1952 No. 1291

The Horses (Sea Transport) Order, 1952

Made - - - - 1*st July*, 1952

Coming into Operation:

(*a*) *Articles* 4 (7) *and* 17 (2) 1*st January*, 1953

(*b*) *The remainder of the Order* 1*st September*, 1952

Whereas for certain purposes of the Diseases of Animals Act, 1950(**a**), the definition of the expression "animals" in that Act is by the Diseases of Animals (Extension of Definitions) Order, 1952(**b**), extended so as to comprise horses, asses, mules and jennets.

Now, therefore, the Minister of Agriculture and Fisheries by virtue and in exercise of the powers vested in him by Sections 1, 20 and 23 of the Diseases of Animals Act, 1950, and of all other powers enabling him in that behalf, hereby orders as follows:

Short Title and Commencement

1. This Order may be cited as the Horses (Sea Transport) Order, 1952 and shall except as provided in Articles 4 (7) and 17 (2) come into operation on the first day of September, 1952.

Interpretation

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

"Act of 1950" means the Diseases of Animals Act, 1950;

"Approved disinfectant" means any disinfectant which is an approved disinfectant for the purposes of the Diseases of Animals (Disinfection) Order, of 1936(**c**);

"Fodder" means hay or other substance commonly used for food for horses;

"Horse" includes ass, mule and jennet;

"Inspector" means a person appointed to be an inspector for the purposes of the Act of 1950 by the Minister or by a Local Authority and, when used in relation to an officer of the Ministry, includes a veterinary inspector; and "Veterinary Inspector" means a veterinary inspector appointed by the Minister;

"Litter" means straw or other substance commonly used for bedding or otherwise for or about horses;

"Master" includes every person (except a pilot) having charge or command of a vessel;

"Minister" means the Minister of Agriculture and Fisheries and "Ministry" shall be construed accordingly;

"Owner" in relation to any vessel, includes any charterer or other person having the control and management of the vessel;

"Person" includes a body corporate;

"Port" includes place;

(**a**) 14 Geo. 6. c. 36. (**b**) S.I. 1952/1236, p. 128 above.
(**c**) S.R. & O. 1938/191; Rev. II, p. 320; 1938 I, p. 303.

(2) The Interpretation Act, 1889(a), shall apply to the interpretation of this Order as it applies to the interpretation of an Act of Parliament.

Conditions relating to carriage of horses by sea

3. No vessel shall be used for the carriage of any horse by sea to or from any port in Great Britain except in accordance with the provisions of the next following Article.

Conditions relating to vessels on which horses are carried

4. Subject to the provisions of paragraph (7) hereof, this Article shall apply to all vessels on which horses are carried by sea to or from a port in Great Britain.

Method of Carrying Horses, and Fittings of Vessels

(1) Each horse shall be carried athwartships either in a separate stall or in a portable box. Each stall and the movable fittings thereof shall be numbered for purposes of identification.

Provided that small ponies, asses, small mules, mares with foal at foot, and young unbroken horses may be carried together in pens of suitable size formed either by removing the division boards between a number of stalls and by fastening a sufficient number of boards to the front of the stanchions under the breast-rail to keep the animals in the pen, or by being constructed in some other equally suitable and effective manner.

(2) No horse shall be carried during the months of October to March inclusive on open or exposed decks except under a substantial and structurally sound watertight deck covering and in fittings constructed in accordance with this Article.

(3) Boxes shall be secured to the vessel separately and in such a manner as to prevent their displacement by the motion of the vessel.

(4) The flooring or deck covering of each box, stall or pen shall, in order to prevent slipping, either be of an anti-slip design approved by the Minister or be fitted with suitable wooden battens and be strewn with a sufficient quantity of sand or other suitable substance.

(5) A horse while on a vessel shall be protected against injury or suffering from exposure to the weather.

(6) On any vessel any fittings used in connection with the carriage of horses shall be so constructed as to be of a substantial character and of sufficient strength to withstand the action of the weather and resist the weight of any horse that may be thrown against them.

(7) On and after the first day of January, 1953, all fittings referred to in the First Schedule to this Order shall be constructed in accordance with the specifications therein prescribed.

(8) The fittings or other parts of a vessel, box, stall or pen likely to cause injury or suffering to any horse shall be properly and securely fenced off or padded as the case may require. The head of any horse shall, if necessary, be protected from injury by the use of a suitable poll pad while it is being embarked and dis-embarked and during the voyage.

(9) Suitable provision shall be made for slinging horses when necessary.

(a) 52 & 53 Vict. c. 63.

Method of Securing Horses on Board

(10) Every stall and every box shall be provided with a strong head stall with ropes attached on either side. In stalls the head-stalls shall be secured to the rings provided on the front of the stanchions or to the breast-rails so as to prevent the horses irritating and biting each other, and also to prevent their heads striking the deck above. In the case of horses carried in boxes, the head-stall shall be placed on each horse before it enters a box and each box shall have strong rings securely fastened to the sides of the corner uprights (well below the level of the top of the doors) to which the head ropes shall be fastened in such a manner as to prevent the horse getting its front legs over the top of the door.

Passage-Ways

(11) Every part of a vessel where horses are carried shall be provided with passage-ways giving free frontal access at all times to every stall or box, of a minimum width of three feet from the inside of the breast-rail (in the case of any single row of stalls) or from the front of boxes, as the case may be, and except in the case of vessels fitted before the date of this Order when carrying horses between Ireland or Northern Ireland and Great Britain a minimum width of six feet from the inside of the breast-rails between two rows of stalls in which the horses face each other. All such passage-ways shall be kept free of obstruction. The top of a hatch-way shall not be deemed to be a passage-way, unless in the case of 'tween decks (*a*) the coamings do not exceed one foot in height, and (*b*) the hatches are on and covered with tarpaulins, and (*c*) the stalls are sufficiently far back to prevent the head of the horse extending beyond the coaming into the hatch-way.

Light

(12) All parts of a vessel over which horses pass, or in which they are carried, shall be properly lighted by lights placed at a distance of not more than twenty feet from each other, and arrangements shall be made for the provision at all times of adequate light for the proper tending of each horse.

Saving for Certain Voyages

(13) The foregoing provisions of this Article shall not apply to the carriage of any horse on a voyage of a vessel that involves only passage through partially smooth water, or the smooth water of an estuary, or on a river, canal or other inland water, but the fittings of the vessel shall be such as to protect any horse so carried from injury and suffering and provision shall be made in order to prevent any horse from slipping by strewing the deck with sand or other suitable substance.

Ventilation

(14) All parts of the vessel in or on which any horse is carried shall be sufficiently and suitably ventilated and no part below deck shall be used for the carriage of any horse unless in addition to any ventilation obtained by means of the hatchways such part of the vessel is provided with mechanical means of ventilation by electric fans or otherwise, sufficient to ensure the removal of foul air and an adequate supply of fresh air at all times for every horse carried in that part of the vessel. Cowls shall be marked in such a manner as to indicate whether they are for the purposes of supply or exhaust, and the compartment ventilated thereby shall be indicated on each cowl.

Drainage

(15) Suitable provision shall be made for the drainage of urine from the parts of the vessel used for the carriage of horses.

Feeding and Watering

(16) Any horse carried on a vessel for a voyage which on an average takes more than six hours shall, while on board, be provided by the owner of the vessel with a sufficient amount of suitable food and water. Provided that if the horses are fed and watered within one hour before the start of the voyage, it shall not be necessary to feed or water them for a further twelve hours. Suitable receptacles shall at all times be provided for feeding horses with hay. Proper accommodation shall be provided on board for the storage of food, so that it shall not be unduly exposed to the weather at sea.

Attendance

(17) The owner of any vessel on which horses are carried shall cause the vessel to be provided with a sufficient number of competent persons to ensure the efficient watering, feeding, and care of the horses during the voyage.

Approaches, Gangways and Other Apparatus

(18) Approaches, gangways, passage-ways, cages and other apparatus used for the loading or unloading or movement of horses on or from a vessel shall be so constructed that injury or suffering shall not be caused to the horses.

Overcrowding

(19) A vessel shall not be overcrowded in any part or pen so as to cause injury or suffering to the horses carried thereon or therein.

Injured Horses, etc.

(20) If any horse on a vessel has a limb broken or is otherwise seriously injured so as to be incapable of being disembarked without cruelty, the master of the vessel may, and shall where so required by Section 39 of the Act of 1950, forthwith cause that horse to be slaughtered. The person in charge of the horse shall forthwith report the injury to the master of the vessel.

Killing Instruments

(21) Any vessel on which a horse is carried shall carry a proper killing instrument, to be approved by the Minister for that purpose, and it shall be the duty of the owner of the vessel and the master thereof to see that the vessel is provided with such an instrument together with sufficient ammunition. The master, if so required by an Inspector, shall produce the instrument and ammunition for his inspection.

Plans to be furnished in certain cases

(22) When any vessel is fitted or refitted after the coming into operation of this paragraph for the carriage of horses to or from a port in Great Britain, the owners of the vessel shall cause the Minister to be furnished in duplicate with plans showing the general arrangement of the fittings and a longitudinal section showing in detail the proposed fittings.

Exemption for Through Traffic

5. This Order shall not apply to any vessel on which a horse is shipped from any port outside Great Britain to another port outside Great Britain provided that if the vessel calls at any port in Great Britain during the voyage, no horse is landed from the vessel at that port.

Conditions relating to vessels in which horses are carried from a port in Great Britain

6. The provisions of this Article shall apply to all vessels on which horses are carried by sea from a port in Great Britain.

Power to require stalls to be kept in reserve

(1) An Inspector may at his discretion require a certain proportion of stalls in a vessel to remain empty in such positions as may seem to him desirable.

Unfavourable Weather

(2) No horses shall be carried on any voyage of a vessel if in the judgment of the master of the vessel, there are reasonable grounds at the time of sailing for expecting that owing to adverse weather conditions the voyage would be attended by serious injury or suffering to, or loss of life among the horses.

Bargeing

7. No horse shall be embarked on an open barge for the purpose of transhipment to a vessel or of landing from a vessel.

Provided that this Article shall not apply to a horse carried in a properly constructed box in a barge in either direction between a quay and a vessel if the box is properly lashed to the bottom and side of the barge and is transferred with the horse direct to the vessel in which it is to be shipped or to the quay as the case may be.

Carriage of Unfit Horses

8. No horse shall be permitted by the consignor or any person in charge thereof to be embarked in a vessel for carriage thereon from any port in Great Britain if, owing to infirmity, illness, injury, fatigue or any other cause, it cannot be carried without avoidable suffering during the intended passage.

Carriage of Clipped Horses

9. A horse which is insufficiently protected against the weather by its natural coat shall not be shipped unless it is provided by the consignor with a suitable rug.

Water at Shipping and Unshipping Places

10. At any place where horses are put on board or landed from vessels in Great Britain provision shall be made to the satisfaction of the Minister for water to be supplied to any horse without charge immediately before it is put on board and immediately after landing.

Provision to be made at Unshipping Places

11. At any place where horses are landed from vessels in Great Britain provision shall be made to the satisfaction of the Minister for the speedy and convenient landing of the horses and for a supply of food for them, and, on the request of an Inspector or any person having charge of a horse so landed, food shall be supplied to it at the landing place by the occupier thereof at a reasonable price.

Facilities to be given to Inspectors to make Voyages on Vessels

12. The owner and the master of any vessel shall give all reasonable facilities to an Inspector to enter any vessel on which horses are being shipped from a port in Great Britain, and to make voyages thereon, for the purpose of ascertaining whether the provisions of the Act of 1950 and of any Order made thereunder are complied with.

Returns as to Casualties

13. The owner of a vessel on which provision is made for the regular carriage of horses to or from any port in Great Britain shall keep a record of all horses which have died or have been killed or seriously injured while on the vessel, and shall at the end of every month forthwith make a return to the Minister showing the total number of horses shipped on each voyage completed during the month, and whether any, and, if so, how many horses died or were killed or injured on each voyage and the cause of death or injury and the reason for slaughter.

Cleansing and Disinfection

Vessels

14.—(1) A vessel used for carrying horses by sea, or on a canal, river or inland navigation shall, after they have been landed at any port, and before any other cargo is taken on board at any port in Great Britain, be cleansed and disinfected as follows:—

(*a*) all parts of the vessel and all fittings, boxes, pens, hurdles and utensils with which any horse or its droppings have come in contact shall be thoroughly sprayed with an approved disinfectant, and shall then be scraped and swept, and the scrapings and sweepings and all dung, sawdust, fodder, litter and other matter shall be effectively removed therefrom ;

(*b*) the aforesaid parts and fittings of the vessel and the other aforesaid things and any part of the vessel with which any discharge from the nostrils of any horse has come in contact shall, after being thoroughly washed or scoured with water, be disinfected by being coated, washed or saturated with an approved disinfectant.

(2) Any moveable gangway, passage-way, cage, or other apparatus used for the loading or unloading of any horse on or from a vessel, or otherwise used in connection with the transit of any horse by sea, or on a canal, river or inland navigation, shall as soon as practicable after being so used be thoroughly washed or scoured with water and thereafter disinfected with an approved disinfectant.

(3) In the case of a ferry-boat or other vessel which makes only short and frequent passages across a river or an arm of the sea or other water it shall be sufficient if the ferry-boat or vessel be cleansed and disinfected in the manner herein prescribed once in every period of twenty-four hours within which it is used for the carriage of horses.

(4) Notwithstanding the foregoing provisions of this Article, any vessel or thing aforementioned in this Article shall forthwith be cleansed and disinfected as required by this Article by and at the expense of the owner or the person using or in charge of the same, at any time upon receipt by him of a notice in writing signed by an Inspector requiring such cleansing and disinfection.

Fodder and Litter

15. The scrapings and sweepings and all dung, sawdust, litter, broken or partly consumed fodder and other matter removed from any vessel required by this Order to be cleansed and disinfected shall forthwith be effectually removed from contact with horses or destroyed by fire.

Enforcement

16. The provisions of this Order except where it is otherwise provided, shall be exercised and enforced by the Local Authority.

Revocation

17.—(1) The Orders specified in the Second Schedule hereto are hereby revoked to the extent shown therein.

(2) Paragraph (7) of Article 5 and the Schedule therein referred to and paragraph (1) of Article 31 of the Exportation and Transit of Horses, Asses and Mules Order of 1921(**a**), together with Article 4 (2) and Article 6 of the Exportation and Transit of Horses, Asses and Mules (Amendment) Order of 1927(**b**), shall be revoked on the first day of January, 1953.

In witness whereof the Official Seal of the Minister of Agriculture and Fisheries is hereunto affixed this first day of July, nineteen hundred and fifty-two.

(L.S.)

Tom Dugdale,
Minister of Agriculture and Fisheries.

FIRST SCHEDULE

(Article 4 (7))

SPECIFICATION FOR CERTAIN FITTINGS ON VESSELS CARRYING HORSES. DIMENSIONS OF STALLS

(1) The length from breast-rail to rear lining shall be not less than 7 ft. and not more than 8 ft.

(2) The breadth between division boards in the clear shall be not less than 2 ft. 4 in. and not more than 2 ft. 8 in. provided that in respect of five per cent. of total number of stalls the breadth shall be 2 ft. 8 in.

(3) The height from foot platform or if a foot platform is not required from the floor of the stall to the deck above shall be not less than 7 ft. in the clear; from foot platform or floor of the stall as the case may be to the underside of beam above not less than 6 ft. 6 in. in the clear; provided that no beam or projection from the deck above or any other obstruction the underside of which is less than 7 ft. in the clear from the platform or floor is in the stall area or corresponding area in the passage way within 3 ft. of the front of the stall. These requirements shall also apply in the case of portable boxes carried under deck cover.

Exemptions from this requirement may be granted in respect of vessels fitted for the carriage of horses before the date of this Order, provided that no exemption shall be granted if the height from the foot platform or floor of the stall as the case may be is less than 6 ft. 8 in. in the clear. Every such exemption shall include the condition that only horses of less than a specified size may be carried in the stalls to which the exemption applies.

(4) The height of division boards from platform to upper edge of top board shall be not less than 3 ft. 9 in. and not more than 4 ft.

(5) The height of breast-rail from platform to upper edge shall be not less than 3 ft. 9 in. at the centre.

(a) S.R. & O. 1921/2008; Rev. II, p. 300.
(b) S.R. & O. 1927/1052; Rev. II, p. 300; 1927, p. 92.

(6) Front Stanchions. Stanchions shall be placed at the front corners of each stall except where suitable means for fastening the breast-rail on a bulkhead are available, and the bulkhead makes the provision of division boards unnecessary. The stanchions may be made of wood not less than 6 in. by 4 in. or of hard wood not less than 4 in. by 4 in. well planed all over with edges rounded off or alternatively of iron or steel. For stalls erected on an exposed deck the height of the stanchions shall be 7 ft. 6 in., and they shall be securely fastened to the deck by the use of suitable brackets, sockets, cant etc. and in the case of stalls in between decks they shall be firmly secured in position at head and foot.

The following fittings shall be attached to the stanchions:—

(*a*) Suitable battens or cast iron or steel channels or angles fitted to form grooves to take division boards, breast-rail and toe board, with a stop fitted at the bottom of the groove to keep the lowest division board 3 in. from the floor of the stall. Alternatively for the breast-rail an iron bracket $\frac{1}{8}$ in. thick and 4 in. wide bolted to front of stanchion may be provided;

(*b*) suitable means for keeping the breast-rail and division boards in position;

(*c*) A strong iron ring in front immediately below bracket for breast-rail. Iron and steel stanchions shall be rounded off above the breast-rail.

(7) Rear stanchions must be placed at the rear corners of each stall except where suitable means can be provided for securing division boards at the sides of the ship or where a permanent bulkhead makes the use of division boards unnecessary. The method of securing the rear stanchions shall be similar to that required for front stanchions. For stalls erected on an exposed deck, the height of the rear stanchions shall be 6 ft. 8 in. and they shall be secured to the bulwark by means of iron clamps. The heel of each stanchion shall be securely fastened to the deck by means similar to those used for securing the front stanchions. The spacing and dimensions, except where otherwise required, shall correspond with those of the front stanchions.

(8) Notwithstanding the provisions of the last two preceding paragraphs, in the case of vessels fitted for the carriage of horses before the date of this Order, it shall not be necessary, when carrying horses on a direct voyage between a port situated on the East coast of Ireland between Rosslare and Greenore (inclusive) or a port in Northern Ireland and a port situated on the west coast of Great Britain between Fishguard and Glasgow (inclusive), for front stanchions and rear stanchions to be fitted at the corners of each stall provided:—

(*a*) that front stanchions are placed at each end of every breast-rail, the length of which shall not exceed 8 ft.;

(*b*) that the division boards between each stall, except where they are fitted to front stanchions, are securely fastened to the breast-rail and rear lining in such a manner as to prevent their displacement by pressure on the breast-rail; and

(*c*) that the division boards between each stall, except where they are fitted to front stanchions, are two in number measuring not less than 9 in. by 2 in. placed one above the other so that the top edge of the top board is 3 ft. 9 in. above the foot platform, or, if it is not necessary to provide a foot platform under the provisions of this Order, the floor of the stall.

(9) Cants.—If the stanchions are secured to the deck by means of cants, the latter shall be made of hard wood, not less than 6 in. by 3 in., rounded at upper edge, running the whole length of the row of stalls, and securely fastened to the deck. Holes 5 in. by $1\frac{1}{2}$ in. shall be cut out where necessary to allow of drainage into scuppers.

(10) Toe-battens.—A board 7 in. high by $2\frac{1}{2}$ in. wide shall be bolted to the front of the stanchions on the deck level or firmly secured thereto by the use of iron cleats, to act as a toe-batten to prevent the feet of a horse from slipping through the front of the stall under the breast-rail. Alternatively the toe-batten may be retained in position by being inserted in a groove formed by cast iron

or steel channels attached to the sides of the stanchions. If the horses stand on a wooden deck with no foot platform it will be sufficient if a toe-batten 4 in. by 4 in. is firmly secured as an alternative to the 7 in. board, unless a cant is used for securing the stanchions in which case the cant will suffice for the purpose of a toe-batten.

(11) Except as provided in paragraph 8 of this Schedule division boards shall either be four in number, measuring 9 in. by 2 in., with 2 in. chocks fitted at the ends of the lower edge of the top, second and third boards, to give that amount of clearance, or three in number, measuring 11 in. by 2 in., with chocks of sufficient size to provide a space of 6 in. between the top and the middle boards, and a space of 3 in. between the middle and bottom boards. The bottom board shall rest on the stop fitted at the bottom of the groove on the front stanchion and on a similar stop to be fitted to the rear stanchion, ship's side or bulkhead. The top board shall be of hard wood. The whole shall be well planed and smoothed, and the edges of the top board well rounded off. Each set of division boards shall show the number of the stall and be lettered with the letters of the alphabet, beginning with A at the bottom.

(12) Except as provided in paragraph 8 of this Schedule the breast-rail shall be not less than 9 in. by 2 in., the length to be according to width of stall. The whole shall be well planed and smoothed and the upper third shall be sheathed with zinc. The upper edge may be scalloped to prevent chafing. If necessary some means of preventing the board from moving sideways shall be adopted. The number of the stall shall be placed on each breast-rail.

(13) Foot platform.—Except when the floor is of an anti-slip design approved by the Minister every stall shall be provided with a foot platform which shall be movable. All platforms shall be so fitted as to rest flat on the floor level. The platforms shall be made of three 1½ in. boards set 1 in. apart, and secured by battens the width of the stall. The foot battens, four in number, shall be of hardwood, and measure 3 in. by 3 in., with upper edges rounded off. One shall be placed 9 in. from the back, one 9 in. from the front, and one 12 in. either side of the centre of the platform, or in such other position as will afford the most effective foothold. The four battens shall be secured by galvanised iron screws 3½ in. by ½ in., well recessed below the top of the batten. Two battens 4 in. by 1 in. shall also be screwed on to the underneath surface of the platform 9 in. from either end, and cut through at the spaces between the boards to allow of drainage. As the size of the stalls may vary, the number of the stall shall be marked on each platform. If the horses are to stand on a wooden deck, foot platforms may be dispensed with, but battens shall be fixed to the deck in accordance with paragraph (4) of Article 4 of this Order.

(14) Rear Lining.—Stalls on an exposed deck shall be close lined from the deck to the roof with 1½ in. boards secured to the front of the rear stanchions. Other stalls shall be lined to a height of 5 ft. from platform with 9 in. by 1½ in. boards, with a clearance of 3 in. between each board, and between the bottom board and the platform. In the case of a single row of stalls on the middle line and in special circumstances at sides of ship the lining shall consist of 2 in. boards, arranged similarly to the division boards and secured to the front of the rear stanchions, or fitted into channel bars or cleats on the stanchions. In the case of two rows of stalls back to back between decks, stanchions 4 in by 3 in. spaced 5 ft. apart shall be fixed by means of wedges driven tightly at head and heel. The stanchions shall be lined on both sides to a height of 5 ft. from platform with 9 in. by 1 in. boards with a clearance of 3 in. between boards and between the bottom board and the platform. All boards shall be planed and smoothed and upper edge of top board shall be rounded off. Wooden fillets 2 in. by 2 in. or suitable iron cleats shall be screwed on to rear lining at suitable spaces according to the width of the stalls, to form grooves for taking the division boards.

(15) Rafters and Roofing.—The following shall be used in the case of all stalls on open decks. (*a*) Rafters to carry the roof shall be 4½ in. by 3 in. timber; each rafter shall be bolted to a front and rear stanchion, and shall extend 2 ft. beyond the front stanchion and 6 in. beyond the rear stanchion. A 4 in. by 3 in. "fore and after" shall be bolted to the upper ends of the rear stanchions and a similar "fore and after" shall be bolted to the upper ends of the front stanchions. (*b*) Roof shall consist of 1½ in. timber tongued and grooved which shall run fore and aft, and cover the whole length of the rafters, to which it shall be nailed. The whole shall be covered with weather proof material.

(16) The ends of a row of stalls erected on an open deck shall be closely boarded with 1½ in. timber boards. Stalls on open decks shall be provided with suitable screens made of weather proof material and fastened to the roof of the stall at its front edge and to the deck cants.

(17) Stalls on open decks shall be secured by means of such iron bars, stays, clamps, etc., as may be approved by the Minister.

SECOND SCHEDULE

(Article 17 (1))

ORDERS REVOKED ON THE DATE OF COMING INTO OPERATION OF ARTICLE 17 (1)

Departmental Number	Date	Short Title	Extent of Revocation
791	21st December, 1921	Exportation and Transit of Horses, Asses and Mules Order of 1921 (a)	Article 5, except for paragraph (7) thereof: Articles 6 to 12 (inclusive) Articles 20 to 22 (inclusive) Article 26 Article 27 Article 29
1346	26th June, 1923	Exportation and Transit of Horses, Asses and Mules (Amendment) Order of 1923 (b)	The whole Order
4501	7th November, 1927	Exportation and Transit of Horses, Asses and Mules (Amendment) Order of 1927 (c)	The whole Order except Articles 4 (2) and 6

EXPLANATORY NOTE

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

This Order re-enacts with minor amendments the provisions of previous Orders relating to the carriage of horses by sea from ports in Great Britain, and extends them to horses shipped to Great Britain from overseas.

(a) S.R. & O. 1921/2008; Rev. II, p. 300. (b) S.R. & O. 1923/733; Rev. II, p. 300.
(c) S.R. & O. 1927/1052; Rev. II, p. 300; 1927, p. 92.