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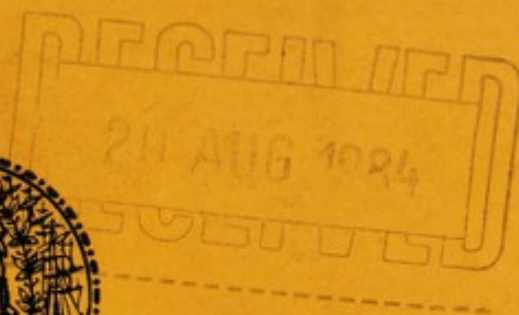
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**TYNE PORT
HEALTH AUTHORITY**

**ANNUAL
REPORT**

FOR THE YEAR

1983




TYNE PORT HEALTH AUTHORITY

**ANNUAL
REPORT**

ON THE WORK
OF THE AUTHORITY

—
1983
—

G. WOOD
DIRECTOR OF PORT HEALTH SERVICES



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TYNE PORT HEALTH AUTHORITY

Constituted by Local Government Board's Order

Dated 29th March, 1897

(Provisional Order dated 1st January, 1879)

LIST OF MEMBERS AT 31st DECEMBER, 1983

Elected by the City of Newcastle:

Councillor T. W. YELLOWLEY, M.B.E.

Councillor B. ABRAHAMS, M.B.E.

Councillor L. N. R. ESCHLE.

Councillor T. J. MARR.

Councillor R. S. GRAY, J.P.

Councillor D. C. McKEAG.

Elected by the Metropolitan Borough of Gateshead:

Councillor T. DERRICK.

Councillor Mrs. J. H. LISTER.

Councillor Mrs. A. P. H. WALLACE.

Councillor J. LISTER.

Councillor J. KILLEN.

Councillor Mrs. M. BELL.

Elected by the Metropolitan Borough of North Tyneside:

Councillor P. M. PEREIRA.

Councillor B. M. NEWBOLD (Vice-Chairman).

Councillor F. J. MAVIN, O.B.E.

Councillor N. HUNTER.

Councillor J. W. FIXTER.

Councillor G. R. ANDERSON.

Elected by the Metropolitan Borough of South Tyneside:

Councillor Mrs. M. FAIRLEY.

Councillor M. E. LIGHTFOOT.

Councillor Mrs. J. EALES (Chairman).

Councillor Mrs. J. PHIPPS.

Councillor Mrs. V. M. HOPE.

Councillor J. J. MURTHA.

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

Mill Dam,
South Shields.
June, 1984.

Madam Chairman, Ladies and Gentlemen,

I have pleasure in presenting this report on the work of the Authority for the year ended 31st December, 1983.

Several staff changes have occurred during the year. Mr. D. N. Wallace, Senior Technical Assistant, retired on the 30th April, after serving the Authority for 25 years and Mrs. V. Anderson, Aliens Inspection Assistant retired after 19 years' service at the end of October. Mr. A. Keedy was promoted from Technical Assistant to Port Health Assistant following the retirement of Mr. Wallace.

It is with regret that I refer to the death, in October, of Councillor L. N. R. Eschle who represented Newcastle City Council on the Authority.

Trade on the river continued to be brisk even though the number and tonnage of vessels arriving and being inspected show a slight decrease, as do the total number of visits made by the inspectorial staff of the Authority over those for 1982.

Defects noted aboard vessels using the port have shown a slight increase and the success rate attained in having these defects remedied has also risen to the very satisfactory level of 75%.

Imported food continues to occupy a place high in the list of our priorities and we are fortunate in having as our main exporting country, Denmark, where standards and quality are of the highest order. The year saw the introduction of the Importation of Milk Regulations, 1983 in November which implement the Government's commitment to comply with the European Court Judgement ruling that our present arrangements for dealing with imported U.H.T. milk were contrary to law. The Regulations apply to sterilized cream and milk based drinks as well as to sterilized and U.H.T. milk and pasteurised frozen cream. There were no imports of any milk during the year.

Once again, I am pleased to express my most sincere appreciation of the valuable assistance received from H.M. Customs, H.M. Immigration Service and all other statutory bodies with whom we have had contact during the year. In particular, tribute is paid to the Public Analyst and Public Health Laboratory Service for their unfailing help and advice which is essential to the success of the Authority's operations.

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.

G. WOOD,
Director of Port Health Services

SECTION I - STAFF

Name of Officer	Nature of Appointment	Date of First Appointment	Qualifications
G. WOOD	Director of Port Health Services ...	1st Dec., 1978... ..	Cert. P.H.I.E.B., Dip. Meat and Other Foods.
J. BRYNING	Deputy Director of Port Health Services	12th May, 1980... ..	Dip. P.H.I.E.B., Dip. Air Pollution Control, Cert. in Environmental Science (Southampton)
Dr. G. D. THOMSON	Deputy Port Medical Officer (part-time)		M.B., B.Ch., B.A.O.
Dr. B. E. COWLING	Deputy Port Medical Officer (part-time)		M.B., B.S., D.Obst.R.C.O.G.
J. C. PRINGLE	Finance Officer (part-time)	1st Sept., 1982 Rtd., 31st Oct., 1983	S.R.N.
Mrs. V. ANDERSON	Aliens Inspection Assistant	27th Feb., 1964 ...	Cert. R.S.A., (Sc.), Cert. Meat and Other Foods.
J. ANDERSON	Port Health Inspector... ..	1st August, 1968 ...	
D. FROST	Port Health Inspector... ..	1st March, 1979 ...	Dip. P.H.I.E.B., Smoke Inspector's Diploma, R.S.H., Authorised Meat Inspector's Cert., Dip. and Advanced Cert. Institute of Meat.
D. N. WALLACE	Senior Technical Assistant	12th July, 1957... .. Rtd., 30th April, 1983	
Mrs. A. ARMSTRONG	Clerk's Secretary... ..	1st October, 1964 ...	
A. NEWTON	Chief Clerk	23rd July, 1974 ...	
G. P. FRAZER	Junior Clerk... ..	23rd August, 1979 ...	
A. KEEDY	Port Health Assistant... ..	24th July, 1967... ..	
D. McM. EMBLETON	Technical Assistant	13th October, 1969 ...	
J. F. COLLEY	Senior Coxswain... ..	20th August, 1966 ...	
I. CASTLE	Junior Coxswain	1st November, 1980... ..	

PORT HEALTH OFFICE, Mill Dam, South Shields
Tel. South Shields (STD Code 0632) 553419

Telegraphic Address - 'Portelth, South Shields'
After Hours - 091-4884822 0632-526417

**SECTION II – AMOUNT OF SHIPPING ENTERING
THE DISTRICT DURING THE YEAR**

Ships from	Number	Tonnage	Number inspected
Foreign Ports	806	4,255,916	756
Coastwise	1,274	3,270,745	869
Total	2,080	7,526,661	1,625

Total number of vessels visited by Inspectors:

British	763	
Foreign	826	
	<u> </u>	1,589

Fishing Vessels

British	25	
Foreign	11	
	<u> </u>	36
		<u> </u>
		1,625

Revisits 1,073

Rivercraft 32

2,730

Tonnage of vessels visited by Inspectors:

British	2,590,754	
Foreign	4,058,434	
	<u> </u>	6,649,188

Fishing Vessels

British	2,961	
Foreign	3,560	
	<u> </u>	6,521
		<u> </u>
		6,655,709

Nationalities of ships inspected were as follows:

American	...	...	...	...	...	1
Angolan	...	...	...	...	...	1
Austrian	...	...	...	...	...	4
Bermudan	...	...	...	...	...	1
British	...	...	...	...	...	763
Cayman Island	...	...	...	...	...	1
Cypriot	...	...	...	...	...	5
Danish	...	...	...	...	...	222
Dutch	...	...	...	...	...	40
Faroese	...	...	...	...	...	1
Finnish	...	...	...	...	...	22
French	...	...	...	...	...	16
German	...	...	...	...	...	129
Greek	...	...	...	...	...	7
Honduran	...	...	...	...	...	1
Hong Kong	...	...	...	...	...	1
Hungarian	...	...	...	...	...	1
Icelandic	...	...	...	...	...	1
Italian	...	...	...	...	...	8
Japanese	...	...	...	...	...	2
Liberian	...	...	...	...	...	19
Nigerian	...	...	...	...	...	1
Norwegian	...	...	...	...	...	140
Pakistani	...	...	...	...	...	1
Panamanian	...	...	...	...	...	36
Philippino	...	...	...	...	...	4
Polish	...	...	...	...	...	53
Rumanian	...	...	...	...	...	7
Russian	...	...	...	...	...	21
Singaporean	...	...	...	...	...	8
Spanish	...	...	...	...	...	37
Sudanese	...	...	...	...	...	1
Swedish	...	...	...	...	...	31
Swiss	...	...	...	...	...	3
						<u>1,589</u>

Nationalities of fishing vessels inspected were as follows:

British	...	...	...	...	...	25
Danish	...	...	...	...	...	5
Polish	...	...	...	...	...	2
Norwegian	...	...	...	...	...	4
						<u>36</u>

Summary of Visits

PUBLIC HEALTH ACTS	...	...	Defects	...	...	308
			Water	...	...	442
			Insects	...	...	29
			Revisits	...	...	457
Public Health (Ships) Regulations	...	...	Boarding	...	...	1,617
			Rodents	...	...	265
			Sickness	...	...	18

FOOD AND DRUGS ACT

Imported Food Regulations	...	...	Inspections	...	...	3,637
			Sampling	...	...	521
			Ship's Provisions..	...	...	20
Food Hygiene (General) Regulations...	...	...		...	...	1
Docks and Carriers Regulations	...	...	Buildings	...	...	311
			Vehicles	...	...	78
Meat (Sterilization and Staining) Regulations	...	...	Product	...	...	294
			Vehicles	...	...	294

CLEAN AIR ACT 44

DISEASES OF ANIMALS ACT 3

EDUCATION AND ADMINISTRATION 686

9,026

SECTION III – CHARACTER OF SHIPPING AND TRADE DURING THE YEAR

PASSENGER TRAFFIC

I am indebted to the Chief Immigration Officer and the shipping companies concerned for providing the following figures.

	Inwards	Outwards	Total
1982 ...	147,516	118,475	265,991
1983 ...	115,147	105,398	220,545

For the first time in many years there were three passenger services operating through the port, the Norwegian and Danish services continuing to be operated by D.F.D.S. (UK) Ltd. The third service was a new venture consisting of a triangular voyage between Iceland, U.K. and West Germany.

The Norwegian service commenced on the 14th May with the m.v. 'VENUS' making two sailings, one to Bergen and one to Stavanger. The summer service proper commenced on the 18th May when the m.v. 'JUPITER', providing one sailing per week in each direction between North Shields and Bergen joined the service. The last sailing on this service being made by the m.v. 'VENUS' on the 8th October.

The Danish service continued with the m.v. 'DANA GLORIA' providing three crossings per week to Esbjerg being joined on the 10th June by the m.v. 'WINSTON CHURCHILL' also sailing thrice weekly to Esbjerg. The Tyne to Sweden service recommenced on the 11th June when the m.v. 'DANA GLORIA' began sailing twice a week to Gothenburg, in addition to a weekly trip to Esbjerg. The last sailing on either service being made by the m.v. 'DANA GLORIA' on 1st October.

The third passenger service inaugurated on the 30th May by the m.v. 'EDDA' arriving from Bremerhaven en route for Reykjavik. This service continued with the 'EDDA', a Polish flag vessel, calling at the Tyne twice weekly, being the middle port of a triangular pattern service. The last sailing was made to Reykjavik on 13th September.

TRADE

The trade through the Port has followed the established pattern and as will be noted below the general level of imports has risen although exports show a slight fall, the major items involved in the increase being sand and gravel along with paper and wood products.

I am greatly indebted to the Commercial Director of the Port of Tyne Authority for providing the figures in the following tables.

General Merchandise – Exports

Twelve months ended 31st December, 1983

	Tonnes
Foods, etc.	20,925
Zircon Sand	156
Oil Fuel	243,447
Petroleum Spirit	17,506
Pitch	—
Other Petroleum Products	1,189
Chemicals	9,015
Textiles	4,094
Non Metallic Mineral Manufactures	723
Iron and Steel Manufactures	16,188
Non Ferrous Metals	2,440
Machinery	18,917
Other Goods	69,236
	<hr/>
Total	403,836
	<hr/>

General Merchandise – Imports**Twelve months ended 31st December, 1983**

	Tonnes
Meat and Meat Preparations	40,584
Dairy Products and Eggs	15,025
Wheat	42,845
Other Grain	6,338
Fruit and Vegetables	3,225
Provisions	48,998
Timber – Pitprops	2,436
„ – Deals, Battens and Boards	72,847
„ – Other Timber	11,833
Iron Ore... ..	2,782
Other Ores	18,453
Crude Fertilizers and Minerals	4,834
Petroleum Spirit	162,472
Oil Fuel	544,081
Other Petroleum Products	9,968
Chemicals	59,753
Iron and Steel Manufactures	36,962
Paper and Wood Products	123,232
Sand and Gravel (Dredged)	446,384
Other Goods	87,306
Total	<u>1,740,358</u>

Coal and Coke Shipments**Twelve months ended 31st December, 1983****Coal:****Cargo**

	Tonnes
Foreign	362,494
London	1,157,955
Coastwise	679,972
Total	<u>2,200,421</u>

Coke:

Foreign	144,781
Coastwise	—
Total Coke	<u>144,781</u>

Total Coal and Coke	<u>2,345,202</u>
----------------------------	------------------

Principal Ports from which ships arrive:

Ships arrive in the Tyne from ports throughout the world.

There are frequent scheduled services operating to Scandinavian ports and there are also regular sailings to 'home trade' ports, the Baltic, the Mediterranean and the Middle East, while other services sail as cargo offers.

Apart from these commercial trading enterprises, a large number of ships arrive to make use of the comprehensive repair facilities available in the river. Dry docking facilities consist of no fewer than 27 graving docks with lengths varying from 49 metres to 218 metres, and 4 slipways with cradle lengths of between 27 metres and 95 metres. There are also 610 metres of deepwater quay space available for repairs afloat. Adequate ancillary services exist locally, and the entire complex is supported by modern equipment, operated by a skilled work force.

Vessels undergoing repair are usually out of commission, cargo spaces remain empty for reasonably lengthy intervals, and accommodation is vacated. These periods of inactivity afford the Authority's inspectors an opportunity to obtain the execution of remedial works which could not be carried out while vessels are engaged in trading operations.

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 Northumbrian Water Authority.

(b) Shipping.

Supplies of fresh drinking water are available to ships direct from hydrants at most of the docks, quays and staithe spread throughout the river's length. Alternatively supplies may be obtained from a waterboat trading in the river, and which will provide a service to vessels wherever berthed.

	Number of Ships Sampled	Number of Samples Taken	Number Satis- factory	Number Unsatis- factory
British vessels trading	41	115	112	3
Foreign vessels trading... ..	46	166	163	3
British vessels dry-docked	47	162	158	4
Foreign vessels dry-docked	16	42	41	1
Rig tenders	15	46	46	—
River craft	6	22	22	—
Water vessels	2	34	34	—
Newly built vessels... ..	6	19	17	2
Naval vessels	1	6	6	—
Hydrants	16	16	16	—
Premises	9	15	15	—
Totals	205	643	630	13

2. Report of Tests for Contamination

(a) The District

Thirty-one samples obtained from dockside premises and hydrants were reported to be highly satisfactory.

(b) Shipping.

Water samples for laboratory examination were taken from 87 ships trading in the river, and on a further 63 occasions, samples were taken from vessels in dry-dock. The total number of samples submitted for examination was 485, of which 11 samples gave unsatisfactory results. In cases in which unsatisfactory results were recorded, wherever possible, remedial work was carried out at the request of the Inspector, and satisfactory samples were eventually obtained. In those instances where the vessel had sailed prior to the receipt of the sample results, the Master of the vessel, or the Port Health Authority of the port to which the ship was bound, was notified, so that remedial works could be carried out.

Control is exercised over the drinking water supply in vessels being constructed in the building yards, and routine sampling is carried out before sea trials. 19 samples were taken from six newly built vessels. Only one newly built vessel was found to have unsatisfactory bacteriological sampling results and advice was given to the yard to remedy the situation before the ship was handed over to her owners.

During the year 47 rig-servicing vessels arrived in the port for annual docking. Many of these vessels supply fresh water to the rigs, and constant care is therefore needed to ensure that the facilities for carrying fresh water on these craft are maintained in a satisfactory condition. Forty-six water samples were taken from 15 rig tenders during the year and all proved to be satisfactory.

Twenty-two samples of drinking water were taken from six river craft during the year. All proved to be bacteriologically satisfactory.

A careful watch is always maintained over the condition of fresh water tanks and supply systems on vessels using the port, especially during refit in the dockyards. There is a growing awareness among the personnel involved, of the need to ensure the provision of safe drinking water supplies on ships, and requests are frequently received for advice on the treatment required to correct specific problems. Such advice is always readily given, and supervision is exercised over the cleansing and chlorination of storage tanks and supply systems. Many of the samples listed in the table were taken following such treatment, and the remainder were taken for routine control purposes.

A routine chemical sample of fresh water was obtained from a Norwegian passenger ship during the year. The analyst reported an exceptionally high free chlorine content. The vessel was contacted immediately and advised to reduce the chlorine dosage. A subsequent sample was found to have an acceptable level of free chlorine present in the water.

A chemical water sample was obtained from a British general cargo vessel, when the crew reported an unusual taste and colour to the drinking water. The Public Analyst reported that the water contained high total solids; ammonia, nitrites, and heavy metals. As the vessel had sailed prior to receipt of sample results the Master was contacted via the agents with instructions to stop using the drinking water immediately. Advice was given to correct the situation, and we were subsequently advised by Southampton Port Health Authority that samples taken there following remedial work were found to be 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 to ensure protection from the weather and from river spray.

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

Two water boats were in use during the year, for the supply of drinking water to shipping using the Tyne Ports. The HARCUSS and DAPHNE H are owned by Messrs. A. Gibson.

Water is supplied by water boat to a large proportion of 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 the craft, constant supervision is exercised to ensure that hygienic practises are being observed and that pure water is being used.

During the year 34 visits were made for all purposes including sampling. Thirty-two water samples were taken during the year all of which were found to be satisfactory.

SECTION VI – PUBLIC HEALTH (SHIPS) REGULATIONS, 1979

1. List of Infected Areas

Regulation 6 requires that the Port Health Authority 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 H.M. Customs and the Tyne Pilotage Authority who may also be advised by telephone of any urgent amendments.

2. Radio Messages

(a) Arrangements for sending free pratique by radio to ships entering the district.

The Authority do not operate a system of sending free pratique to ships entering the district, but in emergency ships may be contacted through Tyne Harbour Radio, which is in contact with all shipping entering the river, or through Cullercoats Radio, which is situated immediately north of the river entrance.

In the event of health information being required or hospital admission arranged, a ship may be contacted direct by radio telephone.

(b) Arrangements for receiving messages by radio from ships and for acting thereon.

Messages may be received through the above mentioned radio stations or via a shipping agent. Such messages may be transmitted to the Authority's launch which is equipped with VHF radio-telephone, and the inspectorial staff may be contacted at home by telephone.

3. Notification Otherwise than by Radio

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.

4. **Mooring Stations**

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 an authorised 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.

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 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 regulations.

5. Arrangements for:

(a) **Hospital Accommodation for Infectious Diseases**

Cases of infectious disease are admitted to the General Hospital, Newcastle upon Tyne, where there is a high security isolation unit for diseases such as Lassa Fever.

(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 Proper Officer 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 Health Authority 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 – SICKNESS IN SHIPS

During the year there were few cases of sickness noted that required any action to be taken by our Medical Officers. It appears that the number of cases is on the decrease and very few of those notified were worthy of mention mainly being due to adverse weather conditions and affected passengers using our regular North Sea ferry service. The only case I consider to be of any significance from a Port Health point of view is shown under Section VIII, Malaria in ships.

SECTION VIII – OBSERVATIONS ON THE OCCURRENCE OF MALARIA IN SHIPS

During October, a suspected case of malaria was landed at North Shields following a transfer at sea. The patient, a crew member on a rig support vessel, was taken to the Royal Victoria Infirmary, Newcastle upon Tyne for observation and treatment.

It must be remembered that malaria may prove to be severe or even fatal.

SECTION IX – 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 X of this report deals with measures taken in connection with the issue of Deratting and Deratting Exemption Certificates for ships.

During the year there was no case or suspected case of plague in ships arriving in the River Tyne.

SECTION X – MEASURES AGAINST RODENTS IN SHIPS FROM FOREIGN PORTS

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. Over recent years the marine rat population has declined steadily, and the number of vessels requiring fumigation has decreased accordingly. On the occasions when evidence of rat or mouse infestation is discovered the numbers involved are usually small. The cost of fumigation with Hydrogen cyanide, or other suitable gases, is extremely expensive, and, in most instances it is considered more appropriate to use a system of poisoning and/or trapping. Results achieved by these methods are completely satisfactory to this Authority and to the shipowners concerned. The deratting of ships is carried out by private contract between the agent and pest control 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.

In order to exclude any risk of the importation of plague infection, it has formerly been the practice to closely examine all rats recovered from ships for type, presence of swollen glands, or undue emaciation. Any abnormal carcasses were further examined, and if necessary, submitted to the Public Health Laboratory for post mortem examination. Where rat bodies were discovered without signs of external injury, or of having been poisoned, these were also subjected to bacteriological examination. Following advice from the Department of Health and Social Security, this practice has been discontinued. In view of the chance, albeit remote, that an imported rodent may be carrying the Lassa fever virus, it is considered desirable that the handling of rodents should be reduced to a minimum, and that all rats discovered on ships should be killed and incinerated as quickly as possible. Arrangements have been made for the Microbiological Research Establishment at Porton Down to receive specimens in any instance where unusual rodent species are discovered, or where abnormal mortality occurs among rodents on a ship which has visited a plague endemic area. The above-mentioned fumigating firms have been notified of the need to reduce handling of rodents to a minimum, and to ensure immediate incineration of all bodies recovered.

**Rodents destroyed during the year in ships from
foreign ports**

Category					Numbers
Black rats...	...	...	...	...	3
Brown rats	...	...	...	...	—
Species not known	...	...	...	...	—
Mice	...	...	...	...	—
				Total ...	<u>3</u>

**Deratting Certificates and Deratting Exemption
Certificates issued during the year**

Number of Deratting Certificates Issued					Number of Deratting Exemption Certificates Issued	Total Certificates Issued
After fumigation with:		After trapping	After poisoning	Total		
H.C.N.	Methyl bromide					
1	2	3	4	5	6	7
...	...	1	...	1	112	113

SECTION XI – INSPECTION OF SHIPS FOR NUISANCES

INSPECTIONS AND NOTICES

Nature and Number of Inspections	Notices served		Result of Serving Notices
	Statutory Notices	Other Notices	
Original ... 1,625	190	116 complied with
Revisits ... 149	—	—
Total ... 1,774	190	116 complied with

CLASSIFICATION OF NUISANCES

Nationality of vessel	Number inspected during the year	Structural defects through wear and tear	Dirt, vermin and other conditions prejudicial to health
British	788	241	251
Foreign	837	58	123

DEFECTS

Nationality of vessel	Number on which defects were found	Number on which defects were remedied
British	130	89
Foreign	60	27
Totals	190	116

Defects on vessels included the following:

Compartment			Type of Defect	Notified	Remedied			
Galley	...	...	Food exposed to the risk of contamination ...	9	8	
			General cleaning required ...	30	20			
			Dirty decks ...	16	12			
			Dirty deckheads ...	10	7			
			Dirty bulkheads ...	10	12			
			Dirty shelves and lockers ...	32	23			
			Dirty ventilation grilles and trunking ...	47	32			
			Dirty equipment ...	28	15			
			Dirty domestic refrigerators ...	1	2			
			Dirty cooking range ...	9	7			
			Equipment not readily cleansable ...	1	1			
			Dirty wiping cloths and tea towels ...	2	—			
			Dirty and worn preparation boards ...	12	6			
			Dirty and worn chopping blocks ...	21	11			
			Dirty and worn preparation surfaces ...	17	5			
			Inadequate personal hygiene... facilities ...	3	3			
			Inadequate personal washing facilities ...	6	4			
			Broken bulkhead linings ...	3	1			
			Broken deckhead linings ...	3	—			
			Broken door linings ...	3	2			
			Defective deck covering ...	37	26			
			Broken light covering ...	1	—			
			Defective equipment ...	24	26			
			Defective lockers ...	8	10			
			Defective stove ...	14	12			
			Defective domestic refrigerator ...	10	10			
			Defective sinks and taps ...	4	1			
			Leaking sink waste pipe ...	7	3			
			Defective wash hand basin ...	3	2			
			Defective drinking facilities ...	1	—			
			Defective skylight ...	1	1			
			Defective waste disposal unit... facilities ...	3	2			
			Accumulation of refuse ...	1	—			
			Choked scuppers ...	7	9			
			Infestation of cockroaches ...	19	9			
			Cafeterias and Bars	Food exposed to the risk of contamination ...	1	1
						Inadequate personal washing facilities ...	1	1
						General cleaning required ...	2	1
						Dirty decks ...	2	1
						Dirty shelves and lockers ...	6	3
Dirty food display cabinet ...	1	—						
Dirty ice making machine ...	1	—						
Dirty ventilation ducts and trunkings ...	2	2						
Broken and missing deck covering ...	2	1						
Defective refrigerator... facilities ...	1	1						

Compartment	Type of Defect	Notified	Remedied	
Provision Storerooms	... Food exposed to the risk of contamination ...	20	12	
	General cleaning required ...	15	20	
	Dirty bulkheads and deckheads ...	8	5	
	Dirty decks ...	11	8	
	Dirty lockers and shelves ...	10	8	
	Dirty ventilation ducts and trunking ...	1	1	
	Dirty refrigerators ...	2	3	
	Dirty preparation surfaces ...	1	1	
	Dirty and worn chopping block ...	2	2	
	Dirty equipment ...	2	2	
	Broken and missing deck covering ...	10	6	
	Broken bulkhead and deckhead linings ...	2	1	
	Defective freezer chambers ...	17	14	
	Inadequate food storage facilities ...	3	2	
	Inadequate ventilation ...	1	1	
	Leaking waste pipe ...	1	—	
	Leaking oil pipe ...	—	1	
	Choked scupper ...	1	1	
	Infestation of cockroaches ...	5	2	
	Accommodation	... Broken and missing deck covering ...	9	9
		Defective taps to wash hand basin ...	1	1
		Defective drinking fountain ...	1	—
Choked wash hand basin ...		1	2	
Leaking water pipes ...		1	—	
Infestation of fleas ...		1	1	
Messrooms	... Complete refurbishment required ...	1	—	
	Dirty equipment ...	1	1	
	Dirty shelves and lockers ...	4	1	
	Broken and missing deck covering ...	12	12	
	Defective equipment ...	4	5	
	Leaking radiator ...	1	—	
	Defective furniture upholstery..	2	1	
	Choked scuppers ...	1	1	
Infestation of cockroaches ...	1	—		
Pantries	... Food exposed to the risk of contamination ...	1	2	
	General cleaning required ...	3	5	
	Dirty deckheads and bulkheads ...	1	1	
	Dirty shelves and lockers ...	3	3	
	Dirty equipment ...	1	1	
	Dirty preparation boards ...	1	—	
	Dirty preparation surfaces ...	1	1	
	Broken and missing deck covering ...	4	4	
	Defective door lining ...	1	—	
	Defective equipment ...	4	5	
	Defective tap to sink ...	1	1	
	Leaking sink waste pipe ...	1	1	

Compartment	Type of Defect	Notified	Remedied	
Sanitary Facilities	General repair required	1	1	
	General cleaning required	3	2	
	Dirty W.C. compartments	—	2	
	Defective W.C. pans	6	3	
	Defective flushing valves	4	5	
	Broken wash hand basin	1	1	
	Defective taps to wash hand basin	1	1	
	Choked scupper	1	1	
	Broken and missing deck covering	2	1	
	Washing Facilities	Dirty shower compartments	1	—
		Dirty bulkheads	1	—
Defective shower units		3	3	
Cracked wash hand basins		1	1	
Defective taps to wash hand basin		1	1	
Fresh Water Supply	Choked scuppers	1	1	
	Fresh water tanks to clean and re-coat	41	35	
General	Generalised cockroach infestation	5	4	
	Rodent infestation	2	2	
	Sewage treatment plant to overhaul	1	1	
		<u>673</u>	<u>506</u>	

**SECTION XII – PUBLIC HEALTH (SHELL-FISH)
REGULATIONS 1934 AND 1948**

There are no shell fish beds within the jurisdiction of the Tyne Port Health Authority.

SECTION XIII – IMMIGRATION ACT, 1971

**MEDICAL INSPECTION OF ALIENS AND
COMMONWEALTH CITIZENS**

(1) Medical Inspectors

The Medical Inspectors holding warrants of appointment at 31st December, 1982 were as follows:

Dr. G. D. Thomson, Boarding Medical Officer.

Dr. B. E. Cowling, Boarding Medical Officer.

(2) Organisation of Work

Most of the work of medical inspection and examination of aliens arises in connection with the Scandinavian passenger services and is carried out by the Boarding Medical Officers on request of H.M. Immigration.

SECTION XIV – IMPORTED FOOD

Food and Drugs Act, 1955

Imported Food Regulations, 1968, as amended

(1) Food Inspection

The inspection of foodstuffs under the above Regulations continues to occupy a considerable amount of the time of the port health inspectors, although technical assistants continue to be used ever increasingly on the more routine duties, in order to ease the pressure on the inspectors.

The types of foodstuffs imported continued to be established Scandinavian dairy produce including Danish bacon, and is handled at the ro-ro terminal, North Shields.

Most of the food passing through the Tyne 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 cleared by H.M. Customs, and by this Authority, before leaving the port area. To help achieve an efficient inspection service, and at the same time facilitate the speedy passage of goods via the Ro-Ro berth, the Authority's officers attend all vessels carrying imported food, regardless of the time of arrival. 100 such vessels arrived outside of office hours during the year, and all were boarded by officers of the Authority, resulting in a total of 172 visits.

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

PORT OF TYNE AUTHORITY QUAY, NORTH SHIELDS

NORWAY

	Tonnes		Tonnes
Fish & shellfish ...	1,463	Poultry ...	2
Canned fish ...	6	Coffee ...	1
Soup ...	13	Bilberries ...	2
Tomato paste ...	23	Cheese ...	13

DENMARK

	Tonnes		Tonnes
Containerised bacon..	20,632	Butter	11,219
Sliced bacon	5,756	Cheese	4,487
Canned meat... ..	8,031	Cream	16
Lard	2,872	Margarine	694
Edible rinds	179	Cheese powder	361
Edible offal	116	Confectionery	823
Meat	4,923	Sugar	15,985
Salami	122	Eggs	401
Fat	2,502	Vegetable oil	499
Cooked meat... ..	1,595	Beer	145
Poultry	1,934	Fruit juice	426
Fish	1,489	Soup	19
Mussels	34	Malt	17
Prawns	97	Jam	20
Cod roe	71	Salt	79
Fish products... ..	52	Lobster	1
Shrimps	2	Pastry	13
Pâté	1	Yoghurt	48
Potato starch... ..	77	Mayonnaise	1
Liqueur	155	Coffee	1
White cabbage	298	Baking powder	155
Marzipan	82	Bread	16
Apples	40	Bamboo shoots	2
Potatoes	4	Milk powder	2
Sauce	1	Oranges	90
Spices	1	Grapefruit	9
Bilberries	1	Freeze dried blackberries	1
Soya	46		

AUSTRALIA & NEW ZEALAND

Lamb	1,791	Meat	225
Edible offal	93		

CYPRUS

Potatoes	2,229
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SPAIN

Paprika	35
Tomatoes	209
Oranges	182
Sardines	20

(2) 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. During the year this practice was adopted on 3 occasions with containers of chilled meat, and containers of various frozen goods.

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 speedy movement. Other classes of cargo such as butter, lard, canned meat, cream, etc., are normally removed from the port during the following days.

(3) Official Certificates

The total amount of food imported during the year requiring an 'official certificate' on importation was 50,772 tonnes.

This consisted of meat, canned meat, edible rinds, bacon, edible offal, sausages, salami and lard.

(4) Sampling

(i) Public Analyst

149 samples were submitted for chemical analysis by J. and H. S. Pattinson, the Public Analyst, all of which were reported to be of genuine compositional standard and free from adulterants, prohibited colouring matters and prohibited additives, although five samples were reported as contravening the Food Labelling Regulations, 1980.

Meat Products:

4 hot dog sausages	1 bacon fingers
3 lard	1 frozen liver pâté
2 streaky bacon	1 frankfurter sausages
1 pork rings	2 pork luncheon meat
2 chopped ham with pork	1 smoked cooked pork loin
2 burgers	1 pâté de foie
1 lunch tongues	2 cooked ham
1 premier jus	1 frozen medister sausage
2 dried whole animal blood	1 frozen frankfurter sausages
2 gammon steaks	1 cured cooked smoked ham
1 salami	1 pork roll
3 chopped pork	1 bacon joint
2 blood meal	1 bacon grill
1 frozen beefburgers with buns	1 pressed pork shoulder
1 beef fat	1 canned ham
1 ham roll with egg	1 back bacon

Fish Products:

1 smoked cod roe	1 mussels in brine
1 viking pie	2 cod fish fingers
1 breaded plaice	1 frozen cooked peeled prawns
2 mackerel fillets in tomato sauce	1 seafood pasta
1 frozen prawns	1 peeled prawns in brine
1 cod roe	2 fish pie
1 fish balls	1 mussel aperitif
1 stuffed plaice	1 pressed cod roe
1 canned mussels	1 ocean pie

Dairy Products:

2 butter	1 longlife half cream
5 cheese powder	1 drinking yoghurt
2 cheese	1 museli yoghurt
1 black cherry yoghurt	1 blue cheese

Bakery Products:

1 marzipan roll	1 apple and blackberry pancake roll
1 chocolate desert cake	1 danish cookies
2 frozen curry rolls	2 frozen pancake rolls
3 butter cookies	1 apple flan
1 pizza pancake rolls	1 chocolate cookies
1 chocolate sponge roll	

Other Foods:

1 malt tonic drink	1 coconut marshmallows
4 soup mixes	2 canned mandarin oranges
5 orange juice	2 winegums
1 mustard powder	1 paprika
1 salt and vinegar flavoured crisps	5 margarine
1 lollypops	3 canned tomatoes
1 lager	1 bubblegum
1 grapefruit juice	1 crisps
1 beer	2 chewing gum
1 toro vilt sauce	1 rum truffle delight
1 apple juice	1 sauce mix
1 freeze dried blackcurrants	1 potato starch
1 freeze dried chive flakes	1 marzipan
1 emulsifier	1 grapefruit concentrate
1 chocolate bananas	1 aspic jelly
	1 soya protein

Two samples of apples submitted for examination were found to be free of pesticide residues.

One sample of oranges, one sample of grapefruit, one sample of pears and one sample of tangors were all found to have an acceptable level of preservative on the skin of the fruit.

Fifteen samples of fish were submitted for examination for the presence of mercury.

Fish	Mercury content
Fresh herring	Nil
Fresh cod	0.1 p.p.m.
Cod fish fillets	Nil
Frozen rainbow trout	Nil
Fresh plaice	Nil
Frozen mackerel	Nil
Frozen peeled prawns	Nil
Frozen halibut	0.01 p.p.m.
Fresh herring	Nil
Frozen rainbow trout	Nil
Frozen plaice	Nil
Cod fillets	Nil
Fresh herring	Nil
Fresh codling	Nil
Fresh codling	Nil

One sample of tomato paste was submitted for examination for the Howard Mould Count. The examination revealed a Howard Mould Count of 12%.

The following five samples were reported as contravening the Food Labelling Regulations, 1980.

A sample of drinking yoghurt was incorrectly labelled in the analyst's opinion because the label should have described the food as 'Drinking Yoghurt with Orange Juice' and the word 'sweetened' should also have been included in the designation.

This information was passed to the Local Authority where the consignment was held in store for whatever action they considered necessary and the importers warned that any future consignments which were incorrectly labelled would be rejected at the port.

A sample of concentrated orange juice was incorrectly labelled in the analyst's opinion because the word 'concentrated' should have appeared on the carton in the same style, colour and size as 'orange juice', to yield a true designation of the product.

The importer was given an informal warning by the Authority.

A sample of Red Vienna Sausage was found to contravene the regulations in that the list of ingredients as declared on the label did not declare the presence of colouring matter, and that the sodium phosphate was not accompanied by the appropriate 'E' number.

The importer was given an informal warning by the Authority.

A sample of milk shake was found to be incorrectly labelled in that the product was stated to be 'semi-skimmed milk'. The fat content was found to be 2.8% which is excessive for semi-skimmed milk.

The importer was given an informal warning by the Authority.

A sample of belly pork with prunes was not accompanied by a label. The analyst deemed that this was a compound food and required a list of ingredients in accordance with the regulations.

The importer was given an informal warning by the Authority.

(ii) Public Health Laboratory Service

Four hundred and nineteen samples of foodstuffs were examined for the presence of food poisoning organisms.

The following four hundred and one were found to be satisfactory.

135 Unsmoked bacon hock	1 Frozen cooked peeled prawns
117 Unsmoked bacon fores	1 Hamburgers
15 Unsmoked bacon shoulders	2 Frankfurter sausages
9 Unsmoked bacon middles	6 Frozen prawns
36 Vacuum packed sliced bacon	3 Drinking yoghurt
6 Fresh pork leg	1 Beefburger
9 Gammon steaks	1 Pork rings
5 Hot dog sausages	1 Curry rolls
21 Frozen chickens	1 Fish pie
3 Frozen chicken breast fillets	1 Seafood pasta
1 Spring rolls	1 Fresh Pork tenderloin
1 Frozen chicken portions	1 Frozen goose
1 Plaice fillets	1 Lobster tails
3 Cheese	1 Seafood salad
2 Eggs	1 Canned mussels
1 Medister sausage	1 Fish fingers
1 Liver pâté	1 Milk shake
1 Lamb sweetbreads	3 Minced offal (Animal feeding)
3 Frozen ducklings	1 Bone meal
1 Pancake rolls	1 Animal blood

The following eighteen samples were found to be unsatisfactory.

- 11 Frozen whole chickens – campylobacterjejuni isolated
- 1 Frozen chicken wings – campylobacterjejuni isolated
- 2 Frozen whole chickens – salmonella typhimurium isolated
- 1 Frozen whole chickens – salmonella taksony isolated
- 2 Frozen whole chickens – salmonella tennessee isolated
- 1 Frozen whole chickens – campylobacterjejuni and salmonella shubra isolated

In all these cases the results were passed on to the appropriate receiving authorities for action within their own districts.

(5) Rejected Food

It was found necessary to reject foodstuffs on only one occasion during the year.

Three hundred and sixty four cartons of frozen beef fat, having a net weight of 11,993 kg. were rejected because on examination, the pieces of fat were found to be very small and in the opinion of the inspecting officer, were deemed to be 'scraps and trimmings'. A re-exportation notice was served on the importer, which was duly complied with.

(6) Ships' Provisions

The disposal of ships' 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, Her Majesty's Customs, 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 no ships' provisions were destroyed.

Nine consignments were placed under Customs Bond pending return to the ship; total weight involved being 4,980 kg.

One consignment, total weight 930 kg. was transferred to H.M. Naval Base, Rosyth. The loading and sealing of the road vehicle was carried out under the supervision of this Authority.

(7) Disposal of Ships' 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 incinerators operated by local authorities on both banks of the river, have proved an invaluable aid in the disposal of ships' waste and condemned foodstuffs.

SECTION XV – MISCELLANEOUS

(1) Burial of Persons Dying from Infectious Disease

The arrangement 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) The Meat (Sterilization and Staining) Regulations 1982

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. 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, or for use at zoos, mink farms and trout hatcheries.

Each consignment must be examined and given a movement permit as required by regulation. These permits being designed to ensure the delivery of unfit meat and offal to the declared destination which must also be approved.

During the year 360 shipments of meat and offal for animal feeding were imported through the Tyne from both Denmark, New Zealand and Australia, total weight involved was 6,472 tonnes.

Four containers of meat and offal for animal feeding purposes were received at the Port for export. Movement permits were received from the inland Local Authority. This Authority was able to supervise the export of the consignments and notify the inland authority that the regulations had been complied with.

(3) Clean Air Act, 1956 – Dark Smoke (Permitted Periods) (Vessels) Regulations, 1958

During the year, 41 timed observations were made on various types of vessels. On only 1 occasion when dark smoke emissions were noted, was it found necessary to contact the master or chief engineer concerning the possibility of contravention occurring. All these emissions were from vessels undergoing repairs at the numerous yards on the Tyne and lighting up from cold, using mechanisms 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.

(4) Radioactive Material

The stowage, marking, handling and other precautions required for the safe transport of radioactive materials are governed by regulations in accordance with the recommendations of the International Atomic Energy Agency. Radioactive materials have been imported from Norway in recent years, but there were no such imports during 1983.

(5) 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 boundaries of the Authority generally coincide with those of H.M. Customs and the Port of Tyne Authority.

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 passenger ferry services between Hebburn and Wallsend, and between North Shields and South Shields. Between Jarrow and Wallsend there are tunnels under the river for pedestrians and cyclists, and an adjacent vehicular tunnel provides excellent cross river communications connecting with fast modern road systems on both sides of the river.

(6) Education

The Director of Port Health Services gave a series of lectures to pupil environmental health officers as part of the course laid down by the Environmental Health Officers' 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 Deputy Director also addressed social and educational groups on the work of the Authority.

(7) Port Health Control – General Working Arrangements

The daily practical work of port health control is carried out from the Port Health Office, Mill Dam, South Shields. This office is situated on the south bank of the river, approximately two miles from the river mouth, and serves as a convenient base from which to operate the Authority's services throughout the entire length of the river.

A large proportion of the time spent on the inspection of food imported from Denmark and Norway falls outside normal working hours, and comfortable accommodation is essential for the staff engaged in this work. A portable office, installed on a site adjacent to the passenger terminal at North Shields, is equipped with all the necessary facilities.

Most of the calls received outside office hours relate to routine matters, such as the inspection of ships in connection with rodent or insect pests; few can be described as true emergency calls. However, the shipping industry is such that many of these calls are received at unavoidably short notice, and they must be accepted as a necessary part of the life of a port health officer, requiring immediate attention.

During the year the number of out of hours visits made by the inspectors for all purposes, was 290.

For operational convenience the river is divided into lower and upper districts. Deployment of staff within the two districts varies to meet a fluctuating demand.

Transport in the lower district is largely by means of the Authority's launch which can conveniently berth at the Mill Dam Quay at all states of the tide. The launch provides easy river crossing facilities, combined with a convenient means of access to most of the docks, wharfs and quays. Cars are also used as appropriate. 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 the launch being available as required.

