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WEYMOUTH  
PORT HEALTH AUTHORITY.



ANNUAL REPORT

OF THE

Medical Officer

FOR YEAR ENDING

31st December, 1937.



BY

M. J. SAUNDERS, L.R.C.P., L.R.C.S.I.,

Medical Officer,

Weymouth Port Health Authority.







## WEYMOUTH PORT HEALTH AUTHORITY.

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

12th February, 1938.

Gentlemen,

In accordance with the duty imposed by the Ministry of Health, in the Sanitary Officers' Regulations, 1935, the following Report of the operations of the Weymouth Port Health Authority for the year 1937 is submitted in the form and sequence indicated in the Ministry's Circular 1659, dated 29th November, 1937.

Article XVII. (5) of the Regulations 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 XXVII. (18) of the Regulations 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.

### **Constitution of Port Health Authority.**

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

Until April, 1933, the Weymouth Port Health Authority consisted 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.

In April, 1933, a change in the Constitution of the Authority came about, owing to the alteration of boundaries which became necessary with the extension of the Borough of Weymouth, the elimination of the Weymouth Rural Area, and the inclusion of part of the Dorchester Rural Area within the district of the Port Health Authority. As a result of these changes the Port Health Authority still consists of fourteen members, but they are chosen by the respective riparian authorities as follows:

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

Four by the Urban District Council of Portland.

Two by the Rural District Council of Dorchester.



One by the Rural District Council of Wareham and Purbeck.

### **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 ship which in pursuance thereof, or of any directions given thereunder, shall be moored or anchored at the place appointed thereunder as aforesaid, or shall be on its way hither.”

### **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 full rateable value of their districts. The Councils of the Rural Districts of Wareham and Purbeck and Dorchester contribute according to one-half the rateable value of their riparian parishes.

TABLE A.

## 1.—Amount of Shipping entering the Port during the Year 1937.

	Number,	Tonnage.	Number inspected.		Number reported to be defective.	Number of vessels on which defects were remedied.	Number of vessels as having, or having had during the voyage, infectious disease on board.
			By the Medical Officer of Health.	By the Sanitary Inspector.			
Foreign :—							
Steamers ...	823	811537	28	156	46	12	9
*Motors ...	50	127615	—	15	2	2	—
Sailing ...	1	546	—	1	—	—	—
Fishing ...	7	135	—	5	1	1	—
	—	—	—	—	—	—	—
Total Foreign	881	939833	28	177	49	15	9
	—	—	—	—	—	—	—
Coastwise :—							
Steamers ...	1116	313672	7	387	72	33	5
*Motors ...	278	27343	—	226	19	15	1
Sailing ...	18	1627	—	7	1	1	—
Fishing ...	6	149	—	3	—	—	—
	—	—	—	—	—	—	—
Total Coastwise	1418	342791	7	623	92	52	6
	—	—	—	—	—	—	—
Total Foreign and Coastwise	2299	1282624	35	800	141	67	15
	—	—	—	—	—	—	—

\*Includes mechanically propelled vessels other than steamers.

TABLE B.

## II.—Character of the Trade of the Port.

## (a) Passenger Traffic during the year.

No. of Passengers.	1st and 2nd Classes.		3rd Class.	Transmigrants.
Inwards ...	61531		Nil	Nil
Outwards ...	66292		Nil	Nil



The above figures represent the passenger traffic between Weymouth and the Channel Islands.

One hundred and three passengers landed from West African Ports, 27 from French Ports, 4 from a Canadian Port, and 37 from a Chinese Port.

Fifty-five passengers embarked here, during the year, for Continental Ports.

### **(b) Cargo Traffic.**

#### **(1) Principal Imports.**

The principal imports are fruit, vegetables, and eggs from the Channel Islands and the North of France. Cargoes of oil cake, building materials, road stone, coal, oil, and flour, from both foreign and coastwise, are also discharged here.

#### **(2) Principal Exports.**

The Port is chiefly used for the supply of bunker coal to steamers from the hulks in Portland Roads.

The exports at Weymouth consist mainly of general food stuffs, hardware, corn, agricultural machinery, and artificial manures, in transit to the Channel Islands.

At Portland the principal export is building stone.

#### **(3) Foreign Ports from which vessels arrived during 1937 :—**

Algiers, Antwerp, Axim, Bahia Blanca, Barcelona, Bilbao, Bombay, Bona, Bordeaux, Bremen, Brest, Buenos Aires, Calais, Calcutta, Colombo, Copenhagen, Dakar, Duala, Dunkirk, Hamburg, Havre, Hong-Kong, Karachi, Lagos, La Pallice, Las Palmas, Malaga, Marseilles, Monte Video, Montreal, Nantes, Odessa, Oporto, Piræus, Port of Spain, Port Said, Rangoon, Roscoff, Rosario, Rotterdam, Rouen, Shanghai, Stockholm, Valencia, Warri, and Yokohama.



### **III.—Source of Water Supply.**

#### **(a) For the Port.**

The water supply for drinking purposes is obtained directly from the public supply, both at Weymouth and Portland.

#### **(b) For Shipping.**

Vessels coming alongside in Weymouth Harbour and at Castletown Pier, Portland, are supplied directly from the mains on shore, by hosepipes. Vessels in the Roads are supplied from the water boats, which have obtained their supplies directly from the mains at Portland.

#### **(c) Number of Water Boats and their Sanitary Condition.**

There is one water boat, carrying three galvanized iron tanks. Each of the tanks holds eight tons of water. The steam tug "Portwey" has three water tanks of a total carrying capacity of 33 tons. The tanks have been periodically examined during the year, and were found to be kept in a clean condition.

### **IV.—Port Health Regulations, 1933.**

#### **(1) Arrangements for dealing with Declarations of Health.**

The master of every foreign-going vessel approaching the Port is supplied with a copy of the form of declaration of health by the pilot boarding the vessel. It is customary in this Port for all foreign-going vessels to be boarded by a pilot on approach. The declaration when completed by the master is handed to the Customs Officer or Officer of the Port Health Authority, whoever is first to arrive on board. If the answer to any of the health questions on page 1 of the declaration is in the affirmative, free pratique will not be granted by His Majesty's Customs until the vessel has been visited by the Port Medical Officer. Officers of the Port Health Authority, arriving on board before the Officer of Customs, complete an "All Clear" certificate, when circumstances permit, to be delivered to the Customs Officer on his arrival. Health



declarations tendered to, and in the possession of His Majesty's Customs, are collected and filed by the Sanitary Inspector.

In addition to those supplied to pilots, Health Declaration forms are also in possession of His Majesty's Customs and of the Shipping Agents, who issue them to masters of outward-bound vessels when circumstances indicate.

## **(2) Boarding of Vessels on Arrival.**

The following classes of vessels are boarded by the Medical Officer of Health on their arrival:—

(a) All vessels flying the Two Flag Signals, "Q.Q." or "Q.L.," by day, or showing the appropriate lights, by night.

(b) All vessels in relation to which a declaration of health has been completed, and in which the answer to any of the questions on page 1 is in the affirmative.

(c) All vessels which, although they may possess a clean declaration of health, have come from or called at any foreign port or seaboard which is included in the list prepared in pursuance of the provisions of Article 11.

(Article 11 provides that the Medical Officer shall from time to time prepare and keep up to date a list of foreign ports and seabords which are infected or believed to be infected or which serve an area infected or believed to be infected with plague, cholera, yellow fever, typhus fever or small-pox, and shall supply copies of every such list and any amendment thereof to the pilots and Customs Officers employed in the district. In the preparation and amendment of such lists, the Medical Officer shall take into account all information sent to him from time to time by the Minister).

The Medical Officer, when boarding vessels during the daytime, is usually accompanied by the Port Sanitary Inspector. All vessels entering the Port are boarded by His Majesty's Customs, and vessels arriving from ports South of Brest and North of the Elbe are boarded by pilots from their cutter in Weymouth Bay.



The Sanitary Inspector, in addition to boarding vessels at their berths in Weymouth Harbour, Castletown Wharf and the Admiralty Pier, also boards vessels at anchor in Portland Harbour and Weymouth Bay.

The Authority do not possess a launch of their own for boarding purposes, but a motor-launch is hired for the use of the Sanitary Inspector. The Agents' tugs and the Customs' motor-launch are also frequently available, and are generally used by the Medical Officer when his presence on board is required.

**(3) Notification to the Authority of inward vessels requiring special attention (wireless messages, land signal stations, information from pilots, Customs Officers, etc.).**

Vessels arriving from ports South of Brest and North of the Elbe must be navigated into the Port by either a licensed pilot, or a master or mate holding a license from the Weymouth Sub-Commissioners. Masters of vessels arriving from the scheduled list of ports, or having infectious or suspected infectious disease on board, are instructed by the pilots to hoist the quarantine flag by day and the quarantine lights by night, and to anchor in the Roadstead, pending examination by the M.O.H. On the arrival of such vessels in the Roads the M.O.H. is informed by telephone, by H.M. Customs. The agents of the vessel also notify the M.O.H. The M.O.H., Deputy M.O.H., and Sanitary Inspector have each a telephone at their private residences. Notification of arrival of vessels is also sometimes received from H.M. Signal Station, Grove Point, and from wireless messages.

When there is dangerous infectious disease actually on board, the vessel usually sends out a wireless message, which is transmitted to the Medical Officer of Health.

Wireless messages are also sometimes sent to the Shipping Agents by vessels sailing from infected ports, notifying the time of arrival. The nearest receiving station for wireless messages is Niton (Isle of Wight), over 40 miles distant. The Admiralty has a receiving and transmitting station at Portland Bill, but wireless messages from merchant ships cannot be received there.



There are, however, no actual arrangements for receiving intimations of approaching infectious disease, and application was made to the Ministry of Health, under Article 6 (1) of the Regulations, to have the district of this Authority included in any provisions which were being made with a view to the application of this section of the Regulations. The Ministry, however, replied that it would be inexpedient to include the smaller ports under the provisions of this section of the Regulations, until the practical working of the machinery contemplated by this Article had been examined in a few of the larger ports.

**(4) Mooring Stations designated under Article 10: (a) within the docks, (b) outside the docks.**

Article 10 provides that in every district one or more mooring stations within the docks shall be established by the Health Authority with the concurrence of the Customs Officer and the Harbour Master in such a situation as to enable a ship to be moored without coming into contact with other ships or with the shore. Provided that the Medical Officer, with such concurrence as aforesaid, may designate as a special mooring station for any particular ship some place so situate as aforesaid other than an established mooring station, and any special station so designated shall in relation to that ship be deemed to be a mooring station.

Owing to the acute congestion which usually prevails in the docks at Weymouth and Portland it was not found possible to establish a special mooring station within the docks for infected or suspected ships. It was, therefore, arranged with the concurrence of the Customs Officer and Harbour Master, and with the approval of the Ministry, that such ships will be allowed to proceed to their ordinary berths within the docks, but will be breasted off until the arrival of the Medical Officer.

Article 10 also provides that an additional mooring station outside the docks shall be established by the Health Authority with the concurrence of the Customs Officer in every district in which a satisfactory mooring station can be so established.

In order to comply with this section of the Article, it has been agreed with the Chief Officer of Customs that the old



mooring station in Portland Harbour be the new mooring station under the Regulations for quarantine purposes.

The arrangement for breasting off infected or suspected ships at their ordinary berths within the docks is purely a formal compliance with the Regulations, as steps have been taken to prevent such ships from entering the docks in the first place, unless it is a case of minor infectious disease which has to be dealt with. The outer mooring station in Portland Harbour is within hailing distance of all ships passing into the Weymouth Docks and Portland Dockyard, and the Harbour Masters concerned have agreed that any infected or suspected ship with the docks as their objective shall be directed in good time to proceed to the outer mooring station for inspection by the Medical Officer.

**(5) Particulars of any standing exemptions from the provisions of Article 14.**

This Article provides that where a ship (whether a foreign-going ship or not) arrives in a district from a foreign port and it appears to the Customs Officer from answers to questions in a declaration of health or from answers to enquiries made by him or otherwise—

- (a) That during the voyage (or, where the voyage has lasted more than six weeks, during the last six weeks) there has been on the ship a death from illness suspected to be of an infectious nature or a case of such illness; or
- (b) That the ship has called at a port or seaboard included in the list referred to in Article 11; or
- (c) That during the voyage (or, where the voyage has lasted more than six weeks, during the last six weeks) plague has occurred or been suspected amongst rats or mice on the ship or sickness or death not attributable to poison or other measures for destruction has occurred amongst the rats or mice on the ship;

he shall direct that the ship shall be taken to and detained at a mooring station unless the Medical Officer or other authorised officer of the Health Authority otherwise allows.

It has been deemed advisable for the present not to grant any standing exemptions from the provisions of this Article.



**(6) Experience of working Article 16.**

This Article contains the important new provision that where a ship (whether "foreign-going" or not) arrives from a foreign port no unauthorised person may board or leave the ship until it is free from control. It also gives the Medical Officer power, before granting permission to any person to leave a ship, to require him to state his name and his intended destination and address, and to give any other information which the Medical Officer may reasonably think necessary for transmission to the Local Authority of the area within which the intended place of destination of the person is situate.

No difficulty has been experienced in working Article 16 in this Port, as all ships coming under control of the Regulations are either anchored at the outer mooring station, or, if having on board only minor infectious disease, are breasted off at their usual berths until the arrival of the Medical Officer.

**(7) What, if any, arrangements have been made for:—****(a) Premises and waiting rooms for medical examination.**

None are provided in this Port.

**(b) Cleansing and disinfection of ships, persons and clothing and other articles.**

The method used for disinfection of quarters varies according to the nature of the infection. For bacterial infections, the quarters are sprayed with formaldehyde solution, and subsequently thoroughly cleansed and freely ventilated. Where an insecticide is indicated, fumigation with sulphur dioxide (liberated from cylinders of the liquid gas) is employed, and the rooms are left sealed for eight hours. In addition, in some cases, the woodwork is treated for the destruction of bugs. For this a mixture containing soft soap, paraffin, crude coal tar disinfectant, and water is sprayed or applied hot with a mop and brushed thoroughly into the crevices.

When persons have been required to be cleansed and freed from vermin, the Port Sanitary Hospital was used for this



purpose until it was closed down at the end of 1933. Arrangements have since been made with the Weymouth Borough Council for such measures to be carried out at their Isolation Hospital. The same arrangements have been made with regard to clothing and other articles, which are conveyed to the disinfecter of the Weymouth Borough Council, when disinfection is required.

**(c) Premises for the temporary accommodation of persons for whom such accommodation is required for the purposes of the Regulations.**

Until the end of 1933, the Port Sanitary Hospital at Ferry Bridge was used for this purpose, and, as from the date of its closing down, arrangements have been made with the Weymouth Borough Council for their Isolation Hospital to be used as required.

**(d) Hospital accommodation available for Plague, Cholera, Yellow Fever, Small-Pox, and other infectious diseases.**

Until 1933 accommodation was available for all infectious diseases at the Port Sanitary Hospital, with the exception that if Small-Pox cases were isolated at the Hospital, other accommodation would have to be found at isolation hospitals in outside areas for infectious cases other than Small-pox requiring isolation from shipboard.

Arrangements now made with the Weymouth Borough Council are as follows:—All cases of infectious disease, with the exception of Small-Pox, will be accommodated at the Weymouth Borough Isolation Hospital. An agreement was in force with the Weymouth Corporation for the isolation of cases of Small-pox, at the old Weymouth Rural Isolation Hospital. The Corporation has disposed of this hospital, and fresh arrangements for the isolation of cases of Small-pox are under consideration by the Port Health Authority.

**(e) Ambulance Transport.**

Motor ambulances, provided by the Public Authorities of Weymouth and Portland, are available for hire at any time during the day and night.



**(f) Supervision of Contacts.**

Where it appears reasonably necessary to prevent the spread of infection either in the district of the Health Authority or elsewhere, contacts are prohibited from leaving ships until the requisite arrangements have been made for their cleansing or disinfection as soon as they land, and then only on condition that they shall proceed to the place appointed for that purpose, which is now the Weymouth Borough Isolation Hospital.

In addition to the above precautions, all contacts are required to give to the Medical Officer the precise address to which they are proceeding in the first place after landing, so that the Medical Officer of Health of the district concerned may be informed, and if they change their address at any time within 14 days of disembarkation, they are warned to notify forthwith their new address to the Medical Officer of the Weymouth Port Health Authority.

In order to facilitate matters in this respect, and make it easier for these requirements to be fulfilled, all contacts, before leaving ships, are supplied with printed postcards (Form P.S.3) which contain all the necessary instructions with regard to their obligations under Article 16 (3) of the Regulations, and which require only a few spaces to be filled in before posting.

**(8) Arrangements for the Bacteriological or Pathological Examination of Rats for Plague.**

Specimens of rats are sent from time to time to the Seamen's Hospital, London, for bacteriological examination, where an examination of spleen smears is a routine practice, in the absence of mortality. With a mortality, a closer examination is directed.

**(9) Arrangements for other Bacteriological and Pathological Examinations.**

Specimens of blood, stools, etc., are also sent to the Seamen's Hospital for examination, where this appears to be desirable.



Pathological material, in connection with Venereal Diseases is sent to the County Laboratory, Hants.

**(10) Arrangements for the Diagnosis and Treatment of Venereal Disease among Sailors under International Arrangements.**

Enquiries are made on all ships entering the Port, either by the Medical Officer or the Port Inspector, as to the occurrence of Venereal Disease on board. Notices of warning as to the dangers of neglect of proper treatment of these diseases, and giving the address and hours of the nearest Clinic, are handed to the master. Information is also given to seamen suffering from Venereal Disease, and who are proceeding to other towns, as to where treatment can be obtained.

In accordance with the suggestions made by the Special Commission on the Application of the Brussels Agreement in their second communication issued in January of this year, the Port Authority has also furnished all necessary information on the treatment of Venereal Disease to the local Consuls, and Seamen's Homes, in order that seamen may readily obtain the information from these sources.

Until the end of 1933 the Port Sanitary Hospital contained a Venereal Diseases Clinic, which was provided by the Dorset County Council. A number of beds were always available for seamen. Owing to the closing down of the hospital there is now no Venereal Diseases Clinic in connection with the Port. The nearest Clinic is at Dorchester, but is of little practical use for seamen, owing to its distance from the Port. A new Clinic, however, will be opened in Weymouth by the Dorset County Council during 1938, and will offer much greater facilities for the treatment of seamen.

**(11) Arrangements for the Interment of Dead.**

A ship entering the Port with a dead body on board is immediately visited by the Medical Officer, with a view to examining the body and making any necessary enquiries regarding the cause of death. If it is believed that death was due to an infectious disease, the body is removed to the mortuary of the Isolation Hospital used in connection with the Port. If death was due to causes not of an infectious nature, the body is removed to the nearest public mortuary. In either case the body is detained in the mortuary pending the Coroner's instructions.

Interment of infectious cases is carried out in a local burial ground under the supervision of the Health Authority, while interment of non-infectious cases may be carried out locally, or



the body sent by rail to deceased's home by arrangement with the shipping agents.

**(12) Other matters, if any, requiring or receiving attention.**

None.

**TABLE C.**

**Cases of Infectious Sickness landed from Vessels.**

Disease.	No. of Cases		No. of Vessels.	Average No. of Cases for previous 5 years.
	Passengers.	Crew.		
Chicken-Pox ... ..	—	1	1	Nil
Acute Syphilis ... ..	—	2	2	0.2

**TABLE D.**

**Cases of Infectious Sickness occurring on Vessels during the voyage, but disposed of prior to arrival.**

Disease.	No. of Cases during the year.			No. of Vessels.	Average No. of Cases for previous 5 years.	
	Passengers.	Crew.	concerned.			
Influenza	...	...	—	18	7	4.8
Malaria	...	...	—	5	3	6.8
Dysentery	...	...	—	4	2	0.2

No cases of Plague, Cholera, Yellow Fever, Small-Pox, or Typhus occurred, and no plague-infected rats were discovered during the year.

**V.—Measures Against Rodents.**

**(1) Steps taken for Detection of Rodent Plague.**

**(a) In Ships in the Port.**

All vessels arriving from ports where plague is known to exist are boarded by the M.O.H., and the crews and passengers examined. Careful enquiries are made as to the evidence of the existence of plague among rats on board, i.e., whether any sick or dead rats have been seen, and the date and place of the last fumigation. A close examination is made by the Sanitary Inspector on the discharge of a cargo, on ships arriving from a foreign port, as to the presence of any mortality among the rats on a ship—such mortality would be found either on the



opening of the hatches, or even quite late in the discharge of cargo.

As vessels from infected ports very rarely discharge any cargo here, action is limited to the time the vessel is alongside the coal hulks, or at anchor in the Roads. During this period, trapping is insisted upon, and if rats are caught specimens are sent for bacteriological examination.

**(b) On Quays, Wharves, Warehouses, etc., in the vicinity of the Port.**

A similar careful watch for mortality among rats is kept on quays and wharves. Specimens of rats caught are sent from time to time for bacteriological examination. Wharves and warehouses along the quay sides are not within the jurisdiction of the Weymouth Port Health Authority.

**(2) Measures taken to Prevent the Passage of Rats between Ships and the Shore.**

The vessels which enter Weymouth Harbour, and those coming alongside the Admiralty Pier, and Castletown Wharf, are of the smaller type of vessel. Very rarely do they come from infected ports. In connection with these craft, very little is done in the way of rat guards. For rat guards to be effective, the vessels should be breasted off from four to six feet. This would increase very considerably the cost of loading and unloading, and, in the circumstances, would not be justified. To put rat guards on the mooring ropes of these vessels, which lie close to the Quay and have a low free-board, has been found useless, as rats can easily pass over the ship's side. In the case of vessels where there is a risk of plague importation, all efficient precautions would be taken, i.e., breasting off from the Quay, rat guards on all mooring ropes, gangways carefully watched, etc.

Vessels discharging cargoes of grain from foreign ports are dealt with under the Rats and Mice (Destruction) Act, 1919, and the Port Sanitary Regulations, 1933. Instructions have been printed, and are placed on board the vessel when she comes alongside, requesting that (1) the ship is to be moored not less than six feet from the wharf, (2) gangways to be removed at night after working hours, and (3) rat guards to be placed on all hawsers leading from the ship to the shore. Should there be an insufficient number of rat guards, the hawsers are to be frapped with canvas, and freshly tarred every night, as a temporary measure.



If there is evidence of rats on ships, articles of cargo likely to harbour rats are examined before going overside; gangways pulled inboard at night, and ports on the quayside closed.

The great source of danger in the Port is the passage of rats between ships arriving from infected ports and the coal hulks. An attempt was made a few years ago, in conjunction with the Coaling Companies, to obviate this danger. Rat guards were provided by the Coaling Company, and they agreed to breast off the ships six feet from the coal hulk. The breasting of the vessel off from the coal hulk was found to endanger the ship during heavy weather. When the vessel was not breasted off, the usefulness of the rat guards ceased. The position was about the same, as with ships close to the quay, with a low free-board. It was also found that the force of the wind, the rise and fall of the ship, and the chafing of adjacent ropes, threw them out of position and rendered them useless. The most that can be accomplished (unless there is a risk of Plague importation) as a routine measure, is to see that ports are closed and openings screened on the side next to coal hulks. The side next to the coal hulk has to be kept brilliantly lighted after sunset. As soon as coaling is finished, the vessel has to move away from the coal hulk. Trapping has to be carried on whilst the vessel is in the Port.

### **(3) Methods of Deratisation of:—**

#### **(a) Ships.**

Trapping is practically the only method employed. Poison baits are occasionally used. When required, fumigation with sulphur, 3lbs. per 1,000 cubic feet of space; lowest limit of time, six hours. As the ships arriving in the Port are loaded or part loaded and discharge their cargo elsewhere, fumigation is not carried out. Notices are sent to the ports of discharge if rats are discovered.

#### **(b) Premises in the vicinity of Docks and Quays.**

No rat catcher is employed by the Authority. A part-time rat catcher is employed by the Admiralty, who looks after that portion of the Admiralty wharf where mercantile vessels discharge. Poison, traps, cats, dogs and a constant watch is



kept where most necessary, by the Sanitary Inspector. Similar measures are taken by the adjoining local authorities, in connection with the buildings and stores in the vicinity of the quays. It is only by repeated attention and the frequent removal of gear and ropes, the daily clearing of all rubbish (not only from sheds, but from the wharves), that rats can be prevented from finding harbourage. Without the willing assistance of owners in this matter little can be done.

**(4) Measures taken for the Detection of Rat Prevalence in Ships and on Shore.**

(a) The ship is examined in all parts, more especially the main store room, for evidence of rats; noting the quantity of "droppings" and whether they are fresh or stale, (2) the presence of foot marks or tail marks, (3) gnawing of woodwork, (4) the presence of runs or holes, (5) damage to cargo, (6) enquiries from the master and crew.

(b) On Shore. The evidence looked for on quays, wharves and sheds is the same as that on ships. Baits are laid down by the Sanitary Inspector from time to time, and one judges on the number taken, whether there are many rats or not.

To combat the incidence and spread of Plague, the measures to be taken must be world-wide in their application, and hence arose the International Sanitary Conference of 1926. The findings of that Conference were embodied in a series of provisions, one of which (Article 28) requires "All ships except those engaged in national coastwise service shall be periodically deratised, or be permanently so maintained that any rat population is to be kept down to a minimum." The object of Article 28 of the Convention is to reduce to a minimum the rat population of ships without subjecting shipping to the expense of a routine fumigation. Article 28 should lead to uniformity of practice throughout the world, and for this reason it is welcomed. In conformity with the above provisions, the Ministry of Health have issued the Port Sanitary Regulations, which came into operation on May 1st, 1933.

Briefly, the purpose of these Regulations is to require



every ship to have a certificate either that fumigation, trapping, or other methods of destroying rodents have been carried out under proper supervision, or that, after inspection, it was found that owing to the absence of, or the small number of rats on board, no measures against rats were necessary.

The former certificate is known as a Deratisation Certificate, the latter as a Deratisation Exemption Certificate. The certificate must be renewed every six months, but if a ship is proceeding to its home port the validity of the certificate is extended to seven months.

The Weymouth Port Health Authority is included amongst the ports in England and Wales at which the issue of these certificates is authorised.

#### **(5) Rat-proofing.**

##### **(a) To what extent are Docks, Wharves, Warehouses, etc., Rat-proof?**

Recently, the reconstruction of the passengers' landing stage, at Weymouth, has been completed. The old wooden piling, etc., has been replaced with concrete, and a great improvement effected. New sheds have been erected, and the facilities for rat harbourage have been reduced to a minimum.

There are no sheds at either Weymouth or Portland for accumulating stores. Inward cargo is loaded directly from the ships to the trucks, and replaced by goods for immediate shipment. There is actually no storage.

##### **(b) Action taken to extend Rat-proofing.**

##### **(1) In Ships.**

When the Port Inspector on his visit to a ship finds evidence of gnawing in storerooms or food lockers, instructions are given for their repair in order to render them rat proof. On a vessel properly rat proofed, it is impossible for rats to run from hold to hold or from hold to storeroom in search of water, food, or nesting places, and a number of vessels of all nationalities are now constructed with due regard to this



factor. On the older vessels, no attempts were made even to partially rat proof the vessels, and consequently it is very difficult to eliminate all rat harbourage and runs. An effort, however, is being made by a careful survey of the ships, and listing the defects, with a view to rat proofing. With the exception of the holds these defects can be remedied without interfering with the ordinary work on the vessel. It would be a decided step forward if it was made compulsory to rat proof cabins, crew places, and storerooms in all newly-constructed vessels.

**(2) On Shore.**

The wharves, quays, and land adjoining are outside the jurisdiction of the Authority.



# Rats destroyed during the year.

TABLE E.

(1) On Vessels.

	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total in Year.
Number of Rats.													
Black	—	3	9	3	5	2	6	5	5	6	3	4	51
Brown	4	3	5	1	—	1	2	3	—	2	1	3	25
Species not recorded	—	—	—	—	—	2	—	1	—	—	—	—	3
Examined	—	—	—	—	—	0	—	0	—	—	—	—	0
Infected with plague	—	—	—	—	—	—	—	—	—	—	—	—	0

TABLE F.

(2) In Docks, Quays, Wharves, and Warehouses.

	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total in Year.
Number of Rats.													
Black	1	3	2	2	1	4	3	2	—	3	6	2	29
Brown	24	43	40	38	23	44	34	29	41	41	64	29	450
Species not recorded	—	—	—	—	—	—	—	—	—	—	—	—	—
Examined	—	1	1	2	—	—	2	—	1	1	1	1	10
Infected with plague	—	0	0	0	—	—	0	—	0	0	0	0	0







## VI.—Hygiene of Crews' Spaces.

**TABLE J.**

### Classification of Nuisances.

Nationality of Vessel.	Number inspected during the year.	Defects of original construction.	Structural defects through wear & tear.	Dirt, Vermin & other conditions prejudicial to health.
British	... 691	0	102	166
Other Nations	109	0	35	22
Totals	800	0	137	188

## VII.—Food Inspection.

### (1) Public Health (Imported Food) Regulations, 1925—1935.

The following table supplied by the Food Inspector shows the quantities of foods detained as unsound, and the action taken during the year:—



Foods.	Quantities.	Dates Detained.	Action taken.
1 Turkey	15 lbs.	2. 1.37	Surrendered and destroyed
French Broccoli	223 lbs.	25. 1.37	Surrendered and destroyed
French Broccoli	919 lbs.	28. 1.37	Surrendered and destroyed
12 Canadian Chickens	55 lbs.	4. 3.37	Surrendered and destroyed
French Broccoli	17 lbs.	17. 3.37	Surrendered and destroyed
2 crates of Radishes	79 lbs.	27. 4.37	Surrendered and destroyed
Tomatoes	12 lbs.	9. 6.37	Surrendered and destroyed
Lobsters	81 lbs.	17. 6.37	Surrendered and destroyed
Tomatoes	24 lbs.	23. 8.37	Surrendered and destroyed
Tomatoes	12 lbs.	25. 8.37	Surrendered and destroyed
Tomatoes	7 lbs.	18. 9.37	Surrendered and destroyed
Tomatoes	20 lbs.	25. 9.37	Surrendered and destroyed
1 Tinned Ham	14 lbs.	30.11.37	Surrendered and destroyed
Total weight of foods destroyed 13 cwt. 22 lbs.			3.12.37



No action was taken during the year under the Public Health (Imported Milk) Regulations, 1926, or the Public Health (Preservatives, etc., in Food) Regulations, 1925, to 1927.

## **(2) Shellfish.**

The shellfish beds, for which an Order for the relaying of shellfish for human food and for the efficient sterilization of cockles, winkles, mussels, razor fish, squins, and butterfish has been made, is defined in the Weymouth (Shellfish) Regulations, 1922, as "that part of the district which comprises Portland Harbour, and so much of the adjacent waters as lie to the west of a straight line drawn from the Southern extremity of Redcliffe Point to the Eastern extremity of Grove Point, including the Backwater of Weymouth Harbour."

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

No complaints were received during the year as to the collecting of shellfish, for the purposes of sale, from polluted foreshores within the district.

Other shellfish are found around the coast and consumed in Weymouth and the surrounding districts. Lobsters, crabs, crayfish and prawns—all are thoroughly cooked before being offered for sale to the public.

No case of Infectious Disease attributed to shellfish from these beds has been notified to your Medical Officer during 1937.

## **(3) Number of Samples of Food examined by:—**

- (a) Bacteriologist—nil.
- (b) Analyst—nil.

## **Cases of Sickness, etc., on Ships during 1937.**

<i>Date.</i>	<i>Ship.</i>	<i>Details.</i>
Jan. 5.	S.S. Cape Race	1 Fireman ill, suffering from complications following V.D. Removed to Weymouth and District Hospital.
,, 6.	S.S. Hartford	Boatswain suffering from Influenza. Declined a doctor.
,, 8.	S.S. Rutland	Captain suffering from Influenza. Declined a doctor.



<i>Date.</i>	<i>Ship.</i>	<i>Details.</i>
Jan. 8.	S.S. Godfrey B. Holt	1 A.B. in ship's hospital, suffering from Malaria. Now convalescent.
„ 8.	S.S. Rivelin	1 A.B. had an injured foot. Removed to Weymouth and District Hospital.
„ 9.	S.S. Fleswick	1 O.S. had an injured foot. Landed and went home to Swansea.
„ 11.	M.V. Roselyne	Captain, Engineer, Cook and 1 A.B. had had Influenza during the voyage, but were now well.
„ 11.	S.S. Clare Grammerstorf	Cook and 2nd Engineer had sustained broken legs, when a heavy sea broke on board, off the Hebrides. Both landed at Limerick.
„ 16.	S.S. Cian Mackellar	1 native Fireman suffering from Chicken-pox. Removed to Weymouth Isolation Hospital. 1 Trimmer landed at Greenwich, suffering from V.D.
„ 18.	M.V. Thomas M.	Captain had been landed at Porthoustock, suffering from a stroke.
„ 21.	S.S. Ellen	2nd Officer suffering from Influenza. Had been medically attended at Poole, on the 20th inst.
„ 26.	S.S. Pamela	1 A.B. suffering from Influenza. Attended by a doctor on shore.
„ 29.	S.S. Seven Seas Sound	1 Fireman suffering from a Pott's fracture. Removed to the Weymouth and District Hospital.
„ 30.	S.S. Norrix	Captain had had Influenza during the voyage, but was now nearly well.
Feb. 2.	M.V. Anglian Coast	Cook landed to hospital at Teignmouth, having received a blow on his leg, which ruptured a varicose vein.
„ 3.	S.S. Wilh Colding	Messroom Boy had an injured hand. Had been attended by a doctor at Poole, and 5 stitches inserted.
„ 27.	S.S. Saint Anselm	3rd Engineer suffering from Hernia, and Qr. Master suffering from Indigestion. Both medically attended on board.
Mar. 15.	S.S. Birker Force	Donkeyman suffering from V.D. To obtain treatment at Liverpool.
„ 22.	S.S. Hamsterley	Boatswain suffering from an injured leg, and an A.B. suffering from an injury to his hand. Both medically attended on board.
„ 29.	S.S. Clan Graham	2 Firemen and a Trimmer suffering from V.D. They had been under treatment at Capetown, and would again attend the Clinic, at Dundee.
„ 31.	T.S.S. Agamemnon	Chinese fitter and 1 O.S. suffering from V.D. Both under treatment by the Ship's Surgeon.
May 10.	S.S. John Holt	1 A.B. suffering from an injured leg. Medically attended on board.
„ 29.	S.S. Godfrey B. Holt	Messroom Steward suffering from a poisoned hand. He had been medically attended at Takoradi, and did not require a doctor.
„ 11.	S.S. Robert L. Holt	1 Fireman suffering from V.D. Removed him to Dorset County Hospital Clinic. Ship's Carpenter had died from an internal complaint, and was buried at sea.



<i>Date.</i>	<i>Ship.</i>	<i>Details.</i>
June 26.	S.S. Sea Venture	Donkeyman suffering from Dysentery, and 1 Fireman had fallen from the stokehold ladder and injured his hip. Both medically attended on board
July 9.	S.S. Canada	Saloon Waiter suffering from Appendicitis. Removed to the Weymouth and District Hospital.
,, 21.	S.S. John Holt	2 A.B.'s had suffered from Malaria, during the voyage, but were well on arrival.
,, 25.	M.Yacht Mem-bury	Owner's son suffering from Appendicitis. Removed to the Weymouth and District Hospital.
Aug. 9.	S.S. Godfrey B. Holt	1 Fireman and 1 A.B. had suffered from Malaria during the voyage, but were well on arrival.
,, 13.	M.V. Innishannon	1 A.B. suffering from V.D. Removed to the Dorset County Hospital Clinic.
,, 25.	Robert L. Holt	Cabin Boy suffering from an injury to his head. Medically attended on board.
,, 26.	S.S. Juliane	3 of the crew suffering from Gastro-enteritis. Medically attended on board.
Sept. 15.	S.S. Holmbury	1 Fireman landed at Buenos Aires, suffering from V.D.
,, 24.	M.V. Crown of Denmark	1 O.S. had an injury to his head. Medically attended on shore.
Oct. 9.	S.S. St. Helier	A passenger, Private Ronald Bennett, of the Sherwood Foresters, taken ill on the voyage, probably with Appendicitis. Removed to Weymouth and District Hospital.
,, 16.	S.S. Godfrey B. Holt	2nd Engineer suffering from a Chill, and 1 A.B. suffering from Indigestion. Both medically attended on board. A passenger landed at Lagos, suffering from a mental breakdown.
Nov. 10.	S.S. Arkleside	2nd Mate, Steward, 5 A.B.'s, and 2 Firemen suffering from mild Influenza. All medically attended on board.
,, 15.	S.S. Vizma	1 A.B. suffering from an injured leg. Had been in hospital for 3 weeks at Havre.
,, 18.	S.S. Koranton	1 A.B. died at sea from Asthma and Heart Failure. Buried at sea on Sept. 27th last.
,, 22.	M.V. Egret	2nd Mate suffering from Appendicitis. Removed to the Weymouth and District Hospital.
Dec. 11.	M.V. Mary Barrow	Captain nearly convalescent after an accident. Whilst discharging, a falling piece of coal had broken 4 of his ribs.
,, 16.	S.S. Asteria	1 A.B. dead, on board. Body landed for p.m. examination. Cause of death, heart failure.
,, 18.	S.S. Roi Albert	1 Fireman had been landed to hospital at Bona, suffering from an affection of the liver.

This concludes my Report for the year 1937, and I wish to express to the Chairman and Members of the Authority my



full appreciation of their courtesy and consideration. I am greatly indebted to the Officers of H.M. Customs for their willing co-operation, and to the officials of Messrs. Collins and Co. for their kindness in placing their tugs at my disposal for the boarding of vessels. To the Sanitary Inspector, Mr. G. H. Smith, I must also express my gratitude for his invaluable help in compiling this Report, and for the very efficient way in which he has carried out his duties during the year.

I am, Gentlemen,

Your obedient Servant,

M. J. SAUNDERS,

Port Medical Officer.

12th February, 1938.

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**Weymouth Port Sanitary Authority.**

Portland Harbour,

Dorset,

January 20th, 1938.

To Dr. M. J. Saunders,

Port Medical Officer of Health.

Dear Sir,

In accordance with the requirements of Art. XXVII. (18) of the Sanitary Officers (Outside London) Regulations, 1935, of the Ministry of Health, I herewith submit particulars as to my work during the year 1937, as Sanitary Inspector and Food Inspector to the Weymouth Port Health Authority.

258 ships were examined at Weymouth, and 542 at Portland, making a total of 800 for the year.

Defects, etc., were found in 141 of the vessels dealt with, and in 67 of these I was able to ascertain, by subsequent inspections, that the work required had been satisfactorily carried out.



# Particulars of Ships inspected in the Port during the year 1937.

Nationality.	Where Inspected.	
	Weymouth.	Portland.
British ... ..	226	465
Danish ... ..	0	13
Norwegian ... ..	1	4
German ... ..	0	7
French ... ..	12	3
Swedish ... ..	2	0
Spanish ... ..	0	7
Dutch ... ..	12	22
Greek ... ..	0	10
Jugo-Slavian ... ..	0	3
Belgian ... ..	2	2
Irish Free State ... ..	0	1
Finnish ... ..	3	0
Latvian ... ..	0	2
Estonian ... ..	0	2
Panamaan ... ..	0	1
Totals ... ..	258	542

## Classification :—

Steamships from Foreign ...	49	107
Motor Vessels from Foreign ...	8	7
Sailing Vessels from Foreign ...	1	0
Fishing Vessels from Foreign ...	4	1
Total Foreign ...	62	115

Steamships from Coastwise ...	108	279
Motor Vessels from Coastwise ...	85	141
Sailing Vessels from Coastwise...	0	7
Fishing Vessels from Coastwise.	3	0
Total Coastwise ...	196	427

Total Foreign and Coastwise ...	258	542
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### Nature of Inspections made during the year 1937.

Total Number of Vessels Inspected	...	...	...	800
Re-inspections after the giving of Notices...	...	...	...	30
Inspections of Coal Hulks	...	...	...	23
Inspections of Water Boats	...	...	...	13
Visits and Re-visits to Ships discharging Food Cargoes...				624
Visits in connection with the Deratisation of Ships, under the Port Sanitary Regulations, 1933	...	...	...	333
Total				1823

### Number and Results of Notices Served.

The following table shews the number of notices served during the year, and the number which I have found to have been satisfactorily complied with:—

	Notices served.	Notices complied with.
Informal	141	67
Statutory	0	0

103 of the nuisances dealt with in previous Annual Reports were found to have been satisfactorily abated, at visits to the Port, of the ships concerned, during 1937.

### Food Inspection.

518 visits, and 106 re-visits, were made to ships discharging food cargoes, during the year. 13 consignments of food were dealt with as unsound, and these were all destroyed. A list of the unsound foods is included in the Report.

During 1937, 252,312 packages of potatoes (10,886 tons), 196,343 packages of French broccoli and other vegetables (5,443 tons), and 4,460,025 packages of tomatoes and other fruits (28,496 tons) were landed in the Port.

In addition, 1,041 tons of flour, 21 tons of sugar, and 4 tons of fresh pork from the Channel Islands, were discharged here.



The total number of packages of foods landed in the Port during 1937 was 5,003,975.

I wish to express my thanks to the Chairman and Members of the Port Health Authority for the support and consideration which I have received from them during the year, and to the Officers of H.M. Customs and Excise and the Manager and Staff of the Coaling Co. for the assistance which has been so willingly accorded to me.

I am, Sir,

Your obedient Servant,

GEORGE H. SMITH,

Port Health and Food Inspector.











