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CITY OF ROCHESTER



ANNUAL REPORT

of the

MEDICAL OFFICER OF HEALTH

of the

PORT OF ROCHESTER

1970



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CITY OF ROCHESTER



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PORT OF ROCHESTER

AREA OF JURISDICTION

ANNUAL REPORT OF THE PORT MEDICAL OFFICER FOR 1970

PORT BOUNDARIES

EXTRACT FROM THE **Members of the Port Health Committee 1970/71**

In the earliest City Charters the port boundaries were defined as 'by the waters of Medway etc. as far as they be from Staveley a mile up to Hestwood', a distance of about 18 miles.

In the course of time the boundaries were extended and by 1882 included an additional area to extend 3 miles seaward from a line between the N.E. extremity of the Isle of Grain and the entrance to the Medway and along the coast of the Isle of Sheppey to the land's end in the parish of Warden.

This boundary was altered the following year when the powers of the Port of London Sanitary Authority were extended over the whole of the eastern part by a Treasury warrant of 1st August, 1883. This meant that in the river area between the Isle of Grain and the Isle of Sheppey and seaward for three miles, Rochester had to relinquish its jurisdiction to the Port of London. The actual boundary line between the two ports is now from the S.E. point of Rosemouthe Creek on the N.E. to the watermost point of the piece of land which forms the east end of Staveley Creek on the S. The river boundary of Rochester remained at Hestwood.

Chairman - Alderman J.H.L. Morgan, (Mayor),
Vice-Chairman - Councillor Mrs. M.A. Ashurst,

Councillor N.A. Corry, (Deputy Mayor),

Councillor E.M. Griffin,

Councillor E.W. Baker,

Councillor P.J. Godfrey,

Councillor R. Danes,

Councillor M. Warren,

Councillor Mrs. S.D. Marron,

Councillor H.A. Verkely,

Councillor T. Sharp,

Councillor I.S. Swayland,

Councillor S.J. Crudgington.

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.

PORT BOUNDARIES

EXTRACT FROM THE SOCIAL HISTORY OF THE PORT OF ROCHESTER.

In the earliest City Charters the port boundaries were defined as 'by the waters of Medway aforesaid, that is to say from Shireness all along up to Hawkwood', a distance of about 18 miles.

In the course of times the boundaries were extended and by 1882 included an additional area to extend 3 miles seaward from a line between the N.E. extremity of the Isle of Grain easterly across to the entrance to the Medway and along the coast of the Isle of Sheppey to the land's end in the parish of Warden.

This boundary was altered the following year when the powers of the Port of London Sanitary Authority were extended over the whole of the customs port by a Treasury warrant of 1st August, 1883. This meant that in the river area between the Isle of Grain and the Isle of Sheppey and seaward for three miles, Rochester had to relinquish its jurisdiction to the Port of London. The actual boundary line between the two ports is now from the S.E. point of Colemouth Creek on the N.E. to the westernmost point of the piece of land which joins the east side of Stangate Creek on the S.E. of the river. The upper boundary of Rochester remained at Hawkwood.

The loss of a very valuable deep waterway at the mouth of the river, where big ships can lie alongside the jetties at all states of the tide, was the subject of an appeal to the Treasury. In their reply of 12th August, 1884, to Sir Arthur J. Ottway Bart, M.P. for the City, while referring to Rochester's ancient rights, they stated that they were unable to admit the Corporation's claim to this section of the river.

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

TABLE A

PORT HEALTH DEPARTMENT,
DENMARK HOUSE,
70 MAIDSTONE ROAD,
ROCHESTER,
KENT.

NAME OF OFFICER	NATURE OF APPOINTMENT	DATE OF APPOINTMENT	QUALIFICATIONS	MONTHS HELD
L.F. McWILLIAMS, M.C.	Port Medical Officer	17.4.1969	M.B., B.Ch., D.P.H.	1

Medical Officer of Health
City of Rochester, Borough of Chatham, District of Medway
Medway: 46121

TO THE MAYOR, ALDERMEN AND COUNCILLORS OF THE ROCHESTER PORT HEALTH AUTHORITY

Your Worship, Ladies and Gentlemen,

I have the pleasure of presenting, as Port Medical Officer for the Port of Rochester, my Annual Report for the year ending 31st December, 1970.

This report has been prepared in accordance with the direction contained in Form Port 20 of the Department of Health and Social Services, which requires a full report every 5th year. This falls due in the Annual Report for 1970 and for this reason a comprehensive report is given under all sections.

The amount of shipping using the Port during the year was 1,859 vessels with a net tonnage of 865,111 tons. This shows an increase of 28% over the 5 year period.

These figures however do not reflect on the true trading position of the River Medway in which all shipping destined for the Isle of Grain Oil Terminal, Sheerness, and Rotherham Dock, are accounted for by the Port of London Authority.

The Port of London Authority have administrative control of all shipping entering the estuary and all vessels bound for the River Medway must pass through the Health Control of that Authority. All ships arriving from infected countries must complete the London Declaration of Health which is checked by the Boarding Medical Officer at Sheerness. If the ship is bound for the Port of Rochester, the Health Declaration is retained on board until arrival in the Port.

In the event of a vessel not being boarded at Sheerness, this information is passed to Rochester Port Health Authority and the vessel allowed to proceed under pratique for boarding immediately on arrival.

Ship from	Number	Tonnage	Pratique granted		Pratique or boarding not issued the vessel, infectious disease on board.
			By the Port Boarding Officer	By the Port Health Officer	
Foreign Ports	1,428	858,950	97	53	
Coastwise	430	206,161		284	
Total	1,858	1,065,111		337	

I have the honour to be,

Your obedient servant,

L.F. McWILLIAMS,

Port Medical Officer.

I. STAFF

TABLE A

NAME OF OFFICER	NATURE OF APPOINTMENT	DATE OF APPOINTMENT	QUALIFICATIONS	ANY OTHER APPOINTMENTS HELD
L.F. McWilliams, M.C.,	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.
W.D. Rosenwald	Deputy Port Medical Officer (Deceased)	1. 4. 1969 to 3.12. 1970	M.B., B.Ch., D.P.H.	Deputy Medical Officer of Health - City of Rochester; Boroughs of Chatham; Gillingham; Sittingbourne; Faversham; Queenborough-in-Sheppey; Swale R.D., Strood R.D.; Deputy Medical Referee, Medway Crematorium.
Lt. Cmdr. W. Jones M.B.E., R.N.	Port Health Inspector	1. 1. 1968	C.S.I.E.J.B., C.M.I.,	
R.S. Lane	Part Time Deputy Port Health Inspector	1. 1. 1961	C.S.I.E.J.B., C.M.I. D.M.A.	Senior Public Health Inspector, City of Rochester.

Medical Officer of Health, 70 Maidstone Road, Rochester, Tel: Medway 46121

II. AMOUNT OF SHIPPING ENTERING THE DISTRICT DURING THE YEAR:

TABLE B

Ships from	Number	Tonnage	Number Boarded		Number of ships reported as having, or having had during the voyage, infectious disease on board.
			By the Port Medical Officer	By the Port Health Inspector	
Foreign Ports	1,439	658,969	17	559	1
Coastwise	420	206,143	Nil	294	
Total	1,859	865,111	17	853	1

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 during Summer to adjacent seaside resorts.
Number of Passengers OUTWARDS)		
(b) CARGO TRAFFIC.		
Principal IMPORTS	-	Agricultural and Horticultural Produce, various tinned foods, beers, wines, spirits, machinery, fertilizers, china, clay, wood pulp, timber, oil, coal, maize, starch, ballast, paper and plastics.
Principal EXPORTS	-	Cement, bitumen, diesel and gas oils, scrap iron, heavy machinery and cars.
(c) PRINCIPAL PORTS FROM WHICH SHIPS ARRIVE.		
FOREIGN.	-	Zaandam, Kooga Zaan, Rotterdam, Kotka, Kemi, Sandarne, Kragero, Maasluis, Sande, Monstera, Sumdsvald, Hango, Frankfurt, Leixoes, Dunkirk, Boulogne, Hammina, Mannheim, Stettin, Bremen, Rhine Ports, Oulu, Helsinki, Dordrecht, Clarke City, Hamburg, Archangel, Groningen, Sandviken, Yacobstad, Gdansk, Puerto Miranda, Kalinnagrad, Las Palmas, Casablanca.
COAST.	-	Plymouth, Par, Blyth, Hartlepool, Arbroath, Montrose, Newburgh, Goole, St. Valery, Charleston, Newlyn.

IV. INLAND BARGE TRAFFIC.

Not applicable to this Port.

V. WATER SUPPLY.

1. (a) FOR THE PORT.

This is supplied by the Medway Water Board.

(b) FOR SHIPPING.

The supply is from the same source as (a).

2. REPORT OF TESTS FOR CONTAMINATION.

43 samples of the Medway Water Board supply were taken for bacteriological examination, and all samples showed satisfactory results.

In addition, 32 samples of drinking water were taken from ship's tanks, 7 samples from Filling points and 16 samples from the Water boat.

Classification of Results.

Water Boats	13 samples	Class 1
	1 samples	Class 4
Filling Points	33 samples	Class 1
Filling Points	2 samples	Class 4
Ships	7 samples	Class 1

In all cases of class 4 the ship's Master is informed and arrangements made for fresh water tanks to be cleansed and super-chlorinated. Repeat samples are taken whenever possible.

The following classification is used.

		COLIFORM COUNT PER 100 mls.	BACT. COLI 1 COUNT PER 100 mls *
Class 1	Excellent	0	0
Class 2	Satisfactory	1-3	0
Class 3	Suspicious	4-10	0
Class 4	Unsatisfactory	Greater than 10	0 or more

* The presence of Bact. Coli 1. immediately places the sample in Class 4.

3. PRECAUTIONS AGAINST CONTAMINATION OF HYDRANTS AND HOSEPIPES.

Filling Hydrants are inspected at frequent intervals, and those that are in covered self draining pits are clean and hydrants capped. Persons responsible for watering ships are warned against contaminating hosepipes by allowing them to come in contact with river water.

4. NUMBER AND SANITARY CONDITIONS OF WATER/BOATS. POWERS OF CONTROL.

There is only one Water Boat operating on the river. This is a converted barge and was fitted out on the lines suggested by the Port Health Department.

The water is carried in tanks fitted with the hull thus eliminating any possible contamination with river water.

The internal surfaces of the tanks have been treated with "Wailes Dove Biturous Compound." Bacteriological samples are taken at frequent intervals from the tanks and delivery hoses.

VI. PUBLIC HEALTH (SHIPS) REGULATIONS, 1952 to 1963.

1. LIST OF INFECTED AREAS.

Before coming into the jurisdiction of the Rochester Port Health Authority, all vessels must first enter at Sheerness which is within the area controlled by the Port of London Authority. All vessels therefore enter on a London Declaration of Health which specifies that if a ship has been in any port, in all Asia, Africa, or the America's (excluding the U.S.A., Canada and transit through the Panama Canal) during the past 14 days, or any area locally infected with smallpox, at any time during the same period.

Vessels proceeding to Rochester where full pratique has not been given at Sheerness are allowed to proceed up on a modified pratique, and Rochester Port Health Authority informed, when the vessel is met on arrival.

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 Kethoie 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):

DISEASE	HOSPITAL
Typhus Fever	St. Ann's General Hospital, St. Ann's Road, Tottenham, N.15. (Tel:- Stamford Hill 0121).
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 23231.

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. E.P.O. O'Sullivan)
Dr. C.S.L. Hill)
Joyce Green Hospital, Dartford. Tel: Dartford 23231.
Dr. E.H. Brown, Hither Green Hospital, Hither Green Lane, S.E. 13.
Tel: Hither Green 3481.

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 cases during the year		Number of Ships concerned
		Passengers	Crew	
Cases landed from ships from foreign ports ...	Infective Hepatitis	-	1	1
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, German, Netherlands and French Ports and to a lesser extent from North American Ports. Tankers from Venezuela are loaded there at jetties extending well out into the sea, thus malarial carrying mosquitoes constitute little hazard to the crews, and there have been no cases aboard ships entering the Port of Rochester 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.

Deratization or Deratization Exemption Certificates are examined as a routine and further course of action is determined as a result of such inspection. When inspecting crews' quarters, etc., a general inquiry 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 on 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 Deratization 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.

The deratting of ships is carried out by private contract between the agent and the authorised fumigating firm. However the number of rats on board are now usually so small as to make the cost of fumigation work in time and money out of proportion to the results achieved. A system of pre-baiting and or trapping is usually sufficient to eliminate any minor infestation.

Usually the presence of one or more rats on board starts up a "rat hunt" by the crew with 100% success.

(4) RAT-PROOFING OF SHIPS.

There are no vessels, other than naval vessels, built in the 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

Category	Number
Black rats	Nil
Brown rats	Nil
Species not known	Nil
Sent for examination	Nil
Infected with Plague	Nil

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 Fumigation with		After Trapping	After Poisoning	Total		
HCN	Other fumigant (State method)					
Nil	Nil	Nil	Nil	Nil	59	59

13 Deratting Exemption Certificates were also issued to British coastwise vessels making occasional trips to Continental Ports.

XIII INSPECTION OF SHIPS FOR NUISANCES.

**TABLE G
INSPECTIONS AND NOTICES**

Number of Inspections	Notices served		Results of Notices
	Statutory Notices	Other Notices	
British Vessels 115	Nil	24	20 complied
Foreign Vessels 442	Nil	25	19 complied
River Craft 36	Nil	4	4 complied

The elimination of out dated 'Tramps' and the substitution of faster motor vessels of newer tonnage with accommodation according to modern standards has set a high standard of ship board comfort for personnel, as will be seen by the following table of defects the general pattern does not vary.

Minor defects and nuisances are mostly found on coasters. These vessels are usually bulk carriers, and their stay in port very brief.

Most of the defects and nuisances are remedied forthwith but structural defects are listed for repairs at major refits.

Masters and Superintendents are most co-operative in remedying defects or nuisances which might adversely affect the health and well being of the crew.

Painting is a never ending task on board old ships. The newer vessels are now mostly lined with non-absorbent formica type lining which is easily cleaned and does not require painting.

SUMMARY OF DEFECTS AND NUISANCES FOUND ON VESSELS

		Found	Remedied
Accommodation	Neglected paintwork	13	8
	Defective ports and skylights	9	8
	Cockroach infestation	2	2
	Condensation	3	2
	Defective floor covering	6	4
W.C. Accommodation	Broken water closet valve	1	1
	Choked w.c.	2	2
	Defective w.c.	4	3
	Choked soil pipe	3	3
	Absence of scupper	1	-
Galley	Absence of scupper	1	-
	Cockroach infestation	2	2
	Neglected Paintwork	6	4
	Defective deckhead	1	-
	Choked scupper	1	1
	Absence of hot water	1	1
	Salt water tap over sink	1	1
Provision Storeroom	Neglected paintwork	1	-
	Dirty meat chopping block	1	-
	Not rat proofed	1	-
	Rotted vegetable matter	1	1
Miscellaneous	Misuse of crew accommodation	2	2
	Contaminated fresh water tank	4	4
	Collection of refuse on deck	3	3
	Excessive Emission Smoke	2	2
	Excessive heat in working spaces	1	-

XIV PUBLIC HEALTH (SHELLFISH) REGULATIONS, 1934.

Collection of mussels, cockles, and oysters is controlled by the Medway Shellfish Regulations, 1934, 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 relaying. No oysters and cockles exist in numbers sufficient to be a commercial proposition.

The local supply of oysters and mussels is 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.

CASES OF SICKNESS ON BOARD VESSELS ARRIVING IN PORT.

Venereal Disease	6
P.U.O.	1
Influenza	15
Acute Tonsillitis	1
Infective Hepatitis	1

FOOD INSPECTION.

Public Health (Imported Food) Regulations 1968

The Port of Rochester is not a major port for the importation of foodstuff, but the amount and complexity of the foodstuff which does pass through the port does require close examination under the Imported Food Regulations and in consequence, 71 samples were submitted for examination.

Of the 1859 cargoes entering the port, 71 were entirely of foodstuff and 102 General/Wine/Food cargoes containing various quantities of the following:-

Chicken	Honey
Duck	Jam
Fruit	Gherkins
Luncheon Meat	Preserves
Ham	Wines
Milk	Confectionery
Tongue	Tomato Puree
Apple	Pork Loins
Pork Shoulders	Chocolate Mixes
Butter	Salami
Eggs	Pate de fois Gras
Dehydrated Vegetables	
Fresh Vegetables	
Quick Frozen Vegetables	
Cheese	

Imported Foods submitted for chemical and bacteriological examination

Groundnuts in shells	2	
Red Cabbage		
Tomato Paste	2	
Meat Balls in Gravy		
Frankfurters		
Pork Stuffed Paprika	2	
Blackcurrant Syrup		
Rosehip Syrup		
Candy fruit Rolls		
Candied Min. Oranges		
Tutti Fruitti		
Anti Flu Lozenges		
Raspberries in syrup		
Gooseberries in syrup		
Solid Pack Blackcurrants		
Dragee Easter Eggs		
Marzipan Confectionery		
Goulash Beef		
Garden Peas		
Spring carrots	2	
Celery hearts		
Strawberry Puree		
Chocolates		
Fruit Nougat		
Coffee Flavoured Chocolate		
Cream filled Bitter/Sweet Chocolate		
New Potatoes	2	
Chocolate covered cream filled bananas		
Condimat		
Flaked nuts		
Apricot Halves in Syrup		
Roasted Duck		
Pork Luncheon Meat		
Cooked Hams		
Nigerian Peanuts	2	
Confectionery	3	
Raspberry Pulp		
Blackberry Pulp		
Chocolate Liquers		
Orange Juice		
Orange and Lemon Slices		
Mixed Jellies	2	
Clams in Tomato Sauce	Bacteriological	
Chocolate Lollies		
Confectionery Pom Pom		
Italian Cake		
Pandea Tortellini		
Pork Kidneys	Bacteriological	
Nougat Araldo		
Tomatoes Canned	2	
Whipped Cream Puffs		
Liver Pate	Bacteriological	
Terrine de fois Gras		
Stem Ginger		
Canned Red Cherries		
Acacia Comb Honey	3	
Ready Mixed Ice Cream powder		
Pilchards		
Sliced Peaches in Syrup		

Dragee Eggs (Liquid Centres) Belgian

The Public Analyst reported that some of the eggs were coloured with BLUE V.R.S. which is a prohibited colour and in this report the sample was not satisfactory. The importers were informed and they requested the manufacturers for a full list of the colour ingredients.

Information was received from the manufacturers that the blue colour is the patent 'V' Blue authorised in the European Economic Community under the number E.131.

However the Importers insisted that all goods purchased by them in future must be supplied in accordance with the regulations of his country.

Meat and Meat Products.

A large carton containing 38 small cartons of various meat products was received. Whilst the larger container was officially certificated in accordance with the Imported Food Regulations, the 38 smaller cartons contained therein were not officially certificated.

The parcel was detained pending advice from the Ministry of Agriculture, Fisheries and Food. It was decided on this occasion to release the consignment, but that future imports would not be admitted.

Groundnuts in Shells (Nigeria)

Aflatoxins were present in minute traces only. The odour of the nuts was poor and soapy and the taste was likewise bitter. Some nuts showed evidence of contamination with moulds and there was evidence of slight infestation. The Importers re-exported the nuts to the West Indies.

Stem Ginger.

The lid of this jar was bulging and the contents were under excess pressure. Syrup was expelled when the lid was pierced. The syrup contained 70 per cent soluble solids but yeasts were present.

Food Condemned and destroyed totally 5 ton. 7 cwt. 2 qtrs. 12 lbs.

	Tons	cwts.	qtrs.	lbs.	ozs.
Canned Gooseberries		3	0	19	0
Flaked Nuts		3	1	0	0
Kibbled onions		5	2	0	0
Onions	1	0	3	17	0
Cheese				26	8
Canned Plums			3	8	6
Dried Blood		1	0	0	0
Stewed Apple				12	12
Canned Red Cherries		13	2	16	0
Canned Blackcurrants		15	1	22	0
Prepared Mustard		2	1	10	0
Flaked Peanuts		1	2	14	0
Gherkins		12	2	19	0
Tomato Paste			1	15	0
Confectionery				2	0
Evaporated Milk		1	1	13	0
Condimat			3	11	0
Sausage Casings				12	0
Pork Luncheon Meat			2	0	0
Mixed Salad		1	1	4	0
Butter				5	0
Cooked Hams				2	0
Dehydrated Turnip			1	27	0
Pickling Onions			3	0	0

	Tons	cwts.	qts.	lbs.	ozs.	
Solid Pack Apples		1	0	11	0	
Tomato Puree				24	0	
Tomato Juice			4	7	0	
Pre-cooked Barley		2	0	0	0	
Pilchards		3	1	3	0	
Canned Peaches			2	2	8	
Stringless Beans				11	2	
Hot Peppers				9	12	
Guavers			3	18	0	
Tinned Chicken				3	0	
Ravioli			1	10	6	
Dehydrated Swede			2	0	0	
Dehydrated Peppers				26	0	
Dehydrated Onions				26	0	
Grape Juice			1	22	6	
Orange Juice		1	0	17	12	
Dried Plums			1	0	0	
Dried Melon				26	0	
Citric acid		1	0	0	0	
Pineapple Slices			2	11	14	
Fruit Cocktail			3	9	12	
Peas				8	11	
Pineapple Juice			2	17	7	
Canned Mandarin Oranges				5	8	
Apricots canned				8	6	
Canned Loganberries		5	1	9	0	
Grand Total		5	7	2	12	0

In addition to the above, approximately 960 bags and boxes of new potatoes which were unfit for human consumption were released for pig food.

One full cargo of new potatoes was refused entry by the Ministry of Agriculture, Fisheries and Food. Potatoes were in varying degrees of putrefaction and infested with potato moth.

Clean Air Act 1956

Dark Smoke (Permitted Periods) (Vessels) Regulations 1958.

During the year smoke observations were carried out on 3 ships and verbal warnings were given. No vessels were found to contravene Section 1 of the Act.

Vaccination.

6 members of crews were re-vaccinated as their International Certificates were out of date.

Mosquito Control.

Anti mosquito measures have continued to be carried out on the local marshes where it affects habitation.

Control is effected by anti-mosquito capsules, each capsule giving a satisfactory coverage of approximately 750 sq. ft.

The additional advantage of this method is that otherwise inaccessible areas can also be treated.

It can now be considered that the mosquito nuisance has largely been eliminated, and that occasional visits to ascertain potential breeding, with immediate treatment if required is sufficient to keep the nuisance under control.

Houseboats.

The law with regard to houseboats is contained in Section 267 of the Public Health Act, 1936, the effect of which is that a vessel lying in any inland or coastal waters is subject to the jurisdiction of the Port Health Authority of that district.

Section 267 applies Parts III, V, VI and XII of the act to houseboats and also the provisions of Part II relating to filthy or verminous premises or articles and verminous persons.

The provisions of the Housing Act do not apply to houseboats. Power of entry is therefore confined to dealing with actual nuisances, cleanliness, and the prevention of infectious disease. In the absence of a legal standard regarding permitted number of occupants; number of living and sleeping rooms with cubic capacity of each; type of sanitary convenience; provision of light, natural and artificial; means of ventilation; supply of drinking water; arrangements for cooking and storage of food; the disposal of sewage and other refuse, it is difficult to apply the principles of the Housing Act when there are so many diverse classifications of boats. A large percentage of the boats are designed as pleasure craft for use in the summer months when cramped quarters, difficult conditions and improvisation is the accepted standard. Some of the boats after a period of years, deteriorate and are no longer capable or safe for sea-going conditions, and eventually become permanently moored in the rivers and estuaries near the towns, these become permanent living quarters. In the absence of registration it is difficult to ascertain which boats are sea-going and those which are permanently moored.

The majority of the craft are lying on the foreshore and are approached through land and premises owned or rented by Cruising Clubs, or boatyards which augment their business by letting moorings or berths to these crafts. Others berth on the foreshore and wharves, or easily accessible points where no amenities are provided and adequate supervision difficult to maintain. Houseboats include all kinds of craft including MFVs MTBs barges with no motor power and other smaller sailing craft and the occupants are there by choice. The majority are well appointed and provide good roomy accommodation, but there are a number which are unfit for permanent living accommodation.

For those boats moored at permanent sites water is supplied by mains and in most cases is fed by hose-pipe to storage tanks on board. Artificial lighting may also be provided by main supply. All boats have either Marine type flushing W.C.'s or elsan closets and sewage is discharged direct to the river. At low water sewage is discharged on to the mud and is dependant on good tidal scour to remove discharges. Refuse disposal in many cases is direct into the river.

It is not customary to visit and inspect houseboats as a routine but only when complaints or housing applications have been received.

Disposal of Magnesium Ammonium Arsenate Waste,

Arsenic Waste is disposed of by putting the waste material in a mixture of sand in steel drums, with a layer of concrete on the internal surface, and the drum sealed with a bolted lid.

Consignments of these drums are received in the port at intervals and stored on the wharf until sufficient numbers are received to complete loading.

During the period of waiting some of the drums were found to be leaking leaving a yellow deposit on the wharf. A number of the drums were damaged and the contents spilled on the wharf.

This information was passed to the Authorities concerned and arrangements made for the defective drums to be refilled prior to loading.

Apart from eventual sea contamination, there were a number of potential hazards connected with the disposal of this waste which concerned Port Health Authorities:

1. Contamination of the wharf area by arsenic residue
2. Handling of the drum by dock workers
3. Contamination of ship ceilings
4. Danger to crew members whilst off loading at sea.

It was suggested that in future the arsenic waste be filled in plastic containers bedded in sand and the drums sealed at both ends.

Fortunately the plant which used this arsenic type material is now permanently shut down and will be demolished within the year. There is therefore unlikely to be any further significant quantities of liquid arsenic waste.

However during the process of demolition of the plant it is necessary to find means of disposal of large quantities of porcelain rings which are inside the plant.

No definite plans have been made for removal of this material, but it is likely that it will be crushed and placed into sealed plastic bags and then into metal drums weighted with concrete.

The Port Health Authority will be notified in advance before any material of this nature is moved into the port when further observations will be made.

L.F. McWILLIAMS,

Port Medical Officer.

However during the process of demolition of the pier it is necessary to find means of disposal of

The law with regard to the disposal of waste is contained in the Environmental Protection Act 1962. The Act provides that any person who disposes of waste in contravention of the provisions of the Act is liable to a fine or imprisonment or both. The Act also provides that any person who disposes of waste in contravention of the provisions of the Act is liable to a fine or imprisonment or both. The Act also provides that any person who disposes of waste in contravention of the provisions of the Act is liable to a fine or imprisonment or both.

The majority of the waste are taken to the wharves and are approached through land and premises owned or rented by Crayke Club, or licensed where subject their business by letting moorings or berths to other clubs. Others berth on the wharves and wharves, or early access to the wharves are provided and adjacent moorings are provided. The majority are well appointed and provide good mooring accommodation, but there are a number which are unfit for permanent mooring accommodation. For those boats moored at permanent moorings it is supplied by means and in most cases fuel by hose pipe to storage tanks on board. Artificial lighting may also be provided by shore supply. All boats have either electric or gas heating, W.C.'s or other toilets and sewage is discharged direct to the river. At the water pump is discharged on to the mud and is dependent on the tide and weather conditions. Rainwater is run down to drain into the river. It is not customary to visit and inspect boats at a wharf but only when necessary for mooring applications have been received.

Disposal of Arsenic Ammunition Ammunition Waste

Arsenic Waste is disposed of by putting the waste into a mixture of sand in steel drums, with a layer of concrete on the internal surface, and the drum lined with a plastic mat.

Consignment of these drums are received in the port at Newcastle and stored on the wharf until sufficient numbers are received to complete loading.

During the period of waiting some of the drums were found to be leaking owing to a yellow deposit on the wharf. A number of the drums were damaged and the contents spilled on the wharf.

This information was passed to the Authorities concerned and arrangements made for the damaged drums to be refilled prior to loading.

Apart from eventual sea contamination, there were a number of potential hazards connected with the disposal of this waste which concerned Port Health Authorities:

1. Contamination of the wharf area by arsenic residue
2. Handling of the drum by dock workers
3. Contamination of the jetty
4. Damage to gear, machinery when off loading at sea.

It was suggested that in future the arsenic waste be filled in plastic containers bedded in sand and the drums sealed or corked ends.

Fortunately the pier which used this arsenic type material is now permanently shut down and will be demolished within the year. There is therefore unlikely to be any further significant quantities of arsenic waste.



