[Report 1958] / Medical Officer of Health, Liverpool Port Health Authority.

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PORT OF LIVERPOOL

ANNUAL REPORT

OF THE

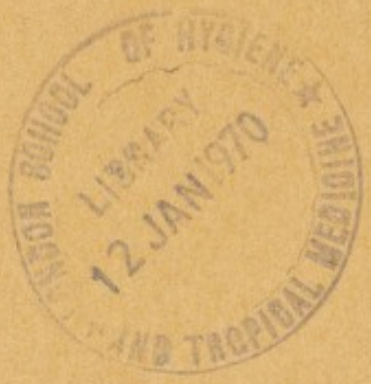
MEDICAL OFFICER OF HEALTH

TO THE

PORT HEALTH AUTHORITY

FOR THE YEAR

1958



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PORT HEALTH AUTHORITY

OF

LIVERPOOL.

REPORT FOR THE YEAR 1958

BY THE

MEDICAL OFFICER OF HEALTH.

This is the 86th Annual Report upon the work of the Liverpool Port Health Authority.

The Permanent Constitution of the Liverpool Port Health Authority defines the limits of the port for health purposes, as coincident with the limits laid down by H.M. Customs. By "The Appointment of the Port of Liverpool Order, 1956", the port of Liverpool is "An area bounded by a line:

(1) commencing at the termination of the port of Chester, namely at Hilbre Point (which is referred to as the Red Stones in Hoylake on the Point of Wirral in the Treasury Warrant dated 16th December, 1847, appointing the port of Chester): and

(2) continuing up the River Mersey on the Cheshire shore to Ince Ferry the western termination on the Cheshire shore of the port of Manchester, but excluding (where it touches the port of Manchester) so much of the Eastham Channel in the River Mersey as is enclosed by an imaginary line drawn in the line of dolphins on the east side of the Eastham Channel and, at a distance of five hundred and thirty-eight yards from the seaward extremity of the eighty feet lock at Eastham, a further imaginary line to the foreshore at right angles to the first line: thence

(3) crossing the River Mersey in a supposed straight line to Dungeon Point being the western termination on the Lancashire shore of the port of Manchester: and

(4) continuing along the coast of the County of Lancaster to the southern boundary of the port of Preston, namely an imaginary line drawn in a true north-west direction from the inner north-west sea mark on the beach at Formby Point shown in the Admiralty chart of Liverpool Bay dated 9th July, 1954.

The port shall include all islands, rivers, bays, channels, roads, bars, strands, harbours, havens, streams, and creeks (except the Manchester Ship Canal) within the specified limits and shall extend seaward to a distance of three miles from low water mark along the coast within the specified limits."

Circular 33/52 of the Ministry of Health, dated 6th November, 1952. requests that "The Medical Officer of Health shall prepare his Annual Report for 1952 on the lines indicated in Form Port 20".

Form Port 20 reads as follows:—

PORT HEALTH AND RIPARIAN AUTHORITIES.

ANNUAL REPORTS OF MEDICAL OFFICERS OF HEALTH.

(1) Article 17 (5) of the Sanitary Officers (Outside London) Regulations, 1935, provides that a Medical Officer of Health shall, as soon as practicable after the 31st day of December in each year, make an Annual Report to the Authority up to the end of December on the sanitary circumstances, the sanitary administration, and the vital statistics of the district, containing, in addition to any such matters upon which he may consider it desirable to report, such information as may from time to time be required by the Minister.

(2) Article 27 (18) of the Regulations provides that the Sanitary Inspector shall, as soon as practicable after the 31st day of December in each year, furnish the Medical Officer of Health with a tabular statement containing the following particulars:—

(*a*) The number and nature of inspections made by him during the year;

(*b*) The number of notices served during the year, distinguishing statutory from informal notices;

(*c*) The result of the service of such notices.

(3) The Records of the Authority should accordingly be kept in such form as to enable their Medical Officer of Health to prepare his Report without delay at the close of each year. The report should be in the form and sequence indicated herein—the lettering of the tables being adhered to.

(4) The Medical Officer of Health should include in his Report any comments which he may think desirable

(1) under the headings shown; and

(2) on the need for any development which he considers necessary for efficient administration.

The above-mentioned directions have been followed in the compilation of this report.

SECTION I. STAFF.

Table A.

Name of Officer	Nature of Appointment	Date of Appointment	Qualifications	Any other Appointments held
Professor Andrew B. Semple	Medical Officer of Health.	5.12.52	V.R.D., M.D., Ch.B., D.P.H.	Medical Officer of Health, City of Liverpool. Professor of Public Health, University of Liverpool. Supervising Medical Inspector of Aliens.
Dr. J. B. Meredith Davies	Deputy Medical Officer of Health	1.5.53	M.D., B.S., D.P.H.	Deputy Medical Officer of Health, City of Liverpool. Medical Inspector of Aliens.
Dr. E. R. Peirce ...	Senior Medical Officer	(Retired 25.5.58)	M.R.C.S., L.R.C.P., D.P.H., D.T.M.	Medical Inspector of Aliens. Medical Officer in charge of New Ferry Isolation Hospital.
Dr. T. L. Hobday ...	Senior Medical Officer	19.6.58	M.B., Ch.B., M.R.C.S., L.R.C.P., D.P.H., D.P.A.	Medical Inspector of Aliens.
Dr. J. B. McFarland ...	Assistant Medical Officer	7.7.58	M.B., Ch.B.	Medical Inspector of Aliens.
J. F. Ward	Administrative Assistant	1.5.35	Oxford Local, 1909.	None.
J. G. McCoy	Chief Port Health Inspector	7.6.47	R.S.I. Sanitary Inspector's Certificate: Liverpool University School of Hygiene Sanitary Science and Meat, etc. Certificates: B.O.T. 1st. Mate's Foreign-going Certificate.	None
J. J. T. Moulds ...	Chief Port Food Inspector	21.2.47	Liverpool University School of Hygiene (Meat and Food) Certificate, 1921.	None.

The Staff also includes:

A Deputy Chief Port Health Inspector, four Port Health Inspectors, and twelve Rodent Operatives;

A Deputy Chief Port Food Inspector, and five Port Food Inspectors; and

Two Clerical Officers.

SECTION II. Table B. Amount of Shipping Entering the District During the Year 1958.

Ships From	Number	Tonnage	Number Inspected		Number of ships reported as having, or having had during the voyage, infectious disease on board
			By Medical Officers	By Port Health Inspectors	
Foreign Ports...	5,995	12,964,910	373	5,068	199
Coastwise ...	5,056	3,328,237	1	234	8
TOTAL ...	11,051	16,293,147	374	5,302	207

SECTION III. Table C. Character of Shipping and Trade During the Year.

PASSENGER TRAFFIC

No. of passengers INWARDS	No. of passengers OUTWARDS
213,574	209,755

(These figures do not include traffic between Liverpool and Northern Ireland.)

CARGO TRAFFIC

Principal Imports	Principal Exports
Flour, grain, etc., sugar, molasses, etc., wood, fruit and vegetables, cotton, ores and scraps, meat, feeding stuffs for animals, tea, butter, cheese, eggs, etc., cocoa, seeds or nuts for expressing oils, copper, coal, oils, fats, resins and gums, hemp, jute, sisal, etc., hides and skins, tobacco, rubber.	Iron and steel manufactures, chemicals and sodas, salt, machinery, pottery, glass and glassware, sugar, molasses, etc., flour, grain, etc., copper, brass, tin, etc., soap and oils, etc., ale, beer, wine, spirits, etc., cement, electrical goods, etc., paper, cardboard, etc., vehicles, aircraft, motor cars, locomotives, etc., bricks, cutlery, hardware, etc., fine goods.

Principal ports from which ships arrive. Ships arrive in Liverpool from ports all over the world.

Section IV. Inland Barge Traffic.

The number of barges plying in and about the Port of Liverpool is approximately 400 with an estimated tonnage of 70,000 tons.

CANAL BOATS (Public Health Act, 1936, Part X).

A port health inspector is engaged periodically on the inspection of canal boats plying in the river or docks.

No. of boats inspected	321
No. of boats with contraventions	24
No. of contraventions	37
No. of contraventions corrected	26
No. of boats inspected for registration ...	—

Section V. WATER SUPPLY.

(1) There has been no change in the source of supply for either the port health district or for vessels within the port.

(2) Reports of tests for contamination. During the year 171 samples of water were taken from 38 ships and submitted for bacteriological examination: 59 samples were considered to be unsatisfactory and the appropriate measures were taken. These results suggest arrangements for the supply of drinking water in ships are far from satisfactory, and a wider investigation into this problem is planned.

(3) There has been no change in the precautions taken in hydrants or hosepipes which are regularly inspected.

(4) There are no water boats in regular service in the River Mersey. There are two tenders which are equipped for carrying water in special circumstances. These are regularly inspected by port health inspectors.

Section VI. PUBLIC HEALTH (SHIPS) REGULATIONS, 1952.

(1) List of Infected Areas.

The list of infected ports is as follows:—Rangoon, Dar-es Salaam, Rio de Janeiro, all ports in China, Indo-China, India, Pakistan, Belgian Congo, Liberia, Nigeria (including British Cameroons), Gold Coast, Colombia, and Ecuador.

(2) Incoming vessels from infected ports are required to notify their time of arrival by radio, signals to be sent not less than four hours before arrival in the river. Normally this signal is sent when the Mersey Pilot boards the vessel off Anglesey. Further information concerning the movements of such a ship is relayed by the Port Radar Station, which receives information from the river pilot's portable short-wave radio. Suitable arrangements are then made between the medical officer and the master of the boarding tender, and the medical officer boards and inspects the vessel as it enters the Mersey.

The port health tender, which is chartered from the Liverpool Fire Service, is the vessel "William Gregson" which is itself equipped with two-way radio, emergency medical supplies, and a cradle designed to assist in the transhipment of sick persons.

(3) Notifications other than by Radio.

Many shipping companies notify the arrival of their vessels by letter or telephone. This has not been found to be always reliable and radio messages from incoming vessels are insisted upon.

(4) There has been no change in the mooring stations allotted for the examination of shipping.

The number of ships visited by the boarding medical officers during the year was 374, of which 201 were from infected ports.

By arrangement with Manchester Port Health Authority, vessels bound for Manchester from infected ports are examined by the Liverpool Port Health Authority in the river. During 1958, 36 of the vessels boarded were bound for Manchester.

(5) (*a*) Cases of infectious diseases, other than quarantinable diseases, are accommodated in Fazakerley Isolation Hospital.

(*b*) There has been no change in the method of surveillance and follow-up of contacts of infectious diseases.

(*c*) Any disinfection which may be required in ships is done by inspectors of the Port Health Authority. During 1958, 114 disinfections after infectious disease were carried out. Infected beds and bedding were removed for steam disinfection.

PUBLIC HEALTH (AIRCRAFT) REGULATIONS, 1950.

Liverpool is served by a major airport at Speke, 9 miles from the City centre. The Port Health Authority is responsible for enforcing the above regulations in the airport. Passenger aircraft arriving at the airport come from other airports within the United Kingdom, Eire, and the Continent, and few aircraft arrive directly from infected areas. An examination room is maintained in the main airport building, and the medical officers examine all passengers arriving from an infected area. (In addition all aliens, other than those arriving on holiday, are inspected by medical officers holding warrants under the Aliens Order).

Forewarning of such aircraft is given by H. M. Customs to the Port Health Authority and later information is supplied directly from Aircraft Control in the airport.

The Port Health Authority is also responsible for all general public health measures affecting the airport.

Section VII. SMALLPOX.

Cases of smallpox from the port area are sent to New Ferry Isolation Hospital.

Cases of smallpox are disembarked in the river by tender, and conveyed to Wallasey Cattle Stage, from which ambulance transport to the hospital is supplied by Liverpool City Ambulance Service. The Medical Officer of Health is responsible for the vaccinal state of the ambulance crews.

Smallpox consultants available are:—

Professor Andrew B. Semple, Medical Officer of Health.
Dr. E. R. Peirce, lately Senior Medical Officer (Port).
Dr. A. B. Christie, Liverpool Regional Hospital Board.

Facilities for laboratory diagnosis of smallpox are available in the Liverpool University Bacteriological department.

Section VIII. VENEREAL DISEASE.

There has been a very marked reduction in the incidence of venereal disease in ships: only 9 cases were reported aboard 8 vessels arriving in the port during the year. These were all referred for treatment to the Seamen's Dispensary.

Section IX. CASES OF NOTIFIABLE AND OTHER INFECTIOUS DISEASES IN SHIPS.

No cases, or suspected cases, of cholera, plague, relapsing fever, typhus, or yellow fever occurred in the Port during 1958.

Smallpox.

On the 16th March, 1958, a passenger liner bound for Liverpool from Bombay sent a wireless message to the Health Department, Liverpool, stating that smallpox had been diagnosed in a lascar seaman. A crew of 233 and 291 passengers were aboard.

The vessel was still three days from Liverpool, and certain preliminary precautions were taken. These included the re-vaccination of the medical officers, port health inspectors, fireboat crew, ambulance drivers and hospital staff who were likely to come into direct contact with the case. Vaccination was offered also to all company and port officials who had business aboard the vessel. All these precautions were completed before the vessel, following radio instructions, anchored in the quarantine anchorage in the Mersey late on the evening of the 19th March.

The vessel was boarded at 10 p.m. and the patient examined by Professor Semple and other medical officers. The diagnosis was confirmed. The lascar was suffering from a severe semi-confluent form of Asiatic smallpox. Radio confirmation of the diagnosis was relayed from the Port Health tender to the Physician Superintendent of Fazakerley Hospital who was responsible for sending staff to the smallpox hospital; to the caretaker of the hospital, who was to prepare the ward; and to the City Ambulance Service, giving the estimated time of arrival of the case at Wallasey Cattle Stage. This point of landing was chosen to minimise risk to the public which landing at Woodside Ferry Stage or elsewhere might have incurred.

The seaman was then removed by stretcher from the isolation hospital of the vessel to the tender, and was landed at Wallasey Cattle Stage at midnight.

A second lascar who had assisted in the nursing of the patient was removed at the same time and accompanied the patient to New Ferry Isolation Hospital. Meanwhile every person aboard the vessel was examined and their exact destinations checked. All aboard had already been vaccinated by the surgeon of the vessel after the diagnosis had been

made at sea. All passengers were given cards stating the danger of smallpox, to show to a doctor should they fall ill later: and cards were given to notify any change of address within the ensuing fortnight. The next day letters were sent to all medical officers of health informing them of the names and addresses of passengers proceeding to their areas, with a brief note of the circumstances.

Disinfection of the isolation cabin was undertaken immediately by the port health inspector accompanying the medical officers. All infected bedding was taken aboard the tender with the patient, and subsequently disinfected. The vessel was freed from medical control four hours after boarding, and the passengers disembarked as usual in the morning. The vessel continued the voyage to Glasgow the same day. The Ministry of Health and the Medical Officer of Health for Glasgow were informed by telephone and letter. No further cases were reported from the crew or the passengers of the vessel.

The lascar steadily improved under treatment in New Ferry and was discharged, with his companion, on the 8th May, and rejoined the same ship.

Unfortunately a second case of smallpox appeared in an unvaccinated child living near the isolation hospital, and in all five further cases, one fatal, occurred.

A vessel from Indian ports arrived in the Mersey on 1st April, 1958. A member of the crew had been landed in Cochin on the 10th February, and a subsequent diagnosis of smallpox had been radioed to the ship. The ship was boarded by the Medical Officer on arrival at Liverpool: all the crew were examined and found well, and all international vaccination certificates were in order. The ship was not detained.

A transatlantic passenger vessel arrived at Liverpool from New York on the 11th July. A signal had been received from the ship stating that there was one case of smallpox aboard. On arrival in the Mersey the vessel was boarded by Professor Semple and the case was diagnosed as staphylococcal dermatitis and was removed to Fazakerley Hospital. No further action was taken.

Table D.

The number of cases of infectious disease landed from vessels arriving at Liverpool and those occurring in Liverpool-bound ships which were disposed of before the arrival of the vessels at this port, are shown in the following tables.

Cases of infectious sickness landed from vessels during 1958.

Diseases.	No. of Cases during Year.		No. of vessels concerned.
	Passengers.	Crew.	
Cholera	—	—	—
Plague	—	—	—
Smallpox	—	1	1
Typhus Fever	—	—	—
Yellow Fever	—	—	—
Chickenpox	12	28	21
Diphtheria	—	1	1
Dysentery	—	4	4
Enteric Fever	2	3	5
Gastro Enteritis	1	—	1
German Measles	2	3	4
Infective Hepatitis	—	1	1
Influenza	18	22	7
Malaria	2	4	6
Measles	21	—	6
Meningitis	1	—	1
Mumps	2	4	6
Pneumonia	4	6	10
Poliomyelitis	2	—	2
Pyrexia undiagnosed	4	4	7
Scarlet Fever	1	—	1
Tuberculosis	19	18	23
	91	99	107

Cases of Infectious sickness occurring in vessels during the voyage but disposed of prior to arrival. Year 1958.

Diseases.	No. of Cases during Year.		No. of Vessels concerned.
	Passengers.	Crew.	
Cholera	—	—	—
Plague	—	—	—
Smallpox	—	1	1
Typhus Fever	—	—	—
Yellow Fever	—	—	—
Chickenpox	20	11	21
Diphtheria	—	1	1
Enteric Fever	—	2	1
Food Poisoning	—	7	1
Gastro Enteritis	7	31	4
German Measles	2	—	2
Influenza	64	47	8
Malaria	3	3	4
Measles	19	3	14
Meningitis	1	—	1
Mumps	4	3	7
Pneumonia	4	7	8
Poliomyelitis	—	3	2
Pyrexia undiagnosed	2	6	8
Tuberculosis	2	7	9
	128	132	92

Cases landed from other ships (coastwise vessels).

Diseases.	No. of Cases during Year.		No. of Vessels concerned.
	Passengers.	Crew.	
German Measles	1	—	1
Tuberculosis	8	—	7
	9	—	8

Section X. OBSERVATIONS ON THE OCCURRENCE OF MALARIA IN SHIPS.

Following the routine use of malarial suppressants, the incidence of malaria has been markedly reduced. Only 6 cases of malaria, from 6 ships, were reported.

Section XI. MEASURES TAKEN AGAINST SHIPS INFECTED WITH OR SUSPECTED FOR PLAGUE.

There were no cases, or suspected cases, of plague in ships arriving in the port of Liverpool during 1958. Two suspected rats from quays were found, on bacteriolgical examination, to be negative for plague.

Section XII. MEASURES AGAINST RODENTS IN SHIPS FROM FOREIGN PORTS.

The port is divided into four districts. A port health inspector, a rat searcher, and a rat catcher are allotted to each district; the rat searcher is responsible for searching for evidence of rats, and the rat catcher for obtaining samples of the rat population both in the ships and on the quays of their district. Each rodent operative is given specific tasks daily, to be carried out at set times, and the work is checked by cross visits.

Every foreign-going ship entering the port is visited by a port health inspector and a rat searcher as soon as possible after docking. Traps are set in all ships from infected ports, and in all foreign-going ships when rat evidence is reported where time in port permits.

Coastal shipping and barges are visited and searched periodically. All rats trapped are sent to the Public Health Laboratory for examination. Any rat suspected of being plague-infected, or any rat found dead without marks of violence, is dipped in paraffin, labelled "Suspected Rat" —"Urgent", and taken immediately to the Public Health Laboratory for examination. In all 148 rats and 100 mice were sent for such examination.

Traps are set daily on quays and wharves, and in warehouses, canteens, stores, grain mills, etc., within the area of the port. All rats trapped are sent to the Public Health Laboratory for examination.

Ratguards.

All foreign-going ships, whether arriving from abroad, or proceeding coastwise, are visited on arrival by a port health inspector, and advised to fit ratguards on all moorings. Ratguards should be of sheet metal at least three feet in diameter, with sharp edged circumference, or the rope may be parcelled with canvas, or sacking coated with tar. The tar must be kept in a sticky condition. Ships' officers are also advised not to leave cargo nets hanging between the ship and shore at night.

Deratting.

Deratting in ships is accomplished by:—

(1) Routine trapping by port health rat catchers.

(2) Trapping and/or poisoning by rat catchers employed by the shipping companies.

(3) Fumigation with hydro-cyanic acid gas or sulphur dioxide. This method is alone approved for the issue of the International Deratting Certificate. Rodenticides are not approved for this purpose in the Port of Liverpool. The contractors undertaking this work are as follows:—

(*a*) Rat Catching.

Associated Fumigators (Northern) Ltd.
Hivey Fumigation Co.
Irlam Insecticides.
Scientex Ltd.
W. Strode.

(*b*) Fumigators.

Associated Fumigators (Northern) Ltd.
Fumigation Services Ltd.
Hivey Fumigation Co.
Scientex Ltd.

Deratting in dock premises is accomplished by:—

(1) Routine trapping by port health rat catchers.

(2) Routine trapping and poisoning by rat catchers employed by the Mersey Docks and Harbour Board.

(3) Trapping and poisoning by private rat-catching firms employed by shipping companies and warehouse owners.

Examination of ships for rats.

(1) Enquiries and search by port health inspectors.

(2) Routine searching by port health rat searchers, who search all foreign-going ships on arrival, and also make periodic searches during the discharge of cargo.

(3) Any ship for which a deratting or deratting exemption certificate has been applied for, is searched throughout when the cargo spaces are empty. 645 vessels were so examined in 1958.

(4) Immediate investigation of reports from ships' masters and other officers, dock workers, and privately employed rat catchers.

Rat proofing.

When temporary or permanent rat harbourage is discovered in ships, the Master and the owners are informed and advised how to eliminate it: every effort is made to see that vessels are made reasonably ratproof before a deratting or deratting exemption certificate is issued. There have been considerable improvements in the ratproofing of ships, particularly in the newer transatlantic liners.

A constant survey is made of all premises in the vicinity of ships, and no unnecessary accumulations of stores or gear are permitted.

Table E.—Rats Destroyed.

Rodents destroyed during the year 1958 in ships from foreign ports.

Category	Number
Black Rats	819
Brown Rats	—
Species not known	—
Sent for examination	148
Infected with plague	—

Rodents destroyed during the year 1958 in Docks, Quays, Wharves and Warehouses.

Category	Number
Black Rats	639
Brown Rats	302
Species not known	—
Sent for examination	844
Infected with plague	—

Number of mice destroyed in vessels 261

Number of mice destroyed on quays 482

Number of mice examined from vessels and quays ... 554

In addition to the above, 4,010 rats were caught and destroyed by the Dock Board ratcatcher and private agencies.

Number of Visits to **Vessels** by Rat Catchers 6,915
Number of Visits to **Vessels** by Rat Searchers 6,460
Number of Visits to **Quays, Sheds, etc.**, by Inspectors ... 2,803
Number of Visits to **Quays, Sheds, etc.**, by Rat Searchers 3,592
Number of Visits to **Quays, Sheds, etc.**, by Rat Catchers 20,006

Table F.—Deratting Certificates Issued.

Deratting Certificates and Deratting Exemption Certificates issued during the year 1958.

Number of Deratting Certificates issued after Fumigation with			After Trapping, Poisoning, etc.	TOTAL	No. of Deratting Exemption Certificates issued	Total Certificates issued
H.C.N.	Sulphur	H.C.N. and Sulphur				
63	9	—	—	72	573	645

Section XIII. INSPECTION OF SHIPS FOR NUISANCES.

Careful attention has been paid to the inspection of ships for nuisances. The steady improvement in crew accommodation and catering facilities has been maintained with a corresponding decrease in sanitary defects. There has also been a steady decrease in the number of ships infested with vermin.

Inspection of Shipping.

Year 1958.

Nationality	Visits	Re-Visits	Total
British...	3,507	195	3,702
Dutch ...	547	4	551
German	272	3	275
Norwegian	168	—	168
Swedish	143	1	144
American	125	1	126
Danish	76	2	78
Spanish	71	3	74
Liberian	73	5	78
Russian	59	2	61
Japanese	48	2	50
Panamanian	34	2	36
Finnish	29	1	30
Israeli ...	18	1	19
Greek ...	17	4	21
Polish ...	17	1	18
Italian	18	—	18
Belgian	15	—	15
Argentinian	13	1	14
Turkish	10	2	12
Chilian	7	—	7
Yugoslavian	7	—	7
French	6	—	6
Costa Rican	5	1	6
Bulgarian	4	1	5
Uruguayan	4	—	4
Colombian	2	—	2
Rumanian	2	—	2
Swiss ...	1	1	2
Faroese	1	—	1
Honduras	1	—	1
Lebanese	1	—	1
Saudi Arabian	1	—	1
TOTAL ...	5,302	233	5,535

Table G.—Inspections and Notices.

Year 1958.

Nature and Number of Inspections		Notices Served		Result of Serving Notices	
		Statutory	Other Notices		
NATURE OF INSPECTION					Nuisances
Dirty Crew Quarters	—	None	1,187	1,187	Remedied
Verminous Quarters	—	,,	732	720	,,
Dirty Washhouses or W.C.'s. ...	—	,,	183	183	,,
Foul Water Tanks	—	,,	—	—	,,
Foul Bilges	—	,,	—	—	,,
Foul or Choked W.C's.	—	,,	4	4	,,
Accumulations of offensive refuse ...	—	,,	64	64	,,
Gear stowed in Crews quarters ...	—	,,	—	—	,,
Damp Quarters	—	,,	—	—	,,
Leaky Deckheads	—	,,	1	1	,,
Defective Heating System	—	,,	—	—	,,
Defective Bulkheads...	—	,,	—	—	,,
Defective Portlights, Skylights, etc.	—	,,	2	2	,,
Defective or Inadequate Ventilation	—	,,	—	—	,,
Defective Deck Covering	—	,,	—	—	,,
Defective Lockers	—	,,	—	—	,,
Defective Chain or Hawse Pipes ...	—	,,	—	—	,,
Rat Harbourage	—	,,	—	—	,,
Defective W.C. Fittings	—	,,	2	2	,,
Defective Soil Pipes	—	,,	—	—	,,
Defective Waste Pipes or Scuppers	—	,,	4	3	,,
Defective Washing Facilities ...	—	,,	—	—	,,
Inadequate Lighting...	—	,,	—	—	,,
Inadequate Drainage	—	,,	3	3	,,
W.C's. discharging on Quay... ...	—	,,	81	81	,,
Miscellaneous	—	,,	23	18	,,
NUMBER OF INSPECTIONS	5,302	—	—	—	,,
TOTAL	5,302	—	2,286	2,268	,,

INSPECTION OF DOCK PREMISES.

The following defects and nuisances were dealt with on dock premises:

Description of Premises	Defective or Inadequate					Structural Defects	Rat Harbourage	Rat Infestation	Accumulated Refuse	Noxious Effluvia	Dirty Conditions	Verminous Conditions	Damp Conditions	Water Supply	Miscellaneous
	Lighting	Heating	Ventilation	W.C. Accommodation	Drainage										
Dock Sheds	—	—	—	—	—	—	47	12	65	—	11	1	—	—	—
Canteens ...	—	—	1	1	13	7	17	13	18	—	42	4	1	1	61
Factories ...	—	—	—	1	—	—	—	1	1	—	2	—	—	—	—
Quays ...	—	—	—	—	1	—	1	2	176	—	3	—	—	—	—
Roadways ...	—	—	—	—	—	—	1	—	199	—	3	—	—	—	—
Railway Premises ...	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Warehouses	—	—	—	—	—	—	—	—	1	—	—	1	—	—	—
Mills ...	—	—	—	—	—	—	1	—	2	—	—	—	—	—	—
Latrines ...	—	—	—	—	4	—	—	—	—	—	22	—	—	—	1
Lairages ...	—	—	—	—	—	—	—	—	1	—	—	—	—	—	—
Offices ...	—	—	—	—	—	—	—	—	2	—	—	—	—	—	—
Airport Premises...	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total ...	—	—	1	2	18	7	67	28	465	—	83	6	1	1	62

The re-building and modernisation of all premises throughout the entire port area is still proceeding. Excellent co-operation has been received from officials of the Mersey Docks and Harbour Board.

Section XIV.

PUBLIC HEALTH (SHELLFISH) REGULATIONS, 1934, 1948.

No prosecutions were instituted during the year.

DANGEROUS DRUGS.

During the year, 9 certificates authorising the purchase of scheduled dangerous drugs were issued under the Dangerous Drugs (No. 3 Regulations), 1923, amending the Dangerous Drugs Regulations, 1921.

MEDICAL INSPECTION OF ALIENS.

The following table gives the total number of aliens arriving in the Port of Liverpool during 1958 and the number of each of the categories under which alien passengers are classified by the Immigration Department of the Home Office:—

Visitors	Business Visitors	Others	Total
7,834	89	2,044	9,967

Total number of vessels carrying Alien passengers ...	956
Number of vessels dealt with by the Medical Inspector ...	173
Number of aircraft dealt with by the Medical Inspector	23
Total number of aliens landed in the Port	9,930
Number subjected to detailed examination by Medical Inspectors	621
Certificates issued by Medical Inspectors	5

(4—mental deficiency; 1—physical incapacity.)

FOOD INSPECTION.

Throughout the year 1958 food inspection has been carried out in accordance with the requirements of the regulations governing importations of foods into this country for sale for human consumption.

Public Health (Imported Food) Regulations, 1937/48.

Article 10 of these Regulations states that "no prohibited meat shall be imported into England or Wales for sale for human consumption, and no meat or meat product shall be so imported without an official certificate".

During the year there have been several contraventions of this regulation. In most cases the goods were imported from countries which had approved official certificates, and the goods were accompanied by a 'bulk' certificate, which, though not a strictly 'recognised' official certificate, nevertheless provided the assurances concerning inspection, etc., normally inferred by the presence of the "official certificate". In such cases the consignment was carefully inspected, and where the absence of the official certificate appeared to be due to a misunderstanding only, the goods were permitted to go forward, and the importing firms were given clear warning that such discretion would not be exercised in future. Where there was any doubt in the matter, the goods were re-exported.

A quantity of pork and smoked hams was landed from West Africa, a country which does not possess an official certificate. These were not intended for human consumption and were imported only for experimental and research purposes within the trade. They were accordingly released and the Medical Officer of Health for the area of their destination was informed.

FROZEN MEATS.

Onchocerciasis (Worm Nodules).

Boneless brisket beef from Australia is routinely defrosted for detailed examination in local cold stores. The incidence of onchocerciasis was as high as 12·7 per cent in consignments so examined.

Caseous Lymphadenitis.

All consignments of mutton and certain consignments of lamb are specially examined for caseous lymphadenitis on landing. Where necessary, examinations are continued in local cold stores; one consignment was completely examined and was found to be 8·6 per cent affected.

Inedible Animal Offals, etc.

Inedible animal offals, etc., imported for conversion into animal food, have required constant supervision. These importations (from Australia, New Zealand, Northern and Southern Ireland) consist of animal livers, lungs, spleens, maws and head meat showing various degrees of unsoundness. One consignment carried the recognised official certificate of the country of origin, certifying the contents as fit for human consumption and was also stencilled in black lettering "For animal food only". In a second consignment the description "boneless beef" was stencilled on the carton which also carried the recognised official certificate of the country of origin. When opened the contents were found to be sheep livers and lungs, and when later in a local cold store, the contents of one carton were defrosted for detailed examination, 30 cystic livers were found. The consignment was disposed of for conversion into animal food under supervision. Full details of each consignment are noted by the food inspectors as the goods land and are forwarded to the local Medical Officer of Health at each destination for any further supervision thought necessary on arrival. 83,104 packages of this product have been dealt with in this way during the period from August to December, 1958.

Frozen beef from South America which was originally intended for landing at another port in this country was diverted to cold stores on the Continent due to temporary labour troubles and was finally landed at Liverpool. The beef was originally chilled but because of the anticipated delay, had been later deep frozen. When landed here some of the meat was found to be superficially decomposing and some dirty, following the extra handling and transport. Where necessary the meat was reconditioned satisfactorily.

Chilled Beef.

Chilled beef from Australia, New Zealand and Argentine has arrived in generally good condition.

FISH, etc.

Frozen salmon from Canada and Japan, frozen prawns from Japan and cooked shelled cockles from Holland have arrived in good condition.

Samples of Japanese prawns were submitted for bacteriological examination to the Public Health Laboratory Service who reported "No organisms of the salmonella group and no staph : pyogenes found".

Samples of Dutch cockles were also submitted for chemical and bacteriological examinations. The City Analyst reported samples as "free from injurious chemicals and prohibited preservatives" and the Public Health Laboratory Service reported samples as "free from food poisoning organisms".

CANNED FOODS.

Canned foods have continued to arive in great quantity and variety and in generally good condition. Some problems have been caused by imperfect sterilization of canned meat products. Such tins which are sound on arrival frequently show evidence of unsoundness after even a short period of storage.

Canned Hams from Portugal.

Two consignments of canned hams from Portugal were found on re-examination to contain 63 per cent and 77 per cent blown and burst tins.

Canned Tenderloins from Yugoslavia.

Two consignments of canned pork tenderloins from Yugoslavia were found to contain a large number of blown and burst tins. The cans were of a sanitary type, but many were found to have been punctured and sealed again with solder spots underneath the trade labels. It was found that in some of these tins a metal "baffle plate" had been inserted to permit the free passage of gas or steam through the puncture hole, presumably during processing or reprocessing. Samples from tins which were apparently sound, but which had been punctured and resoldered were submitted for chemical and bacteriological examination. Aerobic and anaerobic sporing organisms, staphylococcus albus, and streptococcus viridans were found. Finally 63 cases of blown and burst tins were destroyed locally and the balance of 110 cases were returned to the packer in Yugoslavia.

Canned Ox Tongue from Holland.

Fifty cases of canned ox tongue landed from Holland. Six apparently sound tins were taken as samples and submitted for bacteriological examination to the Public Health Laboratory Service who reported that three of the samples were contaminated with Cl. Welchii. The consignment was returned to the packer in Holland.

Mandarin Oranges from Japan.

285 cartons of canned mandarin oranges from Japan were found on examination to contain 39 per cent blown and burst tins. Samples were submitted to the Public Health Laboratory Service who reported food poisoning organisms present. Samples submitted for chemical analysis showed slight metallic contamination. Finally the whole consignment was destroyed under supervision.

Chinese Tinned Foods.

Consignments of various canned foods from China have been noticed after a long absence and these were all in quite good condition.

FRESH FRUIT and VEGETABLES.

Fresh fruit and vegetables have arrived in generally good condition. 290,416 lbs. of potatoes from Argentine, Canary Isles and Holland, and 59,840 lbs. of carrots from Cyprus were destroyed under supervision in the early part of the year following decomposition. The destruction of 9,061 stems of bananas weighing 231,983 kilos, from the Canary Isles was due to decomposition following an extended voyage after engine trouble in the ship.

DRIED FRUIT.

Apart from small quantities damaged in transit all dried fruit was landed in good condition.

NUTS, Etc.

West African cokernuts continue to demand close attention: consignments have been found to contain as many as 20 per cent unsound nuts when fully examined. 1,633 bags of edible groundnut kernels weighing

198,325 lbs. and 100 bags of coffee beans weighing 13,138 lbs. from Brazil were landed after damage by fire and water. These were later destroyed under supervision. 1,014 bags of Madagascar beans weighing 113,568 lbs. were found to be damaged by lavender oil and later exported.

EGG PRODUCTS.

Consignments of frozen liquid and dried egg products from Australia, China, U.S.A. and Denmark have been imported during the year. Samples have been taken from each "batch" in each consignment and contamination by pathogenic salmonellae has been found in as many as 75 per cent of samples submitted from one consignment. Ten types of pathogenic salmonellae were identified. One consignment consisting of 75 drums of hen albumen flake was accompanied by a "National Laboratory Certificate" certifying that 15 samples taken from the consignment before shipment were negative for salmonella organisms. Four samples were taken on landing here and submitted to the Public Health Laboratory Service who reported three types of pathogenic salmonella organisms present. The consignment was permitted to go for sterilisation at a registered heat treatment centre under supervision. Frozen liquid whole egg, known to be contaminated with pathogenic salmonellae, has been released to areas outside Liverpool for high temperature baking under the supervision of local Medical Officers of Health. Dried egg albumen found to be contaminated has been released to heat treatment centres outside Liverpool under the supervision of local Medical Officers of Health, and, in some cases, has been released for inedible purposes.

SKIMMED MILK POWDER FROM AUSTRALIA.

Skimmed milk powder from Australia, imported for human consumption, packed in cotton and jute bags with an inner lining of plastic material, was found to be mouldy and "sweat-damaged". This was later diverted for animal feeding purposes.

DAMAGED LARD FROM U.S.A.

One ship from U.S.A. carried a total of 11,000 cartons of lard in her general cargo spaces. 1,792 of these cartons were stowed in one hatch in close proximity to a quantity of wet salted hides and separated only

by a tarpaulin sheet. The ship suffered extremely heavy weather in crossing the Atlantic resulting in a total of 252 cartons of lard becoming damaged by seawater and drainage from the hides. The damaged lard was approved for industrial purposes only, and the local agents were clearly informed of the dangers of stowing foodstuffs near to material such as wet hides.

Public Health (Preservatives etc. in Food) Regulations, 1925/58, and The Colouring Matter in Food Regulations, 1957.

Samples of various foods have been submitted for chemical analysis under the above Regulations. Citrus fruits have been found to have no thiourea present, no excessive amount of diphenyl and no prohibited colouring matters.

Apples from the Lebanon were found to be contaminated with as much as 10 parts of lead and 4 parts of arsenic per million parts of fruit. These apples were all washed under supervision before release to the public. Certain apples from Chile showed small amounts of lead and arsenic from spray residue: others from Canada and U.S.A. were reported on as being satisfactory.

General Hygiene.

The overall improvement noted in the past two years in the handling and transport of refrigerated foods has again been noted.

UNSOUND SUGAR.

832 tons 14 cwts. 3 qrs. 5 lbs. of unsound sugar (loose-collected, sweepings, etc.) was dealt with during the year, and suitably disposed of to local refiners for reconditioning.

Table showing the quantity and description of unsound meats utilised under supervision* during the year 1958:—

Description.	Total Weight				Cause of Destruction											
					Tuberculous.				Brine stained, mouldy and decomposed.				Other causes.			
	Tons	cwts.	qrs.	lbs.	Tons	cwts.	qrs.	lbs.	Tons	cwts.	qrs.	lbs.	Tons	cwts.	qrs.	lbs.
Beef	8	18	0	20	—	—	—	—	6	9	3	0	2	8	1	20
Mutton	3	16	3	9	—	—	—	—	2	9	1	21	1	7	1	16
Pork	—	—	2	19	—	—	—	—	—	—	2	19	—	—	—	—
Veal	—	—	1	25	—	—	—	—	—	—	1	25	—	—	—	—
Total	12	16	0	17	—	—	—	—	9	0	1	9	3	15	3	8

*These were destroyed or allowed to go for industrial purposes to the satisfaction of the Medical Officer.

Table showing the total quantities of the different unsound foodstuffs utilised under supervision during the year 1958:—

	Tons	Cwts.	Qrs.	Lbs.
Beef, Mutton, Pork and Veal	12	16	0	17
Offal (Beef, Mutton, etc.)	1	9	1	8
Canned Goods	137	2	2	5
Fruit and Vegetables	3,619	14	0	7
Cereals	842	7	0	21
General (Fish, Poultry, Rabbits, etc.) ...	80	7	2	8
TOTAL	4,693	16	3	10

The following tables give the particulars of samples of imported foodstuffs sent to the City Analyst and the Public Health Laboratory Service for examination during the year 1958:—

CITY ANALYST

Apples	12
Butter	2
Cheese	1
Cockles, Cooked	1
Fat	2
Fig Paste	2
Frozen Liquid Whole Egg ...	2
Grapefruit	1
Ham	1
Kidneys	1
Lamb Chop	1
Lemons	1
Liver	1
Margarine	1
Oranges	3
Oranges, Canned	2
Pork, Chopped	1
Pork Tenderloins, Canned ...	4
Prunes	1
Sauerkraut	1
Suet	1
Vegetables	1
	43

PUBLIC HEALTH LABORATORY SERVICE

Cockles, Cooked		1
EGG:—		
Egg Albumen Crystals ...	15	1,015
Frozen Liquid Egg ...	692	
Frozen Whole Hen Egg...	294	
Hen Egg Albumen Flake	6	
Pasteurised Egg Albumen	5	
Pasteurised Egg Albumen Flake	3	
Ham		5
Lunch Tongue, Canned		12
Ox Tongue, Canned		7
Oranges, Canned		6
Pork Tenderloins, Canned ...		5
Prawns		15
		1,066

MISCELLANEOUS.

The Port Health Authority is engaged in the issue of certificates of disinfection for foreign governments and other purposes in connection with the exportation of hides, wool, jute sacks and cloth, tailors' cuttings, rags, second-hand bags and clothing, bales of cotton, etc.

The department also endorses under the United States, Canadian and other regulations, certificates regarding wholesomeness of food articles, and the hygienic condition of the premises in which the articles are produced or stored. Poultry, game, cheese, bacon, hams, potatoes, preserved fish, pickled beef, tongues, sausage skins, lime juice, and many other items were so certified.

I desire again to express my appreciation of the valuable assistance received from H.M. Collector of Customs and staff, the Mersey Docks and Harbour Board and their officers, river pilots, and the various shipping companies who have co-operated with the Port Health Authority in the maintenance of Public Health and the prevention of disease in the port. The Consular Bodies have at all times given courteous assistance.

ANDREW B. SEMPLE,
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Liverpool Port Health Authority.