RIVER BLYTH

PORT HEALTH AUTHORITY.

REPORT

OF THE

ACTING PORT MEDICAL OFFICER OF HEALTH

FOR THE YEAR

1950

R.J.P.R. CAMPBELL, M.B., Ch. B.

Waterloo House,
Waterloo Road,
BLYTH,

RIVER BLYTH PORT HEALTH AUTHORITY.

MEMBERS OF THE AUTHORITY.

Chairman - Alderman H. Donnachie.
Vice Chairman - Alderman F. Rafferty.

Appointed by the Blyth Borough Council.

Alderman J.R. Curry, J.P.
Alderman H. Donnachie.
Alderman F. Rafferty.
Alderman J. Reilly.
Alderman A. Walton, J.P.

Councillor G.W. Barker.
Councillor J.T. Blades.
Councillor G. Colpitts.
Councillor J.R. Kay.

Appointed by the Bedlingtonshire Urban District Council.

Councillor H. Bell.
Councillor J.W. Pattison.
Councillor A.H. Payne.

OFFICERS AND STAFF.

Acting Medical Officer of Health.
R.J.P.R. CAMPBELL, M.B., Ch.B. — Waterloo House, BLYTH.

Sanitary Inspector and Executive Officer under Rat and Mice (Destruction) Act, 1919.
JOHN DILKS, M.S.I.A.

Rat Catcher.
A.F. CHAPMAN.

Junior Clerk.
R. MILLER.

— 6 Blagdon Street, BLYTH.

Clerk to the Authority.
W.T. HARRISON.

Deputy Clerk to the Authority.
MISS L. OWEN.

— "Dinsdale", BLYTH.

Telegraphic Address :-
Portelth, Blyth.

RIVER BLYTH PORT HEALTH AUTHORITY.

ANNUAL REPORT OF THE ACTING PORT MEDICAL OFFICER OF HEALTH FOR 1950.

"Waterloo H use",
Waterloo Road,
Blyth.

7th March, 1951.

To the Chairman and Members of the
River Blyth Port Health Authority.

Gentlemen,

Again it is my privilege to place before you the Annual Report of the health administration and statistics of the Port of Blyth for the year, 1950.

The total number of vessels which arrived during the year was 4,071 including fishing vessels, of these 3,517 were British. Foreign vessels (Foreign and Coastwise) were 554. There was a slight decrease of ships direct from foreign ports, namely 316 compared with 340 the previous year.

The amount of coal and coke shipped from the Port was 6,197,998 tons and 4,353 tons of General Goods. This shows an increase of 607,760 tons over the previous year - a welcome sign that shipments are on the increase, and are approaching the pre-war records. Imports discharged during the year were timber, cement, tiles and scrap iron, total tonnage 37,929.

Port Health Regulations, 1933 - 1945. These are being administrated with the usual zeal and care as required by the various sections of the Regulations.

Infectious Diseases. There has been no serious cases of infectious diseases reported during the year.

Inspection of vessels. Nuisances found and abated will be seen itemised in the various tables attached to the Report.

It is with pleasure that I acknowledge the kind assistance from time to time of the Blyth Harbour Commission, River Pilots, H.M. Customs Officers, Immigration Officer and Ministry of Transport Surveyors, for their help and co-operation with the staff of the Port Health Authority.

I remain, Gentlemen,
Your obedient servant,

(Sgd) R.J.P.R. CAMPBELL.

Acting Medical Officer of Health, River Blyth.

AMOUNT OF SHIPPING ENTERING THE PORT DURING THE YEAR 1950.

TABLE A.

VESSELS.	NUMBER.	TONNAGES.	NUMBER INSPECTED BY M.O.H.	NUMBER INSPECTED BY S.I.	NO. REPORTED TO BE DEFECTIVE.	NO. OF VESSELS ON WHICH DEFECTS WERE REMEDIED.	NO. OF VESSELS HAVING, OR HAVING HAD INFECTIOUS DISEASE ON BOARD DURING THE VOYAGE.
Foreign.							
Steam.	161	152,745	1	160	1	1	Nil
Motor.	111	33,144	-	111	-	-	-
Sail.							
Fishing.	44	1,740	-	44	-	-	-
TOTAL	316	187,629	1	315	1	1	Nil
Coastwise							
Steam	2,422	2,209,313	19	2,412	141	141	1
Motor	1,322	367,626	-	1,321	15	15	-
Sail							
Fishing	11	900	-	11	-	-	-
TOTAL	3,755	2,577,839	19	3,744	156	156	1
TOTALS	4,071	2,765,468	20	4,059	157	157	1

CREWS OF VESSELS EXAMINED.

Coastwise.	Foreign.	Fishing.	Total.
51,647	10,165	808	62,620

CHARACTER OF TRADE OF PORT.

TABLE B.

(a) PASSENGER TRAFFIC.

NUMBER OF PASSENGERS.	FIRST CLASS.	SECOND CLASS.	THIRD CLASS.	TRANSMIGRANTS.
Nil.	Nil.	Nil.	Nil.	Nil.

There is no regular passenger traffic at the Port, but 83 aliens were on temporary shore leave, also 82 passengers were outward bound.

(b) CARGO TRAFFIC.

Exports.

Coal and Coke	6,197,998 tons.
General Goods	4,355 tons.

Imports.

General - includes Cement, Tiles, Timber and Scrap Iron	37,929 tons.
Fish landd from local fishing boats	191 tons.

(c) FOREIGN PORTS FROM WHICH VESSELS ARRIVED.

BELGIUM - Antwerp, Ostend, Ghent, Zeebrugge.

DENMARK - Copenhagen, Aarhus, Aalborg, Randers, Esbjerg, Mesmede.

FRANCE - Dunkirk, Calais, Le Havre, Rouen, Eecamp, Caen, St. Malo, St. Brieuc, Nantes, Honfleur.

FAROES - Thorshavn.

FINLAND - Rauma, Katka.

GERMANY - Hamburg, Wilhemshaven, Kiel, Bremen, Emden, Wesermunde, Stettin, Limberg.

HOLLAND - Amsterdam, Rotterdam, Delfzyl, Zaandam, Harlingen, Dortrecht, Turneuzen, Ymuiden, Deest.

ICELAND - Reykjavik.

FOREIGN PORTS FROM WHICH VESSELS HAVE ARRIVED (Cont'd)

NORWAY - Hafri-fiord, Porsgrund, Sarpsborg, Arandel, Frederikstad, Bergen, Oslo, Haugesund.

PORTUGAL - Lisbon.

SWEDEN - Norresundly, Kasko, Odda, Gothenborg, Sauda, Karlstad, Halmstad, Stockholm, Katko.

NATIONALITIES.

BRITISH	3,508
DUTCH	193
SWEDE	124
GERMAN	100
NORGE	40
DANISH	15
FINN	12
PANAMA	7
CYPRUS	6
SPANISH	3
FRENCH	3
POLISH	2
SWISS	2
GREEK	1
Total	4,016

FISHING VESSELS.

DUTCH	43
BRITISH.. ...	9
FAROES... ...	2
ICELANDIC ...	1
Total	55
Totals	4,071

MEDICAL INSPECTION OF ALIENS.

	Total	Number inspected by the Medical Inspector.	Number subjected to detailed examination by the Medical Inspector.
(a) Total number of aliens landing at the Port.	12	1	1
(b) Aliens refused permission to land by Immigration Officer.	Nil	Nil	Nil
(c) Transmigrants.	Nil	Nil	Nil
Total Aliens arriving at the Port.	12	1	1

CERTIFICATES ISSUED.

1.	Lunatic, Idiot or M.D.	Nil
2.	Undesirable for Medical reasons	Nil
3.	Transmigrants	Nil
4.	Physically incapacitated	Nil
5.	Suffering from acute infectious disease.	Nil
6.	Landing necessary for adequate medical examination	Nil

Total number of vessels carrying Alien passengers - 50

Number of vessels dealt with by the Medical Officer - 1

SOURCE OF WATER SUPPLY.

(a) The Port is supplied by the Newcastle and Gateshead Water Company on the south side of the river, and the Tynemouth Water Company on the north side.

(b) Ships are supplied from the mains, which are laid along the loading, and most of the waiting berths. Ample provision is now made for supply at practically every part of the harbour with the exception of several jetties, but these are reached by water boat. The Dry Docks and Shipbuilding Company supply ships with fresh water during their stay in the Docks for repairs.

(c) One water boat is in commission, and this is the property of the Blyth Harbour Commission, it is examined periodically especially when in the Dry Docks for overhaul. The tanks are frequently cleansed and kept in an hygienic condition.

At one period during the prolonged spell of dry weather, it was necessary to exercise great care in the supply to ships as the Tynemouth Water Company had to cut off the water occasionally owing to their reduced supply.

PORT HEALTH REGULATIONS, 1933 and 1945.

(1) The arrangements in force at present for the dealing with Declarations of Health are as follows:- The Pilots, who have consented to co-operate in the Regulations are supplied with Forms P.S.1 and issue these to the Masters of Foreign Ships. The Master on completion, hands the form of Declaration to the Customs Officer or a member of the staff of the Port Health Authority. If anyone from the staff of the Port Health Authority boards the ship prior to the Customs Officer, he collects the Form P.S.1, and leaves Form P.S.2, thus showing that there is no medical reason for witholding pratique. This, of course, is when the Declaration requires no medical inspection.

This method has so far been satisfactory and the understanding between the Pilots, Customs Officers, and members of the Health Authority's staff is efficient.

(2) Vessels are boarded on arrival by the Medical Officer or Sanitary Inspector, at their respective berths. H.M. Customs Officers are always on duty and board all foreign ships in the course of their duties. No person is allowed to disembark from a foreign ship until it has been declared free by either the Customs Officers or the Medical Officer.

(3) Notification to the Health Authority is now sent direct to the registered telegraphic address - 'PORTELTH', Blyth, if any vessel should require special attention. Wireless messages are received at the Cullercoats Station which is situate about seven miles south of Blyth. Flamborough is the nearest land signal station. Shipping agents sometimes receive wireless messages and, if in relation to health, they are passed on to the Medical Officer. The Pilots, Customs, etc., hand in any information required as stated by the Port Health Regulations.

(4) Mooring stations under Article 10 - (a) Should any ship on arrival be suspected as having infectious disease on board, such ship would be berthed at the inspection jetty, pending medical examination. This has been the arrangement previously and found suitable. If after medical examination the ship was found to be infectious it would be sent to the Quarantine Jetty which is situated on the north side of the river and cannot be approached unless by boat. The Harbour Master has consented to make an emergency berth at any part of the river, should the circumstances demand such action, to be known as a 'designated' mooring station under these Regulations. (b) There is no mooring berth outside the docks. The situation of the river does not allow the berthing of vessels outside the harbour.

(5) Standing exemptions have been arranged with the consent of all concerned that all ships except those with evidence or suspicion of infection from Plague, Cholera, Yellow Fever, Smallpox or Typhus Fever may proceed to their berths.

Each or any such berth may become 'designated' mooring station if the circumstances so require. It is understood of course, that any such exemption shall be dealt with at the earliest possible moment by your staff, according to the conditions obtained on board.

(6) When a ship arrives from a foreign port, no one is supposed to leave or board the ship other than the Pilot, Customs Officers or the Medical Officer or his staff, until it has been declared free from control as required by the Regulations. The various Officers as mentioned herewith, are complying strictly with Part 1, Section 16, and so far it can be stated that compliance with this part of the Regulations has been adhered to.

(7) (a) Premises and Waiting Rooms for Medical Examinations - There are no special premises or waiting rooms for medical examinations. Any work under this section has to be carried out on the ship and occasionally at the Port Medical Officer's Office.

(b) The cleansing or disinfection of ships is carried out at their respective

berths. or when they are in Dry Dock. In case of infectious diseases, disinfection of crews quarters, etc., is usually done with Formalin or SO2. There is no cleansing station or other arrangements for the cleansing of persons. The erection of such station is still in abeyance. When patients are removed to Hospital their clothes, bedding, etc., are removed also and disinfected at the Infectious Diseases Hospital.

(c) There are no premises or temporary accommodation for persons ashore at the Port of Blyth.

(d) The Port Health Authority have an arrangement with the Walkergate Infectious Diseases Hospital, Newcastle upon Tyne, for the reception of patients as indicated in these Regulations.

(e) Ambulance Transport - The Port Health Authority uses the Motor Ambulance provided by the Hospital Authority. Arrangements for removal are made by telephone, and this is carried out in a reasonable time after notification.

(f) Supervision of Contacts - Any person or persons leaving a ship will as required by these Regulations, give his name and address to the Medical Officer of the Port where disembarkation takes place. Should any person or persons change their address within fourteen days notification of such change must be made to the Medical Officer after disembarkation takes place. Special post cards (P.S.3.) have been printed with the name of the Authority thereon, also some of the requirements of the Regulations. A reply card is also attached to this, thus simplifying matters and rendering information available where contacts are concerned.

(8) Bacteriological examinations of rats are carried out at the Public Health Laboratory, Newcastle General Hospital, Westgate Road, Newcastle upon Tyne, and the result of such examinations are known at fairly short notice - the Port being approximately 15 miles from the Laboratory. Specimens are sent when rats are recovered after every fumigation, also when trapping takes place, any suspicious rat is also sent for examination.

(9) Bacteriological examinations such as swabs or blood tests are carried out as required at the Public Health Laboratory, Newcastle General Hospital, Westgate Road, Newcastle upon Tyne.

(10) Merchant Seamen are informed from time to time concerning facilities for the treatment of Veneral Disease. Leaflets are left on board vessels during the regular inspections of crews accommodation. Form V.14 revised issue by the Ministry of Health, 1943, gives the various Ports (British) for the treatment of the disease. Times and location, North Shields, or the General Hospital, Westgate Road, Newcastle upon Tyne. The N.C.C. have a clinic in Stanley Street, Blyth, This centre is opened twice weekly, Mondays and Fridays, 3.0 p.m. - 6.0 p.m.

(11) Arrangements for the interment of the dead. - When dead bodies are recovered from the river or a ship they are placed in the Port Health Authority Mortuary. This building is kept and maintained by the Port Health Authority, and is now out of date and in need of replacement. Where bodies are not identified they are buried by the Local Authority who claim any expenses incurred therein from the County Council.

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

VESSELS ARRIVING FROM INFECTED OR SUSPECTED PORTS.

The following table gives the number of vessels boarded in Blyth by the Officers of the Port Health Authority on account of them coming directly or indirectly from Foreign Ports, infected or suspected of being infected with Cholera, Plague, Yellow Fever or Typhus Fever.

Date 1950	From Infected Ports to Blyth		From Suspected Ports to Blyth		TOTAL
	Direct.	Indirect.	Direct.	Indirect.	
January	-	-	-	4	4
February	-	-	-	2	2
March	-	-	-	4	4
April	-	-	-	5	5
May	-	-	-	7	7
June	-	-	-	2	2
July	-	-	-	4	4
August	-	1	-	4	5
September	-	-	-	3	3
October	-	-	-	3	3
November	-	-	-	1	1
December	-	-	-	1	1
TOTAL	-	1	-	40	41

TABLE C.

CASES OF INFECTIOUS SICKNESS LANDED FROM VESSELS.

Disease.	No. of cases during the year.		No. of vessels concerned	Average No. of cases for previous 5 years.
	Passengers	Crew.		
Diphtheria	Nil	Nil	Nil	0.002
Measles	Nil	Nil	Nil	0.008
Typhoid	Nil	Nil	Nil	0.016
Tuberculosis	Nil	1	1	.02

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.		No. of vessels concerned	Average No. of cases for previous 5 years.
	Passengers	Crew.		
Tuberculosis	-	1	1	.02

OTHER SICKNESS.

10.2.50. S.S. Edo (Swedish)

This vessel arrived from Tyne when the Donkeyman was reported sick. When examined he was found to be suffering from tonsolitis and received treatment during the vessel's stay in Port.

2.3.50. S.S. August Peters (German)

The Master on arrival from Hull was examined, and received treatment for haemorrhoids during the time of loading and before sailing.

14.4.50 S.S. Lady Kathleen (Norge)

On arrival from Kings Lynn, the Master reported that the Wireless Operator had been paid off at that Port, after being examined and found affected with tuberculosis. Clothing, bedding, accommodation etc., was disinfected prior to sailing.

15.5.50. S.S. Haligonian Baron. (British)

A greaser, Lascar, was reported sick after this vessel had dry docked. He was examined by the Port Medical Officer and was diagnosed as suffering from tuberculosis. He was later removed to the Infectious Diseases Hospital at Walkergate, Newcastle upon Tyne for treatment.

20.5.50. S.S. Havding. (Swede)

After arrival from Preston, the Steward was reported sick, he was later found to have some stomach trouble and received appropriate treatment during the vessel's stay in Port.

20.5.50. Cedartree. (British)

The Donkeyman collapsed and died on board after a heart attack. He had received hospital treatment previous to his fatal illness.

1.6.50. S.S. Zeeland. (Dutch)

The Master was reported sick after arrival from Hamburg. On being examined he was diagnosed as suffering from some nervous complaint. He was sent to Holland for rest and treatment.

4.8.50. S.S. Kolberg. (German)

This vessel arrived from Finland with timber, and the Master was found to be suffering from abcesses. He had received treatment before arrival at this Port, and received further treatment during the vessel's stay in Port.

10.10.50. S.S. Maria Toft. (Dane)

On arrival from Iceland, the Master was reported ill, and was later medically examined and found to have bronchitis. He received attention and was greatly improved before sailing.

18.10.50. S.S. Sussex.Oak. (British)

Arrived from London on this date, when all reported well, and sailed on the 20th October. A message was received from South Shields Corporation on the 26th indicating that a member of the crew, a coloured fireman, was suspected of having smallpox in London. On the 27th October however, a further message was received stating that he was diagnosed as having chicken pox.

MEASURES AGAINST RODENTS.

Steps taken for detection of Rodent Plague -

(a) In ships in Port - On arrival at the port vessels are examined and if there is any evidence of rats notice is at once served on the Master. The Port Health Authority have their own official Rat Catcher who is engaged when the occasion arises. Particular attention is paid to vessels arriving either directly or indirectly from infected or suspected ports. During the year rats have been sent to the Public Health Laboratory, Newcastle General Hospital, Westgate Road, Newcastle upon Tyne, for evidence of Plague, but in no case was the result positive.

(b) On Quays, Wharves, Warehouses etc., in the vicinity of the Port - Poison baits are laid regularly along the river banks, and around the docks, warehouses, dry docks, and the ship breaking yard. Every firm on the river are requested to co-operate in the destruction of these pests. The results appear satisfactory, and rats are kept down to a minimum. These firms laid poison baits regularly in an effort to keep their premises free from rat infestation.

2. Measures taken to prevent the passage of rats between ships and the shore - Rat guards are kept by the Port Health Authority for use when required. Rat guards are used during the fumigation and are kept attached to the mooring ropes till the vessels are ready for sea. Special attention is given to gangways, ladders etc.

3. Methods of deratisation.

(a) SHIPS: Fumigation - this is done by either Sulphur Dioxide or Hydrogen Cyanide. The former is that of burning sulphur in specially constructed pails, and sealing the compartments down for a period of six to eight hours. The standard requirements for international purposes is 3lbs. of sulphur per 1,000 cubic feet of space, and only sulphur of good quality is used. Care is exercised to see that the proper capacity of compartments is correctly measured. The work is carried out by private firms all established on the Tyneside. The most popular method is by Hydrogen Cyanide. This is done only by skilled operators, who do most of the ships in Northern Ports. The standard for International purposes is 2 ozs. per 1,000 cubic feet for holds, cargo spaces, etc. More intense concentration are used from time to time, when infestation is somewhat marked. Observations have proved that the gas has a deadly effect on Cockroaches, Bugs, Fleas etc.

When vessels are undergoing fumigation every precaution is taken, such as posting of notices over the ships side, also the fencing off of the gangways to render the process as free as possible from accidents. The minimum period for exposure for this gas is two hours, generally four to six in practice, and this effects a considerable saving of time compared with the older method of Sulphur Dioxide.

Trapping - It was found necessary to carry out occasional trapping during the year, and while it can be useful in collecting rats

from single compartments it is not generally adopted where there are indications elswhere. It is now recognised that fumigation, especially for International Convention Certificates, is the more satisfactory and efficient method for the destruction of rats.

Poisons - Poison baits are sometimes put down on vessels where there are only slight traces of rats. It is also a convenient way of dealing with vessels which are laid up or where the vessels are having a short stay in Port.

4. Measures taken for detection of rats prevalent on ships or on shore - Daily inspections are carried out and vessels searched when necessary by the Health Inspector and Rat Catcher. Special attention is given to foreign arrivals, also those from infected or suspected Ports. Old vessels where rat harbourage is more evident are closely watched and searched. Shore premises are also inspected regularly, and advice given to private owners on methods of rat destruction.

5. Rat Proofing -

(a) The docks, wharves and warehouses are not of recent construction and cannot be said to be rat proof. As there is no importation of foodstuffs no facilities are offered for the feeding of rats and the various places are fairly free from rodents.

(b) Advice is given to the Masters of vessels and occupiers of premises as to the best methods of making sure that ships and premises are rat proof.

NUMBER OF RATS DESTROYED DURING THE YEAR.

TABLE E.

(1) On vessels

Number of	Jan.	Feb.	Mar.	Apr.	May.	June.	Jul.	Aug.	Sep.	Oct.	Nov.	Dec.
Black Rats	4	-	-	-	-	-	11	7	-	-	-	21
Brown Rats	-	-	-	-	-	-	-	-	-	-	-	-
Species not recorded.	-	-	-	-	-	-	-	-	-	-	-	-
Rats examined	-	-	-	-	-	-	-	-	-	-	-	-
Rats infected with Plague	-	-	-	-	-	-	-	-	-	-	-	-
	4	-	-	-	-	-	11	7	-	-	-	21

TOTAL. BLACK RATS 43.

TABLE F.

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

Number of	Jan.	Feb.	Mar.	Apr.	May.	June.	Jul.	Aug.	Sep.	Oct.	Nov.	Dec.
Black Rats	-	-	-	-	-	-	-	-	-	-	-	-
Brown Rats	4	3	6	10	6	8	7	6	10	5	6	2
Species not recorded	-	-	-	-	-	-	-	-	-	-	-	-
Rats examined.	-	-	-	-	-	-	-	-	-	-	-	-
Rats infected with Plague.	-	-	-	-	-	-	-	-	-	-	-	-
	4	3	6	10	6	8	7	6	10	5	6	2

TOTAL. BROWN RATS. 73.

TABLE G.

Particulars relating to Plague "infected" or "suspected" vessels arriving in Port during the year 1950 -

Name of vessel.	Date of arrival.	Whether infected or suspected.	Methods of rat destruction employed	No. of dead rats recovered	Whether Certificate of Deratisation was issued.	Remarks.
Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.

POISON BAITS LAID ON DOCKS, QUAYS, WHARVES AND WAREHOUSES DURING THE YEAR.

JAN.	FEB.	MAR.	APR.	MAY.	JUNE.	JULY.	AUG.	SEP.	OCT.	NOV.	DEC.	TOTAL.
95	70	50	110	90	75	60	65	50	100	100	50	915.

PORT HEALTH REGULATIONS, 1933 and 1945.

Charges for Deratisation Certificates and Deratisation Exemption Certificates.

Circular 98/49. Ministry of Health.

The Minister, after consultation with the Association of Sea and Air Port Health Authorities of the British Isles and the Chamber of Shipping of the United Kingdom, has decided that increased cost of administration justifies a revision of the fees and he has accordingly determined that, as from 1st January, 1950, the fee payable to Authorities for each Certificate issued by them shall be in accordance with the following scale :-

	£.	s.	d.
Ships up to 300 tons		16.	0.
" from 301 to 1,000 tons	1.	12.	0.
" " 1,001 to 3,000 tons	3.	3.	0.
" " 3,001 to 10,000 tons	4.	15.	0.
" over 10,000 tons	6.	6.	0.

TABLE H.

DERATISATION CERTIFICATES AND DERATISATION EXEMPTION CERTIFICATES ISSUED DURING THE YEAR.

Net Tonnage.	No. of Ships.	No. of Deratisation Certificates issued				No. of Deratisation Exemption Certificates issued	Total Certificates issued
		After fumigation with HCN	Sulphur	HCN and Sulphur	After trapping poisoning etc		
Ships up to 300 tons	13					13	13
" " " 301 " to 1,000"	13					13	13
" " " 1,001" to 3,000"	18	1				17	18
" " " 3,001" to 10,000"	13	1				12	13
" above 10,000"							
TOTAL.	57	2				55	57

DERATISATION AND DERATISION EXEMPTION CERTIFICATES.

Under the International Sanitary Convention of Paris, 1926, the following Certificates were issued during the year, 1950.

DATE	NAME OF VESSEL	NATIONALITY
10. 1. 50.	Coquetdale.	British.
12. 1. 50.	Greyfriars.	British.
17. 1. 50.	Rudolf.	Swede.
21. 1. 50.	Balmoral Queen.	British.
21. 1. 50.	Liana.	Swede.
24. 1. 50.	Trail. (D)	British.
25. 1. 50.	Glaisdale.	British.
28. 1. 50.	Nelly Maersk.	Dane.
11. 2. 50.	Fort Grouard.	British.
14. 2. 50.	Aspo.	Swede.
14. 2. 50.	M.V. Goldlynx.	British.
16. 2. 50.	Zeeland.	Dutch.
16. 2. 50.	Eskgarth.	British.
24. 2. 50.	M.V. Aridity.	British.
27. 2. 50.	M.V. Dominic.	British.
10. 3. 50.	Highland Queen.	British.
13. 3. 50.	Fritz S.	Finn.
14. 3. 50.	Ocean Wayfarer.	British.
28. 3. 50.	Nordic Queen.	British.
28. 3. 50.	Fana.	Norge.
5. 4. 50.	Methilhill.	British.
6. 4. 50.	Farningham.	British.
14. 4. 50.	The Baron.	British.
20. 4. 50.	M.V. Emergo.	Dutch.
21. 4. 50.	Skottland	Norge.
21. 4. 50.	Baro.	British
2. 5. 50.	M.V. Rottum.	Dutch
8. 5. 50.	Fort Michipicoten.	British.
9. 5. 50.	Penrith Castle.	British.
11. 5. 50.	Tudor Queen.	British.
13. 5. 50.	M.V. David M.	British.
24. 5. 50.	Lotchenrhh.	British.
26. 5. 50.	M.V. Hullgate.	British.
8. 6. 50.	Midhurst.	British.
12. 6. 60.	Bruce M.	British.
20. 6. 50.	M.V.Thomas M.	British.
27. 6. 50.	M.V. Alar.	British.
17. 7. 50.	Ingleton.	British.

(continued)

DERATISATION AND DERATISATION EXEMPTION CERTIFICATES.

Under the International Sanitary Convention of Paris, 1926, the following Certificates were issued during the year, 1950.

DATE	NAME OF VESSEL	NATIONALITY
18. 7. 50.	M.V. Cromarty Firth.	British.
19. 7. 50.	Marianne Bratt.	Swede.
24. 7. 50.	Brookhurst.	British.
3. 8. 50.	Moorwood.	British.
10. 8. 50.	Ymaska Park.	British.
7. 9. 50.	M.V. Goldlynx.	British.
14. 9. 50.	Sports.	British.
21. 9. 50.	Spidola.	British.
25. 9. 50.	Fernhurst.	British.
4.10. 50.	Laurentian Forest. (D)	British.
20.10. 50.	M.V. Yvonne Olivier.	British.
1.11. 50.	North Cambria.	British.
10.11. 50.	Tudor Queen.	British.
13.11. 50.	Oakhurst.	British.
14.11. 50.	Portelet.	British.
5.12. 50.	Ranillies.	British.
5.12. 50.	M.V. Hullgate.	British.
7.12. 50.	Hillsider.	British.
11.12. 50.	Jaroslaw Dabrowski.	Polish.
	(D) = Deratisation Certificate.	

HYGIENE OF CREW'S SPACES.

TABLE J.

Classification of Nuisances.

Nationality of vessel.	Number inspected during 1950.	Defects of original construction.	Structural defects through wear and tear.	Dirt, Vermin and other conditions prejudicial to health.
British	3,517	9	91	49
Other Nations	554	1	3	4

NUMBER OF VESSELS FOUND HAVING SANITARY OR STRUCTURAL DEFECTS.

	Structural Defects.		Sanitary Defects.		TOTAL.
	Foreign	Coastwise	Foreign	Coastwise	
British Steam	-	90	1	43	134
British Motor	-	10	-	5	15
British Sail	-	-	-	-	-
Foreign Steam	-	3	-	3	6
Foreign Motor	-	1	-	1	2
Foreign Sail	-	-	-	-	-
TOTAL.	-	104	1	52	157

Defects - Year ended 31st December, 1950.

Forecastles to clean and paint out	16
Forecastles to repair	7
Forecastles doors to renew	3
Forecastles to reconstruct	10
46 Port Lights to renew	16
Bogies to renew and repair	9
Galleys to repair	16
Radiators to repair	9
Fresh water tanks to clean out	12
Lockers to fix and repair	3
New bunks to fix	2
Sanitary tanks to repair	8
Sanitary pipes to clean out	1
Mess rooms to paint out	4
Bath-Rooms to repair and paint out	5
Refrigerators to repair	1
Lavatory basins to fix	4
Meat lockers to fix	1
New skylights to fix	1
Ventilators to renew	1
Fresh water tanks to renew	1
Waste pipes to repair	2
Pantry to paint out	1
Scupper to clean out	1
New W.C's to instal	5
W.C's to repair	6
W.C's flushed on to quay	12
TOTAL =	157

Defects (continued)

The total number of ships dealt with for Cockroaches and Bugs was 11. Crews quarters and Galleys, Pantrys and store rooms were the principal parts affected. Fumigation with Hydrogen Cyanide, also insecticides with DDT were the methods used for the destruction of these pests. Masters, and Chief Officers are frequently advised to carry suitable insecticides, and use these as required. Prompt action will prevent a large scale invasion of vermin.

VESSELS BOARDED BY THE MEDICAL OFFICER OF HEALTH, ETC.

The following table gives a list of vessels boarded during the year by the Medical Officer or Sanitary Inspector on account of disease on board during the voyage, at time of arrival, or whilst in Port.

Date	Name of Vessel.	Nationality.	Where from.	Rating.	Sickness.	Remarks
2. 1.50	Plato	Swede	Amsterdam	2nd. Eng'nr	Accident	Received treatment.
8. 1.50	Kaley	British	Caen	Sailor	Neuralgia	"
19. 1.50	Delalfven	German	Immingham	Sailor	Accident	"
23. 1.50	Wrenwood	British	London	Cook	Boils	"
5. 2.50	Devon	Swede	Delfzyl	Sailor	Neuralgia	"
6. 2.50	Leicesterbrook	British	Southampton	Eng'nr	Burns	"
10. 2.50	Edo	Swede	Tyne	Donkey-man	Tonsil-itis	"
27. 2.50	Frederiksborg	Dane	Hartlepool	Sailor	V.D.	Attending Clinic
2. 3.50	August Peters	German	Hull	Captain	Haemorr-hoids	Treatment in Port
11. 3.50	Werner II	German	Sarpsborg	Sailor	Accident	Received treatment
22. 3.50	Monte Jata	Spanish	Hull	Sailor	V.D.	Attending Clinic
14. 4.50	Lady Kathleen	Norge	Kings Lynn	Wireless Operator	T.B.	Discharged at Kings Lynn
15. 4.50	Silen m/v	Swede	London	Sailor	Boils	Received treatment in Port

(continued)

Date	Name of Vessel.	Nationality	Where from	Rating	Sickness	Remarks
16. 4.50	Betty Maersk	Dane	Rotterdam	Steward	Accident	Treatment in Port
3. 5.50	Tessy m/v	Swede	London	Sailor	V.D.	Attending Clinic
10. 5.50	Eken	Swede	Kircaldy	Sailor	Septic hand	Treatment in Port
12. 5.50	Utrecht m/v	Dutch	Kings Lym	Eng'nr	Accident	Treatment in Port
15. 5.50	Haligonian Baron	British	Tyne	Greaser	T.B.	Removed to Infectious Diseases Hospital
				2nd. Mate	Accident	Received treatment
16. 5.50	Warden	British	Yarmouth	Steward	Boils	Treatment in Port
18. 5.50	Cedartree	British	Southampton	Donkeyman	Angina	Died on board
18. 5.50	Aspo	Swede	Hull	2 Sailors	V.D.	Treatment in Blyth
20. 5.50	Onberg	Swede	Tyne	Mate	Septic hand	Teatment in Blyth
20. 5.50	Havding	Swede	Preston	Steward	Stomach trouble	Treatment in Blyth
30. 5.50	Dunmoir	British	Grangemouth	2 Sailors	V.D.	Treatment in Blyth
1. 6.50	Zeeland	Dutch	London	Captain	Dyspepsia	Treatment in Blyth
4. 8.50	Kolberg	German	Rauma	Captain	Abscess	Treatment at Cuxhaven
8. 8.50	Port Royal Park	British	Newport	Sailor and Fireman	Accident	Treatment in Blyth
30. 8.50	Chelwood	British	London	Sailor	Neuralgia	Treatment in Blyth
6. 9.50	Faience m/v	British	Inverness	Sailor	Gastric trouble	Treatment in Blyth
23. 9.50	Rheinland	German	Dordrecht	Fireman	Abscess	To see Doctor
27. 9.50	Holdernaze	British	Sunderland	Sailor	Accident	Receiving treatment
30. 9.50	Laurentian Forest	British	Tyne	Chief Eng'nr	Septic hand	Receiving treatment
2.10.50	Amenity	British	Devonport	Eng'nr	Accident to hand	To see Doctor
7.10.50	Kalmarsund X	Swede	London	Chief Eng'nr	Accident	Treatment at London
				Sailor	V.D.	" "

(continued)

Date	Name of Vessel.	Nationality.	Where from.	Rating.	Sickness.	Remarks.
12.10.50	Maria Toft	Danish	Iceland	Captain	Bronchitis	Receiving Medical attention
27.10.50	Cabo Quintress	Spanish	Immingham	Sailor	V.D.	Receiving treatment
31.10.50	River Trent	British	Sunderland	Captain	Haemo-rroids	Treatment in Port
13.11.50	Gordian	Norge	Middlesbro	2 Sailors	V.D.	Receiving treatment
23.11.50	Willem Mennen	German	Grangemouth	Sailor	Catarrh	Treatment in Port
25.11.50	Singoalla	Swede	Amsterdam	Sailor	V.D.	Attending Clinic
27.11.50	Sagacity m/v	British	Cowes	Sailor	Neuralgia	Treatment in Port
8.12.50	Zeeland	Dutch	London	Sailor	Boils	Receiving treatment
13.12.50	Helvetia m/v	Dutch	Boness	Cook	Arthritis	Treatment in Port
27.12.50	Ashley	British	Shoreham	Chief Eng'nr		Died on board
29.12.50	Farndale m/v	British	Sunderland	Chief Eng'nr	Accident to hand	Private treatment
27.12.50	Cerchester	-do-	London	Cook	Synovitis	Medical Att.

PARROTS (PROHIBITION) REGULATIONS, 1930.

There has been no importation of parrots or birds of similar species as defined in the Order. On several occasions love birds have been found on board, these being kept as domestic pets. The necessary forms have been served from time to time, prohibiting the removal of such birds during the vessels stay in Port when awaiting cargo.

FOOD INSPECTION.

There has been no importation of food or grain at the Port, and consequently no action was taken under the following Acts or Regulations.

Food and Drugs Act, 1938 - 1950.
Public Health Regulations, 1924 - 1928
The Salvaged Goods Order, 1948.
Food and Drugs (Whalemeat) Regulations, 1949 - 1950
Public Health (Imported Food) Regulations, 1937 - 1948

PUBLIC HEALTH (SHELLFISH) REGULATIONS, 1934.

ORDER MADE BY THE RIVER BLYTH PORT HEALTH AUTHORITY.

IN PURSUANCE of the powers conferred on them by the Public Health (SHELLFISH) Regulations, 1934, the River Blyth Port Health Authority hereby make the following Order :-

1. In this Order "prescribed area" means :-

   The area of the River Blyth lying between the High Water marks on either side of the river and extending from the mouth of the river to a point where the Railway Bridge of the London and North Eastern Railway crosses the river.

2. A person shall not sell, or expose or distribute or offer for sale or have in his possession for the purpose of sale for human consumption any shellfish, mussels, periwinkles or cockles taken from within the prescribed area, unless such shellfish, mussels, periwinkles or cockles have been -

   (i) subjected to a satisfactory process of cleansing at an establishment which is for the time being approved by the Minister of Health for the purpose, or

   (ii) relaid in pure water for such period and in such places as may from time to time be approved for the purpose by the said Authority, or

   (iii) subjected to a process of sterilisation by steam under pressure for at least six minutes in an apparatus which is for the time being approved by the said Authority.

3. The Order made by the said Authority under the Public Health (SHELLFISH) Regulations, 1915, on the 14th day of March, 1929, is hereby revoked.

4. This Order came into operation on the eleventh day of September, 1947.