

DISEASES OF ANIMALS**The Animals (Sea Transport) Order (Northern Ireland) 1958**

ORDER, DATED 7TH JANUARY, 1958, MADE BY THE MINISTRY OF AGRICULTURE UNDER THE DISEASES OF ANIMALS ACTS (NORTHERN IRELAND), 1894 TO 1955.

1958. No. 5

[NC]

The Ministry of Agriculture for Northern Ireland, by virtue and in exercise of the powers vested in it under the Diseases of Animals Acts (Northern Ireland), 1894 to 1955(a), and of every other power enabling it in that behalf hereby orders as follows:—

Citation and Commencement

1. This Order may be cited as the Animals (Sea Transport) Order (Northern Ireland) 1958, and shall come into operation on the 8th January, 1958.

Interpretation

2. In this Order, unless the context otherwise requires:—

“Animals” except where it is otherwise expressly stated, means cattle, sheep, goats, all other ruminating animals, and swine.

“Master” includes a person having the charge or command of a vessel (other than a pilot).

“Person” includes a body corporate.

“Port” includes place.

“The Act of 1894” means the Diseases of Animals Act, 1894.

“The Ministry” means the Ministry of Agriculture for Northern Ireland.

“Carcase” means the carcase of an animal, and includes part of a carcase, and the meat, bones, hide, skin, hoofs, horns, offal, or other part of an animal, separately or otherwise, or any portion thereof.

Other terms have the same meaning as in the Act of 1894.

Application

3. The provisions of this Order relating to vessels and animals carried thereon shall apply to any vessel on which animals are carried to or from a port in Northern Ireland, provided that such provisions shall not apply to vessels and animals carried thereon which are subject to the provisions of the Transit of Animals (Northern Ireland) Order of 1927, and any Order amending that Order, namely, vessels on which animals are carried—

(a) from a port in Northern Ireland to any other port in Northern Ireland; or

(b) from a port in Northern Ireland to a port in the Irish Republic, Great Britain, the Channel Islands or the Isle of Man; or

(a) See 1955. c. 8 s. 3(2).

- (c) to a port in Northern Ireland from a port in the Irish Republic, Great Britain, the Channel Islands or the Isle of Man;

but where any vessel which has loaded animals at a port in Northern Ireland for shipment to any place outside Northern Ireland, the Irish Republic, Great Britain, the Channel Islands or the Isle of Man, subsequently calls at a port in these places before proceeding abroad, the vessel and the animals carried thereon shall be subject to the provisions of this Order and shall not be subject to the provisions of the Transit of Animals (Northern Ireland) Order of 1927.

Conditions of Exportation

4. The provisions of the Exportation of Animals (Northern Ireland) Order, 1923, as amended by any subsequent Order, shall apply to all exportations of animals in vessels subject to the provisions of this Order except that in these circumstances the period of detention and rest laid down in Article 3(1) shall be extended from two hours to not less than ten hours which shall include at least three consecutive hours between sunrise and sunset.

Parts of Vessels to be used

5.—(1) Animals shall not be carried on more than three decks.

(2) Animals shall not be carried on the open main (free-board) decks.

(3) Animals shall not be carried on any deck unless it is completely closed in at the sides and covered with a permanent deck above, except that between each first day of April and the next following thirtieth day of September inclusive, animals may be carried on an open superstructure deck provided that the fittings are in accordance with the specifications prescribed in the Second Schedule to this Order.

(4) Animals shall not be carried in tiers one above the other on any deck and shall not be carried on top of any erection on a deck.

(5) Animals shall not be carried on any hatch above a compartment where other animals are carried, and shall in no other case be carried on hatches where the coamings exceed 18 inches in height above the deck, and where other means of access to the space below is not provided.

(6) Animals shall not be carried in any part of the vessel where they would interfere with the proper management or ventilation of the vessel, or with the efficient working of the boats, or the safety of the ship, and whilst on board a vessel, animals shall be properly protected from injury or unnecessary suffering and from exposure to the weather or seas.

Pens and Fittings in Vessels

6.—(1) All animals shall be carried in pens unless they are confined in a suitable crate, box or other receptacle. A crate, box or other receptacle used for this purpose shall be so secured or

fixed as to prevent its displacement by the sea or the motion of the vessel, and shall be so constructed and placed as to admit a proper supply of fresh air to all the animals carried and to ensure a measure of protection equivalent to that provided for animals carried in pens.

Crates, boxes or other receptacles containing animals shall not be carried in tiers.

(2) The pens and fittings shall be constructed in accordance with the specifications prescribed in the First and Second Schedules to this Order.

(3) Any part of the ship's structure or fittings liable to cause injury or unnecessary suffering to animals shall be properly and securely fenced off, and all pens shall be entirely free from obstructions.

(4) The floor of each pen shall, in order to prevent animals from slipping, be fitted with suitable battens or other proper footholds securely fastened to the deck by suitable means, and shall be strewn with a proper quantity of sand, saw-dust or other suitable material.

Space for Animals

7. Sufficient space shall be provided in every pen to enable the animals therein properly to feed and rest during the voyage. The minimum space per head shall be 2 feet 6 inches in width for fat cattle and 2 feet in width for store cattle under 1,000 lbs. weight. Where, however, one beast is carried by itself, the minimum space shall be 3 feet.

These measurements shall be in a fore and aft direction.

Overcrowding

8. The vessel shall not be overcrowded in any part so as to cause injury or unnecessary suffering to the animals therein.

Passageways

9. There shall be a continuous fore and aft passageway of a minimum width of 3 feet between every two rows of animals and in front of every single row of animals, except that at the ends of passageways in bow and stern of ship, and where obstructions less than 3 feet in length occur the width may be reduced to a minimum of 18 inches. There shall also be an athwartship passageway of a minimum width of 18 inches, communicating with the fore and aft passageways in each compartment. For this purpose the hatch may be used as the athwartship passageway. All passageways shall be kept free from obstructions other than as provided above.

Ventilation

10. Separate ventilation shall be provided for each compartment on each deck, and, in addition to any ventilation obtained by means of the hatchways, there shall be for each enclosed compartment, mechanical means of ventilation, by electric fans or otherwise, of sufficient capacity entirely to change the air once

every three minutes. In the case of enclosed compartments on the main deck or above, natural ventilation may be accepted, if circumstances warrant it, subject to the approval of the Ministry.

Light

11. All parts of the vessel over which the animals pass or in which they are penned shall be properly and sufficiently lighted, and provision shall be made at all times for adequate light for the proper tending of animals. This shall be provided by means of lights placed not more than twenty feet apart, each light being of not less than 40 watts. Where a light is masked by beams or other obstructions, extra lights shall be fitted.

Food and Water

12.—(1) A sufficient quantity of suitable food and water shall be provided to feed and water adequately all the animals carried taking into consideration the possibility of unforeseen delay on the voyage owing to weather or other causes. Proper weather-tight accommodation shall be provided on board for the storage of food.

(2) Animals carried on a vessel for a voyage which on an average takes more than eighteen hours shall be provided while on board with a sufficient amount of suitable food and water.

(3) Suitable troughs shall be provided on the floor of each pen, not less than 8 inches in height. Troughs for sheep and pigs must be watertight.

Securing of Cattle

13. All cattle, whether polled or not, shall be securely tied by the head or neck in such manner as not to cause unnecessary suffering, and so as to stand athwartships facing the passageways.

Separation of Mixed Consignments

14. The following classes of animals shall be carried in separate pens according to their classes, namely, cattle, calves, sheep, goats and swine; and no two classes shall be carried in the same pen; but this provision shall not apply to the conveyance of a cow with its unweaned calf, if they are separated from other animals.

Access to Animals

15. Where necessary, companions shall be provided to enable attendants to gain access to spaces occupied by animals below, apart from the main hatchways, in the event of the latter being battened down.

Attendants

16. In addition to the crew necessary for working the ship, a sufficient number of qualified attendants shall be carried to tend the animals properly.

Every consignment shall be under the charge of a responsible foreman, who shall have under him competent assistants numbering, with himself, three attendants for every hundred units of livestock and for this purpose a unit of livestock shall be 1 bovine animal or 4 sheep or 3 pigs. Proper and suitable accommodation for all these persons shall be provided.

Drainage

17. Suitable provision shall be made for draining the urine and surface water from all parts of the vessel used for the carriage of animals.

Sufficient scuppers shall be provided on the main (freeboard) deck and above adequately to drain overboard the urine and surface water.

Provision shall be made by means of tanks, bilges, wells, or other means to drain off the urine and the water used for washing down the decks in all compartments below the main (freeboard) deck.

Fire and Wash Deck Appliances

18. An adequate water service shall be provided for extinguishing fire and for washing down all spaces occupied by animals.

Plans to be submitted

19. In the case of any vessel to be fitted or re-fitted for the carriage of animals after the date of this Order, the owner of the vessel shall cause the Ministry to be furnished with plans showing the general arrangement of the fittings, and details of pens, lighting, ventilation, drainage and fire water services.

Handling of Animals during Embarkation and Debarkation

20. In the handling of any animal at a port in Northern Ireland in the course of embarkation or debarkation a goad of a pattern approved by an Inspector of the Ministry shall alone be used, and the animal shall not be beaten with sticks.

Approved Killing Instruments

21. Every vessel on which an animal is carried shall carry a proper killing instrument, approved by the Ministry. Such instrument shall be capable of discharging a bullet or captive bolt, and it shall be the duty of the owner and the master of every such vessel to see that the instrument is on board, together with sufficient ammunition. The instrument and the ammunition shall be produced to an Inspector, when so required by him.

Injured Animals

22. If any animal on board a vessel has a limb broken or is otherwise seriously injured, the master of the vessel shall forthwith cause that animal to be slaughtered by means of an approved killing instrument, unless he is satisfied that it can be kept alive and led away without cruelty. The person in charge of the animal shall forthwith report the injury to the master of the vessel.

Returns as to Casualties

23. The owner or charterer of a vessel on which animals are carried shall keep a record of all animals which have died or have been killed or seriously injured while on such vessel, and shall at the end of every voyage make a return to the Ministry showing the total number of each class of animals shipped on the voyage, and whether any, and if so, how many animals died or were killed or injured on the voyage, and the cause of such death, slaughter or injury.

Carriage by Sea of Unfit Animals

24.—(1) No animal shall be permitted by the owner thereof or his agent, or any person in charge thereof, to be embarked on a vessel for carriage thereon from any port in Northern Ireland, if, owing to infirmity, illness, injury, fatigue, or any other cause it cannot be carried without unnecessary suffering during the intended passage.

(2) No pregnant animal shall be permitted by the owner thereof, or his agent or any person in charge thereof, to be embarked on a vessel for carriage thereon from any port in Northern Ireland, if it is reasonably probable that the animal will normally give birth during the voyage.

Cleansing and Disinfection

25. The provisions of Part III of the Transit of Animals (Northern Ireland) Order of 1927 as amended by any subsequent Order shall apply to all vessels which are subject to the provisions of this Order.

Power of the Ministry to Exempt Vessels

26. If it appears to the Ministry on the application of the owner of any vessel that it is not practicable or reasonable to require full compliance with any of the provisions of this Order or of the relative Schedules, the Ministry may by an exemption, granted subject to such conditions as may be specified therein, exempt any vessel or part of a vessel from any such provision.

Duties of Local Authority and Police

27. The Local Authority and all constables and police officers shall have power to assist the Inspectors of the Ministry to carry into effect and enforce this Order, and to do or cause to be done all things necessary for the effectual execution of the same.

Offences

28. If anything is done or omitted to be done in contravention of any of the provisions of this Order, the owner and the charterer and the master of the vessel—and the owner and the lessee and the occupier of the place where the animals are put on board or landed from vessels—and also, in the case of the overcrowding of a vessel in any part, the consignor of the animals (as the case may be), shall, each according to and in respect of his own acts or omissions, be deemed guilty of an offence against the Act of 1894,

Sealed with the Official Seal of the Ministry of Agriculture for Northern Ireland this seventh day of January, Nineteen hundred and fifty-eight, in the presence of

(L.S.)

J. C. Baird,
Assistant Secretary.

FIRST SCHEDULE

(Article 6)

**Specifications of Fittings for Carriage of Animals on Decks
Covered with a Permanent Deck Above**

SECTION A. CATTLE FITTINGS.

1. *Dimensions of Pens:* The pens shall be of the following dimensions in the clear:—

	Length (fore and aft)	Breadth	Height (deck to deck)
Maximum	... 11 ft.	9 ft.	—
Minimum	... 3 ft.	8 ft.	7 ft. 6 in.

Top of Breast Boards and Horizontal Division Boards to be 3 feet 10 inches from deck.

Vertical division boards to extend from Deck to Deck.

2. *Construction of Pens:* Pens are to be four-sided enclosures composed of stanchions, division boards, rear boards and front boards, with a stanchion at each corner, except that the ship's side may be used as the rear of the pen, if vertical and protected as required by paragraph 8 of this Schedule instead of the rear stanchions and rear boards.

3. *Stanchions:* Wherever practicable, the permanent stanchions of the vessel are to be used as stanchions for pens, channels or receivers being fitted to them to carry the pen boards.

Otherwise the stanchions shall be (1) of solid wrought iron or steel not less than $2\frac{3}{4}$ inches in diameter, or (2) of tubular steel not less than 3 inches in diameter and $\frac{1}{4}$ inch thick, or (3) of pitch pine 6 inches \times 4 inches.

All stanchions are to be secured at the head by bolts of sufficient strength to the beams or to brackets secured to the deck above, and at the heel shall fit into sockets let in flush with the surface of the deck or cement, the inner depth of the sockets being not less than $1\frac{1}{2}$ inches.

Where wood stanchions are used, and cants secured to the deck below and to the beams above are fitted, the heads and heels of such stanchions may be secured to the cants by bolts of sufficient strength.

Where solid iron or steel stanchions are used, they shall be squared to a height of 4 feet from the deck below to take the channels or receivers for pen boards.

If desired the heads of the stanchions may be slotted to allow of the stanchions being lifted out of the sockets and hung up to the deck above.

4. *Channels or Receivers to take Pen boards:* These shall be of steel or wrought iron $\frac{1}{2}$ inch thick, with an internal depth of $2\frac{1}{2}$ inches and not less than $2\frac{1}{2}$ inches in width in the clear. The length of the channels for breast boards, lower front boards and horizontal division boards shall be $10\frac{1}{2}$ inches, and the channels shall be fitted with an iron stop at the bottom to keep the boards in place. The sides of the channels shall be rounded at the top, and the channels which carry the breast boards, shall have holes drilled in the top of the flanges to take drop-nosed pins to keep the boards from rising.

The length of channels to carry rear boards, where fitted, shall be 3 feet 9 inches in length, and shall be fitted so that the bottom of the channel is 3 inches above the deck or the cement.

The channels for all breast boards and upper division boards shall be fitted to the stanchions, so that the top of the channels is 4 feet from the deck or cement, and for front lower boards shall be hard down on the cement or deck.

The channels for lower division boards shall be 4 inches clear of the cement or deck.

5. *Breast Boards:* Shall be of fir or other suitable wood, 9 inches \times $2\frac{1}{2}$ inches to fit in the upper channels of front stanchions. Holes of $1\frac{1}{2}$ inch diameter shall be made in the centre of the breast boards at suitable intervals to take the head ropes.

6. *Lower Front Boards:* To be of similar material and dimensions to the breast boards, and to be fitted in the lower channels on the front stanchions.

7. *Division Boards:* Horizontal boards are to be fitted at each end row of pens, and where the sides of the pens form part of an athwartship passageway.

These horizontal boards shall be of similar material and dimensions to those used for breast boards, and shall fit athwartships in the upper and lower channels on the stanchions.

Except as required above, the divisions between pens may be made by either two vertical boards, 9 inches \times $2\frac{1}{2}$ inches thick, side by side, extending from deck above to deck or cement below, placed midway between front and rear of pen, or three vertical boards 9 inches \times $2\frac{1}{2}$ inches, each board to be spaced at equal distances from each other between the front and rear of pens.

These vertical boards shall fit into sockets at the base, and be secured to the beams or deck above by iron straps or sockets.

Where rear boards are necessary they shall consist of four 9 inch \times $2\frac{1}{2}$ inch boards, interspaced with 3-inch distance pieces, fitting into the channels detailed above, so that the height of the top of the top board is 4 feet from the deck below.

8. *Protection of Ship's Side:* Animals shall be protected from frames and projections on the ship's side by:—

- (a) A vertical protection of wood $1\frac{1}{2}$ inches in thickness, or of iron or steel $\frac{1}{4}$ inch in thickness, for a height of 18 inches from the deck, being fastened against the frames the whole length of each pen. The lower edge shall be set in the cement at the edge of the waterways, and the gap at the top shall be closed with cement, faced off to drain inboard. Sparred ceiling, 9 inches \times $1\frac{1}{2}$ inches,

shall be fitted with 9-inch clearance between each board, commencing 9 inches above the cement, closing the vertical protection, two such boards being sufficient; or

- (b) By sparred ceiling to a height of 4 feet 6 inches from the deck, constructed of boards 9 inches by 1½ inches, the lower edge of the bottom board to be 6 inches above the deck, the intervals between this and the two next succeeding boards being 3 inches and the space between the two uppermost boards being 6 inches; or

- (c) By some other method approved by the Ministry.

9. *Battens or Footlocks*: The floor of each pen shall be fitted with footlocks, placed in a fore and aft direction, to run the length of the pen, except for a space of 3 inches at each end for drainage purposes. There shall be 4 footlocks in each pen, made of elm or other suitable wood, 2½ inches by 2½ inches, with top edges chamfered. In the case of pens 8 feet in breadth they shall be spaced as follows:—

The 1st shall be 15 inches inside the front fore and aft lower board;
the 2nd shall be 15 inches from the 1st;
the 4th shall be 12 inches from the rear of the pen, and
the 3rd shall be 15 inches from the 4th.

In the case of pens exceeding 8 feet in breadth the spacing shall be in proportion.

In vessels with wood decks, they shall be efficiently fastened to the deck by G.I. screws, which shall be well recessed. In vessels with steel decks, covered with cement, they shall be secured by angle lugs and bolts, or as may be approved.

10. *Feeding Troughs*: A board 8 inches high by 3 inches thick to run the whole length of the pen shall be bolted to the front side of the first foot batten to form one side of a feeding trough, the other side being formed by the front cant and lower front board. The ends of the trough shall be suitably closed.

11. *Passageways to Scuppers*: Athwartship passageways of a minimum width of 18 inches are to be provided abreast all scuppers so as to give the necessary access for freeing them, unless proper means of access is otherwise available.

12. *Decks*: Decks on which pens may be erected shall be (a) wood, or (b) iron covered with cement or approved composition not less than 1½ inches thick, the surface of which shall be scored or otherwise roughened to prevent the animals slipping; or (c) iron with wood sheathing not less than 2 inches thick, properly secured and made watertight.

13. *Gangway Doors*: Gangways, not less than 5 feet 6 inches in height by 3 feet 9 inches in width and fitted with suitable doors, shall be provided in the ship's side above the main (freeboard) deck, for the purpose of loading and discharging animals. They shall be so arranged as far as practicable that the animals can be driven direct across the deck clear of hatchways or other obstructions.

14. *Approaches, Gangways, etc.*: Browns or cattle walks shall be fitted, leading from deck to deck, and so constructed that they can be used on either side of the vessel. They shall be from 3 feet to 3 feet 6 inches wide

in the clear with a gradient of not more than 1 in 2. The cattle walks shall be fitted with battens made of elm or other suitable wood, $2\frac{1}{2}$ inches by $2\frac{1}{2}$ inches, 12 inches apart, the top and bottom battens being not more than 9 inches from the ends. The brows shall be fitted with sides, which may be portable, the sides fitting into the cattle walk by stanchions. The height of the sides shall not be less than 4 feet.

All parts of the vessel over which the animals pass shall be fitted with battens, spaced not more than 18 inches apart, and small brows shall also be fitted over all obstructions, such as hatchways, coamings, door sills, pipe casings, etc., in the parts or gangways used for cattle, these brows being fitted with battens and of a portable nature if necessary.

15. *Fresh Water:* Fresh water supply pipes are to be run along each side of every compartment or deck, and shall be fitted with cocks at frequent intervals to supply water to all pens.

16. *Obstructions:* There shall be no obstructions in any pen, and all parts of the vessel over which the animals pass shall have any obstructions properly and secured fenced off.

17. *General:* It is essential in the construction of all pens that no sharp edges are allowed to project.

Bolts should be snap-headed wherever possible, and all nuts, etc., should be housed.

SECTION B. FITTINGS FOR SHEEP AND PIGS UNDER A PERMANENT DECK.

1. If sheep and pigs are carried in pens constructed for cattle, the following provisions shall be made, namely:—

- (a) The space between the breast and lower front boards shall be filled in by boards, spaced 2 inches apart, and of $1\frac{1}{2}$ inch thickness, fastened to the front stanchions. Instead of the vertical and horizontal division boards, horizontal boards of $1\frac{1}{2}$ inch thickness, spaced 2 inches apart, shall be fitted to a height of 3 feet.
- (b) Suitable watertight troughs for feeding and watering the sheep and pigs shall be provided.
- (c) Battens, $1\frac{1}{2}$ inches by $1\frac{1}{2}$ inches, made of elm or other suitable wood, shall be substituted for the $2\frac{1}{2}$ inch by $2\frac{1}{2}$ inch battens required for cattle.

2. Where vessels are specially fitted to carry sheep and pigs only, the following modifications of the fittings required for cattle may be adopted:—

- (a) *Stanchions.*—(1) If solid, may be of 2 inches diameter, (2) if tubular, $2\frac{1}{2}$ inches diameter and $\frac{3}{8}$ th inch thick, and (3) if of wood, $4\frac{1}{2}$ inches by 3 inches. Solid stanchions need only be squared to a height of 3 feet from the deck.
- (b) *Division Boards.*—The front, side and (where necessary) rear boards shall consist of boards $1\frac{1}{2}$ inches thick, spaced 2 inches apart, fitting horizontally into channels on the stanchions and ship's side to a height of 3 feet from the floor of the pens, the lowest board being 2 inches from the deck at its lower edge.
- (c) *Channels or Receivers.*—The channels shall be of steel or wrought iron $\frac{1}{8}$ th inch thick, with an internal depth of $1\frac{1}{2}$ inches and not less than $1\frac{1}{2}$ inches wide in the clear. They shall be 2 feet

10 inches in length, and be fitted with an iron stop at the top to keep the boards in place. The channels shall be 2 inches above the deck at the bottom, and they shall be secured to the stanchions and ship's side.

- (d) *Battens*.—The foot battens shall be of elm or other suitable wood, 1½ inches by 1½ inches, spaced 15 inches apart, the front batten being directly under the front division boards.
- (e) *Gangways*.—The sides of the brows may be of a height of not less than 3 feet, and the battens on the brows not less than 1½ inches by 1½ inches, spaced 12 inches apart, the top and bottom battens being not more than 9 inches from the ends.
- (f) *Feeding and Watering*.—Suitable watertight troughs shall be provided for feeding and watering all the animals carried.

In all other respects the fittings shall be those laid down for the carriage of cattle.

SECOND SCHEDULE

(Articles 5 and 6)

Specifications of Fittings for Carriage of Animals on Exposed Superstructure Decks

1. *Dimensions of Pens*: The pens shall be of the following dimensions in the clear:—

	Length (fore and aft)	Breadth	Height (deck to roof)
Maximum	... 11 ft.	9 ft.	—
Minimum	... 3 ft.	8 ft.	6 ft. 6 in.

Top of breast boards and horizontal division boards to be 3 feet 10 inches from the deck.

Vertical division boards to extend from deck to roof.

2. *Construction of Pens*: Pens are to be four-sided enclosures, composed of stanchions, division boards, front boards, and back-sheathing, all covered by a roof.

3. *Front Cants for Pens*: To be of 6 inches × 4 inches Pine, fitted on the inboard side of the front stanchions, with 6 inch side vertical, and bolted to the deck with ⅝ inch nut and screw or tapped bolts, spaced about 5 feet 6 inches apart; or, if on a wooden deck, to be fastened by ⅝ inch coach screws, spaced about 2 feet 9 inches apart.

4. *Rear Cants*: Rear cants of similar material and dimensions as for front cants, and also similarly secured to the deck, shall be fitted on the inboard side of the rear stanchions. These cants shall have holes 5 inches by 2 inches, cut out where necessary to allow of drainage into the waterways. Alternatively, the heels of the rear stanchions may be secured to the deck by angle lugs.

5. *Stanchions*:

- (a) *Front Stanchions of Pens*—To be of 6 inches × 4 inches Pitch or Red Pine, the 6 inch side to be fore and aft. To be secured at the heels by ⅝ inch nut and screw bolts through the cants and

at the heads by $\frac{1}{2}$ inch nut and screw bolts, one through the fore and after and one through the roof rafter. The stanchions shall be spaced 5 feet 6 inches apart, centre to centre. The front stanchion should be preferably higher above the deck to allow a suitable slope to the roof outboard.

- (b) *Rear Stanchions*—To be of 6 inches \times 4 inches Pitch or Red Pine, the 6 inch side to be fore and aft. To be secured at the heels by $\frac{5}{8}$ inch nut and screw bolts through the cants or angle lugs, and at the heads by $\frac{1}{2}$ inch nut and screw bolts, one through fore and after and one through the roof rafter. The rear stanchions shall also be efficiently secured to the bulwark rail by $\frac{5}{8}$ inch nut and screw bolts. The stanchions shall be spaced 5 feet 6 inches apart, centre to centre.

6. *Fore and Afters*: Along the upper ends of the front and rear stanchions 6 inches below the top, 4 inches \times 3 inches fore and afters are to be fitted. These fore and afters are to be continuous and secured with $\frac{1}{2}$ inch nut and screw bolts to every stanchion.

7. *Roof Rafters*: To be of 6 inches \times 4 inches (6 inches vertical) spaced 5 feet 6 inches apart, bolted to each rear and front stanchion and to extend 18 inches inboard of the front stanchions.

8. *Roof*: To be of $1\frac{1}{2}$ inch fir, tongued and grooved, laid fore and aft across the full length of the rafters, and to be continuous. (See paragraph 19 of this Schedule.)

9. *Back Sheathing*: To be of $1\frac{1}{2}$ inch fir, tongued and grooved, extending from the top of the rear cant, where fitted, to a height of 4 feet 6 inches above the floor of the pen, and to be secured to the inboard sides of the rear stanchions.

Where no rear cant is fitted, a space of 2 inches is to be left between the bottom of the sheathing and deck for drainage purposes.

In addition, an outer sheathing of 2 inch fir, tongued and grooved, shall be fitted from the bulwark rail to the roof, and secured to the outboard sides of the rear stanchions. (See paragraph 19 of this Schedule.)

10. *Access to Freeing Ports and Scuppers*: A sufficient number of freeing ports, as may be determined by the competent freeboard assigning authority, shall be left clear of pens for freeing the deck space of water, and there shall be a space of not less than 3 feet 9 inches in width abreast one of the freeing ports to form a gangway for loading and discharge.

The waterways shall be kept clear of fittings, and suitable provisions shall be made for access to the scuppers for clearing them when necessary.

11. *Front Boards*: These shall consist of (1) a breast board of white pine or other suitable wood, 9 inches \times $2\frac{1}{2}$ inches, the top of the board being 3 feet 10 inches above the floor of the pen; the boards shall be bolted to the front stanchions on their inboard sides with $\frac{5}{8}$ inch nut and screw bolts; and (2) a lower board of similar material and dimensions, bolted in a similar manner to the front stanchions, so that the lower edge shall rest on the front stanchion cant.

The breast boards shall be drilled with holes of $1\frac{1}{2}$ inches in diameter in the centre of the boards at suitable intervals to take the head ropes.

12. *End and Division Boards:* At each end of every row of pens, including the athwartship passageways to the freeing ports, horizontal boards shall be fitted as follows:—the top board to be 9 inches by $2\frac{1}{2}$ inches, level with the breast board; the bottom board to be 15 inches by $2\frac{1}{2}$ inches fitted close to the deck. These boards shall be portable and fitted into cleats or channels fastened to the front and rear stanchions. The divisions between the pens shall consist of two 9 inch by $2\frac{1}{2}$ inch vertical boards placed side by side, fitting into sockets in the deck or floor of the pen and secured at the head to the rafters above by iron bands or by bolts.

13. *Flooring:* If the deck is of iron or steel, portable foot platforms to take the foot battens shall be fitted; these platforms shall consist of boards $1\frac{1}{2}$ inches thick, secured to bearers 3 inches by 3 inches placed not more than 3 feet apart, each pen having its own foot platform. The foot platform to completely cover the floor of the pens and to be slotted as necessary to provide drainage.

14. *Battens or Footlocks:* The floor of each pen shall be fitted with footlocks, placed in a fore and aft direction, to run the length of the pen, except for a space of 3 inches at each end for drainage purposes. There shall be four footlocks in each pen, made of elm or other suitable wood, $2\frac{1}{2}$ inches by $2\frac{1}{2}$ inches, with top edges chamfered. In the case of pens 8 feet in breadth, they shall be spaced as follows:—

The 1st shall be 15 inches inside the front fore and aft lower board;
the 2nd shall be 15 inches from the first;
the 4th shall be 12 inches from the rear of the pen;
and the 3rd shall be 15 inches from the 4th.

In the case of pens exceeding 8 feet in breadth the spacing shall be in proportion.

They shall be efficiently secured to a wood deck, or to the portable wood platforms, where fitted, by means of G.I. screws, and in the case of a cemented deck, by means of angle lugs or otherwise.

15. *Feeding Troughs:* A board 8 inches high by 3 inches thick, to run the whole length of the pen shall be bolted to the front side of the first foot batten, to form one side of a feeding trough, the other side being formed by the front cant and lower front board. The ends of the trough shall be suitably closed.

16. *Gangway Doors:* For purposes of loading and discharge there shall be access at deck level at the ship's side on the loading deck, and the best method for this will be to cut the bulwarks containing the freeing port abreast the 3 feet 9 inch passageway (referred to in paragraph 10 of this Schedule) to form a hinged door 3 feet 9 inches wide opening forward. The outer sheathing shall also be similarly hinged at this site the whole being suitably strengthened to compensate for the hinging. The hinged doors shall have ample means of security apart from the hinges.

17. *Approaches, Ramps, etc.:* All approaches to pens are to be fitted with battens as required for pens. (Paragraph 14 of this Schedule.) Ramps are also to be fitted where necessary, portable if necessary, not less than 3 feet wide and not greater than 3 feet 6 inches wide with a gradient of not more than 1 in 2. These are to be fitted with battens made of elm or other suitable wood $2\frac{1}{2}$ inches by $2\frac{1}{2}$ inches spaced 12 inches apart, centre to centre, commencing 9 inches from each end.

18. *Vessels with Open Rails instead of Bulwarks:* These shall be fitted as follows:—The rear 6 inch by 4 inch stanchions shall be placed against the rails on the inside, and a 4 inch by 3 inch (4 inches fore and aft) backing piece, shaped to fit round the rails, shall be placed on the outside of the rails against the rear stanchions. The backing pieces shall extend from deck to roof, and they shall be bolted to the rear stanchions by six $\frac{3}{8}$ inch bolts and nuts, the nuts being outboard. The 2 inch outer sheathing shall be continuous from roof to deck.

In other respects the arrangements and fittings shall be generally as described above.

19. *Protection and Security of Pens:* The pens shall be arranged with due regard to the protection afforded by side to side erections, if any, the outer sheathing and roof being continuous and in line with the sides and decks of the erections, as far as practicable.

Where no forecastle is fitted, the fore end of the pens shall not be nearer the stem than one-tenth of the vessel's length, and a breakwater 3 feet high at the centre and 18 inches high at the sides, shall be fitted forward of the pens, sloping aft towards the sides of the vessel extending from rail to rail, and of sufficient strength to withstand the action of the sea. In addition the fore ends of the foremost pens on the foredeck shall be close boarded from deck to roof, with boards not less than 2 inches thick, extending from the ship's side to the front stanchions and stiffened by cross diagonal iron stays, $2\frac{1}{2}$ inches by $\frac{1}{2}$ inch, bolted to the deck and through the heads of stanchions.

Where no poop is fitted, the after ends of the aftermost pens on the after deck shall be similarly constructed.

20. *Fresh Water:* Fresh water supply pipes shall be fitted along the decks, and arrangements made by taps and tubs to give an adequate supply of water at all times to all animals carried.

21. *Fittings for Sheep and Pigs:* If sheep are carried on open super-structure decks during the summer months, the fittings shall be as described above except that instead of the vertical division boards for dividing pens, horizontal boards shall be fitted into channels, screwed into the front stanchions and through the rear lining to the rear stanchions. These boards shall be of $1\frac{1}{2}$ inch thickness, and shall extend to a height of not less than 3 feet from the floor of the pen. They need not be close-boarded, but 2 inch chocks may be fitted to the under side of each board, one at each end and one in the middle to give the required height. The space between the breast and lower front boards shall be similarly closed.

EXPLANATORY NOTE

(This note is not part of the Order, but is intended to indicate its general purport.)

This Order applies to animals being exported to countries other than Great Britain, Isle of Man, Channel Islands and the Irish Republic. It requires that they be detained and rested for a period of at least ten hours prior to embarkation and specifies the

penning accommodation and other facilities which must be provided on board the vessel with a view to obviating hardship during transit. It also provides that animals shall not be embarked if owing to illness, injury, fatigue or other cause they are likely to be exposed to unnecessary suffering.

Control of Dogs Order (Northern Ireland), 1958

ORDER, DATED 19TH DECEMBER, 1958, MADE BY THE MINISTRY OF AGRICULTURE UNDER SECTION 27 OF THE DISEASES OF ANIMALS ACT (NORTHERN IRELAND), 1958(a).

1958. No. 203

[NC]

The Ministry of Agriculture by virtue and in exercise of the powers vested in it under Section twenty-seven of the Diseases of Animals Act (Northern Ireland), 1958, and of every other power enabling it in that behalf, hereby makes the following Order:—

Citation and Commencement

1. This Order, which may be cited as the Control of Dogs Order (Northern Ireland), 1958, shall come into operation on the first day of January, nineteen hundred and fifty-nine.

Revocation

2. The Dogs (Ireland) Order of 1906(b) is hereby revoked.

Measures for the Control of Dogs

3.—(a) A dog shall not be permitted to be in any highway or place of public resort unless the dog is wearing a collar with the name and address of the owner inscribed on the collar or on a plate or badge attached thereto, provided that this prohibition shall not refer to any pack of hounds, or to any dog while being used for sporting purposes, or for the capture or destruction of vermin, or for the driving or tending of cattle or sheep;

(b) Between the hours of sunset and sunrise a dog shall not be permitted to be outside the premises of the owner or person in charge of the dog unless accompanied by and under the control of the owner or other person.

Offences

4. In the event of a breach of this Order the owner, the person in charge or the person accompanying the dog shall each according to and in respect of his own acts be guilty of an offence against the Diseases of Animals Act (Northern Ireland), 1958.

Power to Seize Dogs

5. Any dog in respect of which an offence against Article three is being committed may be seized and treated as a stray dog under the powers conferred by Section three of the Dogs Act, 1906(c).

(a) 1958. Ch. 13.
(b) D.A.T.I. Order 74 of 1906.

(c) 6 Edw. 7, c. 32.