

Contributors

Rochester (Kent, England). Port Health Authority.

Publication/Creation

1960

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CITY OF ROCHESTER



ANNUAL REPORT

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MEDICAL OFFICER OF HEALTH

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PORT OF ROCHESTER

ANNUAL REPORT OF THE PORT MEDICAL OFFICER FOR 1960

MEMBERS OF THE PORT HEALTH COMMITTEE 1960/61

Chairman - Councillor G. A. Tickner
The Mayor - Councillor I. J. Phillips, J.P.
The Deputy Mayor - Councillor M. H. Cole

Alderman H. R. Swain
Alderman C. H. R. Skipper
Alderman W. Wilkinson, J.P.
Alderman J. D. May
Councillor F. Corry
Councillor L. A. M. Owen
Councillor C. W. Frid
Councillor G. T. Cheeseman
Councillor A. M. Dawson
Councillor F. C. Andrews
Councillor T. H. Porter, C. C.
Councillor C. D. Smith
Councillor H. J. Broughton
Councillor A. Towing
Councillor D. J. Weller
Councillor L. E. D. Darley
Councillor H. F. Martin
Councillor C. B. Durrant, J.P.
Councillor J. H. L. Morgan

AREA OF JURISDICTION

From Hawkwood (between Snodland and Aylesford) to Colemouth Creek, including all creeks, civilian docks and land up to the high water mark in the area between these two points - a distance of some 18 miles.

RIPARIAN AUTHORITIES WITHIN THE PORT OF ROCHESTER

Rochester Municipal Borough

Chatham Municipal Borough

Gillingham Municipal Borough

Malling Rural District

Strood Rural District

Swale Rural District

DESCRIPTION OF PORT AREA - ITS FACILITIES AND COMMERCE

The Port may be divided into 3 areas:

1. Above Rochester Bridge.
2. Rochester Bridge to Chatham.
3. Chatham to Colemouth Creek.

1. ABOVE ROCHESTER BRIDGE

Paper mills exist at Snodland about 7 miles above the Bridge and here cargoes of china clay are discharged direct from coasting vessels. At two points between Snodland and the Bridge river craft are loaded with cement at the two cement factories.

2. ROCHESTER BRIDGE TO CHATHAM

This is the area of the main aggregation of shipping.

There are 14 wharves and moorings and 3 ship repair yards. 12 of the wharves together are capable of berthing 16 vessels, each vessel from 300 to 600 tons burden. One wharf berths colliers up to 4,000 tons and the remaining wharf deals principally with river craft and an occasional vessel of about 250 tons.

One shipyard deals almost exclusively with its own fleet of motor vessels of up to about 700 tons; the remaining two shipyards can handle on their slipways or grid irons, vessels from 600 to 1,000 tons.

With the exception of one wharf, all the wharves dry out at low tide.

Ten deep water berths are available at buoys out in the stream and can take vessels up to 450 feet long and 25 feet draft and about 8,000 tons. Such vessels discharge into lighters and barges.

CARGOES

Cargoes handled at wharves consist of General Cargoes carried by ships of the two regular twice weekly services operating between this Port and Rotterdam. Such cargoes are confined to two wharves only, Phoenix Wharf and Holborn Wharf, where transit sheds and bonded warehouses are available. Holborn Wharf contains the only cold store in this area.

On the rare occasions when frozen food is landed at Phoenix Wharf it is loaded into refrigerated vans immediately on discharge. Other foodstuffs landed are: tinned meats, tinned milk, various fresh citrus fruits, pears, tomatoes, lettuce, cabbage, glucoze, maize starch, pickles in casks, etc., etc.

Also landed are machinery, textiles, plants, bulbs and other non-edible commodities.

Transit sheds and warehousing facilities are also available at Barnetts Wharf which can handle most cargoes although there is not a regular specified service to this wharf. Two wharves are used mainly for the export of scrap iron.

The other wharves usually handle cargoes not requiring storage in sheds or which can be loaded directly on to lorries such as coal, stone, timber, fertilizers, potatoes, onions, etc.

STROOD DOCK

This is the sole dock in the Port area and is owned by British Railways. It is capable of berthing vessels up to 400 tons or so. Cargoes are loaded either on to lorries or directly on to railway trucks. It is used only at infrequent intervals.

Vessels using the deep water buoys discharge wood pulp and an occasional cargo of timber. At long intervals a large vessel may load cement.

3. CHATHAM TO
COLEMOUTH
CREEK

Between Chatham and Colemouth Creek there is one small coal wharf, one sand and ballast wharf used principally by the smaller coasting or estuarial craft but, if necessary, capable of dealing with the average small vessel carrying onions or potatoes.

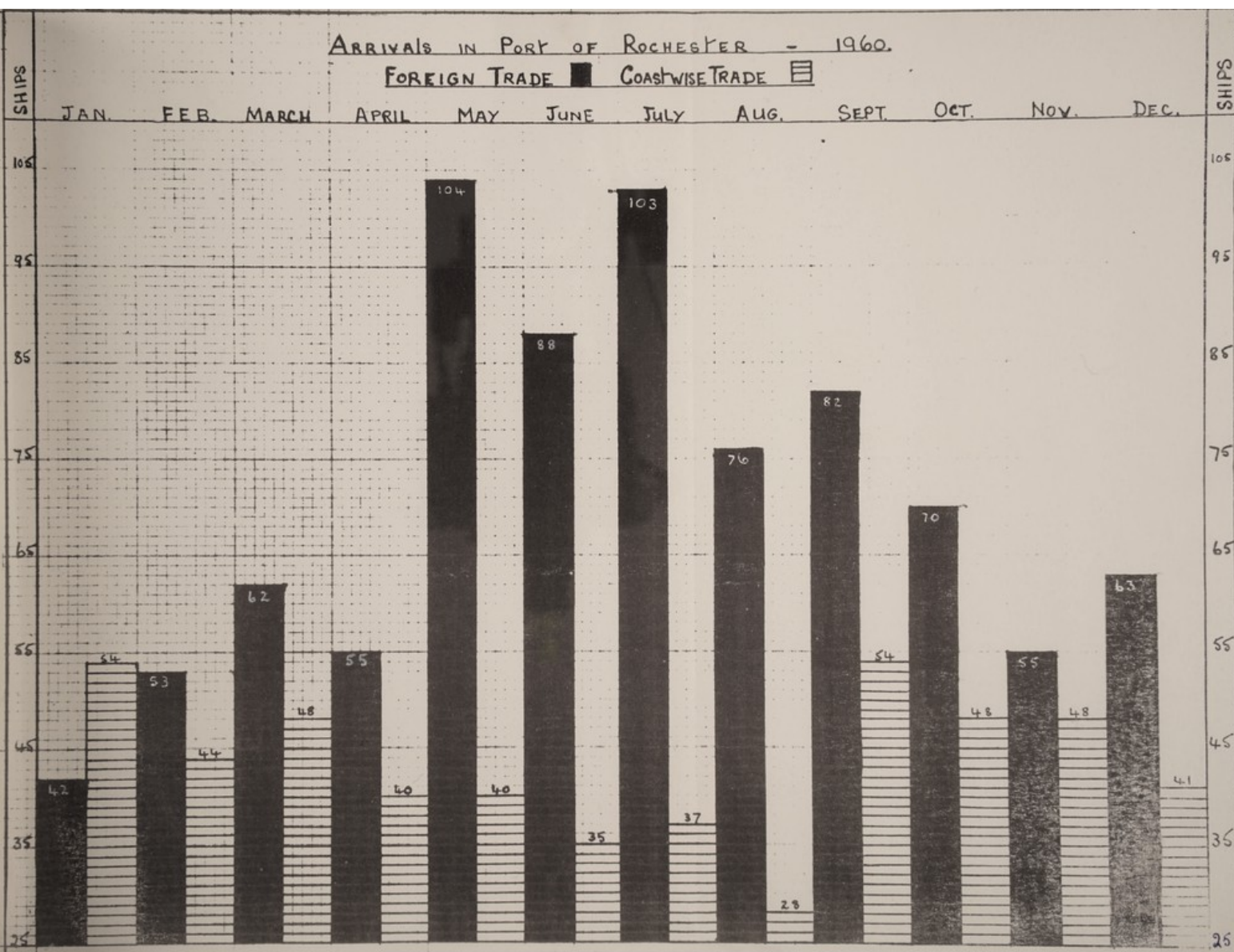
About 8 miles below Chatham is a pier for discharging oil tankers of up to 12,000 tons.

At Grain a coastal Jetty projects a few feet into the Rochester Port boundary and, by arrangement with the Port of London Health Authority, vessels berthing thereat are boarded by that Authority's inspector.

Within the last few months a wharf at Upnor has become operative for the discharge of small vessels from the Continent bringing cargoes of boulder stone for use by china-ware works.

ARRIVALS IN PORT OF ROCHESTER - 1960.

FOREIGN TRADE ■ COASTWISE TRADE ▨



I. Staff.

TABLE A

NAME OF OFFICER	NATURE OF APPOINTMENT	DATE OF APPOINTMENT	QUALIFICATIONS	ANY OTHER APPOINTMENTS HELD
L. F. McWilliams	Port Medical Officer	17. 4. 1959	M. B., B. Ch., D. P. H.	Medical Officer of Health City of Rochester; Borough of Chatham; Strood R. D.; Medical Referee, Medway Crematorium
R. G. Brennen	Deputy Port Medical Officer	17. 3. 1952	M. B., B. Ch., D. P. H.	Deputy Medical Officer of Health City of Rochester; Borough of Chatham; Strood R. D.; Assistant County Medical Officer; Deputy Medical Referee, Medway Crematorium
C. H. N. Evans	Port Health Inspector	1. 7. 1934	C. S. I. E. J. B., C. M. I., A. R. I. N. A.	

Medical Officer of Health, 1, The Esplanade, Rochester. Telephone: Chatham 43258

II. Amount of Shipping Entering the District during the Year.

TABLE B

SHIPS FROM	NUMBER	TONNAGE	NUMBER INSPECTED		NUMBER OF SHIPS REPORTED AS HAVING, OR HAVING HAD DURING THE VOYAGE, INFECTIOUS DISEASE ON BOARD
			BY THE MEDICAL OFFICER OF HEALTH	BY THE PORT HEALTH INSPECTOR	
Foreign Ports..	886	445,609	6	776	-
Coastwise	412	212,283	2	404	-
Total ..	1,298	657,892	8	1,180	-

III. Character of Shipping and Trade during the Year.

TABLE C

(a) PASSENGER TRAFFIC.

Number of Passengers INWARDS) Only passenger traffic in Port is day trips
Number of Passengers OUTWARDS) during Summer to adjacent seaside resorts.

(b) CARGO TRAFFIC.

Principal IMPORTS - Agricultural and Horticultural Produce, various tinned foods, beer, wines, spirits, machinery, fertilizers, china clay, wood pulp, timber, oil, coal and maize starch.

Principal EXPORTS - Cement, bitumen, diesel and gas oils, scrap iron.

(c) PRINCIPAL PORTS FROM WHICH SHIPS ARRIVE.

Foreign - Flekkifiord, Hansweert, Ymuiden, Rotterdam, Kotka, Kemi, Sandarne, Kragero, Maasluis, Sande, Monsteraas, Sumdsvold, Hanko, Gottenburg, Ponsgrund, Leixoes, Vlaardingen, Chandler, Archangel.

Coast - Cornish clay and stone Ports, Blyth, Hartlepool, Arbroath, Montrose and Newburgh.

IV. Inland Barge Traffic.

Not applicable to this Port.

V. Water Supply.

1. (a) FOR THE PORT.

There are two sources. The south side of the River is supplied by the Chatham and District Water Works; the north side by the Strood Water Works.

(b) FOR SHIPPING.

The supply is from the same sources.

2. REPORT OF TESTS FOR CONTAMINATION.

24 samples of the Chatham and District Water supply and 24 samples of the Strood Water supply were taken for bacteriological examination. The results proved them to be good waters.

3. PRECAUTIONS AGAINST CONTAMINATION OF HYDRANTS AND HOSEPIPES.

Hydrants from which ships are supplied are inspected from time to time. Those in use are in covered, self-drained pits and the hydrants are capped. Persons responsible for watering ships are warned against contaminating hosepipes by allowing them to come in contact with river water. It is the usual practice to supply boiler water before filling drinking water tanks in order to ensure hoses being well flushed.

Samples from ships' tanks are taken for bacteriological examination; 2 were taken during 1960 and the results were satisfactory.

4. NUMBER AND SANITARY CONDITION OF WATER BOATS, AND POWERS OF CONTROL BY THE AUTHORITY.

There is one water boat operating on the River and this boat, which was fitted out on the lines suggested by the Port Health Department, carries the water in tanks capable of being lifted out of the boat.

The owners, by arrangement, notify the Port Health Department when opening up and cement washing the tanks so that they may be inspected before being closed down again.

VI. Public Health (Ships) Regulations, 1952 and 1954.

1. LIST OF INFECTED AREAS.

Before coming into the district of the Port of Rochester, vessels must first enter at Sheerness, which is within the area of the Port of London Authority. They, therefore, enter on a Port of London Declaration of Health which specifies the following countries as being "listed" for the purpose of the declaration:-

Ports in Asia, including Japan,
East Indies and Ceylon,
Africa, including Madagascar,
The Canary Islands and Cape Verde Islands,
Turkey, Black Sea, Azores,
South America, Central America,
Gulf of Mexico, West Indies.

Temporary additions to this list, owing to outbreaks in countries where "Convention" diseases are not endemic, are made known to the local Customs.

Vessels proceeding to Rochester, where full pratique has not been given at Sheerness, are allowed up on partial pratique and the Rochester Port Medical Officer is notified. The vessel is met on arrival by the Medical Officer, or his representative, and the vessel dealt with as circumstances require.

2. RADIO MESSAGES.

There is no arrangement for radio messages direct to Rochester. Such message would be directed to the Port of London Health Authority and would be passed on as requisite.

3. NOTIFICATIONS OTHERWISE THAN BY RADIO.

Where necessary, telephone messages are received from the Sheerness Boarding Station.

4. MOORING STATIONS.

The quarantine station is at Sheerness; other moorings are at Kethole Reach. The larger foreign trade ships discharge from six berths at buoys in the stream and can be isolated at these buoys if necessary. There are a number of berths in the stream for smaller ships.

5. ARRANGEMENTS FOR:-

(a) Hospital accommodation for infectious diseases (other than smallpox):

<u>DISEASE</u>	<u>HOSPITAL</u>
Typhus Fever	St. Ann's General Hospital, St. Ann's Road, Tottenham, N.15. Tel. Stamford Hill 1144.
Cholera) Yellow Fever) Plague)	Any local Infectious Disease Hospital (or Emergency Bed Service. Tel. Monarch 3000).
Others	Any local Infectious Disease Hospital.

(b) Surveillance and follow up of contacts:

- (i) On Ships - by the Port Health Inspector and
- (ii) On Shore - by the Public Health Department staff.

(c) Cleansing and disinfection of:

- (i) Ships - by the Port Staff;
- (ii) Persons - by Rochester Health Department;
- (iii) Clothing, etc. - by arrangement with the Chatham Health Department for steam disinfection.

VII. Smallpox

1. Hospital to which smallpox cases are sent:

Long Reach Hospital, Dartford. Tel. Dartford 3231.

2. Transport of smallpox cases to hospital.

This is provided by the London County Council Ambulance Service. Tel. Waterloo 3311.

Application is made by telephone and written confirmation sent to the County Medical Officer, County Hall, London.

3. Consultants Available.

Dr. J.P. Marsden) River Hospitals, Joyce Green, Dartford.
Dr. W.J. Coughlan) Tel. Dartford 3231.

4. Laboratory Diagnosis Facilities.

Specimens for laboratory diagnosis would be sent to the Virus Reference Laboratory, Colindale Avenue, Colindale, London N.W.9.

VIII. Venereal Disease

Sessions are held at the Special Clinic, 36, New Road, Rochester, on Mondays from 1.30 p.m. to 4.30 p.m. and on Thursdays from 10 a.m. to 1 p.m. and on other days by appointment.

Seamen, in general, are by now well aware of the international facilities for the treatment of venereal disease.

In-patient treatment is available at the Seamen's Hospital, Greenwich, S.E. 10.

IX. Cases of Notifiable and other Infectious Disease on Ships.

TABLE D

CATEGORY	DISEASE	NUMBER OF SHIPS DURING THE YEAR		NUMBER OF SHIPS CONCERNED
		PASSENGERS	CREW	
Cases landed from ships from foreign ports	--	--	--	--
Cases which have occurred on ships from foreign ports but have been disposed of before arrival	--	--	--	--
Cases landed from other ships	--	--	--	--

X. Observations on the occurrence of malaria in ships.

The bulk of the shipping is from Scandinavian and North American Ports and malaria is not generally met with.

At one time Ground Nuts were imported from West Africa and some years ago malaria was, at times, found on those vessels. Since the cessation of this particular trade, in 1948, malaria has been rarely met with in the Port of Rochester and there have been no cases during the year.

XI. Measures taken against ships infected with or suspected for plague.

No infected or suspected vessels have arrived during the year.

XII. Measures against rodents in ships from foreign ports.

(1) PROCEDURE FOR INSPECTION OF SHIPS FOR RATS.

As a routine Deratization or Deratization Exemption Certificates are examined and further course of action is determined as a result of such inspection. When inspecting crews' quarters, etc., a general enquiry is usually enough to discover the presence of rats on board, some seamen complain very readily if they know of rats on board the ship.

Cargo workers are a good source of information. The trade in which the vessel has been engaged since her last Deratization, or Deratization Exemption Certificate was issued is an important factor in determining what further inspection should be carried out. Cargoes of wood pulp and pulp wood have little attraction for rats and vessels engaged constantly in this trade are not often infested; if rats are found they are generally confined to a peak or store room and are not distributed throughout the ship.

On the other hand a ship that has been employed for some time in carrying grain, or has carried out a long trip with such a cargo, merits further investigation particularly if her rat certificate is nearing its expiratory date. Such cargoes, at present, do not arrive in this Port but occasionally large vessels which have carried such cargoes arrive empty to load cement.

(2) BACTERIOLOGICAL OR PATHOLOGICAL EXAMINATION OF RODENTS.

There is no rodent operator permanently on Port work but, in cases when it is deemed necessary, the shore rodent operator is employed in order to obtain specimens of rats for bacteriological examination.

(3) DERATIZATION OF SHIPS.

For the issue of International Deratting Certificates an arrangement exists under Article 4 of the Regulations whereby the local Port Health Inspector carries out the inspection and forwards the report to the London Port Health Authority for issue of the certificate. If it should be necessary to derat a ship by fumigation, the firm employed would be that approved by the London Authority. In other cases of deratting, poisons, traps, sulphur and varnish boards are the methods in use.

Deratting Exemption Certificates are issued by the Port of Rochester. When inspecting a vessel for the issue of an International Sanitary Convention Certificate the inspection is carried out as required by the regulations governing the issue of such a certificate. The whole vessel from peaks, holds and engine room to chart and wireless rooms is inspected and report is made on harbourage, specifying the particular harbourage found in each compartment.

(4) RAT-PROOFING OF SHIPS.

There are no vessels, other than naval vessels, built in this Port and measures concerning rat-proofing are confined to dealing with existing rat-proofing which has suffered damage on board vessels in service and inspecting rat-proofing on the smaller vessels undergoing repair and refit in local repair yards.

TABLE E

RODENTS DESTROYED DURING THE YEAR IN SHIPS FROM FOREIGN PORTS

<u>CATEGORY</u>	<u>NUMBER</u>
Black rats	Nil
Brown rats	00
Species not known	00
Sent for examination	00
Infected with Plague	00

TABLE F

DERATTING CERTIFICATES AND DERATTING EXEMPTION CERTIFICATES ISSUED DURING THE YEAR FOR SHIPS FROM FOREIGN PORTS

NO. OF DERATTING CERTIFICATES ISSUED					NO. OF DERATTING EXEMPTION CERTIFICATES ISSUED	TOTAL CERTIFICATES ISSUED
AFTER HCN 1	FUMIGATION WITH OTHER FUMIGANT (STATE METHOD) 2	AFTER TRAPPING 3	AFTER POISONING 4	TOTAL 5		
Nil	Nil	Nil	Nil	Nil	42	42

9 Deratting Exemption Certificates were also issued to British coastwise vessels making occasional trips to Continental Ports.
2 Rodent Control Certificates were issued.

XIII. Inspection of Ships for Nuisances.

TABLE G

INSPECTIONS AND NOTICES

NATURE AND NUMBER OF INSPECTIONS	NOTICES SERVED		RESULT OF NOTICES
	STATUTORY NOTICES	OTHER NOTICES	
British Vessels 451	—	31	30 complied
Foreign Vessels 729	—	29	28 complied
River Craft 136	—	8	8 complied

XIV. Public Health (Shellfish) Regulations, 1934.

Periwinkles only are taken from the River Medway. Collection of mussels, cockles and oysters is controlled by the Medway Shellfish Regulations, 1935, which require them to be relaid in approved waters or passed through a cleansing plant.

Mussels are not gathered owing to the expense involved in cleansing or re-laying.

No cockles exist in numbers sufficient to be a commercial proposition.

Oysters are relaid at Brightlingsea or sent to the Brightlingsea Cleansing Plant for sterilization.

Sources of local supply of oysters and mussels are Whitstable and Billingsgate Market. No shellfish are imported from Overseas or British Ports.

XV. Medical Inspection of Aliens.

Rochester is not an approved Port for the landing of aliens.

XVI. Miscellaneous.

ARRANGEMENTS FOR THE BURIAL ON SHORE OF PERSONS WHO HAVE DIED ON BOARD SHIP FROM AN INFECTIOUS DISEASE

Any necessary precautionary measures are taken by the Port Medical Officer after which burial would take place at one of the shore cemeteries or, if considered desirable, at the Medway Crematorium. Arrangements for the actual burial would, in the majority of cases, be made by the Shipping Agents. Under very exceptional circumstances burial would be arranged by the local Authority under the provisions of the National Assistance Act, 1948, Section 50.

RIVER SAMPLES.

In conjunction with the Kent River Board 54 samples of river water were taken for chemical analysis.

CASES OF SICKNESS ON BOARD VESSELS ARRIVING IN THE PORT.

Renal Colic	Skin Rash (Non-Infectious)
Lacerated Scalp	Crush Injury to Toe
Pneumonia	Coronary Thrombosis (sudden death)

A case of Haemorrhage was transferred to Hospital for observation.

FOOD INSPECTION.

During the year 158 complete cargoes of foodstuffs arrived in the Port:-

Onions	28	Onions and Tomatoes	22	Beer and Onions	3
Wheat	10	Mixed Vegetables	21	Potatoes	3
Tomatoes	20	Tinned Milk	1	Glucose	1
Flour	6	Cider in Bulk	1	Butter	1
Jam	1	Dried Peas and Beans	2	Beer	3
Maize Starch	35				

Also, there were 96 General cargoes containing varying quantities of the following foodstuffs in addition to non-edible cargo:

(Chicken	Onions in Brine	Glucose in Drums
(Sausages	Cherries in Brine	Oranges
(Fish	Pickles	Pears
(Tongue	Jams	Potatoes
(Ham	Fruit Pulp	Beer and Vegetables
(Pork	Grape Fruit	Melons
Tinned (Luncheon Meat	Lemons	Olive Oil
(Milk	Tomatoes	Brandy
(Corned Beef	Rusks	Chocolate
(Tomatoes	Champagne	Lard
(Chinese Frozen		
(Whole Eggs		
(Chinese Dried		
(Egg Spray		

Food condemned and destroyed:-

1 Dozen Melons	Unsound
1,200 Bags Onions	Deteriorated in warehouse
2 x 28 lb. Cartons Lard	Damaged and dirty
13 Tins Peaches	Damaged and leaking

Foods sampled for chemical analysis to detect the possible presence of preservatives, metallic content or harmful sprays:-

Pickled Cucumber	Butter	Fruit Pulp
Lemons	Tomatoes	Tinned Tomato Juice
Cherries in Brine	Pears	Tinned Asparagus
Hydrolysed Protein	Pickles	Tinned Milk

All the samples proved satisfactory.

Samples submitted for bacteriological examination:-

Chinese Frozen Whole Eggs and Chinese Dried Egg Spray.

The routine samples proved satisfactory but an additional sample of Chinese Dried Egg Spray was taken because the condition of the container appeared to present danger of contamination from outside sources.

Salmonella Potsdam was isolated from this sample and the contents of the container in question were condemned.

As this cargo was originally intended to arrive in the Port of London it was transferred to that Authority, under the supervision of the City of London Health Authority, the condemned container being sent "under detention".

COLORADO BEETLE.

A colorado beetle and the larvae of a colorado beetle were found in two separate cargoes of potatoes arriving from Zeebrugge. The Ministry of Agriculture Representative was contacted and took charge of both specimens.

MOSQUITOES.

Anti-mosquito measures have continued to be carried out on the local marshes under the direction of the Port Health Inspector. Numerous pools and collections of water have been treated where necessary and practicable. The spraying with D. D. T. has reduced the mosquito nuisance to negligible proportions.

L. F. McWILLIAMS,

Port Medical Officer.

