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RIVER BLYTH  
PORT HEALTH AUTHORITY.

REPORT  
OF THE  
PORT MEDICAL OFFICER OF HEALTH  
FOR THE YEAR

1951

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 F. Rafferty.  
Vice Chairman - Alderman J. R. Curry, J.P.

Appointed by the Blyth Borough Council.

Alderman J. R. Curry, J.P.	Councillor G. W. Barker.
Alderman H. Donnachie.	Councillor J. T. Blades.
Alderman F. Rafferty.	Councillor G. Colpitts.
Alderman J. Reilly.	Councillor J. R. Kay.
Alderman A. Walton, J.P.	

Appointed by the Bedlingtonshire Urban  
District Council.

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

OFFICERS AND STAFF.

<u>Medical Officer of Health.</u>	}	Waterloo House, BLYTH.
R.J.P.R. CAMPBELL, M.B., Ch.B.		
<u>Deputy Medical Officer of Health.</u>	}	
A.H. TAIT, M.B., Ch.B.		
<u>Sanitary Inspector.</u>	}	6, Blagdon Street, BLYTH.
JOHN DILKS, M.S.I.A.		
<u>Rodent Officer.</u>	}	
R. CRAMP.		
<u>Junior Clerk.</u>	}	
(R. MILLER, B. WILLIAMSON, N.D. RIDLEY)		
<u>Clerk to the Authority.</u>	}	"Dinsdale", BLYTH.
W.T. HARRISON.		
<u>Deputy Clerk to the Authority.</u>	}	
MISS L. OWEN, A.C.I.S.		

Telegraphic Address :-  
Portelth, Blyth.





RIVER BLYTH PORT HEALTH AUTHORITY.

ANNUAL REPORT OF THE MEDICAL OFFICER OF  
PORT HEALTH FOR 1951.

"Waterloo House",  
Waterloo Road,  
Blyth.

3rd March, 1952.

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 1951.

The total number of vessels which arrived during the year was 4,045 including fishing vessels, of these 3,499 were British. Foreign vessels (Foreign and Coastwise) were 546. There was a decrease of ships direct from foreign ports, namely 149. Whilst the number of ships were less than the previous year the tonnage was greater.

The amount of coal, coke and general goods shipped during the year was 6,526,512 tons, an increase of 123,961 tons over the previous year. Imports discharged at the port were Mining timber 11,939 tons, other timber 3,746 tons, cement 25,310 tons, tiles 3,324 tons and scrap iron 859 tons.

Port Health Regulations, 1933 - 1945. These are being administered with the usual diligence as required by the various section of the Regulations.

Infectious Diseases. There has only been one case of Infectious Disease 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.

Medical Officer of Health, River Blyth.





AMOUNT OF SHIPPING ENTERING THE PORT DURING THE YEAR 1951.

TABLE A.

VESSELS.	NUMBER.	TONNAGES.	NUMBER INSPECTED BY		NO. RE- PORTED TO BE DEFECT- IVE.	NO. OF VESH- ELS ON WHICH DEF- ECTS WERE RELE- DIED.	NO. OF VESSELS HAVING, OR HAVING HAD INFECTIOUS DISEASE ON BOARD DURING THE VOYAGE.
			M. O. H.	SAN IN- SPECTOR.			
<u>Foreign</u>							
Steam.	94	78,703	6	94	5	5	Nil
Motor.	33	12,604	-	33	-	-	-
Sail.	1	577	-	1	-	-	-
Fishing.	21	1,731	-	21	-	-	-
TOTAL	149	93,615	6	149	5	5	Nil
<u>Coastwise</u>							
Steam.	2,434	2,142,102	15	2,431	139	139	1
Motor.	1,443	443,182	-	1,429	16	16	-
Sail.	-	-	-	-	-	-	-
Fishing.	19	2,058	-	19	-	-	-
TOTAL	3,896	2,587,342	15	3,879	155	155	1
TOTALS	4,045	2,680,957	21	4,028	160	160	1

CREWS OF VESSELS EXAMINED.

Coastwise.	Foreign.	Fishing.	Total.
52,348	7,697	595	60,636



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CHARACTER OF TRADE OF PORT.TABLE B.(a) PASSENGER TRAFFIC.

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

There is no regular passenger traffic at the Port, but 8 passengers arrived and 61 sailed.

(b) CARGO TRAFFIC.

Coal and Coke Coastwise...	...	...	...	...	5,627,888 tons.
Bunker Coal...	...	...	...	...	172,780 tons.

Exports.

Foreign Shipments.	Coal	...	...	...	...	525,644 tons.
	General Goods	...	...	...	...	5,100 tons.
Total Shipments...	...	...	...	...	...	6,331,412 tons.

Imports.

Mining Timber	...	...	...	...	...	11,939 tons.
Other Timber	...	...	...	...	...	3,746 tons.
Cement	...	...	...	...	...	25,310 tons.
Tiles	...	...	...	...	...	3,324 tons.
Scrap Iron	...	...	...	...	...	859 tons.
Fish landed at the port from local fishing vessels						146 tons.

(c) FOREIGN PORTS FROM WHICH VESSELS HAVE ARRIVED.

BELGIUM	-	Antwerp, Ostend, Ghent, Zeebrugge.
DENMARK	-	Aalborg, Copenhagen, Esbjerg.
FRANCE	-	Dunkirk, Rouen, Honfleur.
GERMANY	-	Emden, Hamburg, Wilhelmshaven.
HOLLAND	-	Amsterdam, Rotterdam.
INDIA	-	Bombay.
NORWAY	-	Bergen.





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

PORTUGAL - Lisbon.  
 SPAIN - Gibraltar.  
 FINLAND - Hamina.  
 SWEDEN - Oscarshamn.

## NATIONALITIES FOR THE YEAR 1951.

BRITISH	...	...	...	3,487
BELGIAN	...	...	...	5
DUTCH	...	...	...	167
DANISH	...	...	...	14
FINN	...	...	...	29
FRENCH	...	...	...	2
GERMAN	...	...	...	120
GREEK	...	...	...	2
NORGE	...	...	...	53
POLISH	...	...	...	2
PORTUGUESE	...	...	...	1
PANAMA	...	...	...	15
PORTO RICA	...	...	...	1
COSTO RICA	...	...	...	1
SWEDE	...	...	...	101
SWISS	...	...	...	1
SPANISH	...	...	...	2
L.F. STATE	...	...	...	1
ICELANDIC	...	...	...	1

Total 4,005

## FISHING VESSELS.

BRITISH	...	12
DUTCH	...	19
FAROESE	...	4
ICELANDIC	...	3
GERMAN	...	2

Total 40

Totals 4,045.

## MEDICAL INSPECTION OF ALIENS.

	Total	Number inspected by the Medical Officer.	Number subjected to detailed examination by the Medical Officer
(a) Total number of aliens landing at the Port.	8	Nil	Nil
(b) Aliens refused permission to Land by Immigration Officer.	Nil	-	-
(c) Transmigrants.			
Total Aliens arriving at the Port.	8	Nil	Nil





### 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 - 4

Number of vessels dealt with by the Medical Officer - Nil

### 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 Corporation 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 the 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 a 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 Corporation had to cut off the water occasionally owing to their reduced supply.

### PORT HEALTH REGULATIONS, 1933 to 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.I. 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 Port Health Authority boards the ship prior to the Customs Officer, he collects the Form P.S.I. and leaves P.S.2. thus showing that there is no medical reason for withholding 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 Officer 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 situated 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 Officers, 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 berths 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 the 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 Officer 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 here in, are complying strictly with Part I, 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 Docks. In case of infectious diseases, disinfection of crews quarters, etc., is usually done with Formalin or SO<sub>2</sub>. There is no cleansing station or other arrangements for the cleansing of persons. The erection of such station is still in abeyance. When persons 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) 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.

(e) 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 (F.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 Venereal 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 Northumberland County Council have a clinic in Stanley Street, Blyth. This centre is opened twice weekly, Mondays and Fridays, 3.0 p.m. and 6.0 p.m.





(11) Arrangements for the interment of the dead - When bodies are recovered from the river or a ship they are placed in the Port Health Mortuary. This place 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.

#### 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 1951	From Infected Ports to Blyth		From Suspected Ports to Blyth		Total
	Direct.	Indirect.	Direct.	Indirect.	
January	-	-	2	-	2
February	-	-	1	-	1
March	-	1	-	1	2
April	1	-	-	1	2
May	-	1	4	1	6
June	-	-	-	1	1
July	1	-	1	-	2
August	-	-	-	2	2
September	-	-	-	1	1
October	-	-	-	3	3
November	-	-	-	3	3
December	-	1	-	4	5
TOTAL	2	3	8	17	30

TABLE C.

#### CASES OF INFECTIOUS SICKNESS LANDED FROM VESSELS.

Disease.	No. of cases during the year.		No. of vessels con- cerned.	Average No. of cases for previous 5 years.
	Passengers	Crew.		
Diphtheria	Nil	Nil	Nil	0.001
Measles	Nil	Nil	Nil	0.006
Typhoid	Nil	Nil	Nil	0.011
Tuberculosis	Nil	1	1	0.20





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 con- cerned	Average No. of cases for previous 5 years.
	Passengers	Crew.		
Scarlet Fever	-	1	1	0.2
Tuberculosis	-	-	-	0.004

OTHER SICKNESS.

2nd January, 1951. S.S. Hoogland (Dutch)

This vessel arrived from Copenhagen and two members of the crew were reported sick. The Medical Officer visited the ship and diagnosed the illness as Influenza. Patients received treatment during the vessel's stay in Port, and were practically recovered when the vessel sailed after taking cargo.

22nd January, 1951. S.S. Saltfleet (British).

A Sailor was reported sick on arrival from Shoreham, he was examined and was found to be suffering from Influenza. He received medical treatment in Port.

25th January, 1951. S.S. Roman Queen (British).

After arrival from Queensborough, the Mate was found to be suffering from Influenza, and was later removed to hospital for treatment.

3rd February, 1951. M.V. Silen (Swede).

It was reported on arrival from London, that a sailor had been to Hospital there, and had later died. Nothing further had been intimated for the previous port, and it was presumed that there was nothing of an infectious nature.

30th March, 1951. S.S. Irene S. Embiricos (Greek)

During this vessel's prolonged stay in Dry Dock, one member of the crew was given treatment for Boils.





9th April, 1951. S.S. Jaroslaw Dabrowski (Pole).

This vessel was in Dry Dock for repairs when two members of the crew were Medically examined and received treatment for throat trouble and rheumatism. They were greatly improved prior to sailing.

19th May, 1951. S.S. Adolph Bratt. (Swede).

The members of the crew were examined by the Medical Officer on arrival from Holland. During this period there was a small-pox epidemic in that country. None of the crew had been in the area affected. All the crew were found free from any signs of infection.

12th May, 1951. S.S. Jellicoe Rose (British).

The Master was reported unwell on arrival from London, on being examined he was found to be suffering from Tuberculosis. He was sent to a Sanitorium for Treatment.

22nd June, 1951. S.S. Queensland (British).

A Fireman after arrival from London was reported sick, was examined and diagnosed as suffering from Gastritis. He was removed to Hospital for treatment.

22nd September, 1951. S.S. Fulham (British).

This vessel arrived from London when a Fireman was found ill. On examination it was stated to be non-infectious. He received treatment while in Port.

4th December, 1951. S.S. Norman Queen (British).

After arrival from Jersey a fireman was reported ill. He was examined soon after berthing, and was sent by Ambulance to Preston Hospital for treatment.

23rd December, 1951. S.S. Samland (German).

After arrival from Aberdeen the Master was found to be affected with Catarrh and received treatment during the vessel's stay in Port.





## MEASURES AGAINST RODENTS.

### STEPS TAKEN FOR DETECTION OF RODENT PLAGUE -

1. (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 Rodent Officer 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 river banks, and around the docks, warehouses, dry docks, and along 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 bait regularly in an effort to keep their premises free from rat infestation.

2. Measures taken to prevent the passage of rats between ships and shore - 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 carried out either by 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 by only skilled operators, who do most of the ships in the Northern Ports. The standard for International purposes is 2 ozs. per 1,000 cubic feet for holds, cargo spaces, etc. More intense concentrations 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 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.

(b) 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 elsewhere. It is now recognised that fumigation, especially for International Convention Certificates, is the more satisfactory and efficient method for the destruction of rats.

(c) Poisons -

Poison baits are sometimes laid on vessels where there are only slight traces of rats. It is also a convenient way of dealing with vessels which are held 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 Sanitary Inspector and Rodent Officer. 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 methods of making sure that ships and premises are free of rats.

NUMBER OF RATS DESTROYED DURING THE YEAR. (See page 12)

The relative period for this work is two hours, generally four to six in duration and this effort is considerable during the period with the other work in similar fashion.

(b) Pre-Test -

It is quite necessary to carry out necessary pre-test work, and while it can be carried out in a short time, it is not generally carried out until the day before the test. It is recommended that the test be carried out in the afternoon, in the afternoon and afternoon, and the test be carried out in the afternoon.

(c) Test -

Before the test is carried out, it is recommended that the test be carried out in the afternoon, in the afternoon and afternoon, and the test be carried out in the afternoon.

4. REMARKS ON THE TEST -

Before the test is carried out, it is recommended that the test be carried out in the afternoon, in the afternoon and afternoon, and the test be carried out in the afternoon.

5. REMARKS ON THE TEST -

(a) The test is carried out in the afternoon, in the afternoon and afternoon, and the test be carried out in the afternoon.

(b) The test is carried out in the afternoon, in the afternoon and afternoon, and the test be carried out in the afternoon.

REMARKS ON THE TEST (See page 11)



TABLE E.

(1) On Vessels.

Number of	Jan.	Feb.	Mar.	Apr.	May.	June.	Jul.	Aug.	Sep.	Oct.	Nov.	Dec.
Black Rats.	-	-	16	-	1	12	-	8	-	4	-	12
Brown Rats.	-	-	-	-	-	-	-	-	-	-	-	-
Species not recorded.	-	-	-	-	-	-	-	-	-	-	-	-
Rats examined.	-	-	16	-	1	12	-	8	-	4	-	12
Rats infected with Plague.	-	-	-	-	-	-	-	-	-	-	-	-
<b>TOTAL</b>	-	-	32	-	2	24	-	16	-	8	-	24
	TOTAL.		BLACK RATS				53.					

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.	-	6	12	4	3	6	-	3	4	4	5	-
Species not recorded.	-	-	-	-	-	-	-	-	-	-	-	-
Rats examined.	-	6	12	4	3	6	-	3	4	4	5	-
Rats infected with Plague.	-	-	-	-	-	-	-	-	-	-	-	-
<b>TOTAL</b>	-	12	24	8	6	12	-	6	8	8	10	-
	TOTAL.		BROWN RATS				47.					





TABLE G.

Particulars relating to Plague "infected" or "suspected" vessels arriving in Port during the year 1951 -

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

JAN.	FEB.	MAR.	APR.	MAY.	JUNE.	JUL.	AUG.	SEPT.	OCT.	NOV.	DEC.	TOTAL.
40	150	140	100	100	60	60	40	40	110	90	90	1,020

TABLE H.

DERATISATION CERTIFICATES AND DERATISATION EXEMPTION CERTIFICATES ISSUED DURING THE YEAR.

Net Tonnage.	No. of Ships.	No. of Deratisation Certificates issued				No. of Derat- isation Exemp- tion Certi- ficates issued	Total Certificates issued.
		After fumi- gation with		After Trapping			
		HCV.	Sul phur	HCV and Sul phur	poison- ing etc		
Ships up to 300 tons	17	-	-	-	-	17	17
From 301 to 1,000 "	28	-	-	-	-	28	28
From 1,001 to 3,000"	10	-	-	-	1	9	10
From 3,001 to 10,000"	5	1	-	-	-	4	5
Ships above 10,000.							
TOTAL.	60	1	-	-	1	58	60





# DERATISATION AND DERATISATION EXEMPTION CERTIFICATES.

Under the International Sanitary Convention of Paris, 1926,  
the following Certificates were issued during the year, 1951.

DATE.	NAME OF VESSEL.	NATIONALITY.
3.1.51.	M.V. Northgate.	British.
15.1.51.	Uranus.	British.
16.1.51.	Marg.	Norge.
17.1.51.	M.V. Amazone.	Dutch.
19.2.51.	M.V. Van Brakel.	Dutch.
22.2.51.	Kirkwood.	British.
23.2.51.	O.T. Rosa Maersk.	Danish.
26.2.51.	Ayton.	British.
1.3.51.	M.V. Apricity.	British.
2.3.51.	M.V. Mutua Fides.	Dutch.
19.3.51.	Dalewood.	British.
27.3.51.	Rondo.	British.
28.3.51.	Dalesman.	British.
2.4.51.	Highland Queen.	British.
21.4.51.	Norman Queen.	British.
26.4.51.	M.V. Camroux II.	British.
27.4.51.	Celtic Queen.	British.
30.4.51.	Foreland.	British.
7.5.51.	George T.	British.
21.5.51.	Tudor Queen.	British.
21.5.51.	Oranmore.	British.
2.6.51.	Irene S. Embiricos.	Greek.
12.6.51.	Kiosta.	Finn.
16.6.51.	Cuzco. (D)	British.
21.6.51.	M.V. Saxon Queen.	British.
23.6.51.	Settler.	British.
11.7.51.	Matching.	British.
12.7.51.	Roman Queen.	British.
21.7.51.	Crackshot.	British.
23.7.51.	Parkwood.	British.
1.8.51.	Deedale.	British.
29.8.51.	M.V. Apricity.	British.
4.9.51.	Torafire.	Norge.
7.9.51.	Ayton.	British.
7.9.51.	M.V. Brockley Combo.	British.
12.9.51.	M.V. River Trent.	British..
13.9.51.	M.V. Mytongate.	British.
18.9.51.	Kirkwood.	British.
20.9.51.	Sports. (D)	British.





DERATISATION AND DERATISATION EXCEPTION CERTIFICATES (Continued).

D. TE.	NAME OF VESSEL.	NATIONALITY.
21.9.51.	Brent Knoll.	British.
27.9.51.	M.V. Cromarty Firth.	British.
5.10.51.	M.V. Cardrona.	British.
6.10.51.	Moorwood.	British.
8.10.51.	Highland Queen.	British.
10.10.51.	Charles Parsons.	British.
12.10.51.	Deedon.	British.
12.10.51.	M.V. Angela.	Swede.
22.10.51.	Sophie.	Danish.
29.10.51.	Celtic Queen.	British.
6.11.51.	Norman Queen.	British.
8.11.51.	S.T. Englishman.	British.
8.11.51.	M.V. Eminence.	British.
20.11.51.	Tudor Queen.	British.
23.11.51.	M.V. Waterland.	British.
26.11.51.	Sussex Ash.	British.
5.12.51.	Lindhaug.	Norge.
7.12.51.	Wear.	Panama.
11.12.51.	Inventor.	British.
13.12.51.	Merg.	Norge.
20.12.51.	Mathilda.	Swede.
(D) Deratisation Certificate.		

HYGIENE OF CREW'S SPACES.

TABLE J.

Classification of Nuisances.

Nationality of vessel.	Number inspected during 1951.	Defects of original construction.	Structural Defects through wear and tear,	Dirt, Vermin and other conditions prejudicial to health.
British	3,482	4	73	77
Other Nations	546	-	3	3



NUMBER OF VESSELS FOUND HAVING SANITARY OR STRUCTURAL DEFECTS.

	Structural Defects.		Sanitary Defects.		TOTAL.
	Foreign	Coastwise.	Foreign	Coastwise.	
British Steam	-	68	-	69	137
British Motor	-	9	-	8	17
British Sail	-	-	-	-	-
Foreign Steam	-	3	2	1	6
Foreign Motor	-	-	-	-	-
Foreign Sail	-	-	-	-	-
<b>TOTAL.</b>	<b>-</b>	<b>80</b>	<b>2</b>	<b>78</b>	<b>160</b>

Defects - Year ended 31st December, 1951.

Forecastles to clean and paint out	...	...	...	...	...	14
Forecastle to repair	...	...	...	...	...	10
Accommodation to reconstruct	...	...	...	...	...	4
60 Port lights to renew and repair	...	...	...	...	...	22
Fresh water tanks to clean out and cement	...	...	...	...	...	13
Forecastle decks to caulk	...	...	...	...	...	2
Wash places and shower baths to repair..	...	...	...	...	...	5
Galley stoves to repair	...	...	...	...	...	7
Galleys to paint out	...	...	...	...	...	3
Radiators to repair	...	...	...	...	...	13
No Bogies in forecastle..	...	...	...	...	...	9
Mess Rooms to paint out ..	...	...	...	...	...	4
Bath rooms to paint out ..	...	...	...	...	...	2
Ventilators to repair	...	...	...	...	...	3
Store rooms and pantry to paint out	...	...	...	...	...	2
New Lavatory basins to fix	...	...	...	...	...	4
Mess rooms to repair	...	...	...	...	...	10
Bunks to refit	...	...	...	...	...	2
Bedding to destroy...	...	...	...	...	...	2
Sanitary tanks to repair..	...	...	...	...	...	7
W.C.'s to repair and install...	...	...	...	...	...	15
W.C.'s flushed on to Quay	...	...	...	...	...	7
<b>TOTAL =</b>						<b>160</b>





### Defects (continued).

The total number of ships dealt with for Cockroaches and Bugs was 8. Crews quarters and Galleys, Pantries and Storerooms, were the principal parts affected. Fumigation with Hydrogen Cyanide and insecticides such as D.D.T. were the methods used for the destruction of these pests. Masters of vessels and Chief Officers are frequently advised to carry suitable insecticides, and use them as required.

Prompt action will prevent large invasions of these troublesome pests.

### VESSELS BOARDED BY THE MEDICAL OFFICER OF HEALTH ETC.

The following table gives a list of vessels boarded during the year 1951 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.	Nation-ality.	Where From.	Rating.	Sickness.	Remarks.
2.1.51.	Hoogland	Dutch	Copenhagen	Fireman	V.D.	Seen by Dr. Campbell.
3.1.51.	Granta	British	London	Sailor	Accident to hand	Removed to hospital.
9.1.51.	Slaney.m/v	British	Plymouth	Sailor	Influenza	Rec'd Treatment.
12.1.51.	Hoogland	Dutch	London	Fireman	Influenza	" "
13.1.51.	Marg	Norge	Bcness	Sailor	Sore-throat	To see Dr.
22.1.51.	Saltfleet	British	Shoreham	Sailor	Influenza	Rec'd treatment.
24.1.51.	Randa Den	Danish	London	Sailor	Leg trouble	Rec'ing medical attention
25.1.51.	Grovehill	British	Middlesbrough	Captain	Influenza	Removed to hospital.
25.1.51.	Romen Queen	British	Queensborough	Mate	Influenza	" "
2.2.51.	William Cash	British	Cowes	Sailor	Accident	" "
3.2.51.	Silen m/v	Swede	London	Sailor	Accident	Died at London.
7.2.51.	Rolf	Swede	Cothenburgh	Sailor	Eye trouble	To see Dr.
26.2.51.	Dynamo	British	Shoreham	Mess Boy	Septic hand	Rec'd treatment
27.2.51.	Lanarkbrook	British	Yarmouth	Sailor	Scarlet-Fever	Land at Yarmouth.
3.3.51.	Hollandia m/v	Dutch	Sunderland	Mate	Boils	Medical Att.
8.3.51.	Edenwood m/v	British	London	Sailor	Drowned in River.	
12.3.51.	Crackshot	British	London	Sailor	Duodenal Ulcer	Land at Grev send.





(continued)

Date.	Name of vessel.	Nationality.	Where from.	Rating.	Sickness.	Remarks.
19.3.51.	Lady Kathleen	Norge	Stravanger	Mess Boy.	Accident.	Treatment at Blyth.
20.3.51.	Hafnia	Denish	Zeebrugge	Sailor	V.D.	" " "
21.3.51.	Josef Bergen-dorf m/v	Swede	Hull	2nd. Eng ineer.	Septic hand	Rec'd treatment.
30.3.51.	Irene S Embiricos	Greek	Leith	Fireman	Abcesses	To see Doctor.
9.4.51.	Jaroslav Dabrowski	Polish	London	Mess Boy	Throat trouble.	Treatment at London.
" "	"	"	"	Sailor	Rheumatism	Tr. in Port.
17.4.51.	Roskar.	Swede.	Grangemouth	2 Sailors	V.D.	" " "
26.4.51.	Cormain	British	London	Sailor	Abcess	To see Dr.
10.5.51.	Windsor Queen.	British	Ipswich	Mess Boy.	Dermatitis.	Paid Off.
11.5.51.	Jellico Rose.	British	London	Captain.	Tubercu- losis	Sanitorium
19.5.51.	Adolph Bratt	Swede	Velson	Fireman	Dental trouble	To see Dr.
19.5.51.	Satakunta	Finn	Hull	Captain	Influenza	" " "
19.5.51.	Singorita	Swede	Grangemouth	Sailor	Septic Hand	" " "
31.5.51.	Hudson Strait	British	London	Steward	Ear trouble	Rec'd Med.Att.
11.6.51.	Kirste	Finn	Rotterdam	Captain	Accident to foot	To see Dr.
12.6.51.	Skagen	Dene	Kirkcaldy	Sailor	V.D.	Tr. at Kirkcaldy.
20.6.51.	The President	British	Aberdeen	Chief Eng- ineer.	Diabetes	Tr. at Port.
22.6.51.	Queensland	British	London	Fireman	Gastritis	Removed to hospital.
30.6.51.	Knebworth m/v	British	Karlshaven	Sailor	V.D.	Tr. at Copenhagen.
3.7.51.	Gravehill	British	Middles- brough	Captain	Ear trouble	To see Dr.
12.7.51.	Jarderen	Norge	Boston	Sailor	Rheumatism	Rev'ing Tr.
30.7.51.	Silen	Swede	London	Sailor	Accident	-do-
17.8.51.	Harver Bratt	Swede	Bristol	Sailor	V.D.	Attending Clinic.
17.8.51.	Hasting	Swede	Kirkcaldy	Sailor	Septic Hand	Rec'ing Tr.





(continued)

Date	Name of vessel.	Nationality.	Where from.	Rating.	Sickness.	Remarks.
31.8.51.	Sandar	Swede	London	Mate	Dental Carries	Dental Tr.
5.9.51.	Boja	Swede	Leith	Sailor	Accident	Medical Tr.
6.9.51.	Wrenwood	British	London	Mate	Accident	Tr. at London.
8.9.51.	Saga	Swede	Ruen	Cook	Accident	Medical att.
22.9.51.	Cardrona	British	Grangemouth	Captain	Fibrositis	-do-
22.9.51.	Fulham	British	London	Fireman	Cramp	-do-
25.9.51.	Friesenland	German	Hartlepool	Sailor	Polypus	Rec'ing Tr.
26.9.51.	Monte-Castelo	Spanish	Rotterdam	Sailor	V.D.	To attend clinic.
16.10.51.	Albert	Swede	Oskarsham	Officer	Fractured Ribs	Removed to Hospital.
29.10.51.	Algeiba	British	Davenport.	Sailor	V.D.	Paid Off.
3.11.51.	Therston	British	London	Sailor	Hand	Tr. at Blyth.
14.11.51.	Baltic	Swede	Immingham	Fireman & Greaser	Accident	Removed to Hospital.
2.12.51.	Ask	Norge	Oslo	Hessboy.	Dental Carries	Removed to shore for Tr.
14.12.51.	Norman Queen.	British	Jersey	Fireman & Sailor	Suspected V.D.	Tr. Moved to R.V.I.
18.12.51.	Harlwood	British	London	Mate	Tonsillitis	Treatment.
23.12.51.	Sanland	German	Aberdeen	Captain	Stomach trouble	Rec'ing Tr.

#### 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 (Wholesale) 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 11th day of September, 1947.

FEDERAL BUREAU OF INVESTIGATION

ORDER OF THE SECRETARY OF THE INTERIOR

IN WITNESS WHEREOF, the Secretary of the Interior, Department of the Interior, has caused this Order to be signed by him at Washington, D.C., this 10th day of September, 1924.

In this Order, "proposed area" means:

The area of the river which extends between the High Water Mark on either side of the river and extending to the south of the river to a point where the railway bridge of the Kansas and North Western Railway crosses the river.

A person shall not sell, or dispose of, or otherwise dispose of, or give in his possession for the purpose of, or in his possession any shellfish, mollusk, or other aquatic animal, within the proposed area, unless such shellfish, mollusk, or other aquatic animal is taken from the bottom of the river.

(1) Subject to a satisfactory assurance of compliance with the regulations which are for the time being approved by the Secretary of the Interior for the purpose, or

(2) Subject to a satisfactory assurance of compliance with the regulations which are for the time being approved by the Secretary of the Interior for the purpose, or

(3) Subject to a satisfactory assurance of compliance with the regulations which are for the time being approved by the Secretary of the Interior for the purpose, or

The Order shall be in full force and effect from the date of its promulgation, 1924, to the 10th day of September, 1925.



This Order shall take effect on the 10th day of September, 1924.



Prevention of Damage by Pests Act, 1949.

Prevention of Damage by Pests (Application to Shipping), Order, 1951.

This Order came into force on the 1st October, 1951, and Port Health Authorities were advised to issue the new Certificates (Rodent Control Certificates) to ships as requested by the Order. These will cover Coastwise Ships which do not require an International Certificate. After inspection of the various ships, which are found to comply with the Order they are granted Certificates.

They are valid for 4 months, the International Certificates are valid for 6 months.

At present there is no charge for the Rodent Control Certificates.

Prevention of Damage by Pests and, 1951.  
Prevention of Damage by Pests (Amendment) Order, 1951.

This Order came into force on the 1st October, 1951, and  
the British authorities were advised to issue the new Order  
(Robert Central Certificate) in which as requested by the Order  
these will cover Certificate Order which do not require an International  
Certificate. After inspection of the various ships, which are  
found to comply with the Order they are granted Certificate.

They are valid for 6 months; the International Certificate  
are valid for 6 months.

At present there is no change for the Robert Central  
Certificate.







