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WEYMOUTH

PORT SANITARY AUTHORITY.



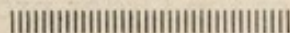
# ANNUAL REPORT

OF THE

Medical Officer

TO THE

31st December, 1925



THOMAS HOWARD, M.B.

Medical Officer,  
Weymouth Port Sanitary Authority.

WEYMOUTH  
PORT SANITARY AUTHORITY.

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*To the Chairman and Members of the Weymouth Port  
Sanitary Authority.*

February 23rd, 1926.

Gentlemen,

I have the honour to submit to you the Annual Report for the year 1925. It is made in accordance with the duty imposed by the Ministry of Health in their Sanitary Officers Order, 1922.

Article XIV. (3) of the Order provides that a Medical Officer of Health shall as soon as practicable after the 31st December in each year make an Annual Report to the Local Authority up to the end of December on the sanitary circumstances, the sanitary administration and the vital statistics of the district, containing in addition to any other matters, upon which he may consider it desirable to report, such information as may from time to time be required by the Minister.

Article XIX. (12) of the Order provides that the Sanitary Inspector shall as soon as practicable after the 31st December in each year, furnish the Medical Officer of Health with a tabular statement containing the following particulars:

- (a) The number and nature of inspections made by him during the year.
- (b) The number of notices served during the year, distinguishing statutory from informal notices.
- (c) The result of the service of such notices.

The Port was permanently constituted a Port Sanitary District by the Local Government Board on October 1st, 1897.



## **I.—Constitution of Port Sanitary Authority.**

The Weymouth Port Sanitary Authority consists of fourteen members chosen by the respective riparian authorities from among the members of their own bodies, as follows, namely:—

Seven by the Mayor, Aldermen, and Burgesses of the Borough of Weymouth and Melcombe Regis.

Four by the Urban District Council of Portland.

One by the Rural District Council of Wareham and Purbeck.

Two by the Rural District Council of Weymouth.

## **II.—Limits of Jurisdiction.**

“A line drawn due South from the seaward extremity of the common boundary of the parishes of Puncknowle and Abbotsbury to the nearest point in the seaward boundary of the Customs Port of Weymouth, a line drawn from such last-mentioned point and thereafter following the seaward boundary of the Customs Port of Weymouth to the point at which the said boundary is intersected by a line coincident with the common boundary of the Customs Port of Weymouth and Poole, and a line drawn from such last-mentioned point and thereafter following the common boundary of the Customs Port of Weymouth and Poole to its termination at St. Alban's Head in the parish of Worth Matravers; together with the waters of the said Port of Weymouth within such limits, and all docks, basins, harbours, creeks, channels, roads, bays, and streams within the aforesaid limits, and the place or places which may from time to time be appointed as the Customs boarding station or stations for such part of the said port, and the place or places for the time being appointed for the mooring or anchoring of ships for such part of the said port, under any regulations for the prevention of the spread of disease issued under the authority of the Statute in that behalf, and for the purposes of any such regulations as aforesaid, shall also extend to any ships which in pursuance thereof, or of any direction given thereunder, shall be moored or anchored at the place appointed thereunder as aforesaid, or shall be on its way thither.”



### III.—Apportionment of Expenses.

The Town Council of the Borough of Weymouth and Melcombe Regis and the Urban District Council of Portland each contribute according to the rateable value of their districts. The Councils of the Rural Districts of Wareham and Purbeck and Weymouth contribute according to one-half the rateable value of their riparian parishes.

### Trade of the Port.

The average number of ships per annum entering the Port during the past 10 years was 1,878. The Port is used mainly for supplying bunker coal. Fresh fruit, vegetables, etc., are imported from the Channel Islands, and a few cargoes of wheat and flour are discharged during the course of the year. The exports consist mainly of general food stuffs, agricultural machinery, and artificial manures.

As will be seen from the following list, the Ports from which vessels arrive here have a world-wide distribution:—

Foreign.—Bombay, Calcutta, Karachi, Colombo, Rangoon, Saigon, Hong-Kong, Shanghai, Yokohama, Sydney, Montreal, Halifax, St. John's, New York, New Orleans, Galveston, Colon, Bahia Blanca, Rio de Janeiro, Monte Video, Buenos Aires, Rosario, Calab, Vancouver, Stockholm, Copenhagen, Helsingfors, Norvik, Oxlesund, Gothenberg, Helsingborg, Hamburg, Rotterdam, Antwerp, Havre, La Pallice, Treport, Calais, Bordeaux, Oporto, Barcelona, Valencia, Bilbao, Marseilles, Algiers, Constantinople, Port Said, Las Palmas, Dakar, Bathurst, Lagos, Delagoa Bay, Piraeus, Malaga, Odessa, Nicolaief, Taganrog, Batoum, Baku, Kherson and Novorossisk.

British.—London, Southampton, Hartlepool, Swansea, Cardiff, Barry, Penarth, Glasgow, Leith, Newport, Manchester, Tyne, Ipswich, Liverpool, Dublin, Belfast.

**FORM A.**

**Amount of Shipping entering the Port Sanitary District  
During the Year 1925.**

	Number.	Tonnage	Number By the Medical Officer of Health.	Inspected By the Sanitary Inspector.	Number reported to be Defective.	Number of Orders Issued
Foreign:—						
Steamers .	795	762931	52	147	69	69
*Motor .....	22	1472	1	4	1	1
Sailing ....	32	2748	2	14	6	6
Fishing ....	5	143	1	18	4	4
	—	—	—	—	—	—
Total Foreign	854	767294	56	183	80	80
	—	—	—	—	—	—
Coastwise:—						
Steamers .	613	144183	10	238	77	77
*Motor .....	136	5790	1	17	2	2
Sailing ....	291	13256	7	119	33	33
Fishing ....	5	213	—	4	1	1
Total	—	—	—	—	—	—
Coastwise	1045	163442	18	378	113	113
	—	—	—	—	—	—
Total Foreign & Coastwise	1899	930736	74	561	193	193

\* Includes mechanically propelled vessels other than steamers.

The following table shows the number and registered tonnage of Steam and Sailing Vessels entering Portland Roads and Weymouth Harbour annually during the past 16 years.

<i>Portland Roads.</i>	<i>Number.</i>	<i>Tonnage.</i>
Total during 1910 .....	1,775 .....	1,285,411
„ 1911 .....	2,014 .....	1,411,449
„ 1912 .....	1,496 .....	1,339,983
„ 1913 .....	1,300 .....	1,081,416
„ 1914 .....	1,559 .....	1,505,070
„ 1915 .....	386 .....	799,428
„ 1916 .....	855 .....	1,373,343
„ 1917 .....	3,049 .....	1,663,586
„ 1918 .....	3,218 .....	2,601,854



<i>Portland Roads.</i>		<i>Number.</i>	<i>Tonnage.</i>
Total during	1919 .....	506 .....	757,779
„	1920 .....	783 .....	822,457
„	1921 .....	712 .....	467,519
„	1922 .....	831 .....	569,752
„	1923 .....	753 .....	656,633
„	1924 .....	774 .....	656,330
„	1925 .....	1017 .....	691,265

<i>Weymouth Harbour.</i>		<i>Number.</i>	<i>Tonnage.</i>
Total during	1910 .....	891 .....	160,014
„	1911 .....	862 .....	152,559
„	1912 .....	802 .....	138,563
„	1913 .....	885 .....	146,739
„	1914 .....	739 .....	191,436
„	1915 .....	517 .....	130,414
„	1916 .....	399 .....	105,018
„	1917 .....	357 .....	98,826
„	1918 .....	310 .....	79,613
„	1919 .....	472 .....	152,157
„	1920 .....	644 .....	157,230
„	1921 .....	734 .....	158,074
„	1922 .....	819 .....	182,575
„	1923 .....	883 .....	193,358
„	1924 .....	789 .....	163,989
„	1925 .....	882 .....	239,471

It will be noted on comparing Form A for 1924 with that for 1925, that the total number of vessels entering the Port from Foreign has increased by 40, and the gross tonnage by over 83,000 tons. A decided improvement is also shown this year in connection with Coastwise vessels, of which there has been an increase of 296, with an increased tonnage of over 26,000 tons.

It will also be seen from the annexed table that this year's figures of shipping entering Portland Roads and Weymouth Harbour are higher for both than in any of the previous 5 years. Arrangements are, I understand, now being made for the landing of passengers from at least one line of steamers, and everything seems to indicate a return to the former prosperity of the Port.

For the above figures I am indebted to H.M. Collector of Customs.



## **Preventative Measures Against Importation of Infectious Disease.**

On April 2nd Dr. W. P. Yetts, a medical officer of the Ministry of Health, visited the district for the purpose of survey and examination of the work carried on by the Port Sanitary Authority. He had also a conference with the members of the Authority on April 3rd and as a result of that conference the Authority agreed to appoint a Deputy Medical Officer, and also gave the undertaking that a certain number of rats should be submitted to a bacteriologist from time to time.

At the meeting of the Authority held on September 22nd Dr. M. J. Saunders was appointed Deputy Medical Officer of Health and it was also arranged to forward specimens of rats each month to the Dreadnought Hospital, Greenwich, for bacteriological examination.

The measures adopted in the Port of Weymouth for preventing the importation of Infectious Diseases are as follows:—

The Port Sanitary Authority from time to time declare certain ports to be "Infected" places on account of the prevalence therein of dangerous infectious disease. The Officers of H.M. Customs and all Pilots are supplied with a list of these Ports. Every inward bound vessel from a foreign port must take on a Pilot before entering Portland Roads, or Weymouth Harbour. As soon as possible after boarding, the Pilot asks the Master of the Vessel if he has called at any of the places on the list of infected ports, or whether he has during the voyage had any case or suspected case of infectious disease on board. If the Captain reports that he has called at any of the ports named in the list he is directed to show the Quarantine Flag by day and the Quarantine Light by night. The Pilots are under the control of a local Board of Commissioners, and are conversant with the Quarantine Regulations, and the routine of Medical Inspection.

When there is dangerous infectious disease actually on board, the ship usually sends out a wireless message, or signals Grove Point Signal Station. These messages are immediately transmitted by the courtesy of the Admiralty to the M.O.H., some hours before the arrival of the vessel.



In addition some Shipping Companies advise their agents at Portland of the expected time of arrival of any of their ships from infected ports, and this information is notified over the telephone to the M.O.H.

The Customs Boarding Station may be any part Portland Roads, or Weymouth Bay. The Mooring Station is situated near the North Eastern entrance of the Breakwater in Portland Roads.

On the arrival of a ship with sickness on board (or with the bodies of those dying at sea), or from an infected or suspected port, H.M. Customs inform the M.O.H. All such vessels are boarded by the M.O.H. and are not allowed to go alongside the coal hulks, or enter Weymouth Harbour until the examination of the vessel by the M.O.H. is completed. H.M. Customs are at all times most courteous in placing their launch at the Medical Officer's disposal. At other times the Medical Officer has been provided with a motor boat or tug, by the courtesy of the Agents.

On boarding a vessel the whole of the crew, and the passengers, are examined. The names and addresses of all passengers from infected or suspected ports are obtained, and a record is kept as to whether there has been sickness on board or not. The names, etc., are sent to the Clerk.

The Master is interviewed, and a record is kept of the ship's voyage, the number of crew and passengers, the history, nature, and particulars of any sickness, the source of the drinking water supply, the nature of the cargo, and the registered tonnage, the names of the owners or agents, whether any dead rats have been found, and the date and place of last fumigation for rat destruction. The Master of the vessel is handed a number of leaflets giving precautionary measures against Plague, Venereal Diseases, etc., also the requirements in regard to the Destruction of Rats.

The following is a list of Ports deemed to be infected or suspected by reason of Cholera, Yellow Fever, or Plague, during the year:—Bombay, Calcutta, Karachi, Mandalay, Rangoon, Madras, Dakar (Senegal), Hong Kong, Ports of Brazil (Bahia), Astrakhan, Batoum, Baku, Taganrog, Rostov-on-Don, Odessa, Kherson, Nicolaief, Novorossisk, Colombo, Piraeus, Salonica, Constantinople.



In consequence of an outbreak of Small Pox at St. Malo, vessels arriving from that port were scheduled for inspection during a period of three months from the date of the last case notified (February 7th).

*Removal of Infectious Cases. Disinfection of Quarters.*

The existing facilities for dealing with above were fully dealt with in the Annual Report for 1923. That part of the 1923 Report applies in its entirety to the year under review.

*Verminous Persons.*

No cases came to my knowledge during the year in which it was necessary to carry out disinfection and cleansing for the eradication of Vermin.

*Isolation of Small-Pox.*

To render the work of the Port Sanitary Authority anything like efficient, it is of vital importance that provision should be made for the isolation of Small-Pox, apart from that of the Port Hospital. The presence of a single case of Small-Pox in the Hospital at once renders it useless for any other purpose. This may occur at a time when it is of the utmost significance that other dangerous infectious diseases, i.e., Plague, suspected Plague, or Typhus, should be isolated there. Precautionary measures, i.e., delousing, disinfection, etc., would also have to be suspended. Apart from the above considerations, the Hospital is not suitable for the isolation of Small-Pox, and would be a menace to the neighbouring community.

*Dangerous Drugs Act, 1920.*

No certificates under the above Act were granted during the year.

**Infectious Diseases.**

*Suspected Plague.*

In the Weekly Record of May 28th, it was stated that a case of suspected Plague was landed at Suez, on May 18th, from the s.s. "Lycaon." A later report, however, intimated that the case disembarked at Suez was not Plague. The s.s. "Lycaon" was boarded on her arrival at this Port on May 31st, and the crew found all well. No dead rats or any unusual prevalence of rats was notified.



### *Dysentery.*

On July 27th I boarded the s.s. Sun Bank (British) from Dakar, and found 3 lascars suffering from Dysentery. The Master reported that one lascar had died in hospital at Port Gentil, from Dysentery. The above cases were removed to the Port Sanitary Hospital, and the quarters disinfected by your Sanitary Inspector. On December 21st the Master of the s.s. "War Bahadur" (British) from Trinidad, notified that an A.B. had returned, convalescent from Dysentery, to the ship, at Trinidad.

### *Continued Fever.*

On August 23rd I boarded the s.s. "Chilton," from Bona, and found a passenger, aged 44 years, had been ill 10 days with a history of continued fever. He was removed to the Port Sanitary Hospital for observation. The case was later diagnosed as Pulmonary Tuberculosis.

### *Pneumonia.*

On January 4th I boarded the s.s. "Solburg" (Belgian), from Genoa, and found the Chief Officer, aged 36 years, convalescent from Pneumonia. He was isolated in his own cabin and proceeded with the vessel. The remainder of the crew were found all well.

### *Malarial Fever.*

On August 17th I boarded the s.s. "Sunwood" (British) from Port Gentil, and found nine of the crew convalescent from Malarial Fever. They were well enough to proceed with the ship. The Master reported that a lascar had died of Malarial Fever 24 hours before the arrival of the vessel at the Port of Weymouth, and was buried at sea.

On five other vessels, arriving from Malarial Centres, there were eight cases of Malarial Fever. These were treated on board by the Masters. Where ships are proceeding to British Ports with cases of Malaria on board notice is sent to the M.O.H. of the Port. As a rule ships arriving from Malarial Centres of the East and West Coasts of Africa, have had cases of Malarial Fever during the voyage, or on arrival.



### *Tuberculosis.*

Three cases of Pulmonary Tuberculosis were found on board 3 ships during the year. One was removed to Hospital for observation, one left the ship and proceeded to his home, and the other remained on board the vessel.

In cases of Tuberculosis, instructions are given as to isolation, etc. It is usual also to wash down the quarters with Jeyes Fluid, and if the patient leaves the ship, to fumigate the quarters.

### *Influenza.*

On board four ships eight cases of Influenza were found. The disease was of a mild type, and the patients were usually treated by the Masters of the vessels.

### *Venereal Diseases.*

Twenty-three cases of Venereal Disease were reported during the year to the Sanitary Inspector, or myself. All cases or suspected cases of Venereal Disease are recommended to go to the Venereal Clinic at the Port Hospital. Cards of warning as to the dangers of the neglect of proper treatment of these diseases, and giving the address and hours of the Clinic, are given to Masters by the Port Sanitary Inspector, who boards the vessels on arrival. Information is also given to Seamen suffering from Venereal Disease, and who are proceeding to other towns, where treatment can be obtained. In this country free treatment is given to Sailors of all nationalities, who wish to attend our Clinics. It would be of decided advantage if the Cards of Warning distributed were printed in different languages.

### *Death on Board Ship.*

On August 15th I received a report from the Master of s.s. Lituania (Danish) from Danzig that a female passenger, aged 43 years, had died that afternoon during child birth. I examined the body with the Ship's Surgeon and found it very oedematous, and with many large subcutaneous haemorrhages. There had also been considerable haemorrhage from the stomach, prior to death. The body was removed to the Mortuary at Portland and the Coroner notified.



Cases of Sickness on arrival or during the voyage on ships bound to or calling at the Port of Weymouth during the year 1925.

Date.	Name of vessel	Nationality	Where from	Capacity	Nature of Sickness	Remarks.
Jan. 1	ss Middlemoor	British	... Karachi	A.B.	Suspicious rash	Non-infectious.
" 4	ss Solburg	Belgian	... Genoa	Chief Officer	Pneumonia ...	Convalescent.
" 5	ss Newtonia	British	... Oporto	2 A.B.'s	Vener'l disease	Referred to Clinic.
" 7	ss Aagot	Norwegian	... Bremen	Fireman	Vener'l disease	Referred to Clinic.
" 31	ss Gunborg	Swedish	... London	Fireman		
Feb. 11	ss Alice	Danish	... Messina	3rd Engineer	Injuries ...	Treated on board.
" 12	ss Dalesgarth	British	... Methil	A.B.	Injuries ...	Treated on board.
" 20	ss Agios Joannis	Greek	... Madras	Captain	Injuries ...	Proceeded to his home.
" 20	ss Stakesby	British	... Bombay	3 of the crew	Influenza...	Treated by Captain on board
" 28	ss Pelagia	Greek	... Karachi	A.B.	Vener'l disease	Referred to Clinic.
Mar 4	ss Yorkdale	British	... Rotterdam	2 of the crew	Influenza...	Treated by Captain.
" 8	ss Gwynnead	British	... Bombay	A.B.	Burns ...	Removed to Hospital.
" 8	ss Nevada	Danish	... Buenos Aires	2 firemen	Suspicious rash	Non-infectious.
" 9	ss Portcurno	British	... Colombo	2nd officer	Appendicitis ...	Removed to hospital.
" 10	ss Lady Gertrude	British	... Liverpool	Engineer	Appendicitis ...	Left in Hospital, Madras
" 21	ss Quickstep	British	... Felling	A.B.	Suspicious throat	Non-infectious.
" 24	ss Braunfels	British	... Bombay	A.B.	Influenza...	Treated on board.
" 28	ss E Hugo Skimes...	German	... Porte de Santos	Engineer	Injuries ...	Treated on board.
" 30	ss Ithakos	Greek	... Nicolaief	2 firemen	Malaria ...	Convalescent.
" 31	ss Westlea	British	... Rangoon	2 firemen	Influenza...	Treated on board.
" 31	ss Westlea	British	... Rangoon	2 A.B.'s	Glandular swellings	Treated on board.
Apr. 4	ss Moreles	Norwegian	... South Georgia	A.B.	Pulmonary tuberculosis	Referred to Hospital Instruction as to isolation, etc
" 15	ss Hercules	German	... Sandefjord	Fireman	Injuries ...	Treated on board.
" 27	ss Cloulee	British	... Newport	A.B.	Peritonitis ...	Removed to Hospital



May 29	ss Mary	...	Danish	...	San Nicolai	Fireman	...	Vener'l disease	Referred to Clinic.
" 21	ss Lycan	...	British	...	Yokohama	A.B.	...	Suspected	Patient landed at Suez;
June 9	ss Orn II.	...	Norwegian	...	S. Shetland	A.B.	...	Heart disease	Buried at sea
" 19	ss Eleveen	...	British	...	Cardiff	Fireman	...	Vener'l disease	Referred to Clinic.
" 29	ss Neapel	...	German	...	Hamburg	Fireman	...	Erysipelas	Instructions as to isolation
July 8	ss Blairmore	...	British	...	Oran	2 A.B.'s	...	Malaria	Convalescent.
" 17	ss Tuscolo	...	Italian	...	Genoa	2 firemen	...	Injuries	Treated on board.
" 20	ss Llangorse	...	British	...	Rosario	1 sailor	...	Septic wounds	Treated on board.
" 20	Motor Schooner	...	British	...	St. Malo	2 firemen	...	Retention of	Removed to Hospital
" "	Village Bell	Irish	Irish	...	Karachi	Galley Boy	...	Suspicious rash	Treated in Hospital,
" 24	ss Devon City	...	British	...	Dakar	3 firemen	...	Dysentery	Karachi; urticaria
" 27	ss Sun Bank	...	British	...	Plymouth	Officer	...	Vener'l disease	Removed to Port S hospital
" 29	ss Scotol	...	British	...	Dunkirk	3 of the crew	...	Vener'l disease	1 Lascar buried at sea
Aug. 1	ss Pencarrow	...	British	...	Zaandam	Sailor	...	Haemobemosis	Referred to Clinic.
" 3	ss Dubhe	...	Dutch	...	Dantzic	Female	...	Haemobemosis	Referred to Clinic.
" 15	ss Lituania	...	Dane	...	Port Gentil	passenger	...	Malaria	Removed to Hospital
" 17	ss Sunwood	...	British	...	Bona	9 Lascars	...	Contin'd fever	Died on board; coroner notified
" 23	ss Chilton	...	British	...	Sandjeford	Passenger	...	Pulmonary	Convalescent; 1 Lascar died
Sept. 5	ss Chr. Castberg	...	Norwegian	...	Trinidad	Engineer	...	Malaria	of malaria during voyage
" 21	ss War Nizam	...	British	...	Sandjeford	Boatswain	...	tuberculosis	Removed to Port S hospital
" 28	ss Svend Foyne I.	...	Norwegian	...	Sandjeford	Whaler	...	Vener'l disease	Left ship; proceeded to his home
" 28	ss Svend Foyne I.	...	Norwegian	...	Sandjeford	Whaler	...	Vener'l disease	Treated on board by naval doctor
" 28	ss Svend Foyne I.	...	Norwegian	...	Sandjeford	Whaler	...	Vener'l disease	Referred to Clinic.



## Cases of Sickness (Continued) :—

Date.	Name of vessel	Nationality	Where from	Capacity	Nature of Sickness	Remarks.
Oct. 10	ss Branksea	British	... Alderney	Master	Died suddenly ashore	Post mortem ; aneurism
"	ss Assimocos	Greek	... Novorossisk	2 A.B.'s	Enlarged inguinal glands	Venereal disease
" 17	ss Stornest	British	... Capetown	4 of the crew	Vener'l disease	1 removed to hospital
" 27	ss Ruysdael	British	... Novorossisk	Apprentice	Injuries	Proceeded to his home
Nov. 9	ss Eugenie S.				Scabies	Medical treatment advised.
" 14	ss Polyktor	Greek	... Taganrog	Fireman	Diarrhoea...	Medical treatment advised
" 14	ss Glitra	Greek	... Nicolaief	2 A.B.'s	Suspicious rash	Non infectious
" 16	ss Argenfels	British	... Taupse	A.B.	Vener'l disease	Referred to Clinic.
" 24	ss Penrose	German	... Calcutta	2 A.B.'s	Vener'l disease	Referred to Clinic.
" 27	ss Schleswig	British	... Theodosia	3 of the crew	Vener'l disease	Convalescent.
" 27	ss Holstein	German	... Galveston	Fireman	Malaria	Convalescent.
Dec. 20	ss Olgas	Danish	... Dakar	2 A.B.'s	Malaria	Convalescent.
" 21	ss War Bahadur	British	... Trinidad	A.B.	Dysentery	Convalescent.
" 23	ss Bedefell	British	... Capetown	3 of the crew	Vener'l disease	2 removed to Hospital
" 29	ss Modica	Norwegian	... Antwerp	Donkeyman	Injuries	Removed to Hospital

### **Rat Destruction.**

137 vessels were searched for the presence of rats and mice. Enquiries are also made on board every vessel as to the presence, abnormal infestation, or unusual mortality among rats, and the necessary directions given as to the measures to be taken to prevent the transit of rats between ship and shore, or coal hulk. The vessels are subsequently kept under observation as far as this can be done by the Sanitary Inspector. No rat catcher is employed by the Port Sanitary Authority. Trapping is the only method employed on board ships. No ships have been notified to me as infested, and no prosecutions have taken place during the year. There has been no excessive mortality reported and no rats found dead have been brought to the Port Sanitary Authority's office.

I have already called attention to the fact that very few ocean-going steamers discharge their cargoes at either Weymouth or Portland. The vessels remain in the Roads for a very limited period—at the most three or four days. It is therefore obvious that action in connection with rat repression, on ships in the Roads, must be very limited. If evidence of rats is found on board a vessel the information is transmitted to the Port of Discharge. Trapping is insisted on, while the vessel remains in the Roads, and a return of the number of rats caught in traps, etc., during the voyage is always requested. Printed instructions, containing particulars of the Rats and Mice (Destruction) Act, 1919, and giving the methods to be adopted for the destruction of rats, are freely distributed among shipping agents, Masters of vessels, etc.

Owing to the more frequent fumigations and the increased vigilance, not only at the Ports in this country, but in most foreign ports, marked evidence of rats on ships is now found to be very much less than it used to be.

As regards the frequency of the fumigations in a series of 28 vessels from infected ports, the average period since the last fumigation was  $5\frac{1}{2}$  months.

No application for fumigators under the U.S.A. Regulations were made by owners or agents during the year.



Rat Fumigations (Foreign)—Not from Infected Ports.

PARTICULARS OF SHIPS PRODUCING CERTIFICATES OF FUMIGATION FOR RATS.

Date of Inspection.	Name of Vessel.	Ports where Fumigated.	Gas used.	Date of Fumigation.	Places alleged to have been disinfested.	Rats found after Fumigation.
Jan. 1	ss Neapel	Hamburg	S.O.2.	22-11-24	Holds	6
" 1	ss Calluna	Antwerp	S.O.2.	1-10-24	Holds	?
" 3	ss Estland	Piraeus	S.O.2.	11-10-24	Holds	?
" 3	ss Maya	Messina	S.O.2.	15-12-24	Holds	?
" 5	ss Dagbjorg	Cartagena	S.O.2.	13-9-24	Holds	?
" 5	ss Nordlys	Havana	H.C.N.	14-8-24	Holds	?
" 5	ss Capitaine Henri	Rouen	S.O.2.	17-8-24	Holds	?
" 6	ss Jata Mendi	Sagunto	S.O.2.	18-7-24	Holds	6
" 6	ss Eusabia Del Valle	Bilbao	H.C.N.	15-10-24	Holds	?
" 7	ss Aagot	Piraeus	S.O.2.	15-6-24	Holds	3
" 10	ss Penmount	Piraeus	S.O.2.	15-11-24	Holds	?
" 13	ss Terja	Malaga	S.O.2.	29-11-24	Holds	?
" 15	ss Carrie	Aguilas	S.O.2.	3-10-24	Holds	?
" 15	ss Francis Duncan	Cadiz	S.O.2.	17-10-24	Holds	?
" 19	ss Harald Gasper	New York	H.C.N.	19-12-24	Whole Ship...	1
" 20	ss Bodil	Bilbao	S.O.2.	20-9-24	Holds	?
" 31	ss Gunborg	Oskarshamn	H.C.N.	24-10-24	Holds	?
" 2	ss Bratholm	Valencia	S.O.2.	28-11-24	Holds	?
Feb. 6	ss Grana	Barcelona	S.O.2.	19-1-25	Holds	?
" 7	ss Neptun	Burriana	H.C.N.	26-1-25	Holds	?
" 12	ss Nordsoen	Barcelona	S.O.2.	11-9-24	Holds	?
" 12	ss Aase	Barcelona	S.O.2.	29-2-24	Holds	?
" 13	ss Ellin	Andros	S.O.2.	15-2-24	Whole Ship	17
" 13	ss Atxeri Mendi	Cartagena	H.C.N.	12-9-24	Holds	?
" 13	ss Havnia	Helsingborg	S.O.2.	14-12-24	Holds	?
" 13	ss Posina	Sulina	S.O.2.	18-10-24	Holds	?
" 14	ss Hydra	Piraeus	S.O.2.	23-12-24	Holds	20

Feb. 25	ss Dam	...	Valencia	S.O.2.	12-11-24	Holds	...	?
" 25	ss Betula	...	Burriana	S.O.2.	5-2-25	Holds	...	?
" 25	ss London	...	Valencia	S.O.2.	2-2-25	Holds	...	?
Mar. 4	ss Ferngarth	...	Huelva	S.O.2.	16-2-25	Holds	...	?
" 4	ss Espagne	...	Alicante	H.C.N.	5-12-24	Whole Ship	...	?
" 4	ss Oluf Maersk	...	Philadelphia	S.O.2.	16-10-24	Whole Ship	...	?
" 6	ss Abodi Mendi	...	Hamburg	S.O.2.	19-9-24	Whole Ship	...	?
" 7	ss Waterway	...	Bilbao	S.O.2.	10-1-25	Holds	...	?
" 11	ss Hertha Maersk	...	Seville	S.O.2.	23-10-24	Holds	...	?
" 17	ss Kingsdon	...	Huelva	S.O.2.	24-12-24	Holds	...	?
" 18	ss Malaya	...	Melilla	H.C.N.	11-3-25	Whole Ship	...	?
" 21	ss Ingeborg S.	...	Santa Cruz	H.C.N.	27-12-24	Whole Ship	...	?
" 23	ss Hollandia	...	Mazarron	S.O.2.	9-11-24	Holds	...	?
" 28	ss Porthcawl	...	Bilbao	S.O.2.	29-1-24	Holds	...	3
" 30	ss Seapool	...	Port Pirie	S.O.2.	11-1-25	Holds	...	?
" 31	ss Borgfred	...	Valencia	S.O.2.	13-10-24	Holds	...	?
April 3	ss Gerda	...	Cadiz	S.O.2.	31-10-24	Holds	...	?
" 4	ss Duva	...	Burriana	H.C.N.	2-2-25	Holds	...	?
" 6	ss Whitworth	...	Santander	S.O.2.	21-1-25	Holds and Peaks	...	?
" 7	ss Berit	...	Barcelona	H.C.N.	2-12-24	Holds	...	?
" 10	ss Robert Maersk	...	Cette	S.O.2.	15-5-24	Holds	...	?
" 13	ss Rufina	...	Melilla	S.O.2.	19-3-25	Holds	...	1
" 13	ss Silver Light	...	Bilbao	S.O.2.	23-12-24	Holds	...	?
" 20	ss Eleveen	...	Barcelona	S.O.2.	4-4-25	Holds	...	?
" 23	ss Gastelu	...	Barcelona	H.C.N.	4-10-24	Holds	...	?
" 28	ss Mrav	...	Smyrna	S.O.2.	22-3-25	Holds	...	?
" 30	ss Reedpool	...	Geraldton	S.O.2.	14-2-25	Holds	...	?
May 29	ss Mary	...	Nice	S.O.2.	29-4-25	Holds	...	?
May 30	ss Ronald	...	Tonsberg	S.O.2.	23-7-24	Whole Ship	...	12
" 9	ss Gezina	...	Santos	S.O.2.	29-3-24	Holds	...	?
" 9	ss Absalon	...	Ceuta	S.O.2.	7-2-25	Holds	...	?
" 9	ss Teespool	...	Geraldton	S.O.2.	16-3-25	Holds	...	?
" 15	ss Agnes Duncan	...	Santander	S.O.2.	16-5-25	Holds	...	?
" 15	ss Hulda Maersk	...	Bilbao	S.O.2.	22-5-24	Holds	...	?
" 23	ss Hematite	...	Santander	S.O.2.	8-5-25	Holds	...	?



## Rat Fumigations (continued):—

Date of Inspection.	Name of Vessel.	Ports where fumigated.	Gas Used.	Date of Fumigation.	Places alleged to have been disinfested.	Rats found after fumigation.
July 13	ss Talanton	Piraeus	S.O.2.	6-11-24	Holds	?
" 14	ss War Hindoo	Port Arthur	H.C.N.	24-4-25	Whole Ship	?
" 16	ss Tarragona	Hamburg	S.O.2.	27-3-25	Holds	6
" 16	ss Tuscolo	Leghorn	S.O.2.	1-3-25	Holds	?
" 25	ss Promus	Newport N.	S.O.2.	17-5-25	Holds	?
" 28	ss Manuchu	Aguilas	S.O.2.	17-7-25	Holds	1?
Aug. 1	ss Ramon	Seville	S.O.2.	10-3-25	Holds	?
" 1	ss Fencarrow	New Orleans	S.O.2.	2-12-24	Whole ship	1
" 15	ss Lituania	Danzig	H.C.N.	25-8-24	Whole Ship	20
" 19	ss Laura Maersk	Bilbao	H.C.N.	15-7-25	Holds	?
Sept. 1	ss Monarch	Dunkirk	S.O.2.	24-4-25	Whole Ship	40
" 1	ss Dorrit	Barcelona	S.O.2.	15-6-25	Holds	?
" 4	ss Jugo Slavakija	Cette	S.O.2.	10-2-25	Holds	?
" 4	ss Helga	Barcelona	S.O.2.	21-8-25	Holds	?
" 3	ss Stella	Pasages	S.O.2.	20-3-25	Holds	?
Oct. 7	ss Anversoise	Baltimore	H.C.N.	13-12-24	Whole ship	17
" 9	ss Urkiola Mendi	Cartagena	S.O.2.	15-4-25	Holds	24
" 29	ss Sallie	Bilbao	S.O.2.	29-6-25	Holds	2
" 12	ss Santi	Almeria	S.O.2.	4-11-24	Holds	?
-Nov. 19	ss Riol	New York	H.C.N.	5-7-25	Holds and Quarters	?
" 24	ss Gastelu	Aguilas	S.O.2.	6-6-25	Holds	?
" 27	ss Schleswig Holstein	Tampico	H.C.N.	28-10-25	Whole ship	?
Dec. 12	ss Harriet	Hamburg	S.O.2.	14-9-25	Holds	?
" 14	ss Porthkerry	Aguilas	S.O.2.	5-5-25	Holds	?
" 26	ss Arinda Mendi	Sorrento	S.O.2.	29-7-25	Holds	?
" 29	ss Modica	Baltimore	S.O.2.	22-6-25	Holds	?

## Form B.

## Rats Destroyed in 1925.

Number of	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total.
Black Rats ....	5	13	42	7	—	33	19	29	11	19	8	5	191
Brown Rats ...	2	3	11	2	—	8	—	8	3	4	3	2	46
Rats Examined	—	—	—	—	—	—	—	—	—	2	3	—	5
Rats infected with Plague	—	—	—	—	—	—	—	—	—	—	—	—	—
Rats not infected	—	—	—	—	—	—	—	—	—	2	3	—	5



## FORM B 1.

## Rats destroyed in the Sanitary Districts abutting on the Port, during 1925.

Rats caught by Ratcatcher and destroyed in H.M. Dockyard, Portland.

No. of Black and Brown Rats destroyed	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Totals
	10	7	10	5	8	12	7	19	12	29	13	5	137
Estimated destroyed by "Baits," 100, and Dogs, 50													
													150
													287

It has been noticed that the Black Rat is mostly found in Buildings. The Lighter Sort are more in the open. The proportion remains the same, i.e., 1 to 12.

Rats destroyed in the Portland Urban District.

No. of Black and Brown Rats destroyed													Totals
	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	
	45	22	37	62	2	10	8	—	11	4	22	12	235

No separate records of the species were kept, but the rats destroyed were mostly of the brown variety. Traps, dogs, and ferrets were also utilised. No rats were examined for plague.

Rats destroyed in Weymouth Borough.

No. of Black and Brown Rats destroyed													Totals
	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	
	16	9	17	12	10	19	14	17	—	26	31	7	178

With 8 exceptions, the rats destroyed were of the brown variety. Trapping, poisoned baits, etc., were freely used during the year. No rats were examined for plague.

**Form C**  
**Particulars relating to Vessels "Infected" or "Suspected" or from Infected Ports.**

Name of Vessel.	Date of Arrival.	Whether infected or suspected from an infected Port.	Methods of rat destruction employed.			Number of Rats killed.	Whether Certificate of Deratization was issued.	Remarks.
			Whether infected, suspected or from an infected Port.	Fumigation by sulphur dioxide, cyanic acid etc.	Trapping, Poisoning etc.			
1 s.s. Middlemoor	2 Jan. 1	3 Infected Port	4 —	5 —	6 Trapping	7 —	8 No.	9 Fumigated Havre, Mar. 18th 1924.
s.s. Agios Jaquins	Feb. 20	"	—	—	"	—	No.	Fumigated Baltimore Sept. 1924.
s.s. Stakesby	Feb. 20	"	—	—	"	—	No.	Fumigated Gulfport, July 26 1924.
s.s. Pelagia	Feb. 28	"	—	—	"	—	No.	Fumigated Piraeus, Nov. 20 1924.
s.s. Gwynnead	Mar. 8	"	—	—	"	—	No.	Fumigated New York Oct 8
s.s. Nevada	Mar. 8	"	—	—	"	—	No.	Fumigated New York Aug 2
s.s. Portcurno	Mar. 9	"	—	—	"	—	No.	Fumigated Harve July 6 1924.
s.s. Braunfels	Mar. 24	"	—	—	"	6	No.	Fumigation. No history.
s.s. Else Hugo Stinnes	Mar. 28	"	—	—	"	—	No.	Fumigated Hamburg Nov. 20 1924.
s.s. Ithakos	Mar. 30	"	—	—	"	35	No.	Fumigated Piraeus Feb. 7 1925
s.s. Westlea	Mar. 31	"	—	—	"	—	No.	Fumigation. No history (1st voyage).
s.s. Moreles	Apr. 4	"	—	—	"	—	No.	Fumigated Rio.
s.s. Pandelis	June 9	"	—	—	"	21	No.	Fumigated Piraeus, April 16 1925
s.s. Blairmore	July 8	"	—	—	"	—	No.	Fumigated Blythe June 1924.
s.s. Llangorse	July 20	"	—	—	"	—	No.	Fumigated Genoa Sept. 15 1923.
s.s. Devon City	July 24	"	—	—	"	1	No.	Fumigated New York, April 7, 1923
s.s. Sunbank	July 27	"	—	—	"	—	No.	Fumigation. No history.





## FORM D.

Vessels (other than those dealt with in Form C) subjected to Measures of Rat Destruction

Number of Vessels Fumigated by S.O.2.	Number of Rats Killed	Number of Vessels Fumigated by H.C.N.	Number of Rats Killed	Number of vessels in which trapping, poisoning, etc., were employed	Number of Rats Killed	Number of Fumigation Certificates issued on Form "Port 10."	Number of other Certificates issued	Remarks
Nil	Nil.	Nil.	Nil.	97	237	Nil.	Nil.	137 vessels were specially examined, for the presence of rats on board, during the year.



### **Weymouth (Shellfish) Regulations, 1922.**

No complaints were received during the year as to the collecting of shellfish from polluted foreshores within the district. Notice boards erected in conspicuous parts of the foreshores have been repainted and relettered during the year. The Food Inspector has made several visits to local fishmongers warning them as to the purchasing of shellfish collected from within the prohibited area.

The foreshores from whence shellfish are collected have been kept under observation by the Inspector so far as such can be done consistently with the carrying out of other essential duties.

### **Venereal Treatment Centre.**

The work of the Venereal Diseases Clinic at the Port Sanitary Hospital is recorded here, although it ranks for grant under the Venereal Diseases Scheme, and not as a part of Port Sanitary Administration. As over 50 per cent. of the adult males attending the Clinic are bona fide seafaring men, it naturally comes up for review when dealing with port administration, although this Clinic is not confined to seafaring people. I wish to emphasise its importance in relation to the work done among that section of the population who might otherwise prove such a menace to the health of the community.

During the year under review 77 patients were under treatment, a decrease of 14 as compared with the figures of 1924. The total number of attendances at the Clinic was 1,128, and the aggregate number of in-patients' days was 97. 125 pathological specimens, taken at the Centre, were examined at the Hants County Laboratory. 197 intravenous injections of salvarsan substitutes were given during the year. I have still to record that a number of cases give up treatment when the local manifestations of the disease have subsided, although every effort has been made to get the patients back, to continue treatment. All seamen attending



the Clinic are supplied with book V.15, which is filled up each time treatment is given. There appears to be an increase in the use of book V.15, and many seamen, particularly British, are now getting treatment from port to port.

We are particularly fortunate in having attached to the Clinic a number of beds always available. Bed treatment being absolutely essential in the case of many seamen.

### **Port Sanitary Hospital.**

As will be seen from the subjoined statement four cases of infectious disease from ship board and eighteen from the Portland Urban District were admitted to the above Hospital during the year. Twenty-four cases were discharged cured, and one continued under treatment at the end of the year. Four cases of venereal disease (three of which were removed from ships) were also treated as in-patients during the year. The Ministry's recommendation that provision should be made for the isolation of small-pox, apart from the above Hospital, was again brought to the notice of the Authority during the year. I regret to state that no action has been taken.

### ***Disinfection.***

1014 articles (140 from shipboard and 874 from Portland Urban District) were sent during the year for disinfection by the steam disinfectant at the Hospital.



Tabular Statement Showing the Number of Cases Admitted into the Port  
Sanitary Hospital from Ship-board during 1925.

Date of Admission.	Disease.	Occupation.	Age.	Name of Vessel.	Nationality.	Where from	Result.
27-7-25	Dysentery	Steward	58	ss Sunbank	Indian	Dakar	Discharged 14/8/25
27-7-25	"	Fireman	37	ss "	"	"	" 14/8/25
27-7-25	"	Fireman	32	ss "	"	"	" 14/8/25
23-8-25	Observation	Passenger	44	ss Chilton	British	Bona	" 15-9-25

Tabular Statement of Cases Admitted from the Portland Urban District during 1925.

Date of Admission.	Disease.	Age.	Sex.	Result
24-11-24	Scarlet Fever	5	M	Discharged 23-1-25
19-12-24	Scarlet Fever	8	M	Discharged 29-1-25
25-12-24	Scarlet Fever	7	F	Discharged 29-1-25
31-1-25	Scarlet Fever	9	F	Discharged 24-2-25
10-2-25	Scarlet Fever	11	F	Discharged 5-4-25
13-2-25	Scarlet Fever	7	F	Discharged 5-4-25
1-4-25	Influenzal Pneumonia	35	M	Discharged 23-4-25
28-4-25	Scarlet Fever	8	F	Discharged 25-5-25
26-6-25	Diphtheria	14	M	Discharged 16-7-25
20-8-25	Scarlet Fever	24	M	Discharged 24-9-25
25-8-25	Scarlet Fever	12	M	Discharged 9-10-25
18-9-25	Scarlet Fever	9	M	Discharged 29-10-25
28-9-25	Scarlet Fever	6	M	Discharged 5-11-25
30-9-25	Scarlet Fever	13	F	Discharged 5-11-25
30-9-25	Scarlet Fever	7	F	Discharged 5-11-25
2-10-25	Scarlet Fever	4	F	Discharged 5-11-25
3-10-25	Scarlet Fever	14	M	Discharged 16-11-25
3-10-25	Scarlet Fever	3	F	Discharged 16-11-25
6-10-25	Scarlet Fever	4	F	Discharged 16-11-25
14-11-25	Scarlet Fever	9	F	Discharged 22-12-25
1-12-25	Scarlet Fever	10	M	Discharged 2-1-26



### **Supervision of Food Importations.**

The inspection of food is carried out under powers afforded by Regulations issued by the Ministry of Health in terms of the Public Health (Imported Foods) Regulations, 1925.

The attached table, supplied by the Food Inspector, gives particulars of the unsound food stuffs dealt with during the year ended December 31st, 1925.

The Following represents the Amount of Unsound Foodstuffs dealt with and the  
Action taken during the Year 1925.

Foods.	Amount	Date Detained	Action taken.
Chocolates	24 lbs.	2-1-25	Destroyed 9-1-25
Condensed Milk	6 tins.	2-1-25	Destroyed 9-1-25
Beef	1 cwt.	31-1-25	Destroyed 4-2-25
Jelly Tablets	10 lbs.	12-2-25	Destroyed 17-2-25
Chocolates	114½ lbs.	17-2-25	Destroyed 25-2-25
Ham (cooked)	18 lbs.	17-2-25	Destroyed 21-3-25
Beef	91 lbs.	16-5-25	Destroyed 16-5-25
Australian Rabbits (48)	1 cwt. 14 lbs.	21-5-25	Destroyed 27-5-25
Chocolates	35 lbs. 6 ozs.	23-6-25	Destroyed 3-7-25
Cheese	31 lbs.	25-6-25	Destroyed 17-7-25
Bacon	34 lbs.	8-7-25	Destroyed 14-7-25
Milk Chocolate	40 lbs.	8-7-25	Destroyed 21-7-25
Liquid Eggs	2 cwt. 2 qrs. 21 lbs.	23-7-25	Destroyed 30-7-25
Liquid Eggs	56 lbs.	19-8-25	Destroyed 22-8-25
Bacon	21 lbs.	23-9-25	Destroyed 29-9-25
Ham	9 lbs.	24-10-25	Destroyed 29-10-25
Condensed Milk	31 1 lb. tins.	10-11-25	Destroyed 13-11-25
Beef	3 cwt.	12-11-25	Destroyed 19-11-25
Bananas	245 lbs.	16-12-25	Destroyed 18-12-25



### **Public Health (Meat) Regulations, 1924.**

The Port Sanitary Authority is also an authority for enforcing and executing the provisions of Part VI. of the above Regulations within their district. The Regulations came into force on June 1st, 1925. The staff responsible for handling meat on vessels consigned to the Channel Islands were interviewed and satisfactory arrangements in connection with the transport of meat were arrived at.

The arrangements have worked smoothly and no cause for complaint has arisen.

Some difficulty was experienced in connection with a consignment of suet, packed in fibre. These wrappings often burst, and there is consequently exposure and fouling of the contents. The attention of the exporter was called to the matter by the Food Inspector, and it was arranged to pack subsequent consignments in hampers.

### **General Inspection of Vessels.**

The Sanitary Inspector made 709 routine inspections of vessels during 1925. 183 vessels which entered from foreign ports were inspected and of these 80 or 43.7 per cent. were found to have sanitary defects on board (steamships 46.9, sailing vessels 38.8, and fishing vessels 22.2).

378 Coastwise vessels were inspected, 113 of these or 29.8 per cent. were insanitary in some respects (steamships 31.8, sailing vessels 26.4).

The average percentage found insanitary, according to the present standard of the Board of Trade, was 34.4, an improvement of 1.2 per cent. on the previous year.

It will be noted in the table of Nuisances supplied by the Sanitary Inspector that defects due to lack of cleanliness amount to nearly 70 per cent. of all the unsatisfactory conditions reported. As in previous years dirty forecastles, foul and defective w.c.'s, dirty wash-houses, and verminous living quarters, constitute the bulk of the conditions for which action had to be taken. No doubt many of those conditions are dependent on the cleanliness of the individual members of the crew, and apparently the only remedy is to have greater powers of discipline over crews, who ignore the elementary rules of hygiene in their living quarters. It is undoubtedly a fact that many seafaring men are very indifferent in this respect, largely owing no doubt to the fact that they have not been accustomed to have living quarters which are worthy of any respect.



There is, however, a steady improvement in the crew accommodation provided on ships. An increasing number of vessels have separate messrooms, baths, and lavatories. The crews are more frequently berthed aft, where much greater comfort and better lighting and ventilation are possible than in the forepart of the ship. From time to time we only too frequently find even on new vessels the filthy iron trough closets with seating accommodation for two or three men, without the least pretence of privacy. The arrangements for cleansing and flushing are generally totally inadequate.

### *Verminous Living Quarters.*

Particular attention has been given to this subject. It will be noted that 32 ships were dealt with during the year, owing to having the living quarters more or less infested with bugs. The question of bed bugs is one that deserves serious consideration, but here the ship owner is not at fault for bugs must have been brought aboard by either passengers or crew. As I pointed out in my annual report for 1924, it is just as necessary in the case of bugs, as that of rats, that vessels should be constructed as not to provide harbourage. Wooden casings, hollow stanchions of bunks, in fact any crevice will harbour bugs. The bug is easily killed if he can be reached by either a liquid or gaseous poison, but unfortunately the bug secrets himself in places almost inaccessible to poisonous substances. For some time we have abandoned fumigation owing to the difficulty of getting any gas to penetrate properly into the crevices and cracks frequented by these insects. We now get far better results with a contact insecticide. All mattresses, pillows, cushions, and upholstered fixtures are first removed, and if necessary destroyed. The solution (Kerosene Sypol) is supplied to the ship at cost price and the method of using it with a pressure spray is strictly supervised by the Sanitary Inspector. On completion, the quarters are thoroughly washed out and dried. In this work the Inspector has received the whole-hearted support and assistance of the crew. It speaks well for this method that 21 out of 32 vessels were freed from bugs during the short time the ships were in the port. Unless the treatment is carried out thoroughly and conscientiously the work is not worth doing at all.

The Sanitary Inspector, Mr. G. H. Smith, has carried out his duties during the year with zeal and thoroughness, and to my satisfaction.



I desire to thank the Chairman and Committee of the Authority for their kindness and courtesy to myself and for the support they have invariably given me in my work. To the Collector of Customs and his various Officers I am also much indebted for the courtesy and co-operation extended to me in the performance of my duties as your Medical Officer.

I have the honour to be, Gentlemen,

Your obedient Servant,

THOMAS HOWARD,

Port Medical Officer of Health.

Portland Harbour,

Dorset.

January 30th, 1926.

To Dr. T. Howard,

Port Medical Officer of Health.

Dear Sir,

In accordance with the requirements of Art. XIX. (12) of the Order of the Ministry of Health, I herewith submit my Second Annual Report, as Sanitary Inspector and Food Inspector to the Weymouth Port Sanitary Authority. During the year 1925, 561 vessels have been inspected in this port, this being an increase of 193 upon the total of the previous year.

The vessels regularly calling at the port are generally maintained in a satisfactory condition, and any defects found have usually been promptly dealt with.

The year's record in regard to cases of sickness, etc., found amongst the crews of ships visiting the port, has been a good one, 3 cases of dysentery, 1 case of continued fever, and 4 cases of diseases which proved to be of a non-infectious character, were landed and conveyed to the Port Sanitary Hospital at Ferry Bridge during the year. 5 cases of accidents and 1 case of sickness were also landed. Three cases of accidents and the case of sickness were conveyed to the Weymouth and District Hospital. Regarding two of the cases of accidents, the patients were sufficiently recovered, on arrival, to proceed to their home addresses.



*Rats and Mice (Destruction) Act, 1919.*

137 vessels were specially examined under the provisions of the above Act.

The results of the examinations show that the improvement in regard to the decreased number of rats found in ships is being maintained. Of the total number of ships examined, in 123 no evidence of rats, in appreciable numbers, was found. 13 were classed as slightly infested, and only one case of a ship being badly infested was discovered. This was a large grain laden vessel, from Australia, which called for bunkering. Sixty rats had been destroyed, by trapping, during the voyage. As she only stayed in the port a short time, the Port Authority at South Shields was communicated with. After the discharge of her cargo, the Authority's rat catchers were sent on board, and 138 rats were caught and cremated.

One of the coaling hulks in the Roadstead was also found to have a few rats on board. Measures to clear the hulk were at once taken. 12 rats were caught by trapping, and poisoned baits were laid, which effectively cleared the vessel.

During the year four brown rats and one black rat were submitted to the Pathologist for examination for evidence of plague infection. The result, in each case, was found to be negative.

*Verminous Conditions.*

Further progress has been made during the year in dealing with crews' quarters infested with bugs. In 32 of the ships inspected, the presence of bugs was discovered. Where possible, the ship's quarters were treated with solution, and good results were obtained. 21 of the ships have been cleared of bugs. In one ship that was found to be badly infested on May 1st last, the forecabin was properly cleared of bedding, clothes, etc. This was carefully examined on deck, and the quarter sprayed with the solution. The ship again visited



the port on January 4th of this year. On examination I could find no bugs, and I was informed by the crew that she had been free from them since the spraying was carried out.

5 cases of infestation by cockroaches were also met with. In two of the cases, where it was possible to apply the solution during the time the vessels remained in port, the necessary measures were taken, and satisfactory results were obtained. On account of their wider distribution through the ships, the problem of ridding vessels from cockroaches by spraying with solution presents greater difficulties than those met with in dealing with bugs. It is only where they are found thickly clustered around warmed pipes, etc., that the best results can be obtained.

#### *Closet Accommodation.*

12 of the smaller vessels were found to be without closet accommodation for the use of their crews. These were dealt with, and in 4 of the cases, closets have been provided. In 6 cases the owners have promised to carry out the necessary work at the first convenient opportunity, and in 2 cases satisfactory arrangements have not yet been arrived at.

#### **Food Inspections.**

During the year 445 visits were made to ships discharging food cargoes. The larger portion of the foods dealt with consists of fresh fruit and vegetables, which are only a few hours in transit by the ships. Over three millions of packages of these classes of foods were imported during 1925, and these were all found to be in a very good condition.

The articles of food requiring most attention were those classed as "British Returns," which were sent back from the Channel Islands for various reasons. 19 consignments of these goods were detained as unsound. 17 consignments were destroyed, and two consignments were sorted, the unsound portions being destroyed.

# Number of Ships Inspected in the Port during the Year 1925.

Nationality	Where Inspected.	
	Weymouth,	Portland
British ...	136	287
Danish ...	0	28
Norwegian ...	0	24
Spanish ...	0	21
German ...	1	14
French ...	8	4
Greek ...	0	9
Swedish ...	2	6
Italian ...	0	5
Irish Free State ...	0	4
Finnish ...	1	2
Dutch ...	0	2
Jugo-Slavian ...	0	2
Belgian ...	0	2
Lithuanian ...	0	1
American ...	0	1
Hungarian ...	0	1
	<hr/> 148	<hr/> 413
Classification.		
Steamships (from Foreign) ...	4	143
Sailing Vessels (from Foreign)	9	9
	<hr/> 13	<hr/> 152
Steamships (from Coastwise)	112	130
Sailing Vessels (from Coastwise)	22	114
	<hr/> 134	<hr/> 244
Steam Fishing (from Foreign)	2	16
Total number of Vessels Inspected		561
Re-inspections after Notices given ...	...	94
Inspections of Coal Hulks ...	...	40
Inspections of Water Boats ...	...	14
Visits to Ships discharging Food Cargoes ...	...	445
Examinations of Vessels re Rats and Mice		
(Destruction) Act ...	...	137
		<hr/> 1291



**Cases of Infectious and Other Diseases landed and conveyed to the Port Sanitary Hospital, at Ferry Bridge.**

Dysentery	...	...	...	3
Continued Fever	...	...	...	1
Other Diseases of a Non-infectious character	...	...	...	4

Three cases of accidents, and one case of sickness were landed and removed to the Weymouth and District Hospital.

Two cases of accidents were landed, and the patients proceeded to their homes.

The death of one passenger occurred upon a ship bunkering in Portland Harbour, from sickness of a non-infectious character.

Number of Ships Quarters disinfected	...	...	...	5
Number of Articles disinfected	...	...	...	140
Number of Dirty or Infected Beds destroyed	...	...	...	3
Number of Water Tanks cleansed, and fresh supplies obtained	...	...	...	5

**Number of Nuisances found during Inspections.**

Nuisances.	Number Found.	Number Abated.	Abatement Promised.	Not Abated.
Foul or Defective W.C.'s	94	44	47	3
Foul or Defective Urinals	1	1	0	0
Dirty Wash-houses	14	5	9	0
Lavatory Wastepipes Choked	2	0	2	0
Forecastles requiring cleansing, repainting, etc.	52	18	32	2
Defective Overhead Decks to Forecastles	23	6	16	1
Leaking Hawse Pipes causing dampness	32	12	19	1
Leaking Ports causing dampness	40	11	29	0
Living Quarters Damp from Condensation	3	0	3	0
Absence of, or defective Heating Apparatus in Forecastles	10	4	6	0
Insufficient Ventilation of Forecastles	4	2	2	0
Insufficient Lighting of Forecastles	4	0	4	0



Nuisances.	Number Found.	Number Abated.	Abatement Promised	Not Abated.
Decklights Defective ...	5	1	3	1
Verminous Condition of Forecastles (Bugs) ...	32	21	11	0
Ditto. (Cockroaches) ...	5	2	3	0
Ships Gear lying in living quarters ...	10	5	5	0
Choked Ventilators ...	6	5	1	0
Forecastle floors defective ...	2	1	1	0
Stagnant Water Lying in Living Quarters ...	2	0	2	0
Food Store Rooms in a Dirty Condition ...	3	0	3	0
Dilapidated Food Lockers ...	3	1	2	0
Choked Scuppers ...	3	2	1	0
Accumulations of Refuse on Ships ...	9	6	3	0
Ships without closet accom- modation ...	12	4	6	2
Water Tanks Dirty, Defec- tive, or Inaccessible for Proper Cleansing ...	5	4	1	0
Totals	376	155	211	10

	Notices Served.	Notices Complied with.
Informal ...	193	129
Statutory ...	0	0

In many of the ships dealt with, the Notices covered several nuisances.

Of the 376 nuisances found upon the various ships inspected, I was able to ascertain, as the result of re inspections, and from information received from other Port Authorities, that 155 nuisances had been satisfactorily abated.

Regarding the remaining 221, from the undertakings given by ship owners, and ship's officers, I think that much of the work has been carried out. This, however, can only be verified when the vessels again visit the port.

33 of the nuisances left outstanding from previous reports were found to have been satisfactorily abated, at subsequent visits of the ships concerned, during 1925.



The nationalities of the ships in which the nuisances were found to exist is given in the following table:—

Nationality.	Number of Ships.	Number where Nuisances existed.	Approx. Percentage.
British ... ..	423	142	33.56
Danish ... ..	28	9	32.14
Norwegian ... ..	24	11	45.83
Spanish ... ..	21	12	52.38
German ... ..	15	1	6.66
French ... ..	12	3	25.0
Greek ... ..	9	7	77.77
Swedish ... ..	8	3	37.5
Italian ... ..	5	1	20.0
Irish Free State	4	0	0.0
Finnish ... ..	3	2	66.66
Dutch ... ..	2	1	50.0
Jugo-Slavian ... ..	2	1	50.0
Belgian ... ..	2	0	0.0
Lithuanian ... ..	1	0	0.0
American	1	1	100.0
Hungarian ... ..	1	0	0.0
Totals ... ..	561	193	34.4

The following table shows the percentage of nuisances found upon ships from Foreign, as compared with ships from Coastwise, together with the number of Notices issued:—

*Number of Ships from Foreign:—*

	Number of Ships Visited.	Number where Nuisances were found	Approx. Percentage.	Number of Notices Issued.
Steamships ...	147	69	46.93	69
Sailing Vessels	18	7	38.88	7
Fishing Vessels	18	4	22.22	4

*Number of Ships from Coastwise:—*

Steamships ...	242	77	31.81	77
Sailing Vessels	136	36	26.47	36

In conclusion, I would like to express my thanks to the Chairman and Members of the Port Sanitary Authority for the kindly consideration that has been shown to me during the year, and also to the Officers of H.M. Customs, and the Manager and Staff of the Coaling Co., who have willingly assisted me, on many occasions.

I am, Sir,

Your Obedient Servant,

GEORGE H. SMITH,

*Port Sanitary Inspector.*



In conclusion, I would like to express my thanks to the  
Chairman and members of the Port Security Committee for the  
kindly consideration that has been shown to me during the  
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I am, Sir,

Yours obedient servant,

GEORGE H. SMITH.

Port Security Committee