

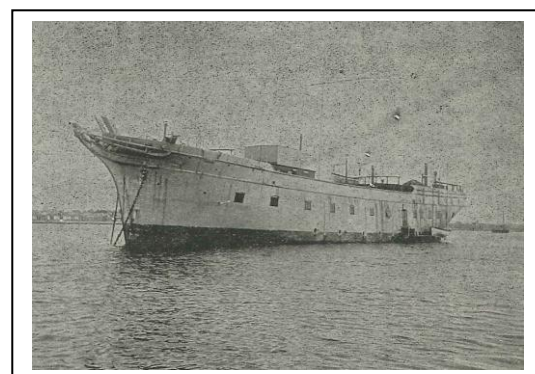
THE FLOATING HOSPITAL

CITY OF ADELAIDE:

controlling infectious disease

in the Town and Port of Southampton, 1893-1923

A chronological narrative by Veronica Green



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The fever ship, the *City of Adelaide*, with her dull blue livery was anchored way out in mid-stream. People suffering from infectious diseases were isolated there away from the mainland, although the staff on board were not too particular about the rubbish they threw overboard. It was not uncommon to see wads of cotton wool floating about or caught in the rocks near to the beach.

Hill, the Polygon and Freemantle, Southampton Local Studies Group, 1986, pp 12-13

For 30 years the dismantled hulk of the clipper ship *City of Adelaide* lay in Southampton Water ready to receive infectious patients from ship and shore. Children paddling on the Western shore would be taken home and scrubbed if the staff of the Hospital Ship were seen to be shaking bedding out.

The *City of Adelaide* is listed on the National Register of Historic Vessels as “the oldest surviving clipper ship.” At the time of writing, she is being prepared for transport from Scotland to South Australia, where her importance as an emigrant ship 1864-1887 has long been recognised. Her history as HMS *Carrick* from 1924 has also been documented.

The story of her life as Southampton Port Sanitary Authority’s isolation hospital, from 1893 to 1923, is scattered through many sources held in Southampton Local Studies and Maritime Library and in Southampton City Archives. This paper brings those records together for the first time in a detailed chronological narrative. A forthcoming article in the *Journal of the Southampton Local History Forum* will explore some of the themes raised here.

SOURCES

BOROUGH AND OTHER OFFICIAL RECORDS

Medical Officer of Health for Southampton: Annual Report on the Health of Southampton
Medical Officer of Health for Southampton: Annual Report on the Port of Southampton
County Borough of Southampton, Minutes and Proceedings of Council and Committees
Southampton Local Board of Health and Urban Sanitary Authority: Sanitary Committee Minutes
Southampton Harbour Board Minutes and Letter Books

LOCAL NEWSPAPERS

Hampshire Advertiser
Hampshire Independent
Southampton Observer
Southampton Times
Southern Daily Echo

JOURNALS

Classic Boat
Mariner’s Mirror
Nautical Magazine
Scanner
Sea Breezes
Shipping Today and Yesterday
Ships Monthly

Clippings from the Frank Bowen Collection, Southampton Local Studies and Maritime Library

WEBSITES

City of Adelaide: the splendid Clipper Ship <http://cityofadelaide.org.au/>
National Historic Ships UK <http://www.nationalhistoricships.org.uk/register/433/city-of-adelaide>
PortCities Southampton www.plimsoll.org

1864-1893: Clipper on the Australian run, timber trader in the North Atlantic.

The *City of Adelaide* (official number 50036) was built by W. Pile, Hay & Co. of Sunderland for Devitt & Co. She was launched May 7 1864, five years before the *Cutty Sark*. Like the *Cutty Sark*, she was a composite ship, with an iron frame and timber planking, and built for speed: she is credited with a run of 65 days “pilot to pilot” from London to Adelaide in 1867. She made 23 return voyages 1864-1887 between London and Adelaide, carrying passengers on the outward journey, and wool, hides, gum and tallow on the homeward run. For a full list of her voyages, see “*City of Adelaide* the splendid clipper ship” <http://cityofadelaide.org.au/history/clipper-s-history/1864-1893-voyages.html> This website states that “approximately a quarter of a million South Australians, or one in five, can trace an ancestor that migrated, or was a passenger, on the *City of Adelaide*.”



City of Adelaide, David Bruce, Commander

She was sold to Dover coal merchant Charles H Mowll in 1887 and used in the collier trade between the Tyne and Dover for about a year. Then she was sold to Belfast timber merchants Daniel and Thomas Stewart Dixon for the North Atlantic timber trade, carrying migrants out to Canada, and timber on the return voyage.

When I was serving my apprenticeship . . . it was a matter of keen interest to everyone concerned with the docks at Belfast as to which would be the first vessel to arrive out at the timber loading ports and which would be the first home. . . I remember that between the captains of the barques *City of Adelaide*, owned by Dixons, Belfast, and the *Ruby*, owned by the East Downshire Steamship Co., Ltd, there was a keenly fought annual contest as to which would get out first, and which of them could make four trips in the year and be first home. Mr McCue, of McCue Dick & Co., *Belfast Telegraph* April 25 1928.

On July 21 1893 the *City of Adelaide* left Miramachi, New Brunswick, with her last cargo of timber.

1893-1894: Southampton acquires a Floating Hospital

In his 1892 annual report, Dr A Wellesley Harris, the Borough Medical Officer of Health, had written that “in order to keep the Port in favour, it is necessary that it should be free from all Infectious Diseases.” Outbreaks of smallpox, typhoid, and scarlet fever had put pressure on the existing facilities for isolating patients at West Quay. There was a real need for an Isolation Hospital for the Port, to take care of imported diseases.

In deciding the best form of Isolation Hospital for Ports, one has to a great extent to be guided by the peculiarities of his own individual port... A Shore Hospital at the entrance to a port in many instances answers admirably, but the length of our district - ten miles - and the difficulty of communication would prohibit such an arrangement. Then there are Hospitals built on pile, with access from the water. This form of Hospital is worth consideration, but it would be very expensive, for to be useful it would be necessary to have its entrance accessible at all times of the tide. The structure, too, would be imperilled by the very strong tides and gales we are subjected to. The third, and I think the best form of Port Hospital, would be a wooden vessel similar to HMS *Trincomalee*.'

In Southampton, the main and obvious threat was from smallpox, brought in by the Royal Mail's ships from South America. However, the national emergency was cholera from Europe. Sir James Lemon, Mayor 1892-3, in *Reminiscences of Public Life in Southampton*, Vol. 2, recalls the town's response, in July 1893, to the threat of cholera spreading from the continent, and quotes his own speech to the Town Council in July:

The Sanitary Committee of Southampton were making great efforts to keep it out. . . They had a healthy town. What would have been the position of the town if the port had been declared infected? What would become of their trade? In cases of this kind they must, while exercising all possible economy, be prepared to spend money, and maintain the health of the town at all costs.

Mr Thomas Walton, deputy chairman of the Sanitary (later Health) Committee, was later to say:

This work had been thrust on them by the powers that be. They talked of local self-government, but there was a body in London which forced the authorities to do what they would not otherwise undertake. In the time of his predecessor in the office of Deputy-Chairman of the Committee the Local Government Board inspector insisted on Southampton doing its best to keep cholera from their shores. A great many people thought, and he sympathised with them, that the duty should not be thrown on the local authority, but it was an Imperial matter, and should be assisted from the Imperial funds.

(*Hampshire Advertiser* March 7 1894)

Mr Lemon remembered that “a Sub-Committee, consisting of Mr Walton, Captain Edwards and myself, spent a good deal of time in trying to buy a suitable hospital ship.” Suitable vessels considered were *Morglay* (for £3,600), *La Plata* (definitely over budget at £8,000), *Dragon* man of war (£3,250), *Argo* at Milford Haven, *Australian* at Liverpool. They also approached the Admiralty hoping for a gift or loan of HMS *Calypso* “now in Portsmouth harbour as floating hospital,” or HMS *Orontes*.

The Admiralty offered a list of vessels for sale, and invited them to bid for *Orontes*. They offered £2,000, unsuccessfully.

BOROUGH OF SOUTHAMPTON.
TO SHIP OWNERS AND OTHERS.
The Corporation INVITE OFFERS for the SALE of an IRON or WOODEN VESSEL of from 1000 to 1500 tons nett, with good beam and spacious 'tween decks, suitable for conversion into a Hospital Ship. Full particulars of dimensions, age, condition of vessels, whether built of iron or wood, and price, to be delivered to me by Two o'clock in the afternoon of the 3rd May next.
No pledge is given to accept the lowest or any offer.
By order,
R. S. PEARCE, Town Clerk.
Municipal Offices, Southampton,
10th April, 1893.

Hampshire Advertiser 15 Apr 1893

We went to Portsmouth and other places, but at last we had information that a suitable ship might be had at Glasgow. We then proceeded there and inspected the ship called the “*City of Adelaide*.” The ship was ready to sail, and had all stores on board; and the Committee were only given a few hours to make up their minds whether they would purchase her or not.

There was a special meeting of the Town Council on September 7 1893, to sanction payment of a cheque for a 10% deposit of £175 on the ship before the deadline passed. The subcommittee had reported that they had inspected the ship and “considered her admirably adapted for our purpose as a hospital ship.”

She is a composite vessel with an iron frame, teak and oak planking, 696 tons register, length 176 feet, breadth 33 feet, depth 18 feet; built in the year 1864 at Sunderland by W Pile & Co, resheathed last spring with copper, pure copper bolts up to the waterline, and galvanised iron bolts above; has two decks, and was specially surveyed in the year 1892, has been engaged in the timber trade, and has only just discharged a cargo of timber from the river of St Lawrence. She was ready to start upon another voyage when we saw her, and had her stores on board.

The ship cost £1,750, and they were advised by shipping experts that they would get a very much higher price for the sails and stores in Glasgow rather than Southampton.

We had to consider several very difficult points as to the disposal of the surplus stores, masts, spars, sails etc, and removing the vessel to Southampton, and decided to appoint Messrs Andrew, Weir & Co, a well known firm of Glasgow, and who had been highly recommended to us to undertake this duty. From two interviews we had with these gentlemen, we feel we are quite safe in their hands.

An advert was placed in the *Glasgow Herald* September 6 1893:

**TO MARINE STORE DEALERS, SHIP CARPENTERS,
SHIPOWNERS AND OTHERS**

-

**At the PUBLIC GRAVING DOCK, GOVAN,
TOMORROW (THURSDAY), at 11 o'clock,
SALE, BY AUCTION, OF THE
MASTS, YARDS, AND OTHER SPARS,
STANDING AND RUNNING RIGGING, SAILS, ROPES,
FLAGS, BRASS BINNACLE, MEDICINE
CHEST, STORES, &c, &c.**

**of the Barque "CITY OF ADELAIDE" which has been
purchased by the Corporation of Southampton to be used
as an Hospital Ship.**

**JAMES LAIRD & SON have received intruc-
tions from Messrs Andrew Weir & Co, 122 Hope Street,
to sell as above in lots to suit.**

This gain was offset by the fact that the ship now had to be towed from the Clyde to Southampton. The estimated cost of delivery and fitting up “considerably exceeded” the initial estimates of £3,000. The sale does not seem to have been as complete as the advert implies, as at least one mast remained to be turned into furniture for the hospital: a large table in the nurses' duty room as well as other tables and fittings like dressers. (*Hampshire Advertiser* March 7 1894)

They had arranged for a survey of the ship's bottom in dry dock by Messrs Stobo and Bain, marine surveyors, of Glasgow, as they would need a certificate to show the ship was sound when they applied to the Local Government Board for sanction for a loan.

<p>At the request of Messrs. Andrew, Weir, and Co., ship owners, Glasgow, on behalf of Southampton Corporation, the undersigned hereby certify that, on the 30th and 31st days of August, 1893, I carefully surveyed the exterior of the hull and bottom of the City of Adelaide on the blocks in Govan dry dock, and now beg to report on her condition as follows:—</p> <p>Found (1) that, with the exception of two sheets of copper slightly ruffled on the stem through contact with ice, the copper, consisting wholly of Muntz metal, 24oz. ore forward section, 22oz. on midship section, and 20oz. on after section, was in excellent condition, being absolutely free of scratch or wrinkle in every part; (2) that, the keel and bottom were perfectly fair and smooth; (3) that the rudder and its fastenings and pintrees were in good working order, and (4) that the copper extended upwards to the 14½ feet mark at stem and stern.</p> <p>To insure a proper inspection of the condition of the bottom, I had six sheets of copper removed on the port side, and six on the starboard side, viz., three from the bilges, and three from the garboard seam, forward, amidships, and aft on both sides, the result being:—</p> <p>Found—the bottom consisting of elm planking in excellent condition, and entirely free from worming, that the caulking was in good condition, the seams being properly pitched, and the planking under the copper carefully covered with good felt, and that there was not the slightest indication of worming about the keel.</p> <p>I may also state that the topsides, where coming in contact with the copper, also appeared to be good and sound.</p> <p>The copper removed for inspection of the hull having been carefully replaced, and the ruffled sheets referred to on stem repaired to my entire satisfaction, I am of opinion that the City of Adelaide is in a sound and seaworthy condition, and for the purpose for which I understand she is intended, barring accidents, will so far as her exterior is concerned, prove a useful and safe vessel for 30 years or more.</p> <p style="text-align: center;">JOHN BAIN, of Messrs. Stobo and Bain, Marine Surveyors.</p>	<p>goi pro iro bee Mr she acc it. and had for 1 1 and 9 ma 1 mit tin 1 Off wo to I hav for opi poi 1 che I che 1 Com ma 1 ope tha</p>
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Captain Bain's survey report, *Hampshire Advertiser* 9 September 1893

At the special Council Meeting on September 7, Mr Walton “proceeded in a lengthy speech to move the adoption of the report . . . He had himself visited several vessels much to the risk of – should he say, his neck . . . They had discussed the merits of a wooden or an iron ship, but he would not go into the merits of that question just then unless they wished him to . . . He hoped they would get it for 25 years, or at least they would for 20, so that it would cost them about £200 a year, which he thought was very cheap for an hospital for the treatment of cases of cholera.”

Captain Frederick Edwards RN said “he had tested the whole of the ship fore and aft, and she did not find a single bad place in her. Though he bored through many planks he did not find a fault throughout. She was clean throughout, and as sweet as possible”

Mr Henry Bee was “sorry to say that he would have to oppose the report on two grounds – that this ship was a wooden vessel, and it was an old ship.”

Now, the life of a wooden ship was 30 years, and the *City of Adelaide* was 29. They were told she was in the timber trade; well, they knew the old saying amongst skippers – that when a ship could not carry dry and perishable goods, put her in the timber trade. As to the size of the vessel, the accommodation, they were told, was for 40 patients. . . On the *Morglay* at one time he thought they had 46 patients and an hospital full ashore. The sub-committee was appointed by the Committee to take a run around Liverpool, Cardiff, Swansea and other places. They did so, and they returned and sorted out a Liverpool ship, one belonging to Messrs Lamport and Holt. That ship was 2,000 tons, and they asked for her £3,250. That vessel, by her measurement, would accommodate from 100 to 130 patients. That was the kind of ship he thought they wanted... A friend of his, who had had great experience in such matters, had told him that the Government intended never to have a wooden ship again as the old ones died out. They said they were the wrong sort of ships for hospitals – they could not disinfect these ships for cholera or small-pox, whereas an iron ship could be.

Someone asked, “What would it cost to fit her out?” Captain Edwards replied, “About £800.”

Alderman William G Lankester pointed out that £1,250 was allowed in the estimate.

No-one seconded Mr Bee’s amendment “that the matter be referred back to committee,” and Senior Bailiff Edward Gayton spoke for the Sanitary Committee, who “thought that Mr Bee would not fall in with their views. They had had fourteen months of hard labour in selecting ships, and had spent days and weeks in order to meet with a ship which possessed the requirements so necessary for an hospital ship in the river. . . . Why the Government was going to give up wooden hulks he did not know.” Reference was also made to Mr Bee being on the directorate of Harper & Co, who happened to own the *Morglay*.

The Mayor (Mr Lemon) said he seldom took part in a debate, but “he would like to say, as one of the deputation, that he was very much delighted with the vessel. . . He then heard the history of the hunt for a suitable vessel, and the advertisements they inserted, which led to 200 and more vessels being offered them, but none he thought would serve them better than that one. She was perfectly clean from stem to stern. As to her durability, he was quite willing to admit that there was a difference of opinion as to iron and wooden ships. . . The *Trincomalee* was 100 years old. . . It was impossible to go to the Local Government Board for a loan for a small-pox hospital, for they would not get it.”

BOROUGH OF SOUTHAMPTON.
TO PILOTS AND OTHERS.
The Corporation INVITE TENDERS for
LAYING MOORINGS, at the selected site within the
District of the Port Sanitary Authority, and RE-
MOVING from the Town Quay, and FIXING at such
Moorings, the HOSPITAL SHIP CITY OF ADELAIDE,
such tenders to include charges of every description.
Further particulars can be obtained upon application
to me.
Sealed Tenders, properly endorsed, must be left at
my office by 2 o'clock in the afternoon of the 17th
proximo.
No pledge is given to accept the lowest or any tender.
By Order.
A. W. PEARCE, Deputy-Town Clerk.
Municipal Offices, Southampton.
23th December, 1893.

Hampshire Advertiser December 30 1893

15

Jan 3rd *
X

A. W. Pearce, Esq
Deputy Town Clerk.

Dear Sir, "City of Adelaide."

Referring to your letter of the 28th ult^o as to moving this vessel, I beg now to inform you that at a meeting of the several Churches forming both this day, a site in the Test, S.E. of Millbrook Lake, was allotted to this vessel, which will have to be moved fore and aft to the satisfaction of the Harbour Master, and be subject to removal at the discretion of the Board. The ss. "Morglay" is also required to be at once taken away

From the present mooring - and the owners of that vessel will receive instructions from the Harbour Master as to that effect.

I beg to add for your information that the Deputy Chairman of the Health Committee, and members of that Committee, with officials attached, and was well acquainted with the terms of the foregoing Resolution for which Mr. Walton expressed the thanks of his Committee.

I am,
Dear Sir,
yours truly,
A. W. Pearce,

A. W. Pearce

January 3 1894: the Harbour Board allots the *City of Adelaide* a mooring "in the Test, S.E. of Millbrook Lake," and requests the removal of her predecessor, the *Morglay*

The costs of the project became a matter of lively debate. On February 14 1894, the Council referred back the report of the Committee on the tenders for "furniture and other articles for the hospital ship." By February 28, every item of proposed expenditure put forward by the Health Committee was being challenged in the Town Council. As reported in the *Hampshire Independent* March 3 1894, the Committee "did not see their way to recommend the Council to alter the list of furniture." They had received 21 tenders, and spread the contract "equally amongst the persons tendering." The total cost would be £305 1s 2d, which was under estimate by £64 18s 10d, although there would still be £37 4s to pay for lighting ("The artificial lighting is by means of candles, in the majority of cases, and oil, the candlesticks and lamps swinging on gimbals" : *Hampshire Advertiser* March 7), and £20 for "sundry items," leaving £12 15s from the original budget put to the Local Government Board in support of permission to borrow £5,500 "as the whole cost." Mr Walton said "there had been perhaps a good deal of angry feeling" about orders already placed for bed cupboards for the wards, combination dressing tables for the nurses' quarters, and blinds ("The window blinds are actuated by a spring, and are non-actinic in colour to exclude the light, as in small-pox cases the eyes are affected by the light" : *Hampshire Advertiser* March 7.) "That morning the committee had gone through . . . every item down to a twopenny grater, and found they could do at the present time with £220, they would strike out everything above that for the present."

Mr Walton's argument was that the ship would save the town money in the long run: "with £5,500 spent on a floating hospital, they would be relieved from the necessity of providing a land hospital and a cost of some £15,000, for some years to come. . . The £5,500 now spent simply meant that they would spend £1,000 a year, or a penny rate, for affecting an insurance on the life of the town."

Junior Bailiff Henry Glasspool had asked a question at the previous meeting, which had been challenged by a press correspondent. "He still adhered to his previous statement that carpets were being laid down on the *Adelaide*, and it was explained in this way. A person who was asked to give an estimate, thinking that the carpet was not sufficient according to the tender, sent a man down in

order to lay it, and he (Mr Glasspool) happened to come in when the carpet was being laid down. . . He thought the question of the carpet had been made rather too much of in the town.”

Mr Michael Emanuel said he could only say he had no longer any confidence in the experience of the Health Committee as regarded the prices charged for the various articles named. They gave them a long list, down to a twopenny gravy spoon. They had a set of brushes, but not a penny for blacking! It seems that instead of a Hospital Ship this was to become a luxurious harem “far from the madding crowd” (Laughter). How came it there were 18 iron bedsteads in the ship? Mr Walton replied that these were brought from the *Morglay*. Mr Emanuel then began to “direct attention to what he called the most extravagant prices paid for those things”: 20 pairs of blankets at 10s 11d instead of 5s 6d a pair; “an immense quantity of sheets”, 75 pairs, at 2s 7½d a pair. “Why, they were going to throw away their money.” He could get them second hand at 3d. Another Councillor tried to “make an observation”, but his response was “Oh no, I’m not going to be stopped; I’m going to move an amendment.” And he went on to challenge the amounts and prices for counterpanes (bedspreads) and pillowcases, towels and tea cloths (“a hundred towels for 20 people!”), crockery (“12 pheasant dishes – did that mean the bird or the pattern?”) and cruets (“cruets at 12s each – at which price he would like some customers”).

**Emanuel Michael, watch maker & jeweller, 11
High street; & pawnbroker, 123, 124,
125, 126 & 127 East street
Kelly's Southampton Directory 1887**

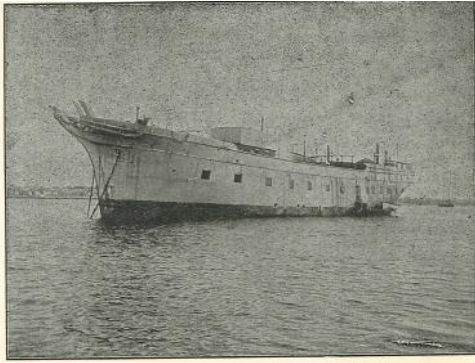
Mr Henry Kitcher seconded the amendment and complained that “too much was expended in many instances and especially condemned the purchase of Brussels carpet.” Alderman Thomas Cleveland thought Mr Walton had “over-persuaded the Council. . . It was a cholera ship, but where was the cholera?”

Mr Lemon, by this time ex-Mayor, “said that no doubt Mr Emanuel’s speech was very amusing. He had enjoyed it, but it was not business. The only charitable conclusion was that Mr Emanuel had never been in an infectious disease hospital in his life.” He then “went on to show how the proposed reduced outlay of £220 was made up,” interrupted by Mr Emanuel so frequently “as to call for the interference of the Mayor.” “Were they to be prepared, as a borough, to meet infectious diseases or not? Their interests, commercially and economically, were to be prepared for every emergency.” Alderman Henry March Gilbert thought they were “a penny wise and a pound foolish in purchasing a splendid ship and then quibbling over £200 to furnish it.”

Mr Walton stated that “the ship would be used as a Hospital Ship for diseases other than cholera, and judging by what occurred in Newcastle, they would have no difficulty in getting the money for a hospital ship.” He went on to say that “good materials were required at a hospital, which would not be destroyed in the first contact with the disinfector”, as Mr Emanuel’s 3d sheets would have done. “They had gone in for the best materials at the cheapest reasonable rate.”

Amendment 10 for, 20 against, 1 abstaining. Motion carried.

At the same council meeting, an advertisement was approved for “man and wife as caretakers, on board the ship, at a joint salary of 27s per week, the caretakers to provide their own board.” Mr Walton (one of the original sub-committee) remarked “that he thought the figure a somewhat low one.” As for other staff, “the nurses would be worked in conjunction with the West Quay Hospital, where, at the present time, they were fully occupied with a case of smallpox.” (See Appendix B for all smallpox cases recorded in 1894.)



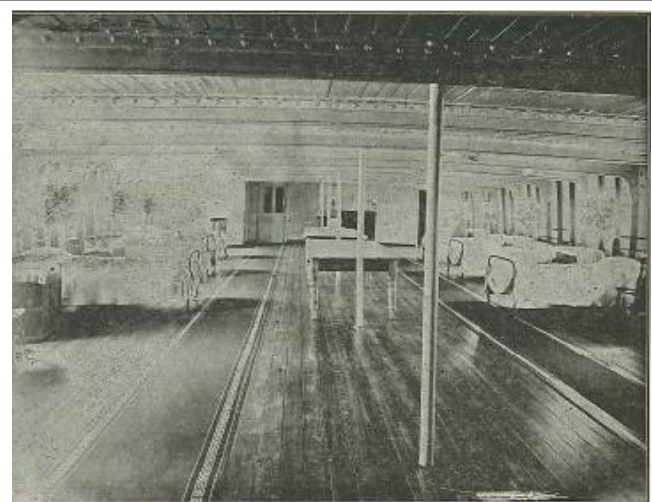
EXTERIOR OF SOUTHAMPTON PORT SANATORIUM.

From the Annual Report of the Port Sanitary Authority, 1894

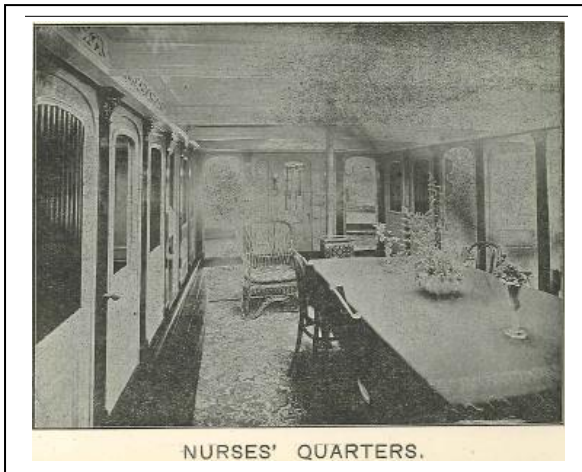
That Saturday, March 3, there was a large muster on board the vessel as members of the Corporation and various public bodies in the town and neighbourhood, mostly represented, according to the *Hampshire Advertiser*, March 7 1894, by their wives and female relatives, inspected the ship before she left her berth at West Quay to take up her intended position at the mouth of the River Test. The ladies were shown the wards: 18 beds for women, 20 beds for men, and 6 beds in the observation ward behind its airtight bulkhead; and the duty room “where nurses will be in readiness to receive patients.” Emphasis was given to fitness for purpose and practical design, “the baths having been so fitted that the nurses can assist the patient on either side.”

Over refreshments in the male ward, the Mayor said “they had heard a great deal of grumbling,” but “he felt sure they would be perfectly satisfied with the ship.” Mr Walton said, rather defensively, that it was “a great and necessary work, and when they bore in mind the use she would be put to for the reception of patients who might be taken from their homes, it seemed to him absolutely necessary the vessel should be of a character where they could have the comforts of home as much as possible, with the best medical attendance. . . There were no expensive luxuries, and the interior was plainly painted and varnished. By varnishing they had done one of the best things for saving money than if they left it in a rougher state, because if infection cases did come the place could be disinfected and washed down without great cost.”

The deck or floor on which they were standing did not exist when they acquired the vessel. They would see that it had been polished for the best of all reasons, that it could be kept more readily clean and with a smaller amount of labour and expense than if they left the bare white boards. The seams had to be carefully caulked so that no noxious effluvia could arise. An air-tight bulkhead divided that ward from an observation ward for the reception of patients until their disease had properly developed, and it might also be used for delirious patients. It would be seen that there were iron bars in the windows, and these had been placed there to prevent an attempt at self-destruction.



INTERIOR OF AFTER WARD.



He also mentioned the “Brussels carpet” in the nurses’ quarters, “fitted up as inexpensively as it could be. The old form of nurse had gone, and there were none of the Sarah Gamp type, but a greater proportion were educated ladies who had taken up the position to make themselves useful, and it was a small part of the return to give them some small comforts on which they knew female life and happiness so much depended.”

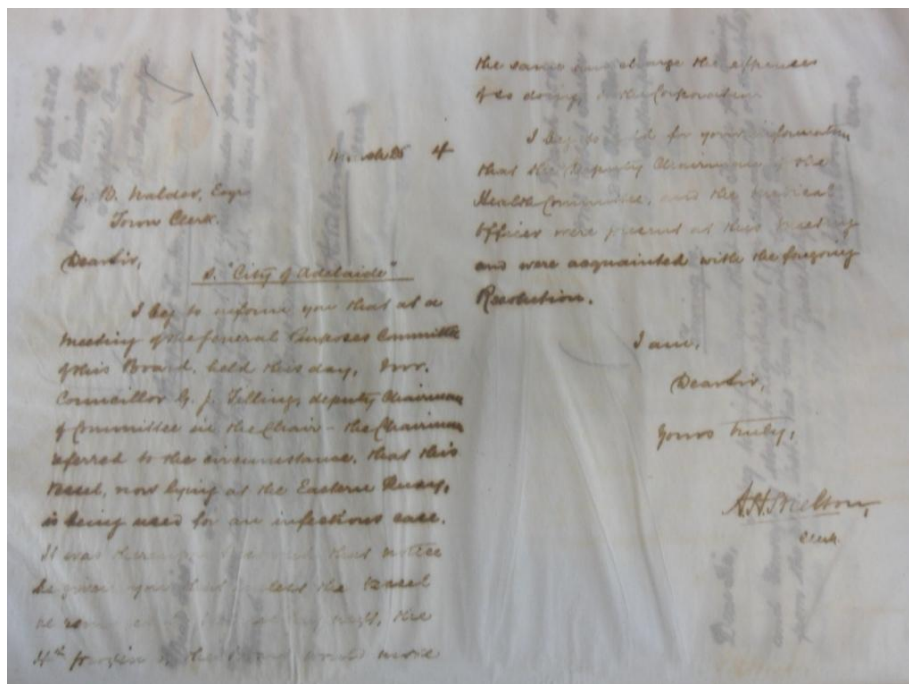
The gentleman who had the superintendence of the work on the ship . . . was always ready to advise, and his recommendations tended in the direction of saving money. They had made due provision for the reception of infectious cases, and that at small cost, after paying for the vessel, labour required, &c, they would find it amounted to 1d in the £ on their rates, and they must look on that as a premium they were paying against the development of any infectious disease in their midst.

Dr Harris said that “they intended to carry on the administration of the hospital in conjunction with that at West Quay, so that they would not require any extra staff, except the caretaker, and very little would be kept on board until it was required.”

Mr Henry Breton, of Portswood House, seconded the vote of thanks as “a large ratepayer”, congratulating them on having such a hospital at their port, and he did not see where a penny could have been saved in the expenditure. He expressed the hope they would not want to use the vessel.

Once the distinguished guests had been welcomed on board, the ratepayers could obtain tickets to view her. The Medical Officer of Health reported that “the visitors to this hospital ship on Tuesday [March 6] numbered 450 and on Wednesday [March 7] 1887.” (*Hampshire Advertiser* March 10 1894)

On March 25, the Town Clerk received a letter from the Harbour Board, who understood that “this vessel, now lying at the Eastern Quay, [was] being used for an infectious case. It [was] thereupon resolved that notice be given you that unless the vessel be removed by Wednesday night, the 4th proximo [April] the Board would move the same and charge the expenses of so doing to the corporation.”



The Harbour Board order the *City of Adelaide* to take up her moorings off Marchwood

This “infectious case” has not been identified: the Medical Officer's reports show one case of smallpox, RN, admitted February 18 “to West Quay Fever Hospital” and discharged April 9. As this period overlaps with the visits by dignitaries and sightseers in early March, and the Town Council had been told on February 28 that the West Quay nurses “were fully occupied with a case of smallpox”, this seems an unlikely candidate. Two cases of Typhoid from SS *Thames* on 10 March were treated “in the Infirmary” and “at home in Freemantle.” “A case of Smallpox at West Quay prevented the Medical Officer of Health taking the cases.” (*Sanitary Committee*, March 10 1894)

It is possible that the unknown and unrecorded patient was a ploy to force the hand of Mr Viney, who had been granted the tender for mooring the vessel. The Town Council, meeting on March 19, had been discussing delays in mooring the Hospital Ship. “Mr Gayton asked whether it was not possible to move the ship on the following day? The Borough Surveyor stated he had written to Mr Viney, who said he would not attempt to move the vessel while the cone was hoisted, but there had, he said, been several fine days since.” (*Hampshire Advertiser* March 24 1894)

The Sanitary Committee arranged to meet on board the *City of Adelaide* at 9.30am on April 4, prior to the ship being moved: another indication that there was no real “infectious case” on board. A Harbour Board meeting on Tuesday 18 April reported that the *City of Adelaide* had indeed been removed to her moorings off Marchwood, to the annoyance of Messrs Burt, Boulton and Haywood, who trusted that their timber trade would not be interfered with by the vessel, and declined to accept any responsibility if she was damaged by their rafts. The Harbour Master's response was that “there would be no undue interference with the navigation, and with respect to any damage to the vessel, to refer Messrs Burt, Boulton and Hayward to the owners viz:- the Corporation of Southampton.” The dispute rumbled on for several months, until the Clerk to the Harbour Board was finally instructed to inform the complainants that “the Committee considered that these sleeper rafts are from their unwieldiness a great danger to navigation – they were also of the opinion that the sleepers should be transferred into barges or discharged alongside a wharf.”

There was a select group of guests on board on the evening of May 30, at the invitation of Councillor Mr Walton. A satirical piece followed in the *Southern Evening Echo*, June 2, suggesting that the ship could make money as a venue for evening parties if it could not prove its worth as a Floating Hospital. A story began to circulate that while the committee and their guests were gathered round the piano for a sing-along smallpox patients had actually been turned away. This tale reached the chairman of the Ratepayers' Association, even naming the poor patient as Mr Paskins, chief steward on the Royal Mail Line's *Tamar*. The rumours that he had initially been taken to the ship to find it occupied by the party proved unfounded, but the suggestion that the committee had been using the ship "for purposes other than those for which it was first purchased" led to a protest by the Association to the Council, describing the ship as a "costly toy." (*Hampshire Advertiser* 9 June 1894)

The Council let the protest "lie on the table" (*Hampshire Advertiser* 16 June), although Mr Gayton tried to get a public statement about the rumour that a patient had been turned away from the ship. Mr Walton, chairman of the committee, said "he did not consider it necessary, for they must surely credit the committee with some feelings of humanity. (hear hear)"

Part of the problem was that the Local Government Board had originally stipulated that a loan intended to the *City of Adelaide* was for "cholera hospital exclusively" rather than more generally as an isolation hospital for other diseases that might enter the port. The Board of Health had refused to accept these terms, and returned the sanction for the loan for cancellation in December 1893. A new request was being considered, but in the meantime there was a real question as to whether she could be used, for example, for smallpox cases such as Mr Paskins. Since there had not yet been any cholera brought into the port, she seems to have remained unused and unoccupied save by the caretaker, Thomas Herbert, who had obtained a new bunk in a less draughty position, and a short piece of "cocoanut matting" in the kitchen. His wages (jointly with his wife) were increased, on December 15, to from 27s to 30s a week.

A request for telephone lines to be put in to the West Quay Hospital and the Medical Officer of Health's home met with the usual objection to the cost, to which the Town Clerk had asked that "the matter be not delayed. In the event of cholera or small-pox, or anything of the kind occurring, it might be disastrous." Alderman Payne did not believe that the threat was so imminent "They might have cholera or small-pox. They might have an earthquake - who knew? (Laughter.)" (*Southampton Observer* July 14 1894)

OUR WATER PARTY.

The old lady is at it again, but in order to save any bother about her communication, I give it, and leave my own article over for another time.

Fareham, Thursday.

My dear Son-in-Law,—

I was always under the impression that you could not see very far beyond your nose, and now I have found out that you are the most short-sighted fellow ever born, and many people in Southampton deserve to have their heads punched for statements previously made about the Health Committee of this ancient and most beautiful borough. I may tell you that this Committee has made a discovery this week which will be the greatest boon to the town, produce a never failing source of income, and reduce the rates to the very lowest level, indeed, I believe if the worthy skipper has his way, people will have dividends every half-year instead of a call from the rate collectors. How, then, is this to be brought about? Let me tell you.

The City of Adelaide, as you know, is a beautiful vessel, and has been fitted up in the most economical manner; indeed, the town had a bargain in her such as never before was heard of. Those critics who said that she was a White Elephant will now have to admit, if they speak the truth, that she is a very good gold mine. But before I proceed to give any reasons I do earnestly hope that any cautious ratepayer, and especially the President of the Ratepayers' Association, will understand that this letter is not addressed to them, and so far as they are concerned it is a profound secret.

Well, the gallant Skipper of our Floating Palace has been attacked in the most ungenerous way, but he had a card up his sleeve, which he was only waiting to play at the most fitting opportunity. And though he may blush to find it false, he has played it well. To the Committee, a few friends, and ladies, an invitation was issued for a tea on board our beautiful vessel, the hour being half-past five, with a steam launch to take the party off from the Town Quay at the hour of five. Of course, as it was only an experiment, there was not a hoarse and a fuss about it, and there was no publicity such as would have been secured by the attendance of the Press. But the company was there, and so was a steam launch, and off they went to the vessel. It is monstrous to say that the Lord High Admiral of the Port was sea sick on the journey, nor did any of the ladies show the white feather. The tea was delightful; the jokes immense—but the afterwards! We had a piano on board, and musicians were as plentiful as blackberries. Oh, the singing! It was angelic, and as each took a turn, it showed that our town has a good deal more musical genius in it than we had sometimes thought. The songs were strictly original, and commenced with the Skipper.

MY SHIP.

My ship, dear boys, you now can see;
And I have stowed you all a tea;
Sure after this no one can grumble,
Nor even make a single mumble.

Why, think what money's in my plan,
And I'm the leader of the van,
No patients have we—all are hearty;
We'll let the ship for every party!

A water party—there's a notion,
With best green tea, no other lotion;
Our friends on board so free and jolly;
For every Jack shall bring his jolly!

Then three good cheers for the jolly ship,
Sing loudly, boys—how show you "hip!"
A water party—how delightful,
If no one turns out very spiteful.

The applause had somewhat subsided when the call was for Uncle. If any one is basiful it is Uncle—he is so strange in the company of ladies. And when they pressed him to sing, assuring him of the sweet voice they knew he possessed, he coughed with very fer. Then rising he was greeted with uproarious applause.

UNCLE'S SPEECH.

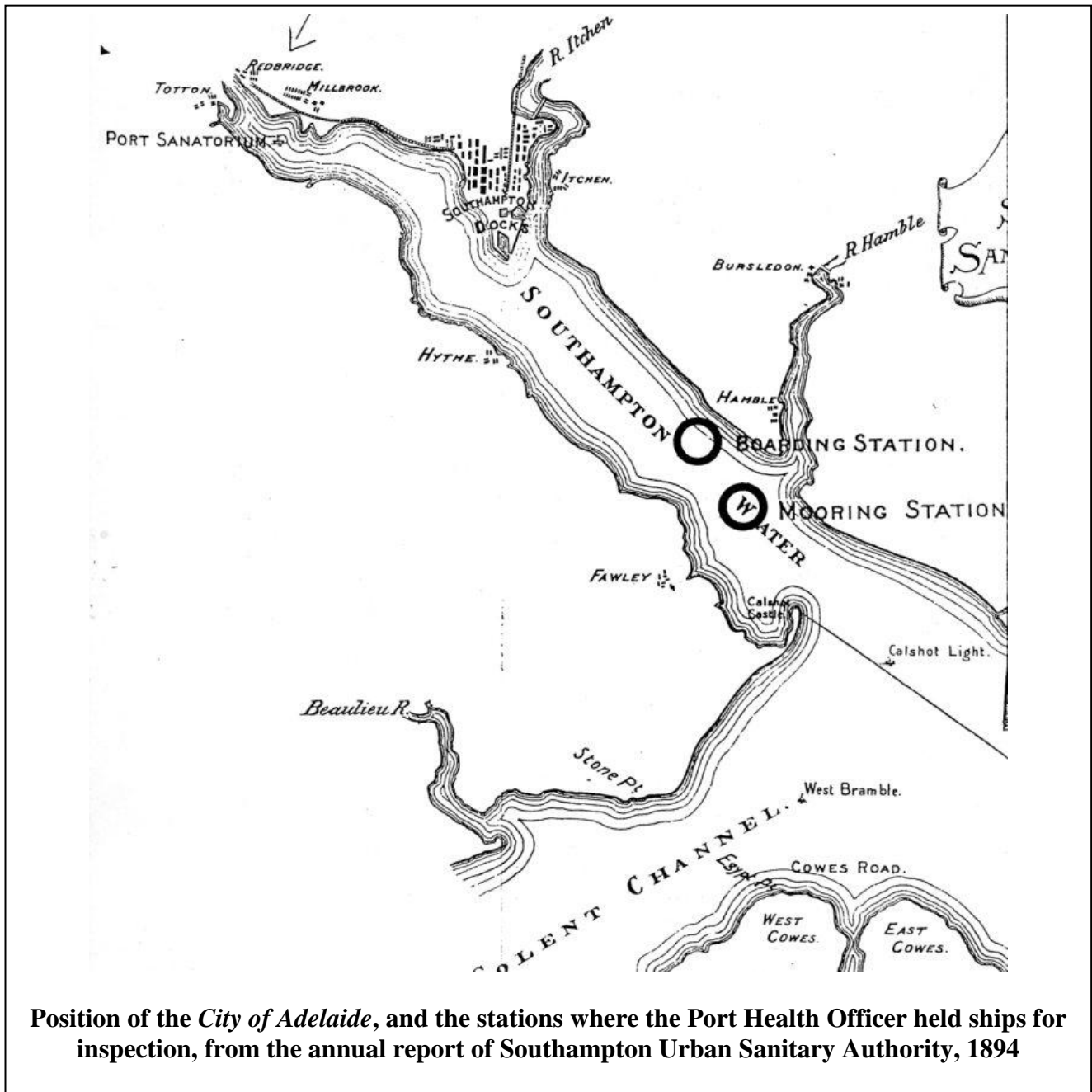
Boys and girls—there, I beg your pardon, ladies and gentlemen. On this ship we are a jolly crew, and we are enjoying ourselves immensely. To-day I see the sun of Southampton's prosperity arising (cheers). We have been charged with a good many things in the Council, but our worthy Skipper has ever had this suspicious moment in view. Ladies and gentlemen, at the next Council meeting I intend to propose that we at once issue an advertisement, something like this:—

"WATER PARTIES AT SOUTHAMPTON.

"To Let, the Hospital Ship for Infectious Diseases for the purpose of evening parties. A lovely view; sweet expanse of water. Terms moderate. Apply to the Skipper who is to be included in every party to see the ship is not run away with."

(Loud cheers). Ladies and gentlemen, I think I now

The Health Committee were in fact regular visitors to the ship, reviewing progress and assessing new problems. They looked at the vertical ladder which was the only access to the main hold and the heating apparatus, the chairman, Mr Walton, commenting that he “did not know whether they had too much tea, but they found it dangerous to go down the ladder.” (*Southampton Times* June 16) Plans were made to replace it with a proper staircase. In mid-July, the Caulker was at work, and “asked permission to sleep on board, in order to expedite his work.” The Health Committee, after yet another inspection, agreed. (*Minutes* Sept 12 1894)



In October, they were looking to tightening the ship's moorings “before the strong winds of the winter set in,” and, in December, to covering the port side of the Deck House with canvas. In January 1895, a Signal Board was put up at West Quay to communicate with the ship. In February, following a frost, “ice floes surrounded the vessel, and that in consequence of the strain the starboard anchor had been drawn home about 150ft, and in consequence it was necessary to pick up and replace the same, or else take up the cable a few fathoms.”

The Health Committee of February 19 1895 heard that “Inspector Lowe with additional help had placed ice boards round the bows of the vessel.” The Medical Officer of Health was “instructed to consult the Harbour Master as to the necessary steps to be taken in the matter.”

Painting began in March “under the superintendence of the caretaker”, and her April inspection was “satisfactory.” However, work still needed to be done on the deck. (*Hampshire Advertiser* May 31)

1895: The *City of Adelaide* comes into service

May 22 1895 brought the ship her first recorded patient: a case of smallpox from the town, “who had done exceedingly well.” (*Southampton Observer* June 15 1895) The patient was reported as being about to be discharged in the week following the Health Committee meeting on June 19 1895. HF, aged 24, had arrived in the Royal Mail Steamer *Elbe* 13 May, and repaired to his home in Dock Street. The possible source of infection was Lisbon. “Vaccination was effected amongst the members of his household, together with a thorough disinfection of the house and contents. The speedy isolation prevented any spread of the infection to other persons.”

The Port Sanitary Authority's annual reports give us precise details of the other patients coming off the boats. These patients are usually identified only by their initials. (See Appendix C for a table of all the patients reported as treated on the Hospital Ships, 1895-1919.)

6 July: SS *Danube* from Buenos Ayres brought a case of smallpox. “The patient (JK) was removed to Port Sanatorium [*City of Adelaide*], the Attendant also removed and disinfected, bedding &c removed for disinfection, the ship's hospital disinfected by Port Sanitary Authority. These details were all carried out before the vessel entered Dock.”

24 August: SS *Hawarden Castle* came in from London, carrying a patient “certified as smallpox. Removed to Port Sanatorium by order of Deputy Medical Officer of Health, who diagnosed it as typhoid fever on its arrival, the patient subsequently died, the bedding, clothing, and ship's hospital were disinfected by Port Sanitary Authority.”

On the same day, in the town, a tramp from London (TM, aged 34 years) was removed to the *City of Adelaide* from the Workhouse. Disinfection was carried out, and no further cases occurred.

Dr Harris pointed out that the *City of Adelaide* had proved her worth in the isolation of smallpox during the year.

Although cases have been brought to the Port, owing to our possessing a hospital ship the inhabitants have been successfully guarded against the spread of infection from these cases. In no instance was there a second case. Before the Port Sanatorium was established, Smallpox cases from ships were isolated in the worst portion of our Town, and infection repeatedly spread from the hospital situated at West Quay to the inhabitants living in the immediate vicinity. Thanks are also due to the various shipping authorities for their courteous assistance in carrying out the above details.

By September 14, there was a more urgent need. The West Quay Hospital was full of scarlet fever cases. The single smallpox case on board was convalescent, and no longer infectious. He could now be moved, and the ship used for recovering scarlet fever patients, who still needed to be kept in isolation.

In order to be prepared for imported cases of Smallpox, the Cowes Hospital Ship (a small schooner) was hired and placed in readiness to receive Smallpox from any ships bringing a case. The small expense thus incurred was amply justified. The hired vessel received two cases of Smallpox from the Port. Later the hired ship was given up, and the Port Sanatorium cleared, disinfected, and placed in readiness for Port cases.

The Corporation had approached the Isle of Wight Company for the hire of their yacht, but were offered a tug, *SS Alexandra*, instead. The Cowes Port Authority was willing to hire out their Hospital Ship, already fitted out, for £38 including mooring, "as against £100 proposed to be charged by the IOW Co, for the temporary use of their vessel", provided Southampton took any cases that might occur in the Port of Cowes.

Almost immediately, on October 2, *SS Trent* came in from Santos with a case of smallpox. "Patient removed from vessel in Southampton Water to Port Sanatorium (the additional Hospital); addresses taken of passengers where necessary and forwarded; attendants and their effects disinfected on board by Officers of Port Sanitary Authority, also hospitals, and bedding &c. The whole of these details were completed before the vessel proceeded to Dock." The patient was still in isolation on October 15, to be joined a week later by a case brought in on the *SS Clyde* from Buenos Ayres. This was a child passenger, HC, aged 4.

In early December, Dr Harris reported that "the hiring of this Vessel would terminate on the 18th December, and that on account of the cold weather the Vessel would be totally unfit for receiving either Nurses or patients." There were 27 scarlet fever cases on Board the *City of Adelaide*.

On December 18, he reported that "West Quay Hospital and the Hospital Ship being both full of scarlet fever cases, we are totally unprovided for the reception of Small Pox cases, should any appear in the Town itself, or be brought to the Town by ships. . . This you will see, at once, is a most serious position to be placed in. I may mention that the arrival of a case, or cases, per ship is not at all unlikely, as at this period of the year smallpox is most common in the Brazils."

Dr Harris was soon proved correct: *SS Nile* came in from Buenos Ayres on December 21, reporting a case of smallpox landed at Lisbon. A ship's barman (FS, aged 36) landed "in apparent good health" and went to his home in Cromwell Road, Fitzhugh. On the 4 January, showing "unmistakable evidence of the disease," he required "immediate isolation, necessitating the speedy clearance and disinfection of the *Adelaide*." He had received "several pieces of paper money" from the patient landed at Lisbon.

The convalescent scarlet fever cases were moved to West Quay Hospital, the whole of the Nursing Staff being turned out to make room for them, and a furnished house taken to accommodate the staff.

"It is impossible to estimate the value and safeguard the Sanatorium has been in isolating cases of smallpox, more especially in the removal of cases from shore. In consequence of the situation of the Sanatorium, the isolation was rendered perfect. Had we been without such means of isolation, it is possible, and most probable, that the few cases would have led to a serious outbreak, we should have been totally without hospital accommodation, the shore hospital being filled with scarlet fever. Such evidence of the utility and service of the Port Sanatorium should surely prove to the public the wisdom the Sanitary Authority displayed in establishing this hospital in 1893."

1896: Smallpox, scarlet fever and a supplementary Hospital Ship

There were nine smallpox cases taken to the *City of Adelaide* between January and August 1896 .

1. January 27. From the *Cock of the Walk* from London. "Removed to Port Sanatorium. Forecastle and effects disinfected."

2. February 2. AT, of Alfred Street, Newtown, aged 29. "The patient's husband was a sailor employed on the Cape Steamers, who had sailed for the Cape some weeks previous to the attack. The probable source of the infection is interesting: - the husband on his last voyage had sent his kit bag ashore to a laundry with soiled linen; as it was not returned in time he sailed from the Cape without it, making arrangements for his property to be forwarded to his home in Southampton by the next

vessel, which instructions were carried out. His wife received the clothing about the 20th January, and opened and examined the articles thirteen days before her illness. She had not left the town or received any visitors from places other than Southampton. At Cape Town, however, at the time the clothes referred to were returned, smallpox was very prevalent, and in the absence of any evidence to the contrary, I am of opinion that they were infected at the laundry in Cape Town and the infection imported.”

3. March 15. A barmaid, AG, aged 16, from Chantry Road fell ill at work, “a beerhouse frequented by sailors and tramps.” She was sent home and removed to the Hospital Ship from there.

4. March 28. Her next-door neighbour, CC, aged 28, who had been in contact with her before she was known to have smallpox, was taken to the Hospital Ship.

5. March 31. When the Medical Officer visited CC’s house his lodger, TR, “a lad aged 17,” complained of feeling ill “and in consequence a daily visit was made until a diagnosis was made certain.”

6 & 7. April 1. The following day 2 patients were taken to the *City of Adelaide*. One of the Authority's Sanitary Inspectors (FH, aged 25, of Union Road, Freemantle) had become ill. He had assisted with the removal of AG on the 15 March. “This was an exceedingly mild case.”

The other was far more severe. DA, aged 24, a Lascar sailor, belonging to HMT *Dilwara*, from Bombay, was removed to Hospital. He had been “taken ill seven days before arrival, during this period he was isolated in one of the ship's boats. I am of the opinion that the spread of the disease to the troops was only prevented by the thoughtful and careful isolation that was instituted on board. The patient died fourteen days after admission to the Southampton Port Sanatorium. The costs of maintenance and burial were recovered from the ship's owners.”

8. May 23. PN, aged 16, an officer's servant on SS *Nile*, was taken from his home in Albert Street, Chapel. “This was a severe confluent case, and on investigation showed that most probably the disease was contracted at Lisbon on the patient's homeward voyage, asserting itself some days after arrival.”

9. June 3. SS *Magdalena* from Brazil. “Case removed off Netley and removed in steam ambulance to Hospital Ship. Attendants removed for disinfection. Bedding, hospital, &c, disinfected. The steam ship *Magdalena* brought up off Netley, having a case of confluent smallpox on board. She was boarded by your Medical Officer, and the patient (CK, aged 10) a first class passenger, immediately removed in the Steam Ambulance to the Port Sanatorium. The persons who had been in attendance on the patient, and all infected materials, were removed for disinfection. The infected portion of the ship was treated with compressed SO₂ and sealed up; the vessel proceeding to dock after a delay of forty minutes. The expenses for the maintenance of the patient were recovered from his parents.”

One of the assistant Nurses “became infected while carrying out her duty.” As she had taken all precautions, including re-vaccination, “the disease was of the mildest type, producing but little discomfort.”

On the observation ward aboard the *City of Adelaide*, a patient from a neighbouring local authority was examined and discovered not to have smallpox, “and was in consequence returned to his home.”

Housekeeping matters were an ever-present problem. The Caretaker, Mr Herbert, had resigned in May, due to his wife's health, to be replaced, temporarily, by Mr McBain, “now in the employ of the Corporation” at a weekly wage of 27s 6d, not including board. (*Health Committee* 6 May)

Dr Harris was instructed to arrange for the ship to be painted “with the labour now at the disposal of the Health Department, and to engage an additional hand if required.” He gave a report on the condition of the decks, and when the Committee inspected the vessel on July 7 “certain suggestions as to the covering of the deck were made by Councillor Jukes,” who promised to make experiments, and report. Repairs to the sanitary fittings (by Mr Brazier), the Electric Bells (by Mr Fiford), and the valves of the Steam Pump were made.

A case of measles come in from the West Indies on June 10 on SS *Don* but could not be isolated on the Floating Hospital, because that had smallpox patients, and the "shore hospital" was inadequate. "A special carriage was obtained on the railway."

The site for a new Isolation Hospital had been identified at Mousehole, Shirley (newly absorbed into the Borough) but in the meantime arrangements had to be made on an ad hoc basis. An emergency sub-committee of the Health Committee held on July 15 considered the "urgent necessity of making some additional provision for the isolation of infectious cases, in view of the alarming increase of scarlet fever in the Borough" and made plans to rent the London and South Western Railway's paddle steamer *Wolf* for "a nominal sum of £10 per month for 12 months, subject to the Corporation paying the ship keeper's wages of 24s per week, and the cost of removing and mooring the vessel." The *City of Adelaide* was now free of smallpox, as the last imported case had been discharged, and, once she had been disinfected, began to receive scarlet fever cases from the Borough on August 27. She received 92 patients, about 35 at a time, between August 27 and December 31 1896

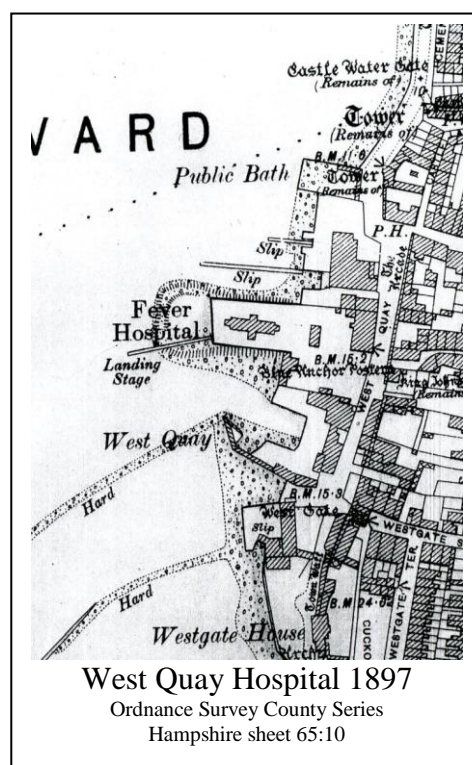
Before then, a case of Measles arrived on the *Magdalena*, from Brazil, and was "removed to supplementary Hospital Ship *Wolf*. Cabins and bedding disinfected."

By the end of 1896, Dr Harris was "of opinion that inasmuch as the hiring [of the *Wolf*] has been arranged on most favourable terms, she should be retained until the building of the new Borough Hospital is completed."

A Floating Hospital was subject to problems that did not afflict a shore-based hospital. Dr Harris reported to the Health Committee on the 21 September 1896 that, "within the last month, the '*Adelaide*' has been in great danger from the proximity of large timber vessels. The SS '*Oxea*' on one occasion was carried above the Hospital, and on being carried down by the tide became unmanageable. She passed dangerously near the '*Adelaide*,' fouling the starboard quarter chain which strained the vessel somewhat, and started the mooring bolt. More recently during the high tides the SS '*Long Newton*' carried away the Harbour Board mooring buoy and swung alongside the '*Adelaide*,' where she remained for some hours until steam could be obtained to remove her. I would suggest that when replacing the buoy, the Harbour Board be requested to fix the same in a lower position."

During 1897, the *Wolf* was replaced as supplementary hospital ship by the LSWR's *Alliance*, "hired as a standby for emergencies until the new Isolation Hospital is erected, the port sanitary hospital *Adelaide* . . . being occupied by scarlet fever cases for two years." There were "235 cases of scarlet fever during the year, 141 isolated at West Quay Hospital, 65 transferred during convalescent period to Floating Hospital, in order to provide accommodation at West Quay for fresh cases. 11 deaths." (*Annual Report 1897, Borough*)

Plans were under way for the new hospital to be built in Mousehole Lane, but until it was ready, the only provision for the "isolation of the infectious sick", was "the Old Fever Hospital, at West Quay, consisting of a dwelling house and an annex (a temporary iron building), the permanent Floating Hospital *Adelaide* and the temporary Hospital Ship *Alliance*"



The *Wolf* and the *Alliance* received 10 patients during the year, two cases of measles, and eight cases of smallpox, three from vessels and five from the Borough. As Dr Harris said in his report, “The speedy removal of the Borough cases in all probability prevented a more serious outbreak. As the permanent Floating Hospital was occupied by scarlet fever cases the isolation of the smallpox patients would have been impossible had we not had the *Alliance* in reserve. . . These facts again justify the action of the Committee in incurring the expenditure necessary to provide the temporary floating hospital.”

1897: Managing infectious disease in a busy port

On January 29, SS *Thames* came in with three cases of smallpox, one of whom was sufficiently recovered to permit his returning home after a complete disinfection. The other two: EP, aged 20 and ET, aged 24 were isolated on the *Wolf*. “In preparing the *Wolf* for the patients it was found necessary to immediately fix two heating stoves. I consulted the Chairman in the emergency; two stoves were selected and fitted by Messrs Lankester & Son on Friday morning.”

As the *Wolf* now had smallpox patients, and the West Quay and the *City of Adelaide* were filled with scarlet fever, when a patient with typhoid fever came in on the *Christian Broberg* on January 30, Dr Harris had to “choose the lesser of 2 evils viz.: that of leaving the man on the vessel, or removing him to West Quay Hospital, protecting him as far as possible from the risks of scarlet fever. 1 of the Nurses Rooms was set apart for him, and special nurses obtained, who would have no communication with the scarlet fever patients. The patient remained 14 weeks at West Quay.”

These elaborate arrangements show how “isolation” worked as a treatment for fevers and infections. Without modern drugs and antibiotics, patients were nursed separately to avoid cross-contamination and the spread of infection. When councillors continued to talk of the *Adelaide* as a “white elephant” costing the borough and its ratepayers money, the Health Committee’s response was to point out that if she had been available in 1893, when there had been over 150 smallpox cases in the town, the borough would have saved £3,000. (See Appendix A for a description of the 1892-3 smallpox outbreak.)

Conditions on board the *City of Adelaide* were far from ideal. As a smallpox hospital she had held one or two patients at a time: now she was taking up to 35 scarlet fever patients at once. Dr Harris ordered 24 chairs, as “the patients have to stand or sit on the beds.” On February 3, he reported to the Health Committee that “owing to the difficulty in ventilating the wards . . . I have in consequence been compelled to greatly reduce the admissions to the same in the interests of the patients as the air became quite foul.” Lankesters supplied a “slow combustion stove with a fresh air inlet from the outer air” for both wards.

The arrival of the troopship SS *Dilwara*, reporting the death of a passenger from plague, is described in some detail by Dr Harris and shows well how the system worked. She was signalled from Hurst at 4.40pm on Tuesday, April 6, and arrived off Netley at 6pm. Dr Harris “visited her immediately on her arrival, in company with Col. Stackpole, Surgeon-Major Parker, and Mr Bulstrode.”

On boarding the vessel, one death from plague was notified to have occurred in the Red Sea on the 18th March. . . The vessel left Bombay on the 11th March, and the same evening a child was reported ill. On the 12th: temperature 104 degrees, and general malaise. There was no reason for suspecting plague, and the child was isolated in a cabin. On the 15th: swelling of the lymphatics in axilla commenced. 16th: tenderness right side of the neck. 17th general swelling and distinctive appearance of the glands, side of the neck; with cyanosis. 18th: glands left side of neck swollen; double pneumonia; heart failure; death at 11am; buried at 1pm 300 miles west of Perim. The child was first isolated in the Women's Hospital, and on

the 16th removed to a temporary canvas hospital on the poop deck. The whole of no 3 troop deck was disinfected, and the Women's Hospital disinfected and re-painted. On arrival at Suez the vessel was put into quarantine for 6 days. The mother and father of the child, who had been in isolation with the patient, were removed to Moses Wells for quarantine. . . To prevent any risk of importation of infection, the following course was decided upon: Inasmuch as the troops could not be disembarked under any circumstances until Wednesday morning, and it being at that time dark, it was decided that all persons on board should be mustered and inspected as soon after daybreak as practicable. All women and children who had been located on the second troopdeck (No 16) were, with all their belongings, removed to the Floating Hospital [*Wolf*], and after being provided with clothing by the Port Sanitary Authority, their effects were removed to the Port Sanitary Disinfector. This removal commenced at 10am on the morning of the 7th, and the 42 women and children kept at the Floating Hospital while a thorough disinfection of their clothing was carried out. They were returned to the Disembarkation shed in the Docks at 11am on the morning of the 8th. "The work of the Disinfector was commenced at 11 o'clock in the forenoon of the 7th. The articles were thoroughly disinfected, and returned to the Trooping Shed by 12 o'clock noon on the 8th. The work of disinfection was carried out continuously: necessitated by the large quantity of articles, the particulars of which follow: -

Soldiers Kits and Bags complete 352
 Chests and Boxes 74
 Bundles 1
 Total number of articles disinfected 12,400

The expenses would be repaid by Military Authorities (*Health Committee 5 May*):

To expenses of maintenance of 40 men, women & children, for 1 day & night	£6
Van and horse hire, as per Messrs White & Co's account	£4 8s 4d
Labour & disbursements	£1 19s
	Total: £12 7s 6d

On April 20, seven cases of measles arrived from Cape Town on the *SS Gaul* and were accommodated on the *Wolf*. On the same day, the committee "also considered the question of the present facilities for gaining access to the *Wolf*, but deferred the question of providing a temporary Companion ladder" until a future meeting.

In May the *City of Adelaide* was being re-painted by the hospital staff, "with the assistance of one painter." (*Health Committee 24 May*)

On June 30, two cases of measles arrived from New York on *SS St Louis*: one patient was sent to the *Wolf*, the other to Rockstone House, which was a private home for the reception of medical and surgical cases in Carlton Crescent. According to their advert in the *Hampshire Advertiser*, "no infectious cases are taken in", so presumably the patient was convalescent and of private means.

THE PRIVATE HOME FOR THE RECEPTION OF MEDICAL AND SURGICAL CASES, AND FOR SPLYING TRAINED NURSES.
 MISS S. B. HAMMON,
 ROCKSTONE HOUSE,
 8, CARLTON-CRESCENT, SOUTHAMPTON.
 Ladies, Gentlemen, and Children received under the care of their own Medical Men.
 Medical and Surgical, and Maternity cases are received at the Home.
 No infectious cases are taken in.
 Patients admitted for 24 hours.
 Special attention is given to Massage, and Patients can be attended either at the Home or in the neighbourhood.
 Founded 1891.

Hampshire Advertiser July 28 1897

Necessary repairs were carried out to the Lifeboat Falls in the *City of Adelaide*, and an estimate of £29 10s given for parts for the ship's pump by Lankester & Sons. (*Health Committee 7 July 1897*)

A potentially serious outbreak of smallpox began on October 23, when, as reported by Dr Harris, an engineer (AMcL) “landed from SS *Thames* apparently in good health and proceeded to his apartments in Guillaume Terrace. He was subsequently taken ill, and three days after landing was notified by his medical attendant to be suffering from smallpox. I visited the premises immediately and arranged for his removal to the Hospital Ship *Alliance* and for the efficient disinfection of the premises. At the time of my visit I was provided with a supply of calf lymph, and advised all other occupants of the house to be re-vaccinated to no avail. This case was not a severe one.”

However, on November 8, he was called to Paget Street, to a 14-year old girl (FC). “I found the type of disease assuming a severe confluent form, the patient never having been vaccinated, was removed as speedily as possible to the Hospital Ship *Alliance*. The origin of the disease arose at Guillaume Terrace, the girl having been in service and in attendance upon the former patient, she feeling ill went to her home 4 days before her removal to Hospital. The house and contents were disinfected, re-vaccination offered, and steps taken to prevent the spread of infection. The occupier carried on laundry work for a small no. of persons.”

Then came, on November 10, “A McH, aged 14 years, of Guillaume Terr. A mild case resulting from the same house as AMcL. Infection due to AMcL. The patient was removed to Hospital Ship *Alliance*.”

On November 13, “FA, aged 23 years, of Clifford Street. A sailor who landed on the 23rd from SS *Thames* feeling unwell, and having several spots, he visited a Medical Practitioner in the evening. The notification was sent to my house by hand. I visited the premises at 10.30pm, and had the patient removed the following morning. The occupier of the house let lodgings. The offer of re-vaccination was accepted, and the usual methods of precaution were adopted. It was evident that this patient had been ill several days before seeing a Doctor, and I have no doubt the Ship was the source of infection.”

One of the nurses on the *Alliance*, AJ, was “taken ill 12 days after the admission of FC, due possibly to the great virulence of the poison and the difficulties of nursing severe cases of this disease upon a temporary ship. This case was one of the mildest degree.”

As no other cases occurred no better example in my opinion can be brought forward than this to prove the safeguard Isolation Hospital accommodation is to a Town, and the urgent necessity there is in a seaport of this character of being fully prepared to isolate the first case of any infectious disease that may be brought to the Town by ships or other means.

No small amount of the success recently attained is due to the promptitude with which the Medical attendants notified the cases, and the assistance they are always good enough to accord us.

The Health Committee visited the *City of Adelaide* on December 27 “and after examining the vessel throughout, expressed themselves satisfied with the cleanliness and order in which they found the ship.”

1898: Troopships and the SS *Briton*

In the new year, 1898, the *City of Adelaide* continued to relieve the overcrowding in the West Quay Hospital, receiving 92 scarlet fever patients. The Annual Health Report for the Borough recorded 256 cases notified in the Town, 3 of whom had died. “As many cases as possible were admitted to West Quay Hospital, which was constantly filled. The use of Hospital Ship *Adelaide* for convalescent patients enabled us to isolate 176, or 68.7 per cent of the cases notified. At the end of March, West Quay Hospital was full, no patients were sufficiently convalescent to be transferred to the Floating Hospital. The isolation of fresh cases ceased for two weeks, in spite of the greater demands for admission.”

After our new land hospital is opened, which will be about December, we shall be able to terminate our charter of the *Alliance*. The permanent Hospital Ship *Adelaide* will then be kept exclusively for smallpox.

The ships were not the only way smallpox could enter the town. On January 9 1898, "FA, male, aged 25, was admitted into casual ward at Workhouse, had tramped from London to Southampton, first showed definite evidence of smallpox on Jan 11th, was removed to Hospital Ship *Adelaide* on January 11th. Discrete smallpox. Patient well vaccinated in infancy. Recovered."

The troopships continued to be a particular concern, though, as the arrival of *SS Dilwara* (again) from Bombay on February 12, showed. She notified the presence on board of smallpox, german measles, and varicella (chickenpox).

Port Medical Officer boarded vessel off Netley. Measles and Varicella cases removed by Military Authorities to Netley. Disinfection carried out by Port Sanitary Authority. PF, male, native steward on Troopship *Dilwara*, taken ill on board January 25. Removed in Steam Ambulance to hospital ship *Alliance*. Discrete smallpox. Patient had 2 good vac scars. Recovered.

Six cases of smallpox arrived on *SS Briton* from Cape Town, on June 17.

Port Medical Officer boarded vessel off Portland (Shambles). The cases were removed in steam ambulance to Hospital Ship *Alliance*. 3 attendants were also removed to *Alliance* for disinfection. All affected clothing bedding &c, and infected portions of ship disinfected. The *SS Briton* left Cape Town on the first day of June, having on board 579 passengers and 243 crew. On June 10th a child, JD, aged 8 months, was taken ill, and immediately isolated in the ship's hospital. The case was diagnosed as one of Smallpox. June 14th, RT, aged 4 years, and Mrs D, aged 25 years, were found suffering with smallpox, and were isolated in hospital. June 15th, EW, aged 3, and CE, aged 56, were similarly isolated. June 17, the date of the vessel's arrival in Southampton, JH, aged 46, was discovered with prodromal rash of smallpox. The case had not been removed to the ship's hospital.

The owners of the vessel received private information from Portland of the presence of smallpox amongst the passengers, which information they immediately communicated to your Port Medical Officer who accompanied the Company's representative in a special tug to intercept the vessel before her arrival in this Port. On boarding the vessel the Passengers were mustered and personally examined. Their names and addresses were taken, which were subsequently forwarded to the Medical Officers of Health of the Districts to which they were travelling. Our usual procedure in these cases is to remove the patients from the infected vessel off Netley before permitting her to proceed to Dock. The serious condition of 3 of the patients, however, prevented their removal and the necessary long journey in the ambulance. The vessel was therefore allowed to proceed to Dock, a sanitary guard being maintained over the Hospital and the infected cabin. A list of the addresses was obtained of the members of the crew respecting whom there was little anxiety, only the Stewardess, as far as could be ascertained, having been exposed to infection.

The vessel was berthed at 9pm, and after the departure of all the passengers, the starboard gangway of the ship was lowered at 12 o'clock midnight and the removal of the patients to the temporary Floating Hospital was carried out with the assistance of the Steam Ambulance. The removal was completed at 2am, 2 journeys being made.

The Ship's Surgeon offered vaccination to all persons who, in his opinion, had been exposed to infection. This was, however, accepted by a few only.

The children attacked, and who subsequently died, were unvaccinated, their parents intending to have the operation performed as soon as they reached their homes in England.

There had been an epidemic of smallpox in Johannesburg, and this was identified as the source of the infection.

The 3 children and Mr H were affected with a severe confluent type, and died in our hospital:
EW, aged 2, 2nd class passenger. Died June 18th. (Not vac)
JD, 8 months, son of RD, taken ill June 13th. Died June 19th. (Not vac)
TH, male 48, taken ill June 14th. Haemorrhagic smallpox. died June 20th. (Said to have been vaccinated in infancy, but no scars visible.)
RT, male, 4, taken ill June 14th, Severe confluent type. Died June 20th. (Not vac)
RD, female, 25, taken ill June 14th. Removed to Alliance June 17th. Modified smallpox. Vac in infancy. Recovered.

A stewardess was kept under observation

2 persons, who were apparently well when leaving the vessel, were subsequently removed from their residences in the town to the Hospital Ship suffering from smallpox contracted upon the vessel.

One was a parent of one of the children attacked, the other the ship's barber – he had shaved Mr H the day before arrival.

RW, female, 40, mother of EW, landed apparently well on June 19 [17], and went to lodgings in town, developed characteristic eruption of smallpox June 17 [19], and was removed to Hospital Ship same day. Vaccinated in infancy, re-vaccinated at age 25. Recovered

WB, male, 29, landed from vessel apparently well, and went to lodgings in the town, first developed smallpox eruption on June 30, and was removed to Hospital Ship July 1st, the day of notification. Modified Smallpox. Patient vaccinated in infancy and re-vaccinated. Recovered.

Although Southampton prided itself in being properly prepared for the importation of smallpox and other infectious diseases, other local authorities were less well-prepared, not being as exposed as a port town, or as obliged to keep up with the legislation. The Port Sanitary Authorities only had power to detain vessels if they were suspected of carrying Yellow Fever, Plague or Cholera, but not smallpox: “the power to secure the names and addresses, or even to take any action in regard to Smallpox, is purely permissive.” So when smallpox “was introduced into the district of Cleator Moor by passengers of the SS *Briton* who landed apparently well and developed the disease some days after arrival,” the District Council at Cleator Moor and Kelso complained that the SS *Briton* on her arrival at Southampton was not quarantined and tried to make a claim for expenses against the Southampton authorities. The Medical Officer of Health pointed out they had done what they could: “the names & addresses proceeding to that District were forwarded to the Authorities with the object that they might keep observation upon those persons.” Even that required the cooperation of the shipping companies, and only the Union and Royal Mail companies had as yet agreed to the arrangements.

A particularly annoying claim for compensation had been passed on from Roxburgh, where a Mr F's luggage had been “disinfected in a manner which caused destruction, the Roxburgh authority being without proper apparatus.” The Port Sanitary Officer ignored the claim for damage done, and informed Roxburgh that quarantine had been abolished in 1896. Roxburgh had not suffered any cases of smallpox.

Southampton, however, had received another case from Buenos Ayres, on June 23, a fireman on the Royal Mail Company's *Ebro*. "AS, male, aged 20. Taken ill on board June 19, removed to Hospital Ship June 24 at midnight. Semi-confluent variety. had been vaccinated in infancy and presented 2 indefinite scars. Recovered. Observations were kept upon his fellow workers during their residence ashore." He had been removed in the steam ambulance to the *Alliance*, along with his attendant, who was disinfected.

This meant that nine cases in all were isolated on board the *Alliance* when Dr Harris made his report to the Health Committee on July 6. He had engaged two extra temporary Nurses, and arranged for the ship to be moved from "her position at the tail of the Gymp, with several yachts in close proximity . . . The yacht owners were unaware of the danger of lying close to the infected ship, there being nothing to mark that it was an infectious hospital." The Harbour Board, responsible for her moorings, at first, to Dr Harris' disgust, suggested placing her "on the mud; we explained she had serious cases on board, and that she was fitted with bedsteads, and that if she was moved she must be placed in a position in which she would not take the ground and list." It was agreed that she should be moored "off Cracknore Hard, with the anchorage buoy astern and the bows pointing up River to Marchwood; the vessel to be moored by 4 anchors." However, when the day came to move the vessel (on Tuesday June 21) she was "moored by order of the Harbour Master in a position other than the spot agreed; but is at the present moment, after a second mooring, in the correct position. The expenses of mooring the vessel were, I submit, doubled by the action of the Harbour Master." Copies of this report were sent to the clerk of the Harbour Board.

The challenges of achieving isolation when a ship is at sea are illustrated by the next patients to arrive, on September 4. Five smallpox cases (MP, male, aged 28; AG, male, 21; RJ, 25; K, 27; AA, 36) arrived on the SS *Jeluga*, from Bombay, which was met off Netley and the patients "removed in steam ambulance to Hospital Ship *Alliance*. . . Early isolation had been carried out on board. The outbreak occurred among the native stewards. The Ships' Surgeon isolated the sick in life-boats upon the sun deck, away from passengers and troops. The remainder of the stewards having been exposed to infection were withdrawn from attendance in saloon and encamped on the sun deck apart from the actual cases." These cases were modified smallpox, and all recovered: Dr Harris planned to discharge them on Wednesday, October 12. (*Health Committee* October 5)

The last two cases of 1898 were from the town, although one worked in the Docks: "GM (male 38), living in Valley Road, who was employed as a shipping clerk in the Docks, having to handle passenger's luggage coming from abroad, from which it is presumed he obtained the infection. He first developed the papules on November 7th, and was removed to Hospital Ship *Alliance* the next day. This was a very mild case, the patient only having a few pustules on forehead and body. He had been well vaccinated in infancy and again about the age of 25, having 4 good vaccination scars. Recovered."

The next day, "MM, aged 35 years was notified to be suffering from smallpox. He was immediately removed to the *Alliance*, and the infected house & contents disinfected. Re-vaccination was offered and accepted by those who had been in contact with the patient. No further cases of the disease occurred."

1899: Closed for the first time in two years

Mr T Furber was under contract to provide water for the Hospital Ship, but in February 1899 Dr Harris reported that he had been obliged to obtain water from another firm, as Mr Furber was in breach of contract and the supply “unsatisfactory.”

The steam ambulance broke from her moorings in the River Test on December 27 1898 during a gale, and drifted towards the shore. Mr Stevens received £5 for “his services in boarding her, with others, and bringing her safely to anchor within 50 feet of the Western Shore Wall.”

The Ambulance had also carried away part of the Landing Stage at West Quay Hospital “owing to the strength of tide setting down.” Dr Harris thought “a floating T piece should be fixed at the end of the stage so that the Launch could be brought up head to tide, and prevent the risk of serious damage to the Ambulance or accident to the children who may be in the vessel.”

Those children being the convalescent scarlet fever patients who had been being placed on the *City of Adelaide* to ease the pressure on the “inadequate” West Quay Hospital. Only 21 would take the ambulance to the hospital in 1899, and in July Dr Harris was able to report that “we have been able to close the Hospital Ship, the first time in 2 years, and with a view of reducing expenditure the services of the cook and ward maid have been dispensed with & the Superintendent placed upon half-pay, to be at the call of the Corporation at 4 hours notice.” (*Health Committee 5 July*) The Matron resigned in September, not to be replaced, and by December the Attendant, alone “since the staff had been removed from the Ship”, was given an additional allowance of 7s on top of his £1 per week to provide his own board.

Dr Harris's annual report said that it was “a matter for congratulation that during the twelve months now under review no cases of smallpox were landed at this port.” But that during the period the report had been in compilation cases of smallpox had arrived from abroad “so that we cannot expect to be as fortunate during the ensuing year; we are, however, well provided with accommodation at the Floating Port Sanatorium for any cases which may arrive at our Port.”

1900-1901: A new Isolation Hospital, and the Boer War

On January 22 1900, the Health Committee heard that the Rowing Boat used in connection with the Hospital Ship was unfit for further service, “and the following Tenders were submitted for the Building of a new Boat, viz:- Messrs Stevens Bros £16 (accepted); Mr J Pickett £22.10.”

The new and long-awaited Borough Isolation Hospital was opened in February 1900. The *Alliance* was declared redundant and returned to LSWR on the 27 February. Patients were admitted to West Quay Hospital until March 6, when 15 cases of scarlet fever were transferred to the new hospital, and the first fresh case admitted. The increased capacity afforded by the land hospital was just in time for the extra troopships coming into the port from South Africa and the war. Dr Harris reported 15,123 crew and 46,974 troops and passengers, and remarked “the work of disinfection connected with the transports has been a great undertaking. It has been necessary in some instances to remove nearly the whole of the ship's bedding to the Town Disinfector, and subsequently to have a number of hands to spray and fumigate the infected portions of the vessel. The Port Sanitary staff has been temporarily augmented to cope with the extra work. I am glad to inform you that the Admiralty pay for services rendered by the Port Authority.”

The closure of the West Quay Hospital meant that the Hospital Ship needed its own laundry facilities, so, in May 1900, the Medical Officer of Health employed a laundry woman on the ship to wash the smallpox clothing. She was provided with an ironing stove and a portable clothes boiler. Other utensils were transferred from West Quay. The equipment was set up on the upper deck, and on October 3 the committee were told that “this would be impossible in inclement weather.” It was

agreed that a lean-to roof would be put up to cover a small portion of the deck and shelter the laundress, "so constructed that it could be removed during high winds."

The WCs were a continual nuisance: it was impossible to flush them, and during rough weather, the contents of the pan were blown out. They "should be immediately removed, and Pump Closets substituted."

The smallpox cases imported from abroad in the early months of 1900, referred to in Dr Harris's 1899 annual report with a warning that good fortune could not continue, were:

January 3. FB, aged 21, of Shirley Park Road. Admitted to Hospital Ship. The patient was a fireman on the SS *Nile*. He arrived in Southampton in good health eight days previous to his attack

January 17. JB, aged 20, of Millbank Street. Smallpox. Notified & admitted to Hospital Ship. Fireman on SS *Clyde*, he arrived in Southampton some days previous to illness.

With regard to infection brought by SS *Clyde*, Southampton was more fortunate than other districts. Once again, as with the *Briton* a year and a half before, smallpox had spread to other places (London, Edinburgh, and Lymington in this case) because it was not covered by the Public Health Act, 1896. The difference, according to a letter from the Local Government Board (*Health Committee* April 5) was that Cholera, Yellow Fever and Typhoid were "invariably introduced from abroad," but smallpox was not. The source of the infection for both Southampton patients had been traced to Lisbon. Lymington Sanitary District asked for help with isolating smallpox patients "on payment." It was decided to offer the assistance requested, at least on this occasion.

January 24. Three cases arrived on SS *La Plata* from Buenos Ayres, one of whom (JB, aged 45) was removed to Floating Sanatorium. The attendants were disinfected, also the infected portion of the vessel and contents, by the Port Sanitary Authority.

The next outbreak began in April and in the town.

A case was removed from business premises to the *City of Adelaide*.

April 15. Lily M, Cossack Place.

April 18. Susan D, Latimer Street.

April 30, May 2. 5 members of one family in Brinton's Road (WW, aged 9, E H W, aged 11, H H W, aged 7, G W, aged 5 months, E W, aged 40, the father of the family.)

Trained nurses were obtained "temporarily from London to tide over the emergency," and 12 new mattresses and pillows were bought to replace others which had worn out, "also four screens."

May 18, June 6. Husband and wife, Oak Road, Northam.

June 14. A or J K aged 24 of Radcliffe Road. Infection traced to a man who had smallpox in a district outside Southampton.

No time was lost in isolating these patients after their notification. The infected premises have been thoroughly disinfected, and the rooms in which the patients were found have been lime-washed, the walls stripped and re-papered, with the exception of one case which was removed from Oak Road. Notice has been served upon the Owner to re-paper and lime-wash the infected room, and in the event of further refusal, that action should be taken to enforce the notice. (*Health Committee* May 29)

11 patients were isolated on the *City of Adelaide* between April and June.

At the Health Committee meeting of July 4, Dr Harris expressed the hope that there would be no more cases, and praised the "prompt and courteous attention taken by the various Medical Attendants, and to the immediate isolation of the cases in the Hospital."

The troopship *Kildonan Castle*, arriving from Cape Town on October 5, reported four cases of smallpox among the troops. The smallpox patients were removed to *City of Adelaide*, and their

bedding, effects, etc, to the disinfector. Their attendants were also removed for disinfection. The four cases had occurred amongst the troops soon after leaving Cape Town. "A temporary hospital was constructed upon the sundeck by placing two horse boxes in position. The cases, together with their attendants, were perfectly isolated during the voyage. No extension of the infection occurred." Nursing staff were sent to the ship from the Isolation Hospital, and temporary nurses brought from London to take their place at Millbrook. The smallpox nurses were given three days rest after completing their duties on the *City of Adelaide* and a sum to cover their "outdoor expenses" of 10s 6d, "all leave having been stopped while they were engaged on the Hospital Ship."
(*Health Committee* October 16)

The same meeting gives us a glimpse of how the ship was provisioned. Most of the stores were obtained through existing contractors, who delivered them to Millbrook, and the ship keeper presumably collected them from there. He also obtained bread locally, and "small items in an emergency."

No sooner had the nurses taken their leave, than a crewman (BG, aged 32) was admitted with smallpox, having been taken ill some days after arrival on *SS Magdalena*. He was followed by another crewman (CG, aged 25), this time from *SS Don*, who was "discovered in Lodging House and removed to Hospital Ship. Severe confluent case, terminating fatally." Dr Harris felt obliged to mention that both these men were "negro."

Also admitted at about this time were two patients for neighbouring sanitary authorities, CA, aged 26 and JA, aged 21.

Once again, this meant engaging temporary nurses from a nursing association "at a weekly salary of £1 11s 6d each," in order to replace nurses transferred from the Isolation Hospital to the Hospital Ship, as "we have always avoided keeping a permanent staff on the Hospital Ship."
The last of these cases were discharged on December 24, just in time for Christmas.

Supplies of water and coke, hitherto supplied by Messrs Agius & Co, were now being provided by Mr Lewis, who has agreed to supply water at 2s 6d per ton. "This arrangement had so far been satisfactory."

Precautions against plague were of particular concern towards the end of 1900, "owing to the almost daily communication by Troopships" from South Africa.

All vessels from infected or suspected districts were boarded by your Port Medical Officer at the boarding station off Netley. The names and addresses of passengers were taken & forwarded where necessary. Suspicious cases were removed to the Port Sanitary Hospital until an accurate diagnosis could be obtained by bacteriological examination. Contacts were also isolated. On Saturday October 20th, a sailor, WB, was discovered ill on board a vessel from Honfleur. He had enlargement of right axillary glands, accompanied by a temperature of 103.5° with delirium. He was isolated in Hospital and specimens of gland juice forwarded to the Local Government Board. The vessel, in absence of bacteriological report, was treated as infected, and all details of disinfection in regard to crew and ship were carefully carried out. The bacteriological report was, I am pleased to say, negative. The Port Sanatorium [*City of Adelaide*] is kept in readiness to receive any cases of plague arriving or occurring in the Town or Port. A pavilion at the Land Isolation Hospital (opened 12 Feb 1900) is accessible for Contacts, sufficient for contacts from town or passenger vessels. Arrangements have been made with the War Office for the provision of Special Contact Camps to receive Troops requiring observation. These are arranged at Calshot Castle for 200, and at Grange Fort for 1,000 men.

The 1901 annual report was produced by the new Medical Officer of Health, Dr Robert E. Lauder.

On January 2 1901, the ship keeper reported to the Health Committee that “the Water Service on the Ship requires renewal, the pipes having given way in several places.” It was resolved that “a visit be made to the Hospital Ship at an early date,” and indeed by January 14 the Committee had a list of work to be done as a result of that inspection:

The ward stoves needed repairs.

The bilges needed cleaning, which meant removing the ballast.

Two WCs on the wards and one on deck were defective: all the “ship's closets” were to be provided with “proper flushing apparatus.”

The ship keeper, Mr William Mabey, was commended for the “cleanly condition” of the ship and given a pay raise of half a crown from 27s 6s to 30s from March 31.

Dr Lauder reported, on March 7, that the work of cleaning the bilges and restacking ballast on the Hospital Ship had been completed, and the vessel repainted, but also that Garney, the second ship keeper, had resigned. The Health Committee Chairman and Dr Lauder would consider how the vacancy could be filled.

March 11 1901 brought a convalescent smallpox patient (JG, aged 34) on the SS *Kinfauns Castle* from Cape Town. With his attendant, he was removed to the *City of Adelaide*. “After being detained two days was disinfected and discharged,” just in time for the arrival of the troopship *Simla* from Durban on March 13 reporting three cases of enteric fever, “1 case landed at Plymouth, 1 ditto removed to Isolation Hospital, 1 ditto removed to Netley H. Disinfection carried out by Port Sanitary Authority. Sample of water taken for analysis.”

On March 18th a communication was received from the Surgeon of the Royal South Hants Hospital that a suspicious case of illness with glandular enlargement had been admitted from the *Simla*. The Port Medical Officer immediately investigated the case, and the patient was removed to the Isolation Hospital, and samples of blood and lymph from the enlarged glands were forwarded by a special messenger to the Local Government Board for bacteriological examination. On the 20th March information was received that the bacillus pestis had been identified in the material forwarded. A rat which was found on board was also proved to have died from plague. The patient was a Lascar, a member of the crew of the *Simla*. Immediately upon receipt of the information the patient was removed to the Hospital Ship. The ward at the Royal South Hants in which the man was placed was thoroughly disinfected and a supply of anti-plague serum sent to the Resident MO requesting him to inject all persons who had been in direct contact.

All members of our own staff who had been in contact with the patient were also injected, and all persons known to have been in contact kept under daily observation. All persons on board the *Simla* were mustered and their names and addresses taken in order that they might be kept under observation, and members of the crew who had been in contact with the patient were removed from the ship and isolated. The vessel was ordered to the mooring station in the Southampton Water and the whole vessel was battened down and fumigated with liquified Sulphur Dioxide and the bilges disinfected and cleansed. Measures were taken to exterminate as far as possible all rats on board.

No other case arose from this patient, and he was discharged from the Hospital Ship on 2nd May.

The unfortunate patient was Domingo Rosario, a single man aged 27, born in Goa, India. He was Baker's Mate on the *Simla*. He appears on board the *City of Adelaide* on census night, Sunday 31 March 1901, as the only patient, attended by nurses Martha Davis, Janie Vivian, and Janet Stewart. Harry Mabey, the ship keeper, and his assistant Edwin Mabey (his nephew) are also on board. Dr Lauder congratulated the nurses for readily volunteering to attend the patient in his report to the Health Committee on March 25.

Another case spent some time on board the *City of Adelaide* from March 13: Mr Chick, a fireman on SS *Norman* from Durban, who was discovered with enlarged cervical glands for which no cause could be discovered. The material was sent to the Local Government Board for bacteriological examination. This gave a negative result and the man was discharged on Friday 29 March. 13 contacts were removed to Isolation Hospital, all men from the same watch as the patient. With the possibility that these poor souls might have to stay in isolation for up to 10 days, Dr Lauder treated them with consideration, providing them with tobacco and beer, "in addition to a liberal diet," and wondered whether he could offer them wages "if it becomes necessary to keep them against their own inclination." (*Health Committee* March 25)

While Dr Lauder was making his report to the committee, another potential patient was being removed from his vessel, the *Morna*, from Oran, 14 days out from Barcelona, which had arrived on March 22 "owing to stress of weather." This time it was a smallpox case, and as the *Adelaide* was not available because already occupied by Mr Rosario and his attendants, "the patient (JD, aged 36, Mate) was removed on the 25th to the old West Quay Hospital, where he was placed in a back room, and was nursed by one of our porters from our Isolation Hospital. This was a mild case and was discharged on April 20th."

By April 2, Dr Lauder was concerned about the possibility of more cases of smallpox in the town, as we "are under an obligation to the Local Government Board not to remove cases of Smallpox to the new Isolation Hospital. . . owing to the impossibility of preventing the spread of Smallpox to other patients in the hospital, either by direct aerial convection, or by the association of the Nurses in the one Residential Block." It was one thing to nurse a single mild case in a back room at West Quay, but more serious cases could not be managed in that way, as the old fears of the spread of disease to the neighbours were still valid.

Dr Lauder would have liked another Floating Hospital, but there was none immediately available. The committee even entertained the purchase of the Hull Hospital Ship, whose availability shows the difficulties of using a floating hospital. The Town Clerk of Hull wrote that "the reason why the Authority are desirous of disposing of the ship is on account of the difficulty of obtaining suitable moorings for her in the river. She was moored in the river for some months, and was often inaccessible owing to the state of the tide."

Other arrangements were made, however. On April 13, Dr Pern on behalf of the South Stoneham Guardians, offered to take smallpox cases at the Iron Hospital at West End, provided Southampton supplied their own nurses. The Committee accepted the offer with thanks, and sent all their cases "forthwith." These patients were:

AC, 36, and her child EC, aged 6, who had been isolated at home, Kent Road, St Denys since April 7. Two volunteer nurses had guarded the patients in their home, with "food and other requisites" supplied by the Medical Officer of Health, who had "undertaken to pay rent and insurance. . . A similar action could not be taken in regard to other cases which may possibly occur." The family can be identified on the 1901 census as William Carter, his wife Agnes Jane, and their daughter Elsie. Kate Salter, of 31, Stanley Road, had visited Agnes, and on April 10 developed "confluent smallpox." Kate did not survive. Agnes and Elsie were disinfected and discharged on May 7.

As another suspected case of plague had just arrived on the troopship *Canada*, from Cape Town, on May 5, the Hospital Ship was still in use. The patient, a private in the Lancashire Fusiliers, turned out to be “negative” and he was discharged. 14 contacts were sent to the Isolation Hospital, where one of the pavilions had been set aside for such a contingency. Dr Pern at South Stoneham was still ready to receive Southampton's smallpox patients.

The next patient for the *City of Adelaide* came in from New York on May 25, on the *St Louis*, suffering from chicken pox.

Just over a month later, on July 2, the Isolation Hospital received a convalescent plague case and his two attendants, along with their kit for disinfection, from the troopship *Orotava* from Cape Town.

Also coming from Cape Town was a convalescent smallpox patient (WB) off the *Kinfauns Castle* on July 19, who was removed to the *City of Adelaide*, but discharged after disinfection. This meant the ship was free on August 10 to receive a case of adenitis (swollen glands) from *Lake Erie*, yet another troopship from Cape Town.

With all this coming and going on the *Adelaide*, Dr Lauder, in early October, was reporting a long list of repairs and maintenance needing urgent attention: the WCs were out of order and the upper deck was leaking again. (For full details see Appendix F.) “It is necessary the these matters should receive attention, and it is essential that the vessel be dry-docked at an early date in order that the condition of the bottom of the ship be cleaned and inspected.” (*Health Committee* October 4)

He was disappointed in his hopes of a lull in patient care to achieve care of the ship. The following day (October 5) brought the *Clyde* from the Brazils with an unvaccinated three year old (AA) and attendant. “This was a severe confluent case and died on 11 October.”

The assistant ship keeper caught the disease, fortunately in a mild form as he had been vaccinated. He is recorded as “HM, aged 19” although, as we know from the census, he was Edwin Mabey, and it was his uncle who was Harry Mabey. The case was reported on October 23.

The Medical Officer of Health for Portsmouth asked “if the Council would be prepared, for suitable consideration, to receive into the Hospital Ship any case of plague, yellow fever, or cholera that might be brought by water to the Port of Portsmouth.” A deputation from Portsmouth was “invited to attend a Conference with a sub-committee of this committee on this subject.” At the conference, the Portsmouth Delegation “informed the Committee that the Admiralty had allowed them the use of the *Edgar*, which was lying in Portsmouth Harbour, for plague cases, the vessel being already fitted as a Hospital Ship, but as no occasion had arisen to use the ship during the past six years, the Admiralty had given notice they could no longer provide the accommodation.” It was suggested that perhaps the Admiralty would allow the use of the *Edgar* to be jointly used by the two Authorities, the cost to be shared. (*Health Committee* December 4 1901, February 6 1902)

Smallpox was still high among Dr Lauder’s concerns.

We run great risk of the disease being imported into the town, and I have had two rooms at the old West Quay Hospital cleaned out and prepared for the reception of doubtful cases, and disinfecting contacts. I have ... given instructions for the inspectors to visit all the Common Lodging Houses in the town the first thing each morning, with a view to detecting any suspicious case of illness. The Workhouse Authorities have given instructions for the inspection of all persons admitted to the Tramp Wards at the Workhouse.

1902-1903: Smallpox in the Town, Fire on the Ship

The necessary repairs were still undone on January 1 1902, Dr Lauder having had problems preparing an estimate. He was allowed to employ a plumber.

Portsmouth was not the only neighbouring authority wanting to take advantage of the Hospital Ship: Romsey, Hursley and Lymington also made enquiries, but after consideration the Town Council resolved “that this Council do not agree to accept Smallpox patients from Districts outside the Borough.” (*Town Council* 26 February)

There were reports of smallpox in London. The old West Quay Hospital was cleansed and whitewashed “in readiness for the isolation and disinfection of Smallpox contacts,” and Dr Lauder was concerned about the danger of mistaking cases of smallpox for chicken pox, especially “as many of these cases are treated by the parents without consulting a medical man.”

There was already a smallpox case on board the *City of Adelaide*, who had been admitted on February 20. This was HS, aged 21, of Empress Road, a shunter on the London and South Western Railway.

On March 9, FD, aged 24, was admitted. He was a labourer on the Docks, who had lodged at St Michael's House for two nights, and being unwell entered the workhouse. He had been out of town for several months previous to his illness. He had “discrete” smallpox, and was unvaccinated. In the workhouse infirmary, he was in contact with JM, aged 38, who already had advanced tertiary syphilis. Although JM had been vaccinated in childhood, and his smallpox was “a mild form,” he died, having been transferred to the *City of Adelaide* on March 23.

At St Michael's House, FD's cubicle, no. 13, and its surroundings were disinfected. “The bedding of cubicle 13 having been mixed with other bedding for washing, necessitated the removal of all soiled linen to West Quay.” Contacts, both from the Workhouse and St Michael's House, were also removed to West Quay, bathed and disinfected. Free beds were provided at St Michael's House “to ensure the early detection of suspicious symptoms.” All the Common Lodging Houses were under daily supervision.

At the Health Committee on April 2, Dr Lauder reported that HS had been discharged.

More patients arrived during April:

April 5. TF, aged 32, lodging in Floating Bridge Road. He had arrived at Southampton March 24 from a district in Liverpool infected with smallpox. Vaccinated in infancy: discrete smallpox

April 22. JW, aged 39 years, from the Workhouse. “Patient was a tramp, and had been in several Union Workhouses previous to his illness. Arrived at Southampton April 8. No evidence of vaccination. Discrete smallpox”

April 25. E (or F) H, aged 22. Bond Street, Northam (wife of a lodger.) No evidence of vaccination. Discrete smallpox. “The contacts were all revaccinated except one, who refused. During the time the contacts were being dealt with, the bedding, clothing, carpets &c, from the house in Bond Street were removed to West Quay, disinfected, and the premises disinfected throughout before the occupants were allowed to return. All the paper was removed from the walls of the rooms occupied by the patient, and the walls limewashed.”

The last case was discharged on May 4, and the Nurses who had been doing the extra duty were allowed a “small fee for extra services.” These nurses are named in the Health Committee's Report, 4 June: “Miss L D Hayward, Miss A M Baker, Miss J Stavert, and Miss L Poole. I also recommend that a Ward-maid, Miss J Jentry, who was transferred from the Isolation Hospital for duty on the Hospital Ship for three months, should also receive extra remuneration.”

At the same meeting, Dr Lauder pointed out that the *Adelaide* still needed to be dry docked, and the cables overhauled. "I also desire to again bring before your notice the condition of the upper deck, which leaks badly during wet weather." Following inspection on July 2, the committee recommended that tenders should be invited for:

1. Removing, docking, and remooring the vessel;
2. For cleaning the bottom of the ship;
3. Overhauling the moorings

"The Committee also desire to report that they found the Hospital Ship and the steam ambulance in a perfect state of cleanliness and satisfactory condition."

Not ten days later, on July 12, the troopship *Orotava* arrived from Cape Town with a case of "discrete" smallpox (FG, aged 35, vaccinated in infancy), to be followed on July 22 by FGT, aged 32, who had been lodging in a beer house, having arrived in Southampton, July 7, from London. He too had been vaccinated in infancy, but he suffered from "confluent" smallpox.

On August 15, the *Southwark* brought JB, aged 29, with suspected smallpox. He was removed to West Quay for observation, but "it did not prove to be smallpox and he was discharged."

The last patient was discharged on September 15, and Dr Lauder lost no time in making arrangements with the London and South Western Railway Company for the vessel to be dry-docked on "Thursday or Friday next." (*Health Committee September 17*)

To add to his troubles, the steam launch had broken down on August 8, with five vessels due to be met on arrival "down the river": the Union-Castle Company had "placed their own launch at my disposal."

Dible & Sons examined the vessel in dry dock, and their report on her condition, and recommendations concerning the leaking deck, were submitted to the Health Committee for consideration. (September 30) A Special Sub-Committee was considering the repairs on December 18. The Harbour Master had overhauled the moorings "and found them in good condition."

The end of the Boer War brought an end to the frantic pace of troopships arriving "almost daily." They were still arriving, though, and on 26 February 1903, the *Assaye* arrived from Bombay, reporting four cases of smallpox among the crew, a case of measles and a case of enteric fever. The crew had been landed at Port Said on February 16. The other cases of sickness were removed to Netley Hospital. "The whole of the ship's bedding, linen etc and Government bedding were removed to West Quay for disinfection, and the ship thoroughly disinfected by the Port Sanitary Authority. One case, EAN, aged 36, an Army Schoolmistress, occurred during the voyage from Port Said to Southampton, and was removed off Netley to our Hospital Ship."

Troopships were not the only potential sources of infection: on June 18 a baby apparently suffering from smallpox was removed to the *City of Adelaide*. The child (MF, aged 5 months) had arrived on the *St Paul* from New York. "The case proved not to be smallpox, and the patient was discharged to the Workhouse Infirmary."

Dible & Sons' report, dated 24 September 1902, was included in the Committee minutes of 10 July 1903, with the Sub-committee's recommendation that the "application be made to the Local Government Board for sanction to borrow the estimated cost of the works necessary to be carried out, and, upon receipt of such sanction, the works be forthwith proceeded with." The full text of the report may be read in Appendix F. Mr Dible was "of opinion that if the work is done as recommended, and with occasional overhauling and attention, the vessel will be good and serviceable for 20 years, and your Committee would be justified in expending about £800 in repairs."

At the next meeting of the Committee, on the 17th July, Dr Lauder had to announce that "shortly after 1 o'clock on Wednesday afternoon [15th] smoke was noticed issuing from the stem of the PSHS *City of Adelaide*. The men on board got the fire appliances provided into operation, and then communicated with the shore. Superintendent Johnson, of the Fire Brigade, with two men and a hand pump, proceeded to the ship, and found the fire extended through the centre of the stem, doing considerable damage to the same." In the annual report, we are told that "the cause of the fire was probably due to the caulking of the seams having caught alight and smouldered, the paint on the stem having been burnt off the day previous by the Ship keeper, preparatory to the vessel being repainted."

While the Council were deliberating the expenditure on the urgent repairs, the *Adjutant*, a grain steamer from Smyrna, arrived late at night on October 14 with a case of smallpox on board. The patient, KJ, aged 25, a seaman, was removed to West Quay Hospital because of the late hour, and only the following morning transferred to the Hospital Ship. The whole of the crew (22) were re-vaccinated.

Tenders were submitted for carrying out the repairs on November 18, with that of G. Napier & Sons for £496 being accepted "less the allowance of 8s 6d per cwt for old lead and 12s per load for old deck."

The vessel was removed to the Town Quay and the lead sheathing removed and the main deck renewed from poop to windlass. The poop decks were caulked and a new stem fixed, and other necessary repairs were carried out. (*Annual Report*)

The rest of the work would have to wait, although Councillor Stevens suggested to the Town Council, on December 9, "that as the seams and metal sheathing of this vessel were in bad condition, repairs should be carried out, so as to give employment to the unemployed shipwrights."

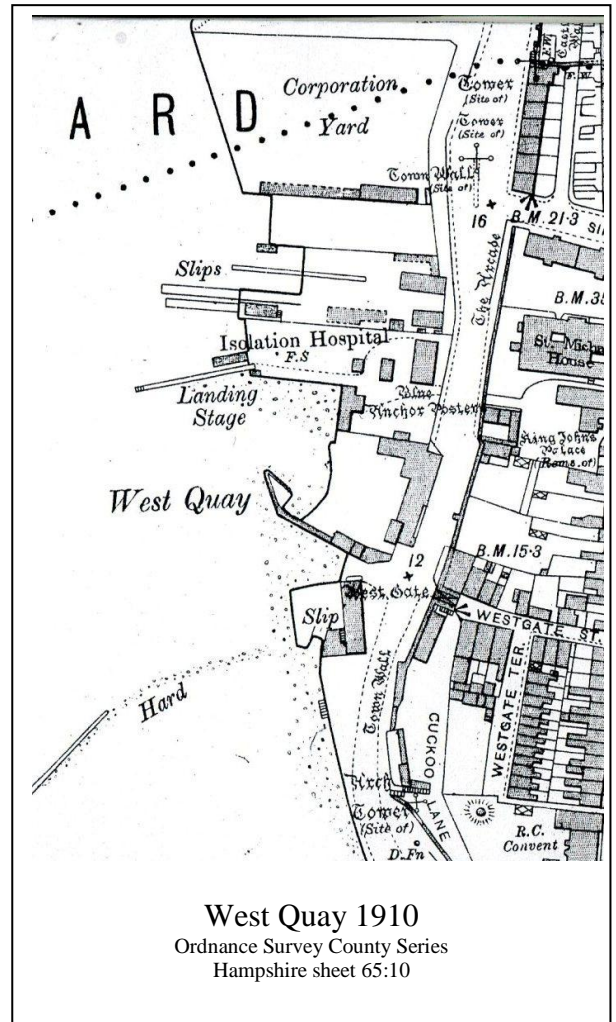
On December 2, a case of smallpox was notified to the authorities: a chambermaid at a hotel in the town, who had been to and from her home in Harefield Road, Swaythling (South Stoneham District) "The Hospital Ship being under repair at the Town Quay, the case was immediately removed to West Quay. The source of infection could not be traced, the town having been free from smallpox for nearly 18 months." She had been vaccinated in infancy, and the smallpox was "discrete."

Also reported at the same meeting of the Health Committee (6 January 1904) was the case of a young woman, 21 years, residing with her father in Dorset Street, who was removed to West Quay Hospital 27 December, with "confluent" smallpox. The source of infection could not be traced. She had been vaccinated in infancy, and was discharged Wednesday February 24 1904.

1904-1905: The Outbathing Station and other plans

In his 1904 annual report, Dr Lauder began to make plans for the West Quay site. The demolition of the old West Quay Hospital had “long been required for the completion of the Western Esplanade improvement. The Hospital Ship having been renovated in the early part of the year and ready to receive patients, a favourable opportunity presented itself for the carrying out of this work.” The plans were for an outbathing station and ambulance shed.

The need of a suitable building for bathing & disinfecting persons who have been in contact with infectious disease has long been felt. In many small, overcrowded houses it is impossible to carry out complete disinfection without removing the inmates to a temporary shelter during the time such premises are being disinfected. It is also necessary that provision should be made for bathing and disinfecting contacts on vessels arriving here with infectious disease on board, as many as 20 persons at one time having occasionally to be removed for this purpose. Accommodation was further required for suspicious cases of smallpox occurring in the Town or Port where patients could be removed until diagnosis could be determined, without the trouble and expense of providing a separate staff of nurses and servants on the Hospital Ship should no cases be under treatment there at the time. It was also essential that a temporary shelter be provided for cases of smallpox removed from the Town or Port that could not be immediately transferred to the Hospital Ship owing to inclemency of weather or state of the tide. Housing accommodation had further to be provide for the Disinfector and Caretaker, all the disinfecting work both of Town and Port being carried out on the site at all times of the day and night.



£1,320 was borrowed for the provision of an outbathing station and ambulance shed. (*Health Committee* August 31) The plans were approved September 21.

Dr Lauder looked even further ahead, to the end of the 20 years Mr Dible's report had given for the life of the Hospital Ship (although a pencilled note in the printed minutes held in Southampton Local Studies Library reads “Wilson says 30 years.”) They needed, he said, to look for a site for a new smallpox hospital. However, “this council is not prepared to adopt the principle of building a smallpox hospital on shore.” (*Council Meeting* September 21)

Patients were, of course, still arriving in the port. On January 30, the *Walmer Castle* from Natal came in with one case of “glandular swelling” and one case of enteric fever. “A 3rd class passenger was found to be suffering from glandular enlargement in the groin, and other symptoms simulating plague. The patient was removed for observation (to the Isolation Hospital) and contacts bathed and disinfected, and disinfection carried out. Specimens of blood and serum were forwarded by special messenger to the Local Government Board for bacteriological examination. The examination, however, proved to be entirely negative, and no further action was taken.” The case of Enteric Fever was removed to a Nursing Home.

During the course of the repairs, it was discovered that the poop deck, on caulking, was sheathed with thin material, and had not been properly bedded. The defects were made good “as far as possible,” along with other “extra works which it had been found necessary to carry out.” (Health Committee 3 February.) A month later (March 2) Mr Bosley had examined “the boiler for heating and circulating water on the Hospital Ship” and reported that “it is defective and estimates it will cost £12 10s to put it in repair, and then it would not be satisfactory. Mr Bosley recommends that the boiler be replaced with a similar one, slightly improved, at a cost not exceeding £32, fixed in position, and all connections made as now to pump &c.” The new boiler was approved May 4.

The ship had been returned to her mooring on Wednesday, February 24.

On March 8, the troopship *Assaye*, from Bombay, arrived with 230 crew and 1,533 passengers. There was a case of smallpox among the troops (3 other cases had been landed at Port Said.) The patient, JW, aged 34, a private in the Staffordshire Regiment, was removed to the Hospital Ship.

Four attendants and their effects were removed to West Quay Hospital for disinfection. The whole of the Government bedding etc. was removed for disinfection, & the Troops’ quarters thoroughly disinfected by the Port Sanitary Authority.

All contacts removed to the WQ and bathed and disinfected. Thorough disinfection was carried out on board, and names and addresses of all persons on board were forwarded to the district to which they were proceeding. Re-vaccination was carried out on board before arrival.

The *Assaye* on her outward voyage, March 20, was in a collision off Hurst Castle, and put back into port. A steward on board (AM) subsequently developed smallpox (26 March) and was removed to the Hospital Ship. “This man had been in contact with another steward off the *Assaye* who had developed smallpox while in London some days before. This case infected a man who had been a steward on the *Assaye* and who resided in Lower Bridge Road. This was FS, aged 24. He had been attending AM. The case had been under observation as a contact, and was removed at the earliest manifestation of the disease. Vaccination and thorough disinfection were carried out at his residence, all possible contacts kept under observation. No further case occurred. He had been vaccinated in infancy.”

A fireman (T G, aged 31) on the *Vestra*, from Newcastle, was admitted to the Hospital Ship on April 24 with a discrete case of smallpox. The patient had been in contact with a case of smallpox at Newcastle. He had been vaccinated in infancy.

Once the new decks were finished, they needed to be recaulked. “Mr Councillor Wilson has inspected the decks, and estimates the cost of carrying out this work will be £36, which will include an allowance of £2 loss of time of workmen going to and coming from the vessel. As this class of work is done according to the Schedule of Scales as fixed by the Trade Unions, I recommend that we employ our own labour on the work.” (*Health Committee* August 31)

The Outbathing Station was completed in 1905, providing “accommodation for isolating suspicious cases, also for the bathing and disinfection of contacts and as a discharge Station for the Hospital Ship. Quarters are provided for the disinfector, who acts as a caretaker.”

171,619 articles had been disinfected in the Steam Disinfector.

Mr G Mabey (Harry Mabey, the ship keeper, was his brother), employed on the steam launch, asked for an increase in his wages. They were increased from 27s 6d to 30s per week.

1905: Questions in the House: the Nile and the Assaye

On March 13 1905, the troopship *Assaye*, from Bombay, arrived with one case of smallpox, F O'S, aged 32, a steward on board, who lived in Shirley Road. “No further case occurred in connection with this patient. Vaccinated in infancy, and stated to have been vaccinated again 5 years ago, but no evidence of the re-vaccination could be seen. On arrival of the vessel on March 10 the man showed no symptoms of smallpox, and moreover did not complain of feeling unwell. The crew residing in the town were kept under observation 2 days after arrival the man was found to be suffering from smallpox in a discrete form, and removed to the Hospital Ship.”

The following day, the foundation stone for the outbathing station was laid by the Mayor, Edward Bance. As the mayor had been ill, the ceremony was as brief as possible, given that “chilly breezes swept over the limited space in which the stone lay.” In his speech, the mayor referred to the “other objectionable place, which he never entered without feeling ashamed.” The party retreated from the wind to the Mayor’s parlour for refreshments and a speech by Alderman Walton “as to the need for the new building.” Before they got to the refreshments, however, the Mayor “made a few further remarks,” in which he commented upon “the fact that Southampton was put to a lot of expense, on the account the examination of ships which arrive here, to ascertain if disease existed on them. He considered they were justified in asking for a grant from the Government; the latter would not give a farthing to the borough for the purpose named. Alderman Walton said that the land for the new station had been bought in 1872 following an outbreak of smallpox the previous year, and “one of the means to stamp it out was the erection of the building the Mayor had decried.” The ship, bought in 1893, and the Isolation Hospital, built in 1900, “were looked on as the town's health insurance.”



Col. Edward Bance, V.D., D.L., J.P.

The *Hampshire Advertiser* described the new facilities as “an important institution - although its dimensions will be small.”

On the ground floor of the building there is to be a waiting-room, undressing room, bathroom, and dressing-room, and there will be three bedrooms on the first floor. In the same building, but entirely separate from the outbathing portion, accommodation will be provided for the caretaker, or a disinfector, and for nurses, if necessary, the rooms of which are to be set apart for this purpose being a living room, kitchen, and scullery on the ground floor, and three bedrooms on the first floor. The bedrooms and the outbathing station will also be used by persons removed from houses in the poorer parts of the town . . . for the purpose of promoting the thorough disinfection of their houses. (*Hampshire Advertiser* March 18 1905)

Alderman Walton was very proud of the disinfecter. "By the present method of disinfection no damage was done to the clothes, which was a great improvement on the previous state of affairs, when a hot-air system was used and large sums had to be spent in replacing clothes which had been damaged."

The next arrival was March 18, the *Nile* from Buenos Ayres. "A distressed British seaman, who had embarked as a 2nd class passenger at Buenos Ayres, developed smallpox during the voyage and died on board as the *Nile* was entering this Port." The man's name was Davis, and he appears on the last page of the passenger list for the *Nile*, under "Deaths on the Voyage." British Merchant Ships were obliged, under the Merchant Shipping Act of 1894, to give passage to seamen stranded in foreign ports, and, if possible, give them work. All the Captain knows is that Mr Davis is British, male and an Engineer.

The body was removed in a sealed metal coffin to the Mortuary. Crew & passengers examined when leaving the vessel. The attendant on the case bathed on board the vessel and his clothing disinfected. Everything in the Hospital, the whole of 2nd class bedding, ship's dirty linen, and effects of 2 contacts removed to WQ for disinfection. Hospital, 3rd class bath room, and the whole of 2nd class quarters disinfected. Several cases of smallpox (infected during the voyage) subsequently occurred among passengers and crew.

The majority of the crew resided in the town and were kept under strict observation. 11 cases occurred amongst the crew residing in the town, and six other cases were infected by these, making in all 17 cases owing their origin to the case on the *Nile*. Complaints were received from various Sanitary Authorities as that passengers were allowed to proceed to their homes without first being quarantined.

It is apparently not generally known that the old Quarantine Acts were repealed in this country several years ago, and that with regard to smallpox the only power the Port Sanitary Authority have is to detain any person actually suffering from the disease, and it is only by the co-operation of the various shipping companies that we are enabled to procure the names and addresses of all persons landing from smallpox infected ships in order that other Sanitary Authorities may be informed that persons landing from such vessels are proceeding to their District.

The matter came up in Parliament. Mr John Hayden, MP for Roscommon South, asked the Secretary to the Local Government Board, Mr Gerald Balfour, (*Hansard* 13 April) whether he was "aware that the port sanitary authorities at Southampton had their attention called on or about March 18th last, on the arrival of the SS *Nile* at that port, to a case of smallpox on board that vessel; that the patient died on that date; that the Port Sanitary Authorities allowed two men named P. Dalton and P. Smith to go to their destination in the rural district of Mullingar, county Westmeath, after being in contact with this case of smallpox; and that the district authorities were unable to trace these men until the 31st ultimo, when it was discovered that one of them (Smith) was suffering from smallpox in the town of Mullingar; whether, in view of the expense the rural council of Mullingar have been put to in this matter and the danger to the public health, he can state why these men were not quarantined for fourteen or sixteen days before being allowed to proceed to their destination; and whether he proposes to censure the port sanitary authorities at Southampton for their action in this matter." Mr Balfour sent a copy of the Question to the Southampton town council and asked for "a detailed report of the facts as to smallpox in relation to this vessel together with an account of the measures adopted for preventing the spread of the disease on board and elsewhere. I may add that there would be no power to detain any of the passengers or view who were not actually suffering from the

disease.” Mr Hayden was astonished: “Is there no power in England to detain persons who have been in contact with cases of smallpox? My information is that the Irish authorities have done it.”

Sir Walter Foster, MP for Ilkeston, Derbyshire, on the 18 April, asked “whether the R.M.S. ‘*Nile*’ was visited and inspected by the port sanitary authority before she entered the port of Southampton; whether any offer was made to isolate persons who had been in contact with the case of smallpox on board; what steps were taken to advise the local authorities of each place to which the passengers and crew departed of the necessity of supervision and isolation; and how many cases of smallpox have up to the present occurred in connection with the case on board the R.M.S. ‘*Nile*.’ ”

Mr Balfour answered “I have made inquiry on this subject and I understand that the ‘*Nile*’ was visited off Netley by the medical officer of health and by a sanitary inspector of the Southampton Port Sanitary Authority, that no offer was made to isolate persons who had been in contact with the case of smallpox on board, but that the only person who was stated to have been in contact with him was disinfected, and kept under observation by the port sanitary authority. I also understand that the names and addresses of the passengers and crew were obtained, and that the local authorities of each place to which these persons stated they were proceeding were informed by post the same night. Up to the present time I have heard of nineteen cases of smallpox in England and Wales as having occurred in connection with the case on board the ‘*Nile*.’ Fifteen of these occurred in Southampton, eleven of which were infected on board the vessel, whilst the others occurred amongst persons who had been in contact with them.”

Dr Lauder was ready to defend the current policy of not placing whole groups of passengers or crew in quarantine in the port of arrival: “How much more effective is the method of following the cases up in their homes than trying to isolate on board or isolating a large body of persons within a limited space.”

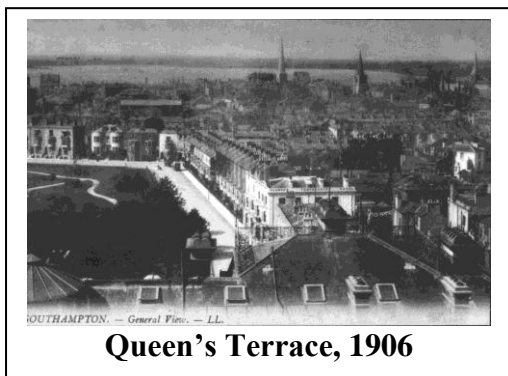
These are the Southampton cases:

1. March 27. PM, aged 23. Queen’s Terrace. Vaccinated unsuccessfully 4 years ago. Steward on SS *Nile*. The disease assumed a severe confluent form and the patient died April 6.
2. March 28. WTP, aged 25. Anglesea Road, Shirley. Vaccinated in infancy and re-vaccinated unsuccessfully 1 month before onset of illness. Hospital attendant on SS *Nile* & had attended on the case that died on board. Bathed & disinfected on arrival in Southampton. Kept under daily observation and when the first symptoms of the disease showed themselves he was visiting in a house in Canute Road, from whence he was removed. Discrete smallpox.
3. March 30. THE, aged 46. Queenstown Road. Vaccinated in infancy. Bedroom steward on the *Nile*. Confluent smallpox.
4. March 30. JD, aged 33. Italian Club, Bowling Green House. Vaccinated in infancy. Cook on SS *Nile*. All contacts at the Club were re-vaccinated. Discrete smallpox.
5. March 30. HM, aged 56. Forster Road. Vaccinated in infancy. Boatswain’s mate, SS *Nile*. Confluent smallpox. Died April 9.
6. March 31. HC, aged 16. Clovelly Road. Vaccinated in infancy. Officer’s Servant, *Nile*. Discrete smallpox.
7. March 31. AK, aged 26. Graham Road. Vaccinated in infancy. Undertaker’s assistant. Discrete smallpox.
8. April 1. WM, aged 33. Earl’s Road. Vaccinated in infancy. Bathman, *Nile*. Discrete smallpox.
9. April 1. AP, aged 29. York Road, Freemantle. Vaccinated in infancy and stated to have been unsuccessfully re-vaccinated. No marks were visible. Seaman, *Nile*. Confluent smallpox.
10. April 2. CM aged 32. Lemon Road. Vaccinated in infancy. Waiter, *Nile*. Discrete smallpox.
11. April 3. WB, aged 30, Endle Street. Unvaccinated. Coloured fireman, *Nile*. Severe confluent smallpox. Died April 14.

12. April 11. LR aged 17. Carlisle Road. Vaccinated in infancy and 5 days before onset of disease, the fact of his residing in the house having been concealed from the Sanitary Authority previous to that date. This patient had been in contact with WJP, who was removed to the Hospital Ship on March 28. Discrete smallpox.

13. April 11. HM, aged 6. Forster Road. Unvaccinated. Son of HM who was removed to the Hospital Ship March 30, and with whom he had been in contact. When vaccinating in the house the mother stated that the child had been successfully vaccinated. It was only when the child complained of feeling unwell and during examination we found it had never been vaccinated. Severe confluent smallpox. Died April 22.

14. April 12. NC, aged 30. Orchard Place. Vaccinated in infancy. In contact with WB, removed to Hospital Ship 3 Apr. Modified smallpox.



15. April 14. JA aged 55. Queen's Terrace. Unvaccinated. In same house as PM, removed to Hospital Ship March 27, and with whom he had been in contact. Confluent smallpox.

16. April 15. Mr Balfour gave his report in the House of Commons. The *Ella* from St Malo came in with a suspicious case of smallpox. This patient (a seaman on board) had been in contact with one of the cases from SS *Nile*. Removed to the Hospital Ship from his home in Queen's Terrace. Bedding & effects of patient removed for disinfection, and vessel disinfected.

17. April 21. SS *Nile* from Buenos Ayres (re-visit), 1 case of smallpox. Case removed to Hospital Ship. All men working on board were vaccinated and kept under observation. Disinfection carried out by the Port Sanitary Authority.

18. April 22. The next day, the troopship *Sicilia* from Bombay notified two cases of smallpox among the crew: one had been landed at Suez, the other, a "Native coal-trimmer, aged 18" was moved to the Hospital Ship. Attendant on case removed to Isolation Hospital and disinfected. Crew vaccinated.

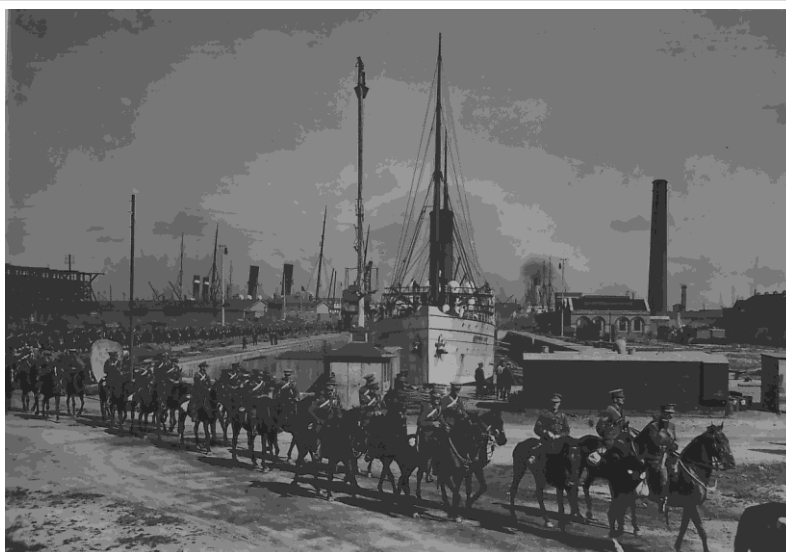
19. April 24. EG, aged 42. Arthur Road. Vaccinated in infancy. Wife of a man of independent means, and although inquiries were made in all directions the origin of the infection could not be traced. Discrete smallpox.

20. April 30. AK, aged 30. Northumberland Road. Vaccinated in infancy. Porter at a large warehouse in the town. No origin of infection traced. Discrete smallpox.

In his annual report, Dr Lauder wrote: "It is a matter of congratulation that the smallpox introduced into the Borough by the steamers *Nile* & *Assaye* from which cases occurred in no less than 12 different centres in the town, was stamped out in so short a period and without any appreciable spread of infection."

May 24 brought the *Kenilworth Castle* from Natal with one case of whooping cough and one case of smallpox: RB, Lady's maid, age 28, travelling as a 2nd class passenger. 11 1st class, 91 2nd class, and 96 3rd class passengers were re-vaccinated. "The vessel arrived here at 3.30am, and the patient was immediately removed to the Hospital Ship. Names & addresses of crew & passengers amounting to 941 persons were obtained. The majority of the crew resided in Southampton and were kept under daily observation. Attendants and effects disinfected. The whole of the ship's dirty linen, bedding etc, from cabins, removed for disinfection. The whole of the 1st, 2nd & 3rd class quarters and the place where case and attendants were isolated disinfected by the Port Sanitary Authority."

At the Health Committee on July 5, Dr Lauder attempted to fit in some maintenance work : “The Hospital Ship now being free from cases of smallpox, it is advisable that the decks be planed and coated with varnish”



**A cavalry regiment disembarking, 1902.
The ship in dock is the *Carisbrook Castle*.**

This plan was postponed when, on July 15, the *Carisbrook Castle* from Natal brought a new case of smallpox, 3rd class passenger, JB, aged 30, who was removed to the Hospital Ship, together with the attendants and their effects. All persons on board - except three - amounting to 388, were re-vaccinated.

The planing and varnishing were accomplished by September 6, “to the approval of Mr Councillor Stevens,” and on September 20 the Committee visited the Hospital Ship, and expressed their satisfaction at “the clean and excellent condition in which the same was kept.” Two of the stoves had worn out, and needed replacing, and poop deck needed to be repaired (again), “to make the same watertight.”

October 18 brought the *Galeka* from East London (Cape Town), with one case of smallpox, JH, a private soldier, suffering from modified smallpox. Vaccinated in infancy, re-vaccinated about 3 years ago. He was removed to the Hospital Ship, and his attendant and six contacts removed for disinfection.

1906-1914: An efficient system in operation

No case of smallpox was notified in the town during 1906, but cases continued to arrive by ship, “necessitating members of the crew being kept under observation for a period.” Even then, the cases were simply “suspicious” :

February 2. WF, aged 27 years came in on the *Tagus* from Jamaica, notified as Varicella, or Chicken Pox, but there was enough doubt in the diagnosis for the patient to be removed to the Hospital Ship for observation.

A single suspicious case in August was removed for observation to West Quay Hospital.

In January 1907 the South Stoneham Union wrote “with respect to the District Council retaining 2 beds on the Hospital Ship for 1 year, at a charge of £25 per bed with maintenance if required.” The Health Committee informed the Clerk to the South Stoneham Union “that the charge of £25 per bed does not include the cost of maintenance, the charge for which would be £3 3s per bed per week, in addition, when occupied.” (*Health Committee* January 2)

January 25. WCO, aged 27 years, a steward on a Steam Yacht, arrived in Southampton from Marseilles via the continent and proceeded to his home in Richmond Street, from whence he was removed to the Hospital Ship January 30. The type of the disease was haemorrhagic and confluent, and the patient died on February 5. The date of invasion of the disease indicated that the patient had contracted smallpox at Marseilles. Vaccinated in infancy.

April 13. AB, a Greek travelling as a 3rd class passenger on the *Araguaya* from Buenos Ayres, arrived in the port, where he was medically examined by the Medical Officer of Health and the Ship's Surgeon, and, along with his effects, removed to the Hospital Ship. He had embarked at Pernambuco on March 31, and developed smallpox on April 10. “The disease was of confluent type, and the patient had not been vaccinated. Crew vaccinated. Attendant and bedding removed to West Quay for disinfection. The 2 after Hospitals, 3rd class men's lavatories, Tarpaulin on No 1 Hatch and vicinity sprayed with Formalin and Cycerine and afterwards sprayed with Perchloride of Mercury. Ship re-visited daily with reference to the health of the crew.”

April 15. He was followed by HW, aged 18, of Orchard Lane, a Seaman on *Araguaya*, who had been kept under observation, after re-vaccination April 11. The re-vaccination was unsuccessful, but the case was mild. He had been vaccinated in infancy.

May 10. FF aged 37, Kingsfield Road, Lamplighter, Southampton Gas Co. developed severe confluent smallpox, which was not brought to the notice of the Sanitary Authority until May 10, when the disease was well advanced. Several persons had been in contact before the nature of the disease was recognised by the Medical Attendant. He was removed to the Hospital Ship immediately on notification, but died May 12. “Stated to have been vaccinated in infancy, but owing to the severity of the disease the statement could not be verified.”

May 10. His wife, AMF, aged 39, was also admitted to the *City of Adelaide* May 10. Her case was mild. Vaccinated in infancy, re-vaccinated 12 days before the onset of the disease.

June 1. HD, aged 12, of Northam Road, who had been in contact with AMF May 19, removed to Hospital Ship, with a mild infection, and discharged June 29. Vaccinated in infancy

June 1. AJG, aged 38, of Manchester Street, employed as a scene shifter at one of the local theatres, was a friend of FF, and visited him the day before he was removed to the Hospital Ship. He developed confluent smallpox, and was removed to the *City of Adelaide*, and discharged August 10. Vaccinated in infancy.

June 3. Two suspicious cases were removed to West Quay Hospital, and kept under observation, but their illness proving not to be smallpox they were discharged.

June 8. JH, aged 30, Upper Earl's Road, Insurance agent, had visited AMF before her removal to Hospital Ship, to pay insurance claims on the death of her husband, FF. Removed to Hospital Ship June 8, discharged July 6. A mild case, vaccinated in infancy.

All contacts were under observation for three weeks.

The Health Committee made their visit to the *City of Adelaide* on December 18 “and expressed their approval with the cleanliness thereof.” Superintendent Bosley accompanied the Committee, and was directed to submit a report and estimate for the carrying out of certain small repairs.

The statistics for the Outbathing station and Ambulance Shed, and Disinfector, West Quay, for 1907, reveal the incidence of particular diseases in the Town and Port. During the year they had bathed & disinfected:

7 smallpox cases discharged from Hospital Ship. (There had been 8 cases, but one had died.)
67 smallpox contacts
21 Scarlet Fever contacts
6 Diphtheria contacts
37 Chicken Pox contacts
4 Measles contacts
2 other diseases
85 children treated for ringworm & other diseases

1908 brought another seven smallpox patients to the ship: “3 cases being admitted from the Port, 3 from the Borough, and 1 from a neighbouring district.”

They were:

1. March 10. On the troopship *Dongola* from Bombay, WB, aged 29 years, a troop cook. “The patient had been isolated 8 days before the arrival of the vessel in this port & was removed immediately to our Hospital Ship. Contacts, effects & the whole of the Ship & Govt bedding etc, were removed to West Quay for disinfection, and the places occupied by the patient, contacts & European crew (forward) sprayed with formalin and glycerine by the Port Sanitary Authority. Vaccination was carried out on board by the Senior MO in charge of the troops and the Ship's Surgeons. The patient was vaccinated in infancy, and the disease was of a discrete type.”
2. March 26. On the troopship *Plassy* from Bombay, FD, aged 30 years, a lascar fireman. The patient had been vaccinated and the disease was of a modified form. Smallpox case & attendant removed to Hospital Ship. Also on board were 15 measles cases who were removed to the Isolation Hospital, and their contacts removed to West Quay.
3. April 25, on RMSP *Severn* from West Indies, WJE, aged 58 years, a 1st class passenger. Removed to the Hospital Ship. A severe confluent type, and was not discharged until June 25. The patient was vaccinated in infancy.

Three cases of smallpox subsequently occurred in the Borough, the infection of which was traceable to the case on the *Severn*:

4. May 16. SD, aged 24, Portswood Road, engineer on SS *Severn*. Taken ill 15 days after arrival at his home, removed to Hospital Ship same day. Vaccinated in infancy. Modified smallpox. All contacts removed to West Quay and disinfected and 14 contacts re-vaccinated.
5. May 27. AS, aged 22. Millbrook Road, Barman at wine and spirit store, High Street. Taken ill 22 May, notified as smallpox May 27, removed to Hospital Ship same day. Brother steward on SS *Severn*, and probably conveyed the infection to AS, although there was no evidence that he (the steward) was suffering from the disease. Unvaccinated. Confluent type. All contacts removed to West Quay and disinfected and 25 contacts re-vaccinated.
6. May 29. ED, aged 26, wife of SD, Portswood Road. Had nursed SD, kept under observation. Removed to Hospital Ship 29 May. Vaccinated in infancy. Discrete smallpox.
7. May 27. From Marchwood (New Forest RD). The patient was a butcher on the *Severn*. At the request of the NF Authorities the case was isolated on our Hospital Ship.

The 1908 inspection took place on October 7.

Only one case of smallpox occurred in the Borough during 1909:

December 15. AB, Orchard Place, Italian steward on board SS *Avon*. A case of smallpox had been landed from SS *Avon* at Vigo on the homeward voyage. "The man had been kept under observation after landing from the vessel on Dec 12th, and developed the disease on the 15th. Removed to Hospital Ship same day." Vaccinated in infancy. Discrete smallpox. Discharged January 22 1910.

The South Stoneham Union cancelled the two beds held for them on the Hospital Ship for the reception of smallpox patients from their District. The Southampton Council agreed "subject to a proportionate charge for the beds being made to date."

The 1910 annual report describes the now smoothly-running system for incoming ships:

Passenger and cargo vessels, other than those from infected ports, are boarded immediately they arrive alongside the quays. Vessels which only discharge passengers off Hamble are waited on by tenders. An officer of the Port Sanitary Authority accompanies each tender and receives a report as to the health of the persons on board, and more particularly of those who are to be landed at Southampton. Where circumstances indicate, the Steam Ambulance accompanies the tender, in readiness to remove any infection disease that may exist on board, so as to avoid any delay to shipping.

The Health Committee "considered and dealt with a complaint made by the late Assistant Ship-keeper" at their meeting on January 6. We have no way of knowing what this complaint might be.

Once again, there was only one case of smallpox admitted to the *City of Adelaide* during the year. February 27 from the *President Grant* from Hamburg calling at Southampton to embark passengers. "TS, aged 23 years. The patient was removed from the vessel to the Hospital Ship in our steam launch. The case was a confluent one, and was discharged on Apr 13th. Unvaccinated." The patient was an emigrant from Russia: smallpox was epidemic in Russia during the year.

The Health Committee proceeded to and inspected the *City of Adelaide* on January 2 1911. She was "found in a satisfactory condition."

Her only patient in 1911 was OM, aged 21 years, a Lascar Fireman, who arrived on the troopship *Plassy* March 30 from Bombay. Together with his attendant, he was removed to the Hospital Ship on the steam launch. The *Plassy* proceeded to dock next day. All contacts were vaccinated, disinfection carried out and contacts observed in Town and in other districts. He was discharged May 3. The 1911 census took place on the night of Sunday April 2, so we would expect OM and his attendants to appear on board ship, as Mr Domingo had done in 1901. Perhaps he arrived too close to the census date for arrangements to be made to deliver or complete a census form.

Five cases, one isolated in the town and four from the Bombay troopships, were the sum total of patients in 1912.

1. March 7. JS (f), aged 41, of Cawte Road, Freemantle, was notified in the evening and immediately removed for isolation. Her husband was foreman engineering works, ailing for a fortnight, but no history of smallpox contact. Discrete. Vaccinated in infancy. Discharged April 3.
2. March 14. The troopship *Dongola* from Bombay, notified one case of plague among the crew, and a case of smallpox. The case of plague had been landed at Bombay. The smallpox patient, native attendant and effects were removed to Hospital Ship. All persons on board medically inspected before landing. Disinfection carried out by the Port Sanitary Authority. "Names & addresses of persons landing obtained & forwarded."

The patient was JR, aged 25, a native pantryman on board. The case was of a discrete type, and was discharged on May 4. He had been vaccinated in early life, one small mark being evident.

3. March 24. He was joined by JEM from Portswood, an "English Steward," who had proceeded to his home in the Borough, where he had been kept under observation. His case was "Modified." Vaccinated in infancy. Discharged April 27.
4. April 2. Troopship *Plassy* from Bombay, with FS, aged 29 years, native fireman. Case, attendant & effects removed in steam ambulance to Hospital Ship. The whole of the crew medically inspected. The firemen on board (79) had to be re-vaccinated. The patient was discharged on May 11, the disease being of a discrete type. He was stated to have been vaccinated (age uncertain) but there were no marks in evidence of this.
5. April 2. While the *Plassy* was still in port SM, aged 25 years, a native coal-trimmer, was removed as a smallpox case, with his attendant & effects, to the Hospital Ship. "Every person remaining on board was examined and vaccinated, with the exception of those vaccinated in connection with the previous case. (72)" The case was of a discrete type, and he too was discharged on May 11. He had been vaccinated (age uncertain), one small mark remaining.

1913 brought requests from Lymington and Winchester Districts "respecting cases of smallpox occurring in their district being received into our Port Hospital." They were told of there would be a charge, and Winchester at least decided to make other arrangements.

The Landing stage at West Quay was "put in good order" at a cost of £18. (*Health Committee* June 15)

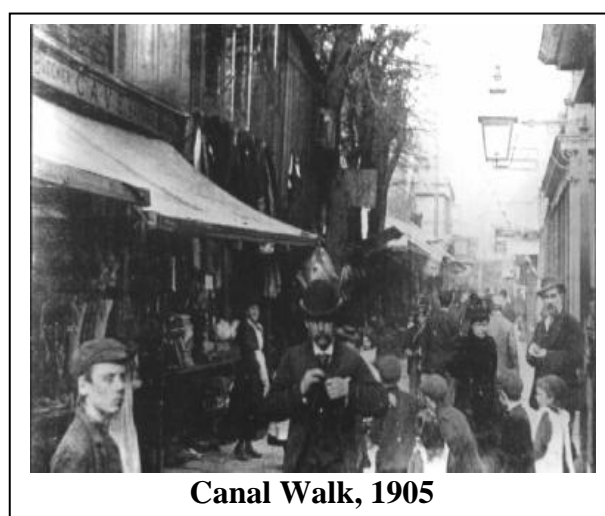
A single case of smallpox occurred in the Town, reported 10 July 1913. This was T R H (m), aged 33. Upper part of town. The patient had been working in the Docks, but no evidence could be obtained of his having been in contact with smallpox. Removed to the Hospital Ship and the usual precautions taken to prevent the spread of infection. Discrete. Vaccinated in infancy., said to have been re-vaccinated 13 years before illness. Discharged July 28.

The early months of 1914 showed the usual pattern, with smallpox cases arriving from overseas, in particular from South America.

The *Avon* brought the infection twice, in February and July.

February 7: FF, aged 31, a 3rd class passenger, "embarked at Rio on the 21st Jan. He reported being ill on the 24th January, and was isolated in the ship's hospital. He was landed at Vigo on the 5th February." 385 passengers, 85 crew vaccinated. Members of the crew residing in Southampton were kept under observation for 3 weeks.

February 26: A man residing in Canal Walk who had been employed removing bedding from the *Avon* subsequently developed smallpox. He was SWD, aged 16, Lower Canal Walk. Immediately removed to Hospital Ship. Modified. Vaccinated in infancy. Cases of smallpox amongst passengers who had landed from the SS *Avon* were also reported from Westminster, City of London, and Cardiff.



Canal Walk, 1905

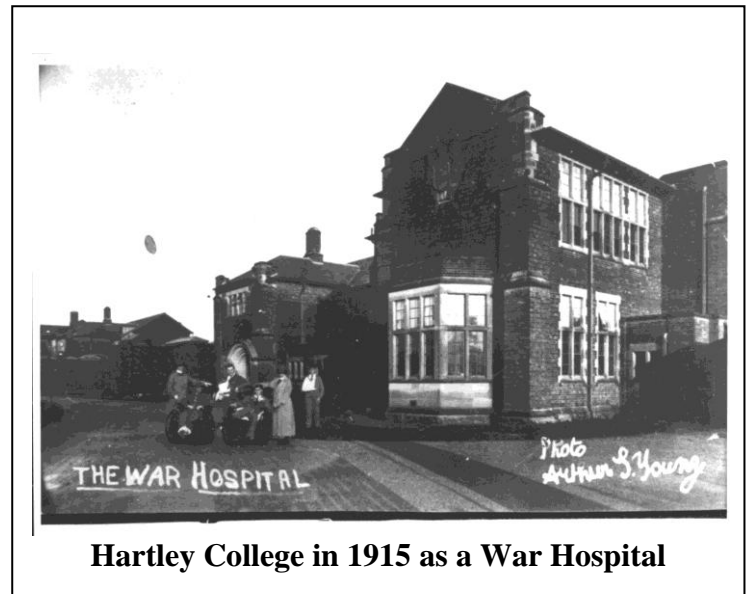
July 1: a coloured seaman, aged 26 from Cross House Road. He had arrived at Southampton on the SS *Avon* from South America on June 13 and first complained of feeling unwell on June 30. Notified July 1 as smallpox and immediately removed to Hospital Ship and all occupants of the house taken to the Outbathing Station, West Quay, bathed, disinfected and contacts vaccinated and kept under observation. Discrete. Vaccinated about nine years before illness.
No further cases occurred from either of the above.

Requests were still being made for terms of use of the ship by other Sanitary Authorities: Romsey, Fareham and Cowes. Cowes were not willing to pay the retainer.

1914-1918: War changes everything

War was declared with Germany July 28 1914, effectively closing the port to commercial traffic. The West Quay facilities were taken over by the War Office, and from October 28 150 cases of measles had to be housed in the new building of the Hartley University College at Highfield, at some inconvenience as there were no kitchens. This was a temporary measure, as Hartley College became a War Hospital.

The ship remained in readiness for use, but as no case of smallpox occurred during 1915, the Hospital Committee's minutes report only administrative matters. On May 6, they heard that "The ship's boat, owing to an accident, is unusable and beyond repair. It is necessary that another be provided." Henry Whitby, the ship keeper, received a pay rise of 2s, from 30s to 32s.



Hartley College in 1915 as a War Hospital

Statistics were not officially available for 1916. Nor was it possible to "publish any detailed information as to the infectious diseases landed." Two cases of smallpox were landed at the Port, both of which were fatal. They were both Military cases. One was admitted to the Isolation Hospital as Measles, but proved to be a case of haemorrhagic smallpox, the other case was removed to the Hospital Ship for isolation.

1. March 31. This case seems to be the one reported to the Health Committee on May 4. The patient "was landed in the Port on the 31st March. Disinfection was carried out, vaccination done where necessary, and in all cases the authorities of places to which passengers proceeded were notified. No further case occurred. Patient died."
2. July 17. Landed from one of HM Hospital Ships on arrival from Egypt on July 17. The case was removed to the Hospital Ship for treatment, where he died on July 17 1916.
3. August 2. CVW, aged 26, the temporary caretaker on the Hospital Ship during the period Case 2 was under treatment, developed smallpox. "Mild discrete type. Vaccinated in infancy and again after being in contact with smallpox." He was still under treatment September 7, but had been discharged before October 5.

In April, the Cooking Range on the *City of Adelaide* was reported as being in a very bad condition. Lankesters replaced it with a new range and flue, having reported that it was impossible to repair it.

The Port of Southampton was again under the control of the Admiralty throughout 1917, and continued practically closed to all commercial traffic. No smallpox cases were treated.

The *City of Adelaide* was inspected June 19: "The Committee proceeded by the steam ambulance *Mayfly* from the Royal Pier to the Hospital Ship. Having thoroughly inspected the ship, they resolved to have the upper decks caulked by direct labour, and expressed their approval of the condition of the vessel." However, once the men started work in November "about 105 feet run of the ship's deck was found defective, and it was necessary to have this replaced while the men were there." The work was approved as "necessary repairs."

The main disease affecting the health of the town and port in 1918 was influenza. Dr Lauder reported, "The arrival at Southampton on the September 21 of HMT *Olympic* from New York, probably aggravated the epidemic, which was then commencing in the town. All the elementary schools of the town were closed from October 10 to November 1. The secondary schools were closed for 2 weeks, and the Sunday Schools on October 13 and 20."

Again, there had been no smallpox, and the Port of Southampton "remained under the control of the Admiralty throughout the year, and continued practically closed to all commercial traffic."

The War Office had acquired the Disinfecting Shed and outbathing station at West Quay "for Military purposes." (*Health Committee* September 12) In exchange, they provided a disinfecting shed at a site in Houndwell, between Chapel Street and Cook Street. They had also provided "for isolation huts to be erected at Millbrook where accommodation would be provided to replace that now available on the Hospital Ship, the War Office taking possession of the ship." Dr Lauder submitted plans showing sites & accommodation, and the Town Clerk submitted notes of the meeting between the Military Authorities, himself, and Dr Lauder. The arrangements were approved, despite some reservations by the Council, in November.

In the Port Sanitary Report for 1919, Dr Lauder expressed regret at the loss of his smoothly running system.

The War Department in 1918 removed some of the buildings and took possession of the land and premises at West Quay which had proved very satisfactory for carrying our disinfection and the bathing etc of contacts in connection with Port Sanitary work. The premises and land at West Quay have been practically unused for over 12 months, but notwithstanding repeated applications to the Government Departments concerned for the reconstruction and re-instatement of the buildings and land, nothing has been done.

The only accommodation that the action of the War Department has left for the work of the Borough and Port is one disinfector which was removed from West Quay and temporarily re-erected at Cook Street, the site and accommodation being only suitable for Borough work. The Admiralty had erected 2 small disinfectors in the Docks... tenders were submitted for the purchase of the same, but they were afterwards removed without any reference to the Corporation or regard for the requirements of the Port Sanitary Authority... although it should have been known the urgent necessity there was of procuring additional facilities for disinfection owing to the War Department having commandeered the accommodation at West Quay. In this connection the work under the new Aliens Bill will necessitate the establishment of adequate accommodation for the medical examination, bathing, and disinfection of a number of persons.

1919-1921: Hospitals, ships, and huts on Millbrook Marsh

Dr Lauder's borough report for 1919 shows how his priorities had changed since the early 1900s, when plague, cholera and smallpox were the greatest enemies:

Hospital accommodation for the Infectious Sick and for TB is provided by the Southampton Corporation at their Isolation Hospital at Millbrook. The number of beds provided amounts to 152, of which about one third are set aside as a Sanatorium for the insured and non-insured population of the Borough.

During the year a new pavilion, providing accommodation for 12 advanced cases of Pulmonary TB, was completed and opened for use. The Hospital Ship, also provided by the Corporation, is moored in the upper part of the Southampton Water, and contains 30 beds for the isolation of smallpox and other infectious diseases arriving in the Port and occurring in the Borough.

During the gales in the early part of January the steam launch broke adrift from her moorings. She was salvaged by the captain and crew of the vessel '*Chance*' who claimed £10 for their services. With the approval of the Chairman the claim was settled for £5. Messrs Sandell Bros have sent in a claim for £1 1s 0d for agency fees in the matter.

G Mabey, who had been responsible for the steam launch since at least 1905, resigned his position March 7. He was also by this time "driver of the electric ambulance."

Smallpox was still a danger. The system still held for most cases coming through the port, especially on troopships. However, it seems that cases occurring in the town were less likely to be recognised. Between March and May 1919, a trail of infection leading back, apparently, to the troopships, resulted in seven cases of smallpox in the town, and one death. The circumstances of this particular outbreak show the very real danger of cross-infection in the fever hospitals, and justify the continuing requirement for separate provision for nursing smallpox. The sequence of events as reported by the Medical Officer of Health was as follows:

March 7: a case of convalescent smallpox landed, free from infection.

Mid-March: Mr R, of John Street, who was employed at the Docks, sorting soldiers' clothing, fell ill "with spots on his face."

April 8 (two or three weeks later) his wife Mrs SR, aged 56, also fell ill. She was diagnosed as having chicken pox, "but owing to the case being somewhat suspicious and the surroundings being most unsatisfactory, she was admitted to the Isolation Hospital." There she was isolated in a separate ward.

April 10 (unconnected): a case of convalescent smallpox landed, free from infection.

April 13: Mrs SR convalescent. "Owing to a lack of nursing staff she was removed to a room in connection with the scarlet fever block."

April 17: AS, a child, scarlet fever patient, was discharged to her home in Graham Street.

April 29: EH, aged 35, a ward maid at the Isolation Hospital, "developed a disease which was eventually determined to be smallpox." She died May 11 of confluent smallpox.

Apr 30: AS, who had proceeded with her family to Cowes, developed smallpox.

May 1: Mrs SR discharged.

May 8 (unconnected): a case of convalescent smallpox landed, free from infection.

May 13: Child's father, OS, 32, a shipwright, continued to reside in Southampton, but occasionally visited family on Cowes. Developed semi-confluent smallpox. Removed to Hospital Ship.

Discharged July 9.

May 13 (unconnected): two cases were landed from SS *Suevic*. This vessel came from Auckland, NZ, and embarked 1,116 passengers (troops) at Bombay. "2 cases of smallpox were landed at Suez 18 April, and 3 suspected cases at Gibraltar 7 May. On arrival here, 2 members of the crew, R J, aged 48, assistant steward, and H S, aged 24, ship's fireman, were found to be suffering from smallpox, and were removed to the Hospital Ship for isolation and treatment. All crew and troops (including women & children) had been re-vaccinated on voyage except RJ, who refused, and 9 troops." These patients were discharged June 30 and July 4.

May 23 and 27: two Probationary Nurses who had been in attendance with the patient (E H) subsequently developed modified attacks of smallpox and were removed to the Hospital Ship. ME was discharged 30 June, FH was discharged July 11.

May 29 (unconnected): A private, RAVC, arrived on the troopship *Yale* from Le Havre. Diagnosed as chicken pox on arrival, but as there was some doubt about the case it was removed to the Hospital Ship (discharged.)

August 30: all smallpox patients had been discharged.

The Borough of Christchurch and Christchurch Rural District requested smallpox accommodation, but "owing to the disturbance of the hospital arrangements by the Military Authorities, the Committee are unable at the present time to provide the accommodation required."

The Health Committee, on June 12, heard that the keys of the huts at Millbrook "were taken over from the Royal Engineers on May 31, and the huts are now occupied. The Borough Treasurer has been asked to insure the huts, furniture etc for the sum of £1,500." This was only a temporary arrangement: the huts had to be vacated at the end of February 1920.

The *City of Adelaide* needed docking for complete overhaul, outside as well as inside. Dr Lauder said that "immediate steps should be taken to determine the facilities for dealing with smallpox."

On September 11, a report on the state of the *City of Adelaide* went before the Health Committee. The survey stated that "the approximate cost of the repairs necessary amount to £1058, plus the cost of supervision and services of a time-keeper. This does not include any repairs to the bottom of the ship that may be discovered after she is docked." The committee approved the repairs, and their cost. The work was completed in February, Mr Wilson considered "the vessel to be in a good condition to be replaced on her moorings."

The ship keeper, H Whitby, had made an application for an increase in his wages. The Medical Officer of Health reported that H Whitby was at present in receipt of £1 12s 0d a week and a bonus of £1 5s 0d. His wages were increased to £2 0s 0d per week.

Dr Lauder continued to bemoan the "inadequate" general hospital accommodation in his 1920 annual report.

The only large general hospital in the Borough, other than the Parish Infirmary, being the Royal South Hants and Southampton Hospital. This Hospital, which has an accommodation of about 130 beds, has to provide for the needs of an area extending from 10 to 15 miles from Southampton, containing a population of over 200,000.

He describes the "Hospital at Millbrook Marsh, which is also provided for the treatment of smallpox and other diseases, consists of 3 huts for the isolation of patients, one observation hut, staff quarters, and a fumigating hut and laundry."

The *City of Adelaide* is listed as part of the Sanitary provision for the borough, as it had been in 1919, in exactly the same words.

1920 saw the end of the “old steam launch which has been in use since 1894” as she had become “unsuitable owing to the many necessary repairs required to render her serviceable.” She was replaced “by the purchase from the Disposal Board of one of the Government small motor patrol boats. The motor launch is used for visiting and inspecting vessels at Redbridge, Hamble etc and for meeting vessels in the River when required. The launch is also used as a tender for the Hospital Ship for the transfer of patients and stores.”

Six cases of smallpox had been reported on vessels: three landed at foreign ports, three military convalescents. No case had been landed at the Port during the year.

January 6 1921, and the Admiralty were “enquiring the terms the Council would be willing to accommodate the occasional case of smallpox that may occur in Portsmouth or Portland.” The reply was, “That the Committee will be prepared to allocate 2 beds for the reception of smallpox cases from the Admiralty upon their agreeing to subsidize 3 beds at £50 per bed per annum, and to pay £4 4s 0d per week per patient when the beds are occupied by Naval cases.” This does not specify that the beds would be on the Hospital Ship.

A month later, February 2, the Town Clerk “referred to the power conferred on the Corporation by the Southampton Corporation Act 1920 to acquire compulsorily certain lands at Millbrook, and having explained the matter to the Committee, it was RESOLVED.- That the Town Clerk be directed to prepare and serve Notice to treat for the acquisition of the lands at Millbrook under the Southampton Corporation Act 1920.”

On March 17 Mr Wilson was quoting the sum of £65 for executing certain work to the new poop and forecastle decks of the *City of Adelaide*, but the committee decided to “defer the consideration of the matter for the present.”

On April 23 1921, P G, a trimmer on the troopship *Prinz Ludwig* from Bombay removed “to smallpox hospital” (it is not clear whether this means the Hospital Ship) from King Street. He had landed April 19. He had been revaccinated on board, but it had not taken. He had been in contact with another trimmer, WC, who had been landed at Gibraltar April 14 with smallpox. WC had been isolated in Ships’ Hospital April 10-14. “His bedding had been thrown overboard & re-vaccination of 127 persons carried out, including 49 crew.”

Nine cases in all occurred from this case, including seven members of one family from Totton, all of whom were admitted at the request of the New Forest authorities to the Southampton Corporation's Hospital at Millbrook. One patient died.

The Health Committee on May 4 gave Lymington Rural District Council its terms for providing isolation for their smallpox cases:

The Committee will be prepared to provide accommodation upon payment of a sum of £50 per annum for a claim on one bed on the smallpox Hospital Ship, and a fee of £4 4s 0d per week in addition when such bed is occupied.

During the occupancy of such bed the Corporation to reserve to themselves the right of accepting or refusing other cases from the same district.

If one or more extra cases be accepted a charge of £4 4s 0d per head per week be made including maintenance, nursing, and medical attendance. All cases to be received in the Corporation Ambulance for which a charge will be made. Any arrangement to be terminable by six months’ notice on either side.

May 8 brought the troopship *Maine* from Bombay. A trimmer with smallpox had been landed at Malta 26 April, and a Gunner, RFA, proceeded to Netley Hospital, developed smallpox, admitted to SCH (Millbrook Marsh?) the same day.

May 19: a crew member on the *Mauretania* was removed to the Isolation Hospital with a diagnosis of chickenpox. The patient was “transferred to Millbrook Marsh Hospital” when he turned out to have smallpox. He was followed by a crewmate on May 21, admitted directly to “smallpox Hospital.”

June 30: A girl from St Denys was removed to Hospital: her case was diagnosed as severe chicken pox.

1922-1923: No more patients

The Borough annual report for 1922 no longer refers to the *City of Adelaide* as part of the town’s hospital provision, naming only the Isolation Hospital and Millbrook Marsh. The Port report says that “Smallpox cases are removed to the smallpox huts at Millbrook Marsh, or to the Hospital Ship”, but the ship seems to be no longer receiving patients. The three cases notified in Borough during the year were treated at Millbrook Marsh Hospital.

Plans were being made for the replacement of the Hospital Ship for the treatment of smallpox, plague, cholera and yellow fever, with the huts on Millbrook Marsh, now properly designated as an Isolation Hospital. At least that is what the Health Committee resolved on March 9 in a reply to a letter from the Ministry of Health “requesting to be informed of the provision which the Southampton Port Authority proposed to make for the isolation and treatment in hospital of cases of plague, cholera and yellow fever.”

Things were not so simple, however. The Town Clerk’s “Notice to treat for the acquisition of the lands at Millbrook under the Southampton Corporation Act 1920” (February 1921) had gone to arbitration. On March 9 1922 the committee heard “Official Arbitrator’s Award relating to Millbrook Marsh land . . . whereby the Ford Motor Co (England) Ltd are awarded £5,500 for 21.4 acres, each party paying its own costs to the Arbitration. The sum awarded is equal to £257 per acre.” This was reported to the Council Meeting on the same date. “The Chairman of the Health Committee alluded to the acquisition of the land at Millbrook Marsh, together with the isolation huts standing thereon, and reported that . . . the Ford Motor Co (England) Ltd were now desirous of buying back the site, and were prepared to reimburse the Council the entire cost they had incurred in the matter, and MOVED that the Company be allowed to buy back Millbrook Marsh at the sum awarded by the Arbitrator, plus out of pocket payments, including £2,750 paid to the Military Authorities for buildings, fittings, drainage, jetty and water supply; such transfer to be made on the understanding that the Company proceed with the erection of their factory at the earliest possible date. The motion was seconded by Alderman Kimber JP, and having been put to the meeting was carried unanimously.” There followed more correspondence, and reports, and resolutions, during April.

Health Committee on May 4 resolved unanimously to “recommend the Council to enter into an agreement with the Ford Motor Co... whereby in consideration of the Co erecting and completing a Factory costing not less than £200,000 on Millbrook Marsh by 31 Dec 1923, the Corporation will on the completion thereof transfer the Marsh to the Company for the sum awarded by the Official Arbiter and forego their out-of-pocket payments...”

Ford’s response was: “Before the Directors will consider taking the land back from the Corporation, it must be offered free of all conditions whatever.”

With the position of the Millbrook Marsh land still uncertain, the Health Committee turned their attention back to the *City of Adelaide*. On July 14 they proceeded to and made a visit of inspection of the Hospital Ship, and resolved “that the subject of the disposal of the vessel be placed on the agenda for consideration at the next meeting of the committee.” On September 6, “having regard to the cost of again putting this ship into commission,” the committee finally resolved “to recommend the Council to dispose of the vessel, and to authorise the Committee invite tenders for its purchase, and to accept the most favourable offer.” The Parliamentary and General Purposes Committee, September 29, reported that they were still in correspondence with Ford about the land, but that the matter was still unresolved. So the Health Committee, despite having received an offer for the ship, had to decide (October 6) to retain the ship “for the present in cases of emergency, also to recommend that should any repair work be required, to refer the matter to a Sub-Committee, consisting of the Chairman, Councillors Buck, Stancomb, and Taplin, and the Medical Officer of Health, with power to act.” This was “in view of the decision of the Ford Motor Company (England) Ltd, to re-acquire the land at Millbrook Marsh.” However, the Ministry of Health took a hand in the matter. The Health Committee, December 6, heard a letter from the Secretary “pointing out that the ship now affords the only hospital provision available for the Southampton PS District for cases of plague, cholera or smallpox, and he is advised that this ship would prove quite inadequate and unsuitable for the reception of even a few cases of smallpox; and that the Minister would accordingly be glad if the Town Council would give the question of further smallpox hospital accommodation their careful and early consideration and inform him of their proposals in the matter.” The Health Committee considered the matter at their next meeting on January 10 1923, and informed the Ministry that “the matter is receiving every consideration.” The Committee were now looking for another site for a land-based smallpox hospital, and on the 8 March they appointed a sub-committee to inspect a potential 50-acre site. On March 16 they received an offer for the *City of Adelaide* from the Royal Naval Volunteer Movement, Scottish Division:

16 Oxford Street
Southampton
16 March 1923

Dr R E Lauder
Medical Officer of Health
Municipal Offices
Southampton

Dear Sir
CITY OF ADELAIDE

Confirming our conversation of this morning, I now have pleasure in submitting on behalf of my clients, the Royal Naval Volunteer Movement, Scottish Division, the firm offer of £2,500 for the above-named Hospital Ship, as and where she lies in the River Test, complete with all her gear and appurtenances.

This offer is made subject to it being possible to complete the transaction, transfer the vessel, and hand over cheque before the end of this financial year i.e. 27th March, 1923. The figure offered is gross, and subject to the deduction of the usual brokerage charges and expenses.

I trust that the Board will be able to accept, and I shall be glad to hear from you as early as possible, so that the time stipulation may not prove a stumbling block to negotiations.

I am

Yours faithfully

(signed) S F STEDMAN

On March 19 the Health Committee resolved “to recommend that the offer be accepted, and that the Corporate Seal of the Corporation be fixed to the Bill of Sale.” The cheque was reported received on the 5 April for “the price already reported.” There are papers in the National Archives relating to the purchase of the *City of Adelaide* “by Admiralty for use as headquarters at Greenock for the Clyde Division RNVR.” (ADM 1/8635/16)

The Minister of Health wrote another letter, considered by the Health Committee on June 6, stating “that he understands that the Southampton Town Council and Port Sanitary Authority have agreed to lease the site of their smallpox Hospital at Millbrook Marsh from the Ford Motor Co Ltd and that the Town Council and the Port Sanitary Authority will be liable to evacuate the site at three months notice. He also understands that the Hospital Ship ‘*City of Adelaide*’ has been sold. The result is that the Town Council and the Port Sanitary Authority may at any time find themselves in the position of having to provide within three months smallpox Hospital accommodation. Failure to accomplish this would be serious, not only from the public health point of view, but also from the commercial point of view, inasmuch as if smallpox occurred either in Southampton itself or among the shipping in the Docks, it is likely that shipping firms would at once remove, not only their passenger steamers, but also their cargo steamers from Southampton to some other port, lest their ships should be held up on arrival at ports abroad. I am therefore to urge the Town Council to give this important matter their immediate and earnest consideration...”

The District Valuer inspected Byams Estate, Marchwood as a possible smallpox Hospital, but the Borough's offer of £10,725 was refused by Marchwood Parish Council, who “were of opinion that should the Corporation acquire the Byams Estate it would be prejudicial to the best interests of the Parish and a residential sense.” (*Health Committee* 15 July)

The Town Council continued to negotiate. The Ministry of Health received a petition from Marchwood Ratepayers, and on October 10 1923, it was recorded that “the old smallpox Hospital site, on isolated land at Millbrook, is now available, the proposed sale having fallen through.”

A total of 392 patients were treated on the *City of Adelaide* during her service as Southampton's Port Isolation Hospital. Of these, 165 had smallpox, 178 had scarlet fever, one had plague and none had cholera.

1923-1992: HMS *Carrick*, RNVR drill ship and floating club

After conversion at Irvine, the *City of Adelaide* was renamed HMS *Carrick* May 16 1925 at Greenock by the Marchioness of Graham (there was already a ship called *Adelaide* in the Royal Navy).

There are four decks, the upper deck having two main bridges, the idea being to carry on signalling between the two bridges as from ship to ship. There is also an aircraft gun. The second deck is the main gun battery deck, with three four-inch guns and one three-inch gun. There are also signal and wireless houses, canteen, mess rooms, seamanship room, gunnery, signal, torpedo and electrical rooms, with facilities for searchlight instruction; and on the lower deck is the drill room, where 60 men can be accommodated for sleeping for week-end parties. (*Glasgow Daily Record* May 15 1925)

She was employed as an accommodation ship during the Second World War.

HMS *Carrick* was scheduled for breaking-up in 1947, but the Admiralty gave her to the newly formed RNVR Club (Scotland) for use as a floating clubhouse. She was refitted at Harland and Wolff's shipyard at Scotstoun in 1948. Her new fittings included a sun-lounge, lounge and snack-bar "in place of the master's cabin, officers' and passengers' accommodation in the clipper," a massive fireplace and bearskin hearthrug, and a "unique buffet in the shape of a ship's bow . . . crowned by the 3-ft figure of a Highland piper." Her figurehead, removed by G Napier & Sons in 1903-4, was replaced by that of the *Triad*, "the last sailing ship to ply between Kirkcaldy and the Baltic." (*Sea Breezes* vol.13 Jan-June 1952) She was originally moored at Custom House Quay, Glasgow, then at Carlton Place on the opposite bank of the Clyde.

In 1989 she was transferred, for £1, to the Clyde Maritime Trust and moved to Prince's Dock, where she sank in February 1991.

1992-2013: The *City of Adelaide*, National Historic Fleet no. 433

The Scottish Maritime Museum refloated the *Carrick* in 1991 and moved her to a slipway in Irvine. According to the National Historic Ships register she reverted to her original name, the *City of Adelaide*, in 1992, but other sources continue to refer to her as the *Carrick*. until at least 2001. The Scottish Maritime Museum intended to conserve her, but the loss of funding in 1996 has led to a long-drawn-out struggle to save her. In 2010 permission was given for her removal to the City of Adelaide in Australia, where she will be preserved as a land-based exhibit.

Work began in April 2013 to enable her safe transport to her new home

<http://cityofadelaide.org.au/the-project/transportation.html> .

Veronica Green BA DipLib MClip
Local Studies Assistant
Southampton Central Library, Civic Centre, Southampton SO14 7LW
e-mail: local.studies@southampton.gov.uk
<http://www.southampton.gov.uk/s-leisure/libraries/>

Appendix A
Smallpox outbreak, 1892-3

	Name	Admitted	Discharged	Age	Resident	Remarks
1	BE	1892 30 Jan	8 Feb	25	SS Tamar	Removed to Hospital on arrival in port. Disease contracted abroad
2	ED	30 Jan	2 Mar	32	Cambridge St	Removed to Hospital on arrival in port, fireman SS Tamar
3	WC	2 Feb	5 Mar	27	Threefield Lane	Taken ill 30 Jan. notified and removed from home in Threefield Lane. Employed SS Tamar
4	WH	4 Feb	15 Mar	17	Pound St, Shirley	Left SS Tamar 30 Jan, felt ill Feb 2. Admitted for the Shirley Board of Health
5	TB	7 Feb	15 Mar	19	Cross St	Left SS Tamar 30 Jan. Notified 6 Feb. removed same day from home to hospital
6	HL	11 Feb	12 Mar	28	Lyon St	Bedroom Steward, SS Tamar. Left ship 30 Jan. Notified 11 Feb
7	WP	12 Feb	12 Mar	39	Alfred St	Storekeeper, SS Tamar
8	HG	12 Feb	12 Mar	27	Cossack St	Baker, SS Tamar
9	SW	13 Feb	Mar 12	60	Lower Back of the Walls	Fireman, SS Tamar
10	GL	14 Feb	Died 23 Feb	34	Shirley	Fireman, SS Tamar. Admitted for Shirley Authorities. Unvaccinated
11	TR	15 Feb	9 Mar	22	78 French St	Coal Trimmer, SS Tamar
12	AR	17 Feb	18 Mar	23	Chantry Rd	Seaman, SS Tamar. left ship 30 Jan with others
13	FR	12 Mar	23 Apr	28	Cromwell Rd	Employed at Ordnance Office
14	JW (f)	14 Mar	30 Apr	29	Lower Portland Terrace	Origin probably from employment in ship, attributed infection to the visit of an infected person to make a purchase
15	JL (f)	14 Mar	17 Apr	20	Middle St	Origin not traceable
16	MN (f)	18 Mar	19 Apr	33	Simnel St, nr Hospital	Patient resided within a few yards of the Hospital, which was probably the source of origin
17	WB (f)	13 Apr	27 May	19	Castle Lane	Resides within a few yards of Hospital
18	EH (f)	27 Apr	11 June	16	South Rd, St Denys	Origin doubtful. She was employed as nursemaid
19	ED (f)	30 Apr	25 May	52	Shirley	Mild case. had been working same house as previous case
20	CB	14 May	7 June	14	Shirley	Son of 19, discrete form
21	EB	14 May	7 June		Shirley	Son of 19, mild form

	Name	Admitted	Discharged	Age	Resident	Remarks
22	KP (f)	4 June	27 July	37	West Quay, close to Hospital	Origin probably due to Hospital
23	WP	19 June	16 July	6	West Quay	Son of 22. Never vaccinated, refused re-vaccination
24	MG	6 June	9 July	41	Simnel St	Close to Hospital
25	FA	25 Dec		17	Queen's Terr	Severe confluent, from origin contracted SS Tamar, arrived Nov 15, taken ill Nov 26, admitted Dec 25. there being no accommodation at the West Quay Hospital for the case.
26	EM	25 Dec		31	Queen's Terr	Notified Dec 23, removed Dec 25. Confluent case. Origin could be traced to case no 25
27	JH	25 Dec		46	Queen's Terr	Notified 25 Dec, removed same day. 2 doors away from case no 25
28	SA	25 Dec		35	Orchard Pl	Origin contracted from Public Bar, traced to case no 25
29	AW	26 Dec		23	Queen's Terr	Visited the infected house, case no 25
30	AD	26 Dec		9	George's Ct	Origin could not be traced. Occurred in a narrow court, some distance from other cases
31	M (f)	26 Dec		16	Mount St	Origin doubtful
32	KS (f)	26 Dec		13	Morse Ct	Origin doubtful
33	LJ (f)	27 Dec		18	East St	Origin doubtful
34	HD	29 Dec		13	Mount St	Origin doubtful
35	FK (f)	26 Dec		18	Priory Rd, St Denys	Visited case no 25
36	EW	27 Dec		20	West End	Origin doubtful. Visited Southampton for a holiday 14 days previously
37	EW (f)	28 Dec		29	Paget St	Origin doubtful
1	WD	7 Jan 1893	7 Feb	13	Lansdowne Hill	Contracted small pox from his cousin, who was admitted on Dec 26 1892, from St George's Court. The case referred to was also the cause of nos 2, 3, 4, 5, and 6. The persons attacked were offered re-vaccination at their homes free, but absolutely refused, on Dec 26, 1892, in which re-vaccination was refused until a few days before attack.
2	LD	7 Jan	7 Feb	7	Lansdowne Hill	
3	RH	7 Jan	7 Feb	9	St George's Ct	
4	MP	8 Jan	7 Feb	23	St George's Ct	
5	FC	8 Jan	7 Feb	13	St George's Ct	

	Name	Admitted	Discharged	Age	Resident	Remarks
6	SD	9 Jan	17 Feb	16	Lansdowne Hill	
7	NP	10 Jan	31 Jan	2	Chantry Rd	Origin doubtful; could not be traced
8	WW	10 Jan	7 Feb	6m	Chantry Rd	Origin doubtful
9	CS	10 Jan	Died 17 Jan	22	Chantry Rd	Origin doubtful
10	ES	10 Jan	7 Feb	11	Chantry Rd	Origin doubtful
11	JS	10 Jan	7 Feb	14	Chantry Rd	Origin doubtful
12	RD	12 Jan	7 Feb	15	Mount St	Visited at Lansdowne Hill, from which no 1 was taken
13	MAJ	13 Jan	11 Feb	64	Itchen Ferry	Origin doubtful. Admitted for South Stoneham Authority
14	HW	13 Jan	16 Feb	18	Derby Road	Origin doubtful. Laundry Work was taken in by parents
15	AM	13 Jan	7 Feb	40	Craven St	Worked at Dust Destructor. No definite origin
16	MH	14 Jan	7 Feb	5	Chantry Rd	Origin doubtful
17	FM	16 Jan	11 Feb	29	Cranbury Pl	Origin from the visit of an infected person
18	AC	17 Jan	Died Jan 31	28	Mount St	Origin from case admitted on Dec 26 1892
19	EB	17 Jan	17 Feb	24	Coleman St	Origin doubtful
20	AE	18 Jan	20 Feb	25	Canal Walk	Origin from no 14, who visited Canal Walk pervious to admission
21	JF	21 Jan	20 Feb	25	Alfred St, Newtown	Origin doubtful
22	JC	21 Jan	4 March	18	St George's Ct	Origin from no 5, brother of the same
23	GC	21 Jan	22 Feb	20	French St	Origin same as no 22. Resided in a Boys' Shelter
24	AF	23 Jan	20 Feb	22	Newtown	Origin doubtful
25	GP	23 Jan	20 Feb	26	St George's Ct	Origin from wife, no 4
26	AC	24 Jan	27 Feb	16	Simnel St	Origin doubtful. Son of a lodging house keeper
27	WH	26 Jan	31 Mar	26	Pembroke Sq	Origin doubtful. Had been travelling around country. Only a few days in Southampton
28	IM	27 Jan	24 Feb	27	Cranbury Pl	Origin from husband, no 17
29	HJ	28 Jan	30 Mar	40	Sholing	Origin from no 12, son of same. Admitted for South Stoneham Authority
30	RP	28 Jan	28 Feb	10	Westgate St	Origin doubtful
31	AS	29 Jan	3 Mar	22	South Front	Origin doubtful
32	CO	29 Jan	10 Mar	16	East St	Origin doubtful
33	EW	30 Jan	Died Feb 14	3	Castle St	Origin doubtful. Resides close to Hospital
34	ED	31 Jan	29 Feb	32	French St	Origin from no 23

	Name	Admitted	Discharged	Age	Resident	Remarks
35	WK	31 Jan	3 Mar	23	St Michael's Sq	Tramp. Patient was a fish hawker, stated to have sold fish to infected persons
36	CD	2 Feb	1 Mar	28	West Marlands	Origin doubtful
37	AL	2 Feb	Died 3 Feb	29	Bargate St	Origin Supposed from No 27
38	WC	2 Feb	2 Mar	16	Mount St	Origin from no 18
39	HJ	2 Feb	1 Mar	11	Queen's Terr	Origin doubtful
40	LG	2 Feb	8 Apr	4	French St	Origin from no 23
41	EM	2 Feb	11 Mar	28	Terminus Terr	Origin supposed to be over the public bar, from an infected person
42	HK	2 Feb	9 Mar	20	High St	Origin doubtful
43	FD	3 Feb	10 Mar	40	Blechynden St	Police Constable visited St George's Court, residence of no 22. 2 constables had occasion to visit a house where a boy was suffering from Small Pox (discovered after their visit) Offered re-vaccination, one accepted and one refused "from which he nearly lost his life." Severe Confluent.
44	ES	3 Feb	20 Mar	18	Lower Canal Walk	Visited no 18
45	MB	3 Feb	19 Mar	8	Queen's St	Origin doubtful
46	CS	3 Feb	2 Mar	20	Eldon St	Origin doubtful
47	AC	4 Feb	30 Mar	4	Mount St	Origin from no 18, who was mother of Patient
48	SH	4 Feb	8 Mar	13	Mount St	Origin, brother of no 18, and lived with her
49	AB	4 Feb	9 Mar	29	Mount Pleasant	Origin doubtful
50	WC	6 Feb	30 Mar	29	Albert Rd	Contracted small pox on SS Scot from the Cape, removed to Hospital immediately on arrival in Port. I sailor 1 steward removed at Netley. 6 contacts thoroughly disinfected
51	GP	6 Feb	16 Feb	31	Shirley Rd	Removed from SS Scot convalescent (see above)
52	AF	8 Feb	Died 11 Feb	22	Elm Terr	Origin doubtful
53	AE	12 Mar	26 Mar	29	Simnel St	Origin from no 35. Lodging House Attendant
54	HL	13 Feb	11 Mar	29	French St	Origin from 40
55	RB	13 Feb	30 Mar	16	Queen St	Origin from sister no 45. Confluent with complications
56	WG	16 Feb	14 Mar	39	Common Lodging House, Simnel St.	Resided at Lodging House, St Michael's Sq, with no 35

	Name	Admitted	Discharged	Age	Resident	Remarks
57	HR	18 Feb	30 Mar	43	Northbrook Rd	Origin doubtful
58	HS	21 Feb	25 Mar	21	Rookery, Cross St	Origin supposed to be from a hawker
59	FE	23 Feb	8 Apr	19	Bevois Valley	Origin from no 49
60	JP	24 Feb	25 Mar	21	Ancasta Rd, Bevois Valley	Origin from no 51
61	JJ	24 Feb	4 Apr	20	Royal Crescent	Origin doubtful, could not be traced
62	MC	25 Feb	3 May	27	Taylor's Court, High St	Origin doubtful. Severe confluent with complications
63	AR	28 Feb	4 Apr	23	Winchester Terr	Origin doubtful
64	JC	3 Mar	8 Apr	18	Mount St	Origin from no 48
65	CD	4 Mar	30 Mar	16	French St	Origin doubtful
66	SC	6 Mar	1 Apr	40	Mount St	Origin from no 43 and Mother of no 64
67	JC	7 Mar	1 Apr	42	Mount St	Origin, husband of no 66
68	EC	7 Mar	1 Apr	9	Mount St	Origin, daughter of previous case
69	JK	8 Mar	29 Apr	45	Casual ward	Tramp. origin doubtful
70	CP	8 Mar	29 Apr	12	Ancasta Rd Bevois Valley	Origin from brother of no 60
71	GC	11 Mar	Died 18 Mar	5	Taylor's Ct	Contracted disease from Mother, no 62
72	CW	11 Mar	8 Apr	50	Royal Crescent	Origin from daughter, no 61
73	AL	12 Mar	30 Apr	4	Common Lodging House, St Michael's Sq	Origin from no 56
74	WL	14 Mar	11 May	25	Cambridge Rd	Insurance Agent visited house of Stepfather at Shirley, sickness in house at the time, supposed to be measles
75	TF	15 Mar	25 Apr	40	Common Lodging House, West Street	Origin no 56
76	PR	15 Mar	15 Apr	16	St Mary St	Origin doubtful
77	MS	16 Mar	24 Apr	70	Queen's Road, Freemantle	Origin supposed to have been carried by insurance agent. Admitted for the Shirley Board of Health
78	EW	17 Mar	11 May	10	Norman's Road, Freemantle	For Shirley Board of Health. Origin supposed to be the same as no 76. Father complained of her treatment Hampshire Advertiser 16 September 1893
79	FM	18 Mar	15 Apr	33	Trinity Road	Insurance Agent visited same House as no 73, during sickness
80	WC	19 Mar	15 Apr	19	Cromwell Rd, Fitzhugh	Origin, worked with brother of no 73. Admitted for the Shirley Board of Health
81	EH	21 Mar	28 Apr	58	Richmond St	Origin doubtful
82	EH	21 Mar	11 May	21	Jail St	Origin, visited same house at Shirley with no 73

	Name	Admitted	Discharged	Age	Resident	Remarks
83	DH	25 Mar	29 Apr	12	Shirley Rd, Freemantle	Origin supposed to be no 76. Admitted for Shirley Board
84	AM	28 Mar	29 Apr	9	Millbrook Rd, Freemantle	Admitted for Shirley Board. Origin, same as previous cases
85	CE	29 Mar	24 Apr	23	French St	Origin from no 65
86	GA	29 Mar	22 Apr	29	Ann St, Worthing	Came from Havant by train to meet Sanger's circus here. Found asleep in Park at 4 pm. Labouring man: came to Southampton from Havant. He admitted going into several shops, for help, wishing to remain here on a chance of getting a job. Feeling ill he was laid down in the Park at the bottom of Hanover Buildings, where I found him covered in Small Pox eruption, and at once had him removed to Hospital
87	WC	30 Mar	3 May	25	Valley Road, Bevois Town	Origin from brother-in-law, no 79
88	FH	1 Apr	10 June	27	Henry Rd, Freemantle	Insurance Agent. Visited same house as no 73. Admitted for Shirley Board
89	AG	4 Apr	29 Apr	18	Payne's Rd, Freemantle	Origin same as other Shirley cases. Admitted for Shirley Local Board
90	VM	7 Apr	14 Apr	17	Millbrook Rd, Freemantle	Origin from sister, No 84. Admitted for Shirley Local Board
91	MW	7 Apr	17 May	6	Poor House St Mary St, Casuals	Origin doubtful (Casuals)
92	LM	8 Apr	29 Apr	16	Millbrook Rd, Freemantle	Origin from sister, No 84. Admitted for Shirley Local Board
93	EG	8 Apr	29 Apr	16	Northumber-land Rd	Origin doubtful
94	WG	8 Apr	11 May	10	Northumber-land Rd	Origin doubtful. Brother of previous case
95	SM	8 Apr	29 Apr	40	Millbrook Rd, Freemantle	Origin from Daughter, no 84
96	AL	9 Apr	Died 10 Apr	2	Simnel St, Common Lodging House	Origin doubtful. Mother had been tramping country with child. Entered Southampton from Romsey. Disease was then old. "A woman arrived in the Town in the morning, and went begging all day having in her arms a child with confluent Small Pox. At 11pm she was admitted to a Common Lodging House, and on my morning visit the case was discovered."

	Name	Admitted	Discharged	Age	Resident	Remarks
97	RH	10 Apr	Died 18 Apr	49	Shirley Road, Freemantle	Origin from daughter, no 83. Admitted for Shirley Local Board
98	LB	10 Apr	7 May	15	Weston Cottage, Nursling	Admitted for Romsey Board. Origin – Patient was servant at Shirley, and was sent home sick a week previous to admission
99	MAK	11 Apr	29 Apr	45	Melbourne St	Origin doubtful
100	WE	12 Apr	11 May	24	Richmond St	Origin from no 81
101	EH	13 Apr	6 May	57	James St	Origin doubtful
102	WS	16 Apr	26 May	39	Casual Ward, Poor House	Origin doubtful. Tramp, admitted from Poor House
103	JW	17 Apr	17 May	3 ½	Poor House, St Mary St	Origin from sister, no 91
104	CC	20 Apr	17 May	4	Poor House, St Mary St	Origin from same source as previous case
105	LJ	20 Apr	17 May	15	Oxford St	Origin doubtful. Had been residing in Winchester
106	JT	22 Apr	17 May	25	Shirley Road, Freemantle	Origin same as other Shirley cases. Admitted for Shirley Local Board
107	HH	23 Apr	20 May	35	Common Lodging-House, Simmel Street	Origin from no 96
108	HB	24 Apr	20 May	17	Common Lodging-House, Simmel Street	Origin from lodging-house where no 96 lived
109	JC	24 Apr	20 May	24	Common Lodging-House, Simmel Street	Origin from same source as previous cases
110	EH	24 Apr	20 May	4m	Common Lodging-House, Simmel Street	Origin from lodging-house where no 96 lived
111	AC	24 Apr	20 May	30	Common Lodging-House, Simmel Street	Origin from same source as previous cases
112	WC	24 Apr	20 May	61	Common Lodging-House, Simmel Street	Origin from same source as previous cases
113	AG	25 Apr	1 June	57	Shirley Rd, Shirley	Origin from no 97. Admitted for Shirley Board
114	GT	25 Apr	20 May	29	Common Lodging-House, Simmel Street	Origin from no 96
115	AB	25 Apr	23 May	7	Western Grove Cottage, Nursling	Origin from sister, no 98
116	WP	25 Apr	20 May	20	Western Cottage, Nursling	Lodger. Origin from no 98
117	HB	25 Apr	23 May	4	Western Cottage, Nursling	Same as previous case, No 98
118	JB	26 Apr	1 June	41	Western Cottage, Nursling	Origin from daughter, no 98

	Name	Admitted	Discharged	Age	Resident	Remarks
119	VB	26 Apr	18 May	5	Western Cottage, Nursling	Origin from sister, no 98
120	JS	27 Apr	23 May	16	York St	Origin doubtful
121	TL	27 Apr	1 June	40	Maddison St	Origin doubtful, worked at same place as no 25
122	AN	27 Apr	1 June	44	Buchan's Ct, St Michael's Sq	Origin doubtful. Hawker slept 1 night at 16 Simnel St
123	WE	28 Apr	1 June	23	West Front	Worked in Docks with no 112
124	SB	28 Apr	1 June	42	Simnel St	Origin from no 110
125	FH	29 Apr	23 May	38	Bevois St	Origin doubtful
126	WB	29 Apr	8 June	28	Above Bar	Origin doubtful
127	EI	30 Apr	26 May	18	Above Bar	Origin from no 126
128	MM	8 May	1 June	15	Brewer's Arms, Lower Banister St	Origin Unknown
129	CS	15 May	8 June	22	The Sceptre Inn, Romsey	Origin Doubtful. No 118 visited there
130	MS	15 May	16 June	38	The Union, Romsey	Origin Doubtful
131	EB	15 May	8 June	11	Maddison St	Origin from no 121
132	EP	17 May	16 June	10	Castle Gardens	Went to St Michael's School
133	MM	17 May	9 June	6	Bell St	Went to school with previous case
134	WS	22 May	19 June	45	Lodging House, Simnel St	Went to Union, St Mary St, at night. Tramp
135	JM	7 June	6 July	42	Simnel St	Tramp
136	JS	16 June	27 July	52	Common Lodging House, West St	Origin doubtful. Tramp
137	SS	17 June	3 Aug	19	Casual Ward	Origin from no 134
138	FD	17 June	18 July	23	St Andrew's Rd	Origin doubtful
139	HD	29 June	27 July	26	High St	Origin from their servant
140	GT	6 July	7 Aug	25	Godfrey St	Origin doubtful. Was never vaccinated
141	AP	7 July	31 July	20	Spa Road	Origin doubtful. Led a suspicious life
142	JW	13 July	21 Aug	58	Lodging House, Romsey	Travelling pedlar; was acquainted with no 129
143	AI	17 July	14 Aug	23	Was admitted from SS Berlin	Steward on SS Berlin; was ill 9 days, and admitted to Hospital on immediate arrival in port
144	CB	27 July	28 Aug	55	Old Portswood	Origin from no 141, who visited there
145	WH	29 July	26 Aug	30	Casual Ward, Poor House	Resided at Young's Lodging House, Romsey, for 3 weeks; came to Southampton July 28, admitted to Hospital on 29th
146	FG	30 July	28 Aug	20	Elgin Rd Freemantle	Sent in by Shirley Board. Was nursed by EW (no 78), who was just recovering from Small Pox

	Name	Admitted	Discharged	Age	Resident	Remarks
147	HW	30 July	21 Aug	14	Waverley Rd, Freemantle	Origin from sister, EW
148	HW	30 July	21 Aug	17	Waverley Rd, Freemantle	Sent in by Shirley Local Board. Nursed by his sister
149	OS	1 Aug	28 Aug	34	Bridge St	Origin from no 143, having nursed that patient 9 days
150	MW	14 Aug	4 Sept	12	Waverley Rd, Freemantle	Origin from no 147
151	LA	21 Aug	23 Sept	20	Jail Street	Origin from a girl who worked at same shop who was supposed to be suffering from Chicken Pox
152	TS	15 Sept	2 Oct	35	Ashnorth St, Doulton-in-Furness, Lancs	Patient was a passenger from Cape Town by SS Scot, and was admitted in Hospital on immediate arrival in port

1892

The outbreak of Small Pox was traced conclusively to the arrival of the SS Tamar from the Brazils, on January 30th, when 2 cases were removed direct from the vessel, but, unfortunately, owing to want of power by the Port Sanitary Authority to detain the ship and make enquiries as to the persons who had been exposed to infection, the rest of the crew were discharged into the Town. Every case which occurred in the Town itself was isolated as soon as possible. Nurses, laundry maids and other hospital staff required to undergo re-vaccination before coming in contact with Small Pox cases. "It is advisable that persons residing in every large Port ... should not wait for re-vaccination until a scare ... is produced, but should be re-vaccinated every 7 years.

August: Typhoid; October: Scarlet Fever. Typhoid patients moved to RSH, Scarlet Fever isolated West Quay. "Efforts were made to obtain means for the isolation of a Small Pox case occurring in November, which were ineffectual, and I was instructed that it should be isolated at home until the cases of Scarlet Fever should be removed."

Appendix B
SMALLPOX, 1894

Smallpox patients treated at West Quay Hospital.

	Name	Admitted	Discharged	Age	Resident	Remarks
1	RN	18 Feb 1894	9 Apr	34	Workhouse	Patient left Havre for Southampton on Jan 29, stayed in Lodging House, Orchard Lane, until Feb 3, then to Union not well, discharged on Feb 13, admitted again 14, brought to West Quay Hospital, 18 Feb.
2	AP	30 May	18 June	44	Beavis St, Shirley	Patient was removed from SS Tamar in Southampton Water. Arrived while a select group of guests were being entertained on board the City of Adelaide, at the time clear of patients. The tale reached the chairman of the Ratepayers' Association, naming the poor patient as Mr Paskins, chief steward on the Royal Mail Line's Tamar. The rumours that he had initially been taken to the ship to find it occupied by the party proved unfounded
3	RC	31 May	Died 8 June	45	Workhouse	Origin doubtful, complicated by advanced syphilis
4	CR	16 June	18 July	73	Workhouse	Origin from previous case
5	CB	16 June	14 July	32	Workhouse	Origin from previous case
6	LG	18 June	10 July	23	West Quay Hospital	New servant. Vaccinated
7	WG	29 June	31 July	37	Workhouse	Patient had tried on the day previous to admission to get into Winchester Union, but, he says, "they would not allow him seeing he was not well"
8	GS	3 July	31 July	68	Workhouse	
9	JA	3 July	31 July	37	Workhouse	
10	GK	18 July	Died 25 July	25	Workhouse	
11	JB	20 July	Died 4 Aug	45	Workhouse	
12	CS	7 Aug	29 Aug	36	High St	Patient caused no 19 being a servant in the house. ?No 19 a case of scarlet fever not small pox?
13	WS	10 Aug	Died 23 Aug	6	West St	Parents had evaded vaccination always
14	MS	11 Aug	21 Aug	21	High St	
15	GL	20 Aug	11 Sept	18	Castle Pl	
16	JB	23 Aug	18 Sept	45	South Stoneham	2 of patient's family became infected. Isolated at South Stoneham
17	ES	30 Aug	18 Sept	29	West St	Mother of no 13, patient's remaining children vaccinated by MOH escaped
18	AA	16 Sept	24 Sept	25	SS Tartar	

APPENDIX C

Patients treated on board the Hospital Ships *City of Adelaide*, *SS Wolff* and *SS Alliance*, 1895-1919

	Name	Admitted	Discharged	Age	Resident	Remarks
1	HF	22 May 1895		24	Dock St	Arrived RMS Elbe 13 May. Origin Lisbon
2	JK	6 July			SS Danube	Passenger
3		24 Aug	Died		SS Hawarden Castle	Ships Steward from London, certified by Ships' Surgeon as Small Pox, found on admission to Port Sanatorium to be typhoid fever
4	TM	26 Aug		34	Workhouse	Tramp from London
5		2 Oct			SS Trent	Sailor. The patient's home was Bitterne
6	HC	26 Oct		4	SS Clyde	
1	FS	4 Jan 1896		36	Cromwell Rd	Steward, SS Nile. Arrived in port 21 Dec 1895. Landed apparently in good health. A case of small pox had been landed at Lisbon, from whom the steward had received several pieces of paper money
2	AT	2 Feb			Alfred St, Newtown	Husband employed on Cape steamers. Husband had sent his kit bag ashore to a laundry with soiled linen; not returned before sailing, forwarded home on next vessel. Received by wife 20 Jan, 13 days before illness.
3	AG	15 Mar		16	Chantry Rd	Barmaid at beerhouse frequented by sailors and tramps
4	CC	28 Mar		28	Chantry Rd	Lived next door to no 3. In contact with no 3 before diagnosis was made
5	TR	31 Mar		17	Chantry Rd	Lodger in same house as no 4
6	FH	1 Apr		25	Union Rd, Freemantle	Mild case. One of the Authority's Sanitary Inspectors, who had assisted in the removal of case 3
7	DA	1 Apr	Died 17 Apr	24	HMT Dilwara	Lascar sailor. Fell ill 27 Mar, isolated in one of ship's boats
8	PN	23 May		16	Albert St Chapel	Officer's servant, SS Nile. Contracted at Lisbon
9	CK	3 June		10	SS Magdalena	1st class passenger
		Not notified				Assistant Nurse attending small pox patients. Of the mildest type
1	EP	29 Jan 1897		20	SS Thames	Isolated on SS Wolf "supplementary Hospital Ship"
2	ET	29 Jan		24	SS Thames	
		7 April	8 April		HMT Dilwara	42 women and children, plague contacts, kept while clothing and luggage was disinfected
		20 April			SS Gaul	7 cases of measles from Cape Town

	Name	Admitted	Discharged	Age	Resident	Remarks
		30 June			SS St Louis	1 case measles
3	AMcL	23 Oct			Guillaume Terr	Engineer, SS Thames. 3 days after landing removed to Alliance
4	FC	8 Nov		14	Paget St	Origin AMcL, the girl having been in service and in attendance upon the former patient. Never vaccinated. Occupier at Paget St carried on laundry work.
5	AMcH	10 Nov		14	Guillaume Terr	Infection due to AMcL
6	FA	13 Nov		23	Clifford St	Sailor, landed on 23 from SS Thames
7	AJ	20 Nov				Nurse on Alliance
1	FA	11 Jan 1898		25	Workhouse Casual Ward	Tramped from London, admitted Casual Ward 9 Jan
2	PF	12 Feb			HMT Dilwara	Taken ill on board 25 Jan
3	JD	17 June	Died 19 June	8m	SS Briton	Taken ill 10 June. Not vaccinated. Origin Cape Town
4	RT	17 June	Died 20 June	4	SS Briton	Taken ill 14 June. Not vaccinated
5	RD	17 June		25	SS Briton	Taken ill 14 June. Mother of JD
6	EW	17 June	Died 18 June	3	SS Briton	Taken ill 15 June. Not vaccinated 2 nd class passenger
7	CE	17 June		56	SS Briton	Taken ill 15 June
8	J or T H	17 June	Died 20 June	46	SS Briton	Taken ill 14 June
9	RW (f)	19 June		40	Lodgings in town	Mother of EW. Landed from SS Briton 17 June
10	AS	24 June		20	SS Ebro	Fireman. Taken ill 19 June. Origin Buenos Ayres
11	WB	30 June		29	Lodgings in Town	Landed from SS Briton 17 June. Ships barber who had shaved Mr H on day before arrival
12	MP	4 Sept	12 Oct	28	SS Jeluga	From Bombay. "Native Steward"
13	AG	4 Sept	12 Oct	21	SS Jeluga	From Bombay. "Native Steward"
14	RJ	4 Sept	12 Oct	25	SS Jeluga	From Bombay. "Native Steward"
15	K	4 Sept	12 Oct	27	SS Jeluga	From Bombay. "Native Steward"
16	AA	4 Sept	12 Oct	36	SS Jeluga	From Bombay. "Native Steward"
17	GM	8 Nov		38	Valley Rd	Shipping Clerk at Docks handling passenger's luggage
18	MM	9 Nov		35		
		1899				No small pox

	Name	Admitted	Discharged	Age	Resident	Remarks
1	FB	3 Jan 1900		21	Shirley Park Rd	Fireman, SS Nile (arrived 8 days previous to attack) Admitted to City of Adelaide
2	JB	17 Jan		20	Millbank St	Fireman, SS Clyde
3	JB	24 Jan		45	SS La Plata	From Buenos Ayres
4	Lily M	15 Apr			Cossack Pl	
5	Susan D	18 Apr			Latimer St	
6	WW	30 Apr 2 May		9	Brinton's Rd	5 members of one family
7	EHW	30 Apr 2 May		11	Brinton's Rd	
8	HHW	30 Apr 2 May		7	Brinton's Rd	
9	GW	30 Apr 2 May		5m	Brinton's Rd	
10	EW	30 Apr 2 May		40	Brinton's Rd	Father of 6-9
11		18 May			Oak Rd, Northam	Husband and Wife
12		6 June			Oak Rd, Northam	Husband and Wife
13	A or J K	14 June		24	Radcliffe Rd	Infection traced to a man who had small pox in a district outside Southampton
14		5 Oct			HMT Kildonan Castle	Cases had occurred amongst troops soon after leaving Capetown
15		5 Oct			HMT Kildonan Castle	Cases had occurred amongst troops soon after leaving Capetown
16		5 Oct			HMT Kildonan Castle	Cases had occurred amongst troops soon after leaving Capetown
17		5 Oct			HMT Kildonan Castle	Cases had occurred amongst troops soon after leaving Capetown
18	BG	25 Oct		32	SS Magdalena	"Negro" Taken ill some days after arrival
19	CG	9 Nov	Died	25	Lodging House	"Negro on SS Don"
20	CA			26		Admitted for Itchen Urban Sanitary Authority
21	JA			21		Admitted for South Stoneham Sanitary Authority

	Name	Admitted	Discharged	Age	Resident	Remarks
1	JG	11 Mar 1901	13 Mar	34	SS Kinfauns Castle	Convalescent, from Cape Town
2	Chick	13 Mar	29 Mar		SS Norman	Suspected plague (results negative)
3	DR	20 Mar	2 May	27	HMT Simla	Plague. Baker's Mate, born Goa
4	JD	25 Mar	20 Apr	36	SS Morna	Small pox. Mate. from Oran, treated West Quay Hospital as <i>City of Adelaide</i> occupied by Plague patients
5	AC	13 Apr	7 May	36	Kent Rd, St Denys	Isolated at home since 7 Apr. Admitted to Iron Hospital, West End
6	EC	13 Apr	7 May	6	Kent Rd, St Denys	
7	KS	10 Apr	Died	31	Stanley Rd	Visited AC
8		5 May			HMT Canada	Suspected plague
9		25 May			St Louis	Chicken Pox
10	WB	19 July			Kinfauns Castle	Convalescent
11		10 Aug			HMT Lake Erie	Adenitis. from Cape Town
12	AA	5 Oct	Died 11 Oct	3	SS Clyde	Unvaccinated. From Brazils
13	HM	23 Oct		19	City of Adelaide	Assistant ship keeper
1	HS	20 Feb 1902	before 2 Apr	21	Empress Rd	Shunter, LSWR
2	FD	9 Mar		24	Workhouse	Labourer on the Docks, lodge St Michaels' House 2 nights. Unvaccinated
3	JM	23 Mar	Died	38	Workhouse Infirmery	Complicated by advanced syphilis
4	TF	5 Apr		32	Floating Bridge Rd	Arrived Southampton 24 March from a district in Liverpool infected with Small Pox
5	JW	22Apr		39	Workhouse	Tramp, arrived Southampton 8 Apr. Had been in several Union Workhouses previous to his illness.
6	E or F H	25 Apr	4 May	22	Bond St, Northam	Wife of a lodger
7	FG	12 July		35	HMT Orotava	from Cape Town

	Name	Admitted	Discharged	Age	Resident	Remarks
8	FGT	22 July	15 Sept	32	Lodged in a Beer House	Arrived from London 7 July
1	EAN	26 Feb 1903		36	HMT Assaye	Army Schoolmistress
2	MF	18 June		5m	SS St Paul	from New York. Not small pox - discharged to the Workhouse Infirmary
3	KJ	15 Oct		25	SS Adjutant	Seaman, from Smyrna
4		2 Dec			Harefield Rd, Swaythling	South Stoneham District. Chambermaid at an hotel. "The Hospital Ship being under repair at the Town Quay, the case was immediately removed to West Quay."
5		27 Dec	24 Feb 1904	21	Dorset St	Admitted to West Quay
1	JW	8 Mar 1904		34	HMT Assaye	Private, Staffordshire Regiment
2	AM	26 Mar			HMT Assaye	Steward in contact with another steward who had developed smallpox while in London some days before.
3	FS	6 Apr		24	Lower Bridge Rd	Attended AM, under observation as contact
4	TG	24 Apr		31	SS Vestra	in contact with a case of smallpox at Newcastle
1	F O'S	13 Mar 1905		32	Shirley Rd	Steward, HMT Assaye, arrived 10 Mar, under observation as contact
2	PM	27 Mar	Died 6 Apr	23	Queen's Terr	Steward SS Nile
3	WTP	28 Mar		25	Anglesea Rd, Shirley	Hospital attendant, SS Nile, attended case that died on board. Under observation as contact. Visiting in Canute Rd when taken ill
4	THE	30 Mar		46	Queenstown Rd	Bedroom steward, SS Nile
5	JD	30 Mar		33	Italian Club, Bowling Green House	Cook, SS Nile
6	HM	30 Mar	Died 9 Apr	56	Forster Rd	Boatswain's Mate, SS Nile
7	HC	31 Mar		16	Clovelly Rd	Officer's Servant, Nile
8	AK	31 Mar		26	Graham Rd	Undertaker's assistant
9	WM	1 Apr		33	Earl's Rd	Bathman, SS Nile

	Name	Admitted	Discharged	Age	Resident	Remarks
10	AP	1 Apr		29	York Rd, Freemantle	Seaman, SS Nile
11	CM	2 Apr		32	Lemon Rd	Waiter, SS Nile
12	WB	3 Apr	Died 14 Apr	30	Endle St	"Coloured fireman", SS Nile. Unvaccinated
13	LR	11 Apr		17	Carlisle Rd	Vaccinated in infancy and 5 days before onset of disease, the fact of his residing in the house having been concealed from the Sanitary Authority previous to that date. This patient had been in contact with WJP, who was removed to the Hospital Ship on March 28
14	HM	11 Apr	Died 22 Apr	6	Forster Rd	Son of HM who was removed to the Hospital Ship Mar 30, and with whom he had been in contact. When vaccinating in the house the mother stated that the child had been successfully vaccinated. It was only when the child complained of feeling unwell and during examination we found it had never been vaccinated.
15	NC	12 Apr		30	Orchard Pl	In contact with WB (no 12)
16	JA	14 Apr		55	Queen's Terr	In same house as PM, removed to Hospital Ship 27 Mar, and with whom he had been in contact
17		15 Apr			Queen's Terr	Seaman, SS Ella. in contact with one of the cases from SS Nile.
18		21 Apr			SS Nile	Revisit, 1 case
19		22 Apr		18	HMT Sicilia	"Native coal-trimmer"
20	EG	24 Apr		32	Arthur Rd	Wife of a man of independent means, and although inquiries were made in all directions the origin of the infection could not be traced.
21	AK	30 Apr		30	Northumberland Rd	Porter at a large warehouse in the town. No origin of infection traced
22	RB	27 May		28	SS Kenilworth Castle	Lady's maid, travelling as a 2 nd class passenger. From Natal
23	JB	15 July		30	SS Carisbrooke Castle	3 rd class passenger. From Natal
24	JH	18 Oct			SS Galeka	Private Soldier
1	WF	2 Feb 1906		27	SS Tagus	From Jamaica. Notified as Varicella, or Chicken Pox, but there was enough doubt in the diagnosis for the patient to be removed to the Hospital Ship for observation.

	Name	Admitted	Discharged	Age	Resident	Remarks
1	WCO	30 Jan 1907	Died 5 Feb	27	Richmond St	Steward on a Steam Yacht, arrived in Southampton from Marseilles via the continent on January 25 th and proceeded to his home in Richmond Street, from whence he was removed to the Hospital Ship
2	AB	13 Mar			SS Araguaya	3 rd class passenger from Buenos Ayres. Unvaccinated.
3	HW	25 Apr		18	Orchard Lane	Seaman, Araguaya. Under observation as contact
4	FF	10 May	Died 12 May	37	Kingsfield Rd	Lamplighter, Southampton Gas Co. Severe confluent smallpox, which was not brought to the notice of the Sanitary Authority until 10 May, when the disease was well advanced. Several persons had been in contact before the nature of the disease was recognised by the Medical Attendant.
5	AMF	10 May		39	Kingsfield Rd	Wife of no 4
6	HD	1 June	29 June	12	Northam Rd	In contact with AMF 19 May
7	AJG	1 June	10 Aug	38	Manchester St	Employed as a scene shifter at one of the local theatres, was a friend of FF, and visited him the day before he was removed to the Hospital Ship.
8	JH	8 June	6 July	30	Upper Earl's Rd	Insurance agent, had visited AMF before her removal to Hospital Ship, to pay insurance claims on the death of her husband, FF.
1	WB	10 Mar 1908		29	HMT Dongola	Troop Cook. Isolated 8 days before arrival in port, from Bombay
2	FD	26 Mar		30	HMT Plassy	Lascar Fireman. From Bombay
3	WJE	25 Apr	25 June	58	RMSP Severn	1 st class passenger
4	SD	16 May		24	Portswood Rd	Engineer SS Severn. Taken ill 15 days after arrival at his home
5	AS	27 May		22	Millbrook Rd	Barman at wine & spirit store, High St. Taken ill 22 May. Brother steward SS Severn. Unvaccinated
6	ED	29 May		26	Portswood Rd	Wife of SD. Had nursed SD. Contact under observation
7		27 May			Marchwood	Butcher, SS Severn. Admitted for New Forest Authorities
1	AB	15 Dec 1909	22 Jan 1910		Orchard Pl	Italian Steward, SS Avon. Case of small pox landed at Vigo on homeward voyage, landed 12 Dec. Contact under observation
1	TS	27 Feb 1910	13 Apr	23	SS President Grant	From Hamburg, emigrant from Russia: smallpox endemic in Russia
1	OM	30 Mar 1911	3 May	21	HMT Plassy	Lascar Fireman, from Bombay. Removed with attendant

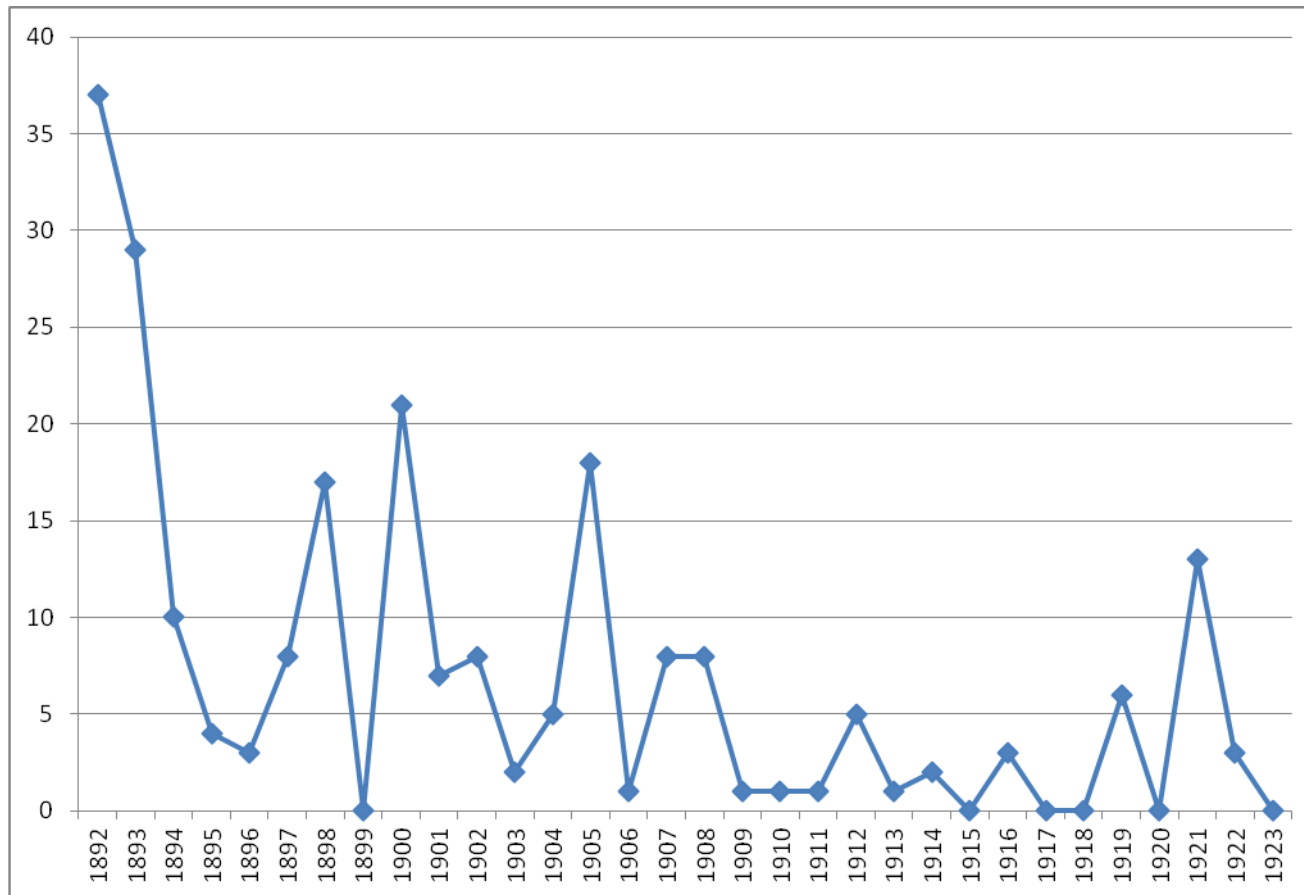
	Name	Admitted	Discharged	Age	Resident	Remarks
1	JS (f)	7 Mar 1912	3 Apr	41	Cawte Rd, Freemantle	Husband foreman engineering works, ailing for fortnight. No history smallpox contact
2	JR	14 Mar	4 May	25	HMT Dongola	From Bombay. "Native Pantryman"
3	JEM	24 Mar	27 Apr		Portswood	"English Steward" HMT Dongola. Contact under observation
4	FS	2 Apr	11 May	29	HMT Plassy	Native Fireman from Bombay
5	SM	2 Apr	11 May	25	HMT Plassy	Native coal-trimmer
1	TRH (m)	10 Jul 1913	28 July	33	Upper part of town	Worked in Docks. No known contact with small pox
1	SWD	26 Feb 1914		16	Lower Canal Walk	Employed removing bedding from SS Avon, arrived 7 feb (3 rd class passenger FF landed at Vigo 5 Feb with small pox)
2		1 Jul		26	Cross House Rd	"Coloured seaman", arrived SS Avon from South America 13 June. Fell ill 30 June
1		31 Mar 1916	Died			Military case
2		17 Jul	Died 20 July		HM Hospital Ship	From Egypt. Military case
3	CVW	2 Aug	Between 7 Sept and 5 Oct	26	<i>City of Adelaide</i>	Temporary caretaker Hospital Ship
1	Mr R	7 Mar 1919			John St	Employed at Docks, sorting soldiers' clothing
		7 Mar				convalescent smallpox landed, free from infection
	SR	8 Apr	1 May	56	John St	Wife of above. Diagnosed as chicken pox. "but owing to the case being somewhat suspicious and the surroundings being most unsatisfactory, she was admitted to the Isolation Hospital." There she was isolated in a separate ward. 13 Apr convalescent. "Owing to a lack of nursing staff she was removed to a room in connection with the Scarlet Fever block"
	AS		17 Apr		Graham St	Scarlet Fever
	EH	29 Apr	Died 11 May	35	Isolation Hospital	Ward maid. "developed a disease which was eventually determined to be smallpox."
	AS	30 Apr				Proceeded with her family to Cowes, developed smallpox
		8 May				convalescent smallpox landed, free from infection

	Name	Admitted	Discharged	Age	Resident	Remarks
2	OS	13 May	9 July	32		Shipwright. Father of AS, continued to reside in Southampton, but occasionally visited family on Cowes.
3	RJ	7 May	30 June	48	SS Suevic	New Zealand via Bombay. Assistant Steward. Refused re-vaccination
4	HS	7 May	4 July	24	SS Suevic	Fireman
5	ME	23 May	30 June		Isolation Hospital	Probationary Nurse in attendance on EH
6	FH	27 May	11 July		Isolation Hospital	Probationary Nurse in attendance on EH
7		29 May			HMT Yale	Private RAVC, from Le Havre. Diagnosed as chicken pox on arrival, but as there was some doubt about the case it was removed to the Hospital Ship. Discharged

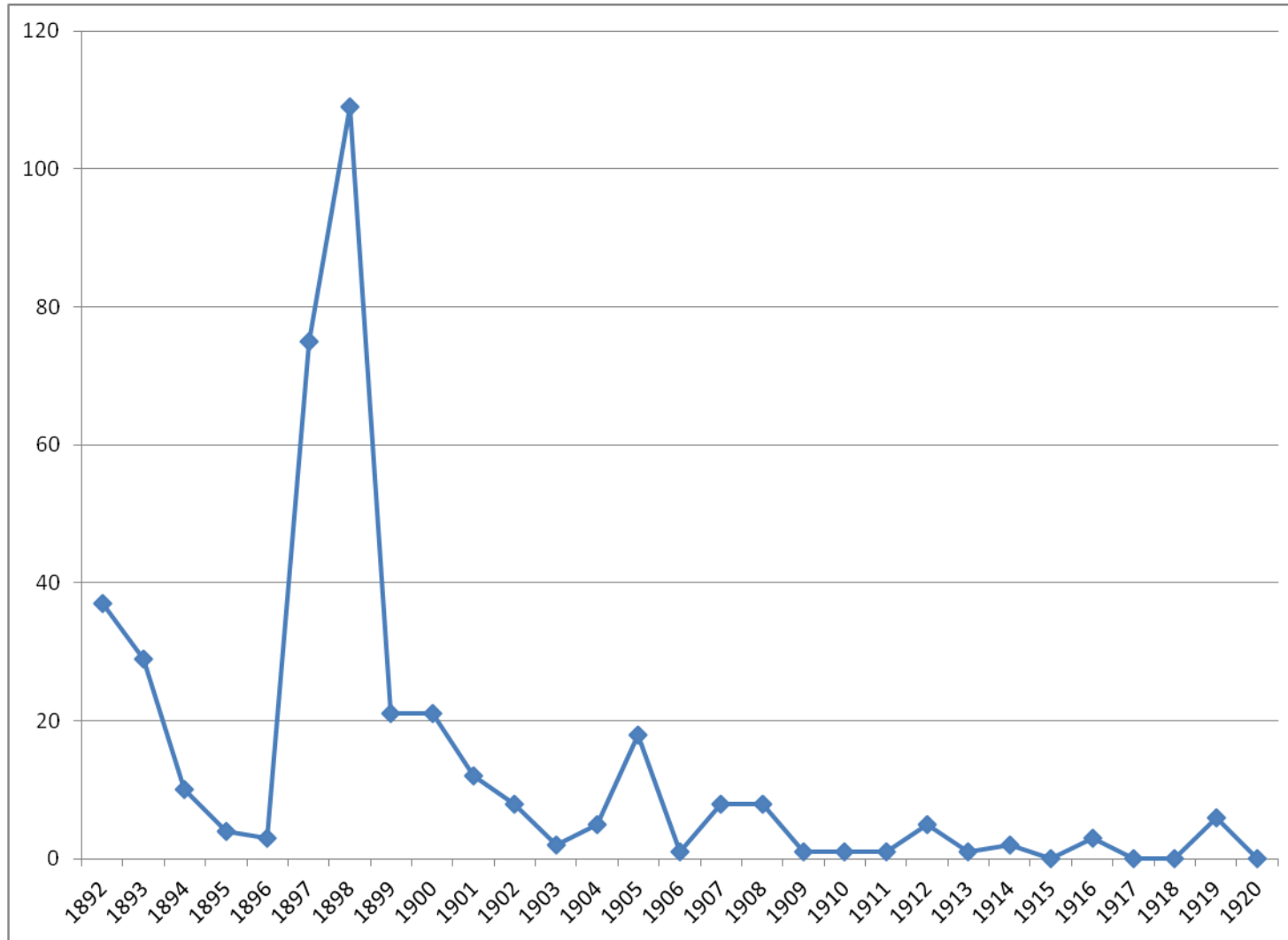
No further cases are recorded as being treated on the *City of Adelaide*. The next smallpox outbreak took place in 1921, and these patients were the first to be recorded as being treated in the huts on Millbrook Marsh. A total of 392 patients were treated on the *City of Adelaide* during her service as Southampton's Port Isolation Hospital.

**APPENDIX D
CHARTS**

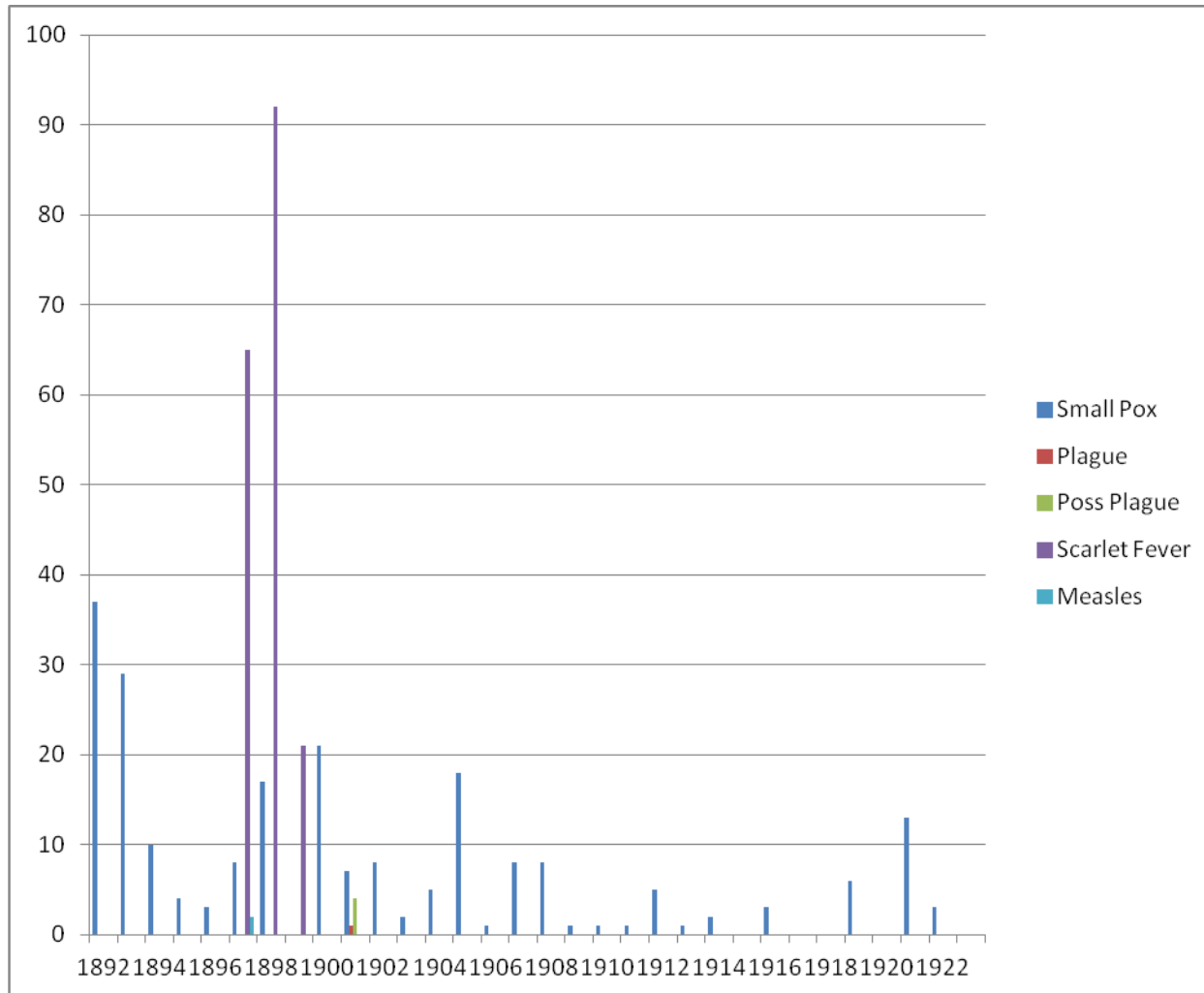
1. INCIDENCE OF SMALLPOX, SOUTHAMPTON 1892-1922



2. TOTAL PATIENTS TREATED ON THE HOSPITAL SHIPS, 1892-1922



3. ALL DISEASES TREATED ON THE HOSPITAL SHIPS, 1892-1922



APPENDIX E**DISEASES TREATED ON THE HOSPITAL SHIPS, 1992-1923**Figures in **bold** are for the City of Adelaide

	Small Pox	Plague	Possible Plague	Scarlet Fever	Measles	Total
1892	37					37
1893	29					29
1894	10					10
1895	4					4
1896	3					3
1897	8			65	2	75
1898	17			92		109
1899	0			21		21
1900	21					21
1901	7	1	4			12
1902	8					8
1903	2					2
1904	5					5
1905	18					18
1906	1					1
1907	8					8
1908	8					8
1909	1					1
1910	1					1
1911	1					1
1912	5					5
1913	1					1
1914	2					2
1915	0					0
1916	3					3
1917	0					0
1918	0					0
1919	6					6
1920	0					0
1921	13*					13*
1922	3*					3*
1923	0					0

*These patients may have been treated in the smallpox huts at Millbrook Point

APPENDIX F

Inspections, Surveys and Repairs, 1893-1923

A chronology of the physical work done on the *City of Adelaide* while she was Southampton's Floating Hospital.

Condition on Purchase

1893

August 22 (Sanitary Committee)

Resheathed last Spring with copper pure copper bolts up to water line and galvanised iron bolts above.

August 30 & 31

At the request of Messrs Andrew, Weir, and Co., ship owners, Glasgow, on behalf of Southampton Corporation, the undersigned hereby certify that, on the 30th and 31st days of August, 1893, I carefully surveyed the exterior of the hull and bottom of the *City of Adelaide* on the blocks in Govan dry dock, and now beg to report her condition as follows:-

Found (1) that, with the exception of two sheets of copper slightly ruffled on the stem through contact with ice, the copper, consisting wholly of Muntz metal, 24oz. ore forward section, 22oz. on midship section, and 20oz. on after section, was in excellent condition, being absolutely free of scratch or wrinkle in every part; (2) that, the keel and bottom were perfectly fair and smooth; (3) that the rudder and its fastenings and pintrees were in good working order, and (4) that the copper extended upwards to the 14 ½ feet mark at stem and stern.

To ensure a proper inspection of the condition of the bottom, I had six sheets of copper removed on the port side, and six on the starboard side, viz., three from the bilges, and three from the garboard seam, forward, amidships, and aft on both sides, the result being: -

Found - the bottom consisting of elm planking in excellent condition, and entirely free from worming, that the caulking was in good condition, and the seams being properly pitched, and the planking under the copper carefully covered with good felt, and that there was not the slightest indication of worming about the keel.

I may also state that topsides, where coming in contact with the copper, also appeared to be good and sound.

The copper removed for inspection of the hull having been carefully replaced, and the ruffled sheets referred to on stem repaired to my entire satisfaction, I am of opinion that the *City of Adelaide* is in a sound and seaworthy condition, and for the purpose for which I understand she is intended, barring accidents, will so far as her exterior is concerned, prove a useful and safe vessel for 30 years or more.

JOHN BAIN

of Messrs Stobo and Bain, Marine Surveyors.

September 7

Masts, Yards, and other Spars, standing and running rigging, sails, ropes, flags, brass binnacle, medicine chest, stores, &c of the Barque *City of Adelaide* put up for auction 11 am, at James Laird & Son under instruction from Andrew Weir and Co. (*Glasgow Herald* 6 Sept 1893)

But

“A large table in the nurses' duty room as well as other tables and fittings like dressers have been made out of the masts of the *City of Adelaide*.” (*Hampshire Advertiser* 7 March 1894)

September 9 (Town Council)

“She is a composite vessel with an iron frame, teak and oak planking, 696 tons register, length 176 feet, breadth 33 feet, depth 18 feet; built in the year 1864 at Sunderland by W Pile & Co., resheathed last spring with copper, pure copper bolts up to the waterline, and galvanised iron bolts above; has 2 decks, and was specially surveyed in the year 1892, has been engaged in the timber trade, and has only just discharged a cargo of timber from the river of St Lawrence.”

Captain Edwards said “he had tested the whole of the ship fore and aft, and she did not find a single bad place in her. Though he bored through many planks he did not find a fault throughout. She was clean throughout, and as sweet as possible”

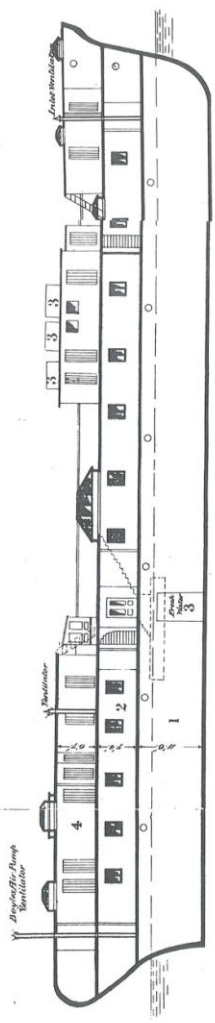
Mr Bee was sorry to say that he would have to oppose the report on two grounds – that this ship was a wooden vessel, and it was an old ship. Now, the life of a wooden ship was 30 years, and the *City of Adelaide* was 29. They were told she was in the timber trade; well, they knew the old saying amongst skippers – that when a ship could not carry dry and perishable goods, put her in the timber trade.

Work begins in Southampton

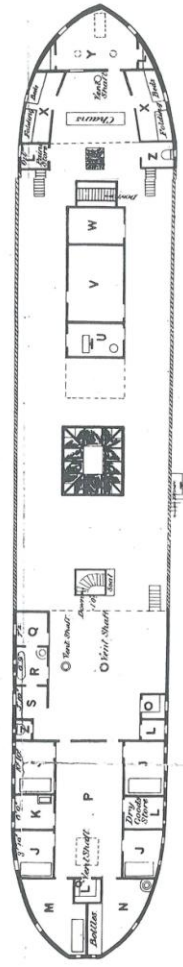
September 15

1. The ship to be removed from its present berth at the Town Quay to Messrs Jeffery & Lewis's Quay
2. Crew paid £36
3. Clerk of Works Mr Wilson £3 3s per week to supervise laying the deck, cutting ports and other works incidental thereto
4. Supply 5” pitch pine battens

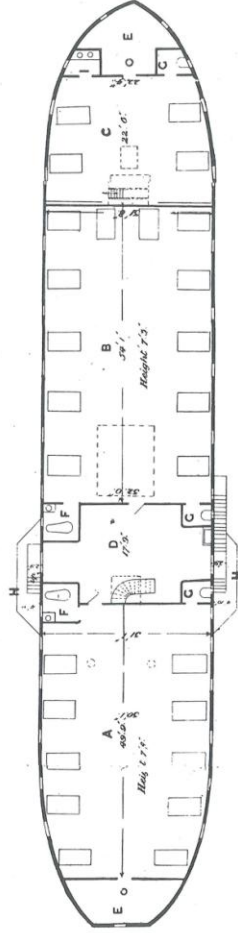
CORPORATION OF SOUTHAMPTON
 — FLOATING HOSPITAL —
 CITY OF ADELAIDE



LONGITUDINAL SECTION



PLAN OF MAIN DECK



PLAN BETWEEN DECKS

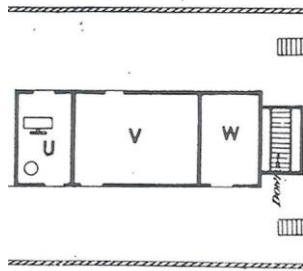
REFERENCE

- | | |
|----------------------|-----------------------------|
| Between Decks | |
| A | Upper Deck |
| B | Forward Ward |
| C | Observation Ward |
| D | Daily Room & Reception Hall |
| E | Stores |
| F | Baths, Showers |
| G | W.C. |
| H | Landing Stages |
| I | Lavatory |
| Main Deck | |
| J | Master's Cabin |
| K | Steward's Cabin |
| L | Storeroom |
| M | Charge Nurse's Bed-room |
| N | Surgery |
| O | Larder |
| P | Administrative Department |
| Q | Infected Rooms |
| R | Bath Rooms |
| S | W.C. & Lavatory |
| T | W.C. & Lavatory |
| U | Boiler and Donkey Engine |
| V | Kitchen |
| W | Canteen |
| X | Men's Bed-rooms |
| Y | Women's Bed-rooms |
| Z | W.C. |
| Upper Deck | |
| 1 | Hold |
| 2 | Between Decks |
| 3 | Water Tanks |
| 4 | Administrative Department |

The original plan as published in the "Third Annual Report on the Sanitary Condition of the Port of Southampton, 1894"

September 21 (Sanitary Committee)

1. Heating. Surveyor to draw up plan for heating with hot water – tenders invited from Lankesters, Shalders, Sanby for heating system, necessary supply of a steam boiler with a donkey engine and pumps, 3 tanks of 1000 gals each, for hot, cold and salt water, all necessary sanitary conveniences for the baths and fittings.
2. Cables – in hands of Captain Edwards and Mr Bee
3. The height of the present galley be increased 18 inches and the Bulkhead between the same and the Carpenter’s shop be removed in order to permit of the extra accommodation and the floor of the Galley be cemented and paved with white bricks.

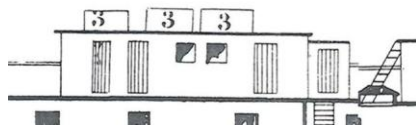


U *Boiler and Donkey Engine*
V *Kitchen*
W *Coals*

4. Leading joiner to be employed.

September 25 (Sanitary Committee)

1. Heating Plan approved
2. Boiler and Pump placed near the centre of the vessel, and the tanks over the galley.

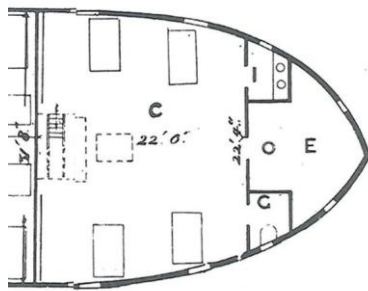


3 *Water Tanks*

3. Fastenings “much deteriorated” – new to be found
4. Baths and WCs to be placed in the administrative compartment between the 2 wards [shown on plans as Duty Room & Reception Hall], in lieu of each end of the wards as previously decided upon.

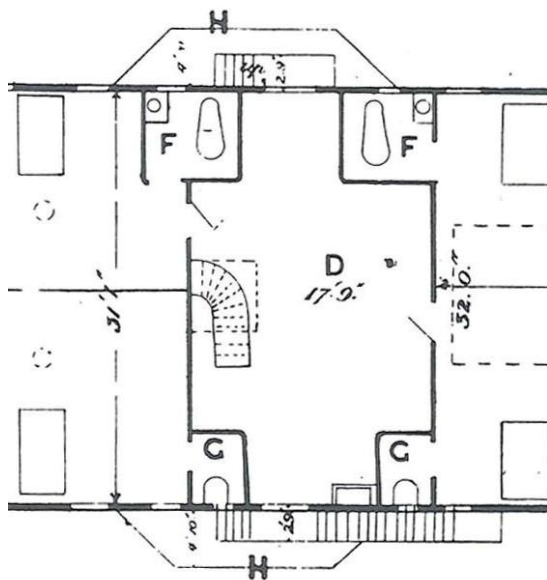
September 27 (Sanitary Committee)

1. That 2 hatches be provided with Ladders as exit in case of fire at each end of the ship.
2. That the present Water tanks be cleaned out and cement washed and retained in their present position.
3. That a Quarantine Ward be provided in the forepart of the ship with a store in front of same with a staircase to such ward and a properly constructed skylight over the same. That 2 bulkheads be provided for dividing the Quarantine Ward and store.



C *Observation Ward*
 D *Duty Room & Reception Hall*
 E *Stores*

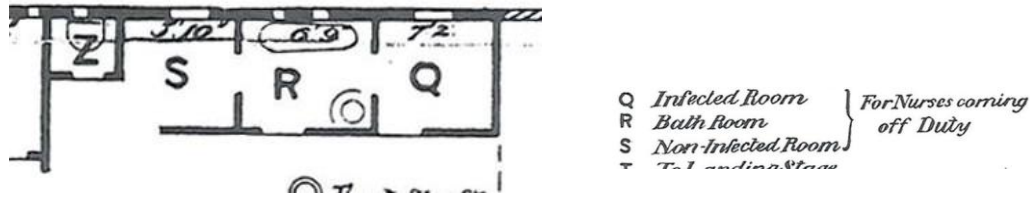
4. That a Store be also provided in the after part of the vessel with a Bulkhead to divide the same from the After Ward
5. That certain Flaps be constructed through the Tween Deck in the position pointed out to the Surveyor, giving admission to the hold of the vessel and that a flap be also provided close to the main port in the central administration department for cooling purposes. The position of the bulkheads for the administration department between the Wards was determined.



D *Duty Room & Reception Hall*
 E *Stores*
 F *Bath Rooms*
 C *W.C.s*

6. That the bath rooms and 2 WCs be provided in this department, each having an entrance from the respective wards and the necessary Doorways be provided, and the upper panels glazed with glass panels. That double hung doors be provided through the bulkheads into the wards also.
7. Surveyor to set out, to a large scale, plan for a staircase for entrance to the central administration department.

8. That an infected room, bath-room and dressing room be provided for the nurses on the Port side of the vessel under the poop deck.



October 2 (Sanitary Committee)

Question of mooring to be left to Captain Edwards and Mr Bee.

Mr Bee had found an anchor £18 – instructed to purchase it.

2 main hatchways to be constructed on Port and Starboard side of vessel in the reception room for access to the Hold, and be 2ft from Main Port & to be about 3ft square and the 2 water pipes and stanchions adjoining same be removed and the 2 water pipes be fixed by the sides of the suction tubes and cased in. The main staircase to reception room be constructed in the present hatchway in a circular flight. 2 small flaps be constructed for access to existing water tanks. The coal store be at the front of the Quarantine Ward and the present Hatchway be used for entrance to same and a shoot for the coal be provided and a step ladder be fixed for access.

October 4 (Sanitary Sub-Committee)

1. Mr Bennett instructed to get the anchor bent at Day Summers & Co.
2. Mr Bennett instructed to purchase the skylight most suitable for the purpose for the sum of £5.
3. Dr Harris reported Lankester & Sons could supply "a suitable and economical heating apparatus at an estimated cost of about £80." Lankesters to submit a scheme and estimate for heating the vessel with 2 wrought pipes.
4. The Surveyor to "take the cable on shore in order to see the condition and length thereof."
5. Messrs Southon & Franklin to tender for the supply of Sanitary Appliances.

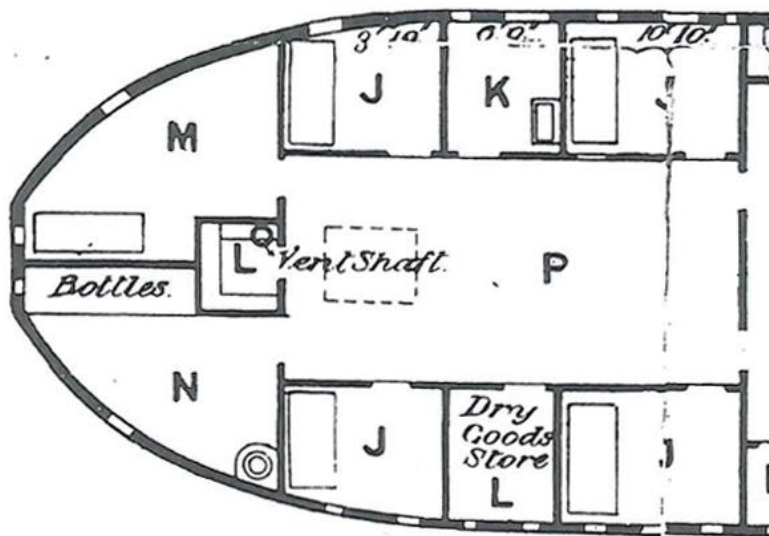
October 5 (Sanitary Committee)

Letter from Mr Stewart and Mr Berry applying for the smaller of the 2 black boats belonging to the *City of Adelaide* for the Police Force; decision deferred.

October 7 (Sanitary Sub-Committee)

Dr Harris submitted his suggestions in writing with reference to the arrangement and alterations required to be carried out to the Cabins adjoining the Saloon under the Poop Deck. Also for the provision of Nurses' Quarters and Administration Dept. as follows:

- A: Cabin. (*Nurse's Bedroom J on 1894 Deck Plan*) All Lockers and bunks to be removed to leave the cabin square.
- B: Cabin. (*Dry Goods Store L*) Bunk and lockers to be removed. Bulkheads to be made airtight, and on the forward side the shelves to be fixed as indicated 12" deep on the starboard side 18" shelves, and on the after bulkhead 24" shelves.



The final arrangement of this area as shown in the 1894 Annual Report

C: Cabin. (*Nurse's Bedroom J*) Remove bunk, lockers, and cupboard, and fill in the bulkhead to the point marked "D." Entrance door to be made at the point labelled "C", opening from the Saloon. Canvas from ventilators to be removed.

E: Cabin. (*Surgery N*) To be used as a surgery. Ceiling to be made good and three round ports to be cut in the stern, adjoining WV to be removed, and the space thrown into the surgery, removing door, and the bulkhead from point "F" to "G." Necessary shelves and cupboard to be fixed for medicine bottles &c. Lavatory basin with fresh water tap to be fixed.

H: Store. (*L with vent shaft*) Fix 2 4ft benches for linen. Light to be fixed in the centre of space marked: after bulkhead to be renewed. The whole of the interior to be scraped and cleaned.

I: Cabin. (*Charge Nurse's Bedroom M on 1894 Deck Plan*) Matron's cabin. Partitions and cupboards in this cabin to be removed. Stern partition to be lined. 3 round ports to be inserted in the stern and adjacent WC to be removed. Partition to be removed between room and WC. A door to be fixed opening from the Saloon.

J: Cabin. (*Nurse's Bedroom J*) Remove bunks and lockers. remove partition, and extend forward partition to that fronting the pantry. remove the cupboard which now forms part of the pantry and part of the bedroom. Fix a door at the existing archway opening from the Saloon.

K: (*Pantry K*) Pantry. A door to be made at the point "K" opening from the Saloon. The whole of the shelves now in the pantry to be removed, and to be filled with a dresser and sink with hot and cold water taps.

L: Cabin. (*Nurse's Bedroom J*) All internal fittings to be removed. Door to be made opening into Saloon, the existing door on deck to be replaced by a bulkhead, with opening window sash facing forward.

Saloon (*Administrative Department P*)

The mahogany mastscreen to be removed and the aperture in the upper deck to be decked and caulked: also the lower aperture to be decked and caulked.

The opening window sash to be fixed in the forward bulkhead of the saloon, if possible. Port door to be repaired.

All cabins and stores to be fitted with locks and keys and repaired where necessary. The hatchway under the cable to be decked and caulked, also one under stairs. The existing benches to be removed. Skylight to be thoroughly overhauled and rendered watertight.

Nurses' Bathroom, Infected and non-infected rooms

For disinfecting Nurses coming off duty from the wards, to be placed on the Port Side as shewn on the Plan.

Poop Deck

I would call your attention to the old stanchion rods and would suggest that the defective ones be replaced by stanchion rods to carry 2 lines of rail, to prevent accident.

The lifeboat chocks to be removed, and that the lifeboat be kept either on the davits or in the water.

2 Chain Pipes on Deck

To be removed and ventilators 5 or 6 feet high trimmed around orifice to be fixed with moveable tops.

Windlass amidships to be removed.

The committee resolved that "The Borough surveyor be instructed to put the work in hand at once, as detailed in Dr Harris' report. The question of providing additional stanchions and rails for the Poop Deck and Forecastle was considered and deferred to a future meeting, and also removal of the Bowsprit.

October 11

1. That the Bowsprit be removed and the same sawn in to planks, as long as could be obtained, such plank to be utilized where possible in the fitting of the vessel.

2. Scuttles for the hole (sic) of the vessel.

Prices obtained for 12 scuttles 12" in diameter ordered from Messrs Southon and Franklin. Scuttles with galvanised iron frames not exceeding 37/6 each.

3. Day Summers and CO to dub the flukes of the anchors.

4. Proposed by Capt Edwards, seconded by Mr Bee that as much of the ironwork [on deck and sides of the vessel as possible] be removed and holes plugged.

October 16 (Sanitary Committee)

Tenders:

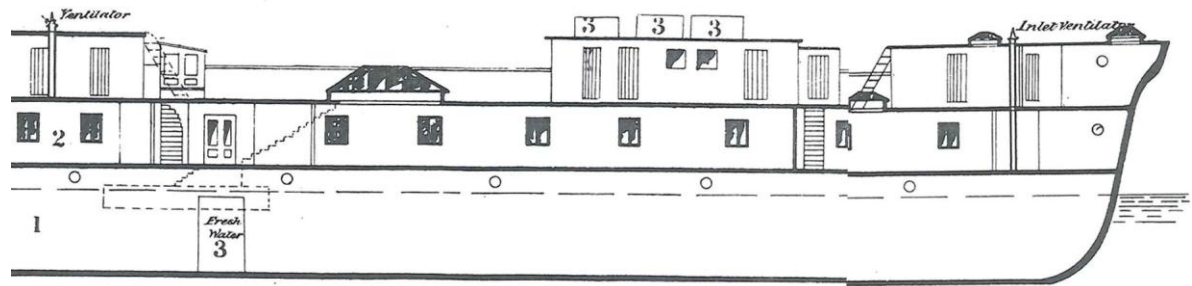
Messrs Scanby and Co to supply Boiler, Donkey Pump, Baths, Sanitary Conveniences, Kitchener for Galley, wrought iron water tanks and all works and fittings connected with them at £220

Lankester for Boiler and warming apparatus for the wards and quarters £84 16s

Dr Harris to order 5 tables of approved design and a sample cupboard

October 21 (Sanitary Committee)

Inspection. The old ports in the sleeping berths to be opened and new frames put in and glazed. Wood casing of ceilings and sides of cabins of Nurses' quarters to be taken off. The 12 Scuttles for the Hold to be fixed and kept closed and only opened when circumstances are favourable. A 12" galvanised iron tube be provided to pass through the Forecastle Deck to the Hold (for ventilation) and the existing galvanised cowl be fixed on same. Also a similar tube to pass through the Poop Deck through the linen store to the Hold, such tube to be carried up 6 or 8 feet above the deck level.



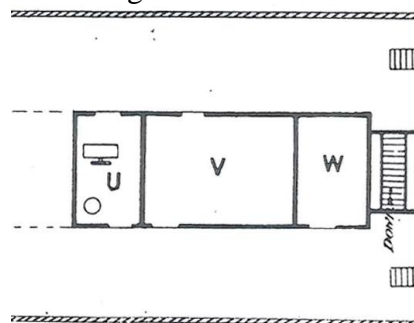
October 27

The ceilings of the wards be painted white and the sides pale salmon colour and a section be painted for Committee's consideration.

A Brass Bar be placed across each port.

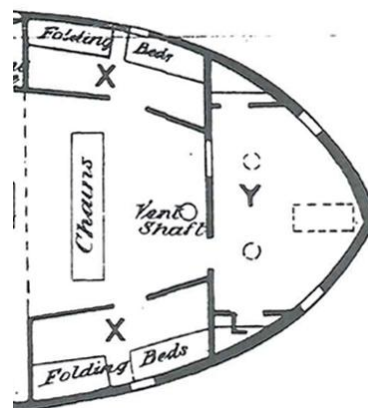
October 30 (Sanitary Sub-Committee)

1. The sides of the wards be painted a Terra Cotta colour instead of a pale salmon colour as decided at the last meeting.
2. The Borough Surveyor be instructed to tile the Baths and WCs at a cost not exceeding £10.
3. The foremast be taken, and with the riggings, sold, and if necessary the mast be cut at the deck level to facilitate removal.
4. The Borough Surveyor be instructed to obtain estimates for the erection of a Flag Staff, to be 50 ft above the deck, including 4 wire stays.
5. Bilges. That every alternate plank of the ceiling in hold of vessel be removed and the Ballast raked across same in open stained work so as to permit of air circulating thoroughly through the ballast and under the ceiling.
7. Coal Store. That the existing Galley be extended to the mast making a store capable of holding about 11 or 12 tons of coal.



U: Boiler and Donkey engine; V: Kitchen; W: Coals

8. Male Quarters. That a bulkhead be placed across the vessel having a door on either side, and the partition glazed in the upper portion with one window sash to open, and that cubicles be arranged for sleeping accommodation. That the compartment be heated by means of one of the Tortoise stoves removed from the *Morglay*.
9. Pantry. That a pantry be arranged on the starboard side of the vessel under the Poop Deck for meat, milk and perishable goods. (see above, October 7)



November 11 (Sanitary Sub-committee)

4. Awning for deck. Captain Edwards and Mr Bee to enquire re cost.
6. That galvanised iron scupper be provided and attached to each side of the vessel, to within a few inches of the water.
7. The Committee having again inspected the partitions in the Nurses' quarters, and finding they were in a very unsatisfactory condition, and would cost more to repair than new wrot, tongued and grooved partitions.
8. Painting outside of vessel. That the tar from five planks upwards from the copper sheeting be scraped off and be prepared for painting and that the existing painting above the tar planking be prepared for re-painting. The whole of the side of the vessel to the copper line to be then painted French Grey.

November 27 (Sanitary Sub-Committee)

1. That the floor of the lower Tween Deck be polished, similarly to the portion which had been polished by the directions of the Medical Officer of health, but the work be not proceeded with until the joints which required filling were completed.
3. Blinds. Dr Harris submitted a list of the Blinds he required together with tender from Mr Webb for the supply and also sample which he had had fixed for the information of the Committee, and resolved: another sample blind be obtained and fixed for further consideration, and in the meantime Dr Harris to see Mr Webb hereon.
4. The windows of the Galley be glazed with frosted glass.
6. Wooden blocks to be provided at the head of each bedstead in order to bring same to a level.
8. That the hot water tank over the Galley to be covered with felt and matchboarded.
9. Varnishing ceilings and sides of wards. That Mr Andrews be consulted as to the best hard white varnish for the purpose.
11. Fire appliances. That the Downton Pump be put in order and 60 feet of hose be provided for each deck, and length of suction hose.
12. That the remaining anchors be sent to Messrs Day & Summers for the flukes to be bent down.
13. That Capt. Edwards be requested to continue his enquiries as to the provision of awning.

14. Tenders for flagstaff.

Summers and Payne £22 7s 6d

Fay & Co £26 10s

Mr Wilson to try to reduce cost

17. That the piece of defective decking in front of the new forward hatchway be relaid.

18. Boiler and Coal Store. That new sheet iron be provided for the protection of timber at the back of the boiler and the decking of the coal store.

19. That the Bulwarks be painted Teak colour.

December 2

Water supply tanks to be boarded and the spaces lined with sawdust. Stair ladders from main Deck & poop be scraped and varnished. Committee approved samples from blinds a 4s 6d each, and also Stove at £3 10s. Samples of Door handles for wards and lavatories. Medical Officer submitted list of Electric Bells required.

December 12

All hands to be stopped and survey of all necessary work to complete ship be made. Advert for offers from Pilots for the laying of the moorings and removing from Town Quay and fixing of such moorings of the *City of Adelaide*.

December 28

Tenders invited for the completion of ship.

1894

January 3

Mooring site approved.

3 of the upper panels of the partition front of the Saloon be glazed, and the existing Brass Guard Bars be taken down & screwholes plugged and painted over. Hot water pipes beside the existing step of Main Port on Port side to be encased in wood.

A light iron davit with double Block and fall be obtained to be fixed on the starboard side of vessel near the coal store, and the handrails, balusters and steps be varnished.

The table in Saloon to be repaired and polished.

January 10

Mr Wilson's tender of £262 accepted

January 24

Contract [with Henry George Wilson, shipwright, of 150 Northumberland Road] for the completion of the work required to be done in the completion of the "*City of Adelaide*" for use as a hospital ship.

Corporation Contract A 162

1. The Timber where not otherwise described to be Dantzig Riga or Memel, and the Oak and Teak to be English, the whole to be free from sap, shakes and large or loose knots and to be thoroughly seasoned.

2. To provide no 48 turned chocks 6 inches in diameter at bottom and 3 1/2 inches deep with sinking in same for bedsteads.

3. The contractor . . . will be allowed to use the timber ironmongery paint and materials now upon the ship as far as they will go.

4. The work to be put together in the best and most workmanlike manner and the contractor must allow for all blocking, bracketing, marking out, scribing, mitring, cutting away and fitting to the iron girders, stanchions etc. when and whereafter required, and to make good all reads damaged or cut away. He will be required to attend upon and make good after Plumber and Hot Water Engineer.

UPPERDECK

Doctor's Room: to fix 2 1-inch Teak steps with rounded noses and $\frac{3}{4}$ inch risers, 1 ft 3 in tread, 7 in rise and ave 3ft 4 in long.

To complete Joiner's work in fixing lavatory similar to those already fixed (Lavatory frame partly completed)

Fix 4 brass lugs to Ports in stern

Room M: to cut Hold for and insert 6-inch hit or miss ventilator and make good the same.

Main Hatch: to fix trigs to same and overhaul stop and leave watertight

Saloon Hatch: Overhaul, take out glass and reset same in new putty, make good where required and leave watertight.

Boiler House: Insert combing and hatch in decking. Cut hole in same for flue. Hang same with 4 3-inch brass butts and provide and fix 2 4-in brass shot bolts. Coat the boiler with approved Boiler composition 4 in thick and paint 3 coats.

To cut chain hatch where directed in bulkhead similar to one on port side.

To cut a rebate on 2 sides of flat hatch on Poop deck.

Provide and fix pitch pine fillets on framing and deepen water courses.

Men's quarters: To provide chain boxes for Port and Starboard chains: to be made to act as seats.

To provide labour in working and fitting 10 battens in men's sleeping arrangements for protection of bedding from ship's side.

To fix 2 ventilating shafts in positions shown hereafter from after ward to Poop deck.

To provide and fix 18 in teak moulded block 6 in deep for compass to be fixed in new hatch in Poop Deck and fix compass in same. To fix name plate where shown. To provide labour only for fixing yard to mast.

Port Platform: To reconstruct the Port platform on starboard side up to entrance port only. The contractor will be allowed to use the existing materials and wrot work but he will be required to provide new hinge, repair stay and provide all bolts and all ironwork. Also 100 ft run 4in x 1 $\frac{1}{2}$ in pitch pine battens and also 1 and a quarter squares 1 $\frac{1}{2}$ in pitch pine decking which is to be caulked and payed.

To fix only 2 galvanised iron shoots over lead soil pipes on port and starboard quarter.

Teak after companion: To provide labour only for finishing and fixing the straight stair to observation ward, to be similar to main staircase. The space under stairway not to be filled in.

To strip covers and stuffing from old seats in saloon and replace same with 1 in wrot teak tops.

To cut holds for and fix 2 5 in hit or miss ventilators in linen store.

The contractor is to ease the existing doors where necessary and leave same in proper working order

SHIPWRIGHT

To cut out as required and install 5" and 1 $\frac{1}{2}$ " pitch pine facing planks about 25' long in defective upper deck, to caulk same, pay with glue, and leave watertight.

To overhaul, repair where necessary, and leave in thorough working order the hand bilge pumps.

To plane and scrape deck in Nurses Duty Room and also in Observation ward where not done.

To cut holes in side of vessel for Plumber for 6 scuppers for wards.

To cut hole and fix side scuttle 6-in glass.

To fix iron straps provided in ironmongery to ship rudder the work to be done when the ship is at her moorings.

IRONMONGER

Room M – 6in hit and miss circular ventilator

Galley – Racks, hooks, iron angle flange for kitchen fire.

Sheet iron guard at back of stove, men's quarters 3' x 3'

5" brass cabin hook for stove hatch

Galvanised oil tank and tap

Fixings for tanks

To provide brass scuttle with 6 in glass for forward bathroom

Ventilators for linen store

Galvanised iron step plate to forward companion.

Iron coal box 4' square 4' deep with slide in front and ½ lid hinged at top.

To provide 2 wrought iron bars 2' 6" long, tapering to 1" at outer end, with 4 x 7/8" nut and screw bolts for securing rudder.

LABOURER

To ballast the ship with existing stone upon the quay, quantity about 60 tons, and stack some in the hold of the vessel as may be directed leaving all air holes required for ventilation

Instruction also given for

PAINTER

GLAZIER

POLISHING

March 3

"The deck or floor on which they were standing did not exist when they acquired the vessel. They would see that it had been polished for the best of all reasons, that it could be kept more readily clean and with a smaller amount of labour and expense than if they left the bare white boards."

April 5 (Health Committee)

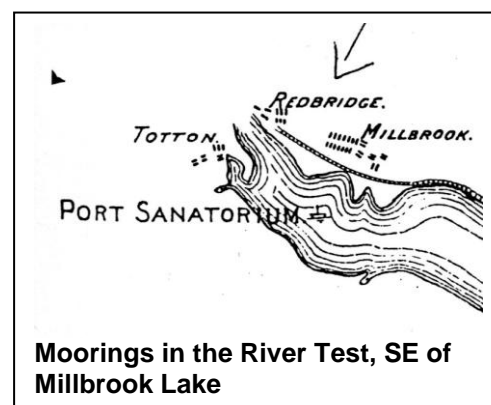
The committee made an inspection of the vessel and then proceeded on board to her permanent moorings in the River Test when the vessel was duly moored. The Committee found everything in a satisfactory condition.

May 7

Health (Hospital) Sub-Committee

During an Inspection they looked at the vertical ladder which was the only access to the main hold and the heating apparatus. The chairman, Mr Walton, commented that he "did not know whether they had too much tea, but they found it dangerous to go down the ladder."

That the committee recommend the General Committee to divide the existing Hatch, and to construct a flight of steps to the floor of the Hold.



Moorings in the River Test, SE of Millbrook Lake

That the floor of the Kitchen be smoothed with cement and provided with cocoanut matting.

May 30
Inspection

July 4
Inspection
That a visit be paid at an early date to the Itchen Light Ship to examine cement of decks

July 9
The Caretaker reported that the main deck leaked, and the Committee having examined the deck and found the Caulking defective, and the joints between the Planks open, due to shrinking on account of the recent hot weather. "Owing to the necessity of immediate action," a caulker was employed by the day, under the supervision of the caretaker.

July 17
The Caulker was at work, and "asked permission to sleep on board, in order to expedite his work."

September 12
Inspection.
Painting of outside of vessel to be deferred until Spring of next year.
Surveyor's attention directed to the necessity of building the staircase to main hold (see above)

October 8
In October, they were looking to tightening the ship's moorings "before the strong winds of the winter set in,"

December 5
to covering the port side of the Deck House with canvas.

December 10
Inspection

1895

February 19

Following a frost "ice floes surrounded the vessel, and that in consequence of the strain the starboard anchor had been drawn home about 150ft, and in consequence it was necessary to pick up and replace the same, or else take up the cable a few fathoms"

Also reported that "Inspector Lowe with additional help had placed ice boards round the bows of the vessel." The Medical Officer of Health was "instructed to consult the Harbour Master as to the necessary steps to be taken in the matter."

March 6

Painting began " under the superintendence of the caretaker"

April 25

Inspection: "satisfactory."

In service

May 22 1895 First patient .

May 31

Condition of deck to be considered at next meeting of the committee.

June 19

Tenders received for asphaltting the Deck, but consideration of the matter was deferred to the next meeting, and the Borough Surveyor instructed to obtain further particulars

July 17

Decision on asphaltting deferred again, and the Borough Surveyor asked to estimate the cost of roofing over the deck.

September 11

Decision deferred again, following report by the Allan Line on the results of asphaltting the deck of their steamer *Carthaginian*. "Our impression is, it does not adhere quite so well as cement. In your case, where we presume it will be subjected to little or no vibration, we imagine there will be no difficulty in the Asphalte deck adhering all right, and for your purposes we would think it would be fully better than cement, although you would find it a good deal more costly."

1896

May 6

Inspection

Dr Harris was instructed to arrange for the ship to be painted "with the labour now at the disposal of the Health Department, and to engage an additional hand if required."

June 5

Dr Harris gave a report on the condition of the decks.

July 7

When the Committee inspected the vessel on the 7 July "certain suggestions as to the covering of the deck were made by Councillor Jukes, who promised to make experiments, and report.

July 15

That the Duty Room, Female Ward, and Observation Ward be repainted and the Ship thoroughly disinfected

Repairs to the sanitary fittings (by Mr Brazier), the Electric Bells (by Mr Fiford), and the valves of the Steam Pump were made.

July 18

Estimates urgently requested for covering the Spar and Poop Decks, respectively, with lead. Mr John Dixon, LWSR asked to assist the Committee by allowing Mr Fielder, Superintendent of Shipwrights, to examine the Decks of the Hospital Ship and to report thereon as to the best method of rendering the same watertight.

July 22

Following reports, it was resolved that the Spar Deck should be covered with lead.

July 27

Tender accepted from Sanby & Co.

September 21 (Health Committee)

Within the last month, the *Adelaide* has been in great danger from the proximity of large timber vessels. The SS *Oxea* on one occasion was carried above the Hospital, and on being carried down by the tide became unmanageable. She passed dangerously near the *Adelaide*, fouling the starboard quarter chain which strained the vessel somewhat, and started the mooring bolt. More recently during the high tides the SS *Long Newton* carried away the Harbour Board mooring buoy and swung alongside the *Adelaide*, where she remained for some hours until steam could be obtained to remove her. I would suggest that when replacing the buoy, the Harbour Board be requested to fix the same in a lower position.

1897

February 3

The Medical Officer of Health reported that "owing to the difficulty in ventilating the wards . . . I have in consequence been compelled to greatly reduce the admissions to the same in the interests of the patients as the air became quite foul." A "slow combustion stove with a fresh air inlet from the outer air" for each of the 2 wards was supplied by Messrs Lankester at a cost of £7 7s 6d for the large ward, and £6 12s 6d for the small ward, fitting under £3.

Apr 20
Inspection

May 5
The Donkey Pump was constantly a source of trouble, being unsuitable for the work. Lankesters to be asked to estimate for putting it in full working order.

May 24
The *City of Adelaide* was being re-painted by the hospital staff, “with the assistance of one painter.”

July 7 (Health Committee)
Necessary repairs were carried out to the Lifeboat Falls in the *City of Adelaide*, and an estimate of £29 10s given for parts for the ship's pump by Lankester & Sons

December 27
The Health Committee visited the Hospital Ship Adelaide on 27 December and, after examining the vessel throughout, expressed themselves satisfied with the cleanliness and order in which they found the ship.

1900

January 22
The Rowing Boat used in connection with the Hospital Ship was unfit for further service, and the following Tenders were submitted for the Building of a new Boat, viz:-
Messrs Stevens Bros £16 (accepted)
Mr J Pickett £22.10

May 19
Portable Clothes Boiler and appropriate flues provided to replace laundry services previously provided at West Quay Hospital

October 3
New laundry equipment had been set up on the upper deck, and the committee were told that “this would be impossible in inclement weather.” It was agreed that a lean-to roof would be put up to cover a small portion of the deck and shelter the laundress, “so constructed that it could be removed during high winds.”

The WCs were a continual nuisance: it was impossible to flush them, and during rough weather, the contents of the pan were blown out. They “should be immediately removed, and Pump Closets substituted.”

1901

January 2

On the 2 January, the Ship keeper reported to the Health Committee that "the Water Service on the Ship requires renewal, the pipes having given way in several places." It was resolved that "a visit be made to the Hospital Ship at an early date."

January 14

Inspection

The Ward stoves needed repairs.

Two WCs on the wards and one on deck were defective: all the ship's closets were to be provided with proper flushing apparatus.

The Bilges needed cleaning, which meant removing the ballast.

March 7

Dr Lauder reported that the work of cleaning the bilges and restacking ballast on the Hospital Ship had been completed, and the vessel repainted.

October 4

Repairs and maintenance needing urgent attention:

1. Hot and cold water supply throughout ship.
2. Valves in Boiler - Kitchen Range.
3. Repairs to Stove, No. 2 Ward.
4. Kitchen funnel broken.
5. Cisterns out of order.
6. All W.C.'s out of order.

Upper Deck leaking.

Staging has been carried away on Port Side of Ship.

Cables overhauled.

It is necessary the these matters should receive attention, and it is essential that the vessel be dry-docked at an early date in order that the condition of the bottom of the ship be cleaned and inspected.

1902

January 1

The necessary repairs were still undone, Dr Lauder having had problems preparing an estimate. He was allowed to employ a plumber.

June 4

Dr Lauder pointed out that the *City of Adelaide* still needed to be dry docked, and the cables overhauled. "I also desire to again bring before your notice the condition of the upper deck, which leaks badly during wet weather."

July 2

Following inspection, the committee recommended that tenders should be invited for:

1. Removing, docking, and remooring the vessel;
2. For cleaning the bottom of the ship;
3. Overhauling the moorings

"The Committee also desire to report that they found the Hospital Ship and the steam ambulance in a perfect state of cleanliness and satisfactory condition."

September 17

The last patient was discharged, and Dr Lauder lost no time in making arrangements with the London & South Western Railway Company for the vessel to be dry-docked on "Thursday or Friday next"

September 24

Belvidere Ship Yard

Southampton

September 24th, 1902

To the Medical Officer of Health, Southampton.

Sir,

PORT SANITARY HOSPITAL SHIP "CITY OF ADELAIDE"

As requested by you I have carefully examined the hull of this vessel on deck, in the hold, and outside, while lying in No. 1 Dry Dock, Southampton.

Upon reference to Lloyd's Register I find the "*City of Adelaide*" was built in Sunderland in the year 1864, of the highest class material, and was classed A1 at Lloyds for 17 years - was Continued in Belfast for 11 years, and was last caulked and re-metalled in April 1889, from which it appears that the present metal has been on about 13 ½ years.

EXAMINATION

THE HULL. - So far as can be seen, it appears to be in good and sound condition with no appearance of making any water, with the exception of the Upper Main Deck, which is in a defective state and very leaky.

[The Medical Officer of Health's Annual Report for 1903 said " The old main deck which was covered with lead sheathing was found to be in a very defective and leaky condition, the rain penetrating under the lead and into the wards.]

THE METAL SHEATHING. - This is getting thin, a number of sheets being rubbed and damaged; some require renewing and re-nailing.

THE CAULKING. - The oakum in the seams of the outside planking below the metal-line is becoming saturated with water, and the fibre of the outside thread is perished. The caulking of the topside seams above the waterline is getting slack. The Poop Deck and Top-gallant Forecastle deck require caulking.

THE SKYLIGHT ON THE POOP is defective, and should also be renewed.

THE GANGWAY LANDINGS. - The lower parts of both these landings are eaten with mussels, and some of the bolts are broken, this requires repairing and strengthening.

RECOMMENDATION

After carefully considering the condition of the vessel, which I consider generally satisfactory, I recommend your Committee to have the lead covering over the main deck taken off and removed, the whole of the present deck taken up and renewed, from the Poop to the Top-gallant Forecastle, leaving as possible of the present deck at the fore and aft ends, and allowing for necessary proper shifts; the seams of the fore and after ends (of the deck which, as I suggest, need not be renewed), are very slack and would require to be re-caulked. The top-sides, from the metal-line up, including the Poop and the Top-gallant Forecastle, as also the decks of the Poop and Top-gallant Forecastle should be re-caulked. The Figure-head, Cutwater and head-rails, which are defective, should be taken away and the front of the stem faced up. The Skylight on the Poop and also the wood chocks under the iron bollards renewed.

The above work I recommend should be done as early as possible.

The present metal sheathing and the caulking of the seams of the planking below the metal-line would, I should think, last another 2 years; but at the expiration of that time the metal should be taken off, the wet oakum taken out, and the seams thoroughly re-caulked, and the vessel re-metalled over felt.

Taking into consideration the original character of the vessel, and the material used in the construction, I am of opinion that if the work is done as recommended, and with occasional overhauling and attention, the vessel will be good and serviceable for 20 years, and your Committee would be justified in expending about £800 in repairs. (I have made allowance for old metal and lead in this amount).

Alternative ways might be suggested, such as patching, sheathing, or covering in, neither of which do I consider would be desirable or economic.

JAMES DIBLE,

Shipbuilder and Marine Surveyor.

IT WAS RESOLVED. - To adopt the foregoing recommendations, and to accordingly apply to the Local Government Board for sanction to borrow a sum of £800 for a period of twelve years, and, upon the receipt of such sanction, the necessary works be forthwith carried out.

It was also RESOLVED. - That Messrs Dible & Son be directed to prepare a detailed estimate of the work they recommend in their Report should be carried out on the Hospital Ship.

September 30

Dible & Sons' report and recommendations concerning the leaking deck, were submitted to the Health Committee for consideration

December 18

A Special Sub-Committee was considering the repairs.

The Harbour Master had overhauled the moorings "and found them in good condition."

1903

July 10

Dible & Sons' report, dated 24 September 1902 (see above), was included in the Committee minutes, with the Sub-committee's recommendation the "application be made to the Local Government Board for sanction to borrow the estimated cost of the works necessary to be carried out, and, upon receipt of such sanction, the works be forthwith proceeded with."

July 17

"Shortly after 1 o'clock on Wednesday afternoon [15th] smoke was noticed issuing from the stem of the PSHS *City of Adelaide*. The men on board got the fire appliances provided into operation, and then communicated with the shore. Superintendent Johnson, of the Fire Brigade, with two men and a hand pump, proceeded to the ship, and found the fire extended through the centre of the stem, doing considerable damage to the same. (The paint was burned off this portion of the stem the day previous.)

The Caledonian Insurance Company were communicated with on the same day. It is desirable that a practical man estimate the damage sustained.

Also letter from Surveyors to the Caledonian Insurance Co as to their surveying the ship this day.

RESOLVED.- That Mr James Dible be directed to assess the damage done, and that the assessment be forwarded to the insurance company."

In the annual report, we are told that "the cause of the fire was probably due to the caulking of the seams having caught alight and smouldered, the paint on the stem having been burnt off the day previous by the Ship keeper, preparatory to the vessel being repainted."

November 18

Tenders were submitted for carrying out the repair:

18. Tenders for repairs &c. Hospital Ship

Submitted the following tenders for carrying out certain repairs, alterations and other works to the Hospital Ship *City of Adelaide* in accordance with the Specifications and Conditions prepared under the direction of the HC:-

Arrow Yacht Building Yard	£980	13	0
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James Henry Score	£849	0	0
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G. Napier & Sons	£496	0	0
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(Less the allowance of 8s 6d per cwt for old lead and 12s per load for old deck)

J G Fay & Co	£493	0	0
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Mordey Carney (Southampton)	£490	0	0
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Summers & Payne	£483	16	4
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(Medical Officer of Health's protecting tender £518 6s 6d)

RESOLVED.- to recommend the Council to accept the Tender of G Napier & Son Ltd.

December 9

The rest of the work would have to wait, although Councillor Stevens suggested to the Town Council, on 9 December, "that as the seams and metal sheathing of this vessel were in bad condition, repairs should be carried out, so as to give employment to the unemployed shipwrights."

December 15

Contract for repairing and altering the Hospital Ship *City of Adelaide* and other works in connection therewith.

G. Napier & Sons Ltd.

1. To caulk all upper deck stanchions and waterways, Topgallant Forecastle and Poop Deck with best brown oakum, and pay with best marine glue.

2. Take off the lead sheathing over the upper or spar deck, take up the present deck from poop caoming to windlass, chip and scrape the upper sides of all beams, and coat with 2 coats of oxide of iron paint before relaying deck; supply and lay new deck say 7000' x 5 ¼" x 4" thick, Pitch Pine, free from shakes, knots and sap, from foreside of poop coaming to windlass, fastened with 3" and 5/8" galvanised coach screws from below, thoroughly calking same with the best white and brown oakum, and pay with Best Marine Glue, and painting the underside with 2 coats of paint, including beams.

3. To supply, fit, and fasten Pitch Pine beam 9" x 7" under desk to take ends of same.

4. To clear away figure head and head rails and face up the stern, renewing same where required with oak, caulking new work and hood ends where required.
5. To take up and rebed with Pitch Pine chocks 2 Bollards on Poop Deck, repair top of skylight and rebed 16 deck lights on Poop.
6. To take down bath room and lavatories under the fore part of Poop and after part of topgallant forecastle, disconnecting all fittings, taking up and relaying tiles on new decks before mentioned, relaying coaming, re-erecting bath rooms and lavatories, and reconnecting fittings, making good all damage.
7. To clear away bitts and fife rail around main pumps, take out the present main pump, substituting "Owen's American Improved 10" Pump" fitted so as to discharge over the side.
8. To remove iron ridge rope stanchions around both bows on the chocks of topgallant forecastle; remove both catheads, trim up, piece and replace the chocks where defective and damaged; cover up the chocks with sheet lead taken from off the upper or spar deck; refit and fasten ridge rope stanchions; take up and renew with Pitch Pine the capping of after ends of topgallant forecastle deck.
9. Take off and renew with 2 ½" Pitch Pine vertically about 30" of the wale back berthing of the Poop around the stern and quarters, caulk and pay same, and cover with sheet lead taken from off the upper or spar deck.
10. Unmoor vessel and bring her to Town Quay or place where work is to be carried out, and when work is finished, taking her back again and mooring.

1904

February 3

During the course of the repairs, it was discovered that the poop deck, on caulking, was sheathed with thin material, and had not been properly bedded. The defects were made good as far as possible, along with other extra works which it had been found necessary to carry out."

March 2

A month later Mr Bosley had examined the boiler for heating and circulating water on the Hospital Ship and reported that "it is defective and estimates it will cost £12 10s to put it in repair, and then it would not be satisfactory. Mr Bosley recommends that the boiler be replaced with a similar one, slightly improved, at a cost not exceeding £32, fixed in position, and all connections made as now to pump &c." The new boiler was approved in 4 May.

August 31

Once the new decks were finished, they needed to be recaulked. "Mr Councillor Wilson has inspected the decks, and estimates the cost of carrying out this work will be £36, which will include an allowance of £2 loss of time of workmen going to and coming from the vessel. As this class of work is done according to the Schedule of Scales as fixed by the Trade Unions, I recommend that we employ our own labour on the work."

The life of the present Hospital Ship had been estimated at 20 years. A pencilled note in the library's copy reads "Wilson says 30 years" The 20 years comes from Dible's 1902 report, which says "I am of opinion that if the work is done as recommended, and with occasional overhauling and attention, the vessel will be good and serviceable for 20 years"

1905

July 5

“The Hospital Ship now being free from cases of smallpox, it is advisable that the decks be planed and coated with varnish”

September 6

The planing and varnishing were accomplished “to the approval of Mr Councillor Stevens,” and on the 20 September the Committee visited the Hospital Ship, and expressed their satisfaction at “the clean and excellent condition in which the same was kept.” Two of the stoves had worn out, and needed replacing, and the poop deck needed to be repaired (again), "to make the same watertight."

Quotations were submitted for the stoves on the 4 October:

Wm Dibben: 35/- 2 no 4 Tortoise Stoves; 3/9 trays; piping per yard, 1/8, caps 3/9
Lankester & Sons: 50/- 2 no 4 Tortoise Stoves; 5/- trays; piping per yard, 2/3, caps 5/-
Shalders & Davis 50/- 2 no 4 Tortoise Stoves; 5/- trays; piping per yard, 4/-, caps 5/-
It was RESOLVED. - To accept the quotation of Mr W Dibben

1907

December 18

Inspection.

Superintendent Bosley was directed to submit a Report and Estimate for the carrying out of certain small repairs.

1908

January 1

7 wrought steel shoots, at approx. 16/9 each, from the Wharf Superintendent.

October 7

Inspection.

1911

January 2

The Health Committee proceeded to and inspected the *City of Adelaide*. She was “found in a satisfactory condition.”

1914

The war effectively closed the port to commercial traffic. The ship remained in readiness for use, but as no case of smallpox occurred during 1915, the Hospital Committee’s minutes report only administrative matters.

May 6

The ship's boat, owing to an accident, is unusable and beyond repair. It is necessary that another be provided.

1916

April 6

The Cooking Range on the *City of Adelaide* was reported as being in a very bad condition. “Messrs Lankester & Son were invited to inspect same. They reported that it was impossible to repair it, and by request submitted a tender for supplying and fitting a new Range and Flue for the sum of £33 14s 0d. The price being open for acceptance within 4 days only was, after consultation with the Chairman, accepted.”

1917

19 June

Inspection

The Committee proceeded by the steam ambulance *Mayfly* from the Royal Pier to the Hospital Ship, and having thoroughly inspected the ship, “RESOLVED. - That the upper decks of the vessel be caulked by direct labour, and that the employment of 2 men for the purpose be left to Councillor Bonner and the Medical Health Officer, failing which, tender be obtained by the Medical Health Officer for carrying out the work.” The Committee expressed their approval of the condition of the vessel.

November 8

Once the men started work “about 105 feet run of the ship's deck was found defective, and it was necessary to have this replaced while the men were there, at the price of 3/- per foot run. The landing platform of the ship had become detached owing to the rotten condition of the rail. The price for making good the rail, lengthening the irons, and putting back into position is £6 10s 0d.” Councillor Bonner and Dr Lauder had already obtained a price “to rake out the old seams, caulk with 2 threads of best oakum, and to pay the same with pitch, at 23/- per 100 feet run,” and the work was approved as “necessary repairs”

1919

June 12

The *City of Adelaide* needed docking for complete overhaul, outside as well as inside.

September 11

A report on the state of the *City of Adelaide* went before the Health Committee. The survey stated that "the approximate cost of the repairs necessary amount to £1058, plus the cost of supervision and services of a time-keeper. This does not include any repairs to the bottom of the ship that may be discovered after she is docked."

December 11

H G Wilson, the Supervisor reported: "The ship was docked on November 25th, and after the removal of about 12 tons of Mussels, etc, I examined the metal sheathing which, with the exception of a few places, is in a fairly good condition, it had now been thoroughly cleaned. Where the copper was removed, the planking and caulking seemed perfectly sound, and in my opinion the removal of copper in different places for further examination of the planking was not indicated. The metal nail fastenings for all parts of the bottom were in good condition.

"I have however to state, that both of the landing stages were in a very rotten state, necessitating the complete removal of the sides and bottoms, which is now completed. With the foregoing repairs, I consider the vessel to be in a good condition to be replaced on her moorings as soon as the repairs on the deck work are completed."

1920

February 10

Mr Wilson reported that the repairs had been completed and the ship re-moored.

1921

March 17

Mr Wilson was quoting the sum of £65 for executing certain work to the new poop and forecastle decks of the *City of Adelaide*, but the committee decided to "defer the consideration of the matter for the present."

End of Service

1922

July 14

Health Committee proceeded to and made a visit of inspection of the Hospital Ship, and resolved "that the subject of the disposal of the vessel be placed on the agenda for consideration at the next meeting of the committee."

September 6

"Having regard to the cost of again putting this ship into commission," the committee finally resolved "to recommend the Council to dispose of the vessel, and to authorise the Committee invite tenders for its purchase, and to accept the most favourable offer."

1923

March 16

16 Oxford Street
Southampton
16 March 1923

Dr R E Lauder
Medical Officer of Health
Municipal Offices
Southampton

Dear Sir

CITY OF ADELAIDE

Confirming our conversation of this morning, I now have pleasure in submitting on behalf of my clients, the Royal Naval Volunteer Movement, Scottish Division, the firm offer of £2,500 for the above-named Hospital Ship, as and where she lies in the River Test, complete with all her gear and appurtenances.

This offer is made subject to it being possible to complete the transaction, transfer the vessel, and hand over cheque before the end of this financial year i.e. 27th March, 1923. The figure offered is gross, and subject to the deduction of the usual brokerage charges and expenses.

I trust that the Board will be able to accept, and I shall be glad to hear from you as early as possible, so that the time stipulation may not prove a stumbling block to negotiations.

I am

Yours faithfully

(Signed) S F STEDMAN"

March 19

The Health Committee resolved "to recommend that the offer be accepted, and that the Corporate Seal of the Corporation be fixed to the Bill of Sale."