish docks.

The building programme for distant water trawlers has now slowed down considerably but there are still several notable additions to be made to the Grimsby deep sea fleet, which can be regarded with some pride as being one of the finest fishing fleets in the world.

As far as the near water fleet is concerned, the position cannot be regarded with the same complacency. Many of these vessels are ready for scrapping and, in fact, a small number have been dispensed with during the year. But there are still no signs of a replacement programme being undertaken other than by purchasing similar types of vessel from other ports. It is obvious that the present situation cannot be prolonged indefinitely.

A notable event during the year was the settling of the Anglo-Norwegian territorial water dispute in favour of Norway. It now remains to see what effect this cutting off of supplies will have on the fish landings at Grimsby.

The popularity of quick-frozen fish continues to increase slowly but surely and the problem presented in Grimsby by lack of cold storage facilities has been tackled energetically.

During the year 1950 the conversion of one half of a disused grain warehouse to cold storage was completed and this increased local facilities by 3,000 tons. During 1951 work was commenced on the second half of the warehouse and, when this work is completed in the summer of 1952, a further 3,000 tons of cold storage space will be added. It is estimated that by the summer of 1952, the cold storage space in Grimsby available for public use will amount to 10,000 tons while the private cold stores of the many fish processing firms will amount to another 3,000 tons, a total of 13,000 tons. This figure serves to illustrate and emphasise the tremendous progress which has been made by the quick-freeze section of the fishing industry since the end of the war.

Through the courtesy of the Icelandic Government the Chief Port Health Inspector, Mr. J. D. Syme, was able to spend a week in Iceland for the purpose of studying various aspects of the Icelandic fishing industry. This visit to Iceland was a most valuable experience for Mr. Syme, and the invitation from the Icelandic Government was a greatly appreciated gesture.

I would like to thank the Officers of H.M. Customs, the Ministry of Agriculture and Fisheries, the Immigration Officer and the Officials of the Docks and Inland Waterways Executive for their ready co-operation and assistance during the year.

Now that the standard of fish coming forward for inspection has improved following the removal of price control, I should like to pay a special tribute to Mr. Syme and his colleagues. Their work at all times is exacting and arduous, but it has been particularly so during the period since the war, and nothing has in any way influenced them to make them relax the standard to which they have rigidly adhered. I think it is sometimes not fully appreciated how much the good name of Grimsby fish throughout the country owes to the maintenance of that standard during this particular period.

I would also like to express the thanks of the inspectors and myself for the keen interest in the work and the strong moral support shown by the Chairman and Members of the Port Health Committee.

I am, Gentlemen,

Yours faithfully,

JAMES A. KERR,

Medical Officer of Health.

PORT HEALTH OFFICE,
WHITEHALL CHAMBERS,
WHARNCLIFFE ROAD, GRIMSBY.

MARCH, 1952.

I. AMOUNT OF SHIPPING ENTERING THE PORT DURING THE YEAR.

TABLE A.

	Number	Tonnage	Number Inspected		Number reported to be defective	Number of vessels on which defects were remedied	Number of vessels on which defects were found and reported to Ministry of Transport Surveyors	Number of vessels reported as having, or having had during the voyage infectious disease on board
			By the Medical Officer of Health	By the Port Health Inspector				
FOREIGN:—								
Steamers ...	223	153,473	4	196	7	8	...	...
*Motor ...	269	56,600	3	224	3	3	...	...
Sailing ...	...	...	...	...	...	...	...	...
Fishing ...	2,519	408,219	2	591	147	147	...	...
Total Foreign:—	3,011	618,292	9	1,011	157	158	...	...
COASTWISE:—								
Steamers ..	120	42,085	2	96	11	12	...	...
*Motor ..	110	24,747	4	99	6	5	...	...
Sailing ...	...	...	...	...	...	...	...	...
Fishing ...	5,807	362,306	3	434	83	77	...	1
Total Coastwise:—	6,037	429,138	9	629	100	94	...	1
Total Foreign and Coastwise:—	9,048	1,047,430	18	1,640	257	252	...	1

* Includes mechanically propelled vessels other than steamers.

The numbers of vessels of less than 100 tons net (not included in Table A, columns 1 and 2) entering the port during the year were as follows:—

Type of Vessel	British	Foreign	Total
Steamships ...	335	...	335
Motor vessels ...	666	83	749
Canal Boats ...	295	...	295
Lighters ...	311	...	311
Other vessels ...	842	...	842
Totals ...	2,449	83	2,532

The total net tonnage of these vessels was 259,682 tons.

All figures in respect of the number and tonnage of arrivals were compiled from returns supplied by the Docks and Inland Waterways Executive.

The nationalities of the vessels inspected and re-inspected during the year were as follows :—

<i>Nationality.</i>	<i>Number Inspected.</i>		<i>Number Re-inspected.</i>	
British	1,218	...	233	...
Dutch	114	...	12	...
German	62	...	10	...
Danish	61	...	13	...
Norwegian	61	...	9	...
Swedish	38	...	11	...
Finnish	27	...	9	...
Icelandic	23	...	5	...
French	16	...	1	...
Panamanian	9	...	6	...
Faroese	6	...	—	...
Israeli	2	...	3	...
Swiss	1	...	1	...
Spanish	1	...	—	...
Costa Rican	1	...	—	...
TOTALS ...	1,640		313	

II. CHARACTER OF TRADE OF PORT.

TABLE B.

(a) *Passenger Traffic during the year.*

No. of Passengers		1st Class	2nd Class	3rd Class	Tr'migrants	Total
Inwards	Aliens	618	...	..	...	988
	British	370	...	...	...	
Outwards	Aliens	547	...	...	...	861
	British	314	...	...	...	

(b) *Cargo Traffic.*

The following tables indicate the description and quantities in tons of the principal imports and exports during the year 1951, as compared with 1950 and 1949.

Principal Imports :—

Import	1951	1950	1949
Woodpulp	117,472	99,915	64,151
Timber	107,491	51,338	95,725
Scrap Iron and Steel ..	45,833	67,112	52,466
Fish—frozen and fresh ..	13,398	14,590	22,110
„ —salt	2,982	1,229	1,495
Bacon	15,151	22,843	12,530
Butter	13,676	21,833	14,639
Sulphuric Acid	5,270	...	...
Eggs	5,004	6,352	8,091
China Clay	3,746	4,147	...
Offal	1,902	973	2,007
Fruit	269	4,454	...
Miscellaneous	21,983	10,935	19,841
TOTALS ..	354,167	305,721	293,055

Fish Landings.

In addition to these imports, 241,067 tons of fish were landed at the Grimsby Fish Market during the year. The following table provides a comparison between the weight and values of the fish landed at Grimsby during 1951 and the weights and values landed in previous years.

Year	Landings	Weight in Cwts.	Value
1951	7,954	4,821,348	£13,039,320
1950	7,420	4,169,302	£9,562,078
1949	7,548	5,136,690	£11,480,117
1948	7,641	4,821,036	£12,521,651
1947	7,153	4,355,845	£11,159,914
1946	6,310	3,933,767	£10,432,007
1945	4,338	2,143,455	£7,953,030

Principal Exports :—

Export	1951	1950	1949
Coal	502,453	692,533	730,961
Basic Slag	9,053	16,195	15,640
Iron and Steel Manufactures	6,907	6,947	12,471
Ammonium Nitrate	5,151	4,124	9,736
Textiles	2,287	3,425	1,205
Sundries	11,504	16,526	26,091
TOTALS	537,355	739,750	796,104

(c) Foreign Ports from which vessels arrive.

<i>Belgium.</i>	Antwerp, Ghent.
<i>Denmark.</i>	Esbjerg, Frederikshavn, Frederikssund, Hobro, Odense, Svendborg.
<i>Faroës.</i>	Thorshavn.
<i>Finland.</i>	Abo, Kaskoe, Kemi, Kotka, Toppila, Uleaborg.
<i>France.</i>	Boulogne, Brest, Caen, Dieppe, Dunkirk, Fécamp, Granville, Havre, Rouen, St. Malo, St. Nazaire.
<i>Germany.</i>	Brake, Bremen, Bremerhavn, Emden, Hamburg, Kiel, Stettin, Wilhelmshaven, Wismar.
<i>Holland.</i>	Amsterdam, Harlingen, Rotterdam.
<i>Iceland.</i>	Reykjavik.
<i>Norway.</i>	Arendal, Batsfjord, Bergen, Christiansund, Drammen, Hammerfest, Molde, Oslo, Stavanger, Tromsø, Trondhjem.
<i>Poland.</i>	Gdynia.
<i>Portugal.</i>	Lisbon, Setubal.
<i>Russia.</i>	Archangel.
<i>Spain.</i>	Cadiz.
<i>Sweden.</i>	Farosund, Gothenburg, Hernosand, Koping, Lulea, Norrkoping, Oskarshamn, Skelleftea, Stockholm.

MEDICAL INSPECTION OF ALIENS.

Annual Return by the Medical Inspector of Aliens for the year ended 31st December, 1951.

	TOTAL	Number Inspected by the Medical Inspector	Number subjected to detailed examination by the Medical Inspector	Certificates Issued					Trans- migrants
				Lunatic idiot or M.D.	Undesirable for medical reasons	Physically incapa- citated	Suffering from acute infectious disease	Landing necessary for adequate medical examination	
(a) Total number of Aliens landing at the Port.	618	270	...	...	...	...	...	...	...
(b) Aliens refused per- mission to land by Immigration Officer	3	..	...	...	...	...	...	...	...
(c) Transmigrants ..	...	...	...	...	...	...	...	...	...
Total Aliens arriving at the Port	621	270	...	...	...	...	...	...	...

Total number of Vessels carrying Alien Passengers ... 206

Number of Vessels dealt with by the Medical Inspector ... 77

III. WATER SUPPLY.

Water supplied by the Grimsby, Cleethorpes and District Water Board is available throughout the port area.

Commercial Docks.

Water hydrants were fitted at the coaling jetties and on the east side of the Royal Dock during 1950 and on the west side of the Royal Dock during 1951. Fresh water is now available from hydrants on the quayside at all berths in the Royal Dock and it is pleasing to be able to record the completion of this work. The use of water boats for the delivery of drinking water to shipping was never an entirely satisfactory procedure and the Docks and Inland Waterways Executive dispensed entirely with the water boats as soon as the first hydrants became available for use. Since that time the water supply to shipping has been of consistently good quality.

Fish Docks and District.

An adequate supply of fresh water is available at all berths in the Fish Docks, from hydrants situated on the quayside. When not in use, these hydrants are protected from contamination from the floor of the fish market by means of screw-on-covers, which are attached to the pipe by means of a chain.

A large number of fish processing factories have been erected in the vicinity of the South Quay and these premises will be among the first to benefit from the new water main which has been laid between Weelsby Street and the North Quay. The new water main is 9" in diameter and will be adequate for any future development of the area as well as providing a satisfactory water supply to existing premises.

Fish Market.

On the fish market the water supply is obtained by gravitation from the 30,000 gallon storage tank situated in the dock tower. The water is pumped to the dock tower from the Alexandra Dock and an efficient chlorination system ensures freedom from contamination. The number of delivery points on the market is sufficient and the supply of water is adequate. This water is used for all purposes on the fish market and there is no other water supply available, other than for drinking purposes.

The question of the water supply on the fish market is one which has received considerable attention during the last few years, and the substitution of a town water supply for the existing system has been advocated strongly. Nevertheless, the situation seems likely to remain as at present, for an indefinite period.

The primary difficulty is the adjustment of financial arrangements between two statutory bodies. It will be very difficult to impress on the industry the necessity for adherence to a code of hygiene introduced by the Ministry of Food, when that same industry knows that chlorinated dock water is being used for every purpose on the fish market.

IV. PORT HEALTH REGULATIONS, 1933 AND 1945.

The information under these Regulations is as described in my Annual Report for 1950, with the exception of the table in paragraph 10 relating to the particulars of the examination and treatment of seamen at the Grimsby Special Treatment Centre, Queen Street.

The following table gives details of the work carried out during the year 1951 :—

	British Seamen	Foreign Seamen	Total
Found to be suffering with :—			
(a) Syphilis	9	9	18
(b) Gonorrhoea	12	51	63
(c) Chancroid	...	1	1
Found not to be suffering from V.D. ...	55	57	112
Total number of patients examined ...	76	118	194
Total number of attendances	127	342	469

Form V.44(R) (Seamen's Transfer Card) was issued to all seamen in cases where continued treatment, tests or observation was considered necessary.

Information about the location of the Special Treatment Centre in Queen Street was placed on board vessels from other ports by the inspectors in the course of their duties.

TABLE C.

Cases of Infectious Sickness landed from Vessels.

Disease	Number of cases during the year		Number of vessels concerned	Average No. of cases for previous 5 years
	Passengers	Crew		
Erysipelas	...	1	1	Nil

TABLE D.

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

NIL.

During the year, no case of Plague, Cholera, Yellow Fever, Smallpox or Typhus occurred, and no plague infected rats were discovered.

V. MEASURES AGAINST RODENTS.

The various measures taken by this Authority against rodents are as described in the Annual Report for 1950.

Merchant Vessels.

The improvement in the situation regarding the number of rats on board vessels entering the port of Grimsby was maintained during the year and the heavily infested vessel continues to be a rarity.

Each vessel requiring the renewal of the Deratisation or Deratisation Exemption Certificate was subjected to a comprehensive inspection. Fifty-five vessels were inspected for this purpose and in only two cases was it found necessary to order fumigation, exemption certificates being issued to fifty-three of the vessels inspected. This pronounced freedom from rat infestation is due mainly to the realisation by all concerned that ships can be kept rat free without having to resort to spectacular and expensive methods. The emphasis tends to be on prevention rather than cure and this is borne out by the manner in which the question of rat proofing is receiving attention.

The types of vessel visiting Grimsby are engaged chiefly on the coastal and continental trade and it can be said that in these vessels at least, the situation regarding rat infestation is satisfactory.

Fishing Vessels.

A maintained improvement in the rat infestation of fishing vessels can also be recorded, although the complete and final elimination of rats from these vessels is still far from being achieved. This is proving one of the most difficult problems to solve and the slight progress made during the year gives no ground for complacency. Nevertheless, the heavily infested trawler is something of the past and during the last few years tremendous strides have been made towards the expulsion of the rat, but he is proving a redoubtable adversary.

Minor infestations crop up from time to time, without any evidence being available as to source. Measures are taken to clear the infested vessel and carried out with satisfactory results. All goes well until suddenly two or three other trawlers are found to have a rat or two on board; and so it goes on. The problem is a difficult one and it looks like being some time yet before the trawler rat joins the trawler bed-bug

in the limbo of the past. However, considerable satisfaction may be derived from the fact that whereas rats in fishing vessels were only a few years ago accepted as an inevitable part of the vessel's equipment, the appearance of a rat is now taken as necessitating an immediate report to this Authority.

District.

It has been realized for some time that the fish market formed the principal reservoir for the supply of rats to the fish dock area.

The floor of the fish market is mostly of concrete although a small portion is still of wood. Underneath the floor there is extensive supporting framework. There is ample rat harbourage and a plentiful supply of food is provided by fish offal which falls from, or is swept from the floor of the market above. There are offices and box lofts over the market, for the use of fish merchants and here again there is rat harbourage with a food supply at no great distance.

During 1950 a determined attack was made on the rat population of the fish market by the rat-catcher of this Authority, working in close co-operation with the rat-catcher of the Docks and Inland Waterways Executive. The markets and lofts were divided into sections and treatment was carried out on the block plan. Four treatments with post-baiting were carried out in 1950 and this was repeated during 1951, with results that have been most heartening.

A great improvement in the rat condition of buildings in the vicinity of the fish market has been noted, while the rat population of the fish market itself has been reduced to a nearly satisfactory level. Nevertheless it is clearly evident that regular treatment must be maintained if a return to some degree of infestation is to be avoided.

The fish processing premises erected on the north quay during recent years have attracted rats to that area. The ground consists of reclaimed land chiefly composed of loose earth and sand which provides easy rat harbourage, while the food problem is taken care of by fish scraps from nearby factories.

Two major infestations were found during the early part of the year and were dealt with successfully by the rat-catchers of this Authority and the Docks and Inland Waterways Executive. It is estimated that some 700 rats were destroyed. It is certain that if these rats had not been destroyed at that time, they would have multiplied greatly during the summer months. On the approach of winter a large proportion would have migrated to warmer quarters in premises in the Fish Dock area.

DISTRICT—PREVENTION OF DAMAGE BY PESTS ACT, 1949.

1,105 inspections and 742 re-inspections were made in connection with rodent control in premises and the following work was completed :—

Premises deratised	...	...	664
Premises rat-proofed...	...	...	27
Rat harbourage removed	...	...	97

Rats destroyed during the year.

TABLE E.

(1) On Vessels.

Number of Rats	Jan.	Feb.	Mch.	Apl.	May	June	July	Aug.	Sept	Oct	Nov	Dec.	Total in Year
Black	3	4	...	24	...	5	12	12	18	...	6	...	84
Brown	...	...	...	...	...	...	...	...	...	...	...	...	...
Species not recorded	...	...	...	...	...	...	...	...	...	...	...	...	...
Examined	...	2	3	...	...	...	...	2	...	...	...	...	7
Infected with plague	...	...	...	...	...	...	...	...	...	...	...	...	...

TABLE F.

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

Number of Rats	Jan.	Feb.	Mch.	Apl.	May	June	July	Aug.	Sept	Oct	Nov.	Dec.	Total in Year
Black	...	...	...	...	...	...	...	...	...	...	...	...	...
Brown	450	355	315	675	445	415	480	385	275	600	275	300	4 970
Species not recorded	...	...	...	...	...	...	...	...	...	...	...	...	...
Examined	2	2	2	2	...	2	...	2	...	4	2	...	18
Infected with plague	...	...	...	...	...	...	...	...	...	...	...	...	...

In Table F, the figures showing the number of rats caught include the return rendered to this Authority by the rat catcher employed by the Docks and Inland Waterways Executive, Humber Ports.

Rats examined for Plague and other Diseases.

During the year 7 black and 18 brown rats were submitted for examination. The report from the Bacteriologist was in all cases as follows :—

“Post Mortem examination of these rats revealed no evidence of infection with *B. Pestis* or other diseases.” One brown rat however was heavily infected with *Coryne bacterium Murium* (*Pseudotuberculosis Murium*, a natural disease of these rodents).

TABLE G.

Measures of Rat Destruction on Plague “Infected” or “Suspected” Vessels or Vessels from plague infected ports arriving in the Port during the year.

NIL.

TABLE H.

Deratisation Certificates and Deratisation Exemption Certificates issued during the year.

Net Tonnage 1	No. of Ships 2	No. of Deratisation Certificates issued.					No. of Derat- isation Exem- ption Certi- ficates issued 8	Total Certi- ficates issued 9
		After fumigation with			After trap- ping, poison- ing, etc. 6	Total 7		
		H.O.N. 3	Sul- phur 4	H.O.N. and Sul- phur 5				
Ships up to 300 tons	27	...	...	...	...	...	27	27
„ from 301 tons to 1,000 tons	24	...	2	...	...	2	22	24
„ „ 1,001 „ 3,000 „	4	...	...	...	...	...	4	4
„ „ 3,001 „ 10,000 „	...	...	...	...	...	...	...	...
„ over 10,000 tons	...	...	...	...	...	...	...	...
Totals	55	...	2	...	...	2	53	55

VI. HYGIENE OF CREWS' SPACES.

TABLE J.

Classification of Nuisances.

Nationality of Vessel	Number inspected during the year	Defects of Original Construction	Structural defects through wear and tear	Dirt, vermin, and other con- ditions preju- dicial to health
British ...	1,218	4	74	204
Other Nations	422	...	2	2

Details of defective conditions and nuisances found and remedied on shipping entering the port during the year were as follows :—

DEFECTIVE CONDITIONS AND NUISANCES	STEAMERS		TRAWLERS	
	Found	Remedied	Found	Remedied
<i>DEFECTS OF ORIGINAL CONSTRUCTION.</i>				
<i>Faulty Design:—</i>				
Bunks	...	...	8	8
<i>Inadequate:—</i>				
Natural lighting	1	...	...	...
Ventilation	...	...	...	1
<i>Not Provided:—</i>				
Food storage	1	1	...	...
Washing facilities	3	3	...	...
<i>STRUCTURAL DEFECTS THROUGH WEAR AND TEAR.</i>				
<i>Defective:—</i>				
Artificial lighting	1	1	...	...
Bunks	4	4	15	13
Cabin linings	6	6	...	...
Companion ladders	...	...	2	2
Decks	8	11	10	8
Decklights	14	14	2	2
Doors	1	1	1	1
Drainage	1	1	...	...
Floors	2	...	3	3
Heating facilities	1	1	2	2
Lockers—clothes	3	3	2	1
" food	2	1	7	7
" store	1	1	...	...
Portframes	14	14	...	...
Portlights	65	76	4	3
Scupperways	2	2	...	...
Sanitary tanks	1	1	...	...
Sideplates	4	4	...	...
Skylights	2	2	...	...
Slop sinks	4	4	...	...
Stoves	11	12	10	11
Stove chimneys	4	4	10	9
Tables	2	1	1	1
Ventilators	2	2	2	1
Water—service pipes	1	1	...	...
" tanks	...	...	3	3
" pumps	...	...	1	1
W.C. basins	1	2	2	2
W.C. connections	1	1	...	...
W.C. flushing pipes	2	2	1	1
W.C. seats	9	10	3	4
W.C. soil pipes	1	...	2	2
Waste pipes	2	2	...	...
Wash basins	4	8	...	...
<i>DIRT, VERMIN AND OTHER CONDITIONS PREJUDICIAL TO HEALTH.</i>				
<i>Dirty:—</i>				
Beds	...	...	9	15
Bunks	238	247	1,391	1,367
Cooking utensils	...	...	3	4
Food stores	7	2	43	47
Galleys	16	17	30	29

DEFECTIVE CONDITIONS AND NUISANCES	STEAMERS		TRAWLERS	
	Found	Remedied	Found	Remedied
<i>Dirty:—</i>				
Lockers—clothes	247	286	169	166
„ food	160	171	154	144
„ seat	91	96	...	20
„ store	4	8	...	...
„ transom	43	...	19	16
Messrooms	43	42	4	7
Sanitary accommodation	...	...	5	1
Quarters	51	54	54	53
Storerooms	6	15	1	3
Wash houses	41	42	8	8
Water tanks	23	28	28	29
W.C's	45	57	18	22
W.C. pans	6	...	6	5
<i>Verminous:—</i>				
Beds	1	1	...	...
Food lockers	...	...	3	5
Food stores	...	...	6	7
Galleys	...	...	8	11
Quarters	3	3	7	14
<i>Other Nuisances</i>	...	...	1	2
<i>MEASURES AGAINST RODENTS.</i>				
<i>Rat:—</i>				
Infestations	2	2	28	23
Runs	1	1	51	37
Harbourage	3	3	13	13

CREW ACCOMMODATION.

Merchant Vessels.

Inspection of the crew accommodation on board all vessels entering the port is a very important part of the duties of the Port Health Inspector. It is pleasing to be able to record that the general improvement in the living accommodation in vessels visiting the port, mentioned in previous reports, has been maintained during the year under review. There are still a number of vessels in which the crew accommodation is exceedingly bad and for which it is not possible to find any remedy other than complete re-construction. The replacement of the older vessels by new tonnage seems to be the only way in which the situation can be met.

In the meantime, the port health inspectors persevere in trying to secure minor improvements and a reasonable standard of maintenance. The lack of proper food storage facilities is one of the outstanding faults in many of the older ships and in some of the more modern ships as well. Too often the only provision made for the storage of meat and other perishable food, is a miserable box situated on the boat deck, partially open to the elements and wholly open to the dust from the coal cargoes.

which these vessels frequently carry. Such conditions would not be tolerated for one moment in the canteen of a factory on shore and one can only await impatiently the framing of legislation designed to meet the peculiar needs of shipping.

The most encouraging factor concerned with the crew accommodation in the type of vessel visiting Grimsby is the manner in which infestation by insect vermin has decreased almost to vanishing point. It is thought that this welcome change is mainly due to increased interest on the part of the crew and to the intelligent use of efficient insecticides.

Fishing Vessels.

The general standard of maintenance in the crew accommodation in the fishing vessels based on this port continues to be very high and constitutes one of the most pleasing aspects of the work of this department. Nevertheless, this is not regarded with complacency, particularly in the case of the near water vessels.

There is a marked difference in the state of cleanliness of the crew accommodation in near water vessels as compared with the larger vessels. In the case of the larger trawlers the time of the inspector is usually taken up in attending to some of the finer points, such as the elimination of the causes of condensation, while in the near water vessels the inspector is fully employed in trying to secure the maintenance of a reasonable state of cleanliness.

It seems certain that the factor chiefly contributing to this state of affairs is the better discipline which obtains in the deep water trawlers. In these vessels the crews do not readily change from ship to ship and the tendency to remain in the same ship voyage after voyage inspires in the crew a much greater interest in the welfare of their ship. Moreover, the owners do not experience any great difficulty in getting crews for these vessels, as greater financial returns are possible than in the case of the smaller trawlers.

On the other hand, the crews of a large proportion of the near water trawlers seem to change frequently from ship to ship. Difficulty is experienced in getting crews for these vessels and generally the circumstances are such as to result in a relatively low standard of discipline and this, in turn, results in a marked lack of interest on the part of the skippers and crews in maintaining the accommodation of their ships in a clean and wholesome state.

In the report for 1950 mention was made of the success achieved in the war against the bed-bug and the preparations which were being made for an onslaught on the cockroach. It is most encouraging to be able to report that the cockroach has gone the way of the bed-bug. At present there are no Grimsby fishing vessels infested with bed-bugs or cockroaches, a state of affairs which reflects great credit on all concerned.

Study of the crew accommodation in fishing vessels visiting Grimsby from other ports in this country tends to indicate that as far as cleanliness and freedom from insect vermin and rats are concerned, the Grimsby vessels are greatly superior to those of other ports.

In many of the trawlers which have been commissioned since the end of the war, the bunks seem to have been designed with the intention of making cleaning out as difficult as possible. The side boards, bottom boards and spring mattresses are all fixed permanently and no provision is made to enable the bunks to be swept out. On representations by this department, some of the owners have altered the structure of the bunks, while others have supplied brushes especially designed to enable the bunks to be swept out. This department also made representations to the builders, with a view to securing the provision of a more suitably designed bunk in future vessels.

The problem presented by condensation in the crew accommodation in trawlers was tackled during the year. In some trawlers, additional ventilators were fitted in selected positions, and generally speaking, the degree of success attained has been satisfactory. It is doubtful if this problem will ever be eliminated completely in the case of older trawlers but experience has proved that additional ventilation behind the linings will, in many cases, alleviate the condition.

INSPECTION OF CANAL BOATS.

Public Health Act, 1936, Part X and The Canal Boats Regulations, 1878.

295 canal boats entered the port during the year and 17 inspections were carried out. The following defects and contraventions of the Act and Regulations were found and remedied :—

DEFECTIVE CONDITIONS AND CONTRAVENTIONS	Found	Remedied
Registration Certificates not on board	3	2
Registration Marks and Numbers not clearly shown ...	6	2
Cabin requiring repainting	1	...
Registration Certificate not identifying owner with boat ...	1	1
Registration Certificate not altered after reconstruction of accommodation	1	...

Canal boats trading to Grimsby are usually registered with one of the following Registration Authorities :—Hull, Goole, York, Nottingham or Leeds. Trade is confined chiefly to places on the Rivers Humber and Trent.

Generally speaking, the crew accommodation on board the canal boats using the port of Grimsby is maintained in a satisfactory condition and the defects noted are usually remedied by the service of informal notices. During the year, one formal notice was served on owners in respect of defects and contraventions on canal boats, and no legal proceedings were taken.

No case of infectious disease occurred on any of the canal boats.

VII. FOOD INSPECTION.

PUBLIC HEALTH (IMPORTED FOOD) REGULATIONS, 1937-1948.

Inspection of Fish.

The amount of fish landed from fishing vessels at the Grimsby fish market during the year was 241,067 tons, representing a value of £13,039,320. In addition, 15,992 tons of fish, imported from other countries, was landed at the commercial docks.

All fish landed was subjected to routine inspection by the Food Inspectors, and the quantities and descriptions of fish found to be unfit for human consumption were as follows :—

Type of Fish	Weight			
	Tons	Cwts.	Qtrs	Stns.
Cod	2,249	9	2	0
Haddock	1,044	8	1	0
Coalfish	269	8	3	0
Catfish	72	3	0	1
Whiting	27	18	2	0
Herring	16	6	0	0
Dab	15	13	3	0
Roe	11	4	1	1
Norway Haddock	8	11	3	1
Skate	7	1	2	1
Plaice	6	17	3	0
Mackerel	6	6	1	0
Dogfish	5	15	3	0
Lemon Sole	3	3	3	0
Ling	2	5	2	1
Hake	1	10	2	1
Tusk		17	2	0
Witch		8	3	0
Smelt		4	1	1
Mock Halibut		3	3	0
Bream		2	1	0
Halibut		1	3	1
Monk		1	1	0
Turbot			1	0
TOTAL	3,750	5	2	0

Inspection of Other Foodstuffs.

The undermentioned quantities of other foodstuffs were landed at the commercial docks during the year, and routine inspection was carried out under the above regulations :—

Bacon	...	...	15,152 tons.
Butter	...	...	13,680 "
Eggs	...	...	5,003 "
Conserves	...	...	3,414 "
Offal	...	...	1,902 "
Cheese	...	...	605 "
Condensed Milk	...	...	406 "
Fruit and Vegetables	...	...	309 "
Whalemeat	...	...	223 "
Fish Preserves	...	...	146 "
Milk Powder	...	...	118 "
Reindeer	...	...	93 "
Biscuits	...	...	28 "
Poultry	...	...	27 "
Sausage	...	...	23 "
Blood Powder	...	...	7 "
Blood Pudding	...	...	4 "
Fat Rinds	...	...	6 "
Chopped Pork	...	...	5 "
Miscellaneous	...	...	7 "
TOTAL			41,158 "

Details of foodstuffs found to be unfit for human consumption were as follows :—

Type of Food	Weight			
	Tons	Cwts	Qtrs	Lbs
Mussels	2	10	0	0
Pigs' Maws		3	0	0
Tinned Jellied Veal		1	2	5
" Braised Kidneys			1	22
" Braised Pigs' Hearts				15
" Blackcurrants				12
" Strawberries				4
TOTAL	2	15	1	2

FOOD AND DRUGS ACT, 1938.

Inspection of Fish.

Details of fish condemned ex rail, fish merchants and other sources during the year under the above-mentioned Act were as follows :—

Type of Fish	Weight			
	Tons	Cwts.	Qtrs.	Stns.
Mackerel	18	7	0	1
Cod	10	12	2	0
Haddock	8	13	1	1
Dogfish	7	6	1	0
Plaice	5	2	1	0
Norway Haddock	2	9	2	0
Skate	2	9	2	0
Herring	1	13	1	1
Sole	1	12	3	0
Dab	1	0	1	1
Catfish		19	2	1
Hake		17	3	1
Coalfish		17	1	0
Lemon Sole		16	2	1
Whiting		16	0	1
Prawn		16	0	1
Cured Fish		14	0	0
Megrim		14	0	0
Roe		13	1	0
Crab		9	1	0
Ling		8	1	1
Halibut		7	3	0
Gurnard		3	2	0
Witch		3	0	1
Mock Halibut		2	2	0
Bream		1	1	0
Mullet		1	0	1
Shrimp		1	0	0
Eel			2	1
Sprat			2	0
Cockles			1	0
Turbot				1
TOTAL ...	68	11	1	0

Inspection of other Foodstuffs.

The quantities and description of other foodstuffs condemned during the year under the above Act were as follows :—

	Weight			
	Tons	Cwts.	Qtrs.	Lbs.
Boneless Cooked Ham ...				16
TOTAL ...				16

Disposal of Condemned Food.

All fish condemned by this Authority was disposed of to the Fish Meal Works. Other condemned foodstuffs were either destroyed or sent for conversion to animal feeding stuffs.

PUBLIC HEALTH (PRESERVATIVES, &c., IN FOOD)
REGULATIONS, 1925-48.

Details concerning samples of foodstuff submitted to the analyst under the above regulations are detailed below :—

<i>Nature of Sample.</i>	<i>Result of Examination.</i>
Cheese Spread	Sulphites.....absent Formaldehyde.....absent Starch.....absent Boric Acid.....0.12%
Cheese Spread	Sulphites.....absent Formaldehyde.....absent Starch.....absent Boric Acid.....very faint trace
Cheese Spread	Preservatives.....absent
Tinned Blackberries	Free from preservatives and prohibited dyes
Tinned Raspberries	Free from preservatives and prohibited dyes
Tinned Mackerel Fillets in Tomato	Sulphur Dioxide.....absent Boric Acid.....absent Benzoic and Salicylic Acid.....absent The sample was free from preservatives
Tinned Sliced Smoked Saithe	Added Preservatives.....absent Prohibited Dyes.....absent

INSPECTION OF IMPORTED CANNED FOODS.

During the year a considerable quantity of canned food was imported, and detailed examination of these goods was carried out by this Authority. Some evidence of faulty processing was evident at the beginning of the year but submission of samples to the bacteriologist resulted in the suspect cans being declared satisfactory.

Nevertheless, a very close watch was maintained on all imported canned foods and where there was the slightest sign of faulty processing, the consignment was detained until the bacteriologist's report had been received. As the result of this procedure, varying quantities of canned foods were condemned and destroyed, and the passage of potentially dangerous foodstuff into the country was prevented.

PUBLIC HEALTH (IMPORTED MILK) REGULATIONS, 1926.

It has not been found necessary to take any action under these Regulations during the year.

SHELL FISH.

There are no shell-fish beds or layings within the jurisdiction of this Authority.

The system of inspection of imported mussels which was adopted during 1950 was continued during 1951. Samples from each consignment of mussels were submitted for bacteriological examination. Where the reports of the bacteriologist indicated deterioration in the state of cleanliness of the mussels, subsequent consignments from the beds concerned were detained pending receipt of the bacteriologist's report. One small consignment of $2\frac{1}{2}$ tons of mussels was condemned during January but since then the reports have all been reasonably satisfactory and further condemnations found unnecessary.

FISH INSPECTION.

The following table illustrates the downward trend in the proportion of fish condemned on the Grimsby fish market since the cessation of controls :—

Year	Weight of Fish in Tons.		Percentage
	Landed	Condemned	
1947	217,792	3,731	1.71%
1948	241,051	4,583	1.90%
1949	256,835	7,307	2.84%
1950	208,465	4,856	2.33%
1951	241,067	3,750	1.55%

Having had the somewhat dismal task of emphasising the alarming manner in which the proportion of condemned fish was increasing during the years immediately preceding the peak year of 1949, it is now very pleasant to be able to direct attention to the wholly satisfactory manner in which the figures are declining.

The catching side of the industry have done everything at present possible to ensure that a plentiful supply of fish is landed in a fresh and wholesome state and it can be said, without fear of contradiction, that they have largely attained their objective. The occasional voyage of poor quality fish is inevitable as long as the weather remains uncontrollable and there will always be the odd trawler which is unfortunate enough to land a poor voyage.

It is confidently anticipated that the improvement in quality which has been so evident in the fish landed during the last two years will be maintained and it is expected that the figures for 1952 will be even more encouraging than those for 1951. One notable feature which was observed in the fish landed during the year was the marked increase in the proportion of shelved fish.

It is possible that the Greenland season may be extended considerably if profitable fishing can be carried out in the vicinity of Cape Farewell. At present the Greenland fishing is limited to August/October and any appreciable extension of this period would mean a decided addition to the weight of fish landed.

Quick-frozen fish is steadily becoming a more and more important factor within the fishing industry and it seems likely that this form of fish marketing will increase in popularity as the confidence of the public is gradually acquired.

The sale of fish in a frozen state offers great advantages from the viewpoint of hygiene and general cleanliness but it cannot be emphasised too strongly that all the advantages coincident with this method of fish marketing are nullified completely when the fish is not delivered in a frozen state to the consumer. The importance of this is fully realized by the great majority of those engaged in the handling of quick-frozen fish and it seems almost incredible that there is still the odd merchant here and there who persists in thawing out the fish before despatch. It is possible that this practice may be in accordance with the wishes of the retailer but nevertheless it is a practice which must be greatly deplored, no matter from what viewpoint it may be considered.

It is worthy of note that in a large proportion of the deep sea trawlers the washing of the fish is now being carried out by mechanical means and even at this early stage it seems safe to conclude that this innovation constitutes a decided step in the direction of maximum efficiency.

The washing machine consists of a rectangular tank erected above the deck hatches leading to the fish room. The water supply is provided by two inlets arranged at such an angle as to ensure that the water is kept in motion around the tank. The overflow of water passes over a lip at whichever end of the tank is most conveniently situated for the fish room hatch into which it is desired that the washed fish should pass.

As the fish are gutted, they are thrown into the tank where they are swirled round and round the tank by the flow of water. The fish pass out of the tank by way of the water overflow and into a perforated metal shute which can be made to lead to any desired position in the fish-room being loaded. No water reaches the fish room because of the perforations in the shute.

The tank can be moved forward or aft as required and the overflow can be arranged at the forward end or after end of the tank. The fish is continually on the move from the cod-end to the fish-room and the practice of piling gutted fish in the pounds to await washing is eliminated, and the time between the landing of the fish on deck and stowing in the fish-room is reduced to a minimum.

Fish of different species are not mixed in the fish-room but are stowed in separate pounds and if the fish washing machine is to be used to full advantage the fishing should be heavy, with one species, such as cod or haddock, predominating.

DISTRICT—SANITARY CONDITIONS.

Road Surfaces and Drainage.

The re-surfacing of Maclure Street was completed during the year. All sewer connections were modernised and additional inspection chambers fitted where necessary. Reinforced concrete to a depth of more than six inches was laid on hard core bottoming. Considerable excavation work was necessary and generally the job was a lengthy one but the result provides ample justification for the extent of the work undertaken and credit is due to the Docks and Inland Waterways Executive for an excellent job which has done much to raise the standard of hygiene in the locality.

In Cross Street the demolition of the offices of the Grimsby Fish Meal Company and the setting back of the railway lines has resulted in an appreciable widening of the roadway. Work on re-surfacing the roadway and pavement is well in hand and here again the results should more than justify the expense incurred.

The work in Cross Street forms part of the Hutton Road development scheme, which provides for the renewal of sewers where necessary in Hutton Road, Cross Street, Smitton Street and Auckland Road and the complete re-surfacing of all these roadways. The work in Hutton Road is in an advanced stage and it is anticipated that the entire scheme will be completed by the autumn of 1952 if the necessary materials are available as required.

It is understood that future plans provide for similar work being carried out in Murray Street and Gorton Street.

It goes without saying that these schemes are a major development and a great source of satisfaction to all concerned. Nevertheless, one looks forward with some impatience to the time when the Docks and Inland Waterways Executive will be in a position to direct their attention to such streets as Surtees Street, Sidebottom Street, Henderson Street, Brown Street and Smith Street. The surfaces of these streets are in a deplorable state, for which the only possible remedy is complete re-surfacing, as in the case of Maclure Street.

Public Conveniences.

Work has been commenced on the erection of a block of modern type conveniences on the east side of the Royal Dock. When this building is completed it will mark the end of the re-construction programme of the Docks and Inland Waterways Executive as far as public conveniences on the commercial docks are concerned. It is considered that, in this respect at least, the Grimsby docks will compare favourably with most other ports.

At the end of the year, work on the new Cross Street conveniences was well in hand. These conveniences are situated on the island site at the junction of Cross Street and Hutton Road and the existing conveniences in Cross Street will be demolished as soon as the new building is completed. From the point of view of hygiene, the new conveniences leave nothing to be desired. Practically all surfaces are of glazed brick or tiles and generally the construction is well abreast of the highest modern standards. It is unfortunate the shortage of materials has been responsible for considerable delay in this work.

Fish Processing Premises.

It can only be repeated that in the fish processing premises situated in the older part of the Fish Docks, it is most difficult to secure the maintenance of a satisfactory standard of hygiene. A large proportion of these premises cannot be regarded as suitable for the purpose of processing a perishable foodstuff, but there seems little hope of an improvement in the situation taking place in the near future.

Factories.

Very satisfactory liaison continues between H.M. Inspector of Factories and the staff of this Authority, with the result that any difficulty in the administration of the appropriate sections of the Factories Act is reduced to a minimum.

Offensive Trades.

Fish curing and the manufacture of fish meal and cod liver oil are the scheduled offensive trades carried on within the port area. The premises concerned have been kept under constant supervision by the Port Health staff and have not been the subject of any complaint.

The question of the removal of offal through the town to the area of the fish meal works in the Pyewipe district was the subject of considerable discussion during the year, and the following suggestions were put forward for discussion with the trade :—

- (1) Every fish offal container shall be so constructed as to be watertight.
- (2) Every fish offal container and every vehicle used for the transportation of fish offal shall be maintained in a clean condition.
- (3) Every fish offal container shall be efficiently sheeted over during transportation.

In the event of the demand for watertight fish offal containers being deemed impracticable, the following minimum requirements were suggested :—

- (1) The floor of every vehicle used for the transportation of fish offal shall be covered with an impermeable and non-absorbent material.
- (2) The floor of every vehicle used for the transportation of fish offal shall be provided with a drainage hole connected with a water-tight tank of such capacity as to be capable of holding the effluent from the number of fish offal containers which the vehicle is designed to carry.
- (3) Every vehicle used for the transportation of fish offal shall be cleansed as often as may be necessary to maintain the vehicle in a clean and wholesome state, and in any case every such vehicle shall be cleansed at least once in each working day.
- (4) Every fish offal container shall be maintained in a clean and wholesome state.
- (5) Every fish offal container shall be efficiently sheeted over during transportation.

There should be a rule whereby the collection of fish offal shall be carried out at intervals not exceeding 24 hours.

Consideration was also given to the question of an alternative road being constructed nearer the Humber so that the offal would not go through such a large section of the town.

DISTRICT—INSPECTIONS AND RE-INSPECTIONS.

During the year, the following inspections and re-inspections of factories and other premises, etc., were carried out under the appropriate Acts and Regulations :—

	<i>Inspections</i>			<i>Re-Inspections</i>		
Factories with power	...	140	...	...	33	
Factories without power	...	26	...	...	44	
Fish curing houses	...	108	...	...	144	
Fish processing houses	...	177	...	...	162	
Workplaces	...	31	...	...	79	
Shops	...	35	...	...	69	
Public sanitary conveniences	...	21	...	...	18	
Streets, drains, etc.	...	9	...	...	24	
TOTALS	...	547			573	

DISTRICT—SANITARY IMPROVEMENTS EFFECTED.

During the year, 149 informal notices concerning defects and nuisances were served on owners or occupiers. It was not found necessary to take any legal proceedings. The following table shows the defects and nuisances found and remedied :—

ADMINISTRATION OF THE FACTORIES ACTS, 1937 AND 1948.

Particulars of Inspections and Defects found and remedied during 1951.

1. INSPECTIONS for the purpose of provisions as to health (including inspections made by Sanitary Inspectors).

PREMISES (1)	Number on Register (2)	Number of		
		Inspections (3)	Written Notices (4)	Occupiers prosecuted (5)
(i) Factories in which Sections 1, 2, 3, 4 and 6 are to be enforced by Local Authorities	107	311	1	...
(ii) Factories not included in (i) to which Section 7 applies:—				
(a) Subject to the Local Authorities (Transfer of Enforcement Order 1938)	168	140	...	...
(b) Others	...	...	...	...
(iii) Other premises under the Act (excluding out-workers premises)	...	...	...	...
TOTALS	275	451	1	...

2. Cases in which DEFECTS were found.

PARTICULARS	Number of Cases in which defects were found				Number of cases in which prosecutions were instituted
	Found	Remedied	Referred		
			To H.M. Inspector	By H.M. Inspector	
(1)	(2)	(3)	(4)	(5)	(6)
Want of cleanliness (S.1)	49	52	...	...	...
Overcrowding (S.2)	...	...	...	...	...
Unreasonable temperature (S.3)	...	...	...	...	...
Inadequate ventilation (S.4)	...	...	...	...	...
Ineffective drainage of floors (S.6)	1	3	...	...	...
Sanitary Conveniences (S.7)					
(a) insufficient	3	3	...	...	...
(b) Unsuitable or defective	3	5	...	...	...
(c) Not separate for sexes	1	1	...	...	...
Other offences (not including offences relating to Homework)	62	66	...	...	...
TOTALS	119	130	...	...	...

Defect or Nuisance	Remedy	Found	Remedied
<i>GENERAL</i>			
<i>Defective :—</i>			
Artificial lighting	Repair/Renew	1	1
Doors	"	16	18
Floors	"	10	11
Heating facilities	"	1	1
Road surfaces	"	3	2
Roofs	Repair	8	8
Stairways	Repair/Renew	2	2
Walls	"	12	18
Window frames	"	24	7
Window panes	Reglaze	91	84
Yard surfaces	Repair/Relay	3	3
<i>Dirty :—</i>			
Factories with power	Cleanse and/or	2	2
Factories without power	Paint/Limewash	2	3
Fish curing houses	"	25	24
Fish processing houses	"	22	23
Messrooms	"	8	7
Refreshment Rooms	"	3	...
Stairways	"	9	12
Storerooms	"	21	26
Workplaces	"	10	12
<i>Inadequate :—</i>			
Artificial lighting	Improve	1	1
Heating facilities	"	2	...
Natural lighting	"	1	1
Ventilation	"	1	1
<i>Not provided :—</i>			
Doors	Provide	3	3
Food storage	"	1	...
Heating facilities	"	2	2
Messing facilities	"	1	1
<i>Miscellaneous :—</i>			
Accumulations of refuse	Remove	19	34
Other nuisances	Abate	4	4
<i>DRAINAGE</i>			
<i>Drainage :—</i>			
Defective	Repair/Renew	11	12
Inadequate	Improve	3	2
Not provided	Provide	2	1
<i>Choked :—</i>			
Drains	Clear	25	23
Eaves gutters	"	4	5
Gullies	"	3	2
Manholes	"	5	4
Rain water pipes	"	...	1
W.C's	"	3	3
<i>Defective :—</i>			
Eaves gutters	Repair/Renew	4	8
Gullies	"	21	22
Grease Traps	"	1	1

Defect or Nuisance	Remedy	Found	Remedied
<i>Defective (continued)—</i>			
Gully covers	Repair/Renew	4	1
Inspection chambers	"	2	2
Inspection chamber covers	"	5	6
Rain water pipes	"	5	4
Soil pipes	"	6	6
Waste pipes	"	...	1
<i>Not provided :—</i>			
Gullies	Provide	3	2
Gully covers	"	1	3
Inspection chambers	"	7	7
Inspection chamber covers	"	1	...
Intercepting traps	"	1	1
Waste pipes	"	2	2
<i>SANITARY ACCOMMODATION.</i>			
<i>Sanitary Accommodation :—</i>			
Defective	Repair/Renew	1	...
Dirty	Paint/Limewash	40	46
Insufficient	Increase	...	1
Not provided	Provide	3	1
Not lighted	Light	6	7
No indication of sex	Mark	7	7
No. I.V. lobby	Construct	2	...
Not adequately ventilated	Ventilate	4	4
<i>Defective :—</i>			
Flushing cisterns	Repair/Renew	13	14
Flushing pipes	"	4	1
Hot water supply	"	...	4
Wash basins	"	5	5
W.C. connections	"	1	2
W.C. pans	"	6	7
W.C. seats	"	9	11
<i>Dirty :—</i>			
Public conveniences	Cleanse and/or	1	1
Urinals	Paint/Limewash	3	3
Wash places	"	1	1
W.C. pans	"	12	11
<i>Not provided :—</i>			
Chemical closets	Provide	2	1
Hot water supply	"	6	2
Urinals	"	2	2
Washing facilities	"	3	3
Water supply pipes	"	8	4
Water taps	"	2	2
W.C.'s complete	"	1	2
W.C. flushing systems	"	1	1

FISH MARKET—SANITARY CONDITIONS.

The sanitary condition of the fish market continues to be satisfactory. The entire length of the market is hosed down daily and altogether the market presents a clean and hygienic appearance at the close of each working day. Nevertheless, a decided improvement could be accom-

plished if greater care was given by the merchants and their employees to preventing fish residue being left lying about on the floor of the fish market. A large proportion of these fish scraps are washed into the dock and on to the quayside beams during hosing operations and another unsatisfactory feature is that fish scraps are washed underneath the stacks of landing trunks on the market. The result of this is that when the stacks are broken down and removed, putrefying filth can occasionally be noted on the floor where the trunks have been stacked.

Fish Containers used on Market.

In each of the reports covering the last four years, mention has been made of the great difficulty experienced in maintaining, in a clean state, the containers in which the fish is packed on the market after landing from the trawlers. These containers have a capacity of ten stones each and are of aluminium alloy. It was in 1947 that the metal container commenced to oust the wooden container and by 1948 the wooden article had finally disappeared from the market.

As time went on it became increasingly evident that the means available for cleansing the metal containers were totally inadequate and the dirty state of the containers was a matter of much concern to this Authority; the fact that as long ago as 1948 plans for the installation of a steam cleansing plant brought little comfort, as year followed year without any sign of the project nearing completion.

During the actual installation of the plant the Grimsby Exchange were confronted with many difficulties, not the least of which was the great delay in obtaining the necessary materials. The provision of an adequate water supply also presented a problem which was not overcome easily. However, the installation of the plant was finally completed during the summer of 1951 and the two steam box washing machines commenced operating on 1st September, 1951.

Since that date the condition of the containers has improved steadily and it is most encouraging to be able to report that by the end of the year the situation had reached a stage where it could be regarded by the Authority as satisfactory.

The plant consists of two machines, each capable of dealing with up to 250 containers per hour, although this rate depends to a great extent upon the state of cleanliness of the containers passing through. The container is conveyed through the machine on a moving belt and passes through three distinct phases of cleaning. The first is a steam chamber where steam at 120 lbs. per square inch is played on all surfaces of the container from 42 jets. The container then passes into the second section of the machine where all surfaces are washed with boiling water

from some 117 jets. The dirt and slime, which had been softened in the steam chamber, is now washed off very effectively by the boiling water. Finally, the container passes through a cold water rinse, after which it emerges from the machine sufficiently cool to permit immediate handling.

During the year an improved type of container was introduced. This container is of stronger construction and every effort has been made to eliminate sharp corners, overhanging lips and other crevices which were a feature of the older container and which served to facilitate the depositing of slime and scale.

Fish Boxes.

Little change can be recorded in the situation as far as the boxes used for the distribution of fish is concerned. Fish boxes continue to arrive back in the Grimsby box yards in a dirty state and there appears to be no remedy for this trouble.

It can only be hoped that the new regulations covering hygiene within the industry will bring about an improvement in the state of these boxes.

FISH MARKET—INSPECTIONS AND RE-INSPECTIONS.

The following inspections and re-inspections were carried out on the fish market during the year :—

	<i>Inspections</i>		<i>Re-Inspections</i>	
Fish Merchants Stands	...	1,004	...	714
Box Lofts	...	217	...	109
Offices	...	12	...	—
Urinals and W.C's	...	5	...	5
TOTALS	...	1,238		828

FISH MARKET—SANITARY IMPROVEMENTS EFFECTED.

The following defects and nuisances were found and remedied :—

Defect or Nuisance	Remedy	Found	Remedied
Defective Fish Bins	Repair/Renew	75	68
" Utensils	Cleanse	20	46
" Loft Ladders	Repair/Renew	11	...
Dirty Box Lofts	Cleanse	88	66
" Fish Barrels in use	"	214	214
" Fish Boxes in use	"	281	281
" Fish Bins	"	193	160
" Fish Curing House Floors	"	4	4
" Stands	"	28	28
" Urinals	"	5	5
" Utensils	"	817	745
" W.C's	"	12	12

WELFARE WORK.

Medical and First Aid Services for the whole of the Fish Dock Area are provided by :—

(1) *The Clinic* situated in Fish Dock Road and inaugurated in 1934 by the Grimsby Trawler Owners through the medium of The Grimsby Exchange Limited. The work of the Clinic covers the care and supervision of trawler personnel with especial regard to their welfare on board ship, and also the provision and maintenance of the medicine chests on board the trawlers to the requirements of the Ministry of Transport.

In 1934 the number of vessels sailing from Grimsby was 563 and the crews numbered approximately 3,000 fishermen. To-day, the vessels number about 300 but many of these are larger than the pre-war trawlers and the number of fishermen is now approximately 3,500.

The Clinic consists of a dispensary, X-ray Department, and consulting rooms, and is under the personal supervision of the Medical Officer—Dr. John Lanny, L.R.C.P., L.R.C.S., L.R.F.P. & S., who has occupied this part time position since 1937. He is assisted by a dispenser and three full time surgery assistants.

Since 1934 the Clinic has gradually enlarged the scope of its activities and now gives emergency treatment to any person within the Dock area.

(2) *A First Aid Station* (first established in 1923) is now temporarily situated in Cross Street, but new permanent premises more centrally situated will be completed during 1952. This Station was created initially as a separate service for Dock employees other than fishermen, but under The Fish Dock Medical Services Committee, the whole of the services have been amalgamated. This Station gives splendid service throughout the year.

(3) *Subsidiary First Aid Stations are situated :—*

- (a) Coal Hoists.
- (b) Humber Bank South.
- (c) Murray Street (in the process of formation).

These emergency stations are manned by personnel trained in First Aid who are available for nearby emergencies. Each First Aid Station is linked by telephone and thus has facilities for calling the Medical Officer or the Ambulance during hours when the Clinic is closed. The Murray Street Centre will maintain a 24 hour service.

During the past year treatments given by the Fish Dock Medical Services are as follows :—

Clinic :—

Routine examinations of fishermen	...	1,858
Consultations		1,965
X-Ray examinations		64
Surveys of Medicine Chests		616

First Aid Station and Emergency Centres :—

Total treatments		20,520
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It is worthy of note that this Medical Service was established twenty-nine years ago and ranks as a pioneer in welfare service to fishermen and dock workers.

TEMPORARY MEDICAL CENTRE, FLOUR SQUARE
(ROYAL DOCK).

This Centre, which is provided by the National Dock Labour Board in accordance with the Dock Workers (Regulation of Employment) Act, 1946, continued to operate throughout the past year.

6,924 treatments were given, mostly to registered dock workers who include lumpers. While the services of the Centre are available to all dock users in case of need, a contribution towards the cost of this is now requested from the employers if the patient is not a registered docker.

With a little over two years' working experience on which to look back, the pattern of the service rendered by the Centre can be seen to follow closely that of other Centres operated by the Board in other ports. Accidents at work account for the greater part of the treatments carried out, with accidents elsewhere and minor complaints accounting for about a quarter of the total attendances.

The Board takes a special interest in the rehabilitation of the dock worker after injury or illness and during the year twelve dockers from Grimsby and Immingham have been admitted to its residential Centre at Salford. All of these men have returned to work, the majority of them to full employment. A further twenty-eight cases have been admitted with good results to the Rehabilitation Centre administered by the Grimsby Hospital Management Committee. The latter is situated in Ferriby Lane, Grimsby.

The good relationship established with general practitioners and the hospital and specialist services continues and the possibility of increasing the availability of the Centre by moving it to permanent premises more conveniently situated is still being borne in mind.