

[Report 1972] / Medical Officer of Health, Tyne Port Health Authority.

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Publication/Creation

1972

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HEALTH
24 APR '73
F.O. 2

TYNE PORT HEALTH AUTHORITY




ANNUAL REPORT

OF THE
PORT MEDICAL OFFICER
FOR THE YEAR

1972

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



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TYNE PORT HEALTH AUTHORITY
TYNE PORT HEALTH AUTHORITY

CONSTITUTED BY LOCAL GOVERNMENT BOARD'S ORDER

LIST OF MEMBERS AT 31st DECEMBER, 1972

Elected by the Corporation of Newcastle upon Tyne:
ALDERMAN W. T. N. C.E.E.
ALDERMAN N. COOPER-MALEY
ALDERMAN J. W. G. G. G.
COUNCILLOR J. W. G. G. G.
COUNCILLOR W. R. S. FORSYTH
COUNCILLOR J. W. G. G. G.
Elected by the Corporation of South Shields:
ALDERMAN B. N. YOUNG, O.B.E. (Vice-Chairman)
COUNCILLOR C. RYAN
COUNCILLOR W. G. G. G.
Elected by the Corporation of South Shields:
ALDERMAN M. W. G. G. G.
COUNCILLOR T. W. G. G. G.
COUNCILLOR J. W. G. G. G.
Elected by the Corporation of Wallsend:
ALDERMAN J. W. G. G. G.
COUNCILLOR W. G. G. G.
Elected by the Corporation of Wallsend:
ALDERMAN M. W. G. G. G.
Elected by the Harbour Urban District Council:
COUNCILLOR W. GRANT
Elected by the Whitley Urban District Council:
COUNCILLOR R. BUTTERWORTH
Elected by the Whitley Urban District Council:
COUNCILLOR J. BRIGGS
Elected by the Newcastle Urban District Council:
COUNCILLOR S. CHAPMAN

74th
ANNUAL
REPORT
OF THE
PORT
MEDICAL OFFICER
1972

T. C. FALCONER, M.B., Ch.B., M.F.C.M., D.P.H.
PORT MEDICAL OFFICER

CWS PRINTERS A
1973

TYNE PORT HEALTH AUTHORITY

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

LIST OF MEMBERS AT 31ST DECEMBER, 1972

Elected by the Corporation of Newcastle:

ALDERMAN DR. T. W. F. BROWN, C.B.E.
ALDERMAN N. COOPER-BAILEY.
ALDERMAN DR. M. THOMPSON.
COUNCILLOR MRS. A. I. TELFORD.
COUNCILLOR T. W. YELLOWLEY (Chairman).
COUNCILLOR W. R. S. FORSYTH.
COUNCILLOR B. ABRAHAMS.
COUNCILLOR MRS. T. S. RUSSELL.

Elected by the Corporation of Gateshead:

ALDERMAN B. N. YOUNG, O.B.E. (Vice-Chairman).
COUNCILLOR C. RYANS.
COUNCILLOR W. C. ATKINSON.

Elected by the Corporation of South Shields:

ALDERMAN MRS. M. E. SUTTON, J.P.
COUNCILLOR T. BELL.
COUNCILLOR J. R. HODGSON.

Elected by the Corporation of Tynemouth:

ALDERMAN MRS. A. SOUTHWORTH.
COUNCILLOR A. COCALLIS.

Elected by the Corporation of Wallsend:

ALDERMAN J. A. McFADYEN.
COUNCILLOR W. G. GLADSTONE.

Elected by the Corporation of Jarrow:

ALDERMAN MRS. V. HOPE.

Elected by the Hebburn Urban District Council:

COUNCILLOR MRS. S. McINTYRE.

Elected by the Blaydon Urban District Council:

COUNCILLOR W. GRANT.

Elected by the Felling Urban District Council:

COUNCILLOR R. BUTTERWORTH.

Elected by the Whickham Urban District Council:

COUNCILLOR J. BRIGGS.

Elected by the Newburn Urban District Council:

COUNCILLOR S. CHAPMAN.

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SECTION II—AMOUNT OF MILL DAM,
THE DISTRICT DURING SOUTH SHIELDS.
March, 1973.

*To the Chairman and Members of the
Tyne Port Health Authority.*

MR. CHAIRMAN, LADIES AND GENTLEMEN,

I have pleasure in presenting my tenth Annual Report as Port Medical Officer to the Authority for the year ended 31st December, 1972. This report has been produced in accordance with the revised Form Port 20 of the Department of Health and Social Security and as required by the Public Health Officers (Port Health Districts) Regulations, 1959.

These regulations will be repealed under the Local Government Act, 1972, and consequently this report, the seventy-fourth in a long series, will be the last to appear in its present form. Following reorganisation of local government on 1st April, 1974, the constitution and membership of the Authority will be changed. It is not, however, anticipated that there will be any substantial alterations in the functions and work of the Authority.

Despite a prolonged dock strike in July and August, it is encouraging to be able to report a recovery in general cargo trade and that passenger traffic was well maintained. The tonnage of shipping entering the river during the year exceeded 5 millions. Imports of general cargo rose to almost 3½ million tonnes and exports, excluding coal and coke, rose to nearly ½ million tonnes.

On the 8th May, 1972, the Authority suffered a sad loss by the death of Mr. W. B. Weatherston who had been Chief Port Health Inspector since 1965 having joined the staff as an inspector in 1933. Mr. Weatherston was held in the highest esteem by all those with whom he came in contact during the course of almost forty years of service on the river.

It is with regret that I refer to the death, on 14th December, 1972, of Councillor Mrs. S. McIntyre who had represented the Hebburn Urban District Council on the Authority since 1969.

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 Department of Trade and Industry, the British 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,
Port Medical Officer.

TABLE A

SECTION I—STAFF

<i>Name of Officer</i>	<i>Nature of Appointment</i>	<i>Date of First Appointment</i>	<i>Qualifications</i>	<i>Any other Appointments held</i>
Dr. T. C. Falconer	Port Medical Officer	5th April, 1963	M.B., Ch.B., M.F.C.M., D.P.H.	Medical Inspector of Aliens and Common- wealth Immigrants.
Dr. J. O'Leary	Deputy Port Medical Officer (part-time)	1st July, 1965	M.B., B.Ch., B.A.O.	Deputy Medical Inspector of Aliens and Common- wealth Immigrants. General Practitioner. Private Legal Practice.
T. H. Ogle	Clerk to the Authority (part-time)	1st Oct., 1963	L.L.B.	
W. B. Weatherston (Deceased 8/5/72)	Chief Port Health Inspector	6th Feb., 1933	Cert. R.S.I. & S.I.E.J.B. Cert. Meat and Other Foods	
J. Cosgrove	Chief Port Health Inspector (from 1/6/72)	1st Aug., 1962	Cert. P.H.I.E.B. Dip. Meat and Other Foods. Smoke Inspectors Diploma	
W. O. A. Austin, M.B.E., S.B.St.J., Lieut. Comdr. (M.S.), R.N. (Rtd.)	Deputy Chief Port Health Inspector (from 1/6/72)	12th May, 1965	Cert. R.S.I. & S.I.E.J.B.	
J. Anderson	Port Health Inspector	1st Aug., 1968	Cert. of R.S.A.(Sc.) Cert. Meat and Other Foods	
T. F. Moore	Port Health Inspector	1st Oct., 1972	Diploma P.H.I.E.B.	
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		
D. Stokes	Junior Clerk	18th Dec., 1972		
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, Port Medical Officer and Chief Inspector—Mill Dam, South Shields.
Tel. South Shields 3419 and 5714 (STD Code 089-43). Telegraphic Address—"Portelth, South Shields."

Telephone Numbers of Residences—
Port Medical Officer—Whitley Bay 25020.
Chief Inspector—Low Fell 870171.

Deputy Chief Inspector—South Shields 3528.
Inspectors—Baldon 3485 and Durham 61955.

**SECTION II—AMOUNT OF SHIPPING ENTERING
THE DISTRICT DURING THE YEAR 1972**

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 Port Medical Officer	by the Port Health Inspectors	
Foreign Ports	1,298	2,684,701	559	1,234	77
Coastwise	1,441	2,398,884	39	1,218	8
TOTAL	2,739	5,083,585	598	2,452	85

The above figures do not include fishing vessels

Total number of vessels visited by Inspectors:

British Vessels

Steam	212
Motor	1,089
Fishing	193
	<hr/>
	1,494

Foreign Vessels

Steam	113
Motor	1,038
Fishing	199
	<hr/>
	1,350
Revisits	796
	<hr/>
	3,640

Shore visits made by inspectors:

The majority of these visits were made in connection with food inspection and sampling, and the inspection of bacon at the refrigerated bacon bay. Other visits were made regarding the implementation of Food Hygiene Regulations, and the sampling of drinking water from shore hydrants and premises.

The total of visits made was 376.

The Nationalities of vessels inspected were as follows:

SECTION 1—STAFF

TABLE A

British	....	....	....	....	....	....	1,301
Brazilian	....	....	....	....	....	....	1
Canadian	....	....	....	....	....	....	2
Cyprian	....	....	....	....	....	....	6
Danish	....	....	....	....	....	....	155
Dutch	....	....	....	....	....	....	113
Finnish	....	....	....	....	....	....	42
French	....	....	....	....	....	....	3
Faroese	....	....	....	....	....	....	3
German	....	....	....	....	....	....	259
Greek	....	....	....	....	....	....	18
Israeli	....	....	....	....	....	....	2
Italian	....	....	....	....	....	....	5
Kenyan	....	....	....	....	....	....	1
Lebanese	....	....	....	....	....	....	1
Liberian	....	....	....	....	....	....	53
Norwegian	....	....	....	....	....	....	375
Panamanian	....	....	....	....	....	....	10
Polish	....	....	....	....	....	....	8
Portuguese	....	....	....	....	....	....	2
South African	....	....	....	....	....	....	1
Singaporean	....	....	....	....	....	....	1
Somali	....	....	....	....	....	....	1
Spanish	....	....	....	....	....	....	1
Swedish	....	....	....	....	....	....	68
U.S.A.	....	....	....	....	....	....	2
U.S.S.R.	....	....	....	....	....	....	18
							2,452

Tonnage of vessels visited by Inspectors:

<i>Steam</i>			
British	....	....	392,622
Foreign	....	....	484,282
			<hr/> 876,904
<i>Motor</i>			
British	....	....	2,143,785
Foreign	....	....	1,697,232
			<hr/> 3,841,017
			<hr/> 4,717,921
<i>Fishing</i>			
British	....	....	25,588
Foreign	....	....	9,976
			<hr/> 35,564

The numbers of revisits made during the year were as follows:

In connection with Rivercraft	....	....	....	108
In connection with the issuing of Deratting and Deratting Exemption Certificates	....	....	....	243
In connection with Health	....	....	....	370
In connection with Defects	....	....	....	75
				<hr/> 796

FISHING INDUSTRY

The nationality of fishing vessels visited during the year was:

British	....	....	....	....	193
Danish	....	....	....	....	132
Dutch	....	....	....	....	7
French	....	....	....	....	4
German	....	....	....	....	2
Norwegian	....	....	....	....	12
Polish	....	....	....	....	2
South African	....	....	....	....	1
Swedish	....	....	....	....	39
					<hr/> 392

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

Eight 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 and fish meal are discharged into modern cold storage at Albert Edward Dock.

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

		<i>Passengers</i>	
		<i>Inwards</i>	<i>Outwards</i>
1971	....	79,707	81,600
1972	....	78,072	79,080

The above figures show a slight decrease in the passenger traffic through the port. The bulk of the traffic continues to be with Norway; there is a summer passenger service to Denmark. 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 sister ships *M.S. Jupiter* and *M.S. Venus* with stern loading for cars at a separate roll-on berth.

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 frequency of the summer service to Denmark was halved because a smaller vessel, *M.S. Kronprins Frederik*, was required to maintain, in addition, a service between Esbjerg and the Faroes. It is, however, hoped that a thrice weekly service will be restored in 1974 with the introduction of a much larger roll-on ship.

All the Scandinavian passenger traffic is handled at the large modern and well-appointed terminal at Tyne Commission Quay with special facilities for the speedy clearance of cars.

TRADE

I am indebted to the Commercial Manager of the Port of Tyne Authority for supplying the following information regarding imports and exports during 1972.

In regard to the trading position of the port, general cargo imports and exports again exceeded coal and coke shipments last year and with the inception of the third roll-on/roll-off berth at Albert Edward Dock, used by the *M.V. Bergen Juno*, and the provision of transit sheds at Tyne and Albert Edward Docks, the port is now on the way to securing a larger amount of general cargo trade, particularly with Scandinavia.

Imports of forest products from Scandinavia will increase, which, coupled with the possible establishment on the Tyne of more firms connected with North Sea Oil production, augurs well for the security of the port's future. The establishment of Wm. Press & Son Limited at Howdon for the production of oil rig parts and equipment is encouraging.

In 1974 the Agreement between the Port of Tyne Authority and the British Steel Corporation ends, and with the Corporation's announced intention of importing ore cargoes for Consett through the Tees, the Authority is sparing no effort to find traffic which will fulfill the great potential of this deep water quay.

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

	1972 <i>Tonnes</i>	1971 <i>Tonnes</i>
Meat and Meat Preparations	42,016	47,737
Dairy Products and Eggs	31,347	30,208
Wheat	167,633	182,918
Other Grain	32,635	30,796
Fruit and Vegetables	47,439	45,850
Provisions	50,079	57,126
Timber—Pitprops	18,513	27,556
Timber—Deals, Battens and Boards	139,921	136,842
Timber—Other Timber	7,022	4,659
Iron Ore	1,129,990	964,240
Other Ores	47,305	33,230
Crude Fertilisers and Minerals	31,104	35,406
Petroleum Spirit	319,556	348,246
Oil Fuel	823,722	774,861
Other Petroleum Products	54,102	68,052
Chemicals	89,524	66,274
Iron and Steel Manufactures	16,787	8,599
Paper and Wood Products	57,845	48,265
Sand and Gravel (Dredged)	241,761	251,310
Other Goods	66,098	59,149
TOTAL	3,414,399	3,221,324

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

	1972 <i>Tonnes</i>	1971 <i>Tonnes</i>
Foods, etc.	22,833	11,738
Zircon Sand	2,132	2,608
Oil Fuel	299,536	110,205
Petroleum Spirit	28,126	23,103
Pitch	5,515	10,634
Other Petroleum Products	2,587	2,259
Chemicals	28,596	27,619
Textiles	8,029	7,657
Non-Metallic Mineral Manufactures	4,586	7,633
Iron and Steel Manufactures	20,013	31,883
Non-Ferrous Metals	6,754	9,414
Machinery	18,958	23,675
Other Goods	24,479	17,314
TOTAL	472,144	285,742

Coal and Coke Shipments**Twelve Months ended 31st December**

			1972 Tonnes	1971 Tonnes
<i>Coal:</i>				
	Cargo—			
	Foreign	....	124,557	162,623
	London	....	1,378,529	1,758,852
	Coastwise	....	565,316	791,423
	TOTAL	....	2,068,402	2,712,898
	Bunkers	....	511	1,492
	TOTAL COAL	....	2,068,913	2,714,390
<i>Coke:</i>				
	Foreign	....	148,130	126,118
	Coastwise	....	—	164
	TOTAL COKE	....	148,130	126,282
	TOTAL COAL AND COKE	....	2,217,043	2,840,672

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 Co.	....	....	....	....	....	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

(a) *The District.*

During the year 21 water samples were taken from the shore hydrants most frequently used for supplying water to ships; the Public Health Laboratory reports showed all 21 samples to be of a highly satisfactory standard.

(b) *Shipping.*

Water samples for bacteriological examination were taken from 37 vessels trading in the river, and on 12 occasions, samples were taken following the cleansing and chlorination of fresh water tanks of vessels in dry-dock. 11 samples gave unsatisfactory results, but in every instance recommended action was taken and follow-up samples proved satisfactory. The following table shows the results obtained.

	<i>Number of Ships Involved</i>	<i>Number of Samples Taken</i>	<i>Number Satisfactory</i>	<i>Number Unsatisfactory</i>	<i>Total</i>
Distribution aboard ships	37	80	72	8	80
Storage aboard ships	12	40	37	3	40

It is heartening to note among shipping and dock-yard personnel at managerial level, an increasing awareness of the Authority's interests and responsibilities in the provision of safe drinking water supplies on ships. More and more frequently the people concerned in the repair and maintenance of fresh water storage tanks, and supply systems, are availing themselves of the skill and experience which the Authority's inspectors have developed in this field.

A good example of co-operation between port health authorities, and the benefits which accrue therefrom, occurred when notification was received from Swansea Port Health Authority, concerning the high coliform bacilli count, in water samples taken by that Authority, from a vessel due to dry-dock in the Tyne. Advance notification enabled the boarding inspector to advise cleansing and chlorination of the fresh water tanks when the vessel arrived in dry-dock at South Shields. The work was carried out under supervision and subsequent sampling showed the results obtained to be highly satisfactory.

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
<i>Crystal Stream</i>	Messrs. A. Gibson
<i>Harcuss</i>	Messrs. A. Gibson
<i>Shearwater</i>	Messrs. A. Gibson
<i>Britannia G</i>	Messrs. A. Gibson
<i>Daphne H</i>	Messrs. A. Gibson
<i>Linnell</i>	Messrs. Keedy
<i>Drake</i>	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 86 visits were made for all purposes, including sampling, the results of which were as follows:

<i>Satisfactory</i>	<i>Unsatisfactory</i>	<i>Total</i>
79	8	87

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, 1970

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 disease subject to the International Health Regulations 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 issued by the World Health Organisation and copies are issued regularly to the Superintendent, Waterguard, H.M. Customs and the Master of the Tyne Pilotage Authority who may also be advised by telephone of any urgent amendments.

The most important of these diseases 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 Port Medical Officer 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 and Danish passenger ships 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 Port Medical Officer, 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 disease subject to the International Health Regulations 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 report for the year 1970, it is no longer practicable to maintain a separate 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 Port Medical Officer, 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 detention, 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:

<i>Name</i>	<i>Address</i>	<i>Hospital, Office or Surgery Telephone No.</i>	<i>Home Telephone No.</i>
Dr. J. Grant	15 Oakwood Avenue, Low Fell, Gateshead, 9.		0632-875035
Dr. J. R. Lauckner	"Conamore," Whickham Park, Whickham, Newcastle upon Tyne.	0632-38811 or 36206	0632-887037
Dr. W. Minns	Arden House, Regent Centre, Gosforth, Newcastle upon Tyne. NE3 3JF.	0632-859011	0434-81317

(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 to Friday, 10.0 a.m. to 12.0 noon.
Monday and Thursday, 2.0 p.m. to 6.15 p.m.
Wednesday, 2.0 p.m. to 4.0 p.m.

North Shields—Preston Hospital, Ward 25
Telephone: North Shields 74101 (Ext. 258)
Tuesday, 2.30 p.m. to 5.30 p.m.
Friday, 3.0 p.m. to 6.0 p.m.

South Shields—Diagnostic Centre, General Hospital.
Telephone: South Shields 62649.
Wednesday, 9.30 a.m. to 12.30 p.m.
Friday, 10.0 a.m. to 12.30 p.m.
Monday and Thursday, 5.0 p.m. to 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.

	<i>Newcastle</i>	<i>North Shields</i>	<i>South Shields</i>
Syphilis	6	—	6
Chancroid	—	—	—
Gonorrhoea	24	8	25
Non-gonococcal Urethritis	33	10	34
Non-venereal treated	33	6	105
Non-venereal	85	16	—

Although venereal disease continues to be reasonably common amongst seamen, in whom it may almost be considered an occupational hazard, it does not really present a serious problem in the Port of Tyne. The Port Welfare Committee, of which the Port Medical Officer is a member, recently expressed concern about prostitutes boarding ships. This is not a matter within the jurisdiction of either the Authority or the River Police and can be effectively dealt with only by ships' masters. The problem rarely arises on British ships and occurs only on a limited scale on some foreign vessels. Venereal disease is, quite properly, not notifiable nor is it required to be entered in the Maritime Declaration of Health. Seamen are usually not reticent about seeking advice if they have been exposed to infection and cards are available from officers of the Authority giving details of the special clinics where investigation and treatment may be carried out.

**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	....	2	2
	Gastro-Enteritis	1	1	1
	Pneumonia	....	1	1
	Chickenpox	....	1	1
	Pulmonary Tuberculosis	....	2	2
Cases which have occurred on ships from foreign ports but have been disposed of before arrival	Pulmonary Tuberculosis	....	1	1
Cases landed from other ships	Influenza	....	7	1
	Enteritis	....	1	1
	Scarlet Fever	....	1	1

The following categories are in addition to the cases shown above:—

Cases which have occurred on ships from foreign ports, diagnosed and treated on board after arrival	Miscellaneous	9	66	60
	Enteritis	....	1	1
	Sycosis Barbae	....	1	1
	Tinea Pedis	....	4	4
	Pleurisy	....	1	1
	Infective Hepatitis	....	1	1
	Mumps	....	1	1
Cases on coastwise ships remaining on board or disposed of before arrival	Miscellaneous	....	5	3
	Pulmonary Tuberculosis	....	1	1
	Scabies	....	2	1

SUSPECTED DYSENTERY

Particular attention is always paid to all cases or suspected cases of bowel infections on board ship. Prompt investigation is essential to ensure that all necessary treatment and possible isolation and disinfection are carried out without delay, thus removing the considerable danger of spread of the infection within the closed confines of a ship's company.

On 10th January, the Liberian tanker *Hyperion* arrived at the Tanker Cleaning Berth in ballast from Fawley. The Chief Officer, who had proceeded home to Manchester, returned to his ship at Fawley on 8th January, with suspected dysentery. On arrival in the Tyne, he was still complaining of symptoms and was admitted to Queen Elizabeth Hospital, Gateshead for investigation and treatment. His condition improved; all tests proved negative, probably due to prior therapy, and he rejoined the ship on 19th January.

GASTRO-ENTERITIS

On 1st February, the British cargo-liner *Karaghistan* arrived at Readhead's Yard from Gijon. No sickness was reported when the ship was boarded on arrival and the Maritime Declaration of Health was clear. During the morning, however, a telephone call was received from the ship's agents in Newcastle making inquiries regarding the wife of one of the ship's officers, who was stated to have sought medical treatment at a local hospital. On investigation, it was discovered that the officer and his wife had both been suffering from gastro-enteritis following a meal ashore at Gijon on 29th January; the wife, who was a trained nurse and midwife, was five months pregnant and, because of her condition, went to the casualty department of Ingham Infirmary, South Shields, whence she was transferred and admitted to Queen Elizabeth Hospital, Gateshead, where she remained under investigation and treatment for five days. She had previously been under some treatment on board and it was not surprising that no pathogenic organisms were isolated in hospital. Further investigation on board revealed that other officers had experienced similar symptoms of a milder nature which had resolved spontaneously.

It transpired that the ship's Master had, in perfectly good faith, failed, on arrival, to declare this sickness which had not been reported to him. He was extremely annoyed that he had unwittingly contravened the health regulations and issued a severe reprimand to those at fault.

CHICKENPOX

On 27th March, the Indian vessel *M.V. Jagjyoti* arrived in the river from Derince, Turkey. One of the crew was found to be suffering from chickenpox and was admitted to Queen Elizabeth Hospital, Gateshead. This disease, especially if occurring in an Asiatic, always raises the possibility of smallpox being suspected. Although a diagnosis of chickenpox was confidently made on clinical grounds, the added precaution was taken of carrying out tests for smallpox which, as expected, proved negative.

INFECTIVE HEPATITIS

On the 10th August, on the arrival of *M.S. Jupiter* at North Shields from Bergen, a member of the crew was found to be suffering from a moderately severe attack of infective hepatitis requiring admission to hospital. In the circumstances, the Port Medical Officer decided that it would be in the patient's best interest to undergo treatment in Bergen; this was arranged, the cabin fumigated and the case notified to the Department of Health and Social Security.

SCARLET FEVER

During the morning of 12th July, a message was received from the coastal tanker *M.V. Falmouth*, proceeding to the Tyne from Dundee, that the chief officer had a high temperature and an extensive rash. The ship was boarded by the Port Medical Officer late the same evening on arrival at Jarrow Oil Wharf and a diagnosis of scarlet fever was made. The patient was admitted to Queen Elizabeth Hospital, Gateshead, and the case notified to the Department of Health and Social Security. The ship was due to sail for Grangemouth at 0200 hours the following morning; the patient's cabin was locked and arrangements made for fumigation to be carried out by the Grangemouth Port Health Authority on arrival.

PULMONARY TUBERCULOSIS

On 18th September, the French fishing vessel *Knar*, northward bound to the fishing grounds, diverted to the Tyne because a member of the crew had been coughing up blood. He was admitted to the Tynemouth Jubilee Infirmary and investigations proved him to be suffering from active pulmonary tuberculosis; he was subsequently repatriated for further treatment. The Port Health Authority in Dieppe was advised by the French Consul in order that the necessary fumigation and surveillance be carried out.

On 20th October, the British vessel *King Henry* arrived in the River from Antwerp where one of the Bangladesh crew had been medically examined and found, on chest X-ray, to have suspected pulmonary tuberculosis. This diagnosis was confirmed at the General Hospital, South Shields, and the patient was repatriated for treatment. The only immediate contacts on board were the other 32 members of the Bangladesh crew, all of whom were X-rayed and found to be clear except for one with a very small shadow of doubtful significance who was to be re-examined in two months.

CONTACT OF PULMONARY TUBERCULOSIS

On 12th July, a message was received from the Medical Officer of Health, Bristol, that a member of the crew of *M.S. Baltic Vanguard* due in the Tyne from Finland within a few days, was a contact of an active case of pulmonary tuberculosis. On inquiry from the local agents it was discovered that the itinerary of the ship had been changed and the call at the Tyne cancelled. Instead, the ship was expected to arrive in Grangemouth where the port health authority were advised of the circumstances with a view to carrying out the necessary surveillance.

MUMPS

On 9th November, the British vessel *M.S. Duhallow* arrived at Brigham & Cowan's yard, South Shields from Nordenham. The Indian members of the crew were replaced by another crew which arrived from Bombay at London, Heathrow Airport on 13th November, when all were reported well. On 20th November, the Port Medical Officer was called to examine a member of the crew who was then found to be suffering from mumps. His general condition was fairly good and he had been isolated in a single cabin. Mumps has a low rate of infectivity and in view of this, combined with the fact that the ship was due to sail within three days for South America, it was decided to treat the patient and keep him under observation on board. In the event his condition improved and there were no signs of complications.

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. The majority of the diseases classified as "Miscellaneous" in Table D consisted of respiratory infections.

The following incidents, although not concerned with infectious disease, indicate some of the unexpected situations with which the Port Medical Officer may have to deal.

Haematemesis

On 27th March, the Grimsby fishing vessel *M.F.V. Crystal Palace* was proceeding north from Grimsby when an urgent message was received stating that the vessel was diverting to the Tyne with a member of the crew who was vomiting blood. This potentially serious condition, which arises with dramatic suddenness, usually requires immediate admission to hospital; the patient was taken off by pilot cutter and admitted to Tynemouth Jubilee Infirmary.

Coronary Thrombosis

On 6th April, while the British tanker *S.S. Esso Oxford* was lying off the harbour entrance, an officer developed a severe heart attack. He was landed at North Shields and taken to the Royal Victoria Infirmary, Newcastle.

An officer of the Swedish vessel *Arabritt* collapsed while the ship was still some miles off the Tyne. On arrival of a helicopter, the patient was found to have died; the body was landed at Newcastle and in due course, the cause of death was established post mortem as coronary thrombosis.

Explosion at Sea

This incident occurred on the Liberian tanker *Consonance* when off the north east coast of Scotland. The Captain and two members of the crew were injured, the latter being taken off by helicopter and landed at Aberdeen. When the ship arrived off the Tyne, the captain was taken off by pilot launch and admitted to Tynemouth Jubilee Infirmary for treatment. Special permission was granted for technical personnel to board the tanker to ensure that there was no danger of further explosions before entering the river.

Obstructive Jaundice

On 23rd June, on the arrival of *S.S. Leda* from Bergen, one of the passengers was found, in his cabin, in a serious and filthy condition suffering from obstructive jaundice; on examination he was found to have a large malignant abdominal tumour with generalised secondary spread, including the brain. The patient had been vomiting and doubly incontinent and was admitted, without delay to Preston Hospital where he died within a few days. The cabin was in such a filthy and malodorous state that thorough cleansing and fumigation were carried out.

The patient, an elderly gentleman, with his own doctor's approval, had been on a Baltic cruise on a Russian ship when his condition rapidly deteriorated to such an extent that he was disembarked at Bergen for onward travel to England by *S.S. Leda*.

The two remarkable features of this case were that medical approval should have been given for the cruise to be undertaken and that such a critically ill patient was not admitted to hospital in Bergen.

Renal Colic

On 10th November, the Greek-owned Liberian registered ship *Argo-Leader* arrived from Narvik and, while at anchor off the Tyne, requested medical advice by radio regarding a member of the crew who was suffering severe pain and passing blood in his urine. A diagnosis of renal colic was made and this was later confirmed on examination at Tynemouth Jubilee Infirmary, the patient having been landed at North Shields by pilot cutter; he was subsequently repatriated for further investigation and treatment. An attack of renal colic may be agonisingly painful; such a condition, although not dangerous to life, is unacceptable in sea-going personnel.

Appendicitis

On the arrival of the Norwegian mail-boat *Braemar* from Oslo on 24th November, a member of the crew was reported as suffering from abdominal pain and vomiting. On examination by the Port Medical Officer he was found to be suffering from sub-acute appendicitis and treatment with antibiotics and fluids was commenced immediately and instructions given to seek further advice if necessary, before the ship sailed for Norway on the following afternoon. It was subsequently learned that, although the patient's condition improved for two days, he suffered a relapse and was admitted for observation and subsequent operation on arrival in Norway.

On the arrival of the Norwegian mail-boat *Leda* from Bergen on 21st December, a member of the crew was found by the Port Medical Officer to be suffering from sub-acute appendicitis. His condition was not serious and he was advised to seek further advice, if required, when the ship arrived back in Bergen on the following day.

INDICATIONS FOR ADMISSION TO HOSPITAL:—

When making a decision whether or not to admit a foreigner for hospital treatment in this country, several factors have to be taken into account such as, the general condition of the patient, the severity of the illness, the likelihood of deterioration or recurrence and the time, extent and nature of his ship's next voyage. It is natural that hospital treatment in one's own country should be preferred by the patient and, in the absence of definite medical contraindications this is desirable.

With regard to appendicitis, only a minority of cases require immediate surgery. The short-term dangers of such complications as peritonitis have been largely removed with the use of antibiotics and hence it is seldom necessary to land, for operation, crew members of ships returning to near European ports within two days.

VESSELS ARRIVING FROM INFECTED OR SUSPECTED PORTS

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

Name of Port			Direct to the Tyne	To the Tyne Indirect
Calcutta	.....	†*	.....	2
Monrovia	.....	†	7	.....
Tegal, Surabaya	.....	†	.....	1
*Smallpox	†Cholera	TOTAL	7	3

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

No cases of the above diseases subject to the International Health Regulations occurred in the Port during 1972.

SECTION X—OBSERVATIONS ON THE OCCURRENCE OF MALARIA IN SHIPS

Although no cases occurred in the port during 1972, it cannot be too strongly emphasised that the possibility of such infections must always be borne in mind especially in those returning from malaria endemic areas who appear to be suffering from an otherwise unexplained febrile illness, possibly accompanied by signs of meningitis; such cases may prove to be severe or even fatal.

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

Plague is still considered to be of sufficient significance to be classified as one of the "diseases subject to the International Health Regulations." The importance of plague and, in particular the danger of its spread by rats, is still recognised and Section XII of this report deals with measures taken in connection with the issue of Deratting and Deratting Exemption Certificates for ships.

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.

<i>Category</i>	<i>Numbers</i>
Black rats	52
Brown rats
Species not known
Sent for examination.....
Infected with plague

TABLE F

Deratting Certificates and Deratting Exemption Certificates issued during the year

<i>Number of Deratting Certificates Issued</i>					<i>Number of Deratting Exemption Certificates Issued</i>	<i>Total Certificates Issued</i>
<i>After fumigation with</i>		<i>After trapping</i>	<i>After poisoning*</i>	<i>Total</i>		
<i>H.C.N.</i>	<i>Other fumigant (State Method)</i>					
1	2	3	4	5	6	7
.....	2	.....	2	224	226

*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, 1951-56

In 1972 most of the colliers trading from the river continued to make occasional trips to foreign ports and were thus required to provide International Deratting Exemption Certificates. The demand for Rodent Control Certificates therefore remained low, and during the year only 4 such certificates were issued under these Regulations.

SECTION XIII—INSPECTION OF SHIPS FOR NUISANCES

TABLE G
INSPECTIONS AND NOTICES

<i>Nature and Number of Inspections</i>	<i>Notices served</i>		<i>Result of Serving Notices</i>
	<i>Statutory Notices</i>	<i>Other Notices</i>	
Original 2,452	88	90 complied with
Revisits 75		
TOTAL 2,527	88	90 complied with

CLASSIFICATION OF NUISANCES

<i>Nationality of Vessels</i>	<i>Number inspected during the year</i>	<i>Defects of original construction</i>	<i>Structural defects through wear and tear</i>	<i>Dirt, vermin and other conditions prejudicial to health</i>
British	1,301	.....	29	53
Other Nations	1,151	.....	.....	13

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 1972:

Steam	....	....	....	325
Motor	....	....	....	2,127
Fishing Vessels	....	....	....	392
				2,844

The number of vessels on which defects were found:

British— Steam	....	....	....	9
Motor	....	....	....	61
Fishing Vessels	....	....	....	5
				75
Foreign—Steam	....	....	....	1
Motor	....	....	....	12
				13
				88

The number of vessels on which defects were remedied:

British— Steam	....	....	....	9
Motor	....	....	....	62
Fishing Vessels	....	....	....	4
				75
Foreign—Steam	....	....	....	1
Motor	....	....	....	14
				15
				90

Defects of vessels include the following:

		<i>Defects Notified</i>	<i>Defects Remedied</i>
Accommodation	....Dirty	1	1
	....Insect Pests	34	32
W.C's.	....Dirty	—	1
Washrooms	....Dirty	—	1
	....Defective Shower	1	1
Galleys	....Dirty	4	5
	....Insect Pests	21	21
	....Neglected Paintwork	1	1
Pantries	....Dirty	1	1
	....Insect Pests	16	15
Provision Storerooms	....Dirty	2	1
	....Insect Pests	10	11
Refrigerated Chambers	....Dirty	1	1
	....Defective	1	1
Defects of	....Bulkheads	1	1
	....Floors	17	16
	....Tables	5	4
	....Drainage	10	10
	....Galley Fittings	17	20
	....Pantry Fittings	3	3
	....Ventilation	1	1
	....Sink Waste Pipes	2	2
	....Main Supply Pipes	1	1
	....Pipe Lagging	1	1
Fresh Water Supply	....Contaminated	2	2
Cargo Spaces	....Verminous	5	4
Fish Holds	....Defective Ventilation	1	1
Factory Decks	....Dirty Fittings	1	1
	....Metal Racking Rusty	1	1
		<hr/> 161	<hr/> 161

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 AND COMMONWEALTH IMMIGRANTS

(1) The Medical Inspectors holding warrants of appointment at 31st December, 1972, were as follows:

Dr. T. C. Falconer, Port Medical Officer.

South Shields—

Dr. J. O'Leary, Deputy Port Medical Officer.

Dr. T. Lyons.

Dr. D. Fairbairn.

(2) Other Staff

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

(3) 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 Port Medical Officer who attends disembarkations at Tyne Commission Quay, North Shields at 0700 hours and further arrivals during the morning, or later at weekends. 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.

Following a national referendum, the government of Norway decided that the country should not join the European Economic Community. As a result, in accordance with the Immigration Act, 1971, Norwegians entering the United Kingdom after 1st January, 1973, will continue to be subject to similar controls, including medical examination, as in the past. Whereas in most ports, this work will decline substantially, on the Tyne, where the bulk of the passenger traffic is with Norway, it will be maintained and possibly increase.

(4) **Nature and amount of Aliens and Commonwealth Immigrant Traffic**

MEDICAL EXAMINATION OF ALIENS
Aliens Order, 1953

during the year ended 31st December, 1972

1. Number of ships arriving carrying passengers 476
2. Number of ships arriving carrying alien passengers 444
3. Total number of arriving aliens (excluding crews) 25,822
4. Total number of aliens medically examined 140
5. Reports and certificates for aliens medically examined:

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

(5) **Accommodation for Medical Inspection and Examination**

Passengers arriving from Bergen aboard the large roll-on, roll-off vessels *M.S. Jupiter* and *M.S. Venus* continue to use the excellent facilities of the passenger terminal which includes a well-appointed medical department. Passengers from the third Bergen Line ship, *S.S. Leda*, which operates throughout the year, have, since October, enjoyed the same facility.

Passengers arriving from Oslo aboard *M.S. Braemar* and from Esbjerg on *M.S. Kronprins Frederik* continue to go through passport control on board before proceeding, by bus, to the passenger terminal for customs clearance. Suitable accommodation is always readily available on board both vessels 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, 1972

1. Total number of arriving Commonwealth citizens subject to control under the Act 3,896
2. Total number of Commonwealth citizens medically examined 2
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 disease subject to the International Health Regulations, cremation would be recommended.

(2) Food and Drugs Act, 1955 Imported Food Regulations, 1968

(a) Food Inspection

The volume and variety of foodstuffs arriving during the year showed little change from the usual pattern. Grain, totalling 101,300 tonnes, remained the largest single commodity imported, despite the closure in April, of the C.W.S. Flour Mill at Dunston. This mill, the oldest of the three mills on the river, had provided a relatively small but steady volume of work since 1891, and its closure was keenly felt by all concerned.

Butter, bacon, fish, poultry and dairy produce from Denmark and Norway again accounted for a high percentage of the remaining food imports. The total figure for the roll-on, roll-off service between the Tyne and Denmark alone being in excess of 80,000 tonnes for the second year running. Most of the foodstuff passing through the port is handled in containers, but very few of the containers are destined for inland container depots; most go to private firms throughout the United Kingdom, and almost all are fully cleared by H.M. Customs and this Authority before leaving the port area.

The following table lists the types and quantities of foodstuffs imported at the Tyne and coming under the jurisdiction of the Authority.

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

NORWAY

	<i>Tonnes</i>		<i>Tonnes</i>
Casings	76	Butter	24
Offal	75	Margarine	22
Canned Meats	1	Cheese	4,119
Reindeer meat	1	Eggs	19
Meat	135	Crispbread	6
Fish	6,990	Provisions	5
Canned fish	325	Bilberries	12
Stockfish	11	Beer	50
Herring meal	244	Canned goods	1
Mineral waters	4	Cheese spread	8
Soup powder	2	Milk powder	309

DENMARK

	<i>Tonnes</i>		<i>Tonnes</i>
Butter	19,766	Mushrooms	2
Cheese	5,365	Medicine	4
Cream	451	Containerised bacon	26,210
Eggs	41	Lard	393
Vinegar	4	Sliced bacon	519
Cheese powder	1	Canned meats	12,445
Canned fruit	189	Salami	19
Marzipan	233	Edible rinds	161
Ships stores	64	Offal	274
Frozen pastry	24	Meat	130
Emulsifiers	17	Blood meal	584
Beer	7,887	Pork back fat	21
Liqueurs	36	Poultry	581
Squash	124	Fish	1,367
Wine	24	Trout	62
New potatoes	4	Prawns	14
Canned potatoes	46	Tinned mussels	107
Cheese wax	4	Shrimps	17
Herring meal	299		

SWEDEN

	<i>Tonnes</i>		<i>Tonnes</i>
Meat	184	Edible rinds	5

GERMANY

	<i>Tonnes</i>
Meat	37

**PORT OF TYNE AUTHORITY,
ALBERT EDWARD DOCK**

DEEP-SEA FISHING GROUNDS

	<i>Tonnes</i>		<i>Tonnes</i>
Fish	4,260	Fish meal	911

NORWAY

	<i>Tonnes</i>
Fish	71

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

Wheat	<i>Tonnes</i>	Maize	<i>Tonnes</i>
Australian	17,750	American	12,798
Canadian	15,758		
English	17,140		
American	12,448	Rye	
Russian	9,226	French	432
Swedish	8,163		
Spanish	4,912		

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

Wheat	<i>Tonnes</i>	Maize	<i>Tonnes</i>
Australian	682	American	1,401
Canadian	591		

(b) Condemned Food

The items of food condemned during the year were:

Liver pate	....	....	....	513 kilograms
Pork luncheon meat	....	....	....	5 kilograms
Assorted meats	....	....	....	290 kilograms
Hot dog sausages	....	....	....	893 kilograms

making a total of 1.701 tonnes.

The consignment of assorted meats showed signs of decomposition, and was condemned as unfit for human consumption, following the failure of the refrigerating plant on an oil-rig supply vessel, in dry-dock at South Shields.

One small consignment, consisting of 13 kilos of liver pate, which had been stored without refrigeration for a period of several weeks, was condemned following the discovery of *Streptococcus faecalis* in samples examined at the Public Health Laboratory.

The remainder, all canned goods, were condemned because of damage in transit.

In every case the riparian local authority concerned co-operated in the disposal of the condemned material, by providing facilities for its incineration.

(c) Deferred Inspection

The power given to port health authorities to permit imported food to be inspected at final destination has again proved to be useful. Although a percentage inspection of the majority of foods is carried out, it is not always feasible to inspect every consignment. In the case of containerised meat, the containers are opened and a check is made of the official certificates on all carcasses or packages which can be seen, and the temperature and general condition of the container is noted. If inspection is not practicable a guarantee that the container will remain sealed and locked until it reaches a stated 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 their contents are examined. All official certificates are noted, together with the temperature and external condition of those containers which proceed unopened.

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 have been notified of the system of inspection and clearance operating at this 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.

(d) Official Certificates

The total amount of food imported during the year which required an "official certificate" on import was:

41,306 tonnes

This consisted of meat, canned meat, casings, edible rinds, bacon, kidneys, livers, melts, sausages, salami, liver paste and lard.

These commodities, with a few exceptions, bore Official Certificates, and were found to be fit for human consumption. Two consignments of meat products and two consignments of sausage casings, arrived without Official Certificates, and were returned to their country of origin. Two further consignments of meat products, which arrived in December, were also found to lack Official Certificates and the matter was referred to the Ministry of Agriculture, Fisheries and Food in London. Ministry officials contacted the Embassy of the country involved, who in turn referred the matter to their own Veterinary Services. It was discovered that changes in the documentation requirements of H.M. Customs had been misinterpreted by the Veterinary Services concerned, and as a result of this misinterpretation, goods were being despatched to the United Kingdom without Official Certificates. In view of all the circumstances it was decided that, in this instance, the provisions of Regulation 12(4) were applicable, and importation of the two offending consignments was therefore allowed.

*(e) Sampling**(i) PUBLIC ANALYST*

108 samples were submitted for chemical analysis by J. & H. S. Pattinson, the Public Analyst.

One sample was reported to be bacteriologically unsound, though otherwise genuine; follow-up samples were submitted to the Public Health Laboratory Service and the results obtained are quoted below.

A sample of canned meat was reported to contain 8 parts per million of lead, whereas the Lead in Food Regulations, 1961, specify that the lead content of such meat shall not exceed 5 parts per million. As the consignment from which the sample was procured had been forwarded to the distributor, the Chief Public Health Inspector of the Local Authority concerned was notified. The local Health Department carried out an extremely thorough investigation, submitting several samples of the commodity to the Public Analyst, including a number from the establishment which produced the offending sample. Examination revealed the presence of lead in some of these samples, but in no case was the permitted maximum exceeded.

The producer's representative was also informed of the Analyst's findings and he reported the facts to his employers. Extensive investigations have been instituted in the exporting country; these are still proceeding and final conclusions are not yet available, but reports available so far indicate that the source of the trouble occurred only in an isolated instance. Increased sampling of the particular commodity revealed no recurrence of the complaint.

The remaining 106 samples were reported to be of genuine compositional standard and free from adulterants, prohibited colouring matters, and prohibited additives. The full list of commodities sampled is:

- 1 Luncheon pork
- 2 Pork loaf
- 10 Chopped ham with pork (1 sample contained excess lead)
- 5 Sterilised cream
- 1 Cod roe
- 1 Prune dessert
- 1 Smoked brisling in oil
- 3 Hot dog sausages
- 4 Cured picnic pork
- 4 Chopped pork and tongue
- 4 Luncheon meat
- 1 Ravioli
- 3 Bacon grill
- 3 Pate de foie
- 2 Ham risotto
- 7 Pork luncheon meat
- 1 Mussels
- 1 Mussel soup
- 5 Lunch tongue
- 3 Liver pate
- 1 Suppebollen
- 1 Whey cheese
- 1 Flat bread
- 4 Dressed crab
- 2 Cheese spread with ham
- 1 Concentrated orange drink
- 1 Cured pork
- 1 Gaffelbiter
- 1 Lard
- 2 Cheese spread with shrimp
- 1 Spiced cabbage
- 1 Apricot compote
- 2 Marzipan
- 2 Margarine
- 2 Kipper snacks
- 1 Sild in tomato
- 1 Sild in edible oil
- 1 Herring pate (bacteriologically unsound)
- 1 Fried rice with pork
- 3 Pork in natural juice
- 1 Pineapple tidbits
- 1 Ham
- 1 Shrimps in brine
- 1 Fish balls in bouillon
- 1 Cheese
- 1 Gooseberry compote
- 1 Cranberry sauce
- 1 Apple sauce
- 1 Spinach soup
- 1 Root celery soup
- 1 Skinless cod roe
- 1 Fish balls
- 1 Brown sauce
- 1 Marzipan chocolate
- 1 Butter
- 1 Pork shoulder

(ii) PUBLIC HEALTH LABORATORY SERVICE

Three samples of frozen prawns were submitted to the Public Health Laboratory for bacteriological examination, one sample gave a completely negative reading, and the other two showed less than 200 *E. coli* per gram of prawn.

Following an adverse report from the Public Analyst, on a sample of liver pate, taken from a consignment which had been delayed in a transit shed for several weeks, six samples were submitted to the Public Health Laboratory. No pathogens were isolated from two of the samples, but the other four produced a predominant growth of *Streptococcus faecalis*. The entire consignment was eventually condemned.

(f) Crews' Provisions

The disposal of crews' provisions after their rejection by the Department 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 Department of Trade and Industry, Her Majesty's Customs, Waterguard and Landing Officers, and the Ministry of Agriculture, Fisheries and Food.

Many of the items rejected by the Department of Trade food inspectorate are not unfit for human consumption but are below the standards set by the Department. 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 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. A total of 5,590 tonnes was destroyed at riparian local authority incinerators.

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

(g) Disposal of Ship's Waste and Condemned Food

The Authority does not possess facilities for the disposal of waste matter and food from ships, and relies on the co-operation of the Riparian Authorities in this direction, and this is willingly given, dependent on their own commitments at the time. The Ministry of Agriculture, Fisheries and Food insist that meat and poultry be destroyed by incineration, according to the provisions of the Importation of Carcases and Animal Products Orders, and the large new incinerators now operated by local authorities on both banks of the river, have proved an invaluable aid in the disposal of ship's waste and condemned foodstuffs.

(3) 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 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.

The amount of meat and offal for animal feeding imported through the Tyne in the past year was:

From Denmark	....	....	....	2,514·010 tonnes
From Germany	....	....	....	15·007 tonnes

the total amount represents a tenfold increase on the previous year's imports.

Little difficulty was experienced during the year, T.A.Y. licences, veterinary certificates and labelling being in order, and only on a few occasions was external labelling of vehicles lacking. Labels were supplied and all doors sealed with the Authority's seal prior to the vehicles leaving the port area.

(4) Clean Air Act, 1956—Dark Smoke (Permitted Periods) (Vessels) Regulations, 1958

During the year 173 timed observations were made on various types of vessels, and on 15 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 had 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.

(5) 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 1972.

(6) Launches

The launch *Surveillant*, built in 1966, continues to give satisfactory service and, on annual survey, was found to be in sound condition. During the year minor defects were rectified and, in the engine room, a large opening window was fitted through which a Stokes Litter stretcher may be passed and stowed in addition to the Neil-Robertson stretcher already carried.

As indicated in the previous annual report, the old launch *Hygeia*, built in 1938, had almost reached the end of her useful life. In June, 1972, she was replaced by a new launch, retaining the same appropriate name; this launch, of the same overall length of 40 feet, is broader in the beam and has a different lay-out with cabin forward and engine room aft; a number of other useful improvements, including hydraulic steering gear, have been included. Following successful acceptance trials, the launch was handed over, at Newcastle, on 2nd June, 1972, and the naming ceremony performed by the wife of the chairman of the Authority, Councillor T. W. Yellowley. Following this, a reception and lunch were held at the Royal Station Hotel attended by members, officials, builders and naval architects. This proved to be an occasion which will be long remembered. Well merited tributes were paid to the builders, Robsons Boatbuilders, South Shields for the very high standard and excellence of workmanship. These have been amply borne out by the performance and comfort of the launch which has proved to be most satisfactory in service.

(7) 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.

The existing boundaries of the Authority which generally coincide with those of H.M. Customs and of the Port of Tyne Authority will not be materially altered under reorganisation and, for all practical purposes on the river frontage, will remain essentially the same.

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 has been 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

(8) The Association of Sea and Airport 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 Port Medical Officer at the Annual Conference which is normally held in the district of one of the constituent authorities; the 1972 conference was held in London. Amongst the subjects discussed, following the presentation of papers, were London Port Health Authority Centenary, The Role of the Port Health Inspector, International Problems of Communicable Diseases Control, Medical Problems of Introduction of the Jumbo Jet, Pollution of Shellfish, Container Traffic and the International Meat Trade

The Port Medical Officer is privileged to be a member of 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 Port Medical Officers 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. These two committees have now merged to become the General Committee

(9) Dangerous Drugs

During the year seventeen 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

(10) Merchant Navy Welfare Board

The Port Medical Officer 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, Department of Trade and Industry, 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.

(11) Education

Illustrated lectures were again delivered to voluntary and professional societies by the Port Medical Officer 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. The staff also co-operate in providing police cadets with practical instruction on the river.

(12) 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, a similar service to Norway commenced in 1972. 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 provides 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 summer service for passengers and cars to Esbjerg was operated by *M.S. Kronprins Frederik* from North Shields.

(c) General Cargo Facilities

The extensive facilities include a 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 proved so successful that greatly increased shed and parking facilities have been constructed and vessels engaged in the service lengthened.

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 large mills, each with berthing and discharge facilities. Joseph Rank's mill at Gateshead has a silo capacity of 22,000 tons, and that of Spillers of Newcastle, 34,000 tons. The Co-operative Wholesale Society plant at Dunston was closed in April.

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; during the year more than 1 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. New facilities for handling paper pulp at Tyne Dock came into operation during the year.

(d) Shipbuilding and Shiprepairing

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 shiprepairing facilities for all sizes of ships not only alongside quays, and on slipways, but within no less than 31 dry docks.

Tyne shipbuilding order books now offer good prospects with a large programme of a wide variety of vessels to be constructed.

(13) River Pollution

The fact that the Authority has no statutory duties or responsibilities for river pollution is not generally realised by the public; officers of the Authority receive frequent misplaced inquiries in this connection. The Port Medical Officer, indeed, receives so many letters from school children requesting information on river pollution, in connection with school projects, that he replies by standard letter referring the enquirer to the appropriate authorities whose responsibilities are outlined below.

The main cause of pollution in the River Tyne is the vast quantity of untreated sewage being continuously discharged into the river. The responsibility of dealing with this long-standing problem rests with the Tyneside Joint Sewerage Board which was constituted in 1966. Following detailed studies of the problem, in which the University of Newcastle co-operated, the board submitted plans for a purification scheme for Ministry approval in 1968. These plans included the construction of works at Howdon, Tynemouth, for primary treatment only in the first instance, and work on this is due to commence in April, 1974, for completion in 1976. The scheme includes works for complete treatment at Dunston and a syphon under the river conveying untreated sewage from the south bank for treatment at Howdon on the north bank. It is envisaged that work on this part of the scheme will commence in 1975 for completion in 1978. The previous plan for final discharge by pipe to sea off St.

Mary's Island, Whitley Bay, has now been abandoned and it is now intended to convey the sludge from both sewage works for offshore discharge by hopper barges. The responsibilities of the Joint Sewerage Board are concerned solely with the treatment of sewage and not with river pollution as such.

The Northumbrian River Authority, with headquarters at Osborne Road, Newcastle, has powers under the Rivers (Prevention of Pollution) Acts of 1951 and 1961 and the Water Reserves Act, 1963, to make byelaws "for prohibiting or regulating the keeping or use of vessels provided with sanitary appliances from which polluting matter passes or can pass into the stream." The expression "stream," however, does not include tidal waters and therefore the byelaw would not apply to the navigable reaches of the River Tyne. However, there is provision, in the legislation, for the Secretary of State for the Environment to make an Order directing that such byelaws be applicable to tidal waters or parts of the sea as specified in the Order. The River Authority, not surprisingly, feels that while the River Tyne remains so grossly polluted, there is no need to make application for such an order to be made. It should, however, be mentioned that on occasion, such as the dumping of rubbish overboard into the river, when reported to the River Authority, effective co-operation has been received and effective informal action taken by an inspector of the River Authority.

The Port of Tyne Authority has power, under its many, and mostly ancient, byelaws, to prosecute anyone dumping rubbish, etc., in the river, but no legal action, in this respect, has been taken in recent years. Unfortunately, these byelaws contain no specific reference to "sewage." The River Police are always co-operative and, by their presence and vigilance, may prevent a certain amount of pollution which would otherwise occur; under one of the Authority's byelaws, they bring prosecutions fairly frequently in connection with the escape of oil or petroleum into the river; such an escape, in addition to causing pollution, may present a considerable fire hazard. The Port Medical Officer has been in touch with the Authority regarding the making of a byelaw to control the discharge of sewage from ships into the river and he has recently been assured that this matter will be borne in mind when the Authority ultimately revises its byelaws. There will certainly be a very strong case for pursuing this matter when the problem of sewage pollution of the river has been solved within the next few years.

Although, at present, there is no control over the discharge of sewage into wet docks, there is a strict prohibition, by the owners, of discharge of sewage into dry docks and adequate dockside toilet facilities are available.

The problem of pollution of the sea and oceans has recently, and none too soon, been causing concern and, in particular, the serious pollution caused by oil and by plastic material which is impervious to natural conditions. This serious aspect of pollution has been highlighted in recent times by Thor Heyerdahl, the Norwegian explorer, when, during his expedition across the South Atlantic on the *Ra*, far removed from land and shipping lanes, was horrified at the very wide extent to which pollution occurred.

There are no international or national regulations in existence at the present time governing the disposal of ship generated wastes at sea but action is in hand internationally. An international conference on marine pollution is to be held in the autumn of 1973, sponsored by the Intergovernmental Maritime Consultative Organisation and it is hoped that

the recommendations of the conference will result in appropriate legislation. As far as the Tyne is concerned, rubbish from the regular Scandinavian passenger ships and from long-stay vessels is landed and disposed of on shore whereas short-stay vessels dump their rubbish overboard at sea before and after arrival.

The problems created by noise, welding fumes, paint burning, etc., in shipyards are a matter for the Factories Inspectorate and much valuable work in this field has been done by the Nuffield Department of Industrial Health in the University of Newcastle. As far as smoke pollution is concerned, the provisions of the Clean Air Act are enforced ashore by the riparian authorities. The statutory responsibility of the Tyne Port Health Authority regarding pollution generally is confined to the implementation of the Clean Air Act as it affects the emission of smoke from ships afloat; the appropriate provisions of the Act are rigorously enforced by officers of the Authority as described in sub-section (3).

(14) Medical Assistance

Although the statutory duties of the Port Medical Officer include responsibilities concerning infectious disease, he is frequently called upon to deal with illnesses which prove to be non-infectious including medical emergencies and accidents. Advance notice, usually by radio, should, whenever possible be sent from inward-bound vessels requiring the attendance of the Port Medical Officer. A most valuable liaison is maintained with medical officers of the British Shipping Federation who may undertake treatment of seamen on board after clearance under the appropriate port health regulations. A wide variety of requests are received for information and advice from shipping companies, agents and private individuals regarding maritime medical matters including health clearance and vaccination and immunisation requirements. The following examples may be of interest:

On 8th August, Dr. S. T. R. Isherwood, Captain of the schooner *Unda* sought information on certain health matters in connection with a westward circumnavigation of the world on which he was due to depart within two weeks. His crew comprised seven young fellow bachelors including a dentist, an engineer and two scientists. He was most appreciative of the advice given regarding immunisation, vaccination, malaria prophylaxis, medical stores and equipment, treatment of water and insect control.

During the third week in October one of the Ranger Fleet of stern trawlers, *Ranger Briseis*, was fitting out in Albert Edward Dock as a support ship for British trawlers involved in the "cod war" in Icelandic waters. This "fishing vessel," which was on charter to the Ministry of Agriculture, Fisheries and Food, was reclassified as a "merchant ship" to enable her, in emergency, to enter an Icelandic port without being arrested; her name was changed to *Briseis* and her fishing register number removed. Of particular interest was the conversion of part of the crew's quarters to a hospital, surgery and dispensary; as there was not yet a doctor on board, the Port Medical Officer was able to give advice, which was welcomed, regarding the siting and fitting of medical equipment. Two days before the ship sailed, on 24th October, Dr. R. W. Scott, on leave from a similar support ship *Miranda*, checked the medical stores and drugs.

(15) 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 Port Medical Officer, 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, roll-off terminal for the examination of food, imported from Denmark and Norway, a small office, part of the examination shed, has been rented from the Port of Tyne Authority.

In the upper reaches of the river, 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 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 Port Medical Officer rather than the inspectorial staff.



