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1954

Tyne Port Health Authority

ANNUAL REPORT

OF THE

Medical Officer of Health

1954

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OF THE

Medical Officer of Health

South Shields
R. Simpson & Sons, Chapter Row.

1955.

CONTENTS.

Tyne Port Health Authority

CONSTITUTED BY LOCAL GOVERNMENT BOARD'S ORDER,
DATED 29TH MARCH, 1897.

ELECTED BY THE CORPORATION OF NEWCASTLE :

ALDERMAN J. W. TELFORD.
COUNCILLOR R. A. DIXON
COUNCILLOR R. M. HENDERSON, J.P.
COUNCILLOR J. McCAMBRIDGE.
COUNCILLOR D. A. R. MILLIGAN.
COUNCILLOR G. ROBSON.
COUNCILLOR M. SHAW.
COUNCILLOR E. B. TEMPLE.

ELECTED BY THE CORPORATION OF GATESHEAD :

ALDERMAN W. F. BARRON, J.P.
ALDERMAN B. N. YOUNG.
ALDERMAN J. T. ETHERINGTON.

ELECTED BY THE CORPORATION OF SOUTH SHIELDS :

COUNCILLOR C. BARRASS, J.P.
COUNCILLOR G. GIBSON.
COUNCILLOR E. W. MACKLEY, J.P.

ELECTED BY THE CORPORATION OF TYNEMOUTH :

COUNCILLOR W. LITTLE.
COUNCILLOR A. SOUTHWORTH.

ELECTED BY THE CORPORATION OF WALLSEND :

COUNCILLOR C. L. PALMER (*Chairman*).
ALDERMAN P. J. McARDLE, J.P.

ELECTED BY THE CORPORATION OF JARROW :

ALDERMAN P. SCULLION.

ELECTED BY THE HEBBURN URBAN DISTRICT COUNCIL :

COUNCILLOR E. FRENCH, J.P.

ELECTED BY THE FELLING URBAN DISTRICT COUNCIL :

COUNCILLOR T. P. S. PRUDHAM.

ELECTED BY THE BLAYDON URBAN DISTRICT COUNCIL :

COUNCILLOR J. T. STEPHENSON (*Vice-Chairman*).

ELECTED BY THE NEWBURN URBAN DISTRICT COUNCIL :

COUNCILLOR E. DOWLING, J.P.

ELECTED BY THE WHICKHAM URBAN DISTRICT COUNCIL :

COUNCILLOR E. RUTHERFORD.

The above Constitution is as existing on the 31st December, 1954.

SECTION I—STAFF

TABLE A

Name of Officer.	Nature of Appointment.	Date of Appointment.	Qualifications.	Any other Appointments held.
T. L. J. Coxon	Medical Officer of Health	1st Jan., 1937	M.D., B.S., B.Hy., D.P.H.	Medical Inspector of Aliens.
J. O'Callaghan	Deputy Medical Officer of Health	*1st Jan., 1950	M.B., B.S.	Deputy Medical Inspector of Aliens.
J. English	Clerk to the Authority.			
J. Goodwood Raine	Treasurer.			
N. Park	Chief Port Health Inspector	12th Sept., 1920	Cert. R.S.I.	
R. O. Burn	Food Inspector, Deputy Chief Port Health Inspector	30th May, 1933	Cert R.S.I. Cert Meat and other foods.	
W. B. Weatherston	Port Health Inspector	6th Feb., 1933	Cert R.S.I. Cert Meat and other Foods.	
W. G. L. Dicks	Port Health Inspector	16th Jan., 1952	Cert R.S.I.	
R. R. Bain	Port Health Inspector	1st Oct., 1953	Cert R.S.A.S. Cert Meat and other Foods.	
E. M. Glenny (Miss)	Clerk	8th August, 1927.		
J. H. Robinson	Rat Searcher	9th Feb., 1925.		
H. Burn	Rat Searcher	4th March, 1935.		
R. Humphrey	Rat Searcher	31st Dec., 1951.		
J. W. Ray	Launch Coxswain	15th May, 1922,		
R. S. Burn	Launch Coxswain	14th April, 1939.		
K. Jarvis	Launch Hand	27th Nov., 1950.		
L. Humphrey	Launch Hand	28th Sept., 1953.		

*Re-appointed after War Service.

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,
April, 1955.

The Chairman,
Vice-Chairman and Members of the
Tyne Port Health Authority.

Ladies and Gentlemen,

In submitting, for your consideration, the Annual Report on the state and trade of the Port of Tyne, it is necessary to emphasise that as much of the information has already appeared in previous reports a certain amount of curtailing is inevitable.

Movements of shipping have shown little difference from 1953 ; the total tonnage remaining practically the same.

Sickness on board both coastwise and foreign has been light, though towards the end of the year, the presence of smallpox in Brittany has meant very careful examination of the crews of all ships which have called there or have members of crews domiciled in or around the area.

True imports and exports (both excluding coastwise traffic) are roughly balancing each other.

A valued member of the Inspectorial Staff, Mr. H. M. Coats, retired after a long illness. He was in his 64th year, and had served the Authority for 45 years.

It is again with pleasure that I place on record, the splendid co-operative spirit shown in the relations between this Authority and H.M. Customs & Excise and H.M. Immigration Service in all aspects of their work common to each Service. I am grateful to both Services for their help and consideration.

With the Tyne Improvement Commission and the Tyne Pilotage Authority our relations remain cordial.

Your own Staff have worked well throughout the year.

Finally, on behalf of the Clerk to the Authority, your Staff and myself, I wish to thank all Members of the Authority for their interest and sympathetic attitude towards our labours through the 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, 1954.

SECTION II—AMOUNT OF SHIPPING ENTERING THE DISTRICT DURING THE YEAR 1954.

TABLE B.

Ships from	Number	Tonnage	Number inspected.		Number of ships reported as having, or having had during the voyage, infectious disease on board.
			By the Medical Officer of Health.	By the Sanitary Inspectors.	
Foreign Ports	1,539	2,874,561	671	1,465	7
Coast-wise	4,793	5,279,988	59	4,039	5
Total	* 6,332	8,154,549	730	5,504	12

* These totals do not include Fishing Vessels.

Total number of vessels visited by Inspectors :—

British Ships.			
Steam	2,333		
Motor	1,385		
Sail	....		
Fishing	213		
		3,931	
Foreign Ships.			
Steam	965		
Motor	821		
Sail	....		
Fishing	77		
		1,863	
Re-visits		929	
			6,723

Total number of crews of vessels visited by Inspectors :—

British Ships.		
British White	73,978	
British Coloured	7,268	
Alien White	854	
Alien Coloured	1,293	
		83,393

Foreign Ships.			
British White	762		
British Coloured	254		
Alien White	53,779		
Alien Coloured	210		
		55,005	
			138,398
British Fishing Vessels.			
British White		2,248	
Foreign Fishing Vessels.			
Alien White		1,589	
			3,837

Total number of passengers of vessels visited by Inspectors :—

British Ships.			
British	174		
Alien	89		
		263	
Foreign Ships.			
British	28,468		
Alien	23,754		
		52,222	
			52,485
Fishing Vessels.			
British		....	
Alien		....	
		—	
			....

Tonnage of vessels visited by Inspectors :—

Steamers.		
British	3,308,524	
Foreign	1,627,068	
		4,935,592
Motors.		
British	1,861,098	
Foreign	1,026,659	
		2,887,757

Sailing Vessels.			
British	Nil.		
Foreign	Nil		
		Nil.	
			7,823,349
Fishing Vessels.			
British	16,781		
Foreign	9,911		
			26,692

The Nationalities of vessels inspected were as follows :—

British	3,718
Argentinian	2
Belgian	1
Canadian	1
Costa Rican	10
Danish	198
Dutch	339
Finnish	140
French	102
German	190
Greek	2
Honduranian	5
Icelandic	5
Irish	1
Israelic	2
Italian	12
Jugo Slav	7
Liberian	19
Monrovian	1
Norwegian	358
Panamanian	42
Polish	3
Portugese	2
Russian	3
South African	3
Spanish	7
Swedish	322
Swiss	2
Turkish	3
United States America	3
Uraquay	1
Total	5,504

The Nationalities of Fishing Vessels visited were as follows :—

British	213
Belgian	1
Dutch	5
French	46
German	23
Polish	1
Swedish	1
	290

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

In connection with the issuing of Deratting and Deratting Exemption Certificates	541
In connection with health	56
In order to have defects remedied	332
In connection with food	....
	929

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

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
1948	Vessels	5,044	
	Fishing Vessels	338	
	Re-visits	815	
			6,197
1949	Vessels	5,601	
	Fishing Vessels	150	
	Re-visits	772	
			6,523

1950	Vessels	5,561	
	Fishing Vessels	88	
	Re-visits	767	
			6,416
1951	Vessels	5,281	
	Fishing Vessels	51	
	Re-visits	787	
			6,119
1952	Vessels	5,807	
	Fishing Vessels	80	
	Re-visits	957	
			6,844
1953	Vessels	5,410	
	Fishing Vessels	62	
	Re-visits	744	
			6,216
1954	Vessels	5,504	
	Fishing Vessels	290	
	Re-visits	929	
			6,723

SECTION III—CHARACTER OF SHIPPING AND TRADE DURING THE YEAR.

TABLE C.

PASSENGER TRAFFIC.

Number of passengers INWARDS	53,854
Number of passengers OUTWARDS	55,275

CARGO TRAFFIC.

Total tonnage entering the port during the past nine years has been as follows :—

1946.	Foreign	1,659,445	
	Coastwise	3,570,899	
			5,230,344
1947.	Foreign	1,575,042	
	Coastwise	3,925,508	
			5,500,550
1948.	Foreign	1,752,855	
	Coastwise	4,287,243	
			6,040,098
1949.	Foreign	2,304,073	
	Coastwise	5,000,246	
			7,304,319
1950.	Foreign	2,297,988	
	Coastwise	5,379,139	
			7,677,127
1951.	Foreign	2,363,725	
	Coastwise	5,387,212	
			7,750,937
1952.	Foreign	2,577,003	
	Coastwise	5,532,957	
			8,109,960
1953.	Foreign	2,582,323	
	Coastwise	5,583,724	
			8,166,047
1954.	Foreign	2,874,561	
	Coastwise	5,279,988	
			8,154,549

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	*Tons.*
Iron Ore	1,081,051
Oil Fuel and other oils	669,372
Grain	243,083
Timber (excluding Pit Props)	162,761
Cement	158,288
Pit Props	142,264
Provisions	134,133
Petroleum Spirit	60,904
Metals and Minerals (excluding Iron Ore)	59,702
Fruit and Vegetables (Fresh)	27,330
Fish	27,057

	Tons
Fertilisers	25,328
Iron and Steel Scrap	16,606
,, ,, ,, Manufactures	12,095
Beer	10,390
Other Goods	93,599
Total	2,923,963

Principal Exports :—

	Tons.
Sulphate of Ammonia	157,775
Oil fuel cargo	76,265
Pitch and Tar	44,454
Machinery	38,865
Iron and Steel Manufacturers	21,819
Firebricks and Fireclay	7,672
Textiles	6,969
Paints	5,990
Grain and Feeding Stuffs	5,510
Metals (non-ferrous)	4,609
Rope and Binder Twine	2,366
Petroleum Spirit	2,358
Other Goods	67,002
Total	441,654

Oil Fuel shipped as Bunkers 223,491

Exports of Coal and Coke :—

Coal Cargo	7,609,226
Coke Cargo	641,437
	8,250,663
Coal Bunkers	222,793
Total Cargo and bunkers	8,473,456

Shipments to :—

	Coastwise Ports. Tons.	*Foreign Ports. Tons.*	*TOTAL Tons.*
Coal Cargo	6,125,278	1,483,948	7,609,226
Coke Cargo	8,143	633,294	641,437
Coal Bunkers	116,688	106,105	222,793
Totals	6,250,109	2,223,347	8,473,456

Principal Ports from which ships arrive.

Normal Tyne trading includes a large proportion of traders from Canadian, Norwegian, Swedish, Danish, Dutch and German Baltic Ports, also a few arrivals from Poland, Russia and Finland.

Oil and petrol from various ports ; iron ore from West African ports, a few from Spain, and general cargoes from America make up the bulk of the rest of the total of general trade.

SECTION IV—INLAND BARGE TRAFFIC.

There are no canals in the area and no barges operating in the port.

SECTION V—WATER SUPPLY.

1. No change.

2. No change.

3. No change.

4. There are now eight water boats available for the supply of fresh water to vessels at Tyne Ports'. The following is a list of vessels and owners :—

Name of Water Boat.	*Name of Owners.*
" Crystal Stream "	Messrs. R. G. Aitken & Co.
" Harcus "	,, V. A. Curry.
" West Riding "	,, ,,
" Royal Sovereign "	,, Fenn Bros.
" Britannia "	,, A. Gibson.
" Crystal Fountain "	,, ,,
" I'll Try "	,, S. Pascoe & Co.
" Thomas & Alice "	,, ,,

SECTION VI—PUBLIC HEALTH (SHIPS) REGULATIONS, 1952.

No Change.

SECTION VII.—SMALLPOX.

(1) Name of Isolation Hospital to which smallpox cases are sent from the district.

The Regional Hospitals Area Board have designated Langley Park Isolation Hospital, Co. Durham.

(2) Arrangements for transport of such cases to that hospital by ambulance, giving the name of the Authority responsible for the ambulance and the vaccinal state of the ambulance crews.

The Authority possess no road ambulance of its own, and is dependent on the co-operation of shore authorities for ambulance facilities of all types.

(3) Name(s) of smallpox consultant(s) available.

The panel of Consultants available is in accordance with those of the Ministry's designated list for Northumberland and Durham.

(4) Facilities for laboratory diagnosis of smallpox.

Diagnostic specimens are forwarded to Virus Reference Laboratory Colindale Avenue, London, N.W.9.

SECTION VIII.—VENEREAL DISEASE.

No change.

SECTION IX—CASES OF NOTIFIABLE AND OTHER INFECTIOUS DISEASES ON SHIPS.

TABLE D.

Category.	Disease.	Number of cases during the year.		Number of ships concerned.
		Passengers.	Crew.	
Cases landed from ships from foreign ports	Chicken Pox	....	1	1
	Rerurrent Malaria	....	1	1
	Rubella	1	....	1
	Scarlet Fever	1	1	2
Cases which have occurred on ships from foreign ports but have been disposed of before arrival.	Bronchial Pneumonia	....	1	1
	Suspected Tuberculosis	....	1	1
Cases landed from other ships.	Dysentery	....	1	1
	Suspected Dysentery	....	1	1
	Enteric	....	1	1
	Pneumonia	....	1	1
	Rubella	....	1	1

CHICKEN POX.

1954	Name of Vessel	From	On voyage	On or after arrival	Remarks	Notes on arrival at Tyne
May 17	m.s. "Nuolja"	Narvik	....	1		Moor Park Hospital.
			....	1		

DYSENTERY.

May 1	m.s. "Egero"	DYSENTERY. Singapore, Mena al Ahmadi, Liverpool	....	1		Removed to Hosp.
				1		

SUSPECTED DYSENTERY.

Oct. 27	m.s. "Cressington Court".	Buenos Aires, Rosario and Manchester	1	....	Left at M'ch'tr.	All well.
			1	....		

ENTERIC.

Nov. 17	m.s. "Port Wellington"	Tasmania, Timaru, Port Chalmers and London	1	....	Left at London.	All well.
			1	....		

RECURRENT MALARIA.

June 10	s.s. "Helga Achroder".	Kristianstad	....	1		Exam. by M.O.H.
			....	1		

PNEUMONIA.

Dec. 17	s.s. "Hektor"	Lulea and Middlesbrough.	1	....	Left at M'boro.	All well.
			1	....		

BRONCHIAL PNEUMONIA.

Jan. 4	s.s. "Hampshire Coast".	Hull and Hamburg.	1	....	Died at Hull	All well.
			1	....		

RUBELLA.

1953	Name of Vessel	From	On voyage	On or after arrival	Remarks	Notes on arrival at Tyne
Jan 29	m.s. "Braemar"	Oslo	....	1		Exam. by M.O.H.
April 21	m.s. "Freda"	London	....	1		Exam. by M.O.H.
			....	2		

SCARLET FEVER.

April 19	m.s. "Blenheim"	Oslo	....	1		Exam. by M.O.H.
Aug. 17	s.s. "Mathilda"	Bergen & Archangel	....	1		Dean's Hospital, S. Shields.
			....	2		

SUSPECTED TUBERCULOSIS.

Mar. 20	m.s. "British Fidelity".	Wellington, Panama, and New Orleans.	1	....	Left at Bilbao.	All well.
			1	....		

GENERAL SICKNESS ON BOARD VESSELS ARRIVING AT TYNE PORTS DURING THE YEAR 1954.

The subjoined table gives a return of sickness* reported by Masters of Vessels as having occurred during the voyage, or coming under the notice of the Tyne Port Health Officials in each month of the year 1954.

1954.	Chicken Pox	Dysentery	Suspected Dysentery	Enteric	Recurrent Malaria	Pneumonia	Bronchial Pneumonia	Rubella	Scarlet Fever	Suspected Tuberculosis	Accidents	Abscesses, Boils, etc.	Appendicitis	Asthma & Bronchitis	Blood Poisoning	Blood Pressure	Diarrhoea	Diseases of Bladder	Diseases of Chest	Diseases of Eye	Diseases of Glands	Diseases of Heart	Diseases of Intestines
January	....	....	....	....	....	....	†1	1	....	....	†2	....	....	....	....	....	....	....	....	....	....	....	1
February	....	....	....	....	....	....	....	....	....	....	7	....	....	....	....	....	....	....	....	....	....	....	....
March	....	....	....	....	....	....	....	....	....	1	3	....	1	....	....	....	....	....	....	....	....	....	1
April	....	....	....	....	....	....	....	1	1	....	3	1	....	....	....	....	....	....	....	1	1	†1	1
May	*1	*1	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	1	1	†1	....
June	....	....	....	....	1	....	....	....	....	....	1	....	....	2	....	....	....	....	....	....	....	....	....
July	....	....	....	....	....	....	....	....	....	....	2	....	....	....	....	....	....	1	....	....	....	†1	....
August	....	....	....	....	....	....	....	....	*1	....	1	....	2	....	....	....	....	....	....	....	....	1	....
September	....	....	....	....	....	....	....	....	....	....	2	1	4	....	....	1	1	....	....	1	....	....	1
October	....	....	1	....	....	....	....	....	....	....	1	2	2	1	1	....	....	....	....	1	....	....	....
November	....	....	....	1	....	....	....	....	....	....	2	1	1	....	....	....	....	....	....	....	....	2	....
December	....	....	....	....	....	1	....	....	....	....	1	....	1	....	....	....	....	....	1	....	....	†4	....
TOTALS	*1	*1	1	1	1	1	†1	2	*2	1	†25	5	11	3	1	2	1	1	1	4	2	†††† 10	4

General Sickness on Board Vessels Arriving at Tyne Ports.—*continued.*

1954	Diseases of Kidneys	Diseases of Lungs	Diseases of Nervous system	Diseases of Skin	Diseases of Stomach	Diseases of Teeth and Gums	Diseases of Throat	Diseases of Tissue	Diabetes	Epilepsy	Febrile Catarrh	Fibrositis	Gastric Enteritus	Influenza	Jaundice	Lumbago	Suspected Meningitis	Nervous Disorders	Non-defined	Peritonitis	Scabies	Venereal	Totals.
January	....	2	1	1	....	1	2	....	1	....	1	....	....	....	....	....	....	....	1	....	....	1	16
February	1	....	....	....	....	....	....	....	....	....	....	....	....	2	....	1	....	....	....	....	....	1	12
March	....	....	....	....	1	....	1	....	....	....	....	....	....	....	....	....	....	....	1	1	....	3	13
April	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	1	1	....	....	....	13
May	....	....	....	....	1	2	....	....	....	1	....	....	....	....	1	1	....	2	1	....	....	2	17
June	....	....	....	1	1	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	7
July	....	....	....	2	....	....	1	....	....	....	....	....	....	....	1	....	†1	....	1	†1	....	3	14
August	....	....	....	....	....	1	....	1	....	....	1	....	....	....	....	....	....	....	2	....	....	....	10
September	....	....	....	1	....	2	....	....	....	....	....	....	....	....	....	1	....	1	....	....	....	....	16
October	....	....	....	....	....	....	....	....	....	....	2	....	....	....	....	....	....	....	....	....	....	....	11
November	1	....	....	....	....	....	1	....	....	....	....	....	1	....	....	....	....	1	....	....	....	....	11
December	....	....	....	1	1	....	....	....	....	....	1	....	....	1	....	....	....	....	....	....	1	....	13
Total	2	2	1	6	4	6	6	1	1	1	5	1	1	3	2	3	†1	5	7	†2	1	10	153

The names of the diseases during the voyage are given as reported by the Master of the vessels.
*Removed to Isolation Hospitals. †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.
Aden	*	....	4
Alexandria	†	....	1
Algiers	†	1	....
Bombay	*	....	1
Bone	*	1	2
Calcutta	‡*	....	7
Dakar	*	....	7
Danzig	*	1	1
Gdynia	*	....	1
Istanbul	†	....	3
Karachi	*	....	2
Suez	*	....	2
Tripoli	†	....	2
TOTALS		3	33

*Smallpox. †Typhus. ‡Cholera.

SECTION X.—OBSERVATIONS ON THE OCCURRENCE OF MALARIA IN SHIPS.

Malaria has shown a notable decrease on board vessels arriving from West Africa. In general, anti-malarial measures are well applied, but to account for the great diminution in reported cases, it would appear that opportunities for infection on the African Littoral are more limited than heretofore.

SECTION XI.—MEASURES TAKEN AGAINST SHIPS INFECTED WITH OR SUSPECTED FOR PLAGUE.

No ships were subjected to special measures in respect to suspicion of plague, with the exception that any vessel arriving from suspected ports were not granted full pratique until the crew had been examined by the Medical Officer.

SECTION XII.—MEASURES AGAINST RODENTS IN SHIPS FROM FOREIGN PORTS.

1. Ship board rats are becoming increasingly scarce, and the old rat infested ship is becoming a rarity. Should there be any report of unusual numbers of rats or unusual behaviour among them, steps are taken to examine the vessel carrying them.

All runways, traces, tracks and possible harbourage are noted, and an estimate of the number of rats is formed.

The degree of rat proofing is noted and the ship's cubic capacity is measured compartment by compartment.

On the result of this examination, carried out by two experienced officers and searchers, appropriate treatment is decided, whether by poisoning, trapping or fumigation.

Similar procedure is adopted on examination for the purpose of deratisation or exemption certification when however, it is insisted that the vessel be empty of all cargo.

2. All rats recovered are examined for type, presence of swollen glands and undue emaciation before destruction by incineration. Any abnormal rats are further examined, and if regarded as necessary, are subjected to bacterial examination.

3. The deratting of ships is carried out by private contract between the agents and fumigators on the approved list of the Port. This contains the names of eight firms operating in the area. All are cyanide fumigators, and up to date, no fumigation with chemicals other than cyanide have been requested.

Messrs. Associated Fumigators Ltd.
,, Barber & Heron Ltd.
,, London Fumigation Co. Ltd.
,, W. I. Martin.
,, A. Milburn & Co.
,, Fumigation Services Ltd.
,, J. McGurk.
,, James Cuthbertson & Co. Ltd.

Trapping, and a certain amount of pre-baiting is practised in certain circumstances where fumigation is unsuitable, and this is performed by a professional ratcatcher.

4. Rat proofing is now a major consideration with Naval Architects in the construction of new tonnage, and in older vessels the substitution of expanded metal and sheating for wooden conduits and casings is proceeding with successive surveys.

TABLE E.

Rodents destroyed during the year in ships from foreign ports.

Category	*Number*
Black rats	99
Brown rats	36
Species not known	Nil.
Sent for examination	Nil.
Infected with plague	Nil.

SECTION XII.—SURVEY OF PROGRESS IN DERATTING OF FOREIGN GOING VESSELS,

1920-1954.

The presence of rats on board ships has for centuries been a foregone conclusion, and their ravages on stores and cargo were accepted with the same philosophy which allowed the universal presence of cockroaches, weevils, lice and bugs to pass almost unnoticed.

Certainly when it was discovered that rats and plague were associated, certain measures to restrict their free passage from ship to shore were devised and put into operation. Poison was employed in increasing quantities and devices such as berthing a few feet from the quayside, whitening gangways, tarring ropes, and placing of disc rat guards on hawsers were in common use,

These were, however, palliative and not strictly preventative, nor markedly effective in achieving their object.

Whilst so little attention was directed to shore installations, and quays were of wooden construction, and the supporting piles were sodden wooden baulks, it was inevitable that rat harbourage should abound. When to this are also added, isolation, rubbish dumps, bad lighting and sewage outfalls, ideal conditions are produced for the fruitful multiplication of the rat population.

Similar, though more confined conditions (if for quays etc., we substitute wooden sheathing and bilge spaces) as exist on shore, were also present on board ship.

Constant exchange occurred at every port of certain elements of the rat infestation, and in time the local or regional physical characteristics of the rat tended to be lost, and merged into a more universal type. No longer can it be adduced that so many brown rats or black rats have been destroyed. Their descendants are approximating to an intermediate type.

In any case, it has never been satisfactorily proved that a plague infected flea shows any preference for a black or a brown rat.

The first serious attempt to reduce the sea-borne rat population followed the introduction of sulphur dioxide as a fumigant. Methods of pumping the gas into holds and accommodation by such apparatus as the Clayton Fumigator, or the burning of rock sulphur in suitable buckets in sealed compartments, were employed with considerable success.

International interest in rat eradication culminated in the findings of the International Sanitary Convention of Paris in 1927. Following this, a form of universal certificate stating what means had been undertaken to render deep sea vessels rat free was introduced.

Prior to this, the United States of America had shown a great pioneering spirit by requiring a system of certificates stating that vessels bound for the States had been subjected to suitable deratisation. This certificate, they required to be viséd by their Consuls abroad.

On general ratification of the Paris Agreement, this of course no longer pertained, but the principle remained with the Port Medical Officers' signature replacing that of the Consul.

Every foreign going vessel of whatever nationality, must now submit to examination every six months, and carry a certificate either of fumigation, or exemption from fumigation if the examination so warranted.

So successful has this regulation proved, that the principle of examination and the legal requirement of carrying a valid

certificate that the vessel is rat free, has now been extended to coastal trade as well.

Improvement in the methods of fumigation have also been effected, and newer and more lethal fumigants than the original S.O.2 are now employed.

H.C.N. first used in this port around 1924, has, in the intervening 30 years firmly established itself against all competition as the most reliable and successful of fumigants. The ease of its application, lightness of apparatus, and thoroughness of results have greatly outweighed the risk of life endangered in some cases by careless handling.

Fatalities, when they occur, are rarely the result of operational carelessness, but more frequently are attributable to the determined efforts on the part of members of crews to return illicitly and secretly to their accommodation, forgetting that their ship is under gas. A few determined suicides have also been noted.

To tighten up measures to ensure against such accidental deaths, and to ensure that fumigating firms attained and maintained a high degree of skill, training, and care in the performance of this work, the Cyanide (Ship) Regulations were made in 1952, and have been in force since that date.

The results achieved by fumigation when practised on a large scale, and on an international basis, have been remarkable, and much of the progress denoted in the following extracts from past annual reports lies to its credit, though the improvements in ship construction, elimination of harbourage, the use of expanded metal for wood, in casings and linings on ships, and the provision of food lockers and better accommodation generally, have played their part.

1920. 2,185 rats destroyed on 30 vessels. Trapping and baiting· S.O.2 used in certain cases.

1924. 5,492 rats destroyed on 129 vessels. 10 fumigations, S.O.2 (burning sulphur) and 10 Form Port 10 vised by American Consul.

1927. 3,331 rats destroyed on 79 vessels. 37 Form Port 10 issued.

1928. 2,628 rats destroyed on 69 vessels. Deratisation certificates issued 44. S.O.2, in 26, Exemptions 20.

1930. 3,407 rats destroyed on 563 vessels. Deratisation certificates issued 190 H.C.N. in 23, Exemptions 373.

1931. 4,839 rats destroyed on 643 vessels. Deratisation certificates issued 313. H.C.N. in 33, Exemption 330.

1939. 923 rats destroyed on 507 vessels. Deratisation certificates issued 76, Exemption 431.

1940. 1,211 rats destroyed on 362 vessels. Deratisation certificates issued 64, Exemption 298.

1953. 161 rats destroyed on 26 vessels. Deratisation certificates issued 26, Exemptions 333.

It will be seen that in the period under review, a steep increase in the number of fumigations occurred, reaching a peak in 1930—34, when the proportion of fumigations to exemptions rose to 2 in 3. Subsequently, as steep a decline took place, until in 1951, the proportion was 1 in 10, and it is now rare to find a ship with a rat population exceeding a dozen.

Trapping and baiting still has its uses in minimal infestations.

The introduction recently of sodium flouroacetate as a bait poison has provided us with a powerful addition to the agents already in use against rodents, and so effective is it, that claim for the issue of Deratisation Certificates after its application, have been put forward. As a bait, it is deadly to rats, but it is deadly to *all* animals, and it must be handled with gloves, and if accidently spilt even in the weak concentrations in use, must be most carefully removed. It is stated to be quick in action.

Its claims as being superior to H.C.N. are not, in my opinion, fully maintained.

The saving of time and money is advanced in its favour, but the presumption of a 100% kill cannot be made as surely as with H.C.N. consequently the value of the certificate is in doubt.

There has been a tendency in recent years, in respect of shipping generally, towards specialisation in the new tonnage under construction.

Tankers, always a specialist design, have increased from 6,000 tons to five times that tonnage, and are now becoming a problem for the dry docking companies when it comes to the question of hull repairs and general overhaul. The number of dry docks in the country capable of taking a 32,000 ton tanker, is strictly limited.

Advance in refrigeration for meat, fruit, and fish, has led to the development of another kind of fast, fully refrigerated vessels of medium tonnage, and vessels primarily designed for the transport of metal ore are on the increase.

This trend had led to great diminution in the new tonnage of the ubiquitous "tramp" of olden times, and the general purpose vessel of this type is tending to die out. The present emphasis being on speed of travel, ease of loading, discharge and quick turn round, has placed the general cargo vessel at a disadvantage and made it generally a less profitable proposition. though the develop-

ment of tiny motor coasters now as a family concern, has been most marked. These small craft, economical ro run, light in tonnage, and therefore light in dues and incidental expenses, carry a percentage weight of cargo greatly in excess of vessels previously engaged.

Streamlining and specialised design have been applied to colliers with great effect, and many colliers permit comfort and working conditions on board equal to any vessel afloat.

All these modern trends in design have not lost sight of the importance of reducing possible rat harbourage.

The docks, wharves and quays in general, are showing great improvement, and by more modern methods of building and designing, and the replacement by ferro-concrete of wooden piles and staging, are assisting to eliminate many of the favourite haunts and breeding places of the riparian rat population.

The inevitable presence of waste or unused land along the river side, together with the penetration of the area by innumerable sewage outfalls, make the question of rat extermination on shore, one of some difficulty.

Limited available staff on the part of public authorities, the comparative isolation of many wharves and docks, and the private nature of the ship-building and repairing yards increase the difficulty in the way of efficient co-operation whereby a wholesale onslaught could be undertaken.

TABLE F.

Deratting Certificates and Deratting Exemption Certificates issued during the year for ships from foreign ports.

No. of Deratting Certificates Issued.					Number of Deratting Exemption Certificates Issued.	Total Certificates Issued.
After fumigation with.		After trapping.	After poisoning†	Total.		
H.C.N. 1	Other fumigant (State Method). 2	3	4	5	6	7
9	NIL.	NIL.	NIL.	9	349	358

†State poisons used and number of Certificates issued after each poison.

SECTION XIII—INSPECTION OF SHIPS FOR NUISANCES.

TABLE G.

Inspections and Notices.

Nature and number of Inspections.		Notices Served.		Result of Serving Notices.
		Statutory Notices.	Other Notices.	
Original	5,504	NIL.	192	190 Complied with.
Revisits	929			
TOTAL	6,433	NIL.	192	190 Complied with.

(CLASSIFICATION OF NUISANCES).

Nationality of Vessels.	Number inspected during the year.	Defects of original construction.	Structional defects through wear and tear.	Dirt, vermin and other conditions prejudicial to health.
British	4,718	3	56	151
Other Nations	1,786	2	5	7

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 elimination of out of date tramps and the substitution of faster and more economically run new tonnage with accommodation according to modern standards is still slow of accomplishment. The extensive building of oil tankers has set a high standard of ship board comfort for their personnel.

THE TOTAL NUMBER OF VESSELS USING THE PORT DURING 1954 IS AS FOLLOWS :—

Steamers	3,828
Motor Vessels	2,503
Sailing Vessels	1
TOTAL	6,332

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

British	—Steam	104	
	Motor	76	
			180
Foreign	—Steam	7	
	Motor	4	
			11
TOTAL			191

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

British	—Steam	126	
	Motor	79	
			205
Foreign	—Steam	10	
	Motor	7	
			17
TOTAL			222

DEFECTS OF VESSELS INCLUDE THE FOLLOWING :—

		Defects. (*a*)	*Remedied.* (*b*)
Forecastles	dirty	19	23
	neglected paintwork	41	49
	verminous	82	100
	litter to destroy		2
Sleeping Quarters	dirty	1	
	dirty bedding	1	
	verminous	1	2
	discarded beds to destroy	1	
Officers' Accommodation	verminous	4	8
Alleyways	verminous	2	1
Messrooms	verminous	40	36
	tables to cleanse	1	
	defective tables	1	1
Food Lockers	dirty	2	2
	neglected paintwork	1	1
	defective	1	1
W.C's.	dirty	2	3
	foul or choked	1	3
	defective	7	7
	defective flush	2	4
	inadequate flush	2	2
	seats to repair	2	2
	inadequate	1	1
Washrooms	dirty	1	1
	neglected paintwork	1	1
	defective showers	3	4
	defective basins	5	7
	defective salt water cocks	1	
	defective water supply	1	
	defective taps	1	1
	provision of water supply	2	2
Galley	dirty	2	3
	verminous	46	50
	neglected paintwork	3	2
Pantry	verminous	49	57

		Defects. (*a*)	*Remedied.* (*b*)
Provision Storerooms	verminous	8	8
	dirty	2	1
	neglected paintwork	1	....
	harbourage to remove	....	1
	flour store weevil infested	9	6
Refrigerated Chambers	dirty	2	3
	handling room verminous	4	4
Dampness due to	condensation	4	7
	leaking decks	10	10
	water lodging on tank tops	....	2
	choked scuppers	19	19
	leakage from steering gear	1	1
Defects of	ports, sky or decklights	16	19
	bulkheads	1	2
	floors	9	7
	doors	3	2
	bunks	3	4
	scuppers	1	4
	tables	3	3
	service pipes	11	12
	water tight doors	1	1
	steam pipes	5	5
	insulation	3	1
	storm valves	1	1
	waste pipes	2	5
	sinks	2	2
	door locks	1	1
Water Storage	defective or unclean	1	6
Misappropriation		....	1
Ventilation	inadequate	3	3
	defective	3	3
Heating	inadequate	1	1
	defective	10	9
	defective stove pipes	1	2

Recommendations (*a*) suggested by your inspectors
(*b*) carried out.

	(*a*)	(*b*)
Provision of messrooms	1	....
Provision of drainage	1	1
Provision of hot water	1	....
Provision of washrooms	....	1
Provision of refrigerator	1	....

SECTION XIV—PUBLIC HEALTH (SHELL-FISH) REGULATIONS 1934 AND 1948.

No change.

SECTION XV—MEDICAL INSPECTION OF ALIENS.

1. Warrants of Appointments are held by the Medical Officer of Health and his part time deputy.

Dr. T. L. J. Coxon and Dr. J. O'Callaghan.

2. One female assistant is engaged for duty during the examination of female passengers.

3. The Medical Inspector of Aliens is present during the discharge of passengers.

There came into operation at the commencement of the Tourist Season of 1953, more commodious premises on shore for the purpose of inspection of passengers carried by the Bergen Steamship Company. These consist of spacious waiting rooms, interrogation rooms and medical inspection annexe. All are adequately furnished and heated.

Examinations of passengers from Oslo (Fred Olsen Line) are still performed on board but waiting rooms for passengers have been erected on shore.

TABLE SHOWING PASSENGER TRAFFIC FOR 1938 AND FROM 1945 TO 1954.

Year.	Passengers. 1st, 2nd and 3rd Class		Transmigrants.	
	Inwards.	Outwards.	Inwards.	Outwards.
1938	26,656	27,220	664	207
1945	3,504	5,372	.....	.....
1946	15,559	15,372	.....	.....
1947	21,179	19,974	.....	.....
1948	28,126	25,985	.....	.....
1949	33,598	31,371	.....	.....
1950	35,560	34,482	.....	.....
1951	35,974	35,669	.....	.....
1952	38,924	39,757	.....	.....
1953	45,970	46,944	.....	.....
1954	53,854	55,275	.....	.....

Annual return by the Medical Inspector of Aliens for the year ended 31st December, 1954.

	Total	Number Inspected by the Medical Inspector	Number subjected to detailed examination by the Medical Inspector	Certificates Issued.					Transmigrants
				Lunatic Idiot or M.D.	Undesirable for medical reasons	Physically incapacitated	Suffering from acute infectious disease	Landing necessary for adequate medical examination	
(*a*) Total number of Aliens landing at the Port	23,050	20,164	1,214	1	—	—	—	—	—
(*b*) Aliens refused permission to land by Immigration Officer	29	—	—	—	—	—	—	—	—
(*c*) Transmigrants	—	—	—	—	—	—	—	—	—
Total Aliens arriving at the Port	23,079	20,164	1,214	1	—	—	—	—	—

Total number of vessels carrying Alien passengers 633
Number of Vessels dealt with by the Medical Inspector 584

Passenger traffic mainly from Scandinavia reached an all time high level with an increase over the previous year of some 16,000 passengers.

Plans for an increased schedule of sailings for 1955 are in preparation and it is confidently expected that another 20,000 will be accommodated.

SECTION XVI.—MISCELLANEOUS.

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

FOOD INSPECTION.

PUBLIC HEALTH (IMPORTED FOOD) REGULATIONS, 1937-1948.

TYNE COMMISSION QUAY, NORTH SHIELDS.

Foodstuffs imported from :—

OSLO.

	Tons.	Cwts.		Tons.	Cwts.
Fish	1,211	13	Canned fish	462	18
Herring	15	10	Reindeer Meat	5	11
Whalemeat	4	7	Poultry	2	13
Butter	96	2	Margarine	233	4
Canned chicken	10	11	Livers	2	10
Animal casings	12	2	Canned meat	2	1
Flour	21	13	Fat	18	5
Rye meal	21	13	Condensed milk	2	19
Crispbread	19	19	Provisions	41	2
Eggs	184	16	Cheese		10
Chocolate		13			

BERGEN.

	Tons.	Cwts.		Tons.	Cwts.
Fish	11,834	13	Stockfish	6,933	19
Herring	2,215	17	Smoked Herring	2	13
Cod liver oil	115	5	Whalemeat	41	12
Animal casings	7	11	Liver	32	3
Canned fish	3,079	4	Canned meat	18	4
Canned chicken	278	12	Cheese	573	7
Butter	249		Poultry	34	9
Condensed milk	1	4	Margarine	80	10
Bilberries	6	10	Provisions	21	9
Eggs	249				

GATESHEAD QUAY.

BELFAST.

	Tons.	Cwts.		Tons.	Cwts.
Fruit pulp	2		Canned fruit	27	9
Canned meat	12	10	Canned vegetables	4	10

LONDON

	Tons.	Cwts.		Tons.	Cwts.
Margarine	1,045	5	Confectionery	1	12
Canned meat	4	10	Date		9
Provisions	2	13	Syrup	18	9
Tea	3	1	Nuts	1	6

LIVERPOOL.

	Tons.	Cwts.		Tons.	Cwts.
Beans	2	3	Apples	2	12
Corned beef	1	16	Pears		15
Ham		8	Sugar	125	3
Sausage meal	3		Margarine	504	18
Cooking fat	203		Canned meat	11	
Biscuit powder	14		Marshmallow	2	10
Canned fruit	3	9			

HULL

	Tons.	Cwts.		Tons.	Cwts.
Tomatoes	3		Lard	143	
Margarine		6	Beans	1	

ABERDEEN

	Tons.	Cwts.
Bacon	15	

PORTSMOUTH

	Tons.	Cwts.		Tons.	Cwts.
Apples	117	14	Oranges	68	10
Lemons	7	8			

BELGIUM

	Tons.	Cwts.
Biscuits	3	16

PORTUGAL

	Tons.	Cwts.
Port Wine	69	5

SPAIN.

	Tons.	Cwts.		Tons.	Cwts.
Lemons	37	9	Oranges	68	19

GERMANY.

	Tons.	Cwts.		Tons.	Cwts.
Canned meat	56	15	Canned fruit	50	13
Ham	4	12	Dried fruit	50	19
Eggs	16	4	Salt	450	

HOLLAND.

	Tons.	Cwts.		Tons.	Cwts.
Canned meat	714	5	Canned vegetables	2	9
Canned fruit	56	12	Potato flour	5	
Fish	23	11	Cocoa butter	108	11
Bacon	1,959		Cheese	156	15
Ground nuts	10		Egg white	3	9
Rice	77	1	Dried fruit	3	10
Butter	260	12	Beer and wines	231	5
Confectionery	117	9	Biscuits	43	3
Farina	205	19	Cornflour	191	6
Drugs	1	12	Rusks	4	

HOLLAND—*continued*

	Tons.	Cwts.		Tons.	Cwts.
Maize	4		Margarine	516	10
Fat	46	3	Tea	2	19
Eggs	45	14	Block milk	6	12
Condensed milk	7	1	Lard	28	11
Tapioca	4	19	Fruit pulp	7	
Pears	350	13	Grapes	36	14
Apples	484	16	Nuts	5	
Tomatoes	1,011	15	Melons	12	3
Gooseberries	4	17	Bilberries	4	2
Grape Fruit	7	2	Onions	,2374	
Lettuce	119	10	Peas	222	16
Cabbage	55		Shallots	4	17
Cauliflowers	98	1	Cucumbers	77	
Carrots	21	18	Potatoes	1,945	8
Dried vegetables	5	6	Beetroot	5	8
Red cabbage	1	19	Beans	4	14
Vegetables in brine	131	5			

BALTIC FLOUR MILLS.

			Tons.	Cwts.
From	Boston	Wheat	298	
,,	Hull	,,	2,054	
,,	London	,,	494	
,,	Sunderland	,,	1,643	
,,	France	,,	8,461	
,,	Argentine	,,	4,481	
,,	Belgium	,,	498	
,,	Australia	,,	5,540	
,,	Canada	,,	51,255	
,,	United States America	,,	1,408	
,,	Holland	,,	1,065	
,,	Antwerp	Maize	250	
,,	United States America	,,	1,744	
,,	Hull	,,	420	
,,	London	,,	650	
,,	Canada	Barley	250	

DUNSTON FLOUR MILLS.

			Tons.	Cwts.
From	King's Lynn	Wheat	4,137	
,,	Hull	,,	749	
,,	Sunderland	,,	742	
,,	Boston	,,	838	
,,	Argentine	,,	7,639	
,,	Canada	,,	25,006	
,,	France	,,	2,443	
,,	Russia	,,	2,582	
,,	Belgium	,,	1,041	
,,	Holland	,,	505	
,,	Canada	Barley	252	
,,	Canada	Maize	254	
,,	Hull	,,	202	

ADVICE AS TO SICKNESS.

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

POLLUTION.

Two great problems face Tyneside in ever increasing magnitude, both are questions of pollution, one of the air, and the other of the river.

Air pollution, following the tragic experience of London in 1952, when fatalities both human and animal caused by the combination of fog, smoke, and chemical fumes from premises and mechanically propelled vehicles, etc., caused general concern and alarm, has aroused the public conscience to a small degree ; at any rate, to the extent of holding conferences to discuss ways and means of causing some abatement of the danger.

The arrival of an effective solution within the scope of Local or even Regional Authorities has however, not yet been effected.

The formation of " smog " depends on favourable atmospheric conditions together with the imperfect combustion of fuel and volatile emanation of irritant products.

Petrol, diesel oil, chemical and coal distillation all play their part in the problem, and in addition especially in an area so industrialised as Tyneside, the very imperfect combustion of coal in the production of heat in factory and home is a very potent factor.

Inferior coal and slowly burning fires (which have recently become so popular) with their capacity for all night burning, have both contributed to an atmospheric pollution extending over the whole 24 hours of the day.

These conditions persist along the entire extent of the industrial area of the Tyne.

Nor does the river itself contribute much as a lung of fresh air to ventilate the area.

Tugs and small river craft, with very few exceptions, are persistent offenders, the reason generally advanced being, that the stoking coal is too small, dirty, and poor in quality.

In periods of heavy weather, smoke hangs like a black pall over the river.

The other major problem is the high state of contamination existing in the river itself.

The river is tidal for the final 14 miles of its course, and as such, is deemed to be self-cleansing, being therfore, excluded from the provisions of the Rivers Pollution Prevention Acts.

Consequently, there is no necessity for any action by Riparian Authorities to ensure that their sewage is treated by sedimentation, chemical or aeration methods before being discharged into the Tyne.

The intensive new building programme undertaken by all these authorities, and sewer linkage with non-riparian bodies also busily engaged in extending their building area, has, in past years magnified what was recognised long before the war as a major nuisance and a potential danger to health. Each year the nuisance has got larger, and the cost of abating it greater, until now the cost of any combined or area scheme of sewage treatment is prohibitively expensive, and could only be undertaken by means of a very generous government grant.

Attempts could be undertaken however, to initiate local schemes whereby sedimentation and partial treatment of effluent could reduce the bulk of solid matter and the toxic character of the rivers of sewage from each authority, before it empties into the Tyne.

At present the artificial deepening of the river bed by dredging to a more or less uniform depth throughout its main tidal area, has reduced the scouring and cleansing action of the river velocity and thereby reduced the diffusive effects of the daily tides, until in the middle stretches of the area it is doubtful whether more than the mere surface water ever gets to the sea at all, being pushed back and forwards by each waning and waxing tide.

It is true to say that Tyne water in the industrial area has practically none of the accepted characteristics and quality of normal river water. It is lethal to fish, and to humans is probably more dangerous when swallowed than inhaled.

To judge the effect on health of these two problems by the yard-stick of incontrovertible fact, is of course impossible. Morbidity statistics cannot be produced to prove an incidence of bronchial or intestinal disease sufficiently pronounced to allow of any authorative conclusion being drawn in respect of any one area as against another. The population is too ' fluid ' in its character and too homogenious throughout the area for any such comparison.

It may, I think, be safely assumed, if not proved that :—

Grave potential danger to health exists throughout the area, irrespective of domicile, from both air and water pollution, and all Local Authorities, not those merely classed as riparian, in the area of South East Northumberland and North East Durham, have a vital interest in the presence in their midst of this danger ; and in devising adequate measures, however costly, to procure its abolution.

PLAGUE, CHOLERA, YELLOW FEVER AND SMALLPOX.

No cases of plague, cholera, yellow fever or small pox occurred in the Port during the year 1954.

LAUNCHES.

Both launches are still in commission.

CO-OPERATION WITH OUTSIDE AUTHORITIES.

I have, in my opening remarks, stressed the dependence of the Authority upon H.M. Customs & Excise and H.M. Immigration Service—these being the two Government Departments most intimately connected with our work.

The assistance of the Surveyors and general staff of the Ministry of Transport is also freely sought, and on their part, freely given. This is always a powerful help in dealing with constructional defects.

I desire once more to render to the Principal Officers and Staffs of all the above departments, my grateful thanks.

To all others who have helped us in the past year—the General Manager and Staff of the Tyne Improvement Commission, Pilotage Board, and in particular the Members of my own staff, I extend my warmest thanks.

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

Mill Dam,
South Shields.
April., 1955.