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**WORKINGTON  
PORT HEALTH AUTHORITY**


# **Annual Report**

**of**

**The Port Medical Officer**

**A. HARGREAVES, MB., ChB., D.P.H.**

**FOR THE YEAR 1971**



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MEMBERS OF THE WORKINGTON  
PORT HEALTH AUTHORITY

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*Chairman:*

COUNCILLOR J. E. MILLER

(Workington Borough)

COUNCILLOR J. G. BARNETT (Cockermouth R.D.C.)

„ P. BENTLEY (Workington Borough).

„ J. BROWN (Cockermouth R.D.C.)

„ W. J. CONNOR (Workington Borough).

„ J. E. FRYER (Workington Borough).

„ G. SHORT (Workington Borough).

„ J. B. STALKER (Ennerdale R.D.C.)

„ W. C. WHALLEY (Workington Borough).

ALDERMAN W. A. WALKER (Workington Borough).

TOWN HALL,

WORKINGTON

*February, 1972.*

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

Mr. Chairman and Members,

It is with pleasure that I present to you my Annual Report for the year 1971. The lay-out of the report is in accordance with the revised Form Port 20, circulated to Port Authorities in December 1971, which calls for a full report this year and then, every fifth year. For the intermediate years only changes which have occurred during the year need to be mentioned in certain sections.

The steady downward trend in the total number of vessels arriving in the Port since 1968 continued, the foreign arrivals having dropped considerably, but the coastal arrivals increased slightly. The total weight of imports has fallen by almost one third of last years, the main factor being a drop of 292,403 tons in imported ore. Exports rose by a similar proportion, mainly machinery and iron and steel.

The increasing use of the dock for the import of chemical not associated with the Steel Works continued and it is to be hoped that this use of the dock develops in the future.

The general standard of hygiene of ships has remained at a high level and the continued absence of rodents and insect pests indicate the effective precautions being taken both on the ships and on the dock sides.

No infectious disease has been found on vessels and the vaccinal state of crews is being effectively maintained, each vessel being checked on arrival and Captains are, without exception, taking full advantage of the free service offered.

## SECTION I—STAFF.

<i>Name of Officer.</i>	<i>Nature of Appointment.</i>	<i>Date of Appointment.</i>	<i>Any Other Appointments Held.</i>
George McKay Porter, Solicitor	Clerk.	March, 1959	Town Clerk, Borough of Workington.
Antony Hargreaves, M.B., Ch.B., D.P.D.	Port Medical Officer of Health.	Appointed November, 1969	Medical Officer of Health, Borough of Workington. Urban Districts of Cockermouth, Maryport, Keswick and Rural District of Cockermouth. Western Area Medical Officer, Cumberland County Council.
Ronald E. Fletcher, M.B., Ch.B.	Deputy Port Medical Officer.	October, 1941	Private Practitioner
*†‡Donald A. Fogg,	Port Health Inspector	December, 1964	Chief Public Health Inspector, Borough of Workington.
*Charles E. Pearson	Assistant Port Health Inspector	November, 1948	Deputy Chief Public Health Inspector, Borough of Workington.

\*Holds the statutory qualifications as a Public Health Inspector.

†Holds the Meat and Other Foods Certificate of the R.S.H.

‡Holds the Smoke Inspectors Certificate.

Address and Telephone Number of the  
Port Medical Officer:—

PUBLIC HEALTH DEPARTMENT,

TOWN HALL, WORKINGTON.

PHONE: WORKINGTON 2251.

TELEGRAPHIC ADDRESS: PORTEALTH, WORKINGTON.

SECTION II.  
SHIPPING ENTERING THE PORT DURING THE YEAR.

<i>Ships from</i>	<i>Number.</i>	<i>Net Tonnage.</i>	<i>Number Inspected.</i>		<i>Number of ships reported as having, or having had, during the voyage, infectious disease on board.</i>
			<i>By the Medical Officer of Health.</i>	<i>By the Port Health Inspectors.</i>	
Foreign Ports	95	194,557	3	95	Nil
Coastwise	171	42,398	—	21	Nil
Total	266	236,955	3	116	Nil

SECTION III.

CHARACTER OF SHIPPING AND TRADE DURING THE YEAR.

*Passenger Traffic:*

Number of passengers Inwards ...	...	—	2
Number of passengers Outwards ...	...	—	0

*Cargo Traffic:*

The number of vessels arriving decreased by 28 as compared with 1970 imports decreased by 284,289 tons.

IMPORTS.

*Coastwise.*

	<i>Tons</i>
Petroleum ... ..	53,914
Chemicals ... ..	1,989
Non Metallic Minerals ... ..	2,043
	<hr/>
	57,946
	<hr/>

*Foreign.*

Ores and Scrap ... ..	554,339
Wood Pulp ... ..	3,842
Chemicals ... ..	23,242
Iron and Steel ... ..	9,649
	<hr/>
	591,072
	<hr/>
Total ... ..	649,018
	<hr/>

Exports increased by 11,486 tons as compared with 1970.

## EXPORTS.

### *Coastwise.*

					<i>Tons</i>
Coal and Coke	...	...	...		1,019
Iron and Steel	...	...	...		5,402
					<hr/> 6,421

### *Foreign.*

Iron and Steel	...	...	...		12,477
Machinery	...	...	...		27,835
Non Metallic Minerals	...	...	...		1,091
Metal Manufactures	...	...	...		57
					<hr/> 41,460
Total Exports	...	...	...		<hr/> 47,881

### *Ports from which Ships arrived.*

#### Foreign—95.

Holland	...	...	...	Rotterdam	...	...	...	3
Italy	...	...	...	Oristano	...	...	...	14
Morocco	...	...	...	Casablanca	...	...	...	1
Norway	...	...	...	Kirkenes	...	...	...	34
				Kristensund	...	...	...	1
				Mo-I-Rana	...	...	...	6
Poland	...	...	...	Stettin	...	...	...	4
Spain	...	...	...	Almeria	...	...	...	8
				Bilbao	...	...	...	1
Sweden	...	...	...	Gothenberg	...	...	...	1
				Hargshamn	...	...	...	4
				Husum	...	...	...	3
				Oxelosund	...	...	...	3
				Skutskär	...	...	...	1
				Udda Valla	...	...	...	2
West Africa	...	...	...	Nouadhibou	...	...	...	9

## Coastal—171

Ardrossan	...	...	2	Londonderry	...	...	3
Ayr	...	...	2	Manchester	...	...	2
Barrow	...	...	3	Mostyn	...	...	1
Belfast	...	...	5	Padstow	...	...	1
Britain Ferry	...	...	1	Penzance	...	...	1
Carbost (Skye)	...	...	1	Port Patrick	...	...	1
Cardiff	...	...	1	Preston	...	...	1
Dingle	...	...	1	Ramsay	...	...	1
Douglas	...	...	2	Runcorn	...	...	1
Dublin	...	...	1	Sharpness	...	...	2
Garlieston	...	...	1	Silloth	...	...	2
Garston	...	...	3	Sligo	...	...	1
Greenock	...	...	24	Stanlow	...	...	31
Heysham	...	...	48	Stornoway	...	...	1
Holyhead	...	...	6	Swansea	...	...	7
Kilroot	...	...	1	Warrington	...	...	1
Kirkwall	...	...	1	Waterford	...	...	1
Larne	...	...	2	Weston Point	...	...	1
Liverpool	...	...	5	Whitehaven	...	...	1
Loch Carron	...	...	1				

The number of vessels entering the Port during 1971 was 266 as compared with 294 in the previous year. The following table gives the numbers arriving since 1962.

<i>Year.</i>	<i>Number.</i>	<i>Total Net Tonnage.</i>	<i>Total Cargo Tonnage.</i>
1962	416	267,802	667,936
1963	424	274,154	611,994
1964	428	346,684	808,881
1965	418	320,180	764,383
1966	305	246,552	663,003
1967	312	205,203	373,582
1968	359	276,093	739,885
1969	318	345,772	982,841
1970	294	324,315	969,702
1971	266	236,955	696,899

The number, by nationalities, of the vessels entering Port were as follows:—

<i>Nationalities.</i>	<i>No. of Ships.</i>
British ... ..	177
Norwegian ... ..	31
Dutch ... ..	22
German (West) ... ..	16
Danish ... ..	7
French ... ..	7
Panamanian ... ..	2
Cypriot ... ..	1
German (East) ... ..	1
Liberian ... ..	1
Sweden ... ..	1
	<hr/>
	266
	<hr/>

#### SECTION IV—INLAND BARGE TRAFFIC.

Only coastal and foreign going vessels are handled, there being no navigable inland waterway leading to the Port.

## SECTION V—WATER SUPPLY.

The water supply for the Borough of Workington and for the Port is derived from the catchment area of Crummock Lake. The West Cumberland Water Board is responsible for the treatment and distribution of the supply and for the control of the gathering ground which extends over some 25 square miles of the Lakeland Fells some 10 miles from Workington.

The water being from an upland lake, is soft and slightly acid, treatment is carried out at the Cornhow Treatment Works at Loweswater to adjust the Ph value to about 7.0, to chlorinate the water and for the fluoridation of the supply by the addition of Sodium silico fluoride. The results of tests carried out by the Board and by the Borough Council have regularly shown a satisfactory supply with the correct levels of residual chlorine and no significant contamination.

	<i>No. of Ships Involved</i>	<i>No. of Samples Taken</i>	<i>No. Satisfactory</i>	<i>No. Unsatisfactory</i>	<i>Total</i>
Distribution Aboard					
Ships	3	3	3	—	3
Storage Aboard					
Ships	3	3	3	—	3

The dock side hydrants, hoses and hose connecting boxes are all regularly flushed and no evidence has been found of any contamination. There is no necessity for the use of water boats, on the few isolated occasions when vessels have required water while anchored off the port use has been made of the drinking water tanks on the tug to transport sufficient water for immediate use.

Many vessels coming from abroad have facilities for processing their own drinking water and sampling has proved this water very satisfactory.

## SECTION VI—PUBLIC HEALTH (SHIPS) REGULATIONS, 1952.

## LIST OF INFECTED AREAS.

The World Health Organisations Weekly Epidemiological Record is received directly by the H.M. Customs Officers and the Port Authority, and any information regarding Ports from which vessels are expected to arrive is immediately transmitted to the Pilots.

## RADIO MESSAGES.

When within a range of about 20-30 nautical miles vessels can be contacted directly from the Pier Head, the tug or the pilot cutter—outside this range communication can be established via Port Patrick radio station.

All incoming wireless messages are routed via the Workington Harbour and Dock Company who inform the appropriate officials by telephone.

## NOTIFICATION OTHER THAN BY RADIO.

The Authority has a telegraphic address and messages received by this means are transmitted directly by telephone to the official on duty at the time.

## MOORING STATIONS.

Mooring stations are provided in Workington Roads and in the case of Infected or suspect ships these would be used prior to docking after clearance. If the vessels are in the Port they would be breasted off the dock side or the berth would be isolated.

The officials of the Workington Dock and Harbour Company and the Dock Police are well aware of the strict precautions which are necessary should a vessel be found to be suspect and they would all work under the direct control of the Port Health Authority's Officers.

## HOSPITAL ACCOMMODATION.

This would be provided by the West Cumberland Group of Hospitals as required, except in the case of Smallpox (see Section VII).

## SURVEILANCE AND FOLLOW UP ON CONTACTS.

The Port Medical Officer is the Medical Officer of Health for the Borough of Workington and also Western Area Medical Officer for Cumberland County Council. The Port Health Inspectors are also Public Health Inspectors for the Borough of Workington so surveillance of vessels and follow up of contacts presents no problems. Should any contact have travelled outside Workington then the local Medical Officers of Health would be informed and contact established.

Cleansing and Disinfection of Ships and Persons would be undertaken by the Local Authorities Staff, steam disinfection of clothing and other articles being carried out at one of the local hospitals.

## SECTION VII—SMALLPOX.

Langley Park Isolation Hospital near Durham would be used if any case of smallpox or suspected smallpox was reported in the district. Transport of such a case is the responsibility of the Cumberland County Council the ambulance crews being fully protected by vaccination at all times.

Dr. D. G. Davies of the Public Health Laboratory Service, Carlisle, is the local consultant and his laboratory will assist in diagnosis.

The master of every foreign going vessel is advised that a free vaccination service is available so that all crew members are revaccinated within three years.

Thirty six crew members were vaccinated under this scheme as against 76 in 1970, 99 in 1969, 52 in 1968 and 11 in 1967.

## SECTION VIII—VENEREAL DISEASE.

Free confidential treatment for Venereal Disease is provided by a Local Medical Practitioner appointed by the Regional Hospital Board (Dr. R. N. R. Grant, 82, John Street, Workington).

This service is provided by appointment, treatment is also available at Workington Infirmary, Wednesday at 1900 hours, at West Cumberland Hospital, Whitehaven, on Monday at 13-30 to 17-00 hours and at Cumberland Infirmary, Carlisle.

Masters of vessels are supplied with detailed information as to treatment available on arrival and in all cases advice is given as to the necessity of early specialist treatment. Posters are displayed in the dock area giving this information.

During the year a minimum of four cases are known to have received treatment but as no direct information is available from the clinics the final numbers receiving treatment is not available.

The master of the Dutch vessel Orina Holmwerden, a regular arrival at the Port, reported that two of his crew had contacted VD while in the Port and supplied the names of the two females concerned. The appropriate action was taken by the Medical Officer and the girls received treatment.

SECTION IX—CASES OF NOTIFIABLE AND OTHER INFECTIOUS  
DISEASES ON SHIPS.

TABLE D.

<i>Category.</i>	<i>Disease.</i>	<i>Number of cases during the year.</i>		<i>Number of ships concerned.</i>
		<i>Passengers.</i>	<i>Crew.</i>	
Cases landed from ships from foreign ports	—	—	—	—
Cases which have occurred on ships from foreign ports but have been disposed of before arrival	—	—	—	—
Cases landed from other ships	—	—	—	—

On three vessels cases of sickness and injury were reported by the masters on arrival or during their stay in the port.

<i>Nationality</i>	<i>Complaint/Accident</i>	<i>Treatment</i>
Norwegian	stomach/liver trouble	removed to hospital
British	Boiler blow back.	
	Two men injured	removed to hospital
British	Epileptic attack	removed to hospital

In addition to the Smallpox vaccinations recorded in Section VII 118 seamen were given cholera vaccinations.

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

There have been no cases of Malaria reported during the year. All vessels carry anti-malarial drugs and Masters are well aware of the necessity of administering regular doses prior to arrival at known or suspect mosquito infested areas.

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

No action has been necessary under this section.

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

The Declarations of Health submitted by masters of foreign going vessels contain a statement as to the date of issue of the current deratting or deratting exemption certificate. This is checked on arrival and when the vessel is subsequently inspected for defects and presence of vermin, signs of rat infestation if present are noted and a full inspection of all spaces carried out after rat guards have been fitted to mooring ropes.

Bacteriological or pathological examination of rodents would be arranged with Dr. D. G. Davies of the Public Health Laboratory Service, Carlisle, who would arrange for any required examination as the necessity arises. No rats having been caught, none have been sent for examination this year.

Workington is approved for the issue of Deratting and Deratting Exemption Certificates and this work is extended to Whitehaven and Silloth as required. Arrangements have been made with Rentokil Ltd., who would carry out the deratting of any vessel with the appropriate chemicals immediately on request. No rats have been seen on vessels during the year.

Attention has been paid to the elimination of rats on the dockside areas and this, together with modern construction where due attention has been paid to rat proofing in the design, has led to a very great reduction in the infestation of vessels.

The demand for Rodent Control Certificates has been nil this year—no doubt preference is given to International Certificates as they involve less frequent inspections and enable the vessel to proceed to near foreign ports if the occasion should arise.

TABLE E.

Rodents destroyed during the year in Ships from Foreign Ports.

<i>Category.</i>						<i>No.</i>
Black rats	...	...	...	...	...	Nil
Brown rats	...	...	...	...	...	Nil
Species not known	...	...	...	...	...	Nil
Sent for examination	...	...	...	...	...	Nil
Infected with plaque	...	...	...	...	...	Nil

TABLE F.

*Deratting Certificates and Deratting Exemption Certificates  
Issued during the Year for Ships from Foreign Ports.*

<i>Number of Deratting Certificates Issued</i>					<i>Number of Deratting Exemption Certificates Issued.</i>	<i>Total Certificates Issued.</i>
<i>After fumigation with H.C.N.</i>	<i>Other Fumigant.</i>	<i>After Trapping.</i>	<i>After Poisoning.</i>	<i>Total.</i>		
—	—	—	—	Nil	20	20

## SECTION XIII—INSPECTION OF SHIPS FOR NUISANCES

TABLE G.

## INSPECTIONS AND NOTICES.

<i>Nature and Number of Inspections.</i>		<i>Notices served.</i>		<i>Result of serving Notices.</i>
		<i>Statutory Notices.</i>	<i>Other Notices.</i>	
British	62	Nil	1	Work required carried out
Foreign	54	Nil	1	Work required carried out
	116		2	

The 2 notices cover the following defects, nuisances or other conditions prejudicial to health:—

	<i>British.</i>	<i>Other Nationalities.</i>
Broken portlight .....	1	
Dirty provision store .....	1	
Dirty accommodation .....		1 Danish
Choked galley ventilators .....		1 Danish
	2	2
	—	—

SECTION XIV—PUBLIC HEALTH (SHELL FISH)  
REGULATIONS, 1934 AND 1948.

There are no shell fish layings or beds within the jurisdiction of the Authority.

SECTION XV. MEDICAL INSPECTION OF ALIENS.  
The Port is not approved for the landing of Aliens.

SECTION XVI—MISCELLANEOUS.

The Shipping Agent concerned would make all the necessary arrangements regarding burial etc. if a death due to infectious disease occurred or had occurred on board a vessel. The Port Medical Officer would supervise such action and the Port Health Offices would undertake the disinfection of the parts of the vessel involved and also make sure that the personal belongings of the deceased were properly dealt with prior to disposal.

An accident occurred on M/V Wellpark, a British vessel which had arrived from Kirkeness. One of the boilers blew back, an engineer sustained severe scalds and three broken ribs and another had minor scalds. The vessel was considerably delayed while repairs were carried out.

The British vessel La Colina arrived from Kirkeness, and the master reported that he had a stowaway on board. The person, a British subject, was healthy, and was allowed to land and proceed home.

In March the body of a local man was removed from the dock by the Police. He had been missing from his home for only a short time and had no doubt washed into the dock from the River Derwent.

Early in the year the dock gates were removed and new ones installed. For a period of about 6 weeks the dock became tidal and though small coastal vessels continued to arrive, the larger, mainly foreign going vessels were unable to dock.

The usual problem arose regarding the disposal of the carcasses of various animals which have been washed up on the beaches under the jurisdiction of the Authority. It has been found possible in every case to bury the carcasses at an adequate depth either where they rested or by moving them a short distance to a shingle bank on the normally rocky beach.

Towards the end of the year Mr. J. Z. Bridgewater, Secretary and Manager of the Workington Harbour and Dock Company, retired and I would like specially to place on record his unfailing helpfulness and kindness to the representatives of the Authority over the years and would wish him a very happy retirement.

I would like once again to thank the Dock Manager, Captain D. G. Thomas and his Staffs, both in the offices and on the dockside, the officers of H.M. Customs, the Pilots and the various shipping agents for their kind co-operation during the year, and for the ready assistance given to our Port Health Inspectors and myself which has led to the smooth and efficient running of this service throughout the year.

I wish also to thank the Port Health Inspectors for their continued good work during the year and for their help in the composition of this report.

I am,

Mr. Chairman and Members,

Your obedient Servant,

ANTONY HARGREAVES, M.B., Ch.B., D.P.H.

Port Medical Officer of Health.

The usual problem arises regarding the disposal of the carcasses of various animals which have been washed up on the beaches under the jurisdiction of the Fisheries. It has been found possible in every case to bury the carcasses at an adequate depth either where they washed up or moving them a short distance to a suitable place on the naturally rocky beach.

Towards the end of the year Mr. J. Z. Bridgewater, Secretary and Manager of the Worthington Harbour and Dock Company, retired and I would like to express to him on behalf of his colleagues and students to the Fisheries Committee of the Authority over the year and would wish him a very happy retirement.

I would like once again to thank the Dock Manager, Captain G. G. Thomas and his staff, both in the office and on the docks, for the efficient manner in which they have carried out the duties of the Dock Company during the year and for the trouble and expense which they have incurred in the inspection and removal of the carcasses of the animals washed up on the beaches. I am sure that the report which I am submitting to the Fisheries Committee will be of interest to the members of the Committee and will also be of interest to the public.

As a result of the report of the Fisheries Committee for the year 1954-55, the Fisheries Committee has decided to continue the work of the Fisheries Committee and to continue the work of the Fisheries Committee in the year 1955-56.

For Medical Officer of Health.

For Medical Officer of Health.

For Medical Officer of Health.

