NEWHAVEN PORT HEALTH AUTHORITY

ANNUAL REPORT OF THE PORT MEDICAL OFFICER

FOR THE YEAR ENDING

31st December, 1946.

Public Health Department,
Lewes House,
Lewes, Sussex.

1st April, 1947.

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TO THE MEMBERS OF THE NEWHAVEN PORT HEALTH COMMITTEE

Madam, and Gentlemen,

I have pleasure in submitting my Annual Report as Port Health Officer of Newhaven for the year 1946.

The amount of shipping entering Newhaven Port during the year under review was appreciably increased compared with that entering the port during the year 1945. In 1946 a total number of 3,910 foreign and coastwise vessels entered Newhaven, as compared with 793 vessels in 1945.

Sanitary conditions generally on the vessels which entered the port in 1946 were good, especially on foreign ships. Defects were found in seven coastwise steamers and in one fishing vessel, and the number of vessels in which defects were remedied was six; five coastwise steamers and one fishing vessel. No vessels were reported as having, or having had, during voyage infectious disease on board.

During 1946 a total of 60,585 inward passengers landed at Newhaven, and there was a total of 65,821 outward passengers. These are large increases compared with 30,110 inward passengers, and 34,316 outward passengers in 1945.

In the year under review, imports were increased at the port, and some of the usual pre-war imports were landed in that the fruit, vegetable and timber traffic was resumed, with iron and steel and an increase in general imports making a further improvement. The principal exports during 1946 were iron and steel, grain and seed, but these were overshadowed by a large number (2,500) motor vehicles which were exported.

As before in normal times, the principal foreign port from which vessels arrived, was Dieppe, and there were 227 passenger vessel arrivals from that port. A number of timber importing vessels arrived from Scandinavian ports. Newhaven is primarily a passenger port, and for a port of its size, deals with a large amount of inward and outward passenger traffic. The port could become a large and important one for exporting and importing goods, materials and merchandise of all kinds, if it were extended towards the east. The work of extension would no doubt be expensive, but due to the topographical situation, whereby nearly all the extension work could be effected on land, and not under water, it would be a less costly affair than enlargement by principally under-water works. Extension might relieve congestion at the Port of London, and at some other ports, and facilitate a quicker export and import traffic which seems to be necessary.

The medical inspection of aliens during 1946 was carried out by Dr. a'Brook, who inspected 25,480 aliens; of that number, 58 were refused permission to land.

As before, the source of water supply for the port on the east side was the Southern Railway's well at Denton, and for the west side, and for shipping, it was the Newhaven and Seaford Water Company's main supply.

As previously, arrangements were in being so that all vessels reporting sickness are boarded on arrival by the Medical Officer and the Sanitary Inspector.

As to the premises and waiting room for medical examination, perhaps these can be improved when labour and materials become available.

As before, arrangements were in being whereby cleansing and disinfections of ships could take place at the stations on the East Quay, and persons could be disinfested in special premises on the East Quay, where a supply of D.D.T. and blowers, with spare clothing, are held. Steam disinfection of bedding, clothing, and other articles, if required, could have been carried out at the Isolation Hospital in Newhaven. Hospital accommodation was available for the reception of cases of infectious diseases, and for the supervision of contacts, if the latter could not be dealt with on board. Arrangements were also in being for bacteriological and pathological examinations.

The year 1946, as can be seen, saw a considerable increase in the amount of inward passenger traffic at Newhaven. Fortunately, there was a decrease in the amount of infectious diseases on the continent during the year, as compared with the years 1945 and 1944, but this did not relax the constant vigilance to ensure the prevention of the importation of infectious diseases into this country from abroad.

In 1946 not so much apprehension was felt as in 1945 and 1944. During the latter two years there were epidemics of dangerous infectious diseases on the continent. Thanks to vigorous and most effective action taken on the continent by the military and other authorities, these epidemics declined towards the end of 1945, and cases of infectious diseases continued at a comparatively low level abroad.

In 1945 typhus fever was prevalent in Germany, with some cases in France, Belgium, Holland, Denmark, and other European countries. This disease, helped in its spread by poverty, overcrowding and famine, especially when the social order of the community is upset by war, and by any circumstances which increase infestation of human beings by lice, has a high death rate. The control of typhus is essentially a problem of delousing, thus reducing the incidence of infection to the point where infection will not spread. In former times the disease became widespread, and, once started, defied all measures of control. Typhus on the continent in 1945 was practically extinguished by the military and other authorities. Their task was rendered more difficult by the chaotic state which met them in the beginning when they found on the break through of our armed forces in 1944 that displaced persons and escaped inmates of concentration camps were wandering aimlessly about the continent spreading infection. Due to excellent preventive measures, very few servicemen contracted typhus; those who did, were usually ex-prisoners of war who had come in contact with displaced persons during the liberation. A great deal of credit must be given to Ministry of Health officials for the complete prevention of the spread of typhus in this country.

Of the other convention diseases, smallpox, plague, cholera, and yellow fever, some little mention may be made.

During 1946 the continent was fairly free from smallpox, only very few cases occurred. The few cases of smallpox in this country were imported from India and the East, but these did not directly concern the Port of Newhaven, and were dealt with elsewhere.

Plague is basically a disease of rodents, and invades man only when carried from the rodent host by the rat flea. Any ships from plague infested ports arriving in this country are first directed to suitably equipped ports having the necessary equipment and organisation to deal with the disease, such as by routine fumigation of the ships, to destroy all possible rats and their attendant fleas. Newhaven is not a suitably equipped port within the definition given in the Port Sanitary Regulations. The possibility of ships arriving at Newhaven with a chance infestation has to be borne in mind, however.

It is felt that the use of such insecticides as D.D.T. or Gammexane in ships might decrease the incidence of rat fleas, and so prove a useful ally in prevention, besides de-ratisation.

Cholera is an acute infective disease, endemic, and epidemic in the tropics. The prevalence was usually greater in India. The infection is usually water-borne. The mortality was formerly 70 per cent. Use of up-to-date drugs has lessened its incidence, and mortality.

Yellow fever, formerly endemic and epidemic in West Africa, the West Indies, and Atlantic Coast from New York to Rio de Janeiro, is very rarely imported into Europe and was only sporadically imported into England in the past. It was hoped that more extensive application of control measures would eliminate yellow fever from the earth. The problem has not yet been solved, however, although extensive operations are now being carried out with elimination in view.

Some of the non-convention diseases which were prevalent in Europe threatened this country; diphtheria was in epidemic form on the continent during 1945, with cases many times in number above the pre-war averages, but the beginning of 1946 saw a decline and a downward trend which was continued throughout the year with small fluctuations. The position was much better in 1946 than in 1945, but despite the great decrease in the number of cases in 1946, the number was still above pre-war levels.

Fortunately for this country, there is a solid block of individuals not susceptible to infection by diphtheria, thanks to extensive immunisation carried out here.

One noted that typhoid fever and paratyphoid fever were very prevalent on the continent during 1945, but the number of cases of these diseases decreased in 1946, notably in March. Still, the numbers were much above the pre-war normal.

The year 1946 saw also a decrease in the number of cases of influenza, dysentery, cerebro-spinal meningitis, and infantile paralysis, on the continent, all to low levels when compared with 1945, but nevertheless, at some periods in 1946 the numbers of cases were much above the pre-war average.

No case of convention or non-convention infectious disease was found amongst immigrants at Newhaven in the year under review. The barrier to prevent the importation of infectious diseases into this country has proved very effective.

Measures against rodents were taken during 1946 at the Port of Newhaven, and during the year 30 rats were destroyed on vessels. It has to be noted that, due to the fact that the docks and warehouses are mainly of wood construction, they are not rat-proof. In the docks, quays, wharves, and warehouses, 340 rats were destroyed in the year.

In 1946 no less than 130 inspections were made on British ships and 26 inspections were made on ships of other nations, concerning the hygiene of crews' quarters. On eight occasions conditions prejudicial to public health were found on British ships; there were none on ships of other nations.

I wish to thank Dr. a'Brook, the officials of the Southern Railway Company, the Home Office, and the C.I.D. for their courtesy and ready help extended to me throughout the year, and I wish to thank also Mr. Harrison for his constant support and good work.

I am, Madam, and Gentlemen,
Your obedient Servant,

G.M.D.S.B. LOBBAN,
M.B., Ch.B., D.P.H.
Foll. R.S.I., etc.

Port Health Officer,
Newhaven Port.

Public Health Department,
Lewes House,
Lewes, Sussex.

1st April, 1947.

1. AMOUNT OF SHIPPING ENTERING THE PORT DURING THE YEAR

Table "A"

	No.	Tons	No. Inspected by the Medical Officer	No. Inspected By the Sanitary Inspecto.	No. Reported to be defective.	No. of vessels on which defects were remedied.	No. of vessels on which defects were found & reported to Min: of Transport Surveyors.	No. of vessels reported as having, or having had, during voyage infectious disease on board
Foreign								
Steamers	376	303,133	6	33				
Motor	137	77,944		24				
Sailing	1	7			Nil	Nil	Nil	Nil
Fishing								
Total Foreign	514	381,084	6	57	Nil	Nil	Nil	Nil
Coastwise								
Steamers	663	59,767	4	45	7	5		
Motor	55	20,476		28				
Sailing	23	1,352		3				
Fishing	2655	17,727		23	1	1		
Total Coastwise *	3,396	99,322	4	99	8	6	Nil	Nil
Total Foreign & Coastwise	3,910	480,406	10	156	8	6	Nil	Nil

* Includes local trading vessels and local fishing vessels and small craft.

	No.	Tons.
Additional Yachts.		
Motor) Steam)	1,831	8,887
Sail	13	98

11. CHARACTER OF TRADE OF PORT

Table B.

(a) Passenger Traffic during the Year

No. of Passengers	1st Class	2nd Class	3rd Class	Trans-migrants.
Inwards	17,864	12,147	30,574	-
Outwards	21,881	12,071	31,869	-

(b) Cargo Traffic

Principal Imports:

Coal	80,691 tons	Stone	4,674 tons
Fruit & Vegetables	10,996 tons	Iron & Steel	740 tons
Timber ...	1,873 tons	Oil Fuel ...	8,198 tons
		General ...	7,873 tons

Principal Exports:

Iron & Steel	909 tons	Grain & Seed	425 tons
Motor Vehicles	2,500		

(c) Foreign Ports from which Vessels arrive

The principal foreign port from which vessels arrive is Dieppe; 227 passenger arrivals from that port alone, in addition to a number of general cargo vessels.

A number of foreign trade vessels arrived from Scandinavian ports with timber imports.

MEDICAL INSPECTION OF ALIENS

Annual Return by the Medical Inspector of Aliens for the year ended 31st December, 1946.

	Total.	Number inspected by the Medical Inspector	Number subjected to detailed examination by Medical Inspector	Transmigrants.
(a) Total No. of Aliens landing at the Port	25,422	25,422	364	Nil
(b) Aliens refused permission to land by Immigration Officer	58	Nil	Nil	Nil
(c) Transmigrants	Nil	Nil	Nil	Nil
Total Aliens arriving at the Port	25,480	25,422	364	Nil

There were no certificates issued to Aliens arriving at the Port of Newhaven during 1946 in respect of lunatic, idiot or M.D., or for persons who were undesirable for medical reasons, physically incapacitated, suffering from acute infectious disease, or landing necessary for adequate medical examination.

The total number of vessels carrying Alien passengers which arrived at the Port was 258, which included 31 service vessels with semi-civilian passengers, such as N.A.A.F.I. on board.

111. WATER SUPPLY.

(I) Source of Supply:

(a) The Port — East Side - Southern Railway Well at Denton
West Side - Newhaven & Seaford Water Company.

(b) Shipping — ditto. ditto. ditto.

(2) Hydrants and Hosepipes: These are under the care of an employee of the Southern Railway Company. The precautions taken against their contamination are that they are looked after by the Southern Railway employee. Before any tanks are filled a certain quantity of water is run to waste. The water itself is subject to chlorination.

(3) Number of water boats and their sanitary condition: There are no water boats in use at the Port of Newhaven.

IV. PORT HEALTH REGULATIONS, 1933 & 1945.

(I) Arrangements for dealing with Declarations of Health: Declarations of health are collected and examined immediately on arrival of a vessel.

(2) Boarding of vessels on arrival: All vessels from outside Home Trade limits are boarded as soon as they are moored. Any vessel which has come from an infected port receives special attention.

(3) Notification to the Authority of inward vessels requiring special attention (wireless messages, land signal stations, information from pilots, Customs Officers, etc.) In regard to vessels arriving from infected ports, notification is sent immediately to the Public Health Department at Newhaven; or if vessels arrive outside normal working hours, the information is sent direct to the Sanitary Inspector for his attention. Any matter on which information is required is transmitted to the Sanitary Inspector.

(4) Mooring stations designated under Article 10:

(a) within the docks)
(b) outside the docks) There are no specified mooring stations at Newhaven Port.

(5) Particulars of any standing exemptions from the provisions of Article 14: There are no standing exemptions from the provisions of Article 14.

(6) Experience of working of Article 16: No cases of improper boarding of vessels previous to granting of pratique have occurred.

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

(a) premises and waiting rooms for medical examination. The Southern Railway have put at the disposal of the Port Health Officer part of the shed used for customs examination. It is hoped that other arrangements will be made when labour and materials become available.

(b) Cleansing and disinfection of ships, persons and clothing, and other articles. There are disinfestation stations on the East Quay. Steam disinfection can also be undertaken at the Newhaven Isolation Hospital, where a supply of spare clothing for both males and females is kept. D.D.T. and blowers are also available.

(c) Premises for the temporary accommodation of persons for whom such accommodation is required for the purposes of the Regulations. Accommodation is available at the Lewes, Newhaven and Seaford Isolation Hospital, Newhaven, whenever such is required.

(d) Hospital accommodation available for Plague, Cholera, Yellow Fever, Smallpox and other Infectious Diseases. In the case of smallpox, patients can be admitted to the East Sussex Western Joint Smallpox Hospital at Chailey. Any other infectious diseases are admitted to the Lewes, Newhaven and Seaford Isolation Hospital at Newhaven.

(e) Ambulance Transport: The Brighton County Borough ambulance is used in the case of smallpox, and the ambulance from the Lewes, Newhaven and Seaford Isolation Hospital in the case of any other infectious diseases.

(f) Supervision of contacts: Contacts can be dealt with by sending them to the Lewes, Newhaven and Seaford Isolation Hospital in Newhaven. Each person landing in Newhaven by sea voyage is handed a printed card giving instructions to notify the local Medical Officer of Health if the holder of the card begins to develop an infectious disease, or suspects development. In special circumstances, immigrants may be instructed by the Medical Officer to report on arrival in the district of a local authority to the Medical Officer of Health of the local authority.

(8) Arrangements for the bacteriological and pathological examination of rats for plague: These arrangements can be carried out at the Clinical Research Association, Hilton's Annexe, South Road, Haywards Heath.

(9) Arrangements for other bacteriological or pathological examinations: These can also be carried out at the Clinical Research Association, Hilton's Annexe, South Road, Haywards Heath.

(10) Information as to the location, days and hours of the available facilities for the diagnosis and treatment of venereal disease among merchant seamen under international arrangements, including in-patient treatment; also as to the steps taken to make facilities known to seamen: The Masters of all vessels are requested to report any case of venereal disease occurring amongst their crews, when instructions can then be given as to treatment at the Brighton Clinic.

(11) Arrangements for the internment of the dead: When death occurs on board a ship at Newhaven Port, the body can be removed to the mortuary at Newhaven Cemetery, and arrangements made for internment.

(12) Others matters, if any, requiring or receiving attention: Should any other matters, requiring attention, be brought to the notice of the Sanitary Inspector, they are dealt with immediately.

TABLE "C"

Cases of Infectious Sickness landed from Vessels.

Disease	No. of Cases during the year. Passengers	Crew	Number of Vessels concerned	Average No. of cases for previous five years.
Nil	Nil	Nil	Nil	1.2

TABLE "D"

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

Disease	No. of Cases during the year Passengers	Crew	Number of Vessels concerned	Average No. of cases for previous five years.
Nil	Nil	Nil	Nil	Nil

If any case of plague, cholera, yellow fever, smallpox or typhus occurred, or if plague-infected rats were discovered, or if any severe outbreak of malaria occurred on an arriving ship during the year, a short account should be given of the steps taken: There is nothing to report under this heading for the year 1946.

V. MEASURES TAKEN AGAINST RODENTS

(I) Steps taken for detection of rodent plague:

(a) in ships in the port: Vessels are examined for rats.

(b) On quays, wharves, warehouses, etc., in the vicinity of the port: Any mortality, other than poison, would be suspect.

(2) Measures taken to prevent the passage of rats between ships and the shore: Rat guards are required to be fitted to all foreign trade vessels.

(3) Methods of deratisation of:

(a) Ships: If search reveals any infestation, trapping and poisoning are available.

(b) Premises in the vicinity of the docks or quays: The Dock undertaking employ a Servicing Firm (Messrs. Ratsouris) who inspect, bait and poison. A Company's Rat Catcher is also employed.

(4) Measures taken for the detection of rat prevalence in ships and on shore:

(a) on ships: The Sanitary Inspector examines where possible.

(b) on shore: The same remarks apply as under heading 3 (b) in regard to the Servicing Firm.

(5) Rat-proofing:

(a) To what extent are docks, wharves, warehouses, etc., rat proof? The docks and warehouses, owing to their construction being mainly of wood, are not in any degree rat-proof.

(b) Action taken to extend rat-proofing:

(i) in ships: Ships using the port are mainly cross channel packets and colliers and have a fairly high degree of rat proofing. If any excessive harbourage is discovered, the Master of the ship is required to abate the same.

(ii) on shore: As in 5 (a) the wood decking, wood buildings, open platforms are almost impossible to proof.

RATS DESTROYED DURING THE YEAR

Table "E"

(I) On Vessels.

Number of Rats	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.
Black Brown Species) not re-) corded) Examined Infected with Plague	-	-	-	-	-	-	-	8	14	-	8	-
Total in the year - species not recorded - 30												

TABLE "F"

(2) In docks, quays, wharves and warehouses *

Number of rats	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.
Black Brown Species) not re-) corded) Examined Infected with Plague.	-	18	82	27	14	17	135	17	20	10	-	-
Total in the year - species not recorded - 340												

* Under the control of the Southern Railway Company. These figures are those estimated by Messrs. Ratsouris.

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.

Total number of such vessels arriving. 1.	Number of such Vessels fumigated by SO2 2.	Number of rats killed. 3.	Number of such Vessels fumigated by HCN. 4
Nil	Nil	Nil	Nil

Number of Rats killed 5	Number of such Vessels on which trapping, poisoning, etc. were employed. 6.	number of rats killed 7.	Number of such Vessels on which measures of rat destruction were not carried out. 8.
Nil	Nil	Nil	Nil

TABLE "H" *

Deratisation Certificates and Deratisation Exemption Certificates issued during the year.

* Newhaven Port has not been approved by the Minister of Health for the issue of these certificates.

VI. HYGIENE OF CREWS' SPACES

TABLE "J"

Classification of Nuisances.

Nationality of Vessel.	No. Inspected during the year.	Defects of original construction	Structural Defects through wear & tear	Dirt, vermin & other conditions prejudicial to health.
British	130	Nil	Nil	8
Other Nations	26	Nil	Nil	Nil

VII. FOOD INSPECTION.

(I) Action taken under the Public Health (Imported Food) Regulations, 1937, the Public Health (Imported Milk) Regulations, 1926, and the Public Health (Preservatives, etc., in Food) Regulations, 1925 and 1940: No action was taken under any of these regulations during the year 1946.

(2) Shell-fish. Information respecting any shell-fish beds or layings within the jurisdiction of the P.S.A. stating whether they are in the opinion of the Medical Officer liable to pollution. Report of any action taken under the Public Health (Shell-Fish) Regulations, 1934, or the Food and Drugs Act, 1938: There are no shell-fish beds or layings within the jurisdiction of the Port Sanitary Authority.

(3) Number of samples of food examined by:-

(a) Bacteriologist Nil

(b) Analyst Nil

G.M.D.S.B. LOBBAN.

1st April, 1947.

Port Medical Officer.