

[Report 1970] / Medical Officer of Health, Tyne Port Health Authority.

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Tyne Port Health Authority.

Publication/Creation

1970

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TYNE PORT HEALTH AUTHORITY


HEALTH
25 MAY '71
F.O. 11



ANNUAL REPORT

of the
MEDICAL OFFICER OF HEALTH
for the year
1970

T. C. FALCONER, M.B., Ch.B., D.P.H.



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TYNE PORT HEALTH AUTHORITY

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72nd
ANNUAL
REPORT

of the
MEDICAL OFFICER
OF HEALTH

1970

T. C. FALCONER, M.B., Ch.B., D.P.H.
MEDICAL OFFICER OF HEALTH

SMITH BROTHERS (HEBBURN & JARROW) LIMITED
LYON STREET, HEBBURN.
1971

TYNE PORT HEALTH AUTHORITY

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

LIST OF MEMBERS AT 31ST DECEMBER, 1970.

ELECTED BY THE CORPORATION OF NEWCASTLE :

COUNCILLOR B. ABRAHAMS.
COUNCILLOR E. R. BALL.
COUNCILLOR MRS. A. A. DAVISON.
COUNCILLOR MRS. A. M. EVANS.
COUNCILLOR MRS. R. McVAIN.
COUNCILLOR MRS. A. I. TELFORD.
COUNCILLOR J. W. TOMLINSON.
COUNCILLOR T. W. YELLOWLEY.

ELECTED BY THE CORPORATION OF GATESHEAD :

COUNCILLOR G. E. CARPENTER.
COUNCILLOR C. RYANS.
ALDERMAN B. N. YOUNG, O.B.E.

ELECTED BY THE CORPORATION OF SOUTH SHIELDS :

COUNCILLOR T. P. COLLINS.
ALDERMAN G. M. MAGUIRE.
COUNCILLOR F. MANSFIELD.

ELECTED BY THE CORPORATION OF TYNEMOUTH :

ALDERMAN MRS. A. SOUTHWORTH.
COUNCILLOR J. THOMPSON.

ELECTED BY THE CORPORATION OF WALLSEND :

COUNCILLOR W. C. GLADSTONE.
ALDERMAN J. A. McFADYEN. (Chairman).

ELECTED BY THE CORPORATION OF JARROW :

ALDERMAN MRS. V. M. HOPE.

ELECTED BY THE HEBBURN URBAN DISTRICT COUNCIL :

COUNCILLOR MRS. S. McINTYRE.

ELECTED BY THE BLAYDON URBAN DISTRICT COUNCIL :

COUNCILLOR MISS V. LEDGER.

ELECTED BY THE FELLING URBAN DISTRICT COUNCIL :

COUNCILLOR R. BUTTERWORTH.

ELECTED BY THE WHICKHAM URBAN DISTRICT COUNCIL :

COUNCILLOR C. B. WESTGARTH.

ELECTED BY THE NEWBURN URBAN DISTRICT COUNCIL :

COUNCILLOR S. CHAPMAN.

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MILL DAM,
SOUTH SHIELDS.
APRIL, 1971.

TO THE CHAIRMAN AND MEMBERS OF THE
TYNE PORT HEALTH AUTHORITY.

Mr. Chairman, Ladies and Gentlemen,

I have pleasure in presenting my Annual Report, as Medical Officer of Health to the Tyne Port Health Authority, for the year ended 31st December, 1970.

This report has been prepared in accordance with the directions set out in Form Port 20, of the Ministry of Health, and thus contains the full details required quinquennially under Sections I, V, VI, VIII, XIV, XV, XVI.

The amount of shipping entering the river during the year was 3,507 vessels with a net tonnage of almost 6 millions. A slight reduction of coastwise shipping was accounted for by a further small decline in the coal trade which still remains substantial with almost $3\frac{1}{2}$ million tons shipped during the year. Despite the national dock strike, which extended from mid July to the beginning of August, there was an increase in the number and tonnage of shipping arriving from foreign ports. In general trade, there were most encouraging increases of 10% in imports and $6\frac{1}{2}$ % in exports. The roll-on service from Denmark has continued to expand rapidly requiring extensive developments to provide increased handling facilities.

The passenger trade to Norway and Denmark has risen substantially by more than 12%, requiring additional sailings with larger ships; further extensions to the summer sailing season will come into effect in 1971.

In my annual report for 1969, I commented on the fact that the trading position on the river has been the subject of misleading and pessimistic comments. Recent trading results and future prospects prove the Tyne still to be in the big league of national ports and, unlike some other major ports with serious financial difficulties, the Port of Tyne is paying its way and seems to be assured of a prosperous future.

Once again, I am pleased to express my most sincere appreciation of the valuable assistance received from H.M. Customs and H.M. Immigration Service. I am also grateful for the help given to myself and other members of the staff by the Port of Tyne Authority, the Harbour Master, the Port Operations and Information Service, the River Police, the Pilots, the Board of Trade, the Shipping Federation, shipowners, agents, masters, and many others.

In conclusion, I wish to record my appreciation of the support and encouragement I have received from the Chairman and Members of the Authority and I thank all members of staff for their assistance and loyal co-operation throughout the year.

T. C. FALCONER,
Medical Officer of Health.

SECTION I—STAFF

TABLE A.

Name of Officer	Nature of Appointment.	Date of First Appointment	Qualifications	Any other appointments held
Dr. T. C. Falconer	Medical Officer of Health	5th April, 1963 ...	M.B., Ch.B., D.P.H.....	Medical Inspector of Aliens and Commonwealth Immigrants.
Dr. J. O'Leary	Deputy Medical Officer of Health (part time)	1st July, 1965	M.B., B.Ch., B.A.O. ...	Deputy Medical Inspector of Aliens and Commonwealth Immigrants. General Practitioner.
T. H. Ogle	Clerk to the Authority (part time)	1st October, 1963	L.L.B.	Private Legal Practice.
W. B. Weatherston	Chief Port Health Inspector ...	6th Feb., 1933	Cert. R.S.I. & S.I.E.J.B. Cert. Meat and other Foods	
J. Cosgrove	Deputy Chief Port Health Inspector	1st Aug., 1962	Cert. of P.H.I. Examining Board, Cert. of Meat and other Foods. Smoke Inspectors Cert....	
W. O. A. Austin, M.B.E., S.B.St.J. Wardmaster, Lieut. Commander, R.N. (Rtd.)	Port Health Inspector	12th May, 1965 ...	Cert. R.S.I. & S.I.E.J.B.	
J. Anderson	Port Health Inspector	1st Aug., 1968 ...	Cert. of R.S. Association. (Sc.) Cert. of Meat and Other Foods	
D. N. Wallace	Port Health Assistant	12th July, 1957 ...	S.R.N.	
Mrs. V. Moat	Aliens' Inspection Assistant ...	27th Feb., 1964 ...		
A. Keedy	Clerk	24th July, 1967 ...		
R. Humphrey	Rodent searcher	21st Dec. 1951 ...		
L. Humphrey	Rodent searcher	28th Sept. 1953 ...		
R. S. Burn	Senior Launch Coxswain	4th April, 1938 ...		
J. F. Colley	Launch Coxswain	20th Aug., 1968 ...		
J. W. West	Launch Hand	14th Oct., 1968 ...		
D. McM. Embleton	Launch Hand	13th Oct., 1969 ...		

PORT HEALTH OFFICE. Medical Officer of Health and Chief Inspector—Mill Dam, South Shields.
 Tel. South Shields 3419 & 5714. **Telegraphic Address—"Porfeith, South Shields".**
 Tel. North Shields 77379.

Telephone Numbers of Residences—

Medical Officer of Health—Whitley Bay 25020.

Deputy Chief Inspector—Low Fell 870171.

Inspectors—South Shields 3528 & Boldon 3485.

Chief Inspector—Newcastle 811173.

**SECTION II—AMOUNT OF SHIPPING ENTERING
THE DISTRICT DURING THE YEAR 1970**

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 Port Health Inspectors	
Foreign Ports	1,471	2,755,573	845	1,369	77
Coastwise	2,036	3,003,597	39	1,766	3
Total	3,507	5,759,170	884	3,135	80

The above figures do not include fishing vessels.

Total number of vessels visited by Inspectors :—

British vessels.		
Steam	444	
Motor	1,385	
Fishing	191	
	2,020	
Foreign vessels.		
Steam	143	
Motor	1,163	
Fishing	81	
	1,387	
Revisits		1,365
		4,772

The Nationalities of vessels inspected were as follows:—

British	1,829
Brazilian	1
Cyprian	3
Chinese	1
Czechoslovakian	1
Danish	200
Dutch	120
Eireann	2
Finnish	24
French	4
German	254
Greek	24
Israeli	3
Italian	7
Jugoslavian	1
Kenyan	1
Lebanese	3
Liberian	49
Maltese	1
Nigerian	1
Norwegian	445
Polish	7
Panamanian	29
Spanish	1
Swedish	101
Swiss	1
U.S.A.	5
U.S.S.R.	17
	3,135

Tonnage of vessels visited by Inspectors :—

Steam.		
British	828,690	
Foreign	531,729	
	<hr/>	1,360,410
Motor.		
British	2,237,086	
Foreign	1,746,893	
	<hr/>	3,983,979
		<hr/>
		5,344,398
Fishing.		
British	21,590	
Foreign	5,541	
	<hr/>	27,131

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

In connection with the issuing of Deratting and and Deratting Exemption Certificates	532
In connection with health	710
In connection with defects	123
	<hr/>
	1,365
	<hr/>

FISHING INDUSTRY

The nationality of fishing vessels visited during the year was :—

British	191
Danish	36
Dutch	4
Belgian	1
German	5
Icelandic	1
Norwegian	2
Polish	29
Swedish	3
	<hr/>
	272
	<hr/>

The majority of these vessels discharged their cargoes at North Shields Fish Quay.

Three deep-sea stern trawlers, operated by local owners, regularly fish in the White Sea, Barents Sea, Bear Island and Newfoundland fishing grounds, and their frozen cargoes consisting of fish, liver oil, and fish meal are discharged into modern cold storage at Albert Edward Dock.

A further four vessels are now on order, and when they come into service in 1971/2, it is believed that the fleet will be the largest of its kind in the United Kingdom.

Inspections are carried out on most fishing vessels, and deratting exemption certificates issued when required.

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

TABLE C. PASSENGER TRAFFIC

	Passengers	
	Inwards	Outwards
1969 ...	69,030	70,053
1970 ...	77,410	78,776

The above figures show a substantial increase of more than 12% compared with 1969 in the passenger traffic through the port. Although the bulk of the traffic continues to be with Norway, the Danish passenger service is again assuming increasing importance. All three services operate from Tyne Commission Quay, North Shields.

The Bergen Steamship Company operates services throughout the year by the s.s. "Leda" to Bergen, Stavanger and Haugesund. During the summer season, this service is augmented by the large modern m.s. "Jupiter" with stern loading for cars at a separate roll-on berth and this service was further increased, during 1970, with the introduction of a sister roll-on ship "Venus" providing two additional sailings per week.

The Fred Olsen Company maintain passenger services throughout the year to Oslo and Kristiansand by the m.s. "Braemar" with increased sailings during easter and summer seasons.

The summer passenger service to Esbjerg in Denmark which has, since 1949, operated from Newcastle Quay was transferred to Tyne Commission Quay, North Shields, at the beginning of the season in 1970. This thrice weekly service, again operated by the m.s. "Prinsessen" with partial drive-on facilities, has been growing in popularity and during 1970 achieved another record with 20,500 passengers and 3,800 cars carried. Further expansion of this service with an extended sailing season is planned for 1971 and a much larger roll-on vessel may be introduced within two or three years.

Not only has the Newcastle passenger terminal been closed but also the separate passenger terminals of the Fred Olsen and Bergen Steamship Companies at Tyne Commission Quay. All the Scandinavian passenger traffic is thus now handled at the large modern and well appointed terminal opened at Tyne Commission Quay in 1966 and with special facilities for the speedy clearance of cars.

TRADE

I am indebted to the General Manager of the Port of Tyne Authority for supplying the following information regarding imports and exports during 1970.

It is most encouraging to be able to report an increase in imports of almost 10% compared with 1969; important increases occurred in the import of bacon and butter on an ever increasing scale from Denmark, in iron ore now totalling 1,367,516 tons and in dredged sand and gravel. Exports showed an increase of over 6½% and, although the coal and coke trade continues to decline, it is still substantial with 3,358,000 tons shipped during 1970.

The general trading position remains encouraging; the National Dock Labour Board have increased the labour force and the Port of Tyne Authority are hopeful of continuing increases in trade.

General Merchandise—Imports**Twelve Months ended 31st December**

	1970	1969
	Tons	Tons
Meat and Meat Preparations	40,623	29,684
Dairy Products and Eggs	30,613	22,619
Wheat	189,847	181,288
Other Grain	40,603	40,299
Fruit and Vegetables	33,782	25,756
Provisions	15,829	12,437
Timber—Pitprops	51,196	38,730
Timber—Deals, Battens and Boards ...	120,747	119,821
Timber—Other Timber	4,482	10,074
Iron Ore	1,367,516	1,234,011
Other Ores	37,368	51,383
Crude Fertilisers and Minerals	42,784	27,554
Petroleum Spirit	334,370	378,629
Oil Fuel	842,114	852,107
Other Petroleum Products	68,867	68,211
Chemicals	70,339	60,792
Iron and Steel Manufactures	10,581	17,750
Paper and Wood Products	37,467	39,321
Sand and Gravel (Dredged)	235,938	52,500
Other Goods	55,336	47,744
Total	<u>3,630,402</u>	<u>3,310,710</u>

General Merchandise—Exports**Twelve Months ended 31st December**

	1970	1969
	Tons	Tons
Food	9,220	8,832
Zircon Sand	5,023	6,253
Oil Fuel	117,369	108,683
Petroleum Spirit	29,704	23,838
Pitch	18,239	12,182
Other Petroleum Products	4,128	2,158
Chemicals	35,369	35,717
Textiles	6,407	5,956
Non-Metallic Mineral Manufactures	6,044	8,083
Iron and Steel Manufactures	20,651	23,516
Non-Ferrous Metals	11,424	15,189
Machinery	25,009	30,993
Other Goods	26,370	14,156
Total	<u>314,957</u>	<u>295,556</u>

Coal and Coke Shipments
Twelve Months ended 31st December

	1970	1969
Coal :	Tons	Tons
Cargo—		
Foreign	48,600	123,104
London	2,194,577	2,278,914
Coastwise	901,450	980,980
	3,144,627	3,382,998
Bunkers	2,573	3,819
Total Coal	3,147,200	3,386,817
 Coke :		
Foreign	210,768	267,653
Coastwise	255	4,430
Total Coke	211,023	272,083
Total Coal and Coke	3,358,223	3,658,900

Principal Ports from which ships arrive:—

Ships arrive in the River Tyne from ports throughout the world. In addition to vessels engaged in normal commercial trading, a large proportion of the ships entering the river are bound for the extensive and well equipped ship repair yards and dry docks.

SECTION IV—INLAND BARGE TRAFFIC.

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

SECTION V—WATER SUPPLY.

1. Source of Supply for :—

(a) The District.

The water supply for the Port of Tyne is obtained from the following sources :—

The Newcastle and Gateshead Water Company.

Sunderland and South Shields Water Company.

Tynemouth Water Company.

(b) Shipping.

Vessels may obtain fresh water through hydrants from all these supplying companies; also from seven waterboats which obtain their supply from the same companies.

A direct supply of fresh water is available from hydrants at the following quays, docks and staithes; the numbers indicate the hydrants available.

Brigham and Cowan's Docks	38
Tyne Dock Engineering Docks	19
Harton Staithes	2
Middle Docks	28
Readhead's Docks	14
Tyne Dock	5
Iron Ore Quay	4
Sutherland Quay	5
Jarrow Oil Wharf	4
Mercantile Docks	28
Lennig's Wharf	3
Munck's Wharf	2
Jarrow Staithes	5
Palmer's Docks	34
Hawthorn Leslie's Docks	18
R. B. Harrison's Slipway	2
Fish Quay	17
Shields Engineering Company	5
Smith's Docks	36
Albert Edward Dock	7
Danish Terminal	1
Port of Tyne Authority Quay	5
Port of Tyne Authority's Staithes	2
Tanker Cleaning Quay	1
Esso Terminal	2
Metnor Quay	4
Port of Tyne Authority Yard	1
Tyne Plywood Quay	1
Clelands Shipyard	8
Wallsend Slipway	7
North Eastern Marine Company	3
Swan Hunter's Shipyard	2
Swan Hunter's Docks	18
Neptune Yard	16
Vicker's Naval Yard	10

Baltic Flour Mills	1
Dunston Staithes	11
Spiller's Flour Mills	3
Newcastle Quay	46
Anglo Great Lakes Corporation	1
Deniffs Ltd.	1
Velva Liquids Ltd.	1

2. Report of Tests for Contamination

During the year samples of drinking water were taken from sea-going ships, fishing vessels, tugs and various harbour craft; these were submitted to the Public Health Laboratory for bacteriological examination, the results of which were as follows:—

	Satisfactory	Unsatisfactory	Total
Seagoing vessels	127	17	144
Fishing vessels	7	—	7
Waterboats ...	45	5	50
River craft ...	16	2	18
Shore hydrants	4	—	4
	<hr/> 199	<hr/> 24	<hr/> 223

In addition 7 samples were submitted to the Public Analyst for chemical analysis.

m.v. "FRAMPTONDYKE"

Complaints were received that the drinking water tasted strongly of salt. Chemical analysis showed the pH value to be 8.3, and 1600 p.p.m. of chlorine present as chlorides; although unacceptable for drinking purposes, the water was otherwise fit. Cleansing, superchlorination and flushing of the tank and pipe lines were carried out, and this action proved to have removed the cause for complaint.

m.v. "NEW WESTMINSTER CITY"

Bacteriological examinations of numerous samples showed the presence of coliform bacilli up to 17 per 100 ml. The tanks and pipe lines were flushed, and after water chlorinated at 1 p.p.m. was supplied, further samples were taken, all of which proved to be satisfactory.

m.v. "LADY SYBILLA"

Complaints of stomach pains were received from almost the entire crew of this vessel. The Public Analyst's report on a sample of drinking water submitted to him gave a pH value of 7.9, 44 p.p.m. of chlorine present, a nil bacterial count, and indicated iron in suspension. The tanks and pipe lines were flushed, and water chlorinated at 1 p.p.m. supplied to the ship. After a few weeks further similar complaints were received; samples of the water on board were taken, and a sample was also taken from the shore hydrant from which the vessel obtained its supply when at the Tyne. Both samples were found to be satisfactory.

m.v. "BRAEMAR"

Members of the crew of this vessel suffered from diarrhoea but passengers were not affected. Samples of water were taken from various points in the vessel and submitted for both bacteriological and chemical examinations, neither of which revealed any possible cause of the sickness, which ceased shortly afterwards. (See page 23).

m.v. "LYMINGE"

Three samples of water were taken from this vessel, and bacteriological examinations gave the very high readings of 160 and 180 coliform bacilli per 100 ml. The tanks were emptied, loose scale removed, recoated where necessary and superchlorinated, after which further samples were taken, all of which were satisfactory.

m.v. "WILTSHIRE"

Complaints were received regarding the colour of the water in both hot and cold systems. Prior to these systems being supplied from the tanks, it was noted that the water passed through a carbon filter, the inside of which contained rust-like deposits. A sample taken at the filter outlet was found to contain 23 p.p.m. of iron. The ship's tanks had been opened and cleansed, and arrangements were made to cleanse the filter thoroughly and fill with a new carbon medium.

Waterboat "HARCUSS"

On two occasions the presence of coliform bacilli or bacillus coli were found to exist. Immediate action was taken to remove this contamination.

m.v. "RIVERDORE"

Prior to the arrival of this vessel, the results of water sampling at the previous port were received, and showed a fairly high coliform count. Very little water remained on board on arrival, but after filling the tanks 10 samples were taken, seven of drinking water and 3 of washing water; all were found to have a "nil" count, and the cause of the previous high count remains unexplained.

3. Precautions taken against Contamination of Hydrants and Hosepipes

Before commencing service to a vessel, hydrants and hoses are flushed by a continuous flow. Couplings and hoses are housed in covered stands and protected from weather and river spray.

4. Number and Sanitary Condition of Water Boats, and Powers of Control by the Authority

The following seven water-boats are available for the supply of drinking water to shipping using the Tyne Ports:—

Name of Water Boat	Name of Owner
"Crystal Stream"	Messrs A. Gibson.
"Harcuss"	Messrs A. Gibson.
"Shearwater"	Messrs A. Gibson.
"Britannia G"	Messrs A. Gibson.
"Daphne H"	Messrs. A. Gibson.
"Limnell"	Messrs. Keedy.
"Drake"	Messrs. Keedy.

Water chlorinated at 1 part per million is supplied by these water boats to a large proportion of the shipping in the Tyne, particularly to vessels lying at buoys and in parts of the river not readily accessible to shore hydrants. In view of the large amount of water supplied by these craft, constant supervision is exercised to ensure that hygienic practices are being observed and to take samples.

During the year 107 visits were made for all purposes including sampling, the results of which were as follows :—

Satisfactory	Unsatisfactory	Total
45	5	50

The five unsatisfactory samples represent 10% of the total samples taken, and although comparing favourably with the 18% of unsatisfactory samples taken in 1969, this number of unsatisfactory samples is most undesirable.

Every effort is made to instil the ideals of hygiene into the crews and owners of the water-boats, and as soon as any unsatisfactory bacteriological result is received, the offending craft is taken out of commission at once, the tanks cleansed and superchlorinated; it is not allowed into commission again until satisfactory sampling results are obtained.

SECTION VI—PUBLIC HEALTH (SHIPS) REGULATIONS 1966.

The above regulations remained in force until the end of the year 1970 and were superseded by new regulations.

1. **List of Infected Areas** (Regulation 6)

Regulation 6 requires that the Medical Officer of Health shall, from time to time, prepare and keep up to date a list of ports and other areas which are infected or believed to be infected with a quarantinable disease or which may serve other places or areas so infected or believed to be so infected.

The "infected list" is compiled from the Weekly Record of Quarantinable Diseases issued by the World Health Organisation and copies are issued regularly to the Superintendent, Waterguard, H.M. Customs and to the Master of the Tyne Pilotage Authority who may also be advised by telephone of any urgent amendments.

The most important quarantinable disease is smallpox and particular attention is paid to all vessels which have called at ports in smallpox endemic areas even if such ports have not been declared infected.

2. **Radio Messages** [Regulations 13 and 14 (1) (a) and (2)]

(a) Arrangements for sending permission by radio for ships to enter the district (Regulation 13).

In accordance with Regulation 12, the Port of Tyne has been declared a radio transmitting port and ships may be contacted through Tyne Harbour Radio or Cullercoats Radio situated immediately north of the entrance to the river.

In the event of health information being required or hospital admission arranged, a ship may be contacted direct by radio telephone; most vessels proceed to their berth without such contact being required.

(b) Arrangements for receiving messages by radio from ships and for acting thereon (Regulations 14 (1) (a) and (2)).

In accordance with Regulation 12, the Port of Tyne has also been declared a radio receiving port and messages may be received through the above mentioned radio stations or via a shipping agent. Such messages may be transmitted to the Authority's two launches which are equipped with VHF radio-telephone and the Medical Officer of Health and inspectorial staff may be contacted at home by telephone.

3. **Notification Otherwise than by Radio** [Regulation 14 (1) (b)]

Arrangements for receiving notification otherwise than by radio and for acting thereon.

Virtually all vessels are now equipped with radio and it is usual for important information regarding the state of health on board to be received in advance either directly or through a shipping agent as described above. Occasionally, where no such advance notice has been given, reports are received from the pilots or customs officers.

The regular Norwegian mailboats do not carry a doctor and it is quite common for cases of sickness to come to light after the vessels have berthed. However, all such cases are boarded on arrival by the Medical Officer of Health, who can take immediate action as required.

Instructions regarding visual signals are included in the "Instructions to Masters" printed on the back of the Maritime Declaration of Health; these are rigidly enforced and almost invariably properly complied with.

4. **Mooring stations** (Regulations 22 to 30)

Regulation 22 (1). On the arrival of an infected ship or suspected ship, or any other ship on which there has been during its current voyage and within the last four weeks before arrival a case of quarantinable disease in respect of which the ship has not outside the United Kingdom been subjected to appropriate measures equivalent to those provided for in these regulations, the master shall take it to a mooring station unless an authorised officer otherwise allows or directs.

(2) When the medical officer has reason to believe that a ship on arrival may be one to which paragraph (1) of this regulation applies, he may direct the master to take it to a mooring station or to such other place as he considers desirable.

As stated in my previous quinquennial report for the year 1965, it is no longer practicable to maintain a separate quarantine mooring station capable of accommodating the very large vessels now using the port and, by agreement with H.M. Customs and with the Port of Tyne Authority, the Harbour Master, in consultation with the Medical Officer of Health, will ensure that a suitable tier of buoys, or dolphins, be made immediately and exclusively available, when required, for the purpose of placing a ship in quarantine, such place of mooring to be regarded as a "mooring station" for the purpose of the above regulation.

5. Arrangements for:—

(a) **Hospital Accommodation for Infectious Diseases** (other than Smallpox—see section VII).

Cases of infectious disease are admitted to the Queen Elizabeth Hospital, Gateshead.

(b) **Surveillance and Follow-up of Contacts**

Cases, infected cases and contacts of infectious diseases remaining on board are visited daily during the appropriate surveillance period.

Contacts, before disembarking, may be required to complete a surveillance card by inserting the address to which they are proceeding in order that the Medical Officer of Health of the district of destination may be advised. The portion of the surveillance card retained by the contact contains appropriate instructions and also a prepaid postcard to advise the Port Medical Officer of any change of address during the period of surveillance

(c) **Cleansing and Disinfection of Ships, Persons, Clothing and other articles**

Disinfection of ship board accommodation is carried out under the supervision of a Port Health Inspector. The work may be carried out by the staff of the authority or by a private firm approved by the authority. Cleansing of persons and disinfection of clothing, bedding and other articles is carried out with the co-operation of the Riparian Authorities.

SECTION VII—SMALLPOX.

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

The Newcastle Regional Hospitals Board has 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.

Durham County Ambulance Service (Telephone Durham 4488) is responsible for the transport of all such cases in the Newcastle region and the vaccinal state of the ambulance crews is the responsibility of the County Medical Officer.

(3) Smallpox Consultants available :—

Name	Address	Hospital, Office or Surgery Telephone No.	Home Telephone No.
Dr. J. Grant	15 Oakwood Avenue, Gateshead, 9.		Low Fell 875035
Dr. J. R. Lauckner	'Conamore', Wickham, Newcastle upon Tyne and Newcastle General Hospital, Westgate Road.	Newcastle 38811	Newcastle 887037
Dr. W. Minns	County Hall, Newcastle upon Tyne.	Newcastle 28927	Humshaugh 317

(4) Facilities for laboratory diagnosis of smallpox.

These include electron microscopy which ensures rapid and accurate diagnosis.

Specimens are sent to the

Public Health Laboratory,

General Hospital,

Westgate Road,

Newcastle upon Tyne, 4. Tel. 38811.

Particular attention is paid to the vaccination state of all crews of ships arriving from smallpox endemic areas and, where necessary, arrangements are made to perform vaccinations or, on occasion, to inform the next port of call.

SECTION VIII—VENEREAL DISEASES.

Information as to the location, days and hours of the available facilities for the diagnosis and treatment of venereal disease among merchant seamen and the steps taken to make these facilities known to seamen.

Facilities for the diagnosis and treatment of venereal disease are available at the following centres shown below. Although venereal disease is not compulsorily notifiable, all seamen thought to be infected are advised regarding the importance of early treatment and are told where and when this may most readily be obtained.

Newcastle upon Tyne—	General Hospital, Ward 34 Telephone: Newcastle 33320 Monday, Wednesday, Thursday, Friday & Saturday—10.00 a.m.—12 noon. Monday & Thursday—2.00 p.m.—6.00 p.m. Wednesday—2.00 p.m.—4.00 p.m.
North Shields—	Preston Hospital, Ward 25 Telephone: North Shields 74101 Tuesday—2.00 p.m.—5.00 p.m. Friday—2.30 p.m.—5.00 p.m.
South Shields—	Diagnostic Centre, General Hospital. Telephone: South Shields 62649. Tuesday—10.00 a.m.—12 noon. Wednesday—9.30 a.m.—12.30 p.m. Friday—10.00 a.m.—12.30 p.m. Monday & Thursday—5.00 p.m.—6.30 p.m.

For the following particulars of attendances of merchant seamen at the above clinics, I am indebted to Dr. A. S. Wigfield, Consultant Venereologist at Newcastle and North Shields and Dr. B. Levy, Consultant Venereologist, South Shields.

	Newcastle	North Shields	South Shields
Syphilis	2	—	—
Chancroid	—	—	—
Gonorrhœa	50	22	30
Non-gonoccal Urethritis	62	9	24
Non-venereal treated ...	35	9	100
Non-venereal	86	22	—

The above figures indicate the number of merchant seamen who were under treatment locally during the year; they reflect the current world-wide pattern of the high incidence of gonorrhœa and non-gonococcal urethritis and the relatively low incidence of syphilis. Gonorrhœa is now one of the commonest infectious diseases, one of the important contributory factors being the difficulty of control and detection of infection in symptomless women.

**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.	Miscellaneous	1	1	2
	Hepatitis	...	1	1
	Pneumonia	...	1	1
Cases which have occurred on ships from foreign ports but have been disposed of before arrival	Pulmonary Tuberculosis	...	3	3
	Scabies	...	1	1
	Hepatitis	...	1	1
	Food Poisoning	...	1	1
Cases landed from other ships	Influenza	...	3	3

The following category is in addition to the cases shown above:—

Cases which have occurred on ships from foreign ports, diagnosed, and treated on board.	Enteritis	...	33	5
	Scabies	...	1	1
	Rubella	...	1	1
	Chickenpox	...	1	1
	Croup	1	...	1
	Influenza	1	2	3
	Herpes Zoster	1	...	1
	Erysipelas	...	1	1
	Miscellaneous	13	38	46
	Cases from other ships diagnosed and treated on board or disposed of before arrival.	Influenza	...	22	3
Miscellaneous		...	4	4

PULMONARY TUBERCULOSIS

On 1st May, on the arrival of the British vessel "British Reliance" from Kalundborg, it was discovered that a member of the crew, suffering from pulmonary tuberculosis, had previously been admitted to hospital in Greenwich. At Isle of Grain, disinfection had been carried out and crew members X-rayed with the exception of ten Asian seamen who were X-rayed at South Shields with negative results.

Another case of pulmonary tuberculosis had occurred in a member of the crew of the Norwegian vessel "Enduro" which, on 26th May, arrived from Seven Islands where the patient had been admitted to hospital and all the crew X-rayed. It was found that three members of the crew required further X-ray and this was carried out at South Shields; two were found to be negative and the third case, in which the result was doubtful, was repatriated.

ENTERITIS

On 7th May, on the arrival of the Norwegian passenger ship m.s. "Braemar" from Oslo it was found that a large number of the crew were suffering from enteritis and vomiting. At first sight, this appeared to be an outbreak of food poisoning although confined entirely to the crew. Subsequent investigations, including the examination of faecal specimens and the ship's water supply, all proved negative and the outbreak subsided. It was later discovered that a similar type of infection thought to be caused by a virus, had been widespread in Southern Norway. It is worth mentioning that all Norwegian ships, in particular passenger ships, maintain the very highest possible standards of cleanliness and hygiene and the m.s. "Braemar" is no exception.

On the arrival of m.v. "Finnamore Meadow" on 17th November from Monrovia, one of the Indian crew was found to be suffering from enteritis. He was treated on board and the necessary steps taken regarding surveillance and hygiene; no further cases occurred on board.

FOOD POISONING

All enteric infections, including food poisoning, present a potentially serious hazard to the closed community of a ship's company sharing food, water and, to some extent, accommodation. On the arrival of m.s. "Border Laird" from Sundsvall on 16th November, it was reported that the radio officer had been admitted to hospital in Swansea suffering from food poisoning; no further cases occurred during surveillance in port.

CHICKENPOX

Any case of chickenpox, because of its similarity, in many respects, to smallpox, is always most carefully examined. Before the arrival of the s.s. "Leda" from Bergen on 1st November, it was reported that the first officer was thought to be suffering from chickenpox; the diagnosis was confirmed and the necessary disinfection procedures were carried out. No further cases occurred on board; although this may appear surprising with such a highly infectious disease, it must be borne in mind that the majority of Europeans are infected in childhood and subsequently have a permanent immunity. Indeed, it is surprising that such a case should have occurred in such a widely travelled adult as the first officer whom one would have expected to have been almost inevitably exposed to infection previously.

INFECTIVE HEPATITIS

This notifiable infectious disease, although of low infectivity, has a long incubation period, usually of several weeks, and it is not unusual for a case, occurring on board ship, to be the cause of subsequent sporadic cases arising over a period of several months. After the initial case, it is essential that there should be strict surveillance. The illness is usually of low grade causing general malaise during a period of several weeks, but on occasion, it may be severe and even fatal. A moderately severe case was diagnosed on 6th October on arrival from Ornskoldsvik of the British ship m.v. "Terza". Necessary disinfection was carried out and no further cases arose during surveillance.

SCABIES

This infectious disease is usually associated with very low standards of personal cleanliness and hygiene; although the general incidence is low, it is increasingly found to occur in cases where the patient's body and clothing are perfectly clean and such cases have been seen on board during the year. The infection is caused by a small mite penetrating the skin and causing intense irritation, especially at night; penetration is visible as papules or vesicles containing the males, and as small linear burrows containing the females and their eggs. Infection is by direct contact or from soiled clothing and is frequently of venereal origin.

MENTAL ILLNESS

On the arrival of the m.s. "Breamar" on 30th January from Oslo, there was one British passenger on board under Norwegian police escort. It appeared that this passenger, who had embarked for Oslo on 26th January had become aggressive and violent and had done quite a lot of damage on board. He was arrested and placed in confinement by the captain and, on arrival in Oslo, was refused permission to land and kept in custody on board by Norwegian police; he was handed over to the British police on arrival in North Shields, but after investigation it was decided not to take proceedings against him. He had already been under treatment for mental illness and was advised to seek further treatment; his mental condition, on arrival, was not such as to justify detention.

Before the arrival of s.s. "Leda" from Bergen on 1st November, advance notice was received concerning one of the passengers who was being repatriated on account of mental illness. The patient, who had a previous history of schizophrenia, had ignored medical advice and returned to sea in a North Shields trawler and, during a voyage to the fishing grounds, he proved so violent and difficult that he was put ashore in northern Norway and subsequently repatriated, under civilian escort, via Bergen to the Tyne. On arrival, he was found to be very truculent and aggressive and immediate admission to St. Nicholas' Hospital was arranged.

MISCELLANEOUS

During the year, a considerable number of suspected cases of infectious diseases were investigated; of these, only a small proportion proved to be of significance. However, it is always impressed upon the masters and senior officers of all vessels that it is of the utmost importance that all cases, where infectious disease is even remotely suspected, should be fully investigated. Not only is this in the interest of the patient but also in the interest of the full complement and owners of the ship. The neglect of infectious disease within the relative confines of a closed community on board ship, may result in a rapid spread of infection, with damage to health and possible delay and thus additional costs to the vessels and their owners.

VESSELS ARRIVING FROM INFECTED OR SUSPECTED PORTS.

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

Name of Port.		Direct to the Tyne.	To the Tyne Indirect.
Bombay	*	...	2
Calcutta	†	...	1
Freetown	†	1	...
Lagos	*	1	2
Monrovia	†	1	...
*Smallpox †Cholera	Total ...	3	5

During the year a considerable number of coloured crews (mostly Indian, Pakistani and Chinese) arrived by air for the purpose of manning new ships, or, crew changes. Their point of departure was generally an "infected" area, viz., Karachi, Bombay, Calcutta, or Hong Kong, and they sometimes arrived on board their vessels in the river within 48 hours of leaving these areas. Notice was received from the Medical Officer, London Airport, of such arrivals and surveillance was maintained during their sojourn in the port.

PLAGUE, CHOLERA, YELLOW FEVER, SMALLPOX, TYPHUS and RELAPSING FEVER.

No cases of the above quarantinable diseases occurred in the Port during 1970.

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

During the past few years, cases of acute malaria, some severe and even fatal, have been dealt with on arrival or may have been disposed of before arrival. I am pleased to be able to report that no such case occurred in the port during 1970. It must, however, be constantly borne in mind that, in this country, almost all types of tropical disease have been on the increase and notifications of malaria have risen sharply in recent years. Acute falciparum malaria, mostly originating in Africa, may be mistaken for influenza and, in non-immune persons, who are not taking prophylactics, it may prove rapidly fatal. It cannot be too strongly emphasised that a history of recent travel in a malarious area must always be considered in every case of acute and otherwise unexplained febrile illness.

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

Plague is a serious infectious disease and is one of the six internationally recognised "quarantinable diseases". It is primarily a disease of rodents and may be transmitted to man, in the bubonic form, by the bite of an infected rat flea. It is essential, therefore, that all vessels should be kept as free from rats as possible; the procedure for doing this is described in Section XII. This matter is universally recognised to be of such importance that all deep sea vessels must comply with regulations which require them to have a valid Deratting or Deratting Exemption Certificate (See Table F).

During the year there were no cases, nor suspected cases of plague in ships arriving in the River Tyne.

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

1. Should there be any report of rodent life on a ship, steps are taken to carry out an examination in which note is taken of runs, gnawings, old and recent excreta, together with the existence of temporary and permanent harbourage and its treatment.

On the result of this examination the appropriate treatment is decided, which may be poisoning, trapping or fumigation, the latter being carried out when the ship is empty.

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 necessary, are subjected to bacteriological examination.

3. The deratting of ships is carried out by private contract between the agent and fumigating firms on the approved list of the Authority.

These firms are:—

- Messrs. Contra Pest Services Ltd.
- Messrs. Joseph Currie and Sons.
(Trapping and Poisoning only)
- Messrs. Rentokil Laboratories Ltd.

The marine rat population has shown a steady decrease for many years, and on the occasions when evidence of rats or mice is found, the numbers are usually so small as to make the cost of fumigation, in both time and money, out of proportion to the result achieved. A system of prebaiting and/or trapping is now therefore quite common, being carried out by the above approved firms with results which are completely satisfactory to this authority and the shipowners concerned.

TABLE E.

Rodents destroyed during the year in ships from foreign ports.

Category	Numbers.
Black rats	54
Brown rats	9
Mice	33
Rats sent for examination	Nil.
Rats infected with plague	Nil.

TABLE F.

Deratting Certificates and Deratting Exemption Certificates issued during the year.

Number of Deratting Certificates Issued					Number of Deratting Exemption Certificates Issued.	Total Certificates Issued.
After fumigation with.		After trapping.	After poisoning*	Total		
H.C.N.	Other fumigant (State Method)				3	4	5	6
1	2					
...	Methyl Bromide 1	1	...	2	246	248

*state poisons used and number of Certificates issued after each poison.

Prevention of Damage by Pests Act, 1949.**Prevention of Damage by Pests (Application to Shipping) Orders, 1951—1956.**

Under these regulations, examinations of coasting vessels are carried out with a view to ascertaining that they are rodent free, whereupon Rodent Control Certificates are issued, which are valid for four months. Vessels to which these certificates are issued are nearly all colliers, engaged in carrying coal to gas works and power stations in the south of England, and to which 30 certificates were issued during the year. Some of the colliers trade to the Continent, and require an International Deratting Exemption Certificate which covers their coasting voyages also.

The Ministry of Agriculture, Fisheries and Food operate a practical and theoretical course at Durham every year for Public Health Inspectors and Rodent Operators, in order to acquaint them with modern procedures of dealing with rodent infestation; the authority sends its Rodent Operators to these courses yearly.

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 3,135	136	122 complied with
Revisits 123			
Total 3,258	136	122 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	1,829	1	57	84
Other Nations ...	1,306	.....	3	17

DEFECTS.

The pattern of defects found to exist on ships varies little from year to year. Cockroach infestation is still fairly common and, in spite of repeated treatments and preventative measures, eradication is difficult to achieve.

Quite a large number of defects was found to exist in the catering departments of ships; most can be rectified without major alterations and it is usually found that the co-operation of shipping companies through their masters and superintendents is readily given.

The total number of vessels inspected during 1970 :—

Steam	587
Motor	2,548
	<hr/>
	3,135

The number of vessels on which defects were found :—

British —Steam	32	
Motor	84	
Waterboats	1	
Fishing Vessels	1	
	<hr/>	118
Foreign—Steam	5	
Motor	13	
	<hr/>	18
		<hr/>
		136

The number of vessels on which defects were remedied :—

British —Steam	29	
Motor	79	
Fishing Vessels	2	
Waterboats	1	
	<hr/>	111
Foreign—Steam	3	
Motor	8	
	<hr/>	11
		<hr/>
		122

Defects of Vessels include the following :—

		Defects.	Remedied.
Accommodation	Dirty	2	3
	Insect Pests	40	31
Food Lockers	Dirty	2	1
	Neglected Paintwork	1	1
	Defective	1	—
W.C.'s	Dirty	5	3
	Neglected Paintwork	1	1
	Choked	1	1
	Defective	3	3
	Defective Flush	10	8
	Seats to Repair	1	1
Washrooms	Dirty	3	2
	Neglected Paintwork	1	1
	Defective Shower	1	1
	Defective Basin	1	1
Galleys	Dirty	7	4
	Neglected Paintwork	1	1
	Insect Pests	41	34
Pantries	Dirty	3	1
	Insect Pests	39	28
Provision store rooms	Dirty	3	3
	Insect Pests	6	4
Refrigerating Chambers	Defective	2	2
	Insect Pests	—	1
Dampness due to	Condensation	2	3
	Leaking Decks	1	1
	Flooding	1	1
Defects of	Ports	1	1
	Bulkheads	6	3
	Floors	27	23
	Tables	13	13
	Taps	1	3
	Drainage	16	15
	Galley Fittings	36	35
	Pantry Fittings	8	7
	Waste Pipe	1	1
	Stairs	1	1
	Heating	2	—
Cooking		4	2
Cargo Spaces	Insect Pests	4	3
Waterboat Equipment	Dirty	1	1
Fresh Water Supply	Contaminated	4	6
Crew's Spaces	Misappropriation	—	1
Ventilation	Inadequate	5	1
	Defective	3	4
Excessive Smoke Emission		24	24
		<u>336</u>	<u>285</u>

**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.

The Medical Inspectors of Aliens holding warrants of appointment at 31st December, 1970, were as follows:—

Dr. T. C. Falconer, Medical Officer of Health.

South Shields—

Dr. J. O'Leary, Deputy Medical Officer of Health;

Dr. T. Lyons.

Dr. D. Fairbairn.

Newcastle upon Tyne—

Dr. E. J. Carmichael;

Dr. A. L. M. Graham.

Dr. D. Field.

Other Staff.

Mrs. V. Moat, S.R.N.

Organisation of Work.

Most of the work of medical inspection and examination of aliens arises in connection with the Norwegian and Danish passenger vessels and is carried out by the Medical Officer of Health who attends disembarkations at Tyne Commission Quay, North Shields at 07.00 hrs. and further arrivals during the morning, or later at week-ends. There are additional mid-morning arrivals during the summer season. Drs. O'Leary, Lyons and Fairbairn, who are partners in general practice carry out relieving duties as required. Drs. Carmichael, Graham and Field are no longer required to attend disembarkations at Newcastle from Denmark, as this service has now been transferred to North Shields and is dealt with by the Medical Officer of Health. These doctors have, however, retained their warrants of appointment for the time being in the event of their services being required occasionally at Newcastle.

Nature and amount of Aliens Traffic.**MEDICAL EXAMINATION OF ALIENS
Aliens Order, 1953.**

during the year ended 31st December, 1970.

1. Number of ships arriving carrying passengers 528
2. Number of ships arriving carrying alien passengers 446
3. Total number of arriving aliens (excluding crews)26,309
4. Total number of aliens medically examined 236
5. Reports and certificates for aliens medically examined:—

Nature of report or certificate	Total number of reports and certificates issued	Aliens not permitted to land
A Unsound mind or mentally defective
B (1) Undesirable for medical reasons
(a) Inability to support
B (2) (b) Likely to require medical treatment
(c) Inability to support and likely to require medical treatment.
C Conditionally landed for further medical examination
Totals	0	0

Accommodation for Medical Inspection and Examination.

During the summer season, considerable changes took place in the arrangements for handling passengers disembarking from Scandinavia. Denmark Quay at Newcastle was opened in 1964 and provided good facilities for passengers and public, including well appointed medical accommodation; the Danish passenger service was transferred to North Shields where the m.s. "Prinsessen" docked up-river from the berth occupied by s.s. "Leda". The well appointed passenger terminal at this quay, which included a medical inspection room and waiting room, has also been closed and the railway service of boat train discontinued. Passengers from the large roll-on vessels, m.s. "Jupiter" and m.s. "Venus", continue to use the excellent facilities of the more modern terminal building, opened in 1966, which includes a well equipped medical department. It was intended that passengers from

the traditional, conventional type vessels such as the "Leda", "Prinsessen" and "Braemar" should be transferred by bus to the new terminal for passport and customs examination. However, the immigration authorities have insisted that passport control should be done on board before passengers are transferred by bus to the terminal for customs clearance. This has proved to be a much less satisfactory arrangement requiring medical examinations to be conducted on board without the advantage of the excellent medical facilities in the terminal; when the vessels are heavily booked and several hundred passengers are milling around and queuing up for passport control, difficulties arise in the movement of passengers referred by immigration officers for medical examination.

COMMONWEALTH IMMIGRANTS ACTS, 1962 and 1968.

Medical Examination of Commonwealth Immigrants.

The arrangements regarding the arrival of vessels carrying Commonwealth Immigrants are similar to those in operation in respect of aliens, and all the Medical Inspectors hold warrants of appointment as Medical Inspectors of Aliens and Commonwealth Immigrants.

MEDICAL EXAMINATIONS.

during the twelve months ending 31st December, 1970.

1. Total number of arriving Commonwealth citizens
subject to control under the Act2,540
2. Total number of Commonwealth citizens medically examined ... 1
3. Reports and Certificates for Commonwealth citizens medically
examined :—

Nature of report or certificate	Number of reports or certificates issued	Number of Commonwealth citizens refused entry
A Suffering from mental disorder	...	...
B (1) Undesirable for medical reasons	1	1
B (2) Likely to require major medical treatment	...	...
Totals	1	1

SECTION XVI—MISCELLANEOUS.

(1)

BURIAL OF PERSONS DYING FROM INFECTIOUS DISEASE

The arrangements for the burial on shore of persons who have died on board ship from infectious disease may include disinfection and removal to mortuary prior to interment. In the case of death from a quarantinable disease, cremation would be recommended.

(2)

FOOD INSPECTION.

THE IMPORTED FOOD REGULATIONS, 1968

(a) Food Inspection

Imported food arrives regularly from Norway, Denmark and the Deep Sea Fishing Grounds, and also from Sweden and Jamaica. Occasional transshipments of meat and other foods arrive via Scandinavian countries, the countries of origin being Australia, New Zealand, Spain, etc. Daily inspections of food arriving were made, informal samples being taken of all commodities from time to time; the results of the examinations carried out on these samples by the Public Analyst have been highly satisfactory.

The principal imports are bacon, butter, fish, poultry, dairy produce, and a miscellany of other commodities. The roll-on, roll-off service between North Shields and Denmark which commenced in November, 1969, has increased considerably in volume, the ship on this service having discharged over 65,000 tons of foodstuffs.

This food is not destined to inland container depots, but to private firms throughout the United Kingdom, and almost every item leaves the port area fully cleared by this Authority and H.M. Customs, the only exceptions being frozen meat, casings, and similar commodities which cannot be adequately inspected on import, as the requisite hygienic facilities do not exist. Regulation 5 (3) of the Imported Food Regulations is then implemented, and the local authorities of the areas to which the food is destined are notified by telephone and confirmatory notice of the pending arrival of such food.

The inspection of imported food at Newcastle Quay has, since 1909, been the delegated responsibility of Newcastle Corporation. In 1966 agreement was reached between this Authority and Newcastle Corporation that this responsibility should revert to the Tyne Port Health Authority. In 1968 the Quay and sheds were taken over by the Port of Tyne Authority and because of this and the inception of the Imported Food Regulations of 1968, it was considered an appropriate time for this reversion of duties to take place. Owing to considerable delay on the part of the appropriate government departments, the mutually agreed transfer of responsibility has not yet taken place.

The following tables show the types and quantities of foodstuffs imported to the Tyne, and coming under the jurisdiction of the Authority.

**PORT OF TYNE AUTHORITY QUAY,
NORTH SHIELDS.**

NORWAY.

	Kilograms		Kilograms
Fish	9561.605	Cheese	3440.738
Canned Fish	446.213	Eggs	190.748
Stockfish	10.770	Provisions	50.662
Frozen fish	127.412	Beer	76.617
Herring meal	706.157	Biscuits	306
Frozen meat	508	Flour	184.922
Reindeer meat	254	Potatoes	62.081
Casings	254.517	Bilberries	10.211
Offal	175.981	Liver paste	3.556
Canned meat	7.264	Crispbread	660
Butter	319.205	Mineral water	1.778
Margarine	25.858	Animal food	16.359

DENMARK.

	Kilograms		Kilograms
Containerised bacon ...	23034.786	Biscuits	4.752
Baled bacon	1038.517	Frozen shrimps	12.259
Sliced bacon	188.306	Drugs	1.390
Canned meat	8519.145	Ships Stores	15.401
Salami	7.083	Confectionery	2.160
Meat preserves	76.361	Fruit wine	7.200
Poultry	517.595	Milk Powder	3.120
Butter	19497.491	Offal	108.021
Cheese	3880.609	Chicken breasts and hinds	4.805
Lard	292.450	Sardines .....	.068
Eggs	435.926	Canned fish	36.705
Cream	336.735	Wine	4.250
Trout	14.146	Cod roe	910
Edible rinds	42.094	Custard powder	40.206
Prawns	48.524	Herring meal	37.850
Fish	660.120	Meat .....	.398
Beer	383.754	Marzipan	24.349
Spirits	89.913	Canned fruit .....	.010
Tinned mussels	55.485	Canned shrimps .....	.700
Rusks	7.400	Chewing gum	11.480
Liqueur	6.011	Almond paste	10.382
Squash	262.932	Animal food	5494.559
Cooked potatoes	9.516		
Mineral water	36.356		

SWEDEN.

	Kilograms		Kilograms
Meat	53.068	Offal	20.657
Edible rinds	44.836	Animal food	128.082

FINLAND.

	Kilograms
Animal food	110.213

**PORT OF TYNE AUTHORITY,
ALBERT EDWARD DOCK.
DEEP SEA FISHING GROUNDS.**

	Kilograms
Fish	4531.558
Liver oil	122.971
Fish meal	915.457

**PORT OF TYNE AUTHORITY — TYNE DOCK
JAMAICA**

	Kilograms
Bananas	1801.452

**JOSEPH RANK & CO. LTD.,
BALTIC FLOUR MILLS, GATESHEAD.**

Wheat	Kilograms	Maize	Kilograms
Australian	15760.216	French	8275.105
Canadian	24935.859	American	4008.001
Hungarian	19372.377	Brazilian	780.416
Swedish	15802.396		
American	11107.734	Barley	Kilograms
Russian	2853.596	Canadian	1451.311
English	985.414	American	564.623

**CO-OPERATIVE WHOLESALE SOCIETY LTD.,
DUNSTON FLOUR MILLS.**

Wheat	Kilograms	Maize	Kilograms
Canadian	6748.839	American	4570.038
Romanian	1118.769	French	3501.412
American	13304.141		
French	2302.820	Barley	Kilograms
Hungarian	800.645	Canadian	786.421
Spanish	390.162		
Swedish	712.300		
Argentinian	814.616		
Australian	762.035		

The amounts and items of food condemned were :—

Kidneys	13 Kilograms
Lunch Tongues	3 Kilograms
Chopped Ham	22 Kilograms
Whey Cheese	112 Kilograms
Grain	4733 Kilograms

The small amount of food which it was found necessary to condemn reflects favourably on the exporting countries, showing their standards to be high and well maintained; the above items were all condemned because of contamination due to external damage.

(b) The Imported Food Regulations, 1938

The power given to port health authorities to permit imported food to be inspected at final destination has proved to be useful. Although a percentage inspection of all consignments of imported food is carried out, it is not feasible to inspect casings in barrels, or meat in containers, owing to the lack of facilities. In the case of containerised meat, the containers are opened and a check made of the official certificates on all carcasses or packages which can be seen, and the temperature and general condition of the container noted. If this inspection is satisfactory, a guarantee, that the container will remain sealed and locked until it reaches the final destination, is given by the importer and the container is allowed to proceed to its destination, the local authority of the district being notified by telephone and confirmatory notice.

Containerised Danish bacon is imported for distribution to the northern half of England and the whole of Scotland. A refrigerated inspection bay is provided into which the racks of bacon can be drawn and inspected; a percentage of containers from each cargo is opened in this manner, and all official certificates are noted together with the temperature and external condition of the container.

As bacon is a regular import, being delivered to the same firms once or twice every week, the local authorities in the areas of reception are notified in advance by letter of the system of inspection and clearance under the regulations at the port, thus avoiding the need to notify the movement of individual containers for inspection inland. Bacon containers leave the port immediately following discharge, and staff are in attendance on the arrival of the vessel thus facilitating the speedy movement. Other classes of cargo such as butter, lard, canned meat, cream, etc., are normally removed from the port during the following days.

(c) Official Certificates

The total amount of food imported during the year and requiring an official certificate on import was:—

34,139.190 metric tons.

It consisted of meat, reindeer meat, dried and cured meats, canned meat, casings, edible rinds, bacon, kidneys, livers, melts, sausages, salami, liver paste, lard, and blood albumen.

These commodities were, with a few exceptions, found to bear official certificates and be fit for human consumption. The exceptions were:—

40 barrels of casings;
100 cartons of liver paste;
9 cartons of reindeer meat.

none of which were accompanied by official certificates; all were returned to Norway.

A consignment of Swedish meat gave rise to some doubt regarding certification, and a senior officer of the Ministry of Agriculture, Fisheries and Food visited the quay and inspected the meat. He agreed that it be allowed to proceed to its destination, the local authority of the district being notified.

In recent years the number of circulars issued relating to amendments, etc., to establishment numbers has been in the region of 100/120 per year. In 1970 this number decreased to 80, which made 90 alterations to existing circulars; this decrease in number together with the revocation of many circulars issued over 30 years ago, has decreased the amount of clerical work involved in keeping accurate records. It would however be of assistance if circulars were referred to by their number, instead of the date of their insertion in the London Gazette; it also appears that shore authorities dealing with imported food do not have any record of the design of an official certificate, or of the establishment numbers currently in force, as many requests are received on these points.

(d) Sampling

The total number of samples taken during the year was 102, all of which were submitted to the Public Analyst for examination regarding compositional standards, prohibited additives and colouring matters, etc. 2 samples were submitted to the Public Health Laboratory for bacteriological examination.

All commodities sampled were found to be genuine, free from adulterants, prohibited colouring matter and other additives.

One sample of canned meat was found to be deficient in meat content to a small extent, and as past results of samples of the firm's produce examined by the Public Analyst had shown them to be of a very high standard, a letter was sent to the manufacturers notifying them of the deficiency. An advance detention notice was issued in respect of future consignments of this firm's produce, which were sampled on arrival and found to conform to the requirements of the regulations.

The following commodities were sampled :—

- 1 Chopped pork;
- 5 Chopped pork and tongue;
- 4 Chopped pork and ham;
- 5 Pork in natural juice;
- 7 Lunch tongues;
- 1 Cocktail sausages;
- 1 Pork loaf;
- 1 Meat bar;
- 2 Hot dog sausages;
- 1 Liver paste;
- 1 Pork shoulder picnic;
- 3 Cut'n fry;
- 8 Luncheon meat;
- 1 Herring in tomato sauce;
- 5 Cod roe;
- 2 Fish balls in bouillon;
- 1 Mackerel fillets;
- 4 Gaffelbiter in wine flavoured sauce;
- 1 Herring roes;
- 1 Smoked brisling;
- 1 Peeled shrimps;
- 2 Dressed crab;
- 1 Shrimps;

2 Sild in tomato sauce ;	
1 Fish soup ;	
1 Fruit soup mix ;	
1 Spinach soup with vegetable fat ;	
1 Almond marzipan ;	
1 Butter cookies ;	
1 Marzipan chocolate ;	
2 Cheese spread ;	
6 Cheese spread and shrimp ;	
1 Cheese spread and crab ;	
2 Pasteurised cheese spread and mushroom ;	
5 Lard ;	
4 Butter ;	
2 Sterilised cream ;	
8 Pure cream ;	
2 Blue cheese ;	
1 Whey cheese ;	
1 Prawns	} To the Public Health Laboratory.
1 Blood albumen	

(e) Crews' Provisions

The disposal of crews' provisions after their rejection by the Board of Trade food inspectors as "unfit for British Crews" has continued to be supervised. This supervision is carried out as the result of a local arrangement with the other departments having an interest in such commodities, i.e. the Board of Trade, Her Majesty's Customs, Water-guard and Landing Officers, and the Ministry of Agriculture, Fisheries and Food.

Many of the items rejected by the Board of Trade food inspectorate are not unfit for human consumption but are below the standards set by the Board. Commodities rejected purely on grade may be perfectly sound and saleable to the public in the United Kingdom after inspection has been carried out by the authority's inspectors.

The final decision in the case of all meat, meat products and poultry rests with the Animal Health Division of the Ministry of Agriculture, Fisheries and Food whose regulations govern the admissibility or otherwise of such commodities from all countries. Whatever the final destination of such food may be, it may only be landed under a licence issued by the Ministry, and strict precautions must be taken by those responsible for transport, storage, or destruction.

During the past year, crews' provisions dealt with consisted of various meats, flour, rice, breakfast cereals, preserves, milk, vegetables, offal, and an assortment of bottled and canned goods. The quantities of these commodities and the action taken are shown below.

	Metric tons
Incinerated	3.383
Buried at various tips	5.020
Disposed of at sea	147
Converted into animal food	181
	<hr/>
	8.731
	<hr/>

A number of consignments were also put under Customs Bond pending return to the ship.

(f) Food Hygiene (Docks, Carriers, etc.) Regulations, 1960

The implementation of these regulations on open quays, in transit sheds, lorry and container parks, in order to obtain a high standard of hygiene, is not an easy objective to achieve. During 1970, the officers of the Authority have experienced many and continuing difficulties in endeavouring to maintain a reasonable standard of cleanliness in certain transit sheds used for food handling and temporary storage. Certain facilities provided were of a temporary nature and not suited to the type of open food for which they were used. Co-operation in maintaining clean conditions was received, but was not sufficient to eradicate completely contamination risks; the situation will be improved with the building of a new transit shed to cope with increased trade. The Authority took this opportunity to state their requirements with regard to the facilities to be provided for food handling, and in 1971, these facilities will be provided in a separate building, which will also contain toilet and office accommodation.

Supervision is also exercised over hygienic practices in relation to food cargo on board ship, during discharge, and handling on shore up to the point of loading into vehicles for transportation to final destination. Little difficulty has been experienced during these operations, but on a number of occasions it has been necessary to refuse permission to load foodstuffs on to vehicles which were either dirty or incapable of providing protection from contamination during transit.

FOOD HYGIENE (GENERAL) REGULATIONS, 1960

These regulations apply to three ships on the Tyne, which cater for the public during the summer months by means of river trips; a large number of school children and private parties also use these craft for educational trips, and as food and drinks are supplied on board, regular inspections are carried out to ensure that hygienic practices are observed.

The Port of Tyne, being one of the major ship repairing ports in the United Kingdom, a large number of accumulated defects are dealt with during surveys and dry-docking; excellent co-operation is usually received from masters and superintendents in ensuring that rectification of defects is carried out.

THE MEAT (STERILISATION) REGULATIONS, 1969

These regulations apply to the importation of meat and offal intended for use as animal food, consisting mainly of lungs, tracheas, spleens, and rinds. Strict control is exercised over the importation of such commodities which must have a T.A.Y. licence (the responsibility of H.M. Customs) and must conform to regulations made under the Disease of Animals Act (also administered by H.M. Customs on behalf of the Ministry of Agriculture, Fisheries and Food), before importation can be considered.

These conditions having been fulfilled, the port health inspector must satisfy himself that, if the meat or offal is not sterilised, each individual piece or package bears a label stating that it is not intended for human consumption, and that the vehicle is externally labelled in the same manner. The doors of the vehicle must be capable of being closed and locked, and the destination must be known. Usually such food is destined to an approved processor, but small amounts may be imported for

diagnostic and pharmaceutical purposes, in addition to being used at zoos, mink farms and trout hatcheries.

When this trade commenced, lack of labelling was common; explanatory circulars were sent to all importers describing the essential details to be observed and, after a short time, labelling and documentation was carried out in a satisfactory manner.

On very few occasions it was found that animal food and food intended for human consumption were transported in the same container; immediate action was taken to stop this practice.

The quantities of such food arriving were:—

Denmark	5,384.730 metric tons
Sweden	128.082 metric tons
Finland	110.213 metric tons
Norway	16.359 metric tons

(3) CLEAN AIR ACT, 1956.

DARK SMOKE (PERMITTED PERIODS) (VESSELS) REGULATIONS, 1958.

During the year 356 timed observations were made on various types of vessels, and on 23 occasions it was found necessary to contact masters or chief engineers in connection with contravening emissions. The majority of these excessive emissions were from vessels undergoing repairs at the numerous yards on the Tyne and lighting up from cold, using mechanism which has been overhauled or renewed. It is impossible to adjust fans, etc., without emitting some smoke, and very good co-operation is received in keeping these emissions to a minimum. Contravening emissions from vessels under way are very few in number, and are stopped immediately at the request of an officer of the Authority.

From time to time, complaints are received from shore authorities and private individuals of lengthy emissions from river craft operating in the river; but as these vessels are dredgers, buoy lifters and floating cranes carrying out the operation for which they were constructed while not under way, no action can be taken, even although the volume of smoke emitted is much in excess of that permitted on shore, and could drift into a smokeless zone.

(4) RADIOACTIVE MATERIAL.

The stowage, marking, handling and other precautions required for the safe transport of radioactive materials are governed by regulations in accordance with the recommendations of the International Atomic Energy Agency. Radioactive materials have been imported from Norway in recent years but there were no such imports during 1970.

(5) LAUNCHES.

The launch "Surveillant", built in 1966 continued to give satisfactory service. It was overhauled in May 1970 and the hull, superstructure and engine were all found to be in good condition.

The launch "Hygeia" was built in 1938 and re-engined in 1952 and has given satisfactory service for many years. Costs of maintenance and repair have increased steeply in recent years and, during overhaul, it was found that the condition of both hull and engine was showing signs of further rapid and serious deterioration which would result in a further large escalation of maintenance costs. The Authority has therefore decided that this launch should be replaced.

Both launches are fitted with VHF radio-telephone and carry a full range of first-aid equipment including a Neil-Robertson stretcher, which is specially designed for handling patients under difficult conditions such as occur on transfer from ship to launch or shore.

**(6) BOUNDARIES OF
THE TYNE PORT HEALTH AUTHORITY.**

The boundaries of the Tyne Port Health Authority extend from Newburn on the north bank of the river and Blaydon on the south bank, proceeding eastwards to take in all the riparian borders of the constituent authorities to where the river enters the North Sea between the piers of North Shields and South Shields. This navigable portion of the river extends for almost twenty miles.

These boundaries coincide with those of H.M. Customs and the Port of Tyne Authority as defined in The Customs and Excise, The Appointment of the Port of Tyne Order, 1970 and the Port of Tyne Reorganisation Scheme 1967 Confirmation Order.

The river is spanned by the Tyne Bridge which carries the Great North Road from Gateshead to Newcastle and there are, in addition, road and rail bridges further up river. There are no bridges across the remaining eleven miles of the downward reaches of the river which are served by a passenger ferry between Hebburn and Wallsend; the ferry carrying passengers and vehicles between North Shields and South Shields is to be replaced by a smaller modern vessel carrying passengers only. Between Jarrow and Wallsend there are tunnels under the river for pedestrians and cyclists and an adjacent vehicular tunnel, which came into service in the autumn of 1967, provides excellent cross river communications connecting with fast modern road systems on both sides of the river.

**(7) THE ASSOCIATION OF SEA AND AIR PORT
HEALTH AUTHORITIES OF THE BRITISH ISLES.**

The Tyne Port Health Authority is a member of the Association and is represented by the Chairman and the Medical Officer of Health at the Annual Conference which is normally held in the district of one of the constituent authorities. The 1970 conference was held in Hull; amongst the subjects discussed, following the presentation of papers, were Health Protection for Travellers, International Health Regulations, Imported Food, The Future of the Port Health Services, Rodent Control, Medical Services for Trawlermen and Health Aspects of Immigration.

The Medical Officer of Health is privileged to be a member of both the Medical and General Committees of the Association and attends the meetings of these committees in London where a wide variety of subjects regarding port health control is discussed. The membership of these committees includes the Medical Officers of Health of all the major ports and also officials from government departments. A most valuable opportunity is thus afforded, to discuss problems of mutual interest and concern.

(8) DANGEROUS DRUGS.

During the year, eleven certificates authorising the purchase of scheduled Dangerous Drugs were issued under the Dangerous Drugs (No. 2) Regulations, 1964, Regulation 13 (2) of which states :—

- (a) The master of a foreign ship which is in a port in Great Britain shall be authorised to procure such quantity of drugs and preparations as may be certified by the Medical Officer of Health of the Port Health Authority within whose jurisdiction the ship is or, in his absence, by the assistant medical officer of health, to be necessary for the equipment of the ship until it reaches its home port.
- (b) A person who supplies a drug or preparation in accordance with a certificate given under this paragraph shall retain the certificate and mark it with the date on which the drug or preparation was supplied and keep it on his premises so as to be at all times available for inspection.

(9) MERCHANT NAVY WELFARE BOARD.

The Medical Officer of Health is a member of the local Port Welfare Committee which affords him further opportunity for useful liaison with representatives of such organisations as the Shipping Federation, Board of Trade, National Union of Seamen, Merchant Navy and Air Line Officers Association and the Consular Corps. Also represented are the various voluntary organisations such as the British Sailors Society, the Apostleship of the Sea and both British and Foreign Missions to Seamen, all of which deserve the greatest possible credit and support for the splendid work which they do amongst seamen and their families ashore.

(10)**EDUCATION.**

The Medical Officer of Health lectures and gives practical instruction, in alternate years, to doctors undertaking post-graduate study, at the University of Newcastle upon Tyne, on the two year course for the Diploma in Public Health. Illustrated lectures were again delivered to voluntary and professional societies by the Medical Officer of Health who also lectured on first aid to sea-going personnel studying ashore.

The Chief Port Health Inspector gave a series of lectures to pupil public health inspectors as part of the course laid down by the Public Health Inspectors' Examination Board and practical instruction on the river was given to these students individually throughout the year. The Authority is thus able to make a valuable contribution in the educational field, although it would be impracticable to employ a pupil inspector because of the limited scope of specialised experience which could be offered.

(11)**PORT FACILITIES.**

The Port of Tyne is included among the ten major ports in the United Kingdom. The Tyne is the principal harbour of refuge between the Humber and the Forth, protection in all weather being afforded by the substantial piers at the entrance of the river. As a major seaport, the Port of Tyne offers the following wide range of facilities for cargo, passengers, and the building and repair of ships of all sizes.

(a) Port of Tyne Authority

The Authority consists of fifteen members, appointed by the Ministry of Transport, five of which are nominated by local authorities, five by commercial interests, two represent organised labour and three are independent members. A vigorous policy of attracting new trade has been pursued and, in addition to the introduction of a highly successful roll-on roll-off service to Denmark, there are plans to reclaim and develop the 150 acre mud flat known as Jarrow Slake two miles from the harbour entrance.

The Authority also provide a VHF Radio Port Operations and Information Service for the use of vessels, agents and others involved in the working of the port.

(b) Passenger Services

There are regular services throughout the year for passengers and cars between North Shields and Norway. The roll-on car ferry service to Bergen inaugurated in 1966 by the m.v. "Jupiter" was augmented in 1970 with the addition of a sister-ship "Venus". Palletised cargo can be handled by fork-lift truck via the stern and side-doors of these vessels.

The thrice weekly summer service for passengers and cars to Esbjerg again proved highly successful. The service was operated by m.s. "Prinsessen" from North Shields and will probably function with a much larger roll-on ship in two years time.

(c) **General Cargo Facilities**

The extensive facilities, at present available, were further developed with the introduction, in November, 1969, of a new roll-on container service for the import of Danish bacon and butter from Esbjerg to North Shields for immediate distribution to Scotland and Northern England; this has proved so successful that greatly increased shed and parking facilities are under construction.

In addition to the quays of the Port of Tyne Authority there are numerous private wharves owned and operated by commercial undertakings. Shipments of coal, for which the Tyne has so long been famed, are from special wharves known as "staithes". These are owned by the Port of Tyne Authority, the National Coal Board and British Railways.

The grain trade is handled by three large mills, each with berthing and discharging facilities. The Co-operative Wholesale Society plant at Dunston has a capacity of 20,000 tons. Joseph Rank's mill at Gateshead has a silo capacity of 22,000 tons, and that of Spillers of Newcastle, 34,000 tons.

There are two large modern oil terminals belonging to Shell and B.P. Oil Companies, at Jarrow and Esso Petroleum Company at Howdon and an oil terminal owned by Velva Liquids Ltd., at Lawe Oil Wharf, South Shields, which has been greatly extended.

The Iron Ore Quay at Tyne Dock is capable of handling large vessels with cargoes of up to 40,000 tons of iron ore; during the year more than 1.3 million tons were imported.

There are modern and sophisticated facilities for the mechanised unloading, handling and storage of timber at Tyne Dock and Albert Edward Dock.

(d) **Shipbuilding and Ship Repairing**

The River Tyne is justly famed for its marine engineering industry. Shipbuilding is now carried on by a consortium of firms, with 27 berths on the river; vessels of over 100,000 tons and tankers of 250,000 tons have been constructed. There are ship repairing facilities for all sizes of ships not only alongside quays, and on slipways, but within no less than 31 docks.

Tyne shipbuilding has a good order book ensuring work for more than two years ahead; it includes further 253,000 ton tankers, large cargo ships, various specialised vessels and one large passenger liner.

(12)

RIVER POLLUTION.

The responsibility of dealing with this long-standing problem rests with the Tyneside Joint Sewerage Board which was constituted in 1966. The Board submitted plans, for Ministry approval, in November 1968 for a purification scheme with works at Howdon, Wallsend, for primary treatment only in the first instance and final discharge at sea off St. Mary's Island, Whitley Bay. This first stage of the scheme, including works for complete treatment at Dunston and a syphon under the river conveying untreated sewage from the south bank of the river across for treatment at Howdon on the north bank, is currently under review by the Minister for the Environment.

(13) MEDICAL ASSISTANCE AND TREATMENT.

Although the statutory duties of the Medical Officer of Health include concern with infectious disease, he is more frequently called upon, at any hour of the day or night, to deal with all kinds of medical emergencies, including accidents, in addition to other illnesses of a non-infectious nature. When messages are received from shipping agents or by cable or radio regarding illness or accident on board inward bound vessels, arrangements are made for the patient to be seen on arrival and, if necessary, ambulance transport and admission to hospital arranged in advance.

A most valuable and useful liaison is maintained with the Medical Officers of the Shipping Federation who normally undertake the treatment of seamen suffering from illness arising on board a vessel after arrival and after clearance under the appropriate port health regulations. Such treatment may also be carried out by general practitioners either engaged by the shipping agent or under the National Health Service.

The Medical Officer of Health and members of the staff deal with a wide variety of requests for information and advice from shipping companies and agents and also from private individuals regarding maritime medical and quarantine matters and vaccination for international travel.

**(14) PORT HEALTH CONTROL.
GENERAL WORKING ARRANGEMENTS.**

The daily practical work of Port Health Control is carried out from the Port Health Offices at Mill Dam, South Shields. These offices provide satisfactory accommodation for the Medical Officer of Health, the Chief Port Health Inspector, and inspectorial and clerical staff; they are situated on the south bank of the river, approximately two miles from where the river enters the sea, and are a convenient base from which to cover the lower and middle districts of the river. The adjacent Mill Dam Quay enables the authority's two launches to berth at all states of the tide, and is within easy access of the launches' moorings at the ferry landing stage, South Shields.

In order to provide suitable facilities for the staff attending the roll-on terminal for the examination of food, imported from Denmark, a small office, adjacent to the berth, has been rented from the Port of Tyne Authority.

The upper reaches of the river, including Newcastle and Gateshead, are under the control of the Deputy Chief Port Health Inspector. Here, boarding of vessels is generally direct from the quayside and, as there are good river crossing facilities by road bridge, transport throughout this district is mostly by car, the services of a launch being available as required.

The Clerk of the Authority, who is a solicitor, acting in a part time capacity, has an office at Norwich Union House, Newcastle, where only administrative and financial matters are dealt with, and where the bi-monthly meetings of the Authority are held.

A close and most useful liaison exists between the officers of the Port Health Authority and those of the H.M. Customs and Excise. This ensures the speedy clearance of incoming vessels; delays are usually due to the failure of masters or agents to give advance warning, as required by regulation, of sickness on board a vessel and of the estimated time of arrival. Emergencies occurring outside office hours are usually of a medical nature and are the concern of the Medical Officer of Health rather than the inspectorial staff.



