

[Report 1938] / Medical Officer of Health, Sunderland Port Health Authority.

Contributors

Sunderland (Tyne and Wear, England). Port Health Authority.

Publication/Creation

1938

Persistent URL

<https://wellcomecollection.org/works/k9dy82ys>

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.



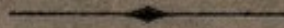
Wellcome Collection
183 Euston Road
London NW1 2BE UK
T +44 (0)20 7611 8722
E library@wellcomecollection.org
<https://wellcomecollection.org>

LIBRARY

1938



SUNDERLAND PORT HEALTH
AUTHORITY.



ANNUAL REPORT

OF THE

Medical Officer
of Health.

1938







PORT OF SUNDERLAND.

1938.

Annual Report

PRESENTED TO THE

Port Health Authority

BY

A. STUART HEBBLETHWAITE,

M.C., M.B., CH.B., D.P.H.,

Medical Officer of Health for the Port and Borough of Sunderland.

Sunderland Port Health Authority.

COMMITTEE:

Councillor J. Young, Chairman.

The Right Worshipful the Mayor
(Councillor Myers Wayman, J.P.).

Alderman Bell (Mrs.), Vice-Chairman.

Alderman J. Cohen.	Councillor R. Miller.
„ G. Ford, J.P.	„ W. Miller.
„ J. G. Potts.	„ G. H. Morgan.
„ J. R. Storey.	„ G. Potts.
Councillor E. E. Blacklock, (Miss).	„ S. H. Robson.
„ M. A. Crow (Mrs.).	„ G. B. Scott.
„ E. W. Ditchburn.	„ J. A. Shaw.
„ A. T. Graham.	„ J. A. Smith.
„ W. Harvey.	„ A. H. Suddick.
„ J. A. McConnell.	„ F. Wilson, J.P.
	„ D. Young.

OFFICERS.

CLERK:

G. S. McIntire, B.A., LL.B.

MEDICAL OFFICER OF HEALTH:

A. Stuart Hebblethwaite, M.C., M.B., CH.B., D.P.H.

DEPUTY M.O.H.:

Eustace Thorpe, O.B.E., M.B., CH.B., D.P.H.

PORT HEALTH INSPECTOR:

E. Cooper, Cert. R.S.I.

ASSISTANT INSPECTOR:

C. Pickering, Cert. R.S.I.

OFFICIAL RAT CATCHER:

B. M. Bell.

Meetings:—Monthly, on the Thursday in the second week
preceding that in which the Council meets, at 7 p.m.

Offices of Medical Officer of Health } Athenæum Buildings,
and Port Health Inspector. } 27, Fawcett Street.

Office Telephone No.: Sunderland 56206.

SUNDERLAND
PORT HEALTH AUTHORITY.

ANNUAL REPORT

OF THE
Medical Officer of Health

FOR THE
YEAR ENDING DECEMBER 31st, 1938.

TO THE MAYOR, ALDERMEN AND COUNCILLORS OF THE
COUNTY BOROUGH OF SUNDERLAND ACTING AS THE
PORT HEALTH AUTHORITY OF THE PORT OF SUNDER-
LAND.

I hereby submit my Report of work performed in the Port during the year ended 31st December, 1938, which includes:—

1. The prevention of the importation of Infectious Disease.
2. The prevention of the importation of Rat Plague.
3. The carrying out of the terms of the International Sanitary Convention, 1926, particularly in regard to the granting of Deratisation and Deratisation Exemption Certificates.
4. The supervision of the Hygiene of Crew and Passenger accommodation in ships.
5. The inspection of Imported Food.
6. Various other duties such as Smoke Abatement and the supervision of the general sanitary condition of the Port Health District.

This Report is in an abbreviated form compared with those of previous years, in accordance with the wishes of the Ministry of Health as outlined in their Circular No. 1659; permanent arrangements which have been fully presented in previous Annual Reports have been omitted if they have remained unaltered.

Figures taken from the River Wear Commissioners' "Return of Trade" of the Port, show a decrease of 327 vessels and a decrease of 107,230 register tons. The exports of coal and coke for 1938 show a decrease of 405,233 tons as compared with 1937. Imports show a decrease in the following commodities:— Timber, pit props, iron and steel, iron ore, esparto grass, grain, wood pulp, petroleum and sundries.

During the year 4 cases of infectious disease, viz., Enteric Fever 3, Scarlet Fever 1, were found to exist on vessels entering the Port. No case of infectious disease spread from the Port to the Borough.

The Port Sanitary Regulations of 1933 have now been in operation for a period of about six years and arrangements are in operation with regard to the sending of wireless messages to the Port Health Authority.

The supervision of the water boats carrying water supplies to vessels in the Docks and River has been continued. Bacteriological examination at regular intervals has shown that considerable improvement has taken place, due to the regular and frequent flushings of the hydrants at the Docks, reducing to a minimum the sediment in the pipe lines.

Work under Articles 19-21 (Deratisation of Ships) has resulted in 124 Certificates for "Deratisation" or Deratisation "Exemption" being issued, compared with 137 certificates issued last year.

During the year your Port Medical Officer was called out and visited 37 ships at the Docks and River, compared with 31 ships during the previous year.

In connection with the Board of Trade's Instructions as to the Survey of Master's and Crew spaces, it is gratifying to note that in the main, the recommendations of the Association of Port Health Authorities of the British Isles have been adopted. With regard to existing ships it is to be noted that frequent co-operation exists between the Board of Trade Surveyors and

Officers of your Authority whenever substantial alterations or repairs to accommodation are made.

The Report also contains an account of the financial payments to the Borough Treasurer as a result of being an accredited Port under Article 28 of the International Sanitary Convention of Paris, 1926, in connection with the examination of vessels for rat infestation. This has occurred since the Authority has been represented on the Association of Port Health Authorities of the British Isles.

The work of the Port Health Inspectors has been maintained at a very high standard of efficiency.

I wish to record my thanks for the valuable assistance given by H.M. Collector of Customs and his staff, also the Officials of the River Wear Commissioners, Board of Trade Surveyors, Pilots and Shipping Agents who have so willingly co-operated with the Port Health Authority.

A. STUART HEBBLETHWAITE,
Port Medical Officer of Health.

Health Office,
Athenæum Buildings,
27, Fawcett Street,
Sunderland,
February, 1939.

TABLE A.

I. Amount of Shipping entering the Port Health District during the year 1938.

	Number of Arrivals.	Tonnage.	Number Inspected		Number Reported to be Defective	Number of Vessels on which defects were remedied	Number of Vessels reported as having, or having had, during the voyage infectious disease on Board.
			By the Medical Officer of Health.	By the Port Health Inspector			
1938.							
Foreign—							
Steamers.....	647	700,218	23	590	52	50	4
*Motor	37	50,948	6	26	3	3	...
Sailing .....	...	...	...	...	...	...	...
Fishing .....	...	...	...	...	...	...	...
Total Foreign	684	751,166	29	616	55	53	4
Coastwise—							
Steamers.....	1995	1,334,490	5	1691	93	91	6
*Motor	229	68,222	3	143	5	5	...
Sailing	1	199	..	...	...	...	...
Fishing	62	3,100	...	...	...	...	...
Total Coastwise ...	2287	1,406,011	8	1834	98	96	6
Total Foreign and Coastwise	2971	2,157,177	37	2450	153	149	10

*Includes mechanically propelled vessels other than steamers.

The following figures show the number of vessels of each nationality inspected:—

American	...	...	...	...	1
Belgian	...	...	...	...	3
Chinese	...	...	...	...	1
Danish	...	...	...	...	34
Danzig Free State	...	...	...	...	2
Dutch	...	...	...	...	29
Egyptian	...	...	...	...	2
Esthonian	...	...	...	...	26
Finnish	...	...	...	...	56
French	...	...	...	...	64
German	...	...	...	...	38
Greek	...	...	...	...	14
Italian	...	...	...	...	17
Jugo-Slav	...	...	...	...	4
Latvian	...	...	...	...	48
Lithuanian	...	...	...	...	2
Norwegian	...	...	...	...	121
Panama	...	...	...	...	3
Peruvian	...	...	...	...	2
Phillipino	...	...	...	...	1
Russian	...	...	...	...	4
Swedish	...	...	...	...	116
British	...	...	...	...	1,862
					—
			Total	...	2,450
					—

II. CHARACTER OF TRADE OF PORT.

TABLE B.

(a) PASSENGER TRAFFIC DURING THE YEAR

No. of Passengers	1st Class	2nd Class	3rd Class	Transmigrants
INWARDS	NIL	NIL	NIL	NIL
OUTWARDS ...	NIL	NIL	NIL	NIL

Sunderland is not an accredited Aliens Port, therefore no passenger Traffic exists,

The Principal Trade of the Port for 1938 was:—

IMPORTS.

Timber	18,102 loads.
Pit Props	62,040 ,,
Iron and Steel.....	2,943 tons.
Iron Ore	54,318 ,,
Grain	52,705 qrs.
Esparto Grass	23,007 tons.
Wood Pulp	5,646 ,,
Petroleum in bulk	79,332 ,,
Cement	35,460 ,,
Sundries	32,824 ,,

EXPORTS.

Coal and Coke.....	4,449,719 tons.
Pitch	16,325 ,,
Creosote Oil	5,302 ,,
Binder Twine	1,586 ,,
Machinery	12,211 ,,
Iron and Steel	5,601 ,,
Petroleum	26,108 ,,
Pit Props	5,105 ,,
Paper	367 ,,
Bottles and Glass.....	52 ,,

Timber and pit props are imported from U.S.A., Canada, Norway, Sweden, and Baltic ports. Iron and steel from Tyne, Tees, Germany, Holland and Belgium. Iron ore from Spanish and North African ports. Chalk, loam, cement, etc., from London and Belgian ports, Grain from the United States, Canadian, Australian, Baltic, Argentine and Black Sea ports. Esparto grass from North African ports. Wood pulp from Sweden, Norway and Finland. Petroleum from the United States, Mexico, Russia, Persia, London, Hull, and Grangemouth. Cork from Portugal and Spain, also a regular weekly cargo service from Rotterdam and London.

Coal and Coke are exported to Norway, Sweden, Denmark, Baltic ports, France, Holland, Belgium, Spain, Italy, Germany, Greece, Portugal, North African ports and River Plate, also to

London, Channel ports and the ports on the East Coast of Scotland.

During the year 1938 the total number of vessels cleared from the Port was 2,965, a decrease of 327 on that of the preceding year. Those engaged in the coasting trade numbered 2,071 and in the European trade 765, while 129 were trading beyond Europe. The register tonnage of the vessels amounted to 2,260,244 register tons, compared with 2,367,474 tons in 1937.

The particulars of these ships, as regards tonnage, are seen in the following table, which also gives a comparison with the preceding four years:—

Tonnage.	1934	1935	1936	1937	1938
Under 150 tons...	288	333	408	473	365
150— 250 „ ...	179	162	170	215	232
250— 350 „ ...	274	286	312	322	322
350— 500 „ ...	375	405	438	517	396
500— 750 „ ...	485	495	553	524	498
750—1000 „ ...	314	278	333	448	397
1000 and upwards	650	605	625	793	755
Totals	2565	2564	2839	3292	2965

The above table shows, in comparison with 1937, a decrease of 108 vessels under 150 tons; an increase of 17 vessels 150-250; no change in number of vessels of 250-350; a decrease of 121 vessels 350-500; a decrease of 26 vessels 500-750; a decrease of 51 vessels 750-1,000 and a decrease of 38 vessels of 1,000 tons and upwards.

Taken from the River Wear Commissioners' "Return of the Trade of the Port of Sunderland for the year ending 31st December, 1938," by the courtesy of Mr. Humble, Clerk to the Commission.

INSPECTOR'S MONTHLY REPORTS.

Date of Report.	Description of Ships.		Nationality.		Trade engaged in.		7 Total Ships examined.	Sanitary Condition		Written Notices.	Verbal Notices 11	12 Total Verbal and Written Notices.
	1 Steam	2 Sailing	3 British	4 Foreign	5 Coast	6 Foreign		8 Good.	9 Bad.			
							10 Served.					
1938.												
January 27th	147	...	110	37	93	54	147	134	13	2	11	13
February 27th	154	...	118	36	99	55	154	144	10	1	9	10
March 31st	290	...	214	76	173	117	290	271	19	0	19	19
April 28th	179	...	141	38	115	64	179	168	11	1	10	11
May 25th	187	...	143	44	110	77	187	174	13	1	12	13
June 30th	232	...	171	61	136	96	232	215	17	0	17	17
July 28th	191	...	142	49	109	82	191	178	13	0	13	13
September 1st	224	...	173	51	143	81	224	209	15	2	13	15
September 30th	202	...	152	50	108	94	202	183	19	0	19	19
October 27th	173	...	134	39	114	59	173	166	7	0	7	7
December 1st	228	...	177	51	136	92	228	220	8	0	8	8
December 31st	243	...	187	56	153	90	243	235	8	1	7	8
Totals in 1938..	2450	...	1862	588	1489	961	2450	2297	153	8	145	153
Totals in 1937...	2720	1	2084	637	1698	1023	2721	2549	172	27	145	172

* Including Motor Vessels.

III. WATER SUPPLY.

During the past year 8 samples from the water boats were submitted to the Municipal Bacteriologist; the results of the examinations are summarised in the following table:—

1938.

Source.	Number of Samples.	Class 1.	Class 2.	Class 3.	Class 4.
Water Boats	8	7	1	...	...
Hydrants	...	...	...	...	...
TOTAL	8	7	1	...	...

CLASS 1.—A water containing no B. Coli in 100 cc. of water. **SATISFACTORY.**

CLASS 2.—B. Coli test positive in 100 cc. negative in 10 cc.... **DOUBTFUL.**

CLASS 3.—B. Coli test positive in 10 cc. negative in 1 cc **UNSATISFACTORY.**

CLASS 4.—B. Coli test positive in 1 cc. or less **BAD.**

Article 16 (Port Sanitary Regulations), 1933.

It is pleasing to record that during the past year no trouble has arisen, as in previous years, of unauthorised persons boarding vessels in contravention of the above-mentioned Article.

TABLE C.

Cases of Infectious Sickness landed from Vessels.

DISEASE.	No. of cases during 1938.		No. of Vessels concerned.	Average for past 5 years.
	Passengers	Crew.		
Chicken Pox.....
Continued Fever..
Diphtheria.....
Dysentery.....	·2
Erysipelas.....
Malaria.....	1·6
Measles.....
Pneumonia.....	1·0
Relapsing Fever...
Scarlet Fever.....	...	1	1	·2
Smallpox.....
Tuberculosis.....	·2
Typhoid Fever.....	...	3	3	·6
Typhus Fever.....
TOTAL.....	...	4	4	3·8

TYPHOID FEVER.

“BOKN” S.S., from Koenigsberg—Danzig.

Arrived 4th February and reported a case of sickness on board. A fireman, aged 28 years, was medically examined and removed to the Borough Infectious Diseases Hospital for observation. The following day notification was received that the patient was suffering from Typhoid Fever. Your Medical Officer of Health revisited the vessel and examined the remainder of the crew and found them “all well.” Disinfection of infected quarters and water-closets was carried out and a

quantity of infected bedding was destroyed in the ship's furnaces. A sample of the vessel's drinking water was submitted for bacteriological examination and found to be satisfactory. Owing to the water tanks being in an inaccessible position for cleansing and the vessel ready for sea, instructions were given to boil all water prior to drinking on the passage to Weymouth, to which port the vessel was proceeding. The Medical Officer of Health at Weymouth was notified of the action taken at this Port, including the result of the bacteriological examination of drinking water.

"PINHEL" S.S., from Lisbon—Huelva—Ghent.

Arrived 21st September when the Master tendered a clean "Declaration of Health" and later reported "All well" when visited for inspection. On the 24th September a telephone message was received at this Office from the surgery of a General Practitioner that a seaman, aged 27 years, from the above-mentioned vessel was in his surgery for medical attendance and that he suspected him to be suffering from Typhoid Fever. Your Medical Officer of Health examined the patient and ordered his removal to the Borough Infectious Diseases Hospital for observation. Disinfection of the infected quarters, bedding and W.C. on board the vessel was carried out and the fresh water tanks emptied, cleansed, cement-washed and refilled with a supply of pure water. The crew of the vessel were kept under observation during the remainder of their stay in Port. No further cases occurred.

"LAPPEN" S.S., from Riga and Ventspils.

Arrived 9th November when the Master tendered a clean "Declaration of Health." Vessel visited by Port Health Inspector the following day when the Chief Officer reported the messroom steward, aged 18 years, to be suffering from Influenza. Medical attention was procured by the Master on the 11th inst. On the 12th inst. notification was received by telephone that the patient was suffering from Typhoid Fever. The case was immediately removed to the Borough Infectious Diseases Hospital for treatment. Disinfection of the infected quarters,

bedding and W.C. was carried out and the fresh water tanks emptied, cleansed, cement-washed and refilled with a supply of pure water. Notification of the measures taken at this Port was sent to the Medical Officer of Health at Yarmouth, to which port the vessel sailed on the 15th inst.

SCARLET FEVER.

"SILESIA" S.S., from Hartlepool—Gothenburg.

Arrived 30th June and reported "All well." On the 4th July the steward, aged 30 years, complained of a sore throat. On the 5th inst. the Master called in a General Practitioner who notified the case as Scarlet Fever. The patient was removed to the Borough Infectious Diseases Hospital together with his effects and bedding. The infected quarters on board the vessel were disinfected.

TABLE D.

Cases of Infectious Sickness occurring on Vessels during the
Voyage but disposed of prior to arrival.

DISEASE.	No. of Cases during 1938.		No. of Vessels concerned.	Average for past 5 years.
	Passengers	Crew.		
Chicken Pox.....
Continued Fever..
Diphtheria.....
Dysentery.....	...	1	1	·6
Erysipelas.....
Malaria.....	...	1	1	4·4
Measles.....	...	1	1	·2
Pneumonia.....	...	2	2	·4
Relapsing Fever..
Scarlet Fever.....	·2
Smallpox.....	·2
Tuberculosis.....	·4
Typhoid Fever.....	·6
Typhus Fever.....	...	1	1	·2
TOTAL.....	...	6	6	7·2

PNEUMONIA.

“IVALO” S.S., from Skaleftoe—London.

Arrived 6th January. Master reported leaving seaman in hospital at Greenwich.

“ASCANIA” S.S., from Kotka—Yarmouth.

Arrived 22nd April. Master reported leaving deck boy in hospital at Yarmouth.

TYPHUS FEVER.

"BLACKHILL" S.S., from Rotterdam—Philipville—Port Breira and Plymouth.

On the 14th February a telegram was received from the Ministry of Health stating that a fireman who had been landed at Philipville on the 22nd January, from the S/S "Blackhill," had died from Typhus Fever on the 6th February and that the vessel was due to arrive at Sunderland on the 17th February. On the 16th information was given by the Agents that the vessel was proceeding to Brixham for bunkers. The Ministry of Health was informed, also the Port Medical Officer of Health at Brixham. On the 17th February information was received from the Agents that the vessel was proceeding to Plymouth instead of Brixham. The Port Medical Officer of Health at Plymouth was immediately notified, as was also the Ministry of Health. On the 21st February a letter was received from the Port Medical Officer of Health at Plymouth stating that medical inspection of the crew had been carried out on the vessel's arrival at that port, that the whole of the living quarters on board had been disinfected, including the clothing and bedding of the crew, and that the vessel left "All well" for Sunderland at 2-0 p.m. on February 18th.

Instructions were given to H.M. Customs to detain the ship on arrival at Sunderland, for medical inspection. The vessel arrived at 6-30 p.m., 21st February, when I immediately went on board and examined the crew of 22 and found them all well. The names and addresses of those members of the crew who were leaving the vessel were taken and forwarded to the medical officers of health of the places named, and the remainder were kept under surveillance on board. The following data is of interest as to the possible source of infection, viz.:—Vessel left Rotterdam 8th January, arrived Philipville 22nd January. On the 1st February, R.T., a fireman, aged 35 years, reported sick and complained of vomiting. Medical attention was procured at once and on the 3rd inst. the man was removed to hospital for treatment. During the vessel's stay at Philipville the patient was only once on shore, i.e., 29th January. The possible source of infection appears to be that during the vessel's stay at

Philipville, from the 22nd January to the 4th February, the Arab workmen engaged in discharging the coal cargo had unrestricted use of the crew's water-closet accommodation. The vessel left Philipville on the 4th February for Port Breira and loaded a mineral cargo, leaving that port for Sunderland on the 6th February on which date the Master was informed of the man's death. It was not until the vessel arrived at Plymouth, on the 16th February, that the cause of death was known on board the vessel.

MEASLES.

"GARTAVON" S.S., from Valencia—Liverpool—Glasgow.

A letter was received from the Port Medical Officer of Health at Glasgow on the 23rd February stating that a seaman from the above-named vessel, aged 25 years, had been removed to hospital on the 20th February suffering from Measles. The vessel was visited on arrival at this Port when the necessary disinfection of the infected quarters was carried out.

MALARIA.

"HOMESIDE" S.S., from Sydney (C.B.)—Montreal—Antwerp—Tyne.

Arrived 13th November. Master reported seaman removed to hospital at Sydney (C.B.) on the 29th September. Patient died in hospital 9th October.

DYSENTERY.

"BALMORE" S.S., from Algiers—Susa—Grangemouth.

A letter was received from the Grangemouth Port Health Authority on the 15th December, stating that a seaman from the above-name vessel had been left in hospital at that port on the 6th inst. suffering from Dysentery and that all necessary preventive measures had been taken at that port. The vessel was visited on arrival and daily visits made during stay in Port.

OTHER CASES OF SICKNESS, ETC., INVESTIGATED.

In addition to the cases of infectious diseases tabulated, 113 cases of non-infectious sickness, etc., occurring during the voyage or on arrival and during stay in Port, were investigated by the Port Health Inspectors. These included 59 cases of non-infectious sickness, 21 cases of injuries, 28 cases of venereal disease, and 5 deaths.

Of the deaths reported 2 were due to drowning, 2 to natural causes and 1 to a ruptured aneurism. In connection with the latter case a telephone message was received at this Office at 9-0 a.m. on the 8th July, from the Shipping Federation, that the S/S "Corferry" was due to arrive from Portsmouth having on board the body of the donkeyman, aged 50 years, who had died suddenly the previous night. I boarded the vessel immediately on arrival, examined the body and could find no evidence as to the cause of death. The body was removed to Low Street mortuary and the Coroner notified. A post mortem was held which revealed that death was due to a ruptured aneurism.

VENEREAL DISEASES.

Number of Seaman treated at the V.D. Clinic during 1938:—

British	Total	Foreign	Total
Syphilis	16	Syphilis	22
Soft Chancre...	3	Soft Chancre...	3
Syph. & Gono.	3	Syph. & Gono.	...
Gonorrhœa.....	41	Gonorrhœa	24
S.C. & G.....	1		
Non-Venereal		Non-Venereal	
Disease ...	13	Disease ...	6
TOTAL.....	77	TOTAL.....	55

PARROTS (PROHIBITION OF IMPORT) REGULATIONS, 1930.

8 budgerigars came under observation during the past year, in all cases written undertakings that the birds would not be landed were received from the owners,

DANGEROUS DRUGS (No. 3) REGULATIONS, 1923.

One application for Certificate to procure drugs under the provisions of the above-named Regulations was granted during the past year.

IV. MEASURES AGAINST RODENTS.

824 vessels have been searched for rats and their Deratisation Certificates examined during the past year, compared with 933 for the corresponding period of 1937. Rat destruction was carried out on board of 27 vessels as against 25 vessels in 1937, resulting in the destruction of 741 rats compared with 465 for the preceding year. 179 rats were destroyed, principally by trapping, at warehouses and wharves on the river and docks, compared with 174 for 1937, making a total of 920 for 1938, as compared with 639 for the previous year.

In addition 2,618 poison baits, compared with 3,328 for the preceding year, were laid at various points where trapping was considered futile, the result of which cannot be properly estimated. 5 rats have been submitted for bacteriological examination during the past year, none of which showed any evidence of *B. Pestis*.

The total number of visits paid to vessels and premises during 1938, for the purpose of rat destruction, was 2,520, as compared with 3,143 for 1937.

RAT PROOFING.

The warehouses at the Docks and on the River continue to be well maintained as regards protection from rats.

It is interesting to note that since the Port of Sunderland was approved by the Ministry of Health, in January, 1929, for the issue of "Deratisation" and Deratisation "Exemption" Certificates in accordance with the provisions of Article 28 of the International Sanitary Convention of Paris, 1926:—1,333 such Certificates have been issued for which fees amounting to the sum of £2,644 19s. 0d. have been collected. This represents

an average issue of 133.3 Certificates per annum, and an average income of £264 9s. 11d. per annum.

From January, 1929, to December, 1933, the fee for each Certificate was a flat rate of £2 2s. 0d. In the year commencing January 1st, 1934, the Minister of Health, after consultation with the Association of Port Health Authorities of the British Isles and the Chamber of Shipping of the United Kingdom, determined that the fee payable to the Port Health Authority for each Certificate shall be in accordance with the following scale:—

	£	s.	d.
Ships up to 300 register tons.....	0	10	6
Ships from 301 tons to 1,000 tons.....	1	1	0
Ships from 1,001 tons to 3,000 tons.....	2	2	0
Ships from 3,001 tons to 10,000 tons...	3	3	0
Ships over 10,000 tons	4	4	0

The following table gives the number of Certificates issued each year, together with the annual income from same:—

	£	s.	d.
In 1929 were issued 71 Certificates at £2 2s. 0d. =	149	2	0
„ 1930 „ „ 175 „ „ „ =	367	10	0
„ 1931 „ „ 165 „ „ „ =	346	10	0
„ 1932 „ „ 178 „ „ „ =	373	16	0
„ 1933 „ „ 141 „ „ „ =	296	2	0
„ 1934 „ „ 126 at 10/6 to £3 3s. 0d. =	242	11	0
„ 1935 „ „ 98 „ „ „ =	171	3	0
„ 1936 „ „ 118 „ „ „ =	210	0	0
„ 1937 „ „ 137 „ „ „ =	231	0	0
„ 1938 „ „ 124 „ „ „ =	257	5	0
TOTAL	1333		
		£2644	19 0

TABLE G.

Measures of Rat Destruction on Plague "infected" or "suspected" Vessels or Vessels from Plague infected ports arriving in the Port during the year.

Total Number of such Vessels Arriving.	Number of such Vessels Fumigated by S.O. ₂ .	Number of Rats Killed.	Number of such Vessels Fumigated by H.C.N.	Number of Rats Killed.	Number of such Vessels on which Trapping, Poisoning, etc., were Employed.	Number of Rats Killed.	Number of such Vessels on which measures of Rat destruction were not carried out
1	2	3	4	5	6	7	8
*128	8	119	3	1	5	85	112

* Including Vessels known to have called at Infected Ports during the Voyage.

TABLE H.*

"Deratisation" Certificates and Deratisation "Exemption" Certificates issued during the year.

Net Tonnage.	No. of Ships.	No. of Deratisation Certificates Issued.					No. of Deratisation Exemption Certificates Issued.	Total Certificates Issued.
		After Fumigation with		After Trapping, Poisoning, Etc.	TOTAL.			
		H.C.N.	Sulphur.			H.C.N. & Sulphur.		
1	2	3	4	5	6	7	8	9
Ships up to 300 Tons.....	6	Nil.	Nil.	Nil.	Nil.	Nil.	6	6
" from 301 Tons to 1,000 Tons	26	...	...	...	...	...	26	26
" " 1,001 " 3,000 "	60	4	8	...	...	12	48	60
" " 3,001 " 10,000 "	32	...	5	...	...	5	27	32
" over 10,000 Tons .....	...	...	...	...	...	...	...	...
TOTALS	124	4	13	Nil.	Nil.	17	107	124

* Applicable only to those ports approved by The Ministry of Health for the issue of "Deratisation" Certificates and Deratisation "Exemption" Certificates in accordance with the provisions of Article 28 of the International Sanitary Convention, 1926. (Form Port II).

V. HYGIENE OF CREWS' SPACES.

TABLE J.

Classification of Nuisances.

Nationality of Vessel	Number inspected during 1938	Defects of Original Construction	Structural defects through wear and tear	Dirt, Vermin and other conditions prejudicial to health
British... ..	1862	...	207	210
Other Nations	588	...	31	50

The above table is a classification of the nuisances and defects found to exist on board the 2,450 vessels inspected during the past year. Of this number 153 or 6.2% were found to have one or more nuisances or sanitary defects, composed for the most part of dirty or verminous quarters, foul w.c's, bilges, peak and ballast tanks, defective port lights, defective stoves and fittings, leaky decks, defective w.c's, doors, etc. With the exception of 2 vessels which left the Port before the necessary work was completed, all the nuisances and defects were remedied, suggestive that the work is carried out with a minimum of friction. Of the 2,450 vessels inspected there were 39,677 men living, being an average of 16.2 men per vessel.

It is pleasing to report that the improvement in the ship-building industry in the Port has been maintained for the past year. During the period under review 35 vessels with a gross tonnage of 169,898 tons have been launched from various ship-yards on the River and Docks. The majority of these ships are of a high class, shelter deck type of cargo vessel with a carrying capacity of 8,000 to 10,000 tons.

VI. FOOD INSPECTION.

The Public Health (Imported Foods) Regulations, 1925, and Public Health (Imported Foods) Amendment Regulations, 1933, The Public Health (Imported Milk) Regulations, 1926, The Public Health (Preservatives, &c., in Food) Regulations, 1925 to 1927, and The "Condensed Milk" Regulations, 1923.

In accordance with the powers contained in these Regulations relating to the inspection of Foods arriving from foreign and home ports, the provisions have been carried out in so far as they concern the Public Health (Imported Food) Regulations, 1925. With regard to the Public Health (Imported Milk) Regulations, 1926, and the Public Health (Preservatives, etc., in Food) Regulations, 1927, it has not been found necessary to take any action. Small quantities of "Fruit Pulp" and "Vegetables in Brine" are landed weekly and samples are regularly taken by the examining Officer of Customs in compliance with the above-named Regulations.

62 visits have been paid to wharves and warehouses on the River and at the Docks for the purpose of inspecting consignments of foodstuffs landed from vessels.

It has not been found necessary during the past year to condemn any foodstuffs, neither has it been found necessary to submit any samples of food to the Bacteriologist or Public Analyst for examination or analysis.

SHELL FISH.

The Public Health (Shell Fish) Regulations, 1934, came into operation on January 1st, 1935. The Regulations refer to the gathering and selling for human consumption of shell fish which may be infected.

There are no Layings, private or public, within the jurisdiction of this Authority. Indiscriminate gathering of shell fish from quay walls, piers and rocks still continues, presumably for the purpose of bait. There is no control over the gatherers and possibly some of the shell fish is consumed. When it is realised that the River contains the effluent of crude untreated sewage, it must be obvious that such shell fish is polluted and dangerous for human consumption.

Locally-owned steam trawlers, occasionally supplemented by a small number of Scotch fishing vessels, made 62 landings of fish during 1938. These landings were of prime quality and found a ready sale. Small consignments of overland fish were brought to the market for sale on a commission basis. These were generally of good quality.

Work is now nearing completion with the construction of a new fish quay at a site on the River between the present temporary fish quay and the Corporation quay. It is to be hoped that when completed there will be a revival of the fish trade in the near future.



