

[Report 1893] / Medical Officer of Health, Southampton Port Health Authority.

Contributors

Southampton (England). Port Health Authority.

Publication/Creation

1893

Persistent URL

<https://wellcomecollection.org/works/bh7a9kbb>

License and attribution

You have permission to make copies of this work under a Creative Commons, Attribution license.

This licence permits unrestricted use, distribution, and reproduction in any medium, provided the original author and source are credited. See the Legal Code for further information.

Image source should be attributed as specified in the full catalogue record. If no source is given the image should be attributed to Wellcome Collection.



Wellcome Collection
183 Euston Road
London NW1 2BE UK
T +44 (0)20 7611 8722
E library@wellcomecollection.org
<https://wellcomecollection.org>

SOUTHAMPTON
PORT SANITARY AUTHORITY.



THE SECOND
ANNUAL REPORT
ON THE
SANITARY CONDITION
OF THE
PORT OF SOUTHAMPTON,
For the Year 1893,

BY
A. WELLESLEY HARRIS,
M.R.C.S. Eng., L.S.A., D.P.H., &c.,

*Medical Officer of Health to the Borough and Port of Southampton ;
Medical Officer to the Southampton Fever Hospital.*

SOUTHAMPTON :
PRINTED AND PUBLISHED BY H. KING, HANTS ADVERTISER CO., LIMITED.

MDCCCXCIV.



SOUTHAMPTON
PORT SANITARY AUTHORITY.



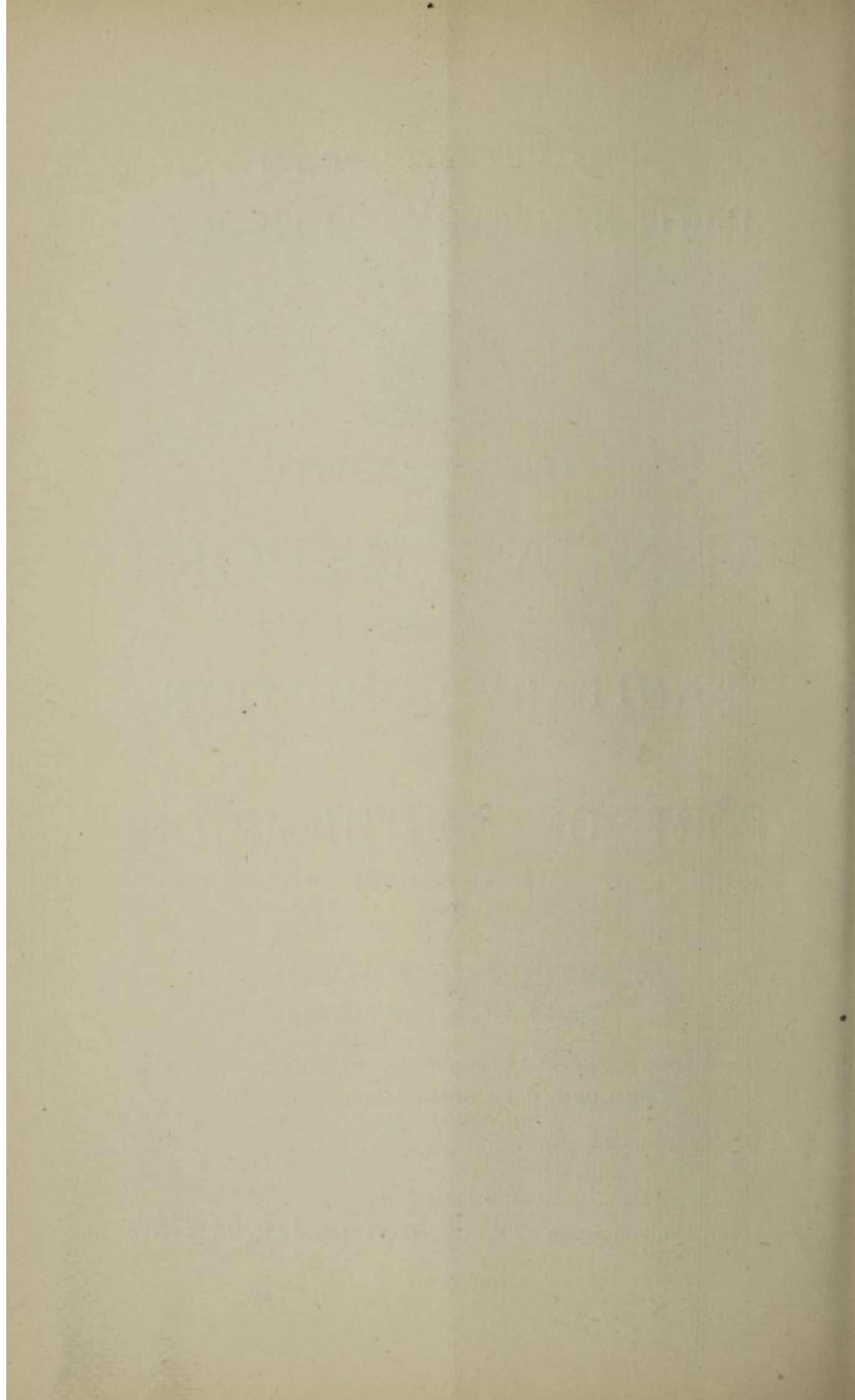
THE SECOND
ANNUAL REPORT
ON THE
SANITARY CONDITION
OF THE
PORT OF SOUTHAMPTON,
For the Year 1893,

BY
A. WELLESLEY HARRIS,
M.R.C.S. Eng., L.S.A., D.P.H., &c.,

*Medical Officer of Health to the Borough and Port of Southampton;
Medical Officer to the Southampton Fever Hospital.*

SOUTHAMPTON :
PRINTED AND PUBLISHED BY H. KING, HANTS ADVERTISER CO., LIMITED.

MDCCCXCIV.



SOUTHAMPTON
PORT SANITARY AUTHORITY.

ANNUAL REPORT.

1893.

MR. MAYOR AND GENTLEMEN,—

In presenting to you my second Annual Report on the sanitary condition of the Port of Southampton, I have thought it desirable to depart from the course taken in the previous Report published in 1892, by having it separate from the Annual Report on the Health of the Borough, which has already been issued to you.

The most important feature in the year's work has been the continuance of careful inspection of vessels arriving from Cholera-infected Ports, although, compared with the previous year, the dangers presented were not of so severe a character, nevertheless a large number of Ports with which we trade were, at different periods, either suspected or infected. In addition to these the general inspection of all vessels has been most carefully attended to, resulting in the removal of many nuisances and, I hope, increased comfort to the crews of the vessels. Details will be given you later on in this Report.

STATISTICAL. TABLE I.

RETURN OF SHIPS TONNAGE, &c., FOR 1892 AND 1893.

Year.	Number of Arrivals from Foreign.	Number of Arrivals from Home Ports.	Number of Passengers arriving at the Port from Ports other than Jersey.	Number of Passengers Arriving from Jersey.	Number of Crews of Crews Arriving.	Number of Ships of 2000 Tons and upwards.	Number of Ships arriving under 2,000 Tons.	Net Tonnage of the Vessels entering the Port.
1892	2,128	6,256	13,090	26,890	56,047	111	1,698	2,562,549
1893	2,221	8,609	*43,391	27,581	70,614	416 from Foreign. 2 from Home Ports.	1,807	2,936,973

* 14,607 of these arrived from the Continent of Europe.

The above Table is compiled from returns obtained from the Customs Authorities. It will be seen that there was a large increase of vessels from Home Ports, also in the number of passengers from foreign places, while the number of vessels of 2000 tons and upwards increased during the year from 111 to 416. The tonnage of vessels entering the Port has increased by nearly half-a-million tons.

CREWS.

The total number of men composing the crews arriving in the Port, according to the Customs' return, amounted to 70,614.

PASSENGERS.

The total number of passengers according to the Customs' return was 70,792, and this by the addition of those arriving but not landing, according to our own return, is increased to 83,212.

By the courtesy of the Board of Trade I am enabled to obtain the number of passengers leaving Southampton for places out of Europe, also the number of aliens arriving here during the years 1892 and 1893; as shown in the annexed Table.

TABLE II.

"Statement showing the number of passengers who left the Port of Southampton for places out of Europe during each of the years 1892 and 1893, and the number of passengers who arrived at Southampton from places out of Europe during the same years; also showing the number of *alien* passengers who arrived at Southampton from the Continent in 1892 and 1893 as deck passengers, or who after landing, proceeded by train as third class passengers."

	1892.	1893.
Number of Passengers who left for Places out of Europe	21,282	41,563
Number of Passengers who arrived from Places out of Europe	14,785	25,370
Number of Alien Passengers who arrived from the Continent as deck Passengers or who after landing proceeded by train as third class Passengers	364	391

INFECTIOUS DISEASES.

I pointed out in the Report for 1892 the legal difficulties which existed in dealing with cases of Small Pox arriving by

ships. I then stated the Port Sanitary Authority had no power of preventing a ship having Small Pox on board entering the Docks, either before or after such vessel had obtained pratique from the Customs. Pratique was never refused in any of the cases, hence there arose a great danger to public health which could have been avoided. Upon my suggestion the Port Sanitary Authority invited the members of the principal shipping lines to a conference, with a view of coming to some friendly arrangement by which such cases might be removed from vessels before entering the Docks, and the necessary disinfection carried out. Representatives of the Royal Mail Steam Packet and Union Steam Ship Companies were alone present at this Conference and very generously met the desires of the Port Sanitary Authority. They further promised to make arrangements to inform the Medical Officer of Health when any of the ships belonging to their respective Companies, having Small Pox on board, arrived or were expected at the port and to give every assistance in the removal of patients and the disinfection of the vessels off Netley, providing no unreasonable delay was exercised by the Authority.

The first vessel to come under these friendly regulations was the S.S. "Scot," which arrived in the Port from the Cape on the 6th February, 1893, with two Small Pox patients on board. These were removed to Hospital in the water ambulance, and six of the crew who had been isolated with them were also taken to the Hospital and bathed, and their clothing was thoroughly disinfected. The ship also was disinfected, and then proceeded to the Docks.

It will be seen that by these arrangements a much greater protection is secured to the Port, as the danger of infection to persons who crowd to a vessel immediately she is alongside has been removed by the disinfection which takes place before the ship enters the Docks.

One case of German Measles arrived on April 11th, by the S.S. "Chester" from New York, but having no accommodation at the Hospital for this case the patient was removed to his home.

Three cases of Scarlatina arrived by the S.S. "New York" on April 29th, and as the Hospital was then occupied by Small Pox cases no accommodation could be found for

them. Attempts were made to obtain a house in the Town for isolation, but without success. Finally the cases were isolated in the Deputy Medical Officer of Health's private house, but not until after a delay of several hours.

On May 9th another case of Scarlatina was brought by the S.S. "Chester," and was removed to the same house.

On May 23rd the S.S. "Berlin" landed two cases of Measles. Having no Hospital accommodation available, the Port Sanitary Authority, after much trouble, rented the whole of a house in Queen's Terrace, where the cases were isolated.

On July 19th the S.S. "Lahn," from New York, landed a destitute patient suffering from Measles. Having no accommodation, Small Pox again occupying the Hospital, the case—a girl—was removed to the Workhouse Infirmary, and there remained until the patient was fit to proceed to her destination.

The above recital of facts shows, in the first place, the difficulties existing in the Port of Southampton in dealing with any epidemic disease brought by vessels; in the second place the waste of time and inconvenience to the Shipping Community, and the false position in which the Port Sanitary Authority are put when they are unable to carry out their regulations; and, third, the extra cost which fall upon the ratepayers for the hurried and, I fear, not too wise, selection of temporary means of isolation. These difficulties I am happy to state, are now things of the past, the Authority having wisely provided a Floating Port Sanatorium, a description of which appears in this Report.

The following Table shows the more important cases of sickness landed by vessels arriving in the Port:—

TABLE III.

<i>Date.</i>	<i>Name of Vessel.</i>	<i>Whence.</i>	<i>Nature of Sickness.</i>	<i>Action taken.</i>	<i>Disinfection.</i>
1893. Feb. 6th	S.S. Scot	Cape Town	Two cases of Small Pox	Patients removed in Water Ambulance to West Quay Hospital, and six of the crew removed to s.s. Morglay for their clothes to be disinfected.	Vessel, Ambulance, and Effects disinfected and fumigated by Port Sanitary Authority.
Feb. 16th	S.S. Magdalena	Antwerp	One case of Typhoid	Patient removed to Infirmary; examined the drinking water, but failed to trace the disease	Apartment fumigated by Port Sanitary Authority; fresh water tanks emptied and cleansed by the Company
April 11th	S.S. Chester	New York	One case of German Measles	Patient removed in Hospital Ambulance to his home in New Road, Southampton	Ship's Hospital fumigated by Port Sanitary Authority
April 29th	S.S. New York	New York	Three cases of Scarlatina	Patients removed in a cab to a house in St. Mary's Street, Southampton	The apartments on the ship, cab, and effects fumigated and disinfected by Port Sanitary Authority
May 6th	S.S. Magdalena	Brazils	One case of Typhoid	Patient removed in a cab to Infirmary; examined the drinking water, but failed to trace the disease	Ship's Hospital and a cabin and effects fumigated; bedding, &c., removed to West Quay and disinfected by Port Sanitary Authority
May 9th	S.S. Chester	New York	One case of Scarlatina	The patient and her mother removed in a cab to a house in St. Mary's Street, Southampton	Ship's Hospital, a cabin, effects, bedding, and cab fumigated and disinfected by Port Sanitary Authority
May 9th	S.S. Prins Hendrik	Amsterdam	One case of Typhoid	Removed to Infirmary	

TABLE III.—Continued.

<i>Date.</i>	<i>Name of Vessel.</i>	<i>Whence.</i>	<i>Nature of Sickness.</i>	<i>Action taken.</i>	<i>Disinfection.</i>
May 18th	S.S. Don	West Indies	One case of Typhoid Fever	Case not reported. Patient landed from tender about three hours previous to the vessel coming into the Docks, and proceeded to London by train	
May 23rd	S.S. Berlin	New York	Two cases of Measles	The patients and four adults removed in a cab to a house in Queen's Terrace, Southampton	Cab disinfected by Port Sanitary Authority
June 2nd	S.S. Thames	Brazils	One case of Typhoid Fever	Patient removed to his home	
June 14th	S.S. Karlsrake	Sydney	One case of Dysentery	Destitute, removed to Workhouse	
June 21st	S.S. Cholmley	Ibrail	One case of Dysentery	Kept on board—recovered	
June 22nd	S.S. Southampton	Havre	One case of Diarrhoea and Cramp	Attended by Medical Officer of Health—recovered	
June 22nd	S.S. Tagus	Brazils	One case of Yellow Fever	A death from this disease had occurred during the voyage	Bedding burnt. Patient's effects, disinfected by steam apparatus on board, and vessel thoroughly disinfected by Port Sanitary Authority.
June 24th	S.S. New York	New York	Two cases of Measles	Patients removed to West Quay Hospital	Bedding removed to Hospital and disinfected; Hospital on Ship also fumigated by Port Sanitary Authority

TABLE III —Continued.

<i>Date.</i>	<i>Name of Vessel.</i>	<i>Whence.</i>	<i>Nature of Sickness.</i>	<i>Action taken.</i>	<i>Disinfection.</i>
July 11th	S.S. Guernsey	Cherbourg	Phthisis		
July 17th	S.S. Berlin	New York	One case of Small Pox	Patient and Attendant removed to West Quay Hospital	Bedding removed to West Quay and disinfected; Hospital on Ship, also fumigated by Port Sanitary Authority
July 19th	S.S. Lahn	New York	Measles brought by Tender, case serious	Removed to Workhouse Infirmary	Cabin on Tender fumigated by Port Sanitary Authority
July 31st	S.S. Vulcan	Tug-boat belonging to Southampton	Small Pox	The Patient had been previously removed from his home to the West Quay Hospital	Cabin fumigated by Port Sanitary Authority; clothing removed to West Quay and disinfected.
Sept. 14th	S.S. Scot	Cape Town	One case of Small Pox	The Patient and his Attendant, with their effects, were removed by Water Ambulance to West Quay Hospital. The names and addresses of crew and passengers were taken and forwarded to the Medical Officer for the district of their destination.	The Patient had been well isolated on homeward voyage by clearing out the 2nd class saloon, and converting it into a Hospital. The whole of this space, with its cabin, were thoroughly fumigated by the Port Sanitary Authority.
Oct. 8th	S.S. Ems	Bremen	One case of Diphtheria	Patient and effects removed to West Quay Hospital	Water Ambulance, Cab, and effects, disinfected by Port Sanitary Authority.

NUISANCES.

The inspection of all vessels entering the port is systematically carried on with the view of removing any nuisance which may be found to exist. This duty entails a great amount of work, owing to the extended character of the area under control, the places for visiting being the Docks, Itchen Wharves, Town Quay, Hamble, Bursledon, Redbridge, and Eling.

The cubic capacity of air space for the crew of a ship is regulated by the Board of Trade, 72 cubic feet being allowed for each person. This is exceedingly small, but, probably, is as much as can be allowed in proportion to the internal capacity of the ship. Still, my experience suggests that all is not done that should be done. Greater attention than is now given is required for proper and more efficient ventilation of the quarters, arranged on such a principle that, whether they wish to have fresh air or no, it cannot be interfered with by the men themselves.

STORES IN CREW'S QUARTERS.

In many ships, principally sailing vessels, a nuisance is frequently found to exist arising from the storage of paint, oils, &c., in the quarters occupied by the crew. Unpleasant vapours and odours are emitted from these stores which are prejudicial to health, and the more so, considering the small air space per man allotted by regulation. The Port Sanitary Authority should have power to deal with this and other nuisances under bye-laws. The only system of procedure at present existing is under the Public Health Act, 1875, which is somewhat cumbrous, and in the majority of cases owners and captains do not really know what is required of them.

USE OF SHIP'S CLOSETS IN DOCK.

Proper regulations are also required to prevent the use of water closets on board when a ship is in dock. This suggestion, of course, involves the provision of necessary accommodation on shore. It can easily be conceived that the discharge of excreta and other foul matter in large quantities into the still water of a dock must result in a

serious nuisance, which becomes most apparent when the water is disturbed by the movement of a ship's propeller.

During the year 162 notices were given to vessels for the abatement of nuisances, and 115 of these were complied with. Default in the remaining cases is explained by the fact that the ships left the jurisdiction of the Port Sanitary Authority before the expiration of the period allowed by the notices in which to abate a particular nuisance complained of.

The following is a *resumé* of the principal nuisances dealt with :—

NUISANCES. TABLE IV.

<i>Date.</i>	<i>Name of Vessel.</i>	<i>Whence.</i>	<i>Nuisance Found.</i>	<i>Action taken.</i>
1893.				
Jan. 2 ...	Lady Constance ...	Sunderland	... A quantity of stores in the mate's berth	Notice served
Jan. 2 ...	S.S. Triton	Aalesund	... Forecastle and W.C. uncleanly	Notice served
Jan. 3 ...	S.S. Dora	Jersey	... Firemen's forecastle uncleanly	Notice served
Jan. 3 ...	S.S. Dane	Cape Town	... Forecastle uncleanly	Notice served
Jan. 4 ...	S.S. Laura	Lying up	... W.C. filthy	Notice served
Jan. 4 ...	S.S. Triton	Aalesund	... W.C. filthy	Notice served
Jan. 6 ...	Brothers	Ryde, I.W.	... Overhead uncleanly	Notice served
Jan. 6 ...	Emna	Portsmouth	... Cabin uncleanly	Notice served—not com- plied. Vessel sailed
Jan. 7 ...	S.S. Carl Rahtkens	Sulina	... Forecastle uncleanly	Notice served
Jan. 7 ...	S.S. Hilda	Lying up	... W.C. on port bow filthy	Notice served
Jan. 10 ...	S.S. Elbe	Antwerp	... Paint, oil, and paint pots, &c. in the forecastle	Notice served—not com- plied. Vessel sailed
Jan. 11 ...	Isabella	Sunderland	... Defective bulkhead in forecastle	Notice served
Jan. 13 ...	Despatch	Cowes	... Cabin uncleanly and ship's stores kept in same	Notice served
Jan. 13 ...	Attempt	Cowes	... Forecastle uncleanly, funnel of fire- place in same defective	Notice served
Jan. 13 ...	S.S. Tagus	Brazils	... Paint, oil, and paint pots, &c. in the forecastle	Notice served
Jan. 19 ...	Hope	Cork	... Forecastle uncleanly and ship's sails in same	Notice served—not com- plied. Vessel sailed

TABLE IV.—Continued.

<i>Date.</i>	<i>Name of Vessel.</i>	<i>Whence.</i>	<i>Nuisance Found.</i>	<i>Action taken.</i>
1893. Jan. 20 ...	Achille Celestine	Cherbourg	Seamen's apartment uncleanly	Notice served—not complied. Vessel sailed
Jan. 23 ...	Dan and Mary	Cork	Cabin and forecastle uncleanly	Notice served—not complied. Vessel sailed
Jan. 26 ...	Progress	Cherbourg	Forecastle uncleanly	Notice served—not complied. Vessel sailed
Jan. 26 ...	S.S. Dane	Cape Town	W.C. on starboard bow filthy	Notice served
Jan. 27 ...	Eagle	Swansea	Forecastle uncleanly	Notice served
Jan. 27 ...	Lively	Exmouth	Forecastle uncleanly	Notice served
Jan. 27 ...	Ouse	Morrison Haven	Forecastle uncleanly	Notice served
Jan. 27 ...	Northam	Cardiff	Forecastle deck overhead uncleanly	Notice served
Feb. 13 ...	Lady Constance	Sunderland	Ship's stores in mate's berth	Notice served
Feb. 18 ...	S.S. Countess of Dublin	Dublin	W.C. filthy	Notice served
Feb. 20 ...	S.S. Portland	Glasgow	Forecastle uncleanly	Notice served
Feb. 21 ...	S.S. Lady Hudson Kinahan	Dublin	Seamen's W.C. filthy	Notice served
Feb. 23 ...	Swallow	London	Forecastle uncleanly and defective paint locker in same	Notice served—not complied. Vessel sailed
Feb. 24 ...	Seabird	Hull	Defective paint lockers in forecastle and cabin	Notice served—not complied. Vessel sailed
Feb. 24 ...	Grace	Sunderland	Forecastle uncleanly and deck over head leaky	Notice served
March 2 ...	Peace	Woolston	Forecastle uncleanly and defective funnel of fireplace	Notice served—not complied. Vessel sailed

TABLE IV.—Continued.

<i>Date.</i>	<i>Name of Vessel.</i>	<i>Whence.</i>	<i>Nuisance Found.</i>	<i>Action taken.</i>
1893. March 3 ...	S.S. Dora	Jersey	Firemen's forecastle uncleanly	Notice served
March 4 ...	Mary Gertrude	Wexford	Ship's stores in the forecastle	Notice served
March 6 ...	Pioneer	London	Ship's stores in the forecastle	Notice served
March 8 ...	S.S. New York	New York	Firemen's forecastle uncleanly	Notice served
March 10 ...	Raven	Sunderland	Forecastle uncleanly	Notice served
March 10 ...	William Anna	Hartlepool	Defective paint lockers in the cabin	Notice served
March 10 ...	Nina	Sunderland	Forecastle uncleanly	Notice served
March 13 ...	Olive Leaf	Plymouth	Forecastle uncleanly	Notice served
March 14 ...	Wideawake	St. Monans	Forecastle uncleanly	Notice served
March 14 ...	Emma	Marchwood	Cabin uncleanly	Notice served
March 14 ...	Eastern Bell	London	A quantity of fibrous material floating in the drinking water	Notice served to cleanse
March 15 ...	Brilliant	Pontrieux	Ship's stores in the forecastle	Notice served—not complied. Vessel sailed
March 16 ...	S.S. Thames	Antwerp	Forecastle uncleanly	Notice served
March 16 ...	Laurand	Morrison Haven	Forecastle uncleanly	Notice served
March 16 ...	Maid Marion	Port Madoc	Forecastle uncleanly and paint kept in forecastle	Notice served
March 20 ...	Halls	Invergordon	Forecastle uncleanly	Notice served—not complied. Vessel sailed

TABLE IV.—Continued.

<i>Date.</i>	<i>Name of Vessel.</i>	<i>Whence.</i>	<i>Nuisance Found.</i>	<i>Action taken.</i>
1893. March 22 ...	S.S. Grip	Hamburg	W.C. on starboard bow filthy	Notice served
March 22 ...	Jane Hughes	Wexford	Forecastle uncleanly and defective paint lockers in same	Notice served
March 23 ...	S.S. Para	West Indies	Forecastle deck over head leaky	Notice served
March 24 ...	S.S. Bass Rock	Garston	Forecastle uncleanly	Notice served
March 27 ...	S.S. Rougement	Huelva	Seamen and firemen's fore-castle uncleanly	Notice served
March 27 ...	Gazelle	Plymouth	Ship's stores in the fore-castle	Notice served—not complied. Vessel sailed
March 28 ...	S.S. Berlin	New York	Firemen's W.C. and wash house filthy	Notice served
March 28 ...	S.S. Benefactor	Cardiff	Seamen and firemen's fore-castle uncleanly	Notice served
March 30 ...	S.S. Tagus	Brazils	Forecastle uncleanly	Notice served
March 31 ...	S.S. Blarney	London	Firemen's fore-castle uncleanly	Notice served
April 11 ...	Hickman	Hull	Ship's stores in the fore-castle	Notice served—not complied. Vessel sailed
April 22 ...	G. H. C.	Chichester	Ship's stores in the fore-castle	Notice served—not complied. Vessel sailed
April 23 ...	S.S. Julian	Memel	Forecastle uncleanly	Notice served
April 26 ..	S.S. Belvs	Plymouth	Forecastle uncleanly	Notice served
April 29 ...	Maud Little	Plymouth	Forecastle uncleanly	Notice served—not complied. Vessel sailed
May 8 ...	Glencoe	Plymouth	No ventilator to fore-castle, and cooking stove in same	Notice served—not complied. Vessel sailed

TABLE IV.—Continued.

<i>Date.</i>	<i>Name of Vessel.</i>	<i>Whence.</i>	<i>Nuisance Found.</i>	<i>Action taken.</i>
1893.				
May 11 ...	S.S. Bessie	Penarth	Forecastle uncleanly	Notice served—not complied. Vessel sailed
May 12 ...	S.S. Chester	New York	W.C. on starboard bow filthy	Notice served
May 13 ...	S.S. St. Kilda	Jersey	W.C. filthy and discharge pipe choked	Notice served
May 15 ...	S.S. Blarney	Cork	W.C. on port bow filthy	Notice served
June 5 ...	Seabird	Sunderland	Forecastle uncleanly, cooking stove in same, and no ventilator to fore-castle	Notice served
June 7 ...	S.S. Ella	St. Malo	Port W.C. choked	Notice served
June 9 ...	Dauntless	Liverpool	Ship's stores in the fore-castle	Notice served—not complied. Vessel sailed
June 10 ...	S.S. Lady Wode-house	Dublin	Firemen's fore-castle uncleanly	Notice served
June 17 ...	S.S. Orinoco	West Indies	Refuse in the fore-castle	Notice served
June 20 ...	Advent	Marchwood	Cabin uncleanly	Notice served
June 24 ...	S.S. Henry Brand	Sunderland	Fore-castle ventilator stopped up with wood plug	Notice served
June 27 ...	Lucinda	Seaham	Fore-castle deck overhead leaky, and uncleanly	Notice served
July 3 ...	S.S. Medway	West Indies	W.C. filthy	Notice served
July 7 ...	S.S. Scot	Cape Town	Firemen's fore-castle uncleanly	Notice served
July 7 ...	S.S. Chingford	Yeisk	Firemen's fore-castle uncleanly	Notice served
July 11 ...	S.S. Mary Hough	Liverpool	W.C. on port bow choked	Notice served

TABLE IV.—Continued.

<i>Date.</i>	<i>Name of Vessel.</i>	<i>Whence.</i>	<i>Nuisance Found.</i>	<i>Action taken.</i>
1893. July 11 ...	William Varney	Brussels	Forecastle overhead uncleanly, cooking stove in the forecandle and no bonnet to ventilator	Notice served—not complied. Vessel sailed
July 11 ...	Cite Celeste	St. Brieuc	Forecastle uncleanly	Notice served—not complied. Vessel sailed
July 11 ...	Lord Hartington	Seaham	No bonnet to forecandle ventilator	Notice served—not complied. Vessel sailed
July 15 ...	Collina	Sunderland	Forecastle and seamen's hammocks uncleanly, sails and ropes on forecandle floor	Notice served—not complied. Vessel sailed
July 15 ...	Isabella	Sunderland	Forecastle uncleanly	Notice served
July 15 ...	Kelpie	Seaham	Forecastle uncleanly	Notice served
July 17 ...	Nina	Sunderland	Ships store's in the forecandle	Notice served
July 20 ...	S.S. Baltzarvon Platen	Hernösand	Forecastle uncleanly	Notice served
July 21 ...	S.S. Brittany	Lying up	Forecastle uncleanly	Notice served
July 21 ...	S.S. Dora	Lying up	Forecastle uncleanly	Notice served
July 24 ...	Rapid	Guernsey	Forecastle uncleanly	Notice served
July 24 ...	S.S. Glendower	Archangel	Bunks in the forecandle uncleanly	Notice served
July 25 ...	Ada Jane	Newcastle	Ship's stores in the forecandle	Notice served—not complied. Vessel sailed
July 25 ...	Vivid	Cowes	Forecastle uncleanly	Notice served
July 25 ...	Peace	Lying up	Forecastle uncleanly	Notice served—not complied. Vessel sailed

TABLE IV.—Continued.

<i>Date.</i>	<i>Name of Vessel.</i>	<i>Whence.</i>	<i>Nuisance Found.</i>	<i>Action taken.</i>
1893. July 25 ...	Fearless ...	Seaham ...	Ship's sails in the forecastle ...	Notice served—not complied. Vessel sailed
July 26 ...	S.S. Friede ...	Raumo ...	Forecastle uncleanly ...	Notice served
Aug. 4 ..	Guide ...	Newport, (Mon). ...	Forecastle uncleanly ...	Notice served—not complied. Vessel sailed
Aug. 4 ...	S.S. Magdalena ...	Antwerp ...	W.C. filthy ...	Notice served
Aug. 11 ...	Laura ...	Sunderland ...	Forecastle uncleanly ...	Notice served
Aug. 11 ...	Pride ...	Leith ...	Forecastle uncleanly ...	Notice served
Aug. 16 ...	Kelpie ...	Seaham ...	Forecastle uncleanly ...	Notice served
Aug. 16 ...	S.S. Berlin ...	New York ...	Port seamen's w.c. filthy ...	Notice served
Aug. 22 ..	Raven ...	Sunderland ...	Forecastle uncleanly ...	Notice served
Aug. 22 ..	Lythmoor ...	Cardiff ...	Bunks in forecastle uncleanly ...	Notice served
Aug. 31 ...	Zenobia ...	London ...	Forecastle uncleanly ...	Notice served—not complied. Vessel sailed
Sep. 4 ...	Rolla ...	Liverpool ...	Stinking pickle in earthenware pan in the forecastle ...	Notice served
Sep. 4 ...	S.S. Killarney ...	Cork ...	One of the firemen's bedding filthy ...	Notice served
Sep. 4 ...	S.S. Aranmore ...	Glasgow ...	Firemen's forecastle uncleanly ...	Notice served
Sep. 5 ...	S.S. Mary Hough ...	Liverpool ...	Seamen's w.c. filthy ...	Notice served
Sep. 11 ...	S.S. Zaripha ...	Archangel ...	Forecastle uncleanly ...	Notice served

TABLE IV.—Continued.

<i>Date.</i>	<i>Name of Vessel.</i>	<i>Whence.</i>	<i>Nuisance Found.</i>	<i>Action taken.</i>
1893. Sep. 11 ...	S.S. Medway ...	West Indies ...	Seamens' w.c. in port bow filthy ...	Notice served
Sep. 11 ...	Rusko Castle ...	Llanelly ...	About a ton of coal in the forecastle ...	Notice served—not complied. Vessel sailed
Sep. 11 ...	S.S. Ella ...	Lying up ...	Forecastle uncleanly, and engine round bilge stinking ...	Notice served
Sep. 12 ...	Laura ...	Sunderland ...	Forecastle uncleanly ...	Notice served
Sep. 12 ...	S.S. Blarney ...	Cork ...	Steorage apartment uncleanly ...	Notice served
Sep. 13 ...	Empire ...	Saplin Sound ...	Forecastle uncleanly ...	Notice served
Sep. 16 ...	Ave Karine ...	Cork ...	Forecastle uncleanly ...	Notice served
Sep. 19 ...	S.S. Scot ...	Capetown ...	Firemen's forecastle uncleanly ...	Notice served
Sep. 19 ..	Elizabeth Ellen Fisher ...	Cork ...	Paint, and paint pots in the forecastle	Notice served—not complied. Vessel sailed
Sep. 19 ...	S.S. Dora ..	Guernsey ...	Two w.c.'s in fore cabin defective ...	Notice served
Sep. 20 ...	Willie ...	Plymouth ...	Forecastle uncleanly ...	Notice served—not complied. Vessel sailed
Sep. 21 ..	Empire ...	Port Townsend ...	Forecastle filthy ...	Notice served
Sep. 23 ...	Allegro. ...	London ...	Forecastle uncleanly ...	Notice served—not complied. Vessel sailed
Sep. 29 ...	May Queen ...	Sunderland ...	Defective paint locker in the forecastle	Notice served—not complied. Vessel sailed
Oct. 4 ...	S.S. Paris ...	New York ...	Water dropping from a pipe in bunks in the firemen's apartment ...	Notice served
Oct. 19 ...	S.S. New York ...	New York ...	Firemen's forecastle uncleanly ...	Notice served

TABLE IV.—Continued.

<i>Date.</i>	<i>Name of Vessel.</i>	<i>Whence.</i>	<i>Nuisance Found.</i>	<i>Action taken.</i>
1893.				
Oct. 23 ...	S.S. Waldrige ...	Sunderland	Fresh water pump leaky, water dripping in firemen's fore-castle from same	Notice served
Oct. 24 ..	Alice ...	Cowes	Cabin overhead uncleanly	Not complied. Vessel sailed
Nov. 8 ...	Canadian ...	Sunderland	Seamen's deck house ventilator defective	Notice served
Nov. 20 ...	S.S. J. M. Strachan	Shields	Port side of fore-castle uncleanly	Notice served—not complied. Vessel sailed
Nov. 21 ...	S.S. South Western	St. Malo	Urinals choked in port w.c.	Notice served
Nov. 22 ...	Traveller ...	Yarmouth, I.W.	Cabin uncleanly	Notice served—not complied. Vessel sailed
Nov. 22 ...	Brothers ...	Beaulieu	Cabin uncleanly	Notice served—not complied. Vessel sailed
Nov. 25 ...	S.S. Countess of Dublin	Dublin	Firemen's fore-castle uncleanly	Notice served
Nov. 27 ...	Union ...	Portsmouth	Fore-castle uncleanly and ship's sails in same	Notice served
Nov. 28 ...	Hopewell ...	Plymouth	Paint and paint pots lying about the fore-castle	Notice served—not complied. Vessel sailed
Nov. 28 ...	S.S. Broomsgrove	Hartlepool	Fore-castle deck leaky	Notice served—not complied. Vessel sailed
Nov. 28 ...	Christiane ...	Königsberg	Fore-castle uncleanly	Notice served
Nov. 29 ...	S.S. Columbia ...	Atti	Sides of fore-castle uncleanly, overflow from fresh water pump in the fore-castle, no drain or gutter to same	Notice served
Nov. 29 ...	Florence Muspratt	Cork	Fore-castle uncleanly and ship's stores about the same	Notice served
Dec. 2 ...	S.S. New York ...	New York	Sides of firemen's apartments very wet and uncleanly	Notice served
Dec. 2 ...	S.S. Lady Olive ...	Dublin	Firemen's fore-castle uncleanly	Notice served

TABLE IV.—Continued.

<i>Date.</i>	<i>Name of Vessel.</i>	<i>Whence.</i>	<i>Nuisance Found.</i>	<i>Action taken.</i>
1893. Dec. 4 ...	Maggie ...	Aberdeen ...	Forecastle uncleanly	Notice served
Dec. 4 ...	Juanita ...	Sunderland ...	Ship's galley uncleanly	Notice served
Dec. 5 ...	Fiducia ...	Christinestad ...	Forecastle uncleanly	Notice served
Dec. 6 ...	S.S. Paris ...	New York ...	Sides of firemen's apartments very wet and uncleanly	Notice served
Dec. 7 ...	Mary ...	Christchurch Bay ...	Cabin uncleanly	Notice served—not complied. Vessel sailed
Dec. 7 ...	Ellen and Sarah ...	Cowes ...	Defective funnel, cabin fireplace	Notice served—not complied. Vessel sailed
Dec. 8 ...	Sussex Belle ...	London ...	Ship's gear in the fore-castle	Notice served—not complied. Vessel sailed
Dec. 11 ...	Alert ...	London ...	Ship's stores in the fore-castle	Notice served—not complied. Vessel sailed
Dec. 13 ...	John Martin ...	Cowes ...	Fore-castle uncleanly	Notice served
Dec. 16 ...	Robert and Sarah ...	Bursledon ...	Cabin uncleanly	Notice served—not complied. Vessel sailed
Dec. 18 ...	S.S. Mietzing ...	Dantzic ...	Cabin and fore-castle uncleanly	Notice served
Dec. 20 ...	Lord Shaftesbury ...	London ...	Ships stores in the fore-castle in locker without doors.	Notice served—not complied. Vessel sailed
Dec. 20 ...	S.S. Graceful ...	Liverpool ...	Seamen's and firemen's fore-castle uncleanly	Notice served
Dec. 22 ...	Lord Londesborough ...	Fareham ...	Defective funnel, cabin fireplace	Notice served—not complied. Vessel sailed
Dec. 27 ...	S.S. Charles Mitchell ...	Barry ...	Deck and bulkhead defective in the firemen's fore-castle	Notice served—not complied. Vessel sailed
Dec. 29 ...	Glencoe ...	Fareham ...	No ventilator to the fore-castle, and cooking stove in same	Notice served

TABLE IV.—Continued.

<i>Date.</i>	<i>Name of Vessel.</i>	<i>Whence.</i>	<i>Nuisance Found.</i>	<i>Action taken.</i>
1893. Dec. 29 ...	S.S. Para ...	Nicolier ...	Forecastle uncleanly	Notice served
Dec. 29 ...	S.S. Dauntless ...	Nicolier ...	Forecastle uncleanly	Notice served
Dec. 30 ...	Ebenezer ...	Sunderland ...	Forecastle deck leaky	Notice served

SHIP'S HOSPITALS.

Without wishing to be arbitrary in dealing with the Shipping Companies, I would point out that in their own interest and, perhaps, more important still, the interest of their passengers and crews, the Hospitals on board ship should be placed in a position that would afford better means of isolating infectious cases than are at present generally found. It will hardly be supposed that some of the largest mail steamers trading to and from this port have their Hospitals immediately contiguous to the sleeping cabins of the third class passengers and the stewards. Only recently a case of Small Pox was removed from a vessel which up to the time of removal had been treated in a cabin situate under the fore hatch, and immediately contiguous to the quarters occupied by eleven stewards and a provision store room. Below the deck on which this cabin is situate, and in direct communication with it, were the emigrants' quarters. Comment on such a condition of things is needless; the evil is obvious, and it would be efficiently met if it were made compulsory that ship's hospitals should be placed on the upper deck as far aft as possible.

CHOLERA PRECAUTIONS.

Owing to the recrudescence of cholera on the Continent several Ports were affected with which Southampton is in direct communication. The regulations of the Local Government Board, with the object of preventing the importation of the disease, were carried out as strictly at this Port as they were in 1892. These regulations involve the inspection off Netley of every vessel arriving from an infected or a suspected port, and to carry out this work efficiently it was necessary for the Port Sanitary Staff to be on duty both night and day. I am glad to be afforded this opportunity of bearing testimony to the readiness with which the Inspectors responded to the exceptional calls made upon them.

There were 273 vessels arriving during the year from infected or suspected ports, carrying to Southampton 9250 passengers, every one of whom was examined by your Port Medical Officer before any permission to land was given.

When necessary, the names and addresses of passengers landing were taken and forwarded to the Medical Officer of the district to which they were going.

Other precautions included the emptying and cleansing of water tanks and bilges, disinfection where necessary, the emptying of ballast tanks in cases where the water had been taken from infected rivers, the prevention of the landing of filthy clothing, except for the purpose of disinfection—this was necessary only in the case of the crews of some grain ships—and the control of the importation of rags. In 1892 there was an absolute prohibition of the landing of rags from certain European ports, but this veto was removed in 1893, and as a result 6085 bales were landed from Havre, Cherbourg, Jersey, and St. Malo, more than half the number coming from the last-named port.

One case of Cholera arrived here in the steam ship "Glenmore," from the Black Sea, with grain. The patient, an Engineer, was in a moribund condition, and was removed to the Temporary Hospital Ship "Morglay," whence he was discharged convalescent at the expiration of three weeks. During the voyage there had been several suspicious cases of Diarrhœa on board, and two men were reported as having been treated at Malta for Cholera, but these had recovered before the "Glenmore" reached Southampton. The vessel was disinfected, and all necessary precautions were taken on board, and before the crew were allowed to land the correctness of the addresses they had given of the several destinations to which they were going were verified by telegram.

It may be well to state in connection with this important matter that certain difficulties, to which I referred in my Report last year, affecting the performance of the work of the Port Medical Officer and his Staff, are still found to exist. For instance, unless the Port Medical Officer is actually in waiting to challenge a vessel on arrival from a cholera infected or suspected port in all probability she will proceed at once to the Docks, and thus becomes a centre of public danger. This difficulty can be avoided only by having a Medical Officer on duty day and night, and where no assistance is given, as was the case at Southampton last year, it has frequently necessitated my being on duty two

days and nights continuously without relief of any kind. This is more likely to happen in the case of vessels coming East, as their approach to the Port cannot be so readily notified as those coming West. The latter can be signalled from Hurst Castle, though not in every case, even then, is the warning given. Sometimes a captain will not incur the expense of signalling, and cases have been known in which vessels signalled at night as passing Hurst Castle "probably for Southampton" have after all proceeded to Portsmouth or some other port, the journey of the Medical Officer and Inspector thus proving fruitless. Other difficulties might be mentioned, some of which would be obviated or lessened by a permanent office in the Docks in telephonic communication with the Medical Officer's Department and residence.

ACCOMMODATION IN THE DOCKS.

In consequence of the large increase of the business of the Port it is frequently necessary that the Officers of the Port Sanitary Authority should be on duty at night. Until recently the Customs placed at our disposal a room in the Watchhouse at the Dockhead, but the accommodation being now required they are unable to continue this favour. Application has been made to the London and South-Western Company for a room but they have not one available for such a purpose. The necessity for accommodation is obvious when it is known that the Inspectors have to keep a Register of all vessels arriving, giving the results of their sanitary examinations, and that the Captains, Dock authorities, and Customs desire frequent communication with the Department on matters affecting the sanitary condition of the Port. At present the Medical Officer and Inspectors have frequently to be on duty in the Docks at night in all weathers, and without shelter of any kind. An office in the Docks would be a convenience to everyone concerned.*

*Since this Report was written a special deputation of the Port Sanitary Authority has waited on Mr. John Dixon, Superintendent of the Docks, with the result that a site has been selected on which an office is proposed to be erected by the South-Western Company, which will be rented by the Port Sanitary Authority.

REQUIRED AMENDMENTS IN THE MEDICAL SUPERVISION OF PORTS.

Since the first outbreak of the recent Cholera Epidemic in Europe, the capabilities of Port Sanitary Authorities have been well tested, and I think it will be generally admitted that much excellent work has been done by the authorities of all British Ports in their successful endeavour to prevent the importation of the disease into this country.

These duties have been carried out at a great expense ; no doubt in most cases this expense has been for the moment in excess of the profit accruing to such towns from the fact of their being Ports.

The Port Sanitary Authority of Southampton in conjunction with other Ports, endeavoured to obtain a Government Grant in relief of such expenses, which attempt however, was a failure.

Possibly such pecuniary assistance would be difficult to proportion to Ports in an altogether satisfactory manner, but it seems a little inconsistent that the Board of Trade should receive a Grant towards the expense of working of the *ancient* Quarantine Laws, still in force as regards Yellow Fever and Plague. These practically obsolete laws are but the relic of the unsatisfactory methods previously adopted for preventing the importation of dangerous epidemic diseases. Surely, if we can prevent Cholera from gaining a footing in the country without Quarantine, Yellow Fever and Plague might be dealt with in a similar manner efficiently. If the practically useless Grant now made the Board of Trade for the purposes named were withdrawn, it might form the basis for Imperial aid to the Ports in relief of the exceptional expenses now cast upon them.

The sanitation of the Port as I have previously shown, is at present vested in several Authorities, which sometimes lead to friction, and occasionally to severe and, too often, unnecessary interference with shipping. This is instanced in the working of the Quarantine Laws, which leads to the delay of many vessels in our river, they having to remain at anchor until cleared by the Board of Trade Officer when coming from Yellow Fever Districts, although all may be

well on board.—The Authorities having control over Port Sanitary work are :—

The Customs' Quarantine Officer.

The Board of Trade who deal not only with Quarantine, but also with Medical Supervision of Emigrants, as well as other Sanitary Provisions.

The Port Sanitary Authority.

I trust the time has arrived when Sanitary Regulations in regard to Ports will be revised, and the duties centred in one responsible Authority, who may have power to protect alike the interest of the floating population and population on land, by having power to remove for isolation cases of the more dangerous diseases brought to our shores, such as Cholera, Yellow Fever, Plague, and Small Pox, prior to a ship entering dock, and also for dealing with the less dangerous diseases after arrival alongside. Apart from the greater efficiency which, in my view, would be attained by centralization in this way, such a system I believe would be found to be more economical than the present divided responsibility, if the expenses now borne by each Authority are summed up in the aggregate.

STEAM AMBULANCE.

In order to carry out the requirements of the Cholera Regulations it became necessary to have a steam launch, which was engaged at a rental of £80 per month. In the beginning of the year, however, the Sanitary Authority purchased a launch of their own which also serves the purpose of an Ambulance, and is, moreover, utilized in the administration of the Floating Port Sanatorium. The cost of this vessel was about £600, for which a loan was granted by the Local Government Board. The launch has proved an entire success, and the purchase has considerably reduced the expenditure in this direction.

FLOATING PORT SANATORIUM.

During the years 1892 and 1893 it was found necessary to hire a vessel, to serve the purpose of a Port Sanatorium for a long period at a rental which varied from £100 to £60 per month, the latter being the lowest sum paid. In addition to such rental was added the cost of hurried conversion and

fitting. The whole of these expenses had to be met out of revenue, thus preventing its distribution over any lengthened period. In August, 1893, the Authority purchased the "City of Adelaide," a vessel for a permanent Port Hospital, and fitted her up to meet all emergencies. The total cost, including the purchase, fitting, mooring, and construction of a landing stage amounted to £5500, for which sum a loan has been granted for 20 years.

The Sanatorium is a composite vessel, having iron frames and beams, with teak sides down to the water line, below which she is made of greenheart. She was for some years engaged in passenger traffic to Australia, and recently the whole of her space between decks had been utilized for wood cargoes.

DIMENSIONS—Length, 192ft; Beam, 32ft; Depth of Hold, 22ft.

The ship has been moored in the River Test, at a point two or two-and-half miles above the Southampton Pier, away from yachts and shipping generally.

THE WARDS.

In the Hold an entire new pitch pine deck was fitted the entire length of the vessel giving a head room of 7ft 4in. This space has been divided, by air tight partitions, into wards, and administration room, and side entrances.

Three wards have been constructed as follows :—

AFTER WARD.—Length, 49ft 9in; Breadth, 30ft 1in; Height, 7in 4ft.

MAIN WARD.—Length, 54ft 1in; breadth, 31ft 8in; height, 7ft 3in.

QUARANTINE OR OBSERVATION WARD.—Length, 22ft 6in; breadth, 22ft; height, 7ft 4in.

ENTRANCE HALL AND DUTY ROOM.—Length, 30ft 2in; breadth, 17ft 9in; height, 7ft 4in.

The Wards are lighted and ventilated by skylights and large square windows on each side. The ventilation of the after Ward is augmented by two ventilating shafts, 14 inches in diameter.

The walls were thoroughly scraped and cleansed, and then painted and varnished. The overheads were treated in a like manner.

The floors were caulked, and polished with beeswax and turpentine, and have two strips of linoleum for footway. Out of each Ward is a tiled lavatory on the starboard side, and tiled bath room on the port. The duty room is placed between, and in communication with the two larger Wards, viz., the After and Main Wards. It is fitted with sink, dressers, cupboards, and at each end is placed a pair of folding doors, opening out on to a port and starboard pontoon upon the side of the vessel, which forms landing stages, so that in rough weather access can be obtained upon a sheltered side. The access to main deck from the Wards is through the duty room by a central staircase, and is for Patients use. A separate staircase is available outside the ship from the starboard platform to the main deck, for the use of persons avoiding the risk of infection. The observation Ward is entirely separate from the other Wards and the Duty Room, and can be approached only from the main deck.

ADMINISTRATIVE DEPARTMENT.

The whole of these quarters is arranged on the main deck away from infection, and consist of Nurses' Quarters, Store Rooms, Disinfecting Quarters, Engine House, Kitchen, Caretaker's Quarters, Coal Store, Pantry, Lamp Room, &c.

The Nurses' Quarters consist of a saloon aft, having a general room, with separate sleeping rooms leading out of it to accomodate six nurses.

There is a separate store for bed linen, &c.; also a dry goods store, a nurses' pantry, surgery and dispensary, with poop deck above for exercise. In front of the saloon is a large covered space for Patients' exercise in wet weather, while in fine weather there is plenty of promenade space upon the main deck.

THE HOLD

Below the deck, on which the Wards are situated, is a large space containing stone ballast, the heating machinery, and

the bilges. The dimensions of this space are $180 \times 28 \times 14$ feet. It is kept perfectly sweet by a number of circular ports, and inlet and outlet ventilating shafts. The bilges are flushed, disinfected, and pumped dry once a week, a steam pump being provided on deck. The hold space is approached from the entrance hall by two hatchways.

WARMING.

The entire vessel is heated by a circulating hot water system which acts most satisfactorily.

ARTIFICIAL LIGHTING.

Paraffin gimble lamps are used for this purpose, which are extinguished as early as possible, and substituted by swinging candle lamps which burn all night.

PUMPING WATER SUPPLY.

The pumping room is situated on main deck. By the aid of a donkey pump, tanks situated over the kitchen are kept filled with water which gravitates to all parts of the vessel. The main fresh water store is in the hold. Hot and cold, fresh and salt water tanks are also provided over the kitchen, which are encased in sawdust and felt for protection from frost.

FIRE APPLIANCES.

A steam fire hose is connected to the donkey pump, and a Dounton's hand pump is kept in constant readiness. Life belts and 2 lifeboats are always at hand in case of accident.

DISINFECTION ROOMS.

These are situated on the upper deck, and are for the use of attendants and nurses, wherein they disinfect on leaving duty, before going ashore or into the saloon. There are three rooms, the first an infected room for infected nursing clothes ; the second a bath room ; the third a room containing clothes to be worn off duty.

CHOLERA EXCRETA.

The provisions made for the disinfection of Cholera excreta consists of varnished cardboard moulds, which I have designed, made to fit into an ordinary bed pan, into which is placed a mixture of sawdust and perchloride of mercury. After use the mould and its contents are removed immediately to the boiler furnace and burnt.

LAUNDRY.

All soiled linen and clothing are placed in a solution of perchloride of mercury, and wrung out ; after which they are conveyed to the Laundry attached to the shore infectious hospital.

PLATES AND PLANS.

The following Plates give, perhaps, a better idea of the Sanatorium than conveyed by the printed description. The Plates are from photographs which I have taken, while the plan has been prepared by the Borough Surveyor.

This report shows plainly the increased work and responsibility which has occurred in regard to the Sanitary administration of the Port of Southampton, and will increase still more in the future.

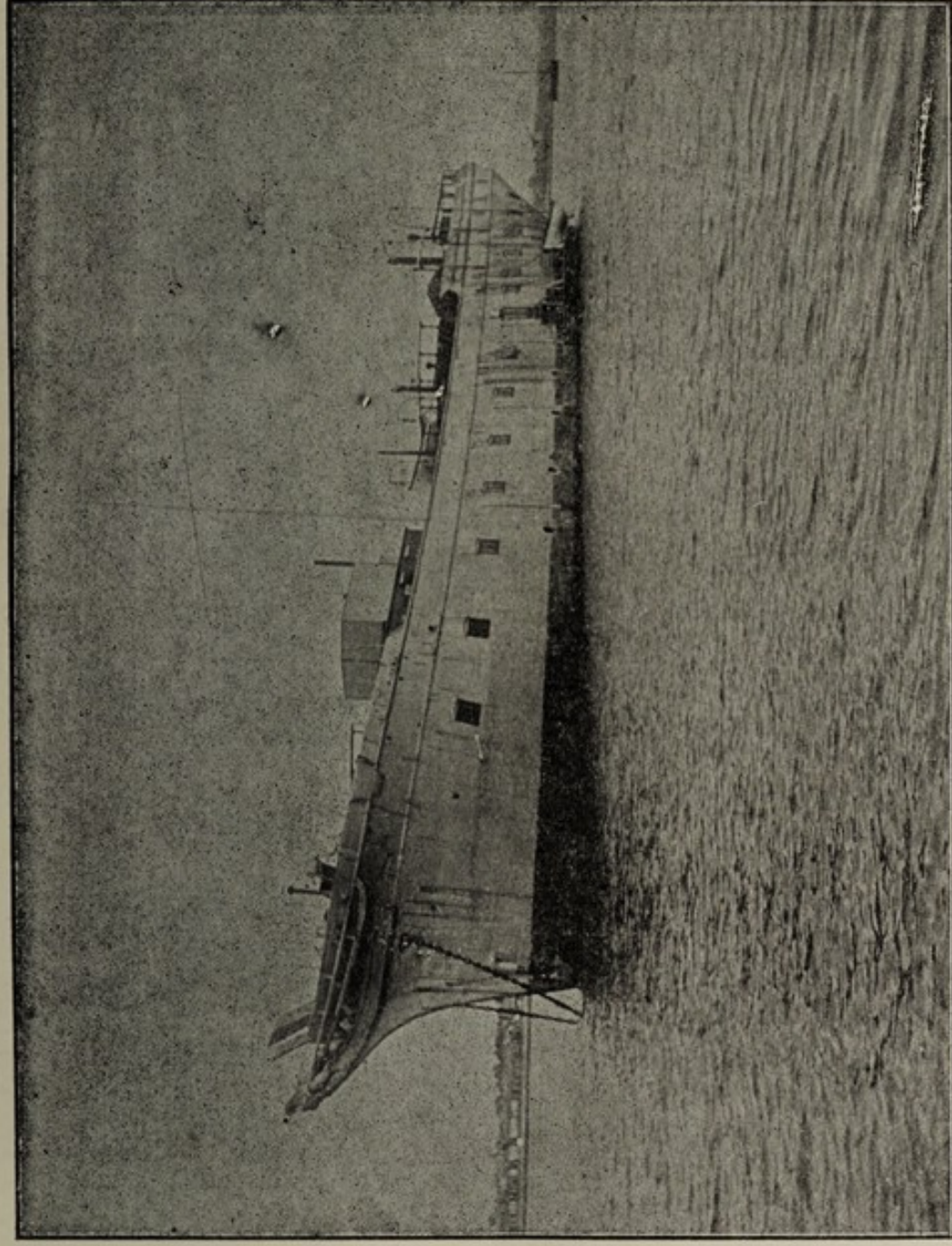
I am, Gentlemen,

Your obedient servant,

A. WELLESLEY HARRIS,

Port Medical Officer.

PLATE I.



EXTERIOR OF SOUTHAMPTON PORT SANATORIUM.

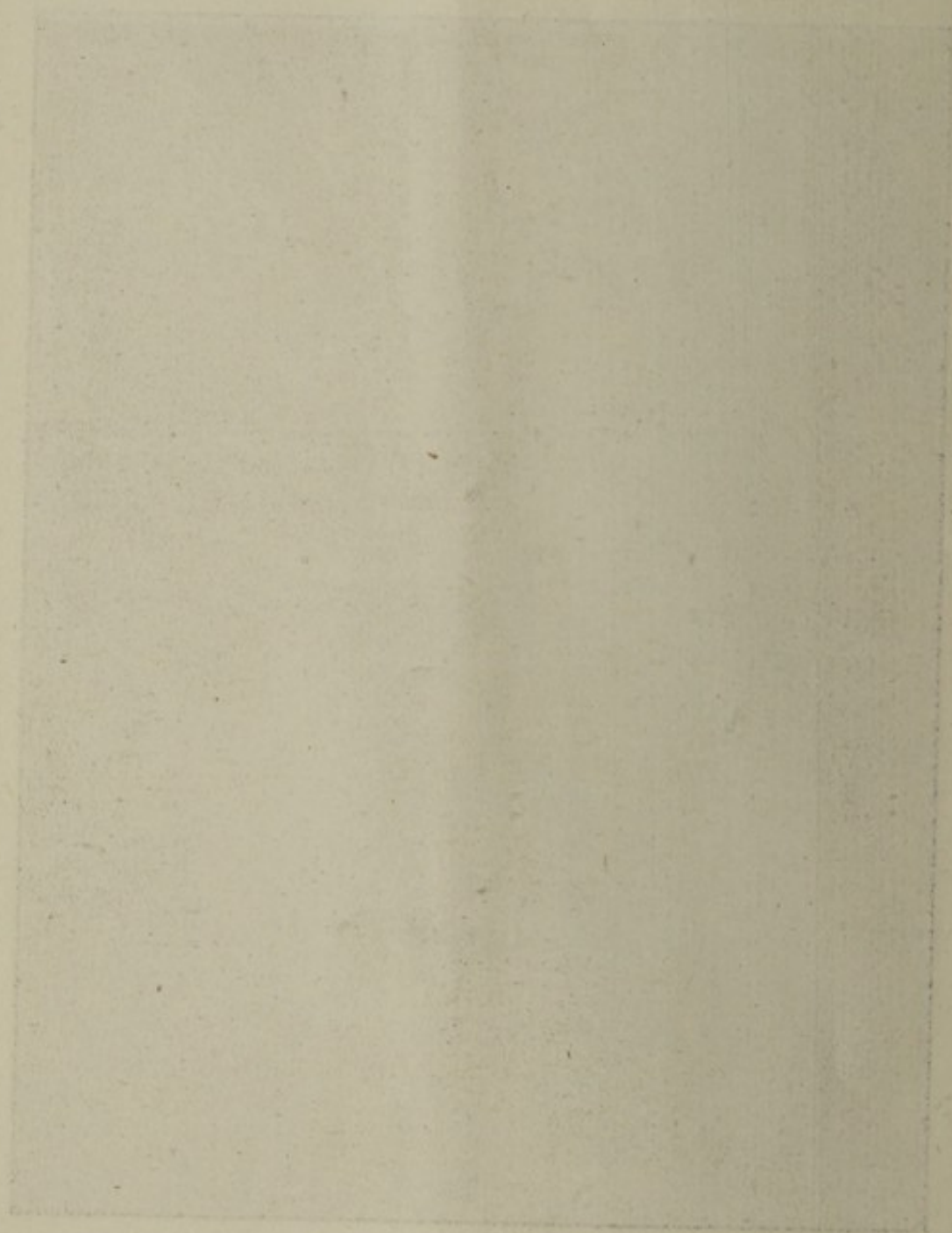
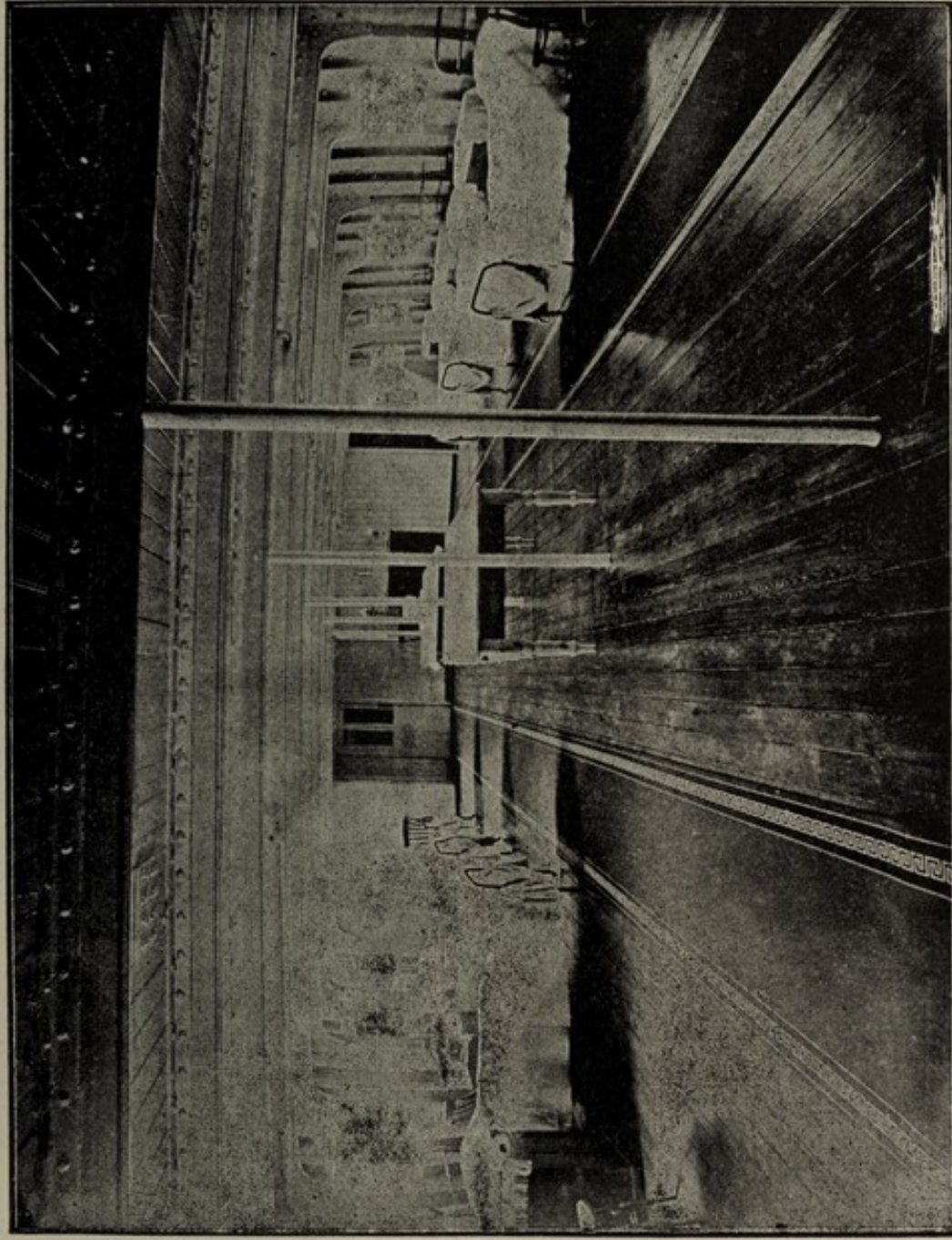


PLATE II.



INTERIOR OF AFTER WARD.

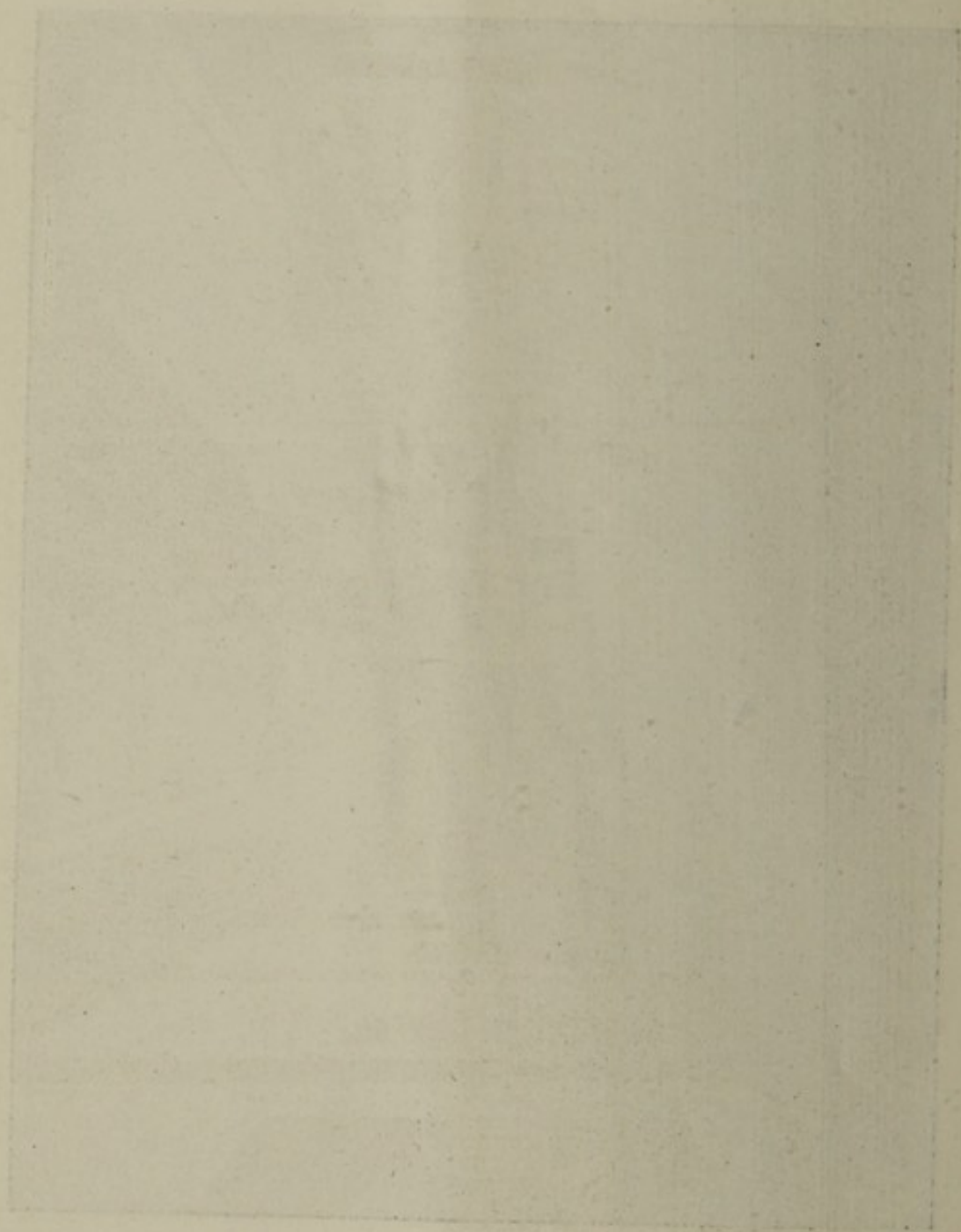
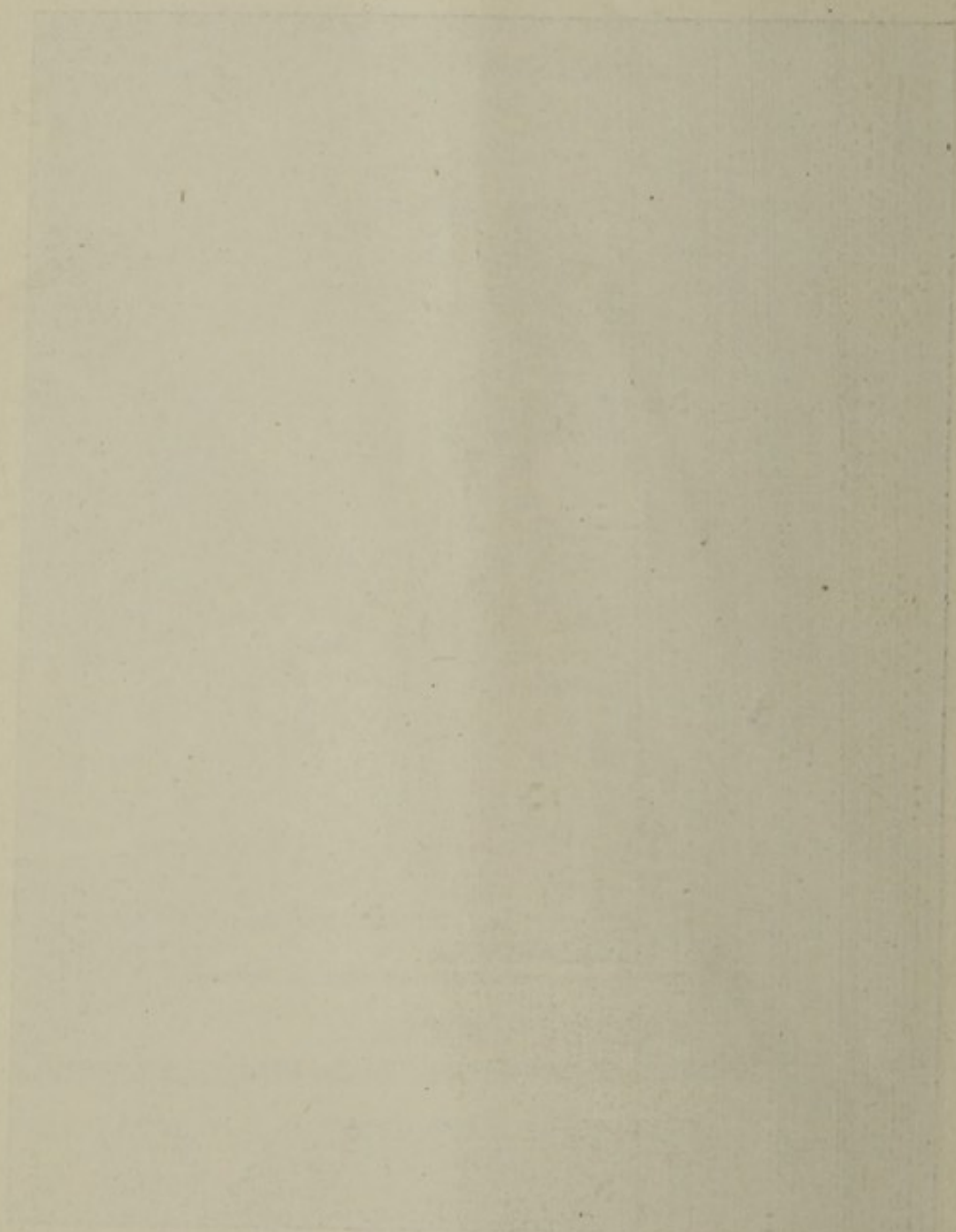


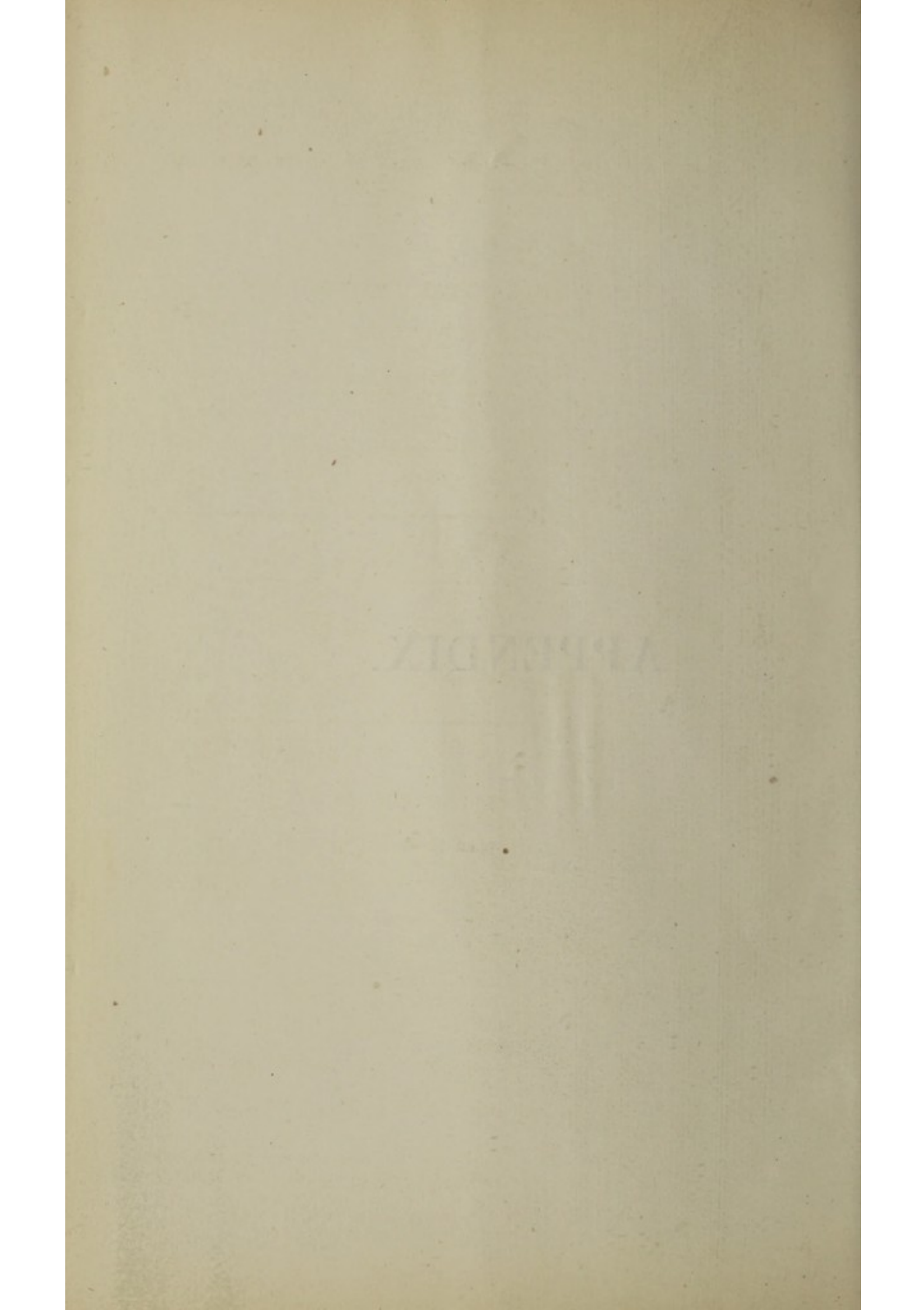
PLATE III.



NURSES' QUARTERS.



APPENDIX.



The following forms are reduced duplicates of forms used in facilitating Cholera Regulations :—

No. 1.

SOUTHAMPTON PORT SANITARY AUTHORITY.

CHOLERA PRECAUTIONS.

NOTICE.—It is desirable, with a view of checking the introduction or spread of Cholera, that no person shall land (whether a passenger or a member of the crew) until they satisfy the Medical Officer of Health as to their names, places of destination and addresses at such places.

Name in full.	No. of House or Hotel.	Street.	Town.

PENALTY.—The Public Health Act, 1875, provides, by Section 130, that any person wilfully neglecting, or refusing to obey or carry out, or obstructing the execution of any regulation made under that Section, shall be liable to a penalty not exceeding FIFTY POUNDS.

NOTE.—The address should be where the passengers intends to reside, not their office or business address.

COMMISSION SANITAIRE DU PORT DE SOUTHAMPTON.

RÈGLEMENT CONTRE LE CHOLÉRA.

A VIS.—Dans le but d'empêcher l'introduction du Choléra et d'arrêter son progrès il est désirable que personne (soit passager ou membre d'équipage) ne débarque avant qu'il n'ait fait savoir à l'officier de Santé son adresse et le lieu de sa destination.

Nom entier.	Numero de la maison ou de l'hotel.	Rue.	Ville.

Tout individu refusant de se soumettre à ce règlement se rend passible d'une amende de 50 livres sterling.

NOTA.—Les passagers doivent donner l'adresse de leur residence privée et non celle de leur maison d'affaires.

NOTE.—These forms are supplied to shipping companies and agents, and are filled in before the vessel's arrival by the passengers, who hand them to the Medical Officer personally.

No. 2.CHOLERA PRECAUTIONS.

SOUTHAMPTON PORT SANITARY AUTHORITY.

TO THE MASTER OF THE S.S.....

From what Port have you come ? ..	...	.....
Number of First-class Passengers ? ...	...	.....
Number of Second-class Passengers ?	...	.....
Number of Third-class Passengers ?...	...	.....
What is the number of Crew ? ...	...	.....
Where did you Ship the present Store of Water ?	.....	.....
Have you any Ballast ? ...	...	.....
State nature and source ...	...	.....
Do you carry a Surgeon ?	...	.....
Has any person on board, either among Passengers or Crew, suffered with Diarrhoea ?	...	.....
Has there been any kind of illness during the Voyage ...	...	.....
Have you any rags among Cargo ? ...	...	.....
What is the nature of your Cargo ? ...	...	.....
Are your Bilge Tanks dry ?	...	.....

I hereby declare the above answers to be correct.

Signed

Master of s.s.

Date..... 189

NOTE.—A supply of these forms may be obtained on application to the Medical Officer. With a view to saving time the form should be filled up before the arrival of the Vessel at Southampton.

No. 3.



PORT OF SOUTHAMPTON SANITARY AUTHORITY.

MUNICIPAL OFFICES,
HIGH STREET,
SOUTHAMPTON,

189

To the Master

YOU are hereby ordered to pump your *Bilges* dry, to empty and cleanse all *Water Tanks*, and thoroughly cleanse all *Closets, Urinals, &c.*, before entering dock or passing up the River.

PENALTY FOR NON-COMPLIANCE, £50.

A. WELLESLEY HARRIS,
Medical Officer of Health, Port of Southampton.

No. 4.

PORT OF SOUTHAMPTON SANITARY AUTHORITY.

MUNICIPAL OFFICES,
HIGH STREET,
SOUTHAMPTON.



189

I HEREBY CERTIFY that I have examined the Ship

from _____ now in the Port of Southampton, and I find that she has Passengers on board in a filthy or otherwise unwholesome condition [or has come from a place infected with Cholera], and that, in my opinion, it is desirable, with a view to checking the introduction or spread of Cholera, that the persons on board the ship should not be allowed to land unless they satisfy me as to their names, places of destination, and addresses at such places.

To the Master,

I HEREBY GIVE YOU NOTICE that none of the passengers named below are to be allowed to leave your Vessel until their Addresses have been verified, and permission has been given you in writing by the Medical Officer of Health.

(Signed)

*Medical Officer of Health,
or Medical Practitioner appointed by the Port Sanitary Authority.*

The Penalty for allowing anyone to leave without such sanction is £50.

This form is left on a vessel at the conclusion of medical inspection.

No. 5.

SOUTHAMPTON PORT SANITARY
AUTHORITY.

189

To the Officer of Customs.

I hereby certify that having
inspected the S.S. _____

which has arrived in this Port from an infected or suspected
Cholera Port, I am of opinion that she is fit to proceed.

A. WELLESLEY HARRIS,

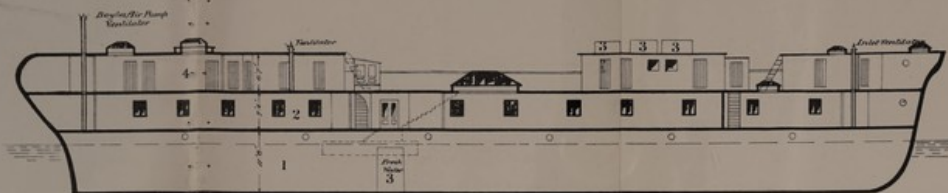
Medical Officer of Health,

SOUTHAMPTON.

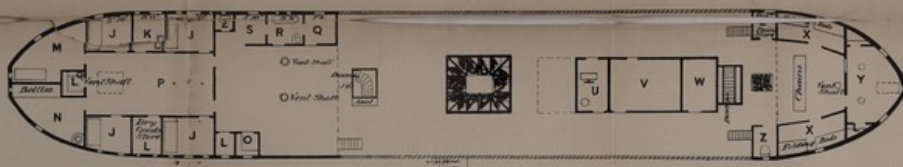
CORPORATION OF SOUTHAMPTON

FLOATING HOSPITAL

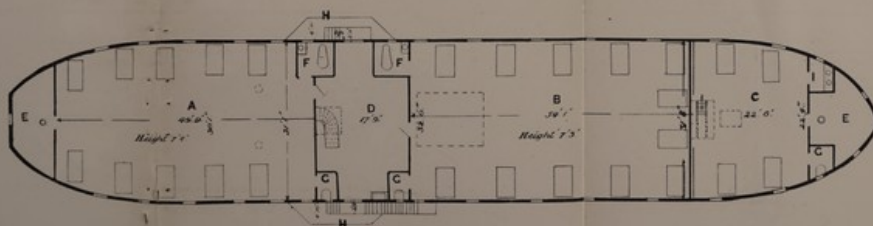
CITY OF ADELAIDE



LONGITUDINAL SECTION



PLAN OF MAIN DECK



PLAN BETWEEN DECKS

REFERENCE

Between Decks

- A After Ward
- B Forward Ward
- C Observation Ward
- D Duty Room & Reception Hall
- E Storeroom
- F Bath Rooms
- G W.C.
- H Landing Stages
- I Lavatory

Main Deck

- J Nurses' Bed Room
- K Nurses' Dining
- L Stages
- M Charge Nurses' Bedroom
- N Surgery
- O Laundry
- P Administrative Department
- Q Infected Room
- R Bath Room
- S Non-Infected Room
- T To Landing Stage
- U Boiler and Donkey Engine
- V Kitchen
- W Quale
- X Men's Bedrooms
- Y Men's Day Room
- Z W.C.

Sections

- 1 Hold
- 2 Between Decks
- 3 Water Tanks
- 4 Administrative Department

