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Contributors

Tyne Port Health Authority.

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Tyne Port Health Authority.

ANNUAL REPORT

OF THE

Medical Officer of Health.



NEWCASTLE UPON TYNE :
CO-OPERATIVE PRINTING SOCIETY, RUTHERFORD STREET,
ALSO AT MANCHESTER AND LONDON.

1948.



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Tyne Port Health Authority.

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Tyne Port Health Authority.

CONSTITUTED BY LOCAL GOVERNMENT BOARD'S ORDER.

DATED 29TH MARCH, 1897.

ELECTED BY THE CORPORATION OF NEWCASTLE.

COUNCILLOR W. G. BENN.
COUNCILLOR R. A. DIXON.
COUNCILLOR M. B. FENWICK.
ALDERMAN E. G. KING.
COUNCILLOR J. McATHEY.
COUNCILLOR J. McKENZIE.
ALDERMAN H. READHEAD.
COUNCILLOR H. RUSSELL.

ELECTED BY THE CORPORATION OF GATESHEAD.

COUNCILLOR J. T. ETHERINGTON.
ALDERMAN P. S. HANCOCK.
COUNCILLOR B. N. YOUNG.

ELECTED BY THE CORPORATION OF SOUTH SHIELDS.

COUNCILLOR C. BARRAS, J.P.
COUNCILLOR E. W. MACKLEY.
COUNCILLOR J. F. RICHARDSON.

ELECTED BY THE CORPORATION OF TYNEMOUTH.

ALDERMAN R. E. JACKSON, J.P.
ALDERMAN R. MIDDLEMISS, J.P.

ELECTED BY THE CORPORATION OF WALLSEND.

ALDERMAN P. J. McARDLE, J.P.
COUNCILLOR C. L. PALMER.

ELECTED BY THE CORPORATION OF JARROW.

COUNCILLOR P. SCULLION.

ELECTED BY THE HEBBURN URBAN DISTRICT COUNCIL.

COUNCILLOR C. ELLISON.

ELECTED BY THE FELLING URBAN DISTRICT COUNCIL.

COUNCILLOR J. BURLISON, J.P.

ELECTED BY THE BLAYDON URBAN DISTRICT COUNCIL.

COUNCILLOR P. MURRAY.

ELECTED BY THE NEWBURN URBAN DISTRICT COUNCIL.

COUNCILLOR D. DAWSON (*Vice-Chairman*).

ELECTED BY THE WHICKHAM URBAN DISTRICT COUNCIL.

COUNCILLOR H. McDERMOTT (*Chairman*).

The above Constitution is as existing on the 31st December, 1947.

Officers and Staff.

Medical Officer of Health..	T. L. J. COXON, M.D., B.S., B.Hy., [D.P.H.]
Clerk to the Authority....	J. ENGLISH.
Treasurer	J. GOODBURN RAINE.
Chief Inspector	N. PARK, CERT. R.S.I.
Deputy Chief Inspector ..	H. M. COATS, CERT. R.S.I.
Food Inspector	*R. O. BURN, CERT. R.S.I.
Inspector	*W. B. WEATHERSTON, CERT. R.S.I.
Clerk, Mill Dam Office ...	E. M. GLENNY.
Ratsearcher	J. H. ROBINSON.
„	H. BURN.
Launches	J. W. RAY (Senior Coxswain).
„	J. COLTHERD (Coxswain).
„	R. S. BURN.
„	R. C. BROADBRIDGE.
* Certificate of Meat and Other Foods.	

OFFICES OF THE AUTHORITY.

Medical Officer of Health :	Mill Dam, South Shields. Tel. South Shields 65.
Chief Inspector :	Mill Dam, South Shields. Tel. South Shields 65.
Clerk to the Authority :	145 Pilgrim Street, Newcastle-upon-Tyne, 1 Tel. Newcastle 22796.

Tyne Port Health Authority.

MILL DAM,
SOUTH SHIELDS,
September, 1948.

THE CHAIRMAN,
VICE-CHAIRMAN AND MEMBERS
of the Tyne Port Health Authority.

LADIES AND GENTLEMEN,

The Annual Report for the year 1947 reveals in its survey of the condition of trade and the general condition affecting the Port of Tyne and the North East Coast Area, a rather disappointing degree of progress towards pre-war standards.

In fact, the only real satisfaction to be gleaned is the general absence of any major infectious disease in any of the ships using this port.

During the year, great vigilance had to be exercised in the examination of crews of Baltic arrivals, and all vessels arriving from the coastal belt between Riga and Gdynia and Danzig were directed to isolation buoys for examination there, before proceeding to their usual berths. Fortunately no suspect cases occurred.

Most of these vessels proceeded by way of the Kiel Canal and were subjected to medical control by the German authorities at or near the entrance, and I feel that the amount of useful work accomplished by the officials there concerned is worthy of high praise.

The more direct vessels via the Kattegat and Skagerack north of Denmark were thoroughly examined for the first time on arrival at Tyne.

Rodent plague in Palestine and Egypt and more latterly cholera, gave rise to some concern, but shipments from those areas were greatly decreased owing to the political instability and the general commotion accompanying civil war.

The less encouraging side of the Port activities relates to a decrease in the number of vessels arriving from foreign, despite an increase in passenger vessels and passenger traffic. Coast-wise shipping showed an increase and the actual increase in tonnage using the port was 200,000 tons.

Imports, with the exception of petroleum spirit, were all slightly up on 1946, but exports, with the exception of manufactured iron and steel goods, including a fairly good number of motor cars and chassis were slightly down on the year.

Coal exports showed an increase in cargo coal of 850,000 tons, but the figure is still down by 5,000,000 tons on the figure required for prosperity.

In respect of shipping facilities afforded by the Port, I would again draw attention to the out-of-date method of supplying water to ships, and would again urge upon the Tyne Improvement Commission the importance of an adequate supply of water, above reproach in quality, and delivered from suitable craft through suitable apparatus.

The Staff employed by you is still below the normal complement, and it is not my intention at the moment to apply for the vacancies to be filled until the supply of trained sanitary inspectors is greater than at the present time.

What Staff we have work well and harmoniously, and are worthy of high praise. I should not like to allow this opportunity to pass without thanking them on your and my behalf, for the excellent way in which they have carried out duties made much heavier by shortage of numbers.

They, in return, join with me in thanking you as a Committee, for your constant sympathy and support to them in the past year.

I am, Ladies and Gentlemen,

Your obedient Servant,

T. L. J. COXON.

TYNE PORT HEALTH AUTHORITY.

Report of the Medical Officer of Health for the Year ended 31st December, 1947.

1. AMOUNT OF SHIPPING ENTERING THE PORT DURING THE YEAR 1947.

TABLE A.

	Number.	Tonnage.	Number inspected.		Number reported to be defective	Number of vessels on which defects were remedied.	Number of vessels on which defects were found & reported to Ministry of War Transport Surveyors	Number of vessels reported as having, or having had during the voyage infectious disease on board
			By the Medical Officer of Health.	By the Sanitary Inspectors.				
FOREIGN :—								
Steamers	686	1,099,466	211	635	86	47	..	3
* Motor	358	472,092	194	333	24	16	..	..
Sailing	3	316	..	3	..	..	..	..
Fishing	137	3,168	..	55	..	..	..	..
Total Foreign	1,184	1,575,042	405	1,026	110	63	..	3
COASTWISE :—								
Steamers	3,750	3,392,558	107	2,959	191	180	6	3
* Motor	1,073	530,672	114	778	28	23	..	1
Sailing .....	..	..	..	..	..	..	..	..
Fishing	20	2,278	..	10	..	..	..	1
Total Coastwise	4,843	3,925,508	221	3,747	219	203	6	5
TOTAL FOREIGN AND COASTWISE	6,027	5,500,550	626	4,773	329	266	6	8

* Includes mechanically propelled vessels other than steamers.

Total number of vessels visited by Inspectors :—

British Ships.

Steam	3,058	
Motor	797	
Sail	—	
Fishing	4	
	3,859	

Foreign Ships.

Steam	536	
Motor	314	
Sail	3	
Fishing	61	
	914	
Re-visits	820	
	5,593	

Total number of crews of vessels visited by Inspectors :—

British Ships.

British White	68,391	
British Coloured	6,179	
Alien White	802	
Alien Coloured	690	
	<hr/>	76,062

Foreign Ships.

British White	531	
British Coloured	28	
Alien White	23,774	
Alien Coloured	124	
	<hr/>	24,457
		<hr/>
		100,519
		<hr/> <hr/>

Total number of passengers of vessels visited by Inspectors :—

British Ships.

British	332	
Alien	13	
	<hr/>	345

Foreign Ships.

British	9,695	
Alien	11,263	
	<hr/>	20,958
		<hr/>
		21,303
		<hr/> <hr/>

Tonnage of vessels visited by Inspectors :—

Steamers

British	3,511,416	
Foreign	651,708	
	<hr/>	4,163,124

Motor Ships.

British	612,717	
Foreign	326,047	
	<hr/>	938,764

Sailing Ships.

Foreign	316	
	<hr/>	316
		<hr/>
		5,102,204
		<hr/> <hr/>

The Nationalities of Vessels inspected were as follows :—

British	3,855
Belgian	7
Canadian	4
Chinese	1
Danish	70
Dutch	122
Eire	9
Finnish	28
French	5
German	88
Greek	19
Italian	3
Jugo-Slav	1
Lebanese	1
Norwegian	311
Panamanian	16
Polish	4
Russian	6
Spanish	1
Swedish	128
United States America	29
Total	<u>4,708</u>

The Nationalities of Fishing Vessels inspected were as follows :—

British	4
Danish	48
Dutch	2
Faroese	2
French	6
Icelandic	1
Norwegian	2
Total	<u>65</u>

The Number of Re-visits made during the year were as follows :—

In connection with the issuing of Deratisation and Deratisation Exemption Certificates	513
In connection with sickness	34
In order to have defects remedied	273
Total	<u>820</u>

The number of Vessels inspected during each year for the last 10 years has been as follows :—

1938	Vessels	7,459	
	Fishing Vessels	230	
	Re-visits	1,477	
			9,166
1939	Vessels	6,929	
	Fishing Vessels	181	
	Re-visits	1,395	
			8,505
1940	Vessels	5,475	
	Fishing Vessels	14	
	Re-visits	1,421	
			6,910
1941	Vessels	3,126	
	Fishing Vessels	—	
	Re-visits	1,333	
			4,459
1942	Vessels	2,898	
	Fishing Vessels	—	
	Re-visits	882	
			3,780
1943	Vessels	2,868	
	Fishing Vessels	—	
	Re-visits	838	
			3,706
1944	Vessels	2,791	
	Fishing Vessels	—	
	Re-visits	708	
			3,499
1945	Vessels	3,359	
	Fishing Vessels	5	
	Re-visits	842	
			4,206
1946	Vessels	4,269	
	Fishing Vessels	—	
	Re-visits	942	
			5,211
1947	Vessels	4,708	
	Fishing Vessels	65	
	Re-visits	820	
			5,593

II.—CHARACTER OF TRADE OF PORT—TABLE B.

(A) PASSENGER TRAFFIC DURING THE YEAR 1947.

No. of Passengers.	1st Class.	2nd Class.	3rd Class.	Trans-migrants.
Inwards	*21,179	..	Nil.
Outwards	*19,974	..	Nil.

* This Total includes 1st, 2nd and 3rd Class.

TABLE SHOWING PASSENGER TRAFFIC FOR 1938 AND
FROM 1944 TO 1947.

Year.	PASSENGERS. 1st, 2nd and 3rd Class.		Transmigrants.	
	Inwards.	Outwards.	Inwards.	Outwards.
1938.....	26,656	27,220	664	207
1944.....	62	....	..	..
1945.....	3,504	5,372	..	..
1946.....	15,559	15,372	..	..
1947.....	21,179	19,974	..	..

Passenger traffic again showed a considerable increase over last year, some 10,000 more people passed through the port and the total number was not far short of that of 1937.

In view of the currency restrictions which have limited the opportunity for foreign travel to a very considerable degree, this figure is rather remarkable and gives an indication of the increasing popularity of Scandinavia as a holiday resort.

Two main lines of mail boats ply to Bergen and Oslo, at present sailing weekly, but a bi-weekly service to both ports is envisaged by 1948 or 1949.

During the war, every modern vessel of both fleets became a casualty and replacement by new tonnage is slow.

Touring cruises to the Fjords, a feature of pre-war days, are also planned.

(B) CARGO TRAFFIC.

Total tonnage entering the port has shown no substantial increase over last year. Indeed, the amount of foreign trade shipping has actually shown some decrease.

1938	Foreign	4,467,047	
	Coastwise	4,876,114	
			9,343,161
1945	Foreign	1,678,968	
	Coastwise	3,219,116	
			4,898,084
1946	Foreign	1,659,445	
	Coastwise	3,570,899	
			5,230,234
1947	Foreign	1,575,042	
	Coastwise	3,925,508	
			5,500,550

Through the courtesy of the General Manager of the Tyne Improvement Commission I am able to give the following report on the import and export trade of the Tyne Ports.

PRINCIPAL IMPORTS.

General Merchandise—

1947 : 1,900,812 tons.

Included in the above are :—	<i>Tons.</i>
Iron Ore	385,555
Timber	380,304
Oil fuel and other Oils	312,952
Grain	204,518
Provisions	134,850
Cement	108,185
Iron and Steel Manufactures and Scrap ...	57,379
Petroleum Spirit	57,296
Metals and Minerals (excluding iron ore) ..	54,432
Fruit and Vegetables	53,595

PRINCIPAL EXPORTS.

General Merchandise.

1947 : 481,506 tons.

Included in the above are :—	<i>Tons.</i>
Sulphate of Ammonia	140,296
Oil Fuel bunkers	121,205
Iron and steel manufactures	64,420
Oil Fuel cargo	39,051
Pitch and Tar	20,510
Benzol and Petroleum Spirit	8,539
Lead Goods	7,085
Textiles	6,683

COAL AND COKE SHIPMENTS.

1947.

	<i>Tons.</i>
Cargo	6,435,749
Bunkers	358,887
Coke	74,508
Total	<u>6,869,144</u>

(c) PRINCIPAL PORTS FROM WHICH VESSELS ARRIVE.

Principal ports trading normally with the Tyne are mainly Scandinavian and Baltic Ports, though a considerable number of vessels engaged in East African and Mediterranean food trade arrive with fruit and vegetable products. Oil and petrol tankers from Abadan, Curacao and Texas discharge at Jarrow Oil Wharf. Increasing shipments of iron ore from West Africa have been noticed.

MEDICAL INSPECTION OF ALIENS.

Annual return by the Medical Inspector of Aliens for the year ended
31st December, 1947.

	TOTAL.	Number In- spected by the Medical In- spector.	Number sub- jected to detailed exami- nation by the Medical In- spector.	CERTIFICATES ISSUED.					Trans- migrants
				Lunatic Idiot or M.D.	Undesir- able for medical reasons.	Physi- cally incapa- citated.	Suffering from acute infec- tious disease.	Landing neces- sary for adequate medical exami- nation.	
(a) Total number of Aliens landing at the Port	10,720	8,660	1,239	Nil	Nil	Nil	Nil	Nil	Nil
(b) Aliens refused permission to land by Immigration Officer	27	8	19	Nil	Nil	Nil	Nil	Nil	Nil
(c) Transmigrants	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
Total Aliens arriving at the Port	10,747	8,668	1,258	Nil	Nil	Nil	Nil	Nil	Nil
Total number of vessels carrying Alien passengers							382		
Number of Vessels dealt with by the Medical Inspector ...							375		

III. WATER SUPPLY.

Source of Water Supply for—

1. THE PORT.

The water supply for the Tyne Ports is obtained from the following sources :—Newcastle & Gateshead Water Co., Sunderland & South Shields Water Co. and Tynemouth Water Co.

2. SHIPPING.

Vessels may obtain fresh water direct from hydrants from all these supplies ; also from 9 waterboats which obtain their supply from the above companies.

The following hydrants are at the disposal of vessels for a direct supply of fresh water :—

- (a) At North Shields Fish Quay, the fishing fleet, foreign and coastwise, obtain their supply direct from the hydrants.
- (b) At North Shields, above Smith's Dock, there are five hydrants, each with a separate meter, where the waterboats obtain their supply from the Tynemouth Water Co.
- (c) On the south side, at Tyne Dock, there are hydrants on No. 2 and No. 3 jetties, where the waterboats obtain their supply direct from the mains. All vessels in this area obtain their fresh water from the waterboats.

- (d) In the mid-Tyne area, there are hydrants at Howdon and Wallsend, where waterboats obtain their supply of fresh water. All vessels requiring fresh water in this area obtain it from waterboats.
- (e) In the Newcastle and Gateshead area there are hydrants fitted with hose up to 100 feet with meter attachment.
- (a) At Newcastle Quay there are 22 hydrants available for the supply of fresh water from the Newcastle and Gateshead Water Co. Vessels are supplied with drinking water on application to the Quay-master. The only difficulty they have experienced in supplying water direct from these hydrants has been in the case of very large vessels after discharging cargo at high water. The water tanks of these exceptional vessels have been as much as 40 feet above the level of the hydrant and more than 300 feet away. In these cases the vessels are supplied by water boats.
- (b) At Tyne-Tees Co.'s Wharf, Johnson's Cement Wharf and King Edward Wharf there are hydrants fitted with hose and meter attachment for the supply of fresh water.
- (f) Dunston, Elswick and Derwenthaugh area.
- (a) Dunston Staiths (L. & N.E.R.). These staiths are fully provided with hydrants and connecting hose at six berths for the supply of fresh water to vessels.
- (b) Elswick Staiths. Hydrant and hose connections are provided on the wharf for the supply of fresh water to vessels.
- (c) Vickers Armstrong Ltd. Provision is made for the supply of fresh water to vessels where hydrants and hose are available.

3. NUMBER OF WATERBOATS AND THEIR SANITARY CONDITION.

There are 9 waterboats available for the supply of fresh water to vessels at Tyne Ports. The following is a list of vessels and owners:—

<i>Name of Waterboat.</i>	<i>Name of Owner.</i>
"Thomas and Alice"	Messrs. S. Pascoe & Co.
"Tyne"	" "
"I'll Try"	" "
"Medway"	W. Clark.
"Royal Sovereign"	Fenn Bros.
"Britannia"	A. Gibson.
"Crystal Fountain"	Aitken & Co.
"Daydream"	V. A. Curry.
"Alice"	" "

Further comments on the supply of water to shipping in the river are superfluous. The need for improvement in the method of supply is urgent, and I append an extract from the previous year's report as giving an accurate picture which still exists.

“ Waterboats are under private ownership and are, in most cases, long past their first youth.

The construction of these vessels is that of a large barge or wherry with large wood-lined water tanks served by raised hatches and furnished with long hoses, pumps, etc. The freeboard is very low and the gunwale and hatch combings are too low to give full protection from high washes and choppy river conditions. Furthermore, inadequate deck storage accommodation for hoses etc. render the possibilities of contamination rather great.

Consequently, great care must be exercised by the boats' crew, and constant supervision given by the Port Health Officer. The quantity of water supplied by boats during war years for the purpose of drinking, domestic and boiler use, can be put down as about 170,000 tons ; of this less than 20% is utilised for culinary and domestic use.

Under peace conditions the quantity required is considerably greater, the percentage remaining the same.

Owing to the fact that the supply is carried by the same craft no differentiation can be exercised as to quality supplied. The quality has of course to be A.1 drinking water, which in view of the increasing demand by housing and industry in the district for better water facilities, imposes a further and unnecessary strain on the water companies.

The time should certainly be approaching when this aspect of the port's facilities should be taken over by the Tyne Improvement Commission, whereby a service of more up-to-date craft could be introduced and separate boats reserved for the supply of boiler water alone.

As the service is at the present time, insistence on chlorination is essential in every waterboat.”

As a footnote to the above remarks and as a tail piece to the extract from the report of 1945, I should like to stress the fact that all sewage from a densely populated and ever increasing area on both sides of the Tyne enters the river without any preliminary treatment. The river is highly tidal in its lower reaches where adequate dilution probably occurs, but some miles up the river from the estuary it is doubtful whether any real dilution occurs at all—the bulk of sewage water and sediment being simply pushed back and forwards with each rise and fall of the tide.

This in itself, stresses the necessity of having waterboats of the best type, capable of resisting contamination in choppy weather or rising wash from passing vessels.

IV. PORT HEALTH REGULATIONS, 1933 AND 1945.

1. ARRANGEMENTS FOR DEALING WITH DECLARATIONS OF HEALTH.

Declarations of Health are supplied to Masters of vessels by the pilots, officers of H.M. Customs and Sanitary Officers on arrival. In the case of regular traders supplies of Declarations are issued to cover the period of three months.

Declarations are collected and examined by Officers of H.M. Customs or the Port Health Officer, whichever is first on board, and Forms P.S.2 or P.S.2A are left as receipt by the respective Officers.

In cases where questions 1 to 6 are answered in the negative, the vessel is allowed to proceed, but when answered in the affirmative the Port Health Authority is at once notified and pratique withheld until the Medical Officer has visited the vessel.

2. BOARDING OF VESSELS ON ARRIVAL.

All vessels reporting sickness are boarded on arrival by the Medical Officer and Chief Inspector.

Vessels from infected ports reporting sickness are sent direct to the appropriate mooring station for medical examination. All other vessels are boarded and examined on arrival at their appointed berths.

3. NOTIFICATION TO THE AUTHORITY OF INWARD VESSELS REQUIRING SPECIAL ATTENTION (WIRELESS MESSAGES, LAND SIGNAL STATIONS, INFORMATION FROM PILOTS, CUSTOMS OFFICERS, ETC.)

Masters of vessels requiring special attention on arrival are able to get in communication with the Port Health Authority by Wireless (Telegraphic Address—Portelth, South Shields), giving particulars and probable time of arrival.

Pilots report any sickness on passing H.M. Customs Hailing Station, who in turn are in direct telephonic communication with the Mill Dam Office.

4. MOORING STATIONS DESIGNATED UNDER ARTICLE 10.

(a) *Within Docks.*(b) *Outside Docks.*

It has been arranged with H.M. Customs and Tyne Improvement Commission to adopt the following scheme in reference to moorings other than the Quarantine Station at Jarrow Slake, which will remain as heretofore for dealing with infected vessels arriving direct from sea.

(a) Tyne Dock.
Northumberland Dock.
Albert Edward Dock.

(b) Dunston.
Newcastle Quay.
Jarrow Slake.

At each of these places arrangements have been made by the Medical Officer of Health with the Dock Masters concerned to provide

isolation buoys when required. At any other place of mooring, discharging or loading in the Tyne area, the Medical Officer will designate a place of mooring station when required.

In order to prevent unnecessary delay in shipping in the Port the following procedure should be carried out :—

- (1) Any ship with cholera, plague, yellow fever, typhus or small-pox on board shall proceed to the mooring station at Jarrow Slake.
- (2) Where a ship, whether foreign or home trade, arrives at the Tyne from a Foreign port, and it appears in answer to questions or otherwise that :—

- (a) During the voyage, or last six weeks of voyage, there has been on the ship a death from illness suspected to be any of the five above-mentioned diseases, she shall proceed to the appointed mooring station nearest her ordinary berth.

- (b) During the voyage or last six weeks of same, plague has occurred or been suspected amongst rats or mice on the ship, or sickness or death not attributable to poison or other methods of destruction has occurred amongst the rats or mice on the ship, she shall proceed to her appropriate mooring station nearest her ordinary berth.

- (c) The ship has

- (1) called at a port or seaboard included in the weekly return of infected or suspected ports or seaboards but reports " all well " during the voyage, and arrives with no sickness on board, unless a written notice to the contrary has been delivered to the Customs Officer or on behalf of the Medical Officer ; or

- (2) has on board a case of minor infectious disorder, namely, chicken-pox, measles, scarlet fever, diphtheria, enteric fever, pneumonia, tuberculosis, mumps, cerebro spinal fever, erysipelas, malaria or dysentery she shall be permitted to proceed to her ordinary place of mooring, loading or discharge, and be granted modified pratigue there, the Medical Officer being informed.

5. PARTICULARS OF ANY STANDING EXEMPTIONS FROM THE PROVISIONS OF ARTICLE 14.

Under Article 14, any vessel arriving and having on board a case of minor infectious disorder, namely, chicken-pox, measles, scarlet fever, diphtheria, enteric, pneumonia, tuberculosis, mumps, cerebro spinal fever, erysipelas, malaria or dysentery, she will be

permitted to proceed to her ordinary place of mooring, loading or discharge, and be granted modified pratigue there, the Medical Officer being informed.

6. EXPERIENCE OF WORKING OF ARTICLE 16.

Boarding of tradesmen's representatives before the granting of pratigue has occurred from time to time, and in order to prevent this practice, warnings have been issued to all offenders that subsequent infringements would be the subject of stringent action.

Warnings, but no legal actions were undertaken during 1947.

7. WHAT, IF ANY, ARRANGEMENTS HAVE BEEN MADE FOR :—

(a) *Premises and waiting rooms for medical examination.*

Examination rooms are available at Mill Dam Offices, South Shields. Alien examination, in conjunction with H.M. Immigration Officers, takes place on board passenger vessels and mail boats.

A female assistant is in attendance.

(b) *Cleansing and disinfection of ships, persons and clothing and other articles.*

Disinfection of infected quarters is carried out by the Tyne Port Health Authority's Staff.

Bedding, clothing and other articles are dealt with at the Steam Disinfection Stations belonging to the Riparian Authorities.

Arrangements have been made for the cleansing of persons at the City Hospital for Infectious Diseases, Newcastle-upon-Tyne.

(c) *Premises for the temporary accommodation of persons for whom such accommodation is required for the purpose of the Regulations.*

Persons for whom accommodation is required for the purpose of the Regulations are sent to the City Hospital for Infectious Diseases, Newcastle-upon-Tyne.

(d) *Hospital accommodation available for plague, cholera, yellow fever, small-pox and other infectious diseases.*

Arrangements have been made for the reception of all infectious diseases at Newcastle, Gateshead, North Shields and South Shields Infectious Hospitals.

(e) *Ambulance transport.*

Transport of cases by water is carried out by the Authority's Launches. Cases of land transport by motor ambulance.

(f) *Supervision of contacts.*

Contacts may be sent to the City Hospital for Infectious Diseases, Newcastle-upon-Tyne, or dealt with on board.

8. ARRANGEMENTS FOR THE BACTERIOLOGICAL OR PATHOLOGICAL EXAMINATION OF RATS FOR PLAGUE.

These examinations are carried out at the Bacteriological Laboratory of the King's College, Newcastle-upon-Tyne.

9. ARRANGEMENTS FOR OTHER BACTERIOLOGICAL OR PATHOLOGICAL EXAMINATIONS.

These examinations are also carried out at the Bacteriological Laboratory of the King's College, Newcastle-upon-Tyne.

10. ARRANGEMENTS FOR THE DIAGNOSIS AND TREATMENT OF VENEREAL DISEASE AMONG SAILORS UNDER THE INTERNATIONAL ARRANGEMENTS.

The Masters of all vessels are asked to report any case of venereal disease occurring amongst their crew, when instructions are given for the treatment of venereal disease at the local clinics. Particulars of the location and times of clinics are supplied by the Officers of the Authority.

11. ARRANGEMENTS FOR THE INTERMENT OF DEAD.

When death occurs on board ship at Tyne Ports the body is removed to the nearest mortuary and arrangements made for the interment.

12. OTHER MATTERS, IF ANY, REQUIRING OR RECEIVING ATTENTION.

Nil.

TABLE C.
CASES OF INFECTIOUS SICKNESS LANDED FROM VESSELS.

Disease.	No. of Cases during the Year.		No. of Vessels concerned.	Average No. of Cases for previous 5 years.
	Passengers.	Crew.		
Cerebro-spinal Meningitis.....	—	—	—	—
Chicken Pox	—	1	1	2.6
Cholera	—	—	—	—
Diphtheria	—	1	1	2.0
Suspected Diphtheria ..	—	—	—	1.0
Dysentery.....	—	—	—	.2
Enteric	—	—	—	—
Erysipelas.....	—	—	—	.4
Malaria	—	—	—	.4
Recurrent Malaria	—	—	—	1.0
Measles	—	—	—	.6
Mumps	—	—	—	.4
Para-typhoid	—	—	—	—
Plague	—	—	—	—
Pneumonia	—	—	—	1.0
Relapsing Fever	—	—	—	—
Rubella	—	—	—	1.4
Scarlet Fever	—	—	—	1.0
Suspected Scarlet Fever.	—	—	—	.2
Small Pox.....	—	—	—	—
Tuberculosis	—	—	—	.4
Suspected Tuberculosis .	—	—	—	.8
Typhus	—	—	—	—
Whooping Cough.....	—	—	—	—
Yellow Fever	—	—	—	—

TABLE D.
 CASES OF INFECTIOUS SICKNESS OCCURRING ON VESSELS
 DURING THE VOYAGE BUT DISPOSED OF PRIOR TO ARRIVAL.

Disease.	No. of Cases during the Year.		No. of Vessels concerned.	Average No. of Cases for previous 5 years.
	Passengers.	Crew.		
Cerebro-spinal Meningitis.....	—	—	—	.2
Chicken Pox	—	2	2	4.4
Cholera .....	..	—	—	.2
Diphtheria	—	—	—	.6
Suspected Diphtheria ..	—	—	—	.2
Dysentery.....	—	1	1	4.8
Enteric	—	—	—	2.2
Suspected Enteric	—	—	—	.4
Erysipelas.....	—	—	—	.2
Malaria	—	2	1	69.0
Suspected Malaria	—	—	—	6.8
Recurrent Malaria	—	1	1	1.8
Measles	10	—	2	.4
Mumps	—	—	—	1.4
Suspected Mumps.....	—	—	—	.2
Para-typhoid	2	1	2	.2
Plague	—	—	—	—
Pneumonia	—	1	1	2.4
Suspected Pneumonia ..	—	—	—	.8
Relapsing Fever	—	—	—	—
Rubella	—	—	—	.2
Scarlet Fever.....	—	—	—	.8
Suspected Scarlet Fever.	—	—	—	.2
Small Pox	—	—	—	.2
Suspected Small Pox ...	—	—	—	.4
Tuberculosis	—	3	1	2.2
Suspected Tuberculosis .	12	1	2	1.6
Typhus	—	—	—	.2
Suspected Typhus	—	—	—	.2
Whooping Cough	—	—	—	—
Yellow Fever	—	—	—	—

CHICKEN POX

Date. 1947.	Name of Vessel.	From.	On Voyage.	On or after Arrival.	Remarks.	Notes on Arrival at Tyne.
Mar. 7	s.s. "Stancleeve"	Auckland, N.Z., Panama and London	1	-	Hospital at London	All well.
April 19	s.s. "Shepherd Lad"	Sea.....	-	1		City Hospital
Sept. 6	s.s. "Matiana"	Beira, Mombasa, Aden, Port Said, Southamp- ton and Plymouth ..	1	-	Landed at Plymouth.	All well.
			2	1		

DIPHThERIA.

Feb. 3	s.s. "Graculus"	Holmsund and Ridham Dock	-	1		Moor Pk. Hospital.
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DYSENTERY.

June 3	m.s. "British Faith"	Abadan and Amsterdam	1	-	Landed at Abadan	All well.
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MALARIA.

Dec. 31	s.s. "Fort Gloucester"	Lagos, Takoradi, Free town, London and Blyth.....	2	-	Landed at London.	All well.
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RECURRENT MALARIA.

Jan. 20	s.s. "Swainby"	Galveston and Emden .	1	-	Landed at Bermuda	All well.
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PNEUMONIA.

Dec. 20	ss. "Beckenham"	Montreal, Antwerp, Rotterdam, Ham- burg and Antwerp ..	1	-	Landed at Hamburg.	All well.
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MEASLES.

Date. 1947.	Name of Vessel.	From.	On Voyage.	On or after Arrival.	Remarks.	Notes on Arrival at Tyne.
Mar. 25	M.S. "Zwaluw"	Fosdyke	1	-	Landed at Fosdyke.	All well.
Sept. 18	ss. "Empire Rival"	Haifa, Port de Bouc, Gibraltar and Hamburg	9	-	Recovered on board.	All well.
			10	-		

PARA TYPHOID.

Aug. 27	ss. "Augusburn"	North Fin'and	1	-	Landed at Sinclusto	All well.
Sept. 18	ss. "Empire Rival"	Haifa, Port de Bouc, Gibraltar and Hamburg	2	-	Landed at Port de Bouc.	All well.
			3	-		

TUBERCULOSIS.

April 23	s.s. "Fort Carillon"	Port Said, Naples, Bona and Gibraltar	3	-	2 left Cape Town 1 left Mom- basa.	All well.
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SUSPECTED TUBERCULOSIS.

Sept. 18	s.s. "Empire Rival"	Haifa, Port de Bouc, Gibraltar and Hamburg	12	-	Treated on board and landed at Ham- burg.	
Nov. 12	s.s. "Ocean Wayfarer "	Melbourne, Cape Town, Casablanca, London and Swansea	1	-	Landed at London.	All well.
			13	-		

PSITTACOSIS.

Parrots (Prohibition of Import) Regulations, 1930.

9 vessels arrived at Tyne Ports with 5 parrots and 7 budgerigars on board. These birds all appeared to be in a healthy condition.

No cases of Psittacosis (Parrot Disease) occurred during the year.

GENERAL SICKNESS ON BOARD VESSELS ARRIVING AT TYNE PORTS DURING THE YEAR 1947.

The subjoined Table gives a return of cases of Sickness* reported by Masters of Vessels as having occurred during the Voyage, or coming under the notice of the Tyne Port Officials in each month of the year 1947.

1947	Chicken Pox	Diphtheria	Dysentery	Malaria.	Recurent Malaria.	Measles.	Para-typhoid.	Pneumonia.	Tuberculosis.	Suspected Tuberculosis.	Accidents.	Abscesses, Bolls and Carbuncles.	Appendicitis.	Asthma and Bronchitis.	Blood Pressure.	Cellulitis.	Constipation.	Debility.	Diseases of Ear.	Diseases of Eye.	Diseases of Chest.	Diseases of Heart.	Diseases of Intestines.	Diseases of Joints.	Diseases of Kidneys.	Diseases of Skin.	
January .....	..	..	..	1	..	..	..	..	..	..	†8	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	2
February .....	..	*1	..	..	..	..	..	..	..	..	4	3	..	..	1	..	1	..	2	..	..	..	..	..	..	..	..
March	1	..	..	..	1	..	..	..	..	..	†6	2	..	..	..	..	..	1	..	..	1	..	..	..	..	..	2
April	*1	..	..	..	..	..	..	..	3	..	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2
May .....	..	..	..	..	..	..	..	..	..	..	†2	1	..	..	1	..	..	..	..	..	1	..	..	..	..	..	..
June .....	..	..	1	..	..	..	..	..	..	..	1	..	1	..	..	..	..	..	..	..	1	..	..	..	..	..	..
July .....	..	..	..	..	..	..	..	..	..	..	†2	1	1	1	..	..	..	..	..	1	..	..	..	..	..	..	3
August .....	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1	..	1	..	..	2	..	..	1	..	..	..
September	1	..	..	..	..	9	2	..	..	12	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..
October .....	..	..	..	..	..	..	..	..	..	..	†4	2	..	2	..	..	..	..	..	..	..	..	1	..	..	..	..
November .....	..	..	..	..	..	..	..	..	..	1	†5	2	3	..	..	..	..	1	..	..	..	1	..	..	..	..	1
December .....	..	..	..	2	..	..	..	1	..	..	3	..	3	2	..	..	..	..	..	..	..	†1	..	..	..	..	..
TOTALS	*3	*1	1	2	1	10	3	1	3	13	††† ††† 39	11	8	6	2	1	1	3	2	2	4	†3	1	1	1	1	10

GENERAL SICKNESS ON BOARD VESSELS ARRIVING AT TYNE PORTS—continued.

1947	Diseases of Stomach.	Diseases of Teeth and Gums.	Diseases of Throat.	Diseases of Veins.	Enteritis.	Febile Catarrh.	Gastritis.	Gall Stones.	Hernia.	Influenza.	Insanity.	Jaundice.	Lumbago.	Malignant Growths	Non-defined.	Pleurisy.	Rheumatism and Neuritis.	Rheumatic Fever.	Ringworm.	Septicæmia.	Scabies.	Sunstroke.	Veneral.	TOTALS.
January	2	..	1	..	..	2	..	..	..	4	..	1	..	1	1	..	..	1	..	..	10	..	10	45
February .....	..	..	..	..	..	2	..	..	1	1	1	..	1	..	1	1	..	..	1	..	..	16	..	37
March .....	..	..	..	..	..	1	..	..	1	1	..	..	..	..	4	..	..	..	..	..	..	11	..	32
April .....	..	..	..	..	..	1	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	4	..	16
May .....	..	..	1	..	..	..	1	..	..	..	..	..	1	..	..	..	..	..	..	..	4	..	11	23
June .....	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	7	..	12
July	‡4	1	1	..	1	1	..	1	1	..	..	1	..	..	1	..	..	..	..	..	..	16	..	37
August	4	..	2	..	..	..	..	..	..	1	..	1	1	..	..	..	1	..	..	..	1	9	..	28
September	1	..	1	..	..	1	..	..	1	..	..	..	..	..	..	..	1	..	..	..	..	12	..	43
October .....	..	..	..	..	..	5	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	6	..	22
November .....	..	..	2	..	..	4	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	3	..	24
December	2	..	2	..	..	..	..	..	1	..	..	1	..	..	..	..	..	..	..	..	..	4	..	22
TOTALS	‡13	1	10	1	1	17	1	1	5	7	1	4	3	1	10	2	2	1	1	1	15	1	109	341

*The names of the diseases during the voyage are given as reported by the Masters of the vessels.

‡Removed to Isolation Hospital.

† Deaths.

VESSELS ARRIVING FROM INFECTED OR SUSPECTED PORTS.

Vessels arriving at Tyne from Infected Ports were boarded by
Medical Officer and Inspectors of the Tyne Port Health Authority,
as under :—

Name of Port.		Direct to the Tyne.	To the Tyne Indirect.
Abadan	*†	..	14
Alexandria	*	..	1
Algiers.....	*	..	1
Bathurst	†	..	1
Bombay	††	..	1
Bone	*†	2	2
Calcutta	†	..	4
Casablanca	*	4	4
Durban	†	..	1
Freetown	*†	1	5
Haifa	†	2	5
Hamburg	*	21	3
Jaffa	†	3	..
Los Angeles	*	..	1
Melilla	*	1	..
Mobile	*	..	1
New Orleans	*	..	3
New York.....	*†	..	19
Oran	†	1	1
Port Said	*†§	1	35
Rangoon	††	..	1
Suez.....	*†§	..	5
Total		36	108

† Plague.

† Small Pox.

* Typhus.

§ Cholera.

V. MEASURES AGAINST RODENTS.

1. STEPS TAKEN FOR THE DETECTION OF RODENT PLAGUE.

(a) *In ships in the port.*

All rats captured or killed on board ship are examined before being cremated. Suspected rats are sent to King's College, Newcastle-upon-Tyne for bacteriological examination. In cases where this examination proves positive, specimens are also sent to the Ministry of Health.

(b) *On quays, wharves, warehouses, etc., in the vicinity of the port.*

Not applicable.

2. MEASURES TAKEN TO PREVENT THE PASSAGE OF RATS BETWEEN SHIPS AND THE SHORE.

Rat guards are placed on all mooring ropes ; also a wrapping of canvas coated with gas tar. Gangways are limewashed and strips of canvas coated with gas tar tacked down on gangways.

3. MEASURES OF DERATISATION OF

(a) *Ships.*

Fumigation by sulphur di-oxide, hydrogen cyanide and other approved methods.

(b) *Premises in the vicinity of docks or quays.*

Not applicable.

4. MEASURES TAKEN FOR THE DETECTION OF RAT PREVALENCE IN SHIPS.

Vessels are examined by our Inspectors and Ratsearchers.

5. RAT-PROOFING.

(a) *To what extent are docks, wharves, warehouses, etc., rat proof?*

The Tyne Port Health Authority have no jurisdiction over docks, wharves, warehouses and shore premises. Measures have been taken by the Shore Authorities in the construction and provision of new sheds on the quaysides, with the result that rat harbourage has been considerably reduced.

(b) *Action taken to extend rat-proofing.*

(i) (in ships).

When on examination rat harbourage is discovered this matter is pointed out to the Owners' Superintendent, when we advise him to eliminate same as far as possible by substituting metal sheathing and expanded metal in place of wooden casings and sheathings.

(ii) on shore.

Not applicable.

TABLE H.
DERATISATION CERTIFICATES AND DERATISATION EXEMPTION CERTIFICATES ISSUED
DURING THE YEAR 1947.

Net Tonnage.	No. of Ships.	Number of Deratisation Certificates Issued.					Total Deratisation Exemption Certificates Issued.	Total Certificates Issued.
		After Fumigation with		After Trapping, Poisoning, etc.	Total.			
		H.C.N.	Sulphur.			H.C.N. and Sulphur.		
1	2	3	4	5	6	7	9	
Ships up to 300 tons	25	4	..	..	..	4	25
Ships from 301 to 1,000 tons	33	3	1	..	..	4	33
Ships from 1,000 to 3,000 tons	67	16	1	..	..	17	67
Ships from 3,001 to 10,000 tons	152	40	3	..	..	43	152
Ships over 10,000 tons	1	1	..	..	..	1	1
TOTALS	278	64	5	..	..	69	278

VI. HYGIENE OF CREWS' SPACES.

TABLE J.
(CLASSIFICATION OF NUISANCES.)

Nationality of vessels.	Number inspected during the year.	Defects of original construction.	Structural defects through wear and tear.	Dirt, Vermin and other conditions prejudicial to health.
British	3,855	6	161	241
Other Nations	853	2	12	18

SANITARY DEFECTS.

Inspection of crews' accommodation continues a most important part of the Port Health Inspector's duties.

Whilst revealing numerous instances of the continuance of defects, which, with improved supervision by responsible officers and a responsive crew, should never occur, there are indications in the inspections that owners and superintendents are showing a happier spirit and a more earnest desire to give satisfactory accommodation to the personnel on board.

The standard of sanitary arrangements, messing facilities, etc., is definitely improved from what it was 10 years ago.

THE TOTAL NUMBER OF VESSELS USING THE PORT DURING 1947
IS AS FOLLOWS :—

Steamers	4,436
Motor Vessels	1,431
Sailing Vessels	3
Fishing Vessels	157
TOTAL	<u>6,027</u>

THE NUMBER OF VESSELS ON WHICH DEFECTS WERE FOUND ARE
AS UNDER :—

British—Steam	256	
Motor	47	
	<u> </u>	303
Foreign—Steam	21	
Motor	5	
	<u> </u>	26
TOTAL		<u>329</u>

THE NUMBER OF VESSELS ON WHICH DEFECTS WERE REMEDIED
ARE AS UNDER :—

British—Steam	206	
Motor	37	
	<u> </u>	243
Foreign—Steam	21	
Motor	2	
	<u> </u>	23
TOTAL		<u>266</u>

DEFECTS OF VESSELS INCLUDED THE FOLLOWING :—

		<i>Defects.</i> (a)	<i>Remedied.</i> (b)
<i>Forecastles</i>	dirty	112	89
	neglected paintwork ..	148	116
	verminous.....	108	71
	litter to remove	1	1
	defective mosquito netting	4	3
	inadequate or unsatisfactory	3	1
<i>Sleeping Quarters</i> ..	bedding to destroy	1	—
	bedding to renew	3	2
<i>Alleyways</i>	dirty		4
	neglected paintwork		1
	verminous.....	1	1
<i>Pantry</i>	dirty		1
	neglected paintwork		3
	verminous.....	14	7
<i>Galley</i>	dirty	5	4
	neglected paintwork ..	3	3
	verminous.....	14	1
	benches to fit	1	—
<i>Storerooms</i>	dirty	—	1
	verminous.....	2	1
	inadequate	1	—
<i>Messrooms</i>	dirty	4	4
	neglected paintwork ..	4	3
	verminous.....	3	—
	defective tables	—	1
	dirty sink	1	—
	provision of sink	1	—
<i>Clothes Lockers</i> ...	neglected paintwork ..	1	—
<i>Food Lockers</i>	inadequate	1	—
	meat safe to be made usable	—	1
	flour store dirty	1	—
<i>Refrigerated Chambers</i>	dirty	1	—
<i>W.C.'s</i>	dirty	17	11
	neglected paintwork ..	7	4
	foul or choked	9	3
	defective	22	17
	defective flush	19	17
	inadequate flush	3	—
	seats to repair	21	15
flooded when ship loaded	1	—	

		<i>Defects.</i> (a)	<i>Remedied.</i> (b)	
<i>Washrooms</i>	dirty	8	6	
	neglected paintwork ..	6	4	
	defective taps and fittings	4	2	
	defective basins	2	4	
	defective showers	2	1	
	badly situated pedestal basin	1	—	
	provision of water supply	3	2	
	<i>Drying Rooms</i>	dirty	2	—
		<i>Oilskin Lockers</i> ...	1	—
	<i>Dampness due to</i> ..	condensation	13	9
deckhead leakages.....		50	38	
leaking hawse or chain pipes		5	6	
defective tank tops ...		12	5	
deficient or obstructed floor drainage.....		1	1	
choked scuppers		19	11	
leakage from steering gear flat		3	3	
defective drainage		6	5	
<i>Defects of</i>		ports, sky or decklights	67	55
		bulkheads	7	4
		doors	17	8
		floors	3	2
		bunks	5	7
		scuppers	2	1
		spurling pipes	1	—
	steam pipes	7	11	
	services pipes	11	7	
	soil pipes.....	8	7	
	sounding pipe	1	—	
	fresh water pipes	1	—	
	oil pipes	1	1	
	deck pipes	1	1	
	geyser	1	1	
	pump.....	1	—	
	water system	1	1	
	<i>Boiler</i>	defective	2	2
	<i>Ventilation</i>	inadequate	3	—
		defective	3	6
<i>Heating</i>	inadequate	6	4	
	defective	26	21	
	defective stoves and pipes	6	4	
	badly situated radiator	1	1	
<i>Lighting</i>	inadequate artificial ...	3	1	
	defective artificial	2	—	
	inadequate natural ...	1	2	

	<i>Defects.</i> (a)	<i>Remedied.</i> (b)
Defective or uncleanly water storage	34	18
Misappropriation of crews' spaces	—	1

RECOMMENDATIONS—(a) Suggested by your Inspectors.

(b) Carried out.

	(a)	(b)
Installation pedestal W.C.'s	2	—
„ clothes lockers	4	—
„ food lockers	1	1
„ electric light	1	—
Provision of washrooms	3	—
„ messrooms	3	—
„ drying rooms	1	—
Installation of steam heaters	1	1

It must be noted that the defects remedied in Column (b) do not necessarily refer to the number of defects noted in Column (a), but refer to the number of defects of such nature observed and dealt with in the period 1st January to 31st December, 1947.

VII. FOOD INSPECTION.

(1) No legal actions were taken under the Public Health (Imported Food) Regulations 1937, the Public Health (Imported Milk) Regulations, 1926, and the Public Health (Preservatives, &c., in Food) Regulations, 1925 to 1940.

(2) There are no Shell Fish Beds within the jurisdiction of the Tyne Port Health Authority.

TYNE COMMISSION QUAY, NORTH SHIELDS.

Foodstuffs imported from Norway :—

OSLO.

	Tons.	Cwts.		Tons.	Cwts.
Fish	2,071	3	Canned Fish	18	15
Crispbread	39	9	Whalemeat	86	13
Bilberries	91	12	Fish Paste	5	8

BERGEN.

	Tons.	Cwts.		Tons.	Cwts.
Fish	23,152	18	Stock Fish	2,034	4
Canned Fish	1,250	8	Herrings	5,100	15
Cod Liver Oil	182	16	Smoked Herrings	45	9
Whalemeat	809	8	Herring Oil	5	18
Bilberries	10	9	Salt Fish	11	4
Fish Paste	31	3			

SUTHERLAND QUAY.

Foodstuffs imported from :—

UNITED STATES OF AMERICA.

CANADA.

	Tons.	Cwts.		Tons.	Cwts.
Flour	9,005	..	Flour	9,011	..

ALBERT EDWARD DOCK.**Foodstuffs imported from Sardinia (Cagliari) :—**

	Tons.	Cwts.
Salt	2,900	..

GATESHEAD QUAY.**Foodstuffs imported from London :—**

	Tons.	Cwts.		Tons.	Cwts.
Syrup	259	8	Sugar.....	213	7
Tea	325	14	Provisions.....	14	15
Meat Extracts.....	14	9	Beer.....	1,318	16
Confectionery	11	6	Barley	7	5
Semolina	1	2	Beef	4	..
Peas	101	5	Rice	27	..
Flour	8	..	Dried Milk	5	..
Chocolate	12	..	Pepper	3	10
Ginger .....	..	15	Canned Soup	13	4
Orange Juice	20	1	Wine	5	6
Cheese	1	16	Lard Compound	13	6
Grape fruit	1	2	Nutmeg.....	..	5
Drugs	1	15	Glucose	18	4
Hops.....	..	16	Dates.....	10	1
Canned meats	10	..	Soya Flour .....	..	5
Anchovies	13	4	Canned Fish	143	..
Coffee .....	..	14	Biscuits	3	..
Spaghetti .....	..	4			

Foodstuffs imported from Dundee :—

	Tons.	Cwts.		Tons.	Cwts.
Jams.....	1	..	Spirits .....	..	3

Foodstuffs imported from Ipswich :—

	Tons.	Cwts.
Sugar	245	4

Foodstuffs imported from Rotterdam :—

	Tons.	Cwts.		Tons.	Cwts.
Onions	566	5	Shallots	9	18
Vegetables in brine ...	192	13	Lettuce	16	5
Cucumber	25	13	Radish .....	..	7
Carrots	6	12	Biscuits	39	12
Condensed Milk	177	5	Pears	129	5
Grapes	58	17	Melons.....	..	14
Fruit Pulp	202	14	Cheese	71	17
Eggs	159	19	Farina	80	7

Foodstuffs imported from Channel Isles :—

	Tons.	Cwts.
Tomatoes	7,622	13

DUNSTON FLOUR MILLS.

		Tons.	Cwts.
From Canada	Wheat	2,673	2
,, King's Lynn.....	Wheat	12,941	4
,, Hull	Wheat	7,282	19
,, Sunderland	Wheat	1,046	..

FOODSTUFFS CONDEMNED AS UNFIT FOR HUMAN CONSUMPTION.

	Tons.	Cwts.		Stones.
Fish	5	7	Tomatoes	3
Vegetables in brine ... ..	..	4		

ADVICE AS TO SICKNESS

on shipboard and other matters continue to be received and forwarded to the Health Department of other British Port Health Authorities.

SMOKE NUISANCE.

The Inspector reports that it has not been necessary to take action against Masters of steamers for the evolution of dense smoke during 1947.

PLAGUE, CHOLERA, YELLOW FEVER AND SMALLPOX

No cases of plague, cholera, yellow fever or smallpox occurred in the Port during the year 1947.

DERATISATION AND DERATISATION EXEMPTION CERTIFICATES.

Under the International Sanitary Convention of Paris, 1926, the following certificates were issued during the year 1947.

Deratisation Certificates	69
Deratisation Exemption Certificates.....	209
TOTAL	278

ACCOMMODATION.

The question of accommodation remains as for the past decade, one of absorbing and extreme urgency, but the solution by way of a new building appears as remote as ever.

Meanwhile, what can be done by way of renovation of the old premises is being undertaken and plans to bring them more in line with modern requirements are being considered, which, when effected should be of immense value.

LAUNCHES.

Both launches are in commission, though the old engine of No. 2 launch is unreliable, and a replacement on order has not yet been delivered. This should be to hand in the back end of 1948, and when installed, the Authority will have at its disposal two water worthy and efficient craft.

CO-OPERATION WITH OUTSIDE AUTHORITIES.

As much of the success of the work of this Authority depends on the co-operation which it receives from outside sources, I would wish to express my keen appreciation of the help received.

In addition to the assistance of officials of the corporations and councils of those authorities who form part of our Joint Board, I would particularly like to thank the Officers of the Tyne Improvement Commission, His Majesty's Collector of Customs, His Majesty's Inspector of Immigration, the Principal Officer of the Board of Trade, and their respective staffs.

Finally, I would like to place on record my gratitude to my own Staff for the quality of their work and the loyalty they have shown.

Mr. Park and the entire staff deserve well the best thanks of the Authority.

T. L. J. COXON, M.D., B.S., B.HY., D.P.H.

MILL DAM,

SOUTH SHIELDS,

SEPTEMBER, 1948.



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