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Contributors

Tyne Port Health Authority.

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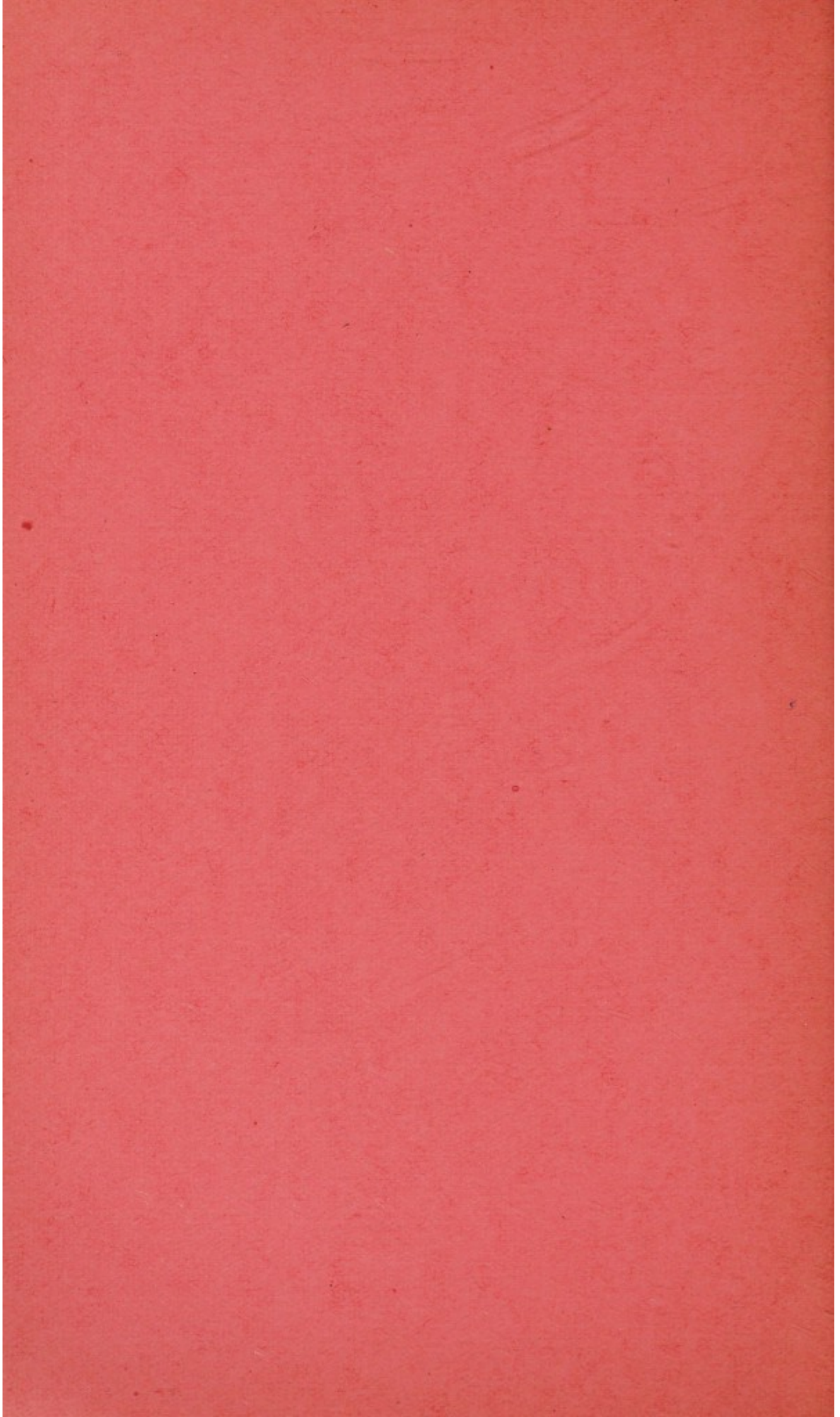
Tyne Port Health Authority



**ANNUAL
REPORT**

OF THE

**Medical Officer
of Health**



1957

Tyne Port Health Authority



**ANNUAL
REPORT**

OF THE

**Medical Officer
of Health**

SOUTH SHIELDS

R. SIMPSON & SONS, CHAPTER ROW.

1958

CONTENTS.

	PAGE
SECTION I Staff	4
.. II Amount of shipping entering the district during the year	6
.. III Character of shipping and trade during the year	11
.. IV. Inland barge traffic	13
.. V Water supply	13
.. VI Public Health (Ships) Regulations, 1952	13
.. VII Smallpox	13
.. VIII Venereal Disease	14
.. IX Cases of notifiable and other diseases on ships	14
.. X Observations on the occurrence of malaria in ships	19
.. XI Measures taken against ships infected with or suspected for plague	19
.. XII Measures against rodents in ships from foreign ports	19
.. XIII Inspection of ships for nuisances	21
.. XIV Public Health (Shell-fish) Regulations 1934 and 1948 ...	24
.. XV Medical Inspection of Aliens	25
.. XVI Miscellaneous	26
River Pollution	28

Tyne Port Health Authority

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

ELECTED BY THE CORPORATION OF NEWCASTLE :

COUNCILLOR A. GRAY.
COUNCILLOR J. McCAMBRIDGE, J.P.
COUNCILLOR D. A. R. MILLIGAN.
COUNCILLOR J. M. SCOTT-BATEY.
COUNCILLOR G. ROBSON, J.P.
COUNCILLOR M. SHAW (VICE-CHAIRMAN).
ALDERMAN J. W. TELFORD.
ALDERMAN E. B. TEMPLE.

ELECTED BY THE CORPORATION OF GATESHEAD :

ALDERMAN P. S. HANCOCK, O.B.E.
ALDERMAN J. A. HUTCHINSON.
ALDERMAN B. N. YOUNG.

ELECTED BY THE CORPORATION OF SOUTH SHIELDS :

COUNCILLOR G. GIBSON.
COUNCILLOR E. W. MACKLEY, J.P.
ALDERMAN E. SUTTON, J.P.

ELECTED BY THE CORPORATION OF TYNEMOUTH :

COUNCILLOR W. LITTLE.
COUNCILLOR A. SOUTHWORTH.

ELECTED BY THE CORPORATION OF WALLSEND :

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

ELECTED BY THE CORPORATION OF JARROW :

ALDERMAN A. MORRISON.

ELECTED BY THE HEBBURN URBAN DISTRICT COUNCIL :

COUNCILLOR R. FENWICK, J.P.

ELECTED BY THE FELLING URBAN DISTRICT COUNCIL :

COUNCILLOR T. P. S. PRUDHAM (Chairman).

ELECTED BY THE BLAYDON URBAN DISTRICT COUNCIL :

COUNCILLOR J. T. STEPHENSON.

ELECTED BY THE NEWBURN URBAN DISTRICT COUNCIL :

COUNCILLOR C. A. WOODS.

ELECTED BY THE WHICKHAM URBAN DISTRICT COUNCIL :

COUNCILLOR J. BRIGGS.

The above Constitution is as existing on the 31st December, 1957

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. EUSTACE	Deputy Medical Officer of Health	27th July, 1955	M.D., M.R.C.P., I.	Deputy Medical Inspector of Aliens
J. ENGLISH	Clerk to the Authority.			
J. GOODBURN	Treasurer.			
N. PARK	Chief Port Health Inspector	12th Sept., 1926	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.	
H. BURN	Clerk	4th March, 1935.		
*J. H. Robinson	Rat Searcher.	9th Feb., 1925.		
R. HUMPHREY	Rat Searcher	21st Dec., 1951		
†L. Humphrey	Rat Searcher	28th Sept., 1953.		
J. W. RAY	Launch Coxswain	15th May, 1922.		
R. S. Burn	Launch Coxswain	14th April, 1939.		
‡K. Jarvis	Launch Hand	27th Nov. 1950.		
A. Haxell	Launch Hand	28th Feb., 1957		
D. N. Wallace	Launch Hand	12th July, 1957.		

* Retired, 28/12/57.

†Transferred to Rat Searcher, 11/2/57.

‡ Resigned, 25/2/57.

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.

February, 1958.

THE CHAIRMAN,
VICE-CHAIRMAN AND MEMBERS OF THE
TYNE PORT HEALTH AUTHORITY.

Ladies and Gentlemen,

1957 is one of the interim years, when following instructions from the Ministry of Health, full information in respect of all services is omitted except where radical changes have occurred.

It will be noted that accordingly certain sections are curtly described as "no change".

Items of general interest and statistical information are retained and, attached to the end is the combined report of the Chief Pollution Officer of the Northumberland and Tyneside River Board and myself.

This needs no comment in this letter.

In the body of the report it will be noticed that the general volume of trade has again declined though a record was once more established in passenger traffic.

Close collaboration with H.M. Customs & Excise, and H.M. Immigration Service has been well maintained and my thanks are due to both for the cordiality of our relations.

The Tyne Improvement Commission in its various branches has been most helpful and I would not like to omit mention in this letter of the Tyne Pilotage Authority and their most efficient and helpful Officers and staff.

Your own staff have, as is customary, given of their best efforts in your service.

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, 1957.**

SECTION II—AMOUNT OF SHIPPING ENTERING THE DISTRICT DURING THE YEAR 1957.

TABLE B.

Ships from	Number	Tonnage	Number inspected		Number of ships reported as having, or having had during the voyage, infec- tious disease on board.
			by the Medical Officer of Health.	by the Sanitary Inspectors.	
Foreign Ports	1,559	2,931,713	547	1,519	...
Coastwise	4,582	4,998,400	31	4,063	4
Total	6,141	7,930,113	578	5,582	4

These totals do not include Fishing Vessels.

Total number of vessels visited by Inspectors :—

British Ships.

Steam	2,113	
Motor	1,666	
Sail		
Fishing	167	
	3,946	

Foreign Ships.

Steam	647	
Motor	1,154	
Sail	2	
Fishing	128	
	1,931	

Re-visits

703

6,580

Total number of crews of vessels visited by Inspectors :—

British Ships.

British White	72,992	
British Coloured	6,094	
Alien White	861	
Alien Coloured	1,957	
	81,904	

Foreign Ships.

British White	1,099		
British Coloured	17		
Alien White	53,077		
Alien Coloured	213		
		<u>54,406</u>	
			<u>136,310</u>

British Fishing Vessels.

British White	1,750		
British Coloured			
		<u>1,750</u>	

Foreign Fishing Vessels.

Alien White	1,756	1,756	
		<u>1,756</u>	
			<u>3,506</u>

Total number of passengers of vessels visited by Inspectors :—

British Ships.

British	369		
Alien	64		
		<u>433</u>	

Foreign Ships.

British	39,221		
Alien	24,367		
		<u>63,588</u>	
			<u>64,021</u>

Fishing Vessels.

British			
Alien			
		<u> </u>	
			<u> </u>

Tonnage of vessels visited by Inspectors :—

Steamers.

British	3,130,149		
Foreign	1,244,589		
		<u>4,374,738</u>	

Motors.

British	1,992,792		
Foreign	1,367,917		
		<u>3,360,709</u>	

Sailing Vessels.

British	Nil.	
Foreign	866	
		866
		<u>7,736,313</u>

Fishing Vessels.

British	14,801	
Foreign	10,317	
		<u>25,118</u>

The Nationalities of vessels inspected were as follows :—

British	3,779
Belgium	2
Bermudan	1
Costa Rican	10
Danish	112
Dutch	411
Finnish	102
French	21
German	318
Greek	13
Icelandic	1
Irish	4
Israeli	1
Italian	6
Japanese	1
Jugo Slav	1
Liberian	31
Norwegian	440
Panamanian	27
Polish	1
Portugese	2
Russian	7
South African	2
Spanish	2
Swedish	285
Turkish	2
Total	<u>5,582</u>

The Nationalities of Fishing Vessels visited were as follows :—

British	167
Danish	4
Dutch	6
French	16
Faroese	1
German	34
Icelandic	1
Polish	62
Russian	3
Swedish	1
	<hr/>
	295
	<hr/> <hr/>

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

In connection with the issuing of De-ratting and De-ratting Exemption Certificates	462
In connection with health	115
In order to have defects remedied	126
	<hr/>
	703
	<hr/> <hr/>

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

1948	Vessels	5,044	
	Fishing Vessels	338	
	Re-visits	815	
		<hr/>	6,197
1949	Vessels	5,601	
	Fishing Vessels	150	
	Re-visits	772	
		<hr/>	6,523
1950	Vessels	5,561	
	Fishing Vessels	88	
	Re-visits	767	
		<hr/>	6,416
1951	Vessels	5,281	
	Fishing Vessels	51	
	Re-visits	787	
		<hr/>	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
1955	Vessels	5,474	
	Fishing Vessels	212	
	Re-visits	923	
			6,609
1956	Vessels	5,376	
	Fishing Vessels	195	
	Re-visits	787	
			6,358
1957	Vessels	5,582	
	Fishing Vessels	295	
	Re-visits	703	
			6,580

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

TABLE C.

PASSENGER TRAFFIC.

Number of passengers INWARDS	65,052
Number of passengers OUTWARDS	66,079

CARGO TRAFFIC.

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

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
1955.	Foreign	3,001,123	
	Coastwise	5,044,559	
			8,045,682
1956.	Foreign	3,002,844	
	Coastwise	4,981,238	
			7,984,082
1957.	Foreign	2,931,713	
	Coastwise	4,998,400	
			7,930,113

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.

	<i>Tons.</i>
Iron Ore	1,214,199
Oil Fuel and other oils	463,410
Grain	340,345
Timber (excluding Pit Props)	175,146
Cement	144,503
Provisions	97,019
Pit Props	134,480
Iron and Steel Scrap	11,120

Principal Imports :—

	<i>Tons.</i>
Metals and Minerals (excluding Iron Ore)	57,444
Petroleum Spirit	58,847
Coal	8,933
Iron and Steel Manufactures	25,534
Fruit and Vegetables	28,583
Fertilizers	10,648
Fish	27,572
Beer	2,136
Other Goods	108,032
Total	<u>2,907,951</u>

Principal Exports :—

	<i>Tons.</i>
Sulphate of Ammonia	185,206
Oil Fuel Cargo	31,742
Tar and Pitch	33,517
Machinery	38,487
Iron and Steel Manufactures	31,084
Lime (Waste)	52,542
Firebricks and Fireclay Goods	8,086
Textiles	6,185
Grain and Feeding Stuffs	23,113
Paints	5,647
Metals (Non-Ferrous)	6,713
Petroleum Spirit	7
Rope and Twine	2,094
Other Goods	54,131
Total	<u>478,554</u>

Oil Fuel shipped as Bunkers	<u>195,842</u>
-----------------------------------	----------------

Exports of Coal and Coke :—

Coal cargo	6,708,661
Coke cargo	821,836
	<u>7,530,497</u>
Coal bunkers	112,662
Total Cargo and Bunkers	<u>7,643,159</u>

Shipments to :—

	<i>Coastwise Ports. Tons.</i>	<i>Foreign Ports. Tons.</i>	<i>TOTAL Tons.</i>
Coal Cargo	6,139,500	569,161	6,708,661
Coke Cargo	1,262	820,574	821,836
Coal Bunkers	76,131	36,531	112,662
Totals	<u>6,216,893</u>	<u>1,426,266</u>	<u>7,643,159</u>

Principal Ports from which ships arrive.

Normal Tyne trading includes a large proportion of traders from Australian, 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.

No change has occurred in sections 1, 2 and 3.

4. NUMBER AND SANITARY CONDITION OF WATER BOATS, AND POWERS OF CONTROL BY THE AUTHORITY.

There are six water boats available for the supply of fresh water to vessels at Tyne Ports. The following is a list of vessels and Owners :—

<i>Name of Water Boat.</i>	<i>Name of Owners.</i>
" Crystal Stream "	Messrs. R. G. Aitken & Co.
" Harcuss "	" V. A. Curry.
" Shearwater "	" "
" Britannia C "	" A. Gibson.
" I'll Try "	" S. Pascoe.
" 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 DISEASES.

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.				
Cases which have occurred on ships from foreign ports but have been disposed of before arrival.	Pneumonia		1	1
	Tuberculosis		1	1
Cases landed from other ships.	Chicken Pox		2	1
	Measles		1	1

CHICKEN POX.

1957	Name of Vessel	From	On Voyage	On or after arrival	Remarks	Notes on arrival at Tyne
June 20	m.s. "Port Adelaide"	Repairing at Tyne		1		Removed to Sheriff Hill Hosp.
July 4	m.s. "Port Adelaide"	Repairing at Tyne		1		Removed to Sheriff Hill Hosp.
				2		

MEASLES.

June 1	s.s. "Wave Emperor"	Curacao, Clyde, Falmouth & Plymouth		1		Removed to City Hospital.
				1		

PNEUMONIA.

July 5	m.s. "Erich Haslinger"	Sunderland	1		Treated at Sunderland.	All well.
			1			

TUBERCULOSIS.

Dec. 2	s.s. "Tiderange"	Curacao & Plymouth	1		Left at Plymouth	All well.
			1			

GENERAL SICKNESS ON BOARD VESSELS ARRIVING AT TYNE PORTS DURING THE YEAR 1957.

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 Officials in each month of the year.

1957	Chicken Pox	Measles	Pneumonia	Tuberculosis	Accidents	Abscesses, boils, etc.	Appendicitis	Alcoholism	Debility	Diseases of Chest	Diseases of Eye	Diseases of Gall Bladder	Diseases of Glands	Diseases of Heart	Diseases of Intestines	Diseases of Kidneys	Diseases of Nervous System	Diseases of Skin	
January					1				1					†2					
February					2		1			1	1		1	1		1			
March						1	1					1							
April					3	1	2				1								
May					1									1					
June	*1	*1				4	1	†1										1	
July	*1		1		1		1							††2					
August					2	3	2												
September					†5	1				1							1		
October					1	1							1		1				
November							2				1			††2					
December				1														1	
TOTALS	**2	*1	1	1	†16	11	10	†1	1	2	3	1	2	††††8	1	1	1	1	2

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

1957	Diseases of Stomach	Diseases of Teeth & Gums	Diseases of Throat	Febrile Catarrh	Food Poisoning	Suspected Food Poisoning	Gastritis	Gastro Enteritis	Haemorrhoids	Hernia	Heatstroke	Influenza	Lumbago	Non-defined	Neuritis	Veneral	TOTALS
January	.....	.....	1	.....	.....	1	1	.....	.....	.....	.....	.....	1	.....	.....	.....	8
February	3	.....	1	.....	.....	.....	.....	1	.....	.....	.....	.....	1	.....	.....	.....	14
March	1	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	5	.....	.....	.....	.....	10
April	2	1	1	1	.....	.....	.....	.....	.....	.....	1	.....	1	1	.....	.....	15
May	3	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	8
June	1	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	13
July	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	27	.....	.....	.....	.....	35
August	1	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1	1	1	.....	.....	13
September	2	.....	2	1	.....	.....	.....	.....	.....	.....	.....	29	.....	.....	.....	.....	42
October	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	21	.....	.....	.....	.....	25
November	1	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	8
December	1	.....	.....	3	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	7
TOTALS	15	1	7	9	1	1	1	1	1	1	1	84	4	3	1	2	198

‡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.
Accra .....	.....	1
Alexandria .....	.....	3
Algiers .....	.....	2
Bombay .....	.....	5
Calcutta .....	.....	9
Dakar	1	14
Freetown	3	11
Lagos .....	.....	2
Madras .....	.....	3
Port Harcourt .....	.....	2
Sepele .....	.....	1
Vizakhapatnam .....	.....	2
TOTAL	4	55

†Cholera. * Small Pox. ‡ Typhus.

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

No cases of Malaria were reported during the year.

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 crews 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 certificates 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.

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.

- Messrs. Associated Fumigators Ltd.
 „ Scientex (Tyneside) Ltd.
 „ London Fumigation Co. Ltd.
 „ W. I. Martin.
 „ A. Milburn & Co.
 „ Fumigation Services Ltd.
 „ J. McGurk.
 „ James Cuthbertson & Co. Ltd.

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 sheathing for wooden conduits and casings is proceeding with successive surveys.

TABLE E.

Rodents destroyed during the year in ships from foreign ports.

<i>Category.</i>	<i>Number.</i>
Black rats	4
Brown rats	37
Species not known	Nil.
Sent for examination	Nil.
Infected with plague	Nil.

TABLE F.

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

		No. of DERATTING CERTIFICATES ISSUED.			Number of Deratting Exemption Certificates Issued.	Total Certificates Issued.
		After fumigation with.	After trapping.	After poisoning*			Total.
H.C.N.						
1	Other fumigant (Methoyl Bromide).	2	3	4	5	7
6		1	1	NIL.	8	432

*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	5,582	NIL.	159 Complied with.
Revisits	703		
TOTAL	6,285	NIL.	159 Complied with.

(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.....	3,779	2	68	106
Other Nations	1,803	.....	3	10

SANITARY DEFECTS.

THE TOTAL NUMBER OF VESSELS USING THE PORT DURING 1957
IS AS FOLLOWS :—

Steamers	2,961
Motor Vessels	3,178
Sailing Vessels	2
TOTAL	6,141

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

British —Steam	90	
Motor	56	
		146
Foreign —Steam	8	
Motor	5	
		13
TOTAL		159

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

British —Steam	93	
Motor	53	
		146
Foreign —Steam	8	
Motor	5	
		13
TOTAL		159

DEFECTS OF VESSELS INCLUDE THE FOLLOWING :—

		<i>Defects. Remedied.</i>	
<i>Accommodation</i>	Dirty	25	27
	Neglected paintwork	71	74
	Verminous	31	36
<i>W.C's.</i>	Dirty		1
	Foul or choked	4	5
	Defective	7	6
	Defective flush	6	5
	Seats to repair	2	5
	Inadequate	1	1

		<i>Defects. Remedied.</i>	
<i>Washrooms</i>	Dirty	1	2
	Neglected paintwork	3	2
	Defective shower	6	5
	„ basins	1	4
	„ water supply	1	1
<i>Galley</i>	Dirty	2	3
	Neglected paintwork	2	2
	Verminous	5	5
<i>Pantries</i>	Dirty	1	1
	Verminous	5	5
<i>Provision Storerooms</i>	Neglected paintwork	1	.....
	Verminous	8	8
<i>Refrigerated Chambers</i>	Dirty	.....	2
	Defective	5	4
	Verminous	1	1
<i>Dampness due to</i>	Condensation	1	1
	Leaking decks	10	9
	Leaking steam pipes	1	1
	Water lodging on tank tops	1	.....
	Leaky rudder gland	.....	1
<i>Defects of</i>	Ports, sky & decklights	15	20
	Bulkheads	1	1
	Floors	10	10
	Doors	1	2
	Bunks	3	4
	Wash up sinks	3	2
	Taps	3	3
	Drainage	23	20
	Service pipes	6	9
	Geyser	1	.....
	Insulation	.....	1
Bedding	1	1	
<i>Water Supply</i>	Defective or uncleanly storage	12	11
<i>Ventilation</i>	Inadequate	2	1
	Defective	1	1
<i>Heating</i>	Defective	2	4
<i>Cooking arrangements</i>	Defective	4	3

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

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

SECTION XV.—MEDICAL INSPECTION OF ALIENS.

TABLE SHOWING PASSENGER TRAFFIC
FROM 1948 TO 1957.

Year.	PASSENGERS, 1st, 2nd and 3rd Class		Transmigrants.	
	Inwards.	Outwards.	Inwards.	Outwards.
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	.....	.....
1955	59,048	60,478	.....	.....
1956	64,066	64,554	.....	.....
1957	65,052	66,079	.....	.....

Annual return by the Medical Inspector of Aliens for the year
ended 31st December, 1957.

	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 land- ing at the Port	23,728	19,168	1,130	---	---	---	---	---	---
(b) Aliens refused permission to land by Immi- gration Officer	16	---	---	---	---	---	---	---	---
(c) Transmigrant	---	---	---	---	---	---	---	---	---
Total Aliens arriv- ing at the Port	23,744	19,168	1,130	---	---	---	---	---	---

Total number of vessels carrying Alien passengers 621

Number of Vessels dealt with by the Medical Inspector 507

SECTION XVI.—MISCELLANEOUS.

FOOD INSPECTION.

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

TYNE COMMISSION QUAY, NORTH SHIELDS.

Foodstuffs imported from :—

NORWAY.

	Tons.	Cwts.		Tons.	Cwts.
Fish.....	19,419	2	Stockfish.....	3,658	10
Herring.....	1,968	2	Salt herring.....	1	9
Frozen fish.....	62	7	Fish Oil.....	30	6
Canned chicken.....	326		Canned fish.....	2,215	17
Margarine.....	303	18	Butter.....	109	16
Fat.....	17	16	Cheese.....	1,445	9
Eggs.....	325	11	Condensed milk.....	127	4
Provisions.....	125	9	Confectionery.....	3	14
Bananas.....	98		Bilberries.....	17	
Poultry.....	5	7	Frozen peas.....	60	19
Beer.....	13	15	Crispbread.....	64	
Frozen livers.....	59	18	Whalemeat.....	48	18
Animal casings.....	92	3			

BUOYS.

AUSTRALIA.

	Tons.	Cwts.		Tons.	Cwts.
Canned fruit.....	186		Canned meat.....	214	
Mixed peel.....	1				

TYNE & TEES WHARF, GATESHEAD.

HULL.

	Tons.	Cwts.		Tons.	Cwts.
Lard.....	564		Apricots.....	3	
Tomatoes.....	9	10			

LIVERPOOL.

	Tons.	Cwts.		Tons.	Cwts.
Canned fruit.....	1	10	Canned meat.....	2	10
Tea.....		7	Apples.....	2	
Sugar.....	111		Biscuit Powder.....	9	
Canned soup.....	12				

BELFAST.

	Tons.	Cwts.		Tons.	Cwts.
Canned meat.....	2	3	Canned soup.....	3	10

ABERDEEN.

	Tons.	Cwts.
Dripping.....	3	2

BELGIUM.

	Tons.	Cwts.		Tons.	Cwts.
Lard	5	10	Biscuits		18
Carrots	10	.....	Potatoes	748	.....
Onions	7	.....		

GERMANY.

	Tons.	Cwts.		Tons.	Cwts.
Canned meat	209	5	Beer and Wines	9	.....
Canned fruit	6	.....		

HOLLAND.

	Tons.	Cwts.		Tons.	Cwts.
Canned meat	997	16	Canned fruit	73	7
Canned fish	5	18	Fish	9	1
Cheese	165	12	Bacon	2,039	15
Margarine	5	16	Lard	170	10
Butter	105	13	Condensed milk	14	5
Beer and wines	366	7	Cornflour	107	17
Coffee	5	12	Rice	691	18
Tea	30	2	Confectionery	27	19
Biscuits	5	9	Egg White	27	8
Farina	40	8	Preserves	23	7
Cocoa butter	15	9	Dried fruit	13	16
Apples	1,093	13	Pears	74	14
Grapes	26	.....	Tomatoes	463	9
Melons	7	17	Plums	5	13
Bilberries		15	Fruit pulp	7	7
Mandarins	12	3	Vegetables in brine	145	10
Dried vegetables	14	15	Lettuce	257	19
Cabbage	32	19	Cauliflower	266	6
Peas	401	12	Potatoes	1,478	.....
Onions	2,244	17	Cucumbers	34	8
Beans	3	4	Carrots	95	16
Beetroot	13	.....		

BALTIC MILLS, GATESHEAD.

IMPORTED FROM :—		Tons.	Cwts.
Boston, Lines.	Wheat	3,479	.....
Kings Lynn	..	1,354	.....
Australia	..	22,846	.....
Belgium	..	3,328	.....
Canada	..	63,427	.....
France	..	8,341	.....
Holland	..	3,447	.....
U.S.A.	..	15,028	.....
Hull	Maize	338	.....
U.S.A.	..	2,061	.....

C.W.S. MILLS, DUNSTON.

IMPORTED FROM :—		Tons.	Cwts.
Hull	Wheat	3,059	.....
Immingham	..	517	.....
Kings Lynn	..	4,597	.....
London	..	987	.....
Australia	..	7,906	.....
Argentine	..	12,554	.....
Belgium	..	6,738	.....
Canada	..	26,140	.....
Denmark	..	800	.....
Holland	..	1,046	.....
Sweden	..	2,259	.....
Belgium	Maize	389	.....

ADVICE AS TO SICKNESS.

Masters and responsible officers on board vessels, where cases of sickness have occurred, are advised of the appropriate measures to be taken.

Advice, where necessary is transmitted to other ports for their information.

PLAGUE, CHOLERA, YELLOW FEVER AND SMALLPOX.

No cases of plague, cholera, yellow fever or small pox occurred in the Port during the year 1957.

LAUNCHES.

Both launches are still in commission.

REPORT ON THE CONDITION OF THE TIDAL WATERS
OF THE RIVER TYNE.

PART I.

by the Medical Officer of Health, Tyne Port Health Authority.

In presenting this report an effort has been made to present a restrained and conservative picture of the condition of the tidal reaches of the Tyne as they are at the present time, and by comparison with what it was 50 years ago, some estimate may be arrived at as to its condition in the not too distant future, if the present system of almost irresponsible discharge into it of untreated sewage is allowed to continue.

Within my own lifetime alone, the river has changed from a healthy, attractive river, actually one of the best salmon rivers in the country, to what at the present day is truly described (almost *ad nauseam*) as an open sewer.

The change commenced to be apparent from the start of the wholesale conversion of towns and houses to the water carriage system of refuse disposal in the early years of the century.

The growth of population and the huge extension of townships, together with improvements in the industrial facilities of the river itself rapidly led to the exploitation of a weakness in the law in respect of its tidal portions which could never have been anticipated. No provision for future sewage treatment was undertaken.

Now after 40 years the Tyne is a dead river and dangerous in its decay.

In quoting considerably from my report in 1954, I wish it to be understood that since then, several townships have been added to the area then draining into the Tyne all their untreated refuse and despite strong representation and protests further schemes are envisaged.

Furthermore massive extractions of water from the upper reaches of the river are reducing the natural and normal flood cleansing potentiality of the river.

That portion of tidal waters used by shipping, i.e. 14 miles, is deemed to be self-cleansing, being therefore 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 potent 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 surfacewater 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 yardstick 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 authoritative conclusion being drawn in respect of any one area as against another. The population is too 'fluid' in its character and too homogenous 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 Eastern 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 abolition.

The problem has now reached such proportions that the local authorities of the area, even if they were actuated by a whole-hearted determination to attack it, still cannot but be appalled by the magnitude of the task.

(Signed) T. L. J. COXON,

M.D., B.S., B.Hy., D.P.H.

PART II.

*by the Chief Pollution Officer, Northumberland & Tyneside
River Board.*

The gross pollution of the tidal waters of the River Tyne is a matter of serious concern to the River Board who are the responsible fisheries authority for this reach of the river into which untreated sewage from a population of about 800,000 is discharged from a considerable number of outfalls located between Wylam and Tynemouth, a distance of 20 miles. Assuming a water consumption of 30 gallons per head per day, the volume of untreated sewage so disposed of amounts to no less than 24,000,000 gallons per day which is equal to as much as one third of the total dry weather flow of freshwater entering the tidal portions of the river at Wylam and at Derwenthaugh, where the River Derwent joins the River Tyne. The amount of wet sludge resulting from this quantity of untreated sewage may be calculated on the basis of data derived from the Report of an Informal Working Party on the Treatment and Disposal of Sewage Sludge. (H.M. Stationery Office, 1954), to be at least 1,000 tons per day.

Moreover, the disposal of untreated sewage in this manner is not confined solely to those local authorities whose areas adjoin the river, as the practice of discharging untreated sewage from more

distant areas through the sewers of riverside authorities is resorted to in several instances. Even a locality as remote from Tyneside as the Northern portion of the Chester-le-Street Rural District is drained to the Tyne by way of the Rural District Council's Birtley Outfall Sewer which connects into the Western Outfall Sewer of Gateshead Corporation, and work is now well advanced on the construction of the Castle Ward Rural District Council's Main Drainage Scheme for the Ponteland, Darras Hall and Woollington areas where by the sewage therefrom will be pumped from Ponteland **over the watershed** into the Ouseburn Sewer of the Newcastle Corporation and thence into the River Tyne. The strongest possible objections to this scheme were made by the River Board when the proposal was originally formulated since ample land is available at Ponteland for the construction of sewage treatment works.

Untreated effluents from a large variety of industrial establishments including gas works, coal carbonisation plant, tar works, metal plating shops and chemical works are also discharged into the estuary, as is also heated water from electricity generating stations.

These facts surely demonstrate the overwhelming need for an improvement in the condition of the estuary which at present is little more than an open sewer. As long ago as 1921, the Tyne Pollution Sub-Committee was constituted by the Standing Committee on River Pollution under the aegis of the Ministry of Agriculture and Fisheries and surveys subsequently carried out until 1939 on behalf of this Sub-Committee clearly established that the estuary was on occasions so overloaded with untreated sewage that considerable portions of the river were virtually completely deoxygenated.

More recent work on the condition of the estuary has been carried out since 1951 by the Ministry of Agriculture, Fisheries and Food, in collaboration with the Department of The Government Chemist in order to determine the effect of the discharge of cooling water from the Stella South Generating Station. The Ministry will shortly publish a report on the results of this survey which will show, *inter alia*, that the Tyne estuary is severely polluted particularly between Redheugh Bridge and Jarrow Ferry, often to the extent where it is completely devoid of dissolved oxygen.

Although the tidal waters of the River Tyne are within the Area of the River Board, the powers conferred on River Boards by the Rivers (Prevention of Pollution) Act, 1951, do not, in general, extend to the tidal waters of any stream. The Minister of Housing and Local Government is however empowered to make Orders extending the powers of River Boards to estuaries and coastal waters.

In the case of the Thames Estuary where the major source of pollution is the effluent from the Northern Outfall Sewage Works of the London County Council, it is of interest to note that the Council have formulated a £19,000,000 programme of extensions at

their Northern Outfall and Southern Outfall Works, the first part of which, the new primary sedimentation tanks at the Northern Outfall Works, came into operation in July, 1955.

(Signed) R. J. H. DYSON,

B.Sc., F.R.I.C., M.Inst.S.P.

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.

February, 1958.



