



LIVESTOCK INSPECTION RECORD

Name of Premises	s. 22(1)(a)(ii)	LNC	8273
Inspection Date	17-3-16	Inspection Time	08-00
Exporter	NACC	Vessel/Aircraft	Bison Express
Arrival of First Livestock	1-3-16	Arrival of Last Livestock	16-3-16
Proposed Load Out	17-3-16	Proposed Date of Export	17-3-16
AAV(s):	s. 22(1)(a)(ii)	Dept. Of Agriculture Veterinary Officer	s. 22(1)(a)(ii)
Port of Departure	TOWNSVILLE	Actual Date of Export	17-3-16

LIVESTOCK

Number	Species	Class	Type	Importing Country
1764	BOVINE	SLAUGHTER		VIETNAM

Comments

YARDS VERY WET, BOGGY IN PLACES, MAT OF STONE UNDER THE MUD. SO A LARGE # OF CATTLE WERE LAME / FOOT SORE. 107 REJECTED IN UP & SENT BACK TO s. 22(1)(a)(ii)

I CLOSED THE YARDS TO NEW INTRODUCTIONS (6 weeks from arrival PERMITTED TO ENTER BUT MUST BE PUT IN GOOD YARDS) YARDS TO DRY OUT

Documents Provided

BEFORE REOPENING.

YES. - 1 x NVD. NOT COMPLETE
- 1 x MDR ARE IN A WIND BUT NINA BE OUT OF IT BEFORE THEY REACH VIETNAM.

Consignment Identification Number: LNC -

DECLARATION BY ISOLATION PREMISES MANAGEMENT ON PRE-EXPORT ISOLATION OF LIVESTOCK FOR EXPORT

Description/Identification of Stock

Species: Sheep Cattle Other _____

Property of origin	Date of Arrival	No. Head	Identification Brands/Tags/Other	Category*	Sex**
VARIOUS	1/3/16	559	VARIOUS	S	M
VARIOUS	16/3/16	1278	VARIOUS	S	M-
		1837			

*Category: Breeder (B); Feeder (F); Slaughter (S); Other (Describe)
** Sex: Male (M); Castrate (M-); Female (F); Female Spayed (F-)

Declaration

I, **s. 22(1)(a)(ii)** (BLOCK LETTERS) being the authorised management representative of **s. 22(1)(a)(ii)** (isolation premises) declare that the animals described above have been held in isolation in the approved premises for 1 days from 16/3/16 (insert date of commencement of isolation) in accordance with internationally recognised quarantine conditions, and as specified by VIETNAM (country of destination) for the pre-export preparation of CATTLE (type and species of stock).

During the period of isolation, no animals other than those described above were permitted to enter the isolation facility. No lame, blind, injured, sick or substituted animals will be loaded on road transports to ship or holding facility.

s. 22(1)(a)(ii)

17/3/16

Date

Name:(BLOCK LETTERS)

s. 22(1)(a)(ii)

Address:

Telephone:

s. 22(1)(a)(ii)

Facsimile:

s. 22(1)(a)(ii)

PLEASE NOTE: You are advised that this document is to be presented to a Commonwealth Officer for the purposes of the Export Control Act 1982. False or misleading statements in this document may render you liable for prosecution under Commonwealth Law - the Export Control Act 1982, the Crimes Act 1914 or other appropriate legislation.

s. 22(1)(a)(ii)

From: **s. 22(1)(a)(ii)**
Sent: Friday, 18 March 2016 10:18 AM
To: **s. 22(1)(a)(ii)**
Subject: Fwd: **s. 22(1)(a)** [SEC=UNCLASSIFIED]
Attachments: Rejects **s. 22(1)(a)(ii)**.xlsx

----- Forwarded message -----

From: **s. 22(1)(a)(ii)**
Date: 18 Mar 2016 8:46 am
Subject: **s. 22(1)(a)(ii)**
To: **s. 22(1)(a)(ii)**
Cc:

Morning

Attached RFID list for Rejects

s. 22(1)(a)(ii)

s. 22(1)(a)(ii)



BULL 18/03/2016
BULL 18/03/2016
BULL 18/03/2016
BULL 18/03/2016
BULL 18/03/2016
BULL 18/03/2016
BULL 18/03/2016

**s. 22(1)(a)
(ii)**





Details				
Exporter	Name			
LNC Number	F273			
Departure Date	17-3-16			
Mode	SEA			
Document				
Problem	<input type="checkbox"/> No	<input type="checkbox"/> Late	<input type="checkbox"/> Missing	<input checked="" type="checkbox"/> Incomplete
	<input checked="" type="checkbox"/> Vendor Dec	<input type="checkbox"/> Preg Test	<input type="checkbox"/> PoO Cert	<input type="checkbox"/> Lab Results
Which One/s	<input type="checkbox"/> Import Permit	<input type="checkbox"/> AAV Cert	<input type="checkbox"/> Load Plan	<input type="checkbox"/> Waybill
	<input checked="" type="checkbox"/> Other	<input type="checkbox"/> Multiple	<input type="checkbox"/> N/A	Imports in a WHP but HWP CLEAR BEFORE ARRIVAL
How found	<input type="checkbox"/> Exporter	<input checked="" type="checkbox"/> Department	<input type="checkbox"/> Other	<input type="checkbox"/> N/A ARRIVAL
Severity	<input checked="" type="checkbox"/> Acceptable	<input type="checkbox"/> Minor	<input type="checkbox"/> Major	<input type="checkbox"/> Critical
Inspection				
Number rejected or problem pointed out	> 100			
Reason	<input checked="" type="checkbox"/> ASEL	<input type="checkbox"/> Importing Country	<input type="checkbox"/> Other	
Severity	<input type="checkbox"/> Acceptable	<input type="checkbox"/> Minor	<input checked="" type="checkbox"/> Major	<input type="checkbox"/> Critical
Loading				
Loading issue	<input type="checkbox"/> Yes		<input checked="" type="checkbox"/> No	
Reason	<input type="checkbox"/> ASEL	<input type="checkbox"/> Importing Country	<input type="checkbox"/> Other	
Severity	<input type="checkbox"/> Acceptable	<input type="checkbox"/> Minor	<input type="checkbox"/> Major	<input type="checkbox"/> Critical
Health Certificate and Export Permit				
Delayed issue because of problems	<input type="checkbox"/> Yes		<input checked="" type="checkbox"/> No	
Reason	<input type="checkbox"/> ASEL	<input type="checkbox"/> Importing Country	<input type="checkbox"/> Other	
Severity	<input type="checkbox"/> Acceptable	<input type="checkbox"/> Minor	<input type="checkbox"/> Major	<input type="checkbox"/> Critical
Other				
Was an exporter representative present	<input checked="" type="checkbox"/> Yes		<input type="checkbox"/> No	
Were any pregnant animals found	<input type="checkbox"/> Yes		<input checked="" type="checkbox"/> No	
Was it acceptable to have pregnant animals	<input type="checkbox"/> Yes		<input type="checkbox"/> No	
AAV or RP				
Issue	<input type="checkbox"/> Yes		<input checked="" type="checkbox"/> No	
Who	<input type="checkbox"/> AAV	<input type="checkbox"/> RP	<input type="checkbox"/> Both	<input type="checkbox"/> N/A
Severity	<input type="checkbox"/> Acceptable	<input type="checkbox"/> Minor	<input type="checkbox"/> Major	<input type="checkbox"/> Critical
Waiting in excess of 30 minutes				
Documents to be put in order	<input type="checkbox"/> Yes		<input checked="" type="checkbox"/> No	
Inspection/loading	<input type="checkbox"/> Yes		<input type="checkbox"/> No	
Sign off	<input type="checkbox"/> Yes		<input type="checkbox"/> No	



Comments (if you answered yes to any problems, please provide more details)

DOCS - SORTED OUT ON THE SPOT.
CATTLE REJECTS - HIGH # REJECTS DUE TO LAMENESS / FOOT SORE
MOST LIKELY BROUGHT ON BY (1) HEAVY CATTLE → WET YARDS (SOME OUT
OF FEED LOTS.) SOME BEEN THERE FOR LONG TIME; PAUT OF STAKE
IN YARDS. RAN COMBINE TO MOVE SORE CATTLE.
I HAVE SHUT YARDS TO NEW INTRODUCTIONS UNTIL YARDS DRY
OUT.
COULD BE WORTH INVESTIGATING INDIVIDUAL HEIGHTS FOR SUMMERTON CATTLE

Consignment Impact Rating

Compliant No impact Impact Level 1 Impact Level 2 Impact Level 3 Impact Level 4

Department Officer

s. 22(1)(a)(ii)



Australian Government
Department of Agriculture

Certificate of Health to Accompany Animals or Animal Reproductive Material

Sections 2.53, 3.14 and 4.03 of the Export Control (Animals) Order
2004

Certificate No

916.000089

Page 1 of 2

Name and Address of Exporter		Name and Address of Importer	
NORTH AUSTRALIAN CATTLE COMPANY PTY LTD s. 22(1)(a)(ii)		s. 22(1)(a)(ii)	
NORTHERN TERRITORY 0820 AUSTRALIA			
		Import Permit No	1469/TY - KDDV

Description of Animals			
Number	Kind (Species)	Class (Companion, competition, breeder etc)	Identification (microchip, eartags etc)
1764	CATTLE	FEEDER/SLAUGHTER	



Description of Animal Reproductive Material			
Number	Kind (Species and type: eg bovine semen)	Condition (Fresh/Frozen)	Identification (straw numbers, packing list)

The goods have complied with the requirements set out in the following page/s.		Official Stamp
s. 22(1)(a)(ii)	s. 22(1)(a)(ii)	
Name of Authorised Officer s. 22(1)(a)(ii)	Identity No	
	17/3/2016	
	Date of Issue	



Australian Government
Department of Agriculture

Certificate of Health to Accompany Animals or Animal Reproductive Material

Certificate No
916.000089

I, **s. 22(1)(a)(ii)** being a duly authorised Government Veterinary Officer, after due enquiry with respect to the animals identified in this certificate, certify that:

1. Australia has been free from foot and mouth disease, vesicular stomatitis, rinderpest, contagious bovine pleuropneumonia, bovine spongiform encephalopathy, rift valley fever, surra, heartwater, screwworm, east coast fever, bovine brucellosis, bovine tuberculosis (OIE *official freedom*) and lumpy skin disease for at least the past 5 years. There is no vaccine program against these diseases practiced in Australia.
2. The cattle originated from farms/premises not quarantined for any bovine health reason at the time of certification.
3. The cattle originated from farms/premises clinically free from anaplasmosis, babesiosis, bovine genital campylobacteriosis and trichomoniasis for the last 12 months.
4. The cattle originated from farms/premises clinically free from paratuberculosis (Johne's disease), bovine viral diarrhoea, malignant catarrhal fever, enzootic bovine leukosis, ephemeral fever, Q fever, haemorrhagic septicaemia, infectious bovine rhinotracheitis and leptospirosis for the last three years.
5. Animals originate from herds of farms/premises clinically free from bluetongue for the last 3 years.
6. The cattle for export comply with the OIE guidelines for anthrax, that is: showed no clinical signs of anthrax on the day of shipment; and were kept for the 20 days prior to shipment in an establishment where no case of anthrax was officially declared during that period or were vaccinated, not less than 20 days and not more than 6 months prior to shipment.
7. The animals have never been fed any kind of processed animal proteins excluding milk proteins.
8. The animals were treated against internal and external parasites with CYDELIN (name of registered antiparasitic drug) within 30 days prior to export on 17-3-17 (date).
9. Animals have been examined within 48 hours of export and found free from signs of any infectious and contagious disease and fit to travel.
10. The means of transportation have been cleaned and disinfected prior to export by a registered disinfectant.





Australian Government
Department of Agriculture

Permit to Export Animals or Animal Reproductive Material

Permit No

916.000089

sections 2.59, 3.15 and 4.04 of the Export Control (Animals) Order 2004

Name and Address of Exporter NORTH AUSTRALIAN CATTLE COMPANY PTY LTD s. 22(1)(a)(ii) NORTHERN TERRITORY 0820 AUSTRALIA		Name and Address of Importer s. 22(1)(a)(ii)	
Date of departure 17/03/2016	Ship/aircraft/Flight no BISON EXPRESS	Country of Origin AUSTRALIA	Port of loading TOWNSVILLE
Country of destination VIETNAM	Port of discharge HAIPHONG	Final destination (if on carriage)	
Description of Animals			
Number 1764	Kind (Species) CATTLE	Class (Companion, competition, breeder etc) FEEDER/SLAUGHTER	
Description of Animal Reproductive Material			
Number	Kind (Species and type; eg bovine semen)	Condition (Fresh/Frozen)	



Official Stamp



s. 22(1)(a)(ii)	s. 22(1)(a)(ii)	
Name of Authorised Officer s. 22(1)(a)(ii)	Identity No	
Signature of Authorised Officer	Date of Issue 17/3/2016	

DEPARTMENT OF AGRICULTURE



Permission to Leave for Loading

Section 2.54 of the *Export Control (Animals) Order 2004*

Exporter Name North Australian Cattle Company Pty Ltd	LNC 8273
Registered Premises Name s. 22(1)(a)(ii)	Port of Loading Townsville

DESCRIPTION OF LIVE-STOCK				
Number	Species	Class	Breed	Age
1764	BOVINE	FEEDER		

The permission to leave for loading is subject to the following conditions pursuant to section 2.56 of the Export Control (Animals) Order 2004:

- The exporter complies with the relevant approved travel and loading plans;
- The live-stock remain fit to travel; and

Additional conditions imposed by the authorised officer pursuant to section 2.54 of the Export Control Animals Order 2004:

- Livestock are not permitted to leave the registered premises until AMSA, Department of Agriculture and Water Resources (Seaports/ISG) and the Master of the vessel have determined that the vessel is in a fit state to depart. Department of Agriculture and Water Resources Veterinary Officer has been notified by the Exporter in writing prior to loading at the Registered Premises.
- The Exporter must advise the registered premises operator(s) and the relevant transport company(ies) in writing that permission to leave for loading is granted after above condition 1) is met.
- If not previously treated, permission to leave for loading is then subject to cattle being treated onto trucks under the direct supervision of the AAV: s. 22(1)(a)(ii).
A Department of Agriculture and Water Resources Veterinary Officer does NOT need to be present to supervise treatment onto trucks.
- (FOR INDONESIA FEEDER) All cattle are to be weighted in the registered premises within 72 hours of export and no cattle < 200kg and >350kg are to be loaded.
- PLL is approved subject to the additional conditions outlined in the approval letter attached to AEP for LNC 8273 being met.
- Final number loaded to be determined by weighbridge & ASEL Table A4.1.1
- All rejects as per AAV and Veterinary Officer List:

s. 22(1)(a)(ii) Name of Authorised Officer	s. 22(1)(a)(ii) Identity Number	Official Stamp
s. 22(1)(a)(ii) Signature	<u>17/13/2016</u> Date	

Application for Live-stock Export Permits

Subsection 2.58 of the *Export control (Animals) Order 2004*

This is the appropriate application form if a consignment of live-stock has been loaded in accordance with relevant travel and load plans and you are applying to have export permit(s) issued.

1. EXPORTER DETAILS

EXPORTER

North Australian Cattle Company Pty Ltd

NOI/CRMP ID#

LNC-8273

2. EXPORTER'S DECLARATION

- I have attached a copy of the permission to leave for loading with this application;
- I declare that the live-stock were transported to the port of loading and loaded in accordance with the relevant approved travel and loading plans;
- I declare that no relevant circumstances have changed since the live-stock were inspected for the purposes of the issue of relevant health certificate(s);
- I declare that I have complied with the relevant approved NOI and CRMP and ESCAS (if applicable);
- I declare that I have complied with all importing country requirements relating to the consignment;
- I declare that no relevant circumstances have changed in relation to the ESCAS (if applicable);
- I declare that I am in a position to comply with the approved ESCAS (if applicable);
- I declare that I have complied with any conditions to which a live-stock export licence under the *Australian Meat and Live-stock Industry Act 1997* was subject AND any requirements under that Act that otherwise relate to the export of live-stock; and
- I declare that the information that I have provided is true and accurate to the best of my knowledge.

Signature: _____

s. 22(1)(a)(ii)

Date: _____

17/3/16

Name: _____

s. 22(1)(a)(ii)

s. 22(1)(a)(ii)

Masterject syringes

HEALTH AND WELFARE ACTIVITIES AS PER EXPORT PROTOCOL

EXPORTER: NACC NOI/CRMP ID LNC: 8273

Total Head Inspected	1837
Cows	1764
Bulls	559
Steers	1278
Heifers	1
Other	1837
Date of Inspection / Export Yards	17/3/2016 s. 22(1)(a)(ii)
Number rejected / Stock on hand	48 bulls, 25 steers footsore/lame
Number fit and healthy for export	1764

Declaration by contracted third party veterinarian that the above activities have been completed as part of the exporter's application for an export permit:

The above cattle were inspected and found to be free from clinical signs of infectious and or contagious diseases, external parasites or any other of the conditions and nature specified in Section 2.47 of the Export Control (Animals) 2004. I am satisfied that these livestock are healthy and are fit to travel the export journey.

# Treated / Export Depot	1764 s. 22(1)(a)(ii)
Treatment Date	17/3/2016
(1) Treatment	Int/Ext "pour on" (Feeder): Ivermectin (Slaughter): Cydectin 1764
(2) Treatment	
Dosage Rate (Feeder)	(1 ML /20 Kg)
Dosage rate (Slaughter)	(1 ML/10 Kg) 40-65 ml/ HD
Manufacturer	Virbac
Expiry Date	Cydectin Nov 2017

Declaration by contracted third party veterinarian that the above activities have been completed as part of the exporter's application for an export permit:

"All the above livestock treatments were carried out/applied to the manufacturer's dosage recommendations and were all s. 22(1)(a)(ii) accordingly to the manufacturer's recommendations".

Signature:

Date: 17/3/2016

s. 22(1)(a)(ii)

Appendix 2 Stockman daily reports

Instructions

An accredited stock person must provide daily reports on the health and welfare of the livestock to the relevant Agency and Parties Concern, commencing on day (1) of the voyage. The report must include the following information.

LNC: 8273		Exporter: NACC			
1	Vessel Name	M.V. BISON EXPRESS	Date/Port of Departure: 17-Mar-16 Townsville, QLD. - AU.		
2	Voyage Number	1600/04	Total cargo Loaded: 1,764 Head		
3	Date & Day Number	19 March, 2016		Day No: 2	
4	Vessel's Position(Noon)	Latitude : 10 46.6S	Longitude: 142 44.6E		Ave. Speed: 15.46 Knots
	ETA Next Port	Cai Mep, Vietnam	0600H	27 March, 2016	
	Weather Obs.	Wind Direction: WNW	Beaufort Force: 4	Sea State: Moderate	Swell State: Low
5	Mortality	* Daily: 2	* Cumulative: 2		
and comments if appropriate		s. 22(1)(a)(ii) - Deck4, Pen13 - Bull - Downer - Deck4, Pen114 - Bull - Misadventure			
6	Health issues	DECK NO.1	DECK NO.2	DECK NO.3	DECK NO.4
	RESPIRATORY RATE <small>* Average rate for each deck with specific report of any problem areas</small>	ok	ok	ok	ok
	RESPIRATORY CHARACTER <small>* 1=Normal 2=Flailing 3=Gasping</small>	1	1	1	1
	FAECES - Average for each deck <small>1=Normal 2=Slippy 3=Runny Diarrhoea 4=3sheep Pellet</small>	1	1	1	1
Sick Pen Report		Few treatments for swollen legs, downers			
7	Feed consumption	DECK NO.1	DECK NO.2	DECK NO.3	DECK NO.4
	Pellets	3.98 kgs/hd	3.75 kgs/hd	4.33 kgs/hd	3.86 kgs/hd
	Pellets	4.45 kgs/hd	5.23 kgs/hd	4.21 kgs/hd	4.36 kgs/hd
8	Water consumption	42.52 ltrs/hd.			
9	Temperatures	DECK NO.1	DECK NO.2	DECK NO.3	DECK NO.4
	* DRY	29.0	29.0	29.0	29.0
	* WET	26.0	26.0	26.0	26.0
	Humidity	78%	78%	78%	78%
10	Type of Cattle <small>e.g. * Bos Taurus, Bos Indicus, Pregnant Heifers, Etc.</small>	Bulls/Steers			
	Degree of Heat Stress <small>1=Normal (no stress) 2=mild stress 3=severe stress</small>	1	1	1	1
11	Ventilation	* Performance: 100%	100%	100%	100%
12	General Comments	Continued manual watering for whole vessel All livestock are continuously monitored by ship's crew at night.			
	* Livestock Health and Welfare	All cattle settling well			
	* Deck Conditions <small>1=OK 2=WET 3=VERY WET needs cleaning</small>	1	1	1	1
	* Stocking Density	As per Australian Regulations			
	* Issues from Daily Meeting	Continue manual watering,			
	ROB, Fodders:	Pellets	249.0 mts		
		Chaffs	1.0 mts		
Stockman's Name:		s. 22(1)(a)(ii)			

Appendix 2 Stockman daily reports

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An accredited stock person must provide daily reports on the health and welfare of the livestock to the relevant Agency and Parties Concern, commencing on day (1) of the voyage. The report must include the following information.

LNC: 8273		Exporter: NACC				
1	Vessel Name	M.V. BISON EXPRESS	Date/Port of Departure:		17-Mar-16 Townsville, QLD. - AU.	
2	Voyage Number	1600/04	Total cargo Loaded:		1,764 Head	
3	Date & Day Number	20 March, 2016		Day No: 3		
4	Vessel's Position(Noon)	Latitude : 09 10.3S	Longitude: 137 02.5E		Ave. Speed: 14.32 Knots	
	ETA Next Port	Cai Mep, Vietnam	0900H	27 March, 2016		
	Weather Obs.	Wind Direction: W	Beaufort Force: 4	Sea State: Moderate	Swell State: Low	
5	Mortality	* Daily: 2	* Cumulative: 4			
	and comments if appropriate	s. 22(1)(a)(ii) - Deck3, Pen24 - Steer - Misadventure - Deck3, Pen22 - Steer - Misadventure				
6	Health issues	DECK NO.1	DECK NO.2	DECK NO.3	DECK NO.4	
	RESPIRATORY RATE <small>* Average rate for each deck with specific report of any problem areas</small>	ok	ok	ok	ok	
	RESPIRATORY CHARACTER <small>* 1=Normal 2=Pasting 3=Clasping</small>	1	1	1	1	
	FAECES - Average for each deck <small>1=Normal 2=Sloppy 3=Runny Diarrhoea 4=Sheep Pallet</small>	1	1	1	1	
	Sick Pen Report	Retreatments for swollen legs, downers Few new treatments for pink eye, swollen legs, downers				
7	Feed consumption	DECK NO.1	DECK NO.2	DECK NO.3	DECK NO.4	FEEDING SCHEDULE
	Pellets	3.49 kgs/hd	3.24 kgs/hd	3.25 kgs/hd	3.20 kgs/hd	1530H 19-Mar-16
	Pellets	5.77 kgs/hd	5.88 kgs/hd	6.27 kgs/hd	6.21 kgs/hd	0700H 20-Mar-16
8	Water consumption	45.35 ltrs/hd.				
9	Temperatures	DECK NO.1	DECK NO.2	DECK NO.3	DECK NO.4	Ambient Temp (extremes)
	* DRY	29.0	29.0	29.0	30.0	30.0
	* WET	26.0	26.0	26.0	27.0	27.0
	Humidity	78%	78%	78%	78%	78%
10	Type of Cattle	Bulls/Steers				
	<small>e.g. * Bos Taurus, Bos Indicus, Pregnant Heifers, Etc</small>					
	Degree of Heat Stress <small>1=Normal (no stress) 2=mild stress 3=severe stress</small>	1	1	1	1	
11	Ventilation	* Performance: 100%	100%	100%	100%	
12	General Comments	Continue manual watering whole vessel All livestock are continuously monitored by ship's crew at night.				
	* Livestock Health and Welfare	Most treated cattle responding well to treatment Most cattle settling well				
	* Deck Conditions <small>1=OK 2=WET 3=VERY WET needs cleaning</small>	1	1	1	1	
	* Stocking Density	As per Australian Regulations				
	* Issues from Daily Meeting	Slowly start to increase fodder as cattle eat more				
	ROB. Fodders:	Pellets: 232.7 mts	Chaffs: 1.0 mts			
	Stockman's Name:	s. 22(1)(a)(ii)				

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LNC: 8273		Exporter: NACC			
1	Vessel Name	M.V. BISON EXPRESS	Date/Port of Departure:		17-Mar-16 Townsville, QLD. - AU.
2	Voyage Number	1600/04	Total cargo Loaded:		1,764 Head
3	Date & Day Number	21 March, 2016		Day No: 4	
4	Vessel's Position (Noon)	Latitude : 06 32.9S	Longitude: 132 16.7E	Ave. Speed: 13.63 Knots	
	ETA Next Port	Cai Mep, Vietnam	0900H	27 March, 2016	
	Weather Obs.	Wind Direction: W	Beaufort Force: 4	Sea State: Moderate	Swell State: Low
5	Mortality	* Daily: Nil	* Cumulative: 4		
and comments if appropriate					
6	Health issues	DECK NO.1	DECK NO.2	DECK NO.3	DECK NO.4
	RESPIRATORY RATE <small>* Average rate for each deck with specific report of any problem areas</small>	ok	ok	ok	ok
	RESPIRATORY CHARACTER <small>* 1=Normal 2=Fasting 3=Gasping</small>	1	1	1	1
	FAECES - Average for each deck <small>1=Normal 2=Sloppy 3=Runny Diarrhoea 4=Sheep Pellet</small>	1	1	1	1
	Sick Pen Report	few new treatments for swollen legs, pinkeye, downers All treated cattle responding well to treatment			
7	Feed consumption	DECK NO.1	DECK NO.2	DECK NO.3	DECK NO.4
	Pellets	3.85 kgs/hd	3.45 kgs/hd	3.89 kgs/hd	4.41 kgs/hd
	Pellets	5.53 kgs/hd	5.37 kgs/hd	6.43 kgs/hd	6.46 kgs/hd
8	Water consumption	48.19 ltrs/hd.			
9	Temperatures	DECK NO.1	DECK NO.2	DECK NO.3	DECK NO.4
	DRY	30.0	30.0	30.0	30.0
	WET	27.0	27.0	27.0	27.0
	Humidity	78%	78%	78%	78%
10	Type of Cattle <small>e.g. * Bos Taurus 5=oe Indicus Pregnant Heifers, Etc</small>	Bulls/Steers			
	Degree of Heat Stress <small>1=Normal (no stress) 2=mild stress 3=severe stress</small>	1	1	1	1
11	Ventilation	* Performance: 100%	100%	100%	100%
12	General Comments	Continue manual watering whole vessel All livestock are continuously monitored by ship's crew at night.			
	* Livestock Health and Welfare	All cattle slowly starting to increase eating/drinking			
	* Deck Conditions <small>1=OK 2=WET 3=VERY WET needs cleaning</small>	1	1	1	1
	* Stocking Density	As per Australian Regulations			
	* Issues from Daily Meeting	Slowly increase fodder were needed			
	ROB. Fodders:	Pellets	215.0 mts		
		Chaffs	1.0 mts		
Stockman's Name:		s. 22(1)(a)(ii)			

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LNC: 8273		Exporter: NACC			
1. Vessel Name	M.V. BISON EXPRESS	Date/Port of Departure: 17-Mar-16 Townsville, QLD. - AU.			
2. Voyage Number	1600/04	Total cargo Loaded: 1,764 Head			
3. Date & Day Number	22 March, 2016	Day No: 5			
4. Vessel's Position (Noon)	Latitude : 04 15.0S	Longitude: 126 51.3E	Ave. Speed: 14.20 Knots		
ETA Next Port	Cai Mep, Vietnam	0900H	27 March, 2016		
Weather Obs.	Wind Direction: WNW	Beaufort Force: 4	Sea State: Moderate	Swell State: Low	
5. Mortality	* Daily 4	* Cumulative 8			
and comments if appropriate	s. 22(1)(a)(ii) - Deck2, Pen10 - Steer - Pneumonia - Deck4, Pen31 - Bull - Misadventure - Deck4, Pen108 - Bull - Downer - Deck2, Pen19 - Steer - Downer				
6. Health issues	DECK NO.1	DECK NO.2	DECK NO.3	DECK NO.4	
RESPIRATORY RATE <small>* Average rate for each deck with specific report of any problem areas</small>	ok	ok	ok	ok	
RESPIRATORY CHARACTER <small>* 1=Normal 2=Fairing 3=Gasping</small>	1	1	1	1	
FAECES - Average for each deck <small>1=Normal 2=Sloppy 3=Runny Diarrhoea 4=Sheep Pellet</small>	1	1	1	1	
Sick Pen Report	Few treatments for downers, swollen legs				
7. Feed consumption	DECK NO.1	DECK NO.2	DECK NO.3	DECK NO.4	FEEDING SCHEDULE
Pellets	4.33 kgs/hd	4.36 kgs/hd	4.36 kgs/hd	4.41 kgs/hd	1530H 21-Mar-16
Pellets	5.89 kgs/hd	5.98 kgs/hd	6.11 kgs/hd	6.21 kgs/hd	0700H 22-Mar-16
8. Water consumption	48.75 ltrs/hd.				
9. Temperatures	DECK NO.1	DECK NO.2	DECK NO.3	DECK NO.4	Ambient Temp (extremes)
* DRY	31.0	31.0	30.0	30.0	30.0
* WET	28.0	28.0	27.0	27.0	27.0
Humidity	79%	79%	78%	78%	78%
10. Type of Cattle <small>e.g. * Bos Taurus, Bos Indicus, Pregnant Heifers, Etc</small>	Bulls/Steers				
Degree of Heat Stress <small>1=Normal (no stress) 2=mild stress 3=severe stress</small>	1	1	1	1	
11. Ventilation * Performance	100%	100%	100%	100%	
12. General Comments	Continued manual watering All livestock are continuously monitored by ship's crew at night.				
* Livestock Health and Welfare	Cattle starting to eat all fodder				
* Deck Conditions <small>1=OK 2=WET 3=VERY WET needs cleaning</small>	1	1	1	1	
* Stocking Density	As per Australian Regulations				
* Issues from Daily Meeting	Washing Whole vessel tomorrow				
ROB. Fodders:	Pellets	196.6 mts			
	Chaffs	1.0 mts			
Stockman's Name:	s. 22(1)(a)(ii)				

Appendix 2 Stockman daily reports

Instructions

An accredited stock person must provide daily reports on the health and welfare of the livestock to the relevant Agency and Parties Concern, commencing on day (1) of the voyage. The report must include the following information.

LNC: 8273		Exporter: NACC										
1	Vessel Name	M.V. BISON EXPRESS	Date/Port of Departure:		17-Mar-16 Townsville, QLD. - AU.							
2	Voyage Number	1600/04	Total cargo Loaded:		1,764 Head							
3	Date & Day Number	23 March, 2016			Day No: 6							
4	Vessel's Position(Noon)	Latitude :	00 38.7N		Longitude:	126 36.6E		Ave. Speed: 15.00 Knots				
	ETA Next Port	Cai Mep, Vietnam		1500H	27 March, 2016							
	Weather Obs.	Wind Direction:	N	Beaufort Force	4	Sea State	Moderate	Swell State	Low			
5	Mortality	* Daily	3		* Cumulative	11						
and comments if appropriate		s. 22(1)(a)(ii)			Deck4, Pen113 - Bull - Pneumonia Deck3, Pen112 - Steer - Pneumonia - Deck1, Pen16 - Steer - Misadventure							
6	Health issues	DECK NO.1	DECK NO.2		DECK NO.3		DECK NO.4					
	RESPIRATORY RATE <small>* Average rate for each deck with specific report of any problem stress</small>	ok	ok		ok		ok					
	RESPIRATORY CHARACTER <small>* 1=Normal 2=Painting 3=Diarrhoea</small>	1	1		1		1					
	FAECES - Average for each deck <small>1=Normal 2=Sloppy 3=Runny Diarrhoea 4=Sheep Pellet</small>	1	1		1		1					
	Sick Pen Report	Few new/retreatments for swollen legs/downers										
7	Feed consumption	Pellets	4.57	kgs/hd	4.56	kgs/hd	4.52	kgs/hd	4.54	kgs/hd	1530H	22-Mar-16
		Pellets	7.41	kgs/hd	7.50	kgs/hd	7.46	kgs/hd	7.16	kgs/hd	0700H	23-Mar-16
8	Water consumption	47.62 ltrs/hd.										
9	Temperatures	DECK NO.1	DECK NO.2		DECK NO.3		DECK NO.4		Ambient Temp (extremes)			
	* DRY	31.0	31.0		30.0		30.0		30.0			
	* WET	28.0	28.0		27.0		27.0		27.0			
	Humidity	79%	79%		78%		78%		78%			
10	Type of Cattle <small>e.g. * Bos Taurus, Bos Indicus, Pregnant Heifers, Etc.</small>	Bulls/Steers										
	Degree of Heat Stress <small>1=Normal (no stress) 2=mild stress 3=severe stress</small>	1	1		1		1					
11	Ventilation	* Performance	100%		100%		100%		100%			
12	General Comments	Stopped manual watering All livestock are continuously monitored by ship's crew at night.										
	* Livestock Health and Welfare	Slowly starting to increase fodder as cattle start to eat more										
	* Deck Conditions <small>1=OK 2=WET 3=VERY WET needs cleaning</small>	1	1		1		1					
	* Stocking Density	As per Australian Regulations										
	* Issues from Daily Meeting	Planned feeding of chaffs tomorrow-Whole vessel Washing whole vessel today										
	ROB. Fodders:	Pellets	175.6	mts	Chaffs	1.0	mts					
	Stockman's Name:	s. 22(1)(a)(ii)										

Appendix 2 Stockman daily reports

Instructions

An accredited stock person must provide daily reports on the health and welfare of the livestock to the relevant Agency and Parties Concern, commencing on day (1) of the voyage. The report must include the following information.

LNC: 8273		Exporter: NACC				
1	Vessel Name	M.V. BISON EXPRESS	Date/Port of Departure: 17-Mar-16 Townsville, QLD. - AU.			
2	Voyage Number	1600/04	Total cargo Loaded: 1,764 Head			
3	Date & Day Number	24 March, 2016	Day No: 7			
4	Vessel's Position(Noon)	Latitude : 05 22.6N	Longitude: 124 01.7E	Ave. Speed: 14.96 Knots		
	ETA Next Port	Cai Mep, Vietnam	1500H	27 March, 2016		
	Weather Obs.	Wind Direction: NE	Beaufort Force 4	Sea State Moderate	Swell State Low	
5	Mortality	* Daily 3	* Cumulative 14			
and comments if appropriate		s. 22(1)(a)(ii) - Deck1, Pen23 - Steer - Pneumonia - Deck2, Pen2 - Steer - Downer - Deck3, Pen34 - Steer - Downer				
6	Health issues	DECK NO.1	DECK NO.2	DECK NO.3	DECK NO.4	
	RESPIRATORY RATE <small>* Average rate for each deck with specific report of any problem areas</small>	ok	ok	ok	ok	
	RESPIRATORY CHARACTER <small>* 1=Normal 2=Panting 3=Gasping</small>	1	1	1	1	
	FAECES - Average for each deck <small>1=Normal 2=Sloppy 3=Runny Diarrhoea 4=5sheep Pallet</small>	1	1	1	1	
	Sick Pen Report	No new treatments, Few retreatments for swollen legs/downers				
7	Feed consumption	DECK NO.1	DECK NO.2	DECK NO.3	DECK NO.4	FEEDING SCHEDULE
	Pellets	5.77 kgs/hd	5.78 kgs/hd	6.03 kgs/hd	6.27 kgs/hd	1530H 23-Mar-16
	Pellets	9.02 kgs/hd	9.32 kgs/hd	8.96 kgs/hd	8.12 kgs/hd	0700H 24-Mar-16
8	Water consumption	48.75 ltrs/hd.				
9	Temperatures	DECK NO.1	DECK NO.2	DECK NO.3	DECK NO.4	Ambient Temp (extremes)
	* DRY	31.0	31.0	31.0	31.0	31.0
	* WET	28.0	28.0	28.0	27.0	27.0
	Humidity	79%	79%	79%	73%	73%
10	Type of Cattle <small>eg * Bos Taurus, Bos Indicus, Pregnant Heifers, Etc.</small>	Bulls/Stoers				
	Degree of Heat Stress <small>1=Normal (no stress) 2=mild stress 3=severe stress</small>	1	1	1	1	
11	Ventilation	* Performance 100%	100%	100%	100%	
12	General Comments	All cattle drinking out of nose bowls All livestock are continuously monitored by ship's crew at night.				
	* Livestock Health and Welfare	All treated cattle responding well to treatment				
	* Deck Conditions <small>1=OK 2=WET 3=VERY WET needs cleaning</small>	1	1	1	1	
	* Stocking Density	As per Australian Regulations				
	* Issues from Daily Meeting	Feeding all chaffs today				
	ROB, Fodders:	Pellets 149.5 mts		Chaffs 0.0 mts		
Stockman's Name:		s. 22(1)(a)(ii)				

Appendix 2 Stockman daily reports

Instructions

An accredited stock person must provide daily reports on the health and welfare of the livestock to the relevant Agency and Parties Concern, commencing on day (1) of the voyage. The report must include the following information.

LNC: 8273		Exporter: NACC			
1 Vessel Name	M.V. BISON EXPRESS	Date/Port of Departure:		17-Mar-16	Townsville, QLD. - AU.
2 Voyage Number	1600/04	Total cargo Loaded:		1,764	Head
3 Date & Day Number	25 March, 2016		Day No: 8		
4 Vessel's Position(Noon)	Latitude : 08 03.2N	Longitude: 118 59.7E		Ave. Speed: 13.80 Knots	
ETA Next Port	Cai Mep, Vietnam	1500H	27 March, 2016		
Weather Obs.	Wind Direction: NW	Beaufort Force 3	Sea State Slight	Swell State Low	
5 Mortality	* Daily 1	* Cumulative 15			
and comments if appropriate	s. 22(1)(a)(ii) - Deck4, Pen42 - Steer - Downer				
6 Health issues	DECK NO.1	DECK NO.2	DECK NO.3	DECK NO.4	
RESPIRATORY RATE <small>* Average rate for each deck with specific report of any problem areas</small>	ok	ok	ok	ok	
RESPIRATORY CHARACTER <small>* 1=Normal 2=Parting 3=Gasping</small>	1	1	1	1	
FAECES - Average for each deck <small>1=Normal 2=Slippy 3=Runny Diarrhoea 4=Sheep Pellet</small>	1	1	1	1	
Sick Pen Report	Few Retreatments for downers/swollen legs				
7 Feed consumption	DECK NO.1	DECK NO.2	DECK NO.3	DECK NO.4	FEEDING SCHEDULE
Pellets	6.01 kgs/hd	6.08 kgs/hd	6.11 kgs/hd	7.04 kgs/hd	1530H 24-Mar-16
Pellets	7.34 kgs/hd	7.60 kgs/hd	7.77 kgs/hd	7.36 kgs/hd	0700H 25-Mar-16
8 Water consumption	47.62 ltrs/hd.				
9 Temperatures	DECK NO.1	DECK NO.2	DECK NO.3	DECK NO.4	Ambient Temp (extremes)
* DRY	31.0	31.0	31.0	31.0	32.0
* WET	28.0	28.0	28.0	28.0	29.0
Humidity	79%	79%	79%	79%	79%
10 Type of Cattle <small>eg * Bos Taurus, Bos Indicus, Pregnant Heifers, Etc</small>	Bulls/Steers				
Degree of Heat Stress <small>1=Normal(no stress) 2=mild stress 3=severe stress</small>	1	1	1	1	
11 Ventilation	* Performance 100%	100%	100%	100%	
12 General Comments	All cattle drinking out of nose bowls/eating fodder All livestock are continuously monitored by ship's crew at night.				
* Livestock Health and Welfare	All cattle adjusting well, Treated cattle responding well to treatment				
* Deck Conditions <small>1=OK 2=WET 3=VERY WET needs cleaning</small>	1	1	1	1	
* Stocking Density	As per Australian Regulations				
* Issues from Daily Meeting	Preparations for arrival				
ROB. Fodders:	Pellets 125.0 mts				
	Chaffs 0.0 mts				
Stockman's Name:	s. 22(1)(a)(ii)				

Appendix 2 Stockman daily reports

Instructions

An accredited stock person must provide daily reports on the health and welfare of the livestock to the relevant Agency and Parties Concern, commencing on day (1) of the voyage. The report must include the following information.

LNC: 8273		Exporter: NACC			
1	Vessel Name	M.V. BISON EXPRESS	Date/Port of Departure:		17-Mar-16 Townsville, QLD. - AU.
2	Voyage Number	1600/04	Total cargo Loaded:		1,764 Head
3	Date & Day Number	27 March, 2016		Day No: 10	
4	Vessel's Position (Noon)	Latitude : 09 16.6N	Longitude: 107 32.9E	Ave. Speed: 14.88 Knots	
	ETA Next Port	Cai Mep, Vietnam	1630H	27 March, 2016	
	Weather Obs.	Wind Direction: NE	Beaufort Force: 6	Sea State: Very Rough	Swell State: Heavy
5	Mortality	* Daily: Nil	* Cumulative: 16		
and comments if appropriate					
6	Health issues	DECK NO.1	DECK NO.2	DECK NO.3	DECK NO.4
	RESPIRATORY RATE <small>* Average rate for each deck with specific report of any problem areas</small>	ok	ok	ok	ok
	RESPIRATORY CHARACTER <small>* 1=Normal 2=Parting 3=Gasping</small>	1	1	1	1
	FAECES - Average for each deck <small>1=Normal 2=Sloppy 3=Runny Diarrhoea 4=Sheep Pile</small>	1	1	1	1
Sick Pen Report		Final treatments for downers/swollen legs			
7	Feed consumption	DECK NO.1	DECK NO.2	DECK NO.3	DECK NO.4
	Pellets	5.41 kgs/hd	5.57 kgs/hd	5.95 kgs/hd	6.65 kgs/hd
	Pellets	8.06 kgs/hd	8.11 kgs/hd	8.81 kgs/hd	8.96 kgs/hd
8	Water consumption	51.02 ltrs/hd.			
9	Temperatures	DECK NO.1	DECK NO.2	DECK NO.3	DECK NO.4
	* DRY	31.0	31.0	31.0	30.0
	* WET	28.0	28.0	28.0	27.0
	Humidity	79%	79%	79%	78%
10	Type of Cattle <small>e.g. * Bos Taurus Bos Indicus Pregnant Heifers, Etc</small>	Bulls/Steers			
	Degree of Heat Stress <small>1=Normal (no stress) 2=mid stress 3=severe stress</small>	1	1	1	1
11	Ventilation	* Performance: 100%	100%	100%	100%
12	General Comments	All cattle adjusting to change in sea conditions All livestock are continuously monitored by ship's crew at night.			
	* Livestock Health and Welfare	All treated cattle reponing well to treatment All cattle should be able to be discharged			
	* Deck Conditions <small>1=OK 2=WET 3=VERY WET needs cleaning</small>	1	1	1	1
	* Stocking Density	As per Australian Regulations			
	* Issues from Daily Meeting	Final preparatins for arrival			
	ROB. Fodders:	Pellets	73.0 mts	Chaffs	0.0 mts
Stockman's Name:		s. 22(1)(a)(ii)			



Australian Government
Australian Maritime Safety Authority

MASTER'S REPORT
CARRIAGE OF LIVESTOCK

Provision 19 of Marine Orders, Part 43

This Master's Report is to be sent to:

(a) The Secretary
 Attention: Manager - Live Animal Exports Program
 Department of Agriculture, Fisheries and Forestry,
 GPO Box 858 CANBERRA ACT 2601.
 Fax: (02) 6272 5423

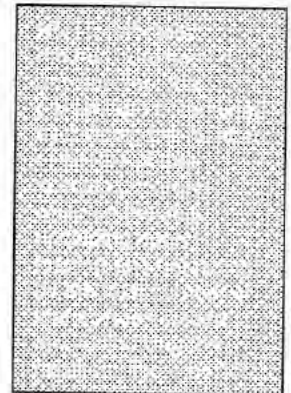
AND (b) The Manager, Ship Inspections,
 Australian Maritime Safety Authority
 GPO Box 2181 CANBERRA ACT 2601.
 Fax (02) 6279 5058
 Email: livestock@amsa.gov.au

SHIP DETAILS

Name of ship M.V. "BISON EXPRESS"	Name and addresses of all livestock exporters North Australian Cattle Company (Elders) s. 22(1)(a)(ii)
Voyage number 16001/04	
Duration of voyage (days) 12	

LOADING DETAILS

Port	Type	Number loaded	Date completed
Townsville, Qld	Sheep		
	Cattle	1764	17-Mar-16
	Other (specify)		
	Sheep		
	Cattle		
	Other (specify)		
	Sheep		
	Cattle		
	Other (specify)		



DISCHARGE DETAILS

Port	Type	Number discharged	Date completed	Mortality (number)	Mortality %
CAI MEP, VIETNAM	Sheep				
	Cattle	1739	28-Mar-16	25	1.42%
	Other (specify)				
	Sheep				
	Cattle				
	Other (specify)				
	Sheep				
	Cattle				
	Other (specify)				

MASTER

Name s. 22(1)(a)(ii)	Signature* s. 22(1)(a)(ii)	Date 28 Mar 2016
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* Not required if Report lodged electronically





MV. BISON EXPRESS

Manila

Port: Cai Mep, Vietnam

Date: 28 March 2016

STATEMENT OF MORTALITY C E R T I F I C A T I O N

VOYAGE NO. 16001-04

We hereby certify that the above mentioned vessel sailed from Townsville, Australia to Cai Mep, Vietnam from 17 March 2016 to 27 March 2016. That during her port stay at Cai Mep, the following number of cattle died in PORT as reflected below:

DATE	BREED	DECK	PEN	Mortality	CAUSE	EARTAG
28 March 2016	Steers	2	27	1	Broken Leg	s. 22(1)(a)(ii)
28 March 2016	Steers	2	6	1	Downer	
28 March 2016	Steers	2	102	1	Downer	
28 March 2016	Steers	2	11	1	Downer	
28 March 2016	Steers	2	31	1	Downer	
28 March 2016	Steers	3	33	1	Downer	
28 March 2016	Steers	4	27	1	Downer	
28 March 2016	Bulls	4	55	1	Downer	
28 March 2016	Steers	2	4	1	Downer	
Total = 9						

The animal carcasses retained onboard and plan to dispose at sea as per MARPOL Annex V disposal procedures.

This certification is made as a documentary statement and valid for any purposes to whom it has been issued. The undersigned claims no responsibilities and or liabilities regarding disputes that may arise thereto.

Prepared by s. 22(1)(a)(ii)

Confirmed by: s. 22(1)(a)(ii)

Noted by s. 22(1)(a)(ii)

MASTER





MV. BISON EXPRESS

Manila

Port: Cai Mep, Vietnam

Date: 27 March 2016

STATEMENT OF MORTALITY C E R T I F I C A T I O N

VOYAGE NO. 16001-04

We hereby certify that the above mentioned vessel sailed from Townsville, QLD. Australia to Cai Mep, Vietnam from 17 March 2016 to 27 March 2016. That during her voyage the following number of cattle died at SEA as reflected below:

DATE	BREED	DECK	PEN	Mortality	CAUSE	EARTAG	
19 March 2016	Bulls	4	13	1	Downer	s. 22(1)(a)(ii)	
19 March 2016	Bulls	4	114	1	Misadventure		
20 March 2016	Steers	3	24	1	Misadventure		
20 March 2016	Steers	3	22	1	Misadventure		
22 March 2016	Steers	2	10	1	Pneumonia		
22 March 2016	Bulls	4	31	1	Misadventure		
22 March 2016	Bulls	4	108	1	Downer		
22 March 2016	Steers	2	19	1	Downer		
23 March 2016	Bulls	4	113	1	Pneumonia		
23 March 2016	Steers	3	112	1	Pneumonia		
23 March 2016	Steers	1	16	1	Misadventure		
24 March 2016	Steers	2	2	1	Downer		
24 March 2016	Steers	1	23	1	Pneumonia		
24 March 2016	Steers	3	34	1	Downer		
25 March 2016	Steers	4	42	1	Downer		
25 March 2016	Steers	3	23	1	Pneumonia		
Total				16			

The carcass was chopped into pieces and disposed at sea.

This certification is made as a documentary statement and valid for any purposes to whom it has been issued. The undersigned claims no responsibilities and or liabilities regarding disputes that may arise thereto.

s. 22(1)(a)(ii)

Confirmed by:

s. 22(1)(a)(ii)

STOCKMAN

Noted by:

s. 22(1)(a)(ii)

MASTER



STOCKMANS END OF VOYAGE REPORT

LNC No/ 8273

Within 72 hours of completing discharge at the final port of discharge an accredited stockperson/veterinary accompanying livestock overseas for Elders International Australia Limited must provide an end of voyage report. This report must provide a general overview of the voyage with mention of any specific issues relevant to the health and welfare of the livestock. The report must include the following information.

(1) Vessel; MV Bison Express.**2) Voyage Number;** V16001-04**(3) Load Port;** Townsville, Australia**Departure Date;** 17/03/2016 @ 2130hrs

No head loaded;

Slaughter Bulls –	511
Slaughter Steers –	1253

Ships total; 1764

(4) Discharge Port; Cai Mep, Vietnam**Arrival date;** 27/03/2016 @ 1730hrs.

No head discharged;

Slaughter Bulls –	505
Slaughter Steers –	1234

Ships total; 1739

(5) Feed and Water; ROB 30mts, loaded 240mt pellets, 1mt chaffs. Total fodder 271mt. Water on board 1800mt, and production can total 120mt daily.**Access;** All cattle have access to both nose bowls and feed troughs,**(6) Maintenance Issues;**

Nil maintenance required.

(7) Environmental Conditions;**Weather;** After sailing from Townsville we had smooth seas, days before arrival we encountered rough seas. For the rest of the voyage until alongside**Temperature;** Average deck temperature on sailing was 30c. The temperature dropped down to 29c and remained there alongside and throughout discharge.**Humidity;** The humidity on sailing averaged 78%.**Ventilation;** All blowers worked 100% throughout loading, voyage and discharge. As all vessels there are a few hot** spots but the problem pens all lightly stocked on this voyage.**Decks;** All are in good condition.**(8) Health & welfare of livestock;** (Included in general overview)**Births;** Nil**Abortions:** Nil

(9) Mortalities; (Identify animals/note date & if during voyage or discharge)

During voyage

19/03/16	s. 22(1)(a)(ii)	- Deck4, Pen16 – Bull - Downer
		- Deck4, Pen114 – Bull – Misadventure
20/03/16		Deck3, Pen24 – Steer – Misadventure
		DECK3, Pen22 – Steer – Misadventure
22/03/16		Deck2, Pen10 – Steer – Pneumonia
		Deck4, Pen31 – Bull – Misadventure
		- Deck4, Pen108 – Bull – Downer
		- Deck2, Pen19 – Steer – Downer
23/03/16		Deck4, Pen113 – Bull – Pneumonia
		Deck3, Pen112 – Steer – Pneumonia
		- Deck1, Pen16 – Steer – Misadventure
24/03/16		Deck2, Pen2 – Steer – Downer
		- Deck1, Pen23 – Steer – Pneumonia
		- Deck3, Pen34 – Steer – Downer
25/03/16		Deck4, Pen42 – Steer – Downer
		Deck3, Pen23 – Steer – Pneumonia
In Port		
28/03/16		- Deck2, Pen27 – Steer – Broken Leg
		- Deck2, Pen6 – Steer – Downer
		- Deck2, Pen102 – Steer – Downer
		- Deck2, Pen11 – Steer – Downer
		- Deck2, Pen31 – Steer – Downer
		- Deck3, Pen33 – Steer – Downer
		Deck4, Pen27 – Steer – Downer
		Deck4, Pen55 – Bull – Downer
		- Deck2, Pen4 – Steer - Downer

(10) Relationship with Master/Crew; Relations with master, officers and crew are good, they all worked well during loading, throughout the voyage and also during discharge.

(11) Comments on discharge operations; Arrived at Cai Mep on the 27th March at 1730hrs. Quarantine inspection at alongside. Discharge commenced at 2120hrs and not completed until 1230hrs the 28th March. Discharge went well with only minor stops in between trucks.

(12) General Overview;

Loading in Townsville went well, started 1100hrs and completed by 1712hrs, Sailed 2130hrs on the 17th March. First few days were just adjusting the cattle to the feed on board. Then we started to increase the feed as we got closer to the port of discharge. During the voyage I encountered swollen legs, eye conditions and also a few downers. All cattle were treated and discharged in good condition.

Signed; s. 22(1)(a)(ii)

Date; 30/03/2016

s. 22(1)(a)(ii) Accredited Stockman.



s. 22(1)(a)(ii)

North Australian Cattle Company Pty Ltd

s. 22(1)(a)(ii)

Dear s. 22(1)(a)(ii)

Directions to North Australian Cattle Company Pty Ltd pursuant to paragraph 17(1)(b) of the *Australian Meat and Live-stock Industry Act 1997*

As the holder of a livestock export licence under the *Australian Meat and Live-stock Industry Act 1997 (AMLI Act)*, your company is required to comply with all the conditions of that licence.

Under section 17 of the AMLI Act, the Secretary may make orders and give directions to be complied with by holders of export licences. The *Australian Meat and Live-stock Industry (Standards) Order 2005* is made under section 17 of the AMLI Act and provides that the holder of a live-stock export licence must not export live-stock except in accordance with the *Australian Standards for the Export of Livestock* (version 2.3 April 2011) (**Standards**).

In accordance with subsection 17(5) of the AMLI Act, all export licences are subject to the condition that the holder of the licence must comply with orders made under section 17 of the AMLI Act. Accordingly, as a condition of its live-stock export licence, North Australian Cattle Company Pty Ltd (NACC), must export live-stock in accordance with the Standards.

Relevant Standards

Section 5.11 of the Standards states that:

If a notifiable incident occurs at any time, the relevant Australian Government agency must be advised as soon as possible and within 12 hours. In relation to a notifiable incident involving a mortality equal to, or greater than the reportable level, a report must be provided that includes the following:

- (a) details of the mortalities (e.g. number, species, suspected causes)*
- (b) factors that may have contributed to the deaths*
- (c) the current location of the vessel and, if appropriate, its destination and estimated time of arrival.*

A reportable level of mortality for a consignment of cattle on voyages of 10 days or more is 1.0 per cent.

Background

The details of LNC-8273 exported by NACC on 17 March 2016 are:

1. A consignment of 1764 cattle was exported from Townsville on 17 March 2016.
2. On 29 March 2016 when the voyage was completed NACC notified the department of 25 mortalities in the 1764 animals exported (a mortality rate of 1.42%), which exceeded the reportable level.

The department investigates any incident with a mortality level higher than the reportable level in ASEL.

Direction

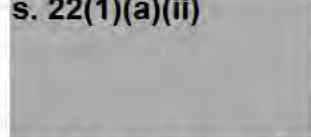
Pursuant to section 17(1)(b) of the AMLI Act, NACC is directed to provide, in relation to the consignment identified as LNC-8273, a report into the causes of the mortalities on this voyage. The report should include the following:

- a. Details of the cattle that died with respect to their sex, weight, age, class, properties of origin and the location of each of the animals on the vessel.
- b. An assessment of the selection process for animals for this consignment.
- c. An evaluation of the transport of the cattle and health of the consignment during their preparation at registered premises. The evaluation should start from the time of arrival and reference daily health records, mortality records, dates of any treatments, details of any rejects and reasons for rejection from the consignment and report on general weather conditions while the animals were being prepared for export.
- d. Full details, including dates, of all treatment of sick livestock and actions undertaken during the voyage to prevent further mortalities.
- e. Details of the on-board conditions during the voyage, including any observations or comments from the stockman about possible causes of the mortalities.
- f. Procedures NACC has put in place to reduce the likelihood of such an incident recurring.

A template is attached to this letter to assist you in providing this information.

I request that you provide the information outlined above by **19 May 2016**. Please contact **s. 22(1)(a)(ii)** if you require further information or clarification. Please provide the report by email to lae.compliance@agriculture.gov.au.

Yours sincerely

s. 22(1)(a)(ii)


Live Animal Export Operations Branch
21 April 2016

Reportable mortality report template

This document provides exporters with a template which can be used to assist in the preparation of reportable mortality reports. The template is to be used as a guide and other information may be required.

1. Investigation Findings

Detail the findings of the investigation. Were the cattle prepared and loaded in accordance with ASEL? What was the weather, feed, water and handling conditions during the voyage? What was the mortality caused by – did it occur on a specific day, deck or due to a disease?

This can be done under the following headings or under other headings specific to the report if required.

1.1. Preparation in the Registered Premise

Include details from the time of arrival. Provide details of the selection of livestock and type of livestock. Reference daily health records, mortality records, dates and details of any treatments, details of any rejects and reasons for rejection from the consignment. Report on general weather conditions while the animals were being prepared for export.

1.2. Loading of the vessel

Include date and time, any issues with loading eg weather, delays, any mortalities.

Confirm details of amount of fodder and bedding loaded.

1.3. Conditions during the Journey

Details of the on board conditions during the voyage eg temperature, high seas etc. Include any observations or comments from the stockman or AAV. Also include details of fodder and water access and consumption.

1.4. Mortality by class/day/deck livestock and treatments

Description of clinical signs if relevant.

Full details including dates of all treatment of sick livestock and actions undertaken during the voyage to prevent further mortalities.

Provide details on the mortalities with respect to their sex, weight, age, class, properties of origin and location on the vessel.

2. Conclusions

What did the investigation discover?

What is the likely cause of the mortalities?

3. Actions

What, if any, actions have been taken to identify the cause of the mortalities and to prevent recurrence? Why?

4. References

If any references are used include here.



International Livestock Exporters
NORTH AUSTRALIAN CATTLE COMPANY PTY LTD
ACH 009 644 679 (A wholly owned subsidiary of Elders Limited) ABN 40 009 644 679

s. 22(1)(a)(ii)

North Australian Cattle Company Pty Ltd

Export Licence Number 247

Notifiable Incident Report

LNC 8273 - MV Bison Express 16001/04



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LNC 8273 - MV Bison Express Index

Item	Page Number
Cover page	1
Index	2
Notifiable Mortality Incident Report	3 – 7
Stockman Daily Reports	8 – 17
Stockman EOv report	18 – 19
Stockman events report	20 – 25
Statement of Mortalities in port/at sea	26 – 27
Ship deck plan	28
Ship Ventilation report	29 – 34
Master's Report Carriage of Livestock report	35 – 36
DAWR correspondence	37

s. 22(1)(a)(ii)

1. Background

The North Australian Cattle Company (NACC) L247 is one of two livestock export licences held by the Elders group of companies. The NACC office is located in Darwin NT and the company has the use of

s. 22(1)(a)(ii)

the MV Bison Express **s. 22(1)(a)(ii)**

On the 17th of March 2016, NACC loaded the MV Bison Express in Townsville Australia for a voyage to Cai Mep Port in southern Vietnam. The cargo consisted of 1,253 Brahman cross slaughter Steers and 511 Brahman cross slaughter bulls.

A total of 25 mortalities occurred during the course of the voyage; 16 during the actual voyage and an additional 9 in port and during discharge. This equated to a mortality rate of 1.42% of the total consignment, which is higher than the 1% reportable level for a long haul voyage of more than 10 days under Version 2.3 of the Australian Standards for the Export of Livestock (ASEL 2.3)

1.0 Investigation Findings

The particular voyage was a typical voyage for NACC from Townsville and it was in fact the 10th voyage from Townsville during the first 11 weeks of 2016. The previous 9 voyages were all completed with minimal or no mortalities. Five of these voyages were to Vietnam and the other four were to Indonesia. This voyage (LNC 8273) was using a familiar vessel to a regular customer with NACC's experienced staff overseeing the shipment.

Whilst there were a number of minor issues identified in this report that in-part contributed to the high mortality levels, the most significant and principal cause was around a 1 in 5 year rainfall event that occurred in the 3-4 days immediately prior to the voyage commencing.

From 12-16th of March, more than 250mm of rain (10") fell across the Townsville region causing flooding in low lying areas and access issues across the region. As explained in more detail in the following report, despite NACC staff and other stakeholders working consistently in the best interests of the livestock loaded on-board the Bison express, the cumulative and delayed effect of this prolific rainfall on the livestock on-board was the primary cause of the 25 mortalities.

1.2 Preparation in the registered premise

The majority of the cattle selected for this consignment were sourced from 2 NACC back-grounding properties located only a short distance from the quarantine yards. All of the cattle arrived into the **s. 22(1)(a)(ii)** yards 4-5 days prior to the Bison Express being due to load. It is industry best practice and NACC standard procedure to bring livestock into quarantine 3-6 days prior to shipment for protocolling, health checks and preparation for shipping.



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s. 22(1)(a)(ii)

All of the cattle arrived in good health, with the steers weighing around 560kgs and the bulls weighing around 530kgs. In the weeks prior to the cattle arriving into Julago, the yards management had undertaken a significant cleaning of the facility which meant that excess manure, soil and old hay was removed. In doing this, the "floor" was taken back to bare ground and this exposed a number of rocks in most pens. Ordinarily, this ground would have become covered with more manure and hay within weeks making a natural floor, but the heavy rain event that followed immediately after the cleaning resulted in mud with some embedded sharp rocks. The wet conditions softened hooves and this resulted in infection, lameness and later some secondary illness including pneumonia.

There were a total of 4 bull mortalities while the cattle were in quarantine, with the details of the four cattle as follows:

s. 22(1)(a)(ii)	BULL	12/03/2016
	BULL	13/03/2016
	BULL	14/03/2016
	BULL	17/03/2016

During the final inspection of the livestock on the 16th March with the DAWR Regional Veterinarian **s. 22(1)(a)(ii)** NACC's approved AAV **s. 22(1)(a)(ii)** and NACC **s. 22(1)(a)(ii)** identified 10 lame bulls which were then removed from the consignment. At this time, due to the heavy rain and muddy conditions **s. 22(1)(a)(ii)** made the decision to close the yards for all animal movements in.

1.3 Loading of the Vessel

The Bison Express arrived at Townsville 0300Hrs on the 17th March 2016. The ship passed AMSA inspections at 0945Hrs and cattle started running at 1100 hours. There was excess fodder to AMSA requirements with 240m/t loaded on the vessel plus one tonne of sawdust and another tonne of chaff loaded. The sawdust and chaff was not an ASEL requirement; however NACC always load some of both with slaughter cattle consignments for the health and welfare of the cattle.

While loading the livestock onto trucks at the **s. 22(1)(a)(ii)** facility, **s. 22(1)(a)(ii)** and **s. 22(1)(a)(ii)** identified, and along with yard management, removed a further 60 steers and bulls from the consignment due to lameness and sore feet. These cattle had effectively become lame overnight as the effects of the prolonged wet weather were taking affect.

All of the animals were loaded onto the vessel with no issues and typical of a loading of the Bison Express, the loading was completed in 6 hours and 12 minutes. During the day of loading, there was some rain in the area with some intermittent showers and nothing like the preceding days.



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s. 22(1)(a)(ii)

The stockman on board the vessel was **s. 22(1)(a)(ii)** is a reasonably experienced stockman, having completed 11 voyages with NACC over the last 12 months under the guidance of and with regular NACC Stockman **s. 22(1)(a)(ii)** is widely recognised as the most experienced and knowledgeable stockman in the industry with some **s. 22(1)(a)** years of experience. Prior to his time with NACC **s. 22(1)(a)(ii)** had completed 12 voyages from NZ to China with Elders International.

1.4 Conditions during the journey

The conditions during the journey are covered in the attached:

- Stockman Daily Reports;
- End of Voyage Report

These reports outline daily temperature and humidity, feed and water consumption, and general conditions of the livestock and the environment. There is also a record of treatments administered by the stockman on a day to day basis for sick and injured animals.

The reports show that the last 3 days of the voyage were in very rough seas and many animals lay or sat down for these days.

1.5 Mortality by class/day/deck livestock treatments

The Stockman Daily Reports outline clearly the mortalities, treatments and issues faced on a day-to-day basis for this voyage.

There were issues from the beginning with a number of cattle with sore legs or lame treated with Penicillin and Flunixin as per standard veterinary practice. These injuries occurred during the loading process as **s. 22(1)(a)(ii)** and NACC's **s. 22(1)(a)(ii)** were overseeing loading of trucks and removing any animals with any sign of injury or lameness.

By Day 5, despite issuing appropriate and recommended medical treatments, spreading cattle out and using sawdust/chaff as bedding where needed, there were now a total of 8 mortalities. Stockman **s. 22(1)(a)(ii)** messaged **s. 22(1)(a)(ii)** back in Australia of the issues on board. **s. 22(1)(a)(ii)** immediately called AAV **s. 22(1)(a)(ii)** and discussed the symptoms and issues on board. It was agreed that the current treatments being administered were appropriate and Stockman **s. 22(1)(a)(ii)** was doing everything possible.

The communications between Stockman **s. 22(1)(a)(ii)** and **s. 22(1)(a)(ii)** and **s. 22(1)(a)(ii)** continued on a daily basis from Day 6 around the health and welfare of the cattle and treatments administered to the cattle. NACC **s. 22(1)(a)(ii)** and NACC **s. 22(1)(a)(ii)** also became involved at this stage.



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s. 22(1)(a)(ii)

On Days 6 and 7, there were 3 more mortalities on each of these 2 days taking the total mortalities to 14 head, a figure approaching the 18 head that would constitute a Reportable Incident under ASEL.

Day 7 was the 24th of March, the Thursday before Good Friday and the Easter Long Weekend NACC management requested **s. 22(1)(a)(ii)** to contact the Australian Government to inform them of the issues at hand and the very real potential of a Reportable Incident on board the Bison Express (LNC 8273). **s. 22(1)(a)(ii)** called DAFW and spoke to **s. 22(1)(a)(ii)** with the background of the shipment, current issues and a description of the health issues and the symptoms. **s. 22(1)(a)(ii)** asked questions around the treatments being administered and NACC's procedures in place and requested to be kept in the loop.

Days 7-10 were over the Easter weekend and the cattle settled somewhat with only 2 additional mortalities taking the total number to 16. However, there were a number of downers and with the rougher China sea now being negotiated, many cattle sat down either voluntarily or not.

On arrival at the port, the cattle were discharged in relatively quick fashion with total discharge taking around 18 hours. One animal had broken a leg during discharge and was immediately euthanized. An additional 8 animals, despite constant care and medical treatment in the preceding days, either could not stand or struggled to stand and walk, and the decision was made to euthanize each of these animals before the stockman disembarked the vessel.

This made a total of 25 mortalities for the voyage and this was confirmed in the Master's Report issued at 9.15pm on the 28th of March, the evening of discharge. This report is attached.

s. 22(1)(a)(ii) emailed **s. 22(1)(a)(ii)** and **s. 22(1)(a)(ii)** the following day, being Tuesday 29th March. This was the first working day after the Easter Long Weekend and the day following discharge.

1.6 Investigation findings

The Bison Express voyage (LNC 8273) was a typical voyage for NACC and will be one of approximately 45 voyages for 2016.

NACC has a highly experienced and competent Operations team and we use the best and most experienced stockman and vet.

All of the correct procedures and treatments were administered and communication channels operated effectively between the stockman, ship's Master and Crew, NACC Operations and Management and the Australian government through DAFW.

This was a case of an ordinary shipment being impacted by an extraordinary weather event.



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s. 22(1)(a)(ii)

As a direct comparison to this voyage, NACC loaded the MV Gloucester (LNC 8322) out of Townsville 3 days later on the 19th of March with 2,549 similar slaughter cattle (average 530kgs) which sailed to Nghi Son in North Vietnam. There were only 6 mortalities on this voyage which is only 0.24% of the total consignment. 1,497 of these cattle were in **s. 22(1)(a)** and the rest were in the in the **s. 22(1)(a)(ii)** **s. 22(1)(a)(ii)** which missed the worst of the rain and so were largely unaffected. The rain has ceased completely in the days leading up to the loading of the Galloway and so all of the **s. 22(1)(a)(ii)** cattle had better yard conditions than the cattle loaded on the Bison.

1.7 Conclusion

NACC **s. 22(1)(a)(ii)** followed the livestock through to the importer's feedlots, and carefully monitored their health and welfare and progress over the 4-5 days after arrival. Following his recommendations, the cattle were given additional space and bedding as they were tired from the voyage. All of the cattle were well received by the importer who worked closely with **s. 22(1)(a)(ii)** **s. 22(1)(a)(ii)** to ensure full recovery and eventual sale of the livestock.

1.8 Actions

Elders conducted a full incident de-brief around the Bison Express (LNC 8273) on the 11th of April as instigated by Head Office. This debrief was conducted by Elders **s. 22(1)(a)(ii)** **s. 22(1)(a)(ii)** and included senior staff from Elders Live Export as well as third party veterinarians **s. 22(1)(a)(ii)** **s. 22(1)(a)(ii)** and **s. 22(1)(a)(ii)**

This debrief scrutinised all aspects of the shipment including processes from beginning to end of voyage and concluded that NACC had followed best practice and Elders' procedures through the entire process.

NACC will look to load additional sawdust and chaff for heavy cattle, particularly where cattle have been in wet yards. NACC will also review our policies around monitoring weather patterns to prepare for adverse conditions and we will work closely with existing quarantine facilities to ensure conditions for livestock are best should bad weather eventuate.

Appendix 2 Stockman daily reports

Instructions

An accredited stock person must provide daily reports on the health and welfare of the livestock to the relevant Agency and Parties Concern, commencing on day (1) of the voyage. The report must include the following information.

LNC: 8273		Exporter: NACC			
1 Vessel Name	M.V. BISON EXPRESS	Date/Port of Departure:	17-Mar-16	Townsville, QLD. - AU.	
2 Voyage Number	1600/04	Total cargo Loaded:	1,764	Head	
3 Date & Day Number	18 March, 2016	Day No:	1		
4 Vessel's Position (Noon)	Latitude : 15 56.5S	Longitude:	145 28.4E	Ave. Speed:	15.00 Knots
ETA Next Port	Cai Mep, Vietnam	0600H	27 March, 2016		
Weather Obs.	Wind Direction: SE	Beaufort Force: 3	Sea State: Slight	Swell State: Low	
5 Mortality	* Daily NII				
end comments if appropriate	* Cumulative NII				
6 Health issues	DECK NO.1	DECK NO.2	DECK NO.3	DECK NO.4	
RESPIRATORY RATE <small>* Average rate for each deck with specific report of any problem/fever</small>	ok	ok	ok	ok	
RESPIRATORY CHARACTER <small>* 1=Normal 2=Fading 3=Gasping</small>	1	1	1	1	
FAECES - Average for each deck <small>1=Normal 2=Slippy 3=Runny 4=Diarrhoea 5=Blood</small>	1	1	1	1	
Sick Pen Report	4hd treated for swollen legs				
7 Feed consumption	DECK NO.1	DECK NO.2	DECK NO.3	DECK NO.4	FEEDING SCHEDULE
Pellets	kgs/hd	kgs/hd	kgs/hd	kgs/hd	
Pellets	3.16 kgs/hd	3.26 kgs/hd	3.09 kgs/hd	3.05 kgs/hd	0700H 18-Feb-16
8 Water consumption	19.84 ltrs/hd.				
9 Temperatures	DECK NO.1	DECK NO.2	DECK NO.3	DECK NO.4	Ambient Temp (extreme)
* DRY	30.0	30.0	30.0	29.0	29.0
* WET	27.0	27.0	27.0	26.0	26.0
Humidity	78%	78%	78%	78%	78%
10 Type of Cattle	Bulls/Stoers				
Degree of Heat Stress <small>1=Normal (no stress) 2=mild stress 3=severe stress</small>	1	1	1	1	
11 Ventilation	* Performance	100%	100%	100%	100%
12 General Comments	Manual watering all decks All livestock are continuously monitored by ship's crew at night.				
* Livestock Health and Welfare All cattle slowly starting to eat pellets/drink out of nose bowls					
* Deck Conditions <small>1=OK 2=WET 3=VERY WET needs cleaning</small>	1	1	1	1	
* Stocking Density	As per Australian Regulations				
* Issues from Daily Meeting	Feeding arrangements R.O.B fodder/chaffs/sawdust				
ROB, Fodders:	Pellets	264.0	mts		
	Chaffs	1.0	mts		

Stockman's Name: **s. 22(1)(a)(ii)**

Appendix 2
Stockman daily reports

Instructions

An accredited stock person must provide daily reports on the health and welfare of the livestock to the relevant Agency and Parties Concern, commencing on day (1) of the voyage. The report must include the following information.

LNC: 8273		Exporter: NACC			
1 Vessel Name	M.V. BISON EXPRESS	Date/Port of Departure:	17-Mar-16 Townsville, QLD. - AU.		
2 Voyage Number	1600/04	Total cargo Loaded:	1,764 Head		
3 Date & Day Number	19 March, 2016	Day No:	2		
4 Vessel's Position (Noon)	Latitude : 10 46.6S	Longitude:	142 44.6E		
ETA Next Port	Cai Mep, Vietnam	0600H	27 March, 2016		
Weather Obs.	Wind Direction WNW	Beaufort Force 4	Sea State Moderate Swell State Low		
5 Mortality	* Daily 2	* Cumulative 2			
and comments if appropriate	s. 22(1)(a)(ii) - Deck4, Pen13 - Bull - Downer Deck4, Pen14 - Bull - Misadventure				
6 Health Issues	DECK NO.1	DECK NO.2	DECK NO.3	DECK NO.4	
RESPIRATORY RATE <small>* Average rate for each deck with specific report of any on-line cases.</small>	ok	ok	ok	ok	
RESPIRATORY CHARACTER <small>* 1-Normal 2-Faring 3-Deeping</small>	1	1	1	1	
FAECES - Average for each deck <small>1-Normal 2-Sloppy 3-Foamy 4-Sharp Pellet</small>	1	1	1	1	
Sick Pen Report	Few treatments for swollen legs, downers				
7 Feed consumption	DECK NO.1	DECK NO.2	DECK NO.3	DECK NO.4	FEEDING SCHEDULE
Pellets	3.98 kgs/hd	3.75 kgs/hd	4.33 kgs/hd	3.86 kgs/hd	1530H 18-Mar-16
Pellets	4.45 kgs/hd	5.23 kgs/hd	4.21 kgs/hd	4.36 kgs/hd	0700H 19-Mar-16
8 Water consumption	42.52 ltrs/hd.				
9 Temperatures	DECK NO.1	DECK NO.2	DECK NO.3	DECK NO.4	Ambient Temp (extremes)
* DRY	29.0	29.0	29.0	29.0	28.0
* WET	26.0	26.0	26.0	26.0	26.0
Humidity	78%	78%	78%	78%	77%
10 Type of Cattle	Bulls/Steers				
Degree of Heat Stress <small>1-Normal 2-stress 3-severe stress</small>	1	1	1	1	
11 Ventilation	* Performance	100%	100%	100%	100%
12 General Comments	Continued manual watering for whole vessel All livestock are continuously monitored by ship's crew at night.				
* Livestock Health and Welfare All cattle settling well					
* Deck Conditions					
1 OK 2 WET 3 VERY WET needs clearing	1	1	1	1	
* Stocking Density As per Australian Regulations					
* Issues from Daily Meeting Continue manual watering.					
ROB Fodders: Pellets 249.0 mts Chaffs 1.0 mts					

Stockman's Name: s. 22(1)(a)(ii)

Appendix 2 Stockman daily reports

Instructions

An accredited stock person must provide daily reports on the health and welfare of the livestock to the relevant Agency and Parties Concern, commencing on day (1) of the voyage. The report must include the following information.

LNC: 8273		Exporter: NACC			
1 Vessel Name	M.V. BISON EXPRESS	Date/Port of Departure:	17-Mar-16 Townsville, QLD. - AU.		
2 Voyage Number	1600/04	Total cargo Loaded:	1,764 Head		
3 Date & Day Number	20 March, 2016	Day No:	3		
4 Vessel's Position (Noon)	Latitude : 09 10.3S	Longitude: 137 02.5E	Ave. Speed: 14.32 Knots		
ETA Next Port	Cai Mep, Vietnam	0900H	27 March, 2016		
Weather Obs.	Wind Direction: W	Beaufort Force: 4	Sea State: Moderate Swell State: Low		
5 Mortality	* Daily: 2	* Cumulative: 4			
and comments if appropriate	s. 22(1)(a)(ii) - Deck3, Pen24 - Steer - Misadventure - Deck3, Pen22 - Steer - Misadventure				
6 Health issues	DECK NO.1	DECK NO.2	DECK NO.3	DECK NO.4	
RESPIRATORY RATE <small>* Average rate for each deck with specific report of any problem areas</small>	ok	ok	ok	ok	
RESPIRATORY CHARACTER <small>* 1=Normal 2=Parting 3=Clumping</small>	1	1	1	1	
FAECES - Average for each deck <small>1=Normal 2=Slippy 3=Heavy Clumps 4=Stacc Pellet</small>	1	1	1	1	
Sick Pen Report	Retreatments for swollen legs, downers Few new treatments for pink eye, swollen legs, downers				
7 Feed consumption	DECK NO.1	DECK NO.2	DECK NO.3	DECK NO.4	FEEDING SCHEDULE
Pellets	3.49 kgs/hd	3.24 kgs/hd	3.25 kgs/hd	3.20 kgs/hd	1530H 19-Mar-16
Pellets	5.77 kgs/hd	5.88 kgs/hd	6.27 kgs/hd	6.21 kgs/hd	0700H 20-Mar-16
8 Water consumption	45.35 ltrs/hd.				
9 Temperatures	DECK NO.1	DECK NO.2	DECK NO.3	DECK NO.4	Ambient Temp (extremes)
* DRY	29.0	29.0	29.0	30.0	30.0
* WET	26.9	26.9	26.0	27.0	27.0
Humidity	78%	78%	78%	78%	78%
10 Type of Cattle	Bulls/Stoers				
Degree of Heat Stress <small>1=Normal (no stress) 2=mild stress 3=severe stress</small>	1	1	1	1	
11 Ventilation	* Performance	100%	100%	100%	100%
12 General Comments	Continue manual watering whole vessel All livestock are continuously monitored by ship's crew at night.				
* Livestock Health and Welfare	Most treated cattle responding well to treatment Most cattle settling well				
* Deck Conditions <small>1=OK 2=WET 3=VERY WET with coaming</small>	1	1	1	1	
* Stocking Density	As per Australian Regulations				
* Issues from Daily Meeting	Slowly start to increase fodder as cattle eat more				
ROB. Fodders:	Pellets	232.7	mts		
	Chaffs	1.0	mts		

Stockman's Name: s. 22(1)(a)(ii)

Appendix 2
Stockman daily reports

Instructions

An accredited stock person must provide daily reports on the health and welfare of the livestock to the relevant Agency and Parties Concern, commencing on day (1) of the voyage. The report must include the following information.

LNC: 8273		Exporter: NACC			
1 Vessel Name	M.V. BISON EXPRESS	Date/Port of Departure:		17-Mar-16	Townsville, QLD. - AU.
2 Voyage Number	1600/04	Total cargo Loaded:		1,764	Head
3 Date & Day Number	21 March, 2016	Day No:		4	
4 Vessel's Position (Noon)	Latitude : 06 32.9S	Longitude:	132 16.7E	Ave. Speed:	13.63 Knots
ETA Next Port	Caï Mep, Vietnam	0900H	27 March, 2016		
Weather Obs.	Wind Direction: W	Beaufort Force: 4	Sea State: Moderata	Swell State: Low	
5 Mortality	* Daily: Nil	* Cumulative: 4			
and comments if appropriate					
6 Health Issues	DECK NO.1	DECK NO.2	DECK NO.3	DECK NO.4	
RESPIRATORY RATE <small>* Average rate for each deck with specific report of any problem seen</small>	ok	ok	ok	ok	
RESPIRATORY CHARACTER <small>* 1-Normal 2-Pneum 3-Coughing</small>	1	1	1	1	
FAECES - Average for each deck <small>* 1-Normal 2-Sloppy 3-Rotary Distress 4-Sharp Pain</small>	1	1	1	1	
Sick Pen Report	few new treatments for swollen legs, pinkeye, downers All treated cattle responding well to treatment				
7 Feed consumption	DECK NO.1	DECK NO.2	DECK NO.3	DECK NO.4	FEEDING SCHEDULE
Pellets	3.85 kgs/hd	3.45 kgs/hd	3.89 kgs/hd	4.41 kgs/hd	1530H 20-Mar-16
Pellets	5.53 kgs/hd	5.37 kgs/hd	6.43 kgs/hd	6.46 kgs/hd	0700H 21-Mar-16
8 Water consumption	48.19 ltrs/hd.				
9 Temperatures	DECK NO.1	DECK NO.2	DECK NO.3	DECK NO.4	Ambient Temp (extremes)
* DRY	30.0	30.0	30.0	30.0	31.0
* WET	27.0	27.0	27.0	27.0	28.0
Humidity	78%	78%	78%	78%	79%
10 Type of Cattle	Bulls/Stewers				
Degree of Heat Stress <small>* 1-OK 2-WET 3-VERY WET needs shading</small>	1	1	1	1	
11 Ventilation	* Performance	100%	100%	100%	100%
12 General Comments	Continue manual watering whole vessel All livestock are continuously monitored by ship's crew at night.				
* Livestock Health and Welfare All cattle slowly starting to increase eating/drinking					
* Deck Conditions					
1-OK 2-WET 3-VERY WET needs shading	1	1	1	1	
* Stocking Density As per Australian Regulations					
* Issues from Daily Meeting Slowly increase fodder were needed					
ROB. Fodders:	Pellets	215.0	mts		
	Chaffs	1.0	mts		

Stockman's Name: s. 22(1)(a)(ii)

Appendix 2 Stockman daily reports

Instructions

An accredited stock person must provide daily reports on the health and welfare of the livestock to the relevant Agency and Parties Concern, commencing on day (1) of the voyage. The report must include the following information.

LNC: 8273		Exporter: NACC			
1 Vessel Name	M.V. BISON EXPRESS	Date/Port of Departure:	17-Mar-16 Townsville, QLD. - AU.		
2 Voyage Number	1600/04	Total cargo Loaded:	1,764 Head		
3 Date & Day Number	22 March, 2016	Day No:	5		
4 Vessel's Position (Noon)	Latitude : 04 15.0S	Longitude:	126 51.3E		
ETA Next Port	Cal Mep, Vietnam	0900H	27 March, 2016		
Weather Obs.	Wind Direction: WNW	Beaufort Force: 4	Sea State: Moderate		
5 Mortality	* Daily: 4	* Cumulative: 8	Swell State: Low		
and comments if appropriate	s. 22(1)(a)(ii) Deck2, Pen10 - Steer - Pneumonia Deck4, Pen31 - Bull - Misadventure - Deck4, Pen108 - Bull - Downer Deck2, Pen19 - Steer - Downer				
6 Health Issues	DECK NO.1	DECK NO.2	DECK NO.3	DECK NO.4	
RESPIRATORY RATE <small>* Average rate for each deck with specific report of any problem seen</small>	ok	ok	ok	ok	
RESPIRATORY CHARACTER <small>* 1-Normal 2-Fading 3-Gasping</small>	1	1	1	1	
FAECES - Average for each deck <small>1-Normal 2-Sloppy 3-Floating Discrete 4-Diarrhoeal</small>	1	1	1	1	
Sick Pen Report	Few treatments for downers, swollen legs				
7 Feed consumption	DECK NO.1	DECK NO.2	DECK NO.3	DECK NO.4	FEEDING SCHEDULE
Pellets	4.33 kgs/hd	4.36 kgs/hd	4.36 kgs/hd	4.41 kgs/hd	1530H 21-Mar-16
Pellets	5.89 kgs/hd	5.96 kgs/hd	6.11 kgs/hd	6.21 kgs/hd	0700H 22-Mar-16
8 Water consumption	48.75 ltrs/hd.				
9 Temperatures	DECK NO.1	DECK NO.2	DECK NO.3	DECK NO.4	Ambient Temp (extremes)
* DRY	31.0	31.0	30.0	30.0	30.0
* WET	28.0	28.0	27.0	27.0	27.0
Humidity	79%	79%	78%	78%	78%
10 Type of Cattle <small>1-0 - Sex Unknown, Sex Indeterminate, Pregnant Heifer, Etc.</small>	Bulls/Steers				
Degree of Heat Stress <small>1-Normal (no stress) 2-Mild stress 3-Moderate stress</small>	1	1	1	1	
11 Ventilation	* Performance	100%	100%	100%	100%
12 General Comments	Continued manual watering All livestock are continuously monitored by ship's crew at night.				
* Livestock Health and Welfare Cattle starting to eat all fodder					
* Deck Conditions: 1 1 1 1 <small>1-OK 2-WET 3-VERY WET needs cleaning</small>					
* Stocking Density As per Australian Regulations					
* Issues from Daily Meeting Washing Whole vessel tomorrow					
ROB. Fodders: Pellets 196.6 mts Chaffs 1.8 mts					

Stockman's Name: s. 22(1)(a)(ii)

Appendix 2 Stockman daily reports

Instructions

An accredited stock person must provide daily reports on the health and welfare of the livestock to the relevant Agency and Parties Concern, commencing on day (1) of the voyage. The report must include the following information.

LNC: 8273		Exporter: NACC			
1 Vessel Name	M.V. BISON EXPRESS	Date/Port of Departure:	17-Mar-16 Townsville, QLD. - AU.		
2 Voyage Number	1600/04	Total cargo Loaded:	1,764 Head		
3 Date & Day Number	24 March, 2016	Day No:	7		
4 Vessel's Position (noon)	Latitude : 05 22.6N	Longitude:	124 01.7E		
ETA Next Port	Cal Mep, Vietnam	1500H	27 March, 2016		
Weather Obs.	Wind Direction: NE	Beaufort Force: 4	Sea State: Moderate		
5 Mortality	* Daily: 3	* Cumulative: 14	Swell State: Low		
and comments if appropriate	s. 22(1)(a)(ii) - Deck1, Pen23 - Steer - Pneumonia - Deck2, Pen2 - Steer - Downer - Deck3, Pen34 - Steer - Downer				
6 Health Issues	DECK NO.1	DECK NO.2	DECK NO.3	DECK NO.4	
RESPIRATORY RATE <small>* Average rate for each deck with specific report of any problem areas</small>	ok	ok	ok	ok	
RESPIRATORY CHARACTER <small>* 1=Normal 2=Harding 3=Choking</small>	1	1	1	1	
FAECES - Average for each deck <small>1=Normal 2=Slippy 3=Runny Drobbies 4=Sleepy</small>	1	1	1	1	
Sick Pen Report	No new treatments, Few retreatments for swollen legs/downers				
7 Feed consumption	DECK NO.1	DECK NO.2	DECK NO.3	DECK NO.4	FEEDING SCHEDULE
Pellets	5.77 kgs/hd	5.78 kgs/hd	6.03 kgs/hd	6.27 kgs/hd	1530H 23-Mar-16
Pellets	9.02 kgs/hd	9.32 kgs/hd	8.96 kgs/hd	8.12 kgs/hd	0700H 24-Mar-16
8 Water consumption	48.75 ltrs/hd.				
9 Temperatures	DECK NO.1	DECK NO.2	DECK NO.3	DECK NO.4	Ambient Temp (extremes)
* DRY	31.0	31.0	31.0	31.0	31.0
* WET	28.0	28.0	28.0	27.0	27.0
Humidity	79%	79%	79%	73%	73%
10 Type of Cattle	Bulls/Steers				
Degree of Heat Stress <small>1=Normal (no stress) 2=mod stress 3=severe stress</small>	1	1	1	1	
11 Ventilation	* Performance	100%	100%	100%	100%
12 General Comments	All cattle drinking out of nose bowls All livestock are continuously monitored by ship's crew at night.				
* Livestock Health and Welfare All treated cattle responding well to treatment					
* Deck Conditions					
1 1 1 1					
* Stocking Density As per Australian Regulations					
* Issues from Daily Meeting Feeding all chaffs today					
ROB. Fodders: Pellets 149.5 mts					
Chaffs 0.0 mts					

Stockman's Name: s. 22(1)(a)(ii)

Appendix 2 Stockman daily reports

Instructions

An accredited stock person must provide daily reports on the health and welfare of the livestock to the relevant Agency and Parties Concern, commencing on day (1) of the voyage. The report must include the following information.

LNC: 8273		Exporter: NACC	
1 Vessel Name	M.V. BISON EXPRESS	Date/Port of Departure:	17-Mar-16 Townsville, QLD. - AU.
2 Voyage Number	1600/04	Total cargo Loaded:	1,764 Head
3 Date & Day Number	25 March, 2016	Day No:	8
4 Vessel's Position (Noon)	Latitude : 08 03.2N	Longitude:	118 59.7E Ave. Speed: 13.80 Knots
ETA Next Port	Cai Mep, Vietnam	1500H	27 March, 2016
Weather Obs.	Wind Direction: NW	Beaufort Force: 3	Sea State: Slight Swell State: Low
5 Mortality	* Daily: 1	* Cumulative: 15	
s. 22(1)(a)(ii) - Deck4, Pen42 - Steer - Downer			
and comments if appropriate			
6 Health Issues	DECK NO.1	DECK NO.2	DECK NO.3 DECK NO.4
RESPIRATORY RATE <small>* Average rate for each deck with specific report of any problems</small>	ok	ok	ok ok
RESPIRATORY CHARACTER <small>* 1=Normal 2=Heaving 3=Gasping</small>	1	1	1 1
FAECES - Average for each deck <small>1=Normal 2=Slippy 3=Runny 4=Diarrhoea 5=Blood</small>	1	1	1 1
Sick Pen Report	Few Retreatments for downers/swollen legs		
7 Feed consumption	DECK NO.1	DECK NO.2	DECK NO.3 DECK NO.4 FEEDING SCHEDULE
Pellets	6.01 kgs/hd	6.08 kgs/hd	6.11 kgs/hd 7.04 kgs/hd 1530H 24-Mar-16
Pellets	7.34 kgs/hd	7.60 kgs/hd	7.77 kgs/hd 7.36 kgs/hd 0700H 25-Mar-16
8 Water consumption	47.62 ltrs/hd.		
9 Temperatures	DECK NO.1	DECK NO.2	DECK NO.3 DECK NO.4 Ambient Temp (extremes)
* DRY	31.0	31.0	31.0 31.0 32.0
* WET	28.0	28.0	28.0 28.0 29.0
Humidity	78%	78%	78% 78% 78%
10 Type of Cattle	Bulls/Steers		
Degree of Heat Stress <small>1=Normal (no stress) 2=mod stress 3=severe stress</small>	1	1	1 1
11 Ventilation	* Performance:	100%	100% 100% 100%
12 General Comments	All cattle drinking out of nose bowls/eating fodder All livestock are continuously monitored by ship's crew at night.		
* Livestock Health and Welfare All cattle adjusting well. Treated cattle responding well to treatment			
* Deck Conditions 1 1 1 1 <small>1=OK 2=WET 3=VERY WET needs cleaning</small>			
* Stocking Density As per Australian Regulations			
* Issues from Daily Meeting Preparations for arrival			
ROB. Fodders	Pellets	125.0	mts
	Chaffs	0.0	mts

Stockman's Name: s. 22(1)(a)(ii)

Appendix 2 Stockman daily reports

Instructions

An accredited stock person must provide daily reports on the health and welfare of the livestock to the relevant Agency and Parties Concern, commencing on day (1) of the voyage. The report must include the following information

LNC: 8273		Exporter: NACC			
1 Vessel Name	M.V. BISON EXPRESS	Date/Port of Departure:		17-Mar-16	Townsville, QLD. - AU.
2 Voyage Number	1600/04	Total cargo Loaded:		1,764	Head
3 Date & Day Number	26 March, 2016	Day No:		9	
4 Vessel's Position (Noon)	Latitude : 07 10.3N	Longitude:	113 00.4E	Ave. Speed:	15.75 Knots
ETA Next Port	Cai Mep, Vietnam	1500H	27 March, 2016		
Weather Obs.	Wind Direction: NE	Beaufort Force: 4	Sea State: Moderate	Swell State: Low	
5 Mortality	* Daily: 1	* Cumulative: 16	s. 22(1)(a)(ii) -Deck3, Pen23 - Steers - Pneumonia(Stockman forgot to put on yesterday's report)		
and comments if appropriate					
6 Health Issues	DECK NO.1	DECK NO.2	DECK NO.3	DECK NO.4	
RESPIRATORY RATE <small>* Average rate for each deck with specific report of any problem areas</small>	ok	ok	ok	ok	
RESPIRATORY CHARACTER <small>* 1=Normal 2=Fast 3=Sluggish</small>	1	1	1	1	
FAECES - Average for each deck <small>1=Normal 2=Sluggish 3=Runny 4=Hoarse 5=Nocturnal</small>	1	1	1	1	
Sick Pen Report					
Retreatments for downers/swollen legs					
7 Feed consumption	DECK NO.1	DECK NO.2	DECK NO.3	DECK NO.4	FEEDING SCHEDULE
Pellets	6.25 kgs/hd	6.18 kgs/hd	6.43 kgs/hd	6.78 kgs/hd	1530H 25-Mar-16
Pellets	8.42 kgs/hd	8.41 kgs/hd	8.33 kgs/hd	8.19 kgs/hd	0700H 26-Mar-16
8 Water consumption	48.75 ltrs/hd.				
9 Temperatures	DECK NO.1	DECK NO.2	DECK NO.3	DECK NO.4	Ambient Temp (extremes)
* DRY	30.0	31.0	31.0	31.0	32.0
* WET	27.0	28.0	28.0	28.0	29.0
Humidity	78%	78%	78%	78%	78%
10 Type of Cattle	Bulls/Stoers				
Degree of Heat Stress <small>1=Normal 2=Stress 3=Severe Stress 4=Extreme Stress</small>	1	1	1	1	
11 Ventilation	* Performance	100%	100%	100%	100%
12 General Comments	Cattle settling well. All livestock are continuously monitored by ship's crew at night.				
* Livestock Health and Welfare Treated cattle responding well to treatment All cattle drinking from nose bows, eating fodder					
* Deck Conditions 1 1 1 1 <small>1=OK, 2=ME1 3=VERY WET needs darning</small>					
* Stocking Density As per Australian Regulations					
* Issues from Daily Meeting Final preparations for arrival					
ROB. Fodders: Pellets 96.9 mts Chaffs 0.0 mts					

Stockman's Name: s. 22(1)(a)(ii)

Appendix 2
Stockman daily reports

Instructions

An accredited stock person must provide daily reports on the health and welfare of the livestock to the relevant Agency and Parties Concern, commencing on day (1) of the voyage. The report must include the following information.

LNC: 8273		Exporter: NACC			
1 Vessel Name	M.V. BISON EXPRESS	Date/Port of Departure:	17-Mar-16	Townsville, QLD. - AU.	
2 Voyage Number	1600/04	Total cargo Loaded:	1,764	Head	
3 Date & Day Number	27 March, 2016	Day No:	10		
4 Vessel's Position (1 Noon)	Latitude : 09 16.6N	Longitude:	107 32.9E	Ave. Speed:	14.88 Knots
ETA Next Port	Cai Mep, Vietnam	1630H	27 March, 2016		
Weather Obs.	Wind Direction: NE	Beaufort Force: 6	Sea State: Vary Rough	Swell State: Heavy	
5 Mortality	* Daily Nil	* Cumulative	16		
and comments if appropriate					
6 Health Issues	DECK NO.1	DECK NO.2	DECK NO.3	DECK NO.4	
RESPIRATORY RATE <small>* Average rate for each deck with specific report of any problem</small>	ok	ok	ok	ok	
RESPIRATORY CHARACTER <small>1-Normal 2-Panting 3-Coughing</small>	1	1	1	1	
FAECES - Average for each deck <small>1-Normal 2-Sloppy 3-Rainy Diarrhoea 4-Sloopy</small>	1	1	1	1	
Sick Pen Report	Final treatments for downers/swollen legs				
7 Feed consumption	DECK NO.1	DECK NO.2	DECK NO.3	DECK NO.4	FEEDING SCHEDULE
Pellets	5.41 kgs/hd	5.57 kgs/hd	5.95 kgs/hd	6.65 kgs/hd	1530H 26-Mar-16
Pellets	8.06 kgs/hd	8.11 kgs/hd	8.81 kgs/hd	8.96 kgs/hd	0700H 27-Mar-16
8 Water consumption	51.02 ltrs/hd.				
9 Temperatures	DECK NO.1	DECK NO.2	DECK NO.3	DECK NO.4	Ambient Temp (extremes)
* DRY	31.0	31.0	31.0	30.0	30.0
* WET	28.0	28.0	28.0	27.0	27.0
Humidity	78%	78%	78%	78%	78%
10 Type of Cattle	Bulls/Stewers				
Degree of Heat Stress <small>1-Normal 2-Heat stress 3-severe heat stress</small>	1	1	1	1	
11 Ventilation	* Performance	100%	100%	100%	100%
12 General Comments	All cattle adjusting to change in sea conditions All livestock are continuously monitored by ship's crew at night.				
* Livestock Health and Welfare	All treated cattle reponding well to treatment All cattle should be able to be discharged				
* Deck Conditions <small>1-OK 2-WET 3-VERY WET needs clearing</small>	1	1	1	1	
* Stocking Density	As per Australian Regulations				
* Issues from Daily Meeting	Final preparations for arrival				
ROB Fodders:	Pellets	73.0	mts		
	Chaffs	0.0	mts		

Stockman's Name: s. 22(1)(a)(ii)

STOCKMANS END OF VOYAGE REPORT

LNC No/ 8273

Within 72 hours of completing discharge at the final port of discharge an accredited stockperson/veterinary accompanying livestock overseas for Elders International Australia Limited must provide an end of voyage report. This report must provide a general overview of the voyage with mention of any specific issues relevant to the health and welfare of the livestock.
The report must include the following information.

(1) Vessel; MV Bison Express.

2) Voyage Number; V16001-04

(3) Load Port; Townsville, Australia

Departure Date; 17/03/2016 @ 2130hrs

No head loaded;

Slaughter Bulls –	511
Slaughter Steers –	1253

Ships total; 1764

(4) Discharge Port; Cai Mep, Vietnam

Arrival date; 27/03/2016 @ 1730hrs.

No head discharged;

Slaughter Bulls –	505
Slaughter Steers –	1234

Ships total; 1739

(5) Feed and Water; ROB 30mts, loaded 240mt pellets, 1mt chaffs. Total fodder 271mt. Water on board 1800mt, and production can total 120mt daily.

Access; All cattle have access to both nose bowls and feed troughs,

(6) Maintenance Issues;

Nil maintenance required.

(7) Environmental Conditions;

Weather; After sailing from Townsville we had smooth seas, days before arrival we encountered rough seas. For the rest of the voyage until alongside

Temperature; Average deck temperature on sailing was 30c. The temperature dropped down to 29c and remained there alongside and throughout discharge.

Humidity; The humidity on sailing averaged 78%.

Ventilation; All blowers worked 100% throughout loading, voyage and discharge. As all vessels there are a few hot** spots but the problem pens all lightly stocked on this voyage.

Decks; All are in good condition.

(8) Health & welfare of livestock; (Included in general overview)

Births; Nil

Abortions; Nil

(9) Mortalities; (Identify animals/note date & if during voyage or discharge)

During voyage

19/03/16	s. 22(1)(a)(ii)	- Deck4, Pen16 – Bull - Downer - Deck4, Pen114 – Bull – Misadventure
20/03/16		Deck3, Pen24 – Steer – Misadventure DECK3, Pen22 – Steer – Misadventure
22/03/16		Deck2, Pen10 – Steer – Pneumonia Deck4, Pen31 – Bull – Misadventure - Deck4, Pen108 – Bull – Downer - Deck2, Pen19 – Steer – Downer
23/03/16		Deck4, Pen113 – Bull – Pneumonia Deck3, Pen112 – Steer – Pneumonia - Deck1, Pen16 – Steer – Misadventure
24/03/16		Deck2, Pen2 – Steer – Downer - Deck1, Pen23 – Steer – Pneumonia - Deck3, Pen34 – Steer – Downer
25/03/16		Deck4, Pen42 – Steer – Downer Deck3, Pen23 – Steer – Pneumonia
In Port		
28/03/16		- Deck2, Pen27 – Steer – Broken Leg - Deck2, Pen6 – Steer – Downer - Deck2, Pen102 – Steer – Downer - Deck2, Pen11 – Steer – Downer - Deck2, Pen31 – Steer – Downer - Deck3, Pen33 – Steer – Downer Deck4, Pen27 – Steer – Downer Deck4, Pen55 – Bull – Downer - Deck2, Pen4 – Steer - Downer

(10) Relationship with Master/Crew; Relations with master, officers and crew are good, they all worked well during loading, throughout the voyage and also during discharge.

(11) Comments on discharge operations; Arrived at Cai Mep on the 27th March at 1730hrs. Quarantine inspection at alongside. Discharge commenced at 2120hrs and not completed until 1230hrs the 28th March. Discharge went well with only minor stops in between trucks.

(12) General Overview;

Loading in Townsville went well, started 1100hrs and completed by 1712hrs, Sailed 2130hrs on the 17th March. First few days were just adjusting the cattle to the feed on board. Then we started to increase the feed as we got closer to the port of discharge. During the voyage I encountered swollen legs, eye conditions and also a few downers. All cattle were treated and discharged in good condition.

Signed; s. 22(1)(a)(ii)

Date; 30/03/2016

s. 22(1)(a)(ii) Accredited Stockman.

Break Down of Voyage 16001-04 (17/03/16 – 28/03/16)

Townsville AU – Cai Mep VN

17/03/16 LOADING

Started loading cattle onto Bison Express at 1100hrs. Started running Steers first, all cattle were run through the top deck, so it took a little longer due to running cattle in small groups off trucks to stop any problems with cattle stacking up/smothering or turning on ramp as they go down the internal ramp to deck 4. Bulls were loaded last.

18/03/16 DAY 1

Begin morning at 0530hrs on bridge with meeting with C/O and crew. Planned to use 1/3 of troughs for manual watering, and to only half full the remaining troughs with pellet. Organised to spread cattle into free pens on all decks.

Started treating cattle with swollen legs or lameness/downers with 20mls of Penicillin SA and 10mls of Flunixon.

For 1500hrs feeding we topped up 2/3 of troughs to full. Continued manual watering until 1700hrs.

For night watch crew only had to make sure nose bowls were clean and full of water. The crew rotate in 2hr shifts.

19/03/16 DAY 2

Begin morning at 0530hrs on bridge with meeting with C/O and crew. Planned to use 1/3 of troughs for manual watering, and to full the remaining troughs with pellet. Also, all old/leftover fodder from previous day to be dump into pens, for bedding/absorb wet patches. Cattle weren't eating much pellets, but were drinking more water due to have more access to water via nose bowls and manual watering.

At morning meeting was informed that 2hd of bulls died during nightwatch.

s. 22(1)(a)(ii) – Deck4, Pen13 – Bull – Downer/Bull had been treated other day for lameness.

s. 22(1)(a)(ii) – Deck4, Pen114 – Bull – Misadventure/Bull was found in corner, looked like another bull had gone to sleep over animals head.

Loosen up pens with downer/lame cattle in them so that they have more space, instead of trying to move animal to Hospital pens, as distance to Hospital pen would have been too hard on injured cattle.

Continued treating injured cattle with 20mls of Penicillin SA and 10mls of Flunixon or 10mls of Tolfedine, depending on animal.

Afternoon feeding was to just top feed troughs back up to full again.

20/03/16 DAY 3

Begin morning at 0530hrs on bridge with meeting with C/O and crew. Planned to use 1/3 of troughs for manual watering, and to full the remaining troughs with pellet. Also, all old/leftover fodder from previous day to be dump into pens, for bedding/absorb wet patches. Cattle weren't eating much pellets, but were drinking more water due to have more access to water via nose bowls and manual watering.

At morning meeting was informed of 2 more cattle died during nightwatch, both were steers this time.

s. 22(1)(a)(ii) – Deck3, Pen24 – Steer – Misadventure/steer was found in corner looked as if another cattle had layed down over animals head and gone to sleep.

s. 22(1)(a)(ii) – Deck3, Pen22 – Steer - Misadventure/steer was found in corner looked as if another cattle had layed down over animals head and gone to sleep.

Both steers looked as if they had stretched out fully on their sides to go to sleep and another steer had gone to sleep on top of them.

Continued treating downers/lame cattle, swollen legs. Also, started to find a few cattle with pinkeye. Continued treating injured cattle with 20mls of Penicillin SA and 10mls of Flunixon or 10mls of Tolfedine, depending on animal. 20mls of Bivatop LA for pinkeye. During morning inspection manually helping to stand all major downers at least once daily.

Afternoon feeding was top-up feed troughs to full again.

21/03/16 DAY 4

Begin morning at 0530hrs on bridge with meeting with C/O and crew. Planned to use 1/3 of troughs for manual watering, and to full the remaining troughs with pellet. Also, all old/leftover fodder from previous day to be dump into pens, for bedding/absorb wet patches. Cattle weren't eating much pellets, but were drinking more water due to have more access to water via nose bowls and manual watering.

During morning meeting no new mortalities were reported by night watch.

Continued treating downers/lame cattle, swollen legs. Also, started to find a few cattle with pinkeye. Continued treating injured cattle with 20mls of Penicillin SA and 10mls of Flunixon or 10mls of Tolfedine, depending on animal. 20mls of Bivatop LA for pinkeye. During morning inspection manually helping to stand all major downers at least once daily.

Few minor adjustments to pens with cattle stretching out in, moving cattle so that they have more room to lay down in.

Topped up feed troughs to full for afternoon feeding.

22/03/16 DAY 5

Begin morning at 0530hrs on bridge with meeting with C/O and crew. Planned to use 1/3 of troughs for manual watering, and to full the remaining troughs with pellet. Also, all old/leftover fodder from previous day to be dump into pens, for bedding/absorb wet patches. Cattle weren't eating much pellets, but were drinking more water due to have more access to water via nose bowls and manual watering. At morning meeting decide to wash whole vessel tomorrow, as there was starting to get a slight build up of waste in the pens.

At morning meeting was informed that 2 head had died.

s. 22(1)(a)(ii) – Deck2, Pen10 – Steer – Pneumonia

– Deck4, Pen31 – Bull – Misadventure/ bull was found in an awkward position in the back of the pen.

Continued treating downers/lame cattle, swollen legs. Treating injured cattle with 20mls of Penicillin SA and 10mls of Flunixon or 10mls of Tolfedine, depending on animal. Started to treat cattle showing signs of respiratory problems with 10mls of Draxxin

During the day had 2 more head die.

s. 22(1)(a)(ii) – Deck4, Pen108 – Bull – Downer.

– Deck2, Pen19 – Steer – Downer.

Both head of cattle had had pens reduced of number of cattle inside to give them extra room, and were been manually helped to stand every morning.

Messaged **s. 22(1)(a)(ii)** and informed he of what problems we were facing on board the vessel and to see if **s. 22(1)(a)(ii)** the AAV had any information/treatments they may help the cattle.

Crew prepared cargo holds for washing tomorrow morning.

For feeding topped up feed troughs to fill.

23/03/16 DAY 6

Crew started washing whole vessel at 0430hrs and were not finished washing until 1230hrs. All cattle/pen/troughs were cleaned during washing. After washing was completed on each deck the crew would feed that deck. Manual watering was stopped at this point and all trough were used for feeding, only nose bowls were used for watering from this point on wards.

During washing 3 mortalities were found.

s. 22(1)(a)(ii) Deck4, Pen113 – Bull – Pneumonia

– Deck3, Pen112 – Steer – Pneumonia

– Deck1, Pen16 – Steer – Misadventure/steer was a downer that had been treated regularly for the past 3days.

Continued treating downers/lame cattle, swollen legs. Treating injured cattle with 20mls of Penicillin SA and 10mls of Flunixon, for cattle that had been treated 3times with penicillin and flunixon, I then

used 20mls of Bivatop and 10mls of Metacam. Started to treat cattle showing signs of respiratory problems with 10mls of Draxxin.

Continued messaging **s. 22(1)(a)(ii)** and informed he of what problems we were facing on board the vessel and to see if **s. 22(1)(a)(ii)** the AAV had any information/treatments they may help the cattle.

Afternoon feeding was just to top up feed troughs and make sure all the nose bowls were clean of salt water/dirt.

24/03/16 DAY 7

Begin day with 5.3am meeting on bridge with C/O and crew regarding feeding arrangements for the day. Manual watering was stopped and all troughs were used for feeding. Before morning feeding all old/remaining feed from previous day were dumped into pens, to create bedding and absorb wet patches.

During morning meeting night watch reported 3 more mortalities.

s. 22(1)(a)(ii) – Deck1, Pen23 – Steer – Pneumonia
– Deck2, Pen2 – Steer – Downer
– Deck3, Pen34 – Steer – Downer

Both downers had been regularly treated for the past few days and also manually stood up everyday at least once.

After morning coffee all chaffs were feed out to whole vessel. Chaff was spread on top of pellots and mixed through.

Continued treating downers/lame cattle, swollen legs. Treating injured cattle with 20mls of Penicillin SA and 10mls of Flunixon, for cattle that had been treated 3 times with penicillin and flunixon, I then used 20mls of Bivatop and 10mls of Metacam. Started to treat cattle showing signs of respiratory problems with 10mls of Draxxin.

Continued messaging **s. 22(1)(a)(ii)** and informed he of what problems we were facing on board the vessel and to see if **s. 22(1)(a)(ii)** the AAV had any information/treatments they may help the cattle.

25/03/16 DAY 8

Begin day with 5.3am meeting on bridge with C/O and crew regarding feeding arrangements for the day. Manual watering was stopped and all troughs were used for feeding. Before morning feeding all old/remaining feed from previous day were dumped into pens, to create bedding and absorb wet patches.

During morning meeting night watch reported 2 more mortalities.

s. 22(1)(a)(ii) – Deck4, Pen42 – Steer – Downer/ had been regularly treated for the past few days and also manually stood up everyday at least once.

s. 22(1)(a)(ii) – Deck3, Pen23 – Steer - Pneumonia

Continued treating downers/lame cattle, swollen legs. Treating injured cattle with 20mls of Penicillin SA and 10mls of Flunixon, for cattle that had been treated 3times with penicillin and flunixon, I then used 20mls of Bivatop and 10mls of Metacam. Started to treat cattle showing signs of respiratory problems with 10mls of Draxxin.

Continued messaging **s. 22(1)(a)(ii)** and informed he of what problems we were facing on board the vessel and to see if **s. 22(1)(a)(ii)** the AAV had any information/treatments they may help the cattle.

Afternoon feeding topped up all troughs to full again.

26/03/16 DAY 9

Begin day with 5.3am meeting on bridge with C/O and crew regarding feeding arrangements for the day. Manual watering was stopped and all troughs were used for feeding. Before morning feeding all old/remaining feed from previous day were dumped into pens, to create bedding and absorb wet patches.

During night watch no new mortalities were reported.

Continued treating downers/lame cattle, swollen legs. Treating injured cattle with 20mls of Penicillin SA and 10mls of Flunixon, for cattle that had been treated 3times with penicillin and flunixon, I then used 20mls of Bivatop and 10mls of Metacam. Started to treat cattle showing signs of respiratory problems with 10mls of Draxxin.

Continued messaging **s. 22(1)(a)(ii)** and informed he of what problems we were facing on board the vessel and to see if **s. 22(1)(a)(ii)** the AAV had any information/treatments they may help the cattle.

During afternoon sea condition became very rough. More time had to be spent making sure that downers/lame cattle were not too badly banged up by the rolling, extra sawdust and troughs with fresh water and pellets were placed on the ground close to the animal that were down so that they could still drink/eat without having to battle the sea.

Crew started preparing the vessel/cargo hold for arrival.

Afternoon feeding topped up all troughs to full again.

27/03/16 DAY 10

Begin day with 5.3am meeting on bridge with C/O and crew regarding feeding arrangements for the day. Manual watering was stopped and all troughs were used for feeding. Before morning feeding all old/remaining feed from previous day were dumped into pens, to create bedding and absorb wet patches.

During night watch no new mortalities were reported.

Final treatments for downers/lame cattle, swollen legs. Treating cattle with 20mls of Bivatop and 10mls of Metacam. Most treated cattle had responded well to treatment and showed signs of making a full recovery,

Sea conditions were rough the up until we were alongside.

All cattle were feed before arrival. And sawdust was applied to all ramps and main walk ways.

27/03/16 – 28/03/16 DISCHARGE

Before discharge started all ramps/corners/platforms were checked to insure no injuries would happen to the cattle.

Extra sawdust was applied to ramps whenever it was needed.

All cattle were ran out of pens in numbers for each truck, so that we never had cattle stand on ramps while waiting for trucks to be prepared.

All cattle were checked before leaving pens to insure that they were fit for transport.

During discharge operations all cattle were still checked regularly to insure that all feed was clean, and that all nose bowls were clean and filled with water.

In PORT Mortalities

s. 22(1)(a)(ii)

- Deck2, Pen27 – Steer – Broken Leg
- Deck2, Pen6 – Steer – Downer
- Deck2, Pen102 – Steer – Downer
- Deck2, Pen11 – Steer – Downer
- Deck2, Pen31 – Steer – Downer
- Deck3, Pen33 – Steer – Downer
- Deck4, Pen27 – Steer – Downer
- Deck4, Pen55 – Bull – Downer
- Deck2, Pen4 – Steer – Downer

All cattle had been treated for a few days before arrival, but the last 2 days with rough sea conditions didn't help before discharge. And it was decide that these animals were unfit travel, and were to remain onboard.

All in PORT mortalities were euthanized before stockperson disembarked the vessel.

s. 22(1)(a)(ii)

31/03/16

NACC Accredited Stockperson



MV. BISON EXPRESS

Manila

Port: Cai Mep, Vietnam

Date: 27 March 2016

STATEMENT OF MORTALITY

C E R T I F I C A T I O N

VOYAGE NO. 16001-04

We hereby certify that the above mentioned vessel sailed from Townsville, QLD, Australia to Cai Mep, Vietnam from 17 March 2016 to 27 March 2016. That during her voyage the following number of cattle died at SEA as reflected below:

DATE	BREED	DECK	PEN	Mortality	CAUSE	EARTAG	
19 March 2016	Bulls	4	13	1	Downer	s. 22(1)(a)(ii)	
19 March 2016	Bulls	4	114	1	Misadventure		
20 March 2016	Steers	3	24	1	Misadventure		
20 March 2016	Steers	3	22	1	Misadventure		
22 March 2016	Steers	2	10	1	Pneumonia		
22 March 2016	Bulls	4	31	1	Misadventure		
22 March 2016	Bulls	4	108	1	Downer		
22 March 2016	Steers	2	19	1	Downer		
23 March 2016	Bulls	4	113	1	Pneumonia		
23 March 2016	Steers	3	112	1	Pneumonia		
23 March 2016	Steers	1	16	1	Misadventure		
24 March 2016	Steers	2	2	1	Downer		
24 March 2016	Steers	1	23	1	Pneumonia		
24 March 2016	Steers	3	34	1	Downer		
25 March 2016	Steers	4	42	1	Downer		
25 March 2016	Steers	3	23	1	Pneumonia		
Total				16			

The carcass was chopped into pieces and disposed at sea.

This certification is made as a documentary statement and valid for any purposes to whom it has been issued. The undersigned claims no responsibilities and or liabilities regarding disputes

s. 22(1)(a)(ii)

Confirm s. 22(1)(a)(ii)

STOCKMAN



Noted by s. 22(1)(a)(ii)

MASTER



MV. BISON EXPRESS

Manila

Port: Cai Mep, Vietnam

Date: 28 March 2016

STATEMENT OF MORTALITY

C E R T I F I C A T I O N

VOYAGE NO. 16001-04

We hereby certify that the above mentioned vessel sailed from Townsville, Australia to Cai Mep, Vietnam from 17 March 2016 to 27 March 2016. That during her port stay at Cai Mep, the following number of cattle died in PORT as reflected below:

DATE	BREED	DECK	PEN	Mortality	CAUSE	EARTAG
28 March 2016	Steers	2	27	1	Broken Leg	s. 22(1)(a)(ii)
28 March 2016	Steers	2	6	1	Downer	
28 March 2016	Steers	2	102	1	Downer	
28 March 2016	Steers	2	11	1	Downer	
28 March 2016	Steers	2	31	1	Downer	
28 March 2016	Steers	3	33	1	Downer	
28 March 2016	Steers	4	27	1	Downer	
28 March 2016	Bulls	4	55	1	Downer	
28 March 2016	Steers	2	4	1	Downer	

Total = 9

The animal carcasses retained onboard and plan to dispose at sea as per MARPOL Annex V disposal procedures.

This certification is made as a documentary statement and valid for any purposes to whom it has been issued. The undersigned claims no responsibilities and or liabilities regarding disputes that may arise thereto.

Prepared by s. 22(1)(a)(ii)

Confirmed by: s. 22(1)(a)(ii)

STOCKMAN

Noted by s. 22(1)(a)(ii)

MASTER



MV "Bk. XPRESS"

MANILA

STORAGE PLAN

Voy. No. 16001/04

LOAD PORT		Townsville, Australia			
DISCH. PORT		Go Dau, Vietnam			
8	13	13	15	12	12
Pen 44	Pen 45	Pen 46	Pen 47	Pen 48	Pen 49
Pen 30	Pen 31	Pen 32	Pen 33	Pen 34	Pen 35
8	8	9	8	8	8
Pen 17	Pen 18	Pen 19	Pen 20	Pen 21	Pen 22
8	13	13	13	12	12
Pen 01	Pen 02	Pen 03	Pen 04	Pen 05	Pen 06

Deck Capacity Plan / sq.m	sq.m
Deck 4	1126.75
Deck 3	936.03
Deck 2	728.16
Deck 1	607.46
TOTAL	3468.41

Deck Capacity Plan / cu.m	cu.m
Deck 4	3867
Deck 3	3084
Deck 2	2514
Deck 1	2101
TOTAL	11566

Class	Quantity
S,STEERS	1278
S,BULLS	99
S,BULLS	460
TOTAL	1837

DATE		17/March, 2016		27/March, 2016	
Dk.No.	Seq.No.	AW	Head	AW	Head
Deck 1	1	560	316	560	316
Deck 2	2	550	375	550	375
Deck 3	3	560	479	560	479
Deck 4	4	560	198	560	198
TOTAL		2230	1368	2230	1368

DATE		17/March, 2016		27/March, 2016	
Dk.No.	Seq.No.	AW	Head	AW	Head
Deck 1	1	560	316	560	316
Deck 2	2	550	375	550	375
Deck 3	3	560	479	560	479
Deck 4	4	560	198	560	198
TOTAL		2230	1368	2230	1368

DATE		17/March, 2016		27/March, 2016	
Dk.No.	Seq.No.	AW	Head	AW	Head
Deck 1	1	560	316	560	316
Deck 2	2	550	375	550	375
Deck 3	3	560	479	560	479
Deck 4	4	560	198	560	198
TOTAL		2230	1368	2230	1368

DATE		17/March, 2016		27/March, 2016	
Dk.No.	Seq.No.	AW	Head	AW	Head
Deck 1	1	560	316	560	316
Deck 2	2	550	375	550	375
Deck 3	3	560	479	560	479
Deck 4	4	560	198	560	198
TOTAL		2230	1368	2230	1368

DATE		17/March, 2016		27/March, 2016	
Dk.No.	Seq.No.	AW	Head	AW	Head
Deck 1	1	560	316	560	316
Deck 2	2	550	375	550	375
Deck 3	3	560	479	560	479
Deck 4	4	560	198	560	198
TOTAL		2230	1368	2230	1368

Pre-loading Plan Sequence

Dk.No.	Seq.No.	AW	Head	AW	Head
Deck 1	1	560	316	560	316
Deck 2	2	550	375	550	375
Deck 3	3	560	479	560	479
Deck 4	4	560	198	560	198
TOTAL		2230	1368	2230	1368

TOTAL 1837 Heads

Pre-loading Plan Sequence

Dk.No.	Seq.No.	AW	Head	AW	Head
Deck 1	1	560	316	560	316
Deck 2	2	550	375	550	375
Deck 3	3	560	479	560	479
Deck 4	4	560	198	560	198
TOTAL		2230	1368	2230	1368

TOTAL 1837 Heads

Prepared by: s. 22(1)(a)(ii)

Noted by: s. 22(1)(a)(ii)

MASTER

MV. BISON EXPRESS	VOYAGE NO.	16001-4
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FROM TOWNSVILLE, AUSTRALIA TO CAI MEP, VIETNAM
CATTLE WATCH DURING LADEN VOYAGE

RANK/NAME	s. 22(1)(a)(ii)	
DATE	22 March	2016
TIME	1800 HRS TO 2000 HRS	
CHECK THE FOLLOWING DURING YOUR WATCH:		
1. VENTILATION UNIT ALL WORKING	/	
2. CARGO HOLD LIGHTINGS ALL ILLUMINATED	/	
3. FW SUFFICIENT PRESSURE & TESTED IF SALTY	/	
4. DRINKING BOWLS LEAKING/DIRTY	X	
5. REMAINING FOODERS TO DISTRIBUTE	/	
6. ANY ABNORMALITIES OF CATTLE	X	
7. WATER IN BILGES LEVEL TO BE PUMPED OUT	X	
REMARKS:	D1 - 101 D3 - 100 D2 - 101 D4 - 100 SALINITY RETAINING s. 22(1)(a)(ii)	
SIGNATURE:	[Redacted]	

RANK/NAME	s. 22(1)(a)(ii)	
DATE	23 March	2016
TIME	0000 HRS TO 0200 HRS	
CHECK THE FOLLOWING DURING YOUR WATCH:		
1. VENTILATION UNIT ALL WORKING	/	
2. CARGO HOLD LIGHTINGS ALL ILLUMINATED	/	
3. FW SUFFICIENT PRESSURE & TESTED IF SALTY	/	
4. DRINKING BOWLS LEAKING/DIRTY	X	
5. REMAINING FOODERS TO DISTRIBUTE	X	
6. ANY ABNORMALITIES OF CATTLE	X	
7. WATER IN BILGES LEVEL TO BE PUMPED OUT	X	
REMARKS:	D1 - 102 D3 - 105 } SALINITY D2 - 103 D4 - 102 } READING s. 22(1)(a)(ii)	
SIGNATURE:	[Redacted]	

RANK/NAME	[Redacted]	
DATE	22 March	2016
TIME	2000 HRS TO 2200 HRS	
CHECK THE FOLLOWING DURING YOUR WATCH:		
1. VENTILATION UNIT ALL WORKING	/	
2. CARGO HOLD LIGHTINGS ALL ILLUMINATED	/	
3. FW SUFFICIENT PRESSURE & TESTED IF SALTY	/	
4. DRINKING BOWLS LEAKING/DIRTY	X	
5. REMAINING FOODERS TO DISTRIBUTE	/	
6. ANY ABNORMALITIES OF CATTLE	X	
7. WATER IN BILGES LEVEL TO BE PUMPED OUT	X	
REMARKS:	D1 - 104 D3 - 106 } SALINITY D2 - 105 D4 - 105 } READING s. 22(1)(a)(ii)	
SIGNATURE:	[Redacted]	

RANK/NAME	[Redacted]	
DATE	23 March	2016
TIME	0200 HRS TO 0400 HRS	
CHECK THE FOLLOWING DURING YOUR WATCH:		
1. VENTILATION UNIT ALL WORKING	/	
2. CARGO HOLD LIGHTINGS ALL ILLUMINATED	/	
3. FW SUFFICIENT PRESSURE & TESTED IF SALTY	/	
4. DRINKING BOWLS LEAKING/DIRTY	/	
5. REMAINING FOODERS TO DISTRIBUTE	/	
6. ANY ABNORMALITIES OF CATTLE	/	
7. WATER IN BILGES LEVEL TO BE PUMPED OUT	/	
REMARKS:		
SIGNATURE:	[Redacted]	

RANK/NAME	s. 22(1)(a)(ii)	
DATE	22 March	2016
TIME	2200 HRS TO 2400 HRS	
CHECK THE FOLLOWING DURING YOUR WATCH:		
1. VENTILATION UNIT ALL WORKING	/	
2. CARGO HOLD LIGHTINGS ALL ILLUMINATED	/	
3. FW SUFFICIENT PRESSURE & TESTED IF SALTY	/	
4. DRINKING BOWLS LEAKING/DIRTY	X	
5. REMAINING FOODERS TO DISTRIBUTE	/	
6. ANY ABNORMALITIES OF CATTLE	X	
7. WATER IN BILGES LEVEL TO BE PUMPED OUT	X	
REMARKS:	D1 105 D3 104 } SALINITY D2 104 D4 104 } READING s. 22(1)(a)(ii)	
SIGNATURE:	[Redacted]	

RANK/NAME	[Redacted]	
DATE	23 March	2016
TIME	0400 HRS TO 0600 HRS	
CHECK THE FOLLOWING DURING YOUR WATCH:		
1. VENTILATION UNIT ALL WORKING	/	
2. CARGO HOLD LIGHTINGS ALL ILLUMINATED	/	
3. FW SUFFICIENT PRESSURE & TESTED IF SALTY	/	
4. DRINKING BOWLS LEAKING/DIRTY	/	
5. REMAINING FOODERS TO DISTRIBUTE	/	
6. ANY ABNORMALITIES OF CATTLE	/	
7. WATER IN BILGES LEVEL TO BE PUMPED OUT	/	
REMARKS:	s. 22(1)(a)(ii)	
SIGNATURE:	[Redacted]	

MV. BISON EXPRESS	VOYAGE NO.	16001-4
FROM TOWNSVILLE, AUSTRALIA TO CAI MEP, VIETNAM		
CATTLE WATCH DURING LADEN VOYAGE		

RANK/NAME	s. 22(1)(a)(ii)	
DATE	21/12/16	2016
TIME	1800 HRS TO 2000 HRS	
CHECK THE FOLLOWING DURING YOUR WATCH:		
1. VENTILATION UNIT ALL WORKING	<input checked="" type="checkbox"/>	
2. CARGO HOLD LIGHTINGS ALL ILLUMINATED	<input checked="" type="checkbox"/>	
3. FW SUFFICIENT PRESSURE & TESTED IF SALTY	<input checked="" type="checkbox"/>	
4. DRINKING BOWLS LEAKING/DIRTY	<input checked="" type="checkbox"/>	
5. REMAINING FOODERS TO DISTRIBUTE	<input checked="" type="checkbox"/>	
6. ANY ABNORMALITIES OF CATTLE	<input checked="" type="checkbox"/>	
7. WATER IN BILGES LEVEL TO BE PUMPED OUT	<input checked="" type="checkbox"/>	
REMARKS:	D1 - 119 D3 - 120 D2 - 120 D4 - 115 SALINITY READING	
SIGNATURE:	s. 22(1)(a)(ii)	

RANK/NAME	s. 22(1)(a)(ii)	
DATE	22/12/16	2016
TIME	0000 HRS TO 0200 HRS	
CHECK THE FOLLOWING DURING YOUR WATCH:		
1. VENTILATION UNIT ALL WORKING	<input checked="" type="checkbox"/>	
2. CARGO HOLD LIGHTINGS ALL ILLUMINATED	<input checked="" type="checkbox"/>	
3. FW SUFFICIENT PRESSURE & TESTED IF SALTY	<input checked="" type="checkbox"/>	
4. DRINKING BOWLS LEAKING/DIRTY	<input checked="" type="checkbox"/>	
5. REMAINING FOODERS TO DISTRIBUTE	<input checked="" type="checkbox"/>	
6. ANY ABNORMALITIES OF CATTLE	<input checked="" type="checkbox"/>	
7. WATER IN BILGES LEVEL TO BE PUMPED OUT	<input checked="" type="checkbox"/>	
REMARKS:	P1 122 P3 123 P2 125 P4 125 SALINITY READING	
SIGNATURE:	s. 22(1)(a)(ii)	

RANK/NAME	s. 22(1)(a)(ii)	
DATE	21/12/16	2016
TIME	2000 HRS TO 2200 HRS	
CHECK THE FOLLOWING DURING YOUR WATCH:		
1. VENTILATION UNIT ALL WORKING	<input checked="" type="checkbox"/>	
2. CARGO HOLD LIGHTINGS ALL ILLUMINATED	<input checked="" type="checkbox"/>	
3. FW SUFFICIENT PRESSURE & TESTED IF SALTY	<input checked="" type="checkbox"/>	
4. DRINKING BOWLS LEAKING/DIRTY	<input checked="" type="checkbox"/>	
5. REMAINING FOODERS TO DISTRIBUTE	<input checked="" type="checkbox"/>	
6. ANY ABNORMALITIES OF CATTLE	<input checked="" type="checkbox"/>	
7. WATER IN BILGES LEVEL TO BE PUMPED OUT	<input checked="" type="checkbox"/>	
REMARKS:	D1 - 118 D3 - 118 D2 - 118 D4 - 118 SALINITY READING	
SIGNATURE:	s. 22(1)(a)(ii)	

RANK/NAME	s. 22(1)(a)(ii)	
DATE	22/12/16	2016
TIME	0200 HRS TO 0400 HRS	
CHECK THE FOLLOWING DURING YOUR WATCH:		
1. VENTILATION UNIT ALL WORKING	<input checked="" type="checkbox"/>	
2. CARGO HOLD LIGHTINGS ALL ILLUMINATED	<input checked="" type="checkbox"/>	
3. FW SUFFICIENT PRESSURE & TESTED IF SALTY	<input checked="" type="checkbox"/>	
4. DRINKING BOWLS LEAKING/DIRTY	<input checked="" type="checkbox"/>	
5. REMAINING FOODERS TO DISTRIBUTE	<input checked="" type="checkbox"/>	
6. ANY ABNORMALITIES OF CATTLE	<input checked="" type="checkbox"/>	
7. WATER IN BILGES LEVEL TO BE PUMPED OUT	<input checked="" type="checkbox"/>	
REMARKS:	D1 = 125 D3 = 124 D2 = 125 D4 = 126 SALINITY READING	
SIGNATURE:	s. 22(1)(a)(ii)	

RANK/NAME	s. 22(1)(a)(ii)	
DATE	21/12/16	2016
TIME	2200 HRS TO 2400 HRS	
CHECK THE FOLLOWING DURING YOUR WATCH:		
1. VENTILATION UNIT ALL WORKING	<input checked="" type="checkbox"/>	
2. CARGO HOLD LIGHTINGS ALL ILLUMINATED	<input checked="" type="checkbox"/>	
3. FW SUFFICIENT PRESSURE & TESTED IF SALTY	<input checked="" type="checkbox"/>	
4. DRINKING BOWLS LEAKING/DIRTY	<input checked="" type="checkbox"/>	
5. REMAINING FOODERS TO DISTRIBUTE	<input checked="" type="checkbox"/>	
6. ANY ABNORMALITIES OF CATTLE	<input checked="" type="checkbox"/>	
7. WATER IN BILGES LEVEL TO BE PUMPED OUT	<input checked="" type="checkbox"/>	
REMARKS:	D1 = 123 D3 = 125 D2 = 122 D4 = 122 SALINITY READING	
SIGNATURE:	s. 22(1)(a)(ii)	

RANK/NAME	s. 22(1)(a)(ii)	
DATE	22/12/16	2016
TIME	0400 HRS TO 0600 HRS	
CHECK THE FOLLOWING DURING YOUR WATCH:		
1. VENTILATION UNIT ALL WORKING	<input checked="" type="checkbox"/>	
2. CARGO HOLD LIGHTINGS ALL ILLUMINATED	<input checked="" type="checkbox"/>	
3. FW SUFFICIENT PRESSURE & TESTED IF SALTY	<input checked="" type="checkbox"/>	
4. DRINKING BOWLS LEAKING/DIRTY	<input checked="" type="checkbox"/>	
5. REMAINING FOODERS TO DISTRIBUTE	<input checked="" type="checkbox"/>	
6. ANY ABNORMALITIES OF CATTLE	<input checked="" type="checkbox"/>	
7. WATER IN BILGES LEVEL TO BE PUMPED OUT	<input checked="" type="checkbox"/>	
REMARKS:	P1 124 P2 125 P3 124 P4 123 SALINITY READING	
SIGNATURE:	s. 22(1)(a)(ii)	

MV. BISON EXPRESS	VOYAGE NO.	16001-4
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**FROM TOWNSVILLE, AUSTRALIA TO CAI MEP, VIETNAM
CATTLE WATCH DURING LADEN VOYAGE**

RANK/NAME	s. 22(1)(a)(ii)	
DATE	20 Mar	2016
TIME	1800 HRS TO 2000 HRS	
CHECK THE FOLLOWING DURING YOUR WATCH:		
1. VENTILATION UNIT ALL WORKING		/
2. CARGO HOLD LIGHTINGS ALL ILLUMINATED		/
3. FW SUFFICIENT PRESSURE & TESTED IF SALTY		/
4. DRINKING BOWLS LEAKING/DIRTY		x
5. REMAINING FOODERS TO DISTRIBUTE		/
6. ANY ABNORMALITIES OF CATTLE		x
7. WATER IN BILGES LEVEL TO BE PUMPED OUT		x
REMARKS:	D1 95 D3 95 } SALINITY D2 95 D4 95 } READING s. 22(1)(a)(ii)	
SIGNATURE:	[Redacted]	

RANK/NAME	s. 22(1)(a)(ii)	
DATE	21 Mar	2016
TIME	0000 HRS TO 0200 HRS	
CHECK THE FOLLOWING DURING YOUR WATCH:		
1. VENTILATION UNIT ALL WORKING		✓
2. CARGO HOLD LIGHTINGS ALL ILLUMINATED		✓
3. FW SUFFICIENT PRESSURE & TESTED IF SALTY		✓
4. DRINKING BOWLS LEAKING/DIRTY		x
5. REMAINING FOODERS TO DISTRIBUTE		✓
6. ANY ABNORMALITIES OF CATTLE		x
7. WATER IN BILGES LEVEL TO BE PUMPED OUT		x
REMARKS:	D1 = 97 D3 = 98 } SALINITY D2 = 95 D4 = 97 } READING s. 22(1)(a)(ii)	
SIGNATURE:	[Redacted]	

RANK/NAME	s. 22(1)(a)(ii)	
DATE	20 Mar	2016
TIME	2000 HRS TO 2200 HRS	
CHECK THE FOLLOWING DURING YOUR WATCH:		
1. VENTILATION UNIT ALL WORKING		-
2. CARGO HOLD LIGHTINGS ALL ILLUMINATED		/
3. FW SUFFICIENT PRESSURE & TESTED IF SALTY		/
4. DRINKING BOWLS LEAKING/DIRTY		x
5. REMAINING FOODERS TO DISTRIBUTE		/
6. ANY ABNORMALITIES OF CATTLE		x
7. WATER IN BILGES LEVEL TO BE PUMPED OUT		x
REMARKS:	D1 - 96 D3 - 95 } SALINITY D2 - 100 D4 - 95 } READING s. 22(1)(a)(ii)	
SIGNATURE:	[Redacted]	

RANK/NAME	s. 22(1)(a)(ii)	
DATE	20 Mar	2016
TIME	0200 HRS TO 0400 HRS	
CHECK THE FOLLOWING DURING YOUR WATCH:		
1. VENTILATION UNIT ALL WORKING		✓
2. CARGO HOLD LIGHTINGS ALL ILLUMINATED		✓
3. FW SUFFICIENT PRESSURE & TESTED IF SALTY		✓
4. DRINKING BOWLS LEAKING/DIRTY		x
5. REMAINING FOODERS TO DISTRIBUTE		/
6. ANY ABNORMALITIES OF CATTLE		x
7. WATER IN BILGES LEVEL TO BE PUMPED OUT		x
REMARKS:	D1 101 D3 97 } SALINITY D2 98 D4 98 } READING s. 22(1)(a)(ii)	
SIGNATURE:	[Redacted]	

RANK/NAME	s. 22(1)(a)(ii)	
DATE	20 Mar	2016
TIME	2200 HRS TO 2400 HRS	
CHECK THE FOLLOWING DURING YOUR WATCH:		
1. VENTILATION UNIT ALL WORKING		/
2. CARGO HOLD LIGHTINGS ALL ILLUMINATED		/
3. FW SUFFICIENT PRESSURE & TESTED IF SALTY		/
4. DRINKING BOWLS LEAKING/DIRTY		x
5. REMAINING FOODERS TO DISTRIBUTE		/
6. ANY ABNORMALITIES OF CATTLE		x
7. WATER IN BILGES LEVEL TO BE PUMPED OUT		x
REMARKS:	D1 93 D3 95 } SALINITY D2 96 D4 95 } READING s. 22(1)(a)(ii)	
SIGNATURE:	[Redacted]	

RANK/NAME	s. 22(1)(a)(ii)	
DATE	21 Mar	2016
TIME	0400 HRS TO 0600 HRS	
CHECK THE FOLLOWING DURING YOUR WATCH:		
1. VENTILATION UNIT ALL WORKING		✓
2. CARGO HOLD LIGHTINGS ALL ILLUMINATED		✓
3. FW SUFFICIENT PRESSURE & TESTED IF SALTY		✓
4. DRINKING BOWLS LEAKING/DIRTY		x
5. REMAINING FOODERS TO DISTRIBUTE		✓
6. ANY ABNORMALITIES OF CATTLE		✓
7. WATER IN BILGES LEVEL TO BE PUMPED OUT		✓
REMARKS:	D1=91 D3 = 92 } SALINITY D2 = 92 D4 = 92 } READING s. 22(1)(a)(ii) Dead Cattle D4 Feb 23	
SIGNATURE:	[Redacted]	

MV. BISON EXPRESS	VOYAGE NO.	16001-4
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**FROM TOWNSVILLE, AUSTRALIA TO CAI MEP, VIETNAM
CATTLE WATCH DURING LADEN VOYAGE**

RANK/NAME	s. 22(1)(a)(ii)	
DATE	19 May	2016
TIME	1800 HRS TO 2000 HRS	
CHECK THE FOLLOWING DURING YOUR WATCH:		
1. VENTILATION UNIT ALL WORKING		✓
2. CARGO HOLD LIGHTINGS ALL ILLUMINATED		✓
3. FW SUFFICIENT PRESSURE & TESTED IF SALTY		✓
4. DRINKING BOWLS LEAKING/DIRTY		✗
5. REMAINING FOODERS TO DISTRIBUTE		✓
6. ANY ABNORMALITIES OF CATTLE		✗
7. WATER IN BILGES LEVEL TO BE PUMPED OUT		✗
REMARKS:	D1 - 86 D2 - 91 SALINITY D3 - 90 D4 - 89 READING s. 22(1)(a)(ii)	
SIGNATURE:	(ii)	

RANK/NAME	s. 22(1)(a)(ii)	
DATE	20 May	2016
TIME	0000 HRS TO 0200 HRS	
CHECK THE FOLLOWING DURING YOUR WATCH:		
1. VENTILATION UNIT ALL WORKING		✓
2. CARGO HOLD LIGHTINGS ALL ILLUMINATED		✓
3. FW SUFFICIENT PRESSURE & TESTED IF SALTY		✓
4. DRINKING BOWLS LEAKING/DIRTY		✗
5. REMAINING FOODERS TO DISTRIBUTE		✓
6. ANY ABNORMALITIES OF CATTLE		✗
7. WATER IN BILGES LEVEL TO BE PUMPED OUT		✗
REMARKS:	D1 92 D2 88 SALINITY D3 87 READING D4 87 s. 22(1)(a)(ii)	
SIGNATURE:	(ii)	

RANK/NAME	s. 22(1)(a)(ii)	
DATE	19 May	2016
TIME	2000 HRS TO 2200 HRS	
CHECK THE FOLLOWING DURING YOUR WATCH:		
1. VENTILATION UNIT ALL WORKING		✓
2. CARGO HOLD LIGHTINGS ALL ILLUMINATED		✗
3. FW SUFFICIENT PRESSURE & TESTED IF SALTY		✓
4. DRINKING BOWLS LEAKING/DIRTY		✗
5. REMAINING FOODERS TO DISTRIBUTE		✓
6. ANY ABNORMALITIES OF CATTLE		✗
7. WATER IN BILGES LEVEL TO BE PUMPED OUT		✗
REMARKS:	D1 - 90 D2 - 90 SALINITY D3 - 86 D4 - 89 READING s. 22(1)(a)(ii)	
SIGNATURE:	(ii)	

RANK/NAME	s. 22(1)(a)(ii)	
DATE	20 May	2016
TIME	0200 HRS TO 0400 HRS	
CHECK THE FOLLOWING DURING YOUR WATCH:		
1. VENTILATION UNIT ALL WORKING		✓
2. CARGO HOLD LIGHTINGS ALL ILLUMINATED		✓
3. FW SUFFICIENT PRESSURE & TESTED IF SALTY		✓
4. DRINKING BOWLS LEAKING/DIRTY		✓
5. REMAINING FOODERS TO DISTRIBUTE		✓
6. ANY ABNORMALITIES OF CATTLE		✓
7. WATER IN BILGES LEVEL TO BE PUMPED OUT		✓
REMARKS:	D1 = 93 D2 = 94 SALINITY D3 = 93 D4 = 93 READING s. 22(1)(a)(ii) Dead cattle Deck 3 per 22/23 D4 = per 3/2	
SIGNATURE:	(ii)	

RANK/NAME	s. 22(1)(a)(ii)	
DATE	19 May	2016
TIME	2200 HRS TO 2400 HRS	
CHECK THE FOLLOWING DURING YOUR WATCH:		
1. VENTILATION UNIT ALL WORKING		✓
2. CARGO HOLD LIGHTINGS ALL ILLUMINATED		✓
3. FW SUFFICIENT PRESSURE & TESTED IF SALTY		✓
4. DRINKING BOWLS LEAKING/DIRTY		✗
5. REMAINING FOODERS TO DISTRIBUTE		✓
6. ANY ABNORMALITIES OF CATTLE		✗
7. WATER IN BILGES LEVEL TO BE PUMPED OUT		✗
REMARKS:	D1 = 88 D2 = 90 SALINITY D3 = 91 D4 = 93 READING s. 22(1)(a)(ii)	
SIGNATURE:	(ii)	

RANK/NAME	s. 22(1)(a)(ii)	
DATE	20 May	2016
TIME	0400 HRS TO 0600 HRS	
CHECK THE FOLLOWING DURING YOUR WATCH:		
1. VENTILATION UNIT ALL WORKING		✓
2. CARGO HOLD LIGHTINGS ALL ILLUMINATED		✓
3. FW SUFFICIENT PRESSURE & TESTED IF SALTY		✓
4. DRINKING BOWLS LEAKING/DIRTY		✗
5. REMAINING FOODERS TO DISTRIBUTE		✓
6. ANY ABNORMALITIES OF CATTLE		✗
7. WATER IN BILGES LEVEL TO BE PUMPED OUT		✗
REMARKS:	D1 - 100 D2 - 100 SALINITY D3 - 91 D4 - 91 READING s. 22(1)(a)(ii)	
SIGNATURE:	(ii)	

MV. BISON EXPRESS	VOYAGE NO.	16001-4
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**FROM TOWNSVILLE, AUSTRALIA TO CAI MEP, VIETNAM
CATTLE WATCH DURING LADEN VOYAGE**

RANK/NAME	s. 22(1)(a)(ii)	
DATE	18 MAR	2016
TIME	1800 HRS TO 2000 HRS	
CHECK THE FOLLOWING DURING YOUR WATCH:		
1. VENTILATION UNIT ALL WORKING		✓
2. CARGO HOLD LIGHTINGS ALL ILLUMINATED		✓
3. FW SUFFICIENT PRESSURE & TESTED IF SALTY		✓
4. DRINKING BOWLS LEAKING/DIRTY		x
5. REMAINING FOODERS TO DISTRIBUTE		✓
6. ANY ABNORMALITIES OF CATTLE		x
7. WATER IN BILGES LEVEL TO BE PUMPED OUT		x
REMARKS:	D4 - 60 D2 - 57 SALINITY < D3 - 54 D1 - 55 READING s. 22(1)(a)(ii)	
SIGNATURE:	[Signature]	

RANK/NAME	s. 22(1)(a)(ii)	
DATE	19 MAR	2016
TIME	0000 HRS TO 0200 HRS	
CHECK THE FOLLOWING DURING YOUR WATCH:		
1. VENTILATION UNIT ALL WORKING		✓
2. CARGO HOLD LIGHTINGS ALL ILLUMINATED		✓
3. FW SUFFICIENT PRESSURE & TESTED IF SALTY		✓
4. DRINKING BOWLS LEAKING/DIRTY		x
5. REMAINING FOODERS TO DISTRIBUTE		✓
6. ANY ABNORMALITIES OF CATTLE		✓
7. WATER IN BILGES LEVEL TO BE PUMPED OUT		x
REMARKS:	D1 54 D3 54 SALINITY D2 54 D4 56 READING	
SIGNATURE:	s. 22(1)(a)(ii)	

RANK/NAME	s. 22(1)(a)(ii)	
DATE	18 MAR	2016
TIME	2000 HRS TO 2200 HRS	
CHECK THE FOLLOWING DURING YOUR WATCH:		
1. VENTILATION UNIT ALL WORKING		✓
2. CARGO HOLD LIGHTINGS ALL ILLUMINATED		✓
3. FW SUFFICIENT PRESSURE & TESTED IF SALTY		✓
4. DRINKING BOWLS LEAKING/DIRTY		x
5. REMAINING FOODERS TO DISTRIBUTE		✓
6. ANY ABNORMALITIES OF CATTLE		x
7. WATER IN BILGES LEVEL TO BE PUMPED OUT		x
REMARKS:	D1 = 68 D3 = 61 1 CATTLE DEAD IN SALINITY < D2 = 75 D4 = 51 BECC 4 PORT SIDE READING PEN IN s. 22(1)(a)(ii)	
SIGNATURE:	[Signature]	

RANK/NAME	s. 22(1)(a)(ii)	
DATE	19 MAR	2016
TIME	0200 HRS TO 0400 HRS	
CHECK THE FOLLOWING DURING YOUR WATCH:		
1. VENTILATION UNIT ALL WORKING		✓
2. CARGO HOLD LIGHTINGS ALL ILLUMINATED		✓
3. FW SUFFICIENT PRESSURE & TESTED IF SALTY		x
4. DRINKING BOWLS LEAKING/DIRTY		x
5. REMAINING FOODERS TO DISTRIBUTE		✓
6. ANY ABNORMALITIES OF CATTLE		x
7. WATER IN BILGES LEVEL TO BE PUMPED OUT		x
REMARKS:	D1 - 50 D3 - 53 SALINITY < D2 - 56 D4 - 57 READING s. 22(1)(a)(ii)	
SIGNATURE:	[Signature]	

RANK/NAME	s. 22(1)(a)(ii)	
DATE	18 MAR	2016
TIME	2200 HRS TO 2400 HRS	
CHECK THE FOLLOWING DURING YOUR WATCH:		
1. VENTILATION UNIT ALL WORKING		✓
2. CARGO HOLD LIGHTINGS ALL ILLUMINATED		✓
3. FW SUFFICIENT PRESSURE & TESTED IF SALTY		✓
4. DRINKING BOWLS LEAKING/DIRTY		x
5. REMAINING FOODERS TO DISTRIBUTE		✓
6. ANY ABNORMALITIES OF CATTLE		x
7. WATER IN BILGES LEVEL TO BE PUMPED OUT		x
REMARKS:	D1 61 D3 64 SALINITY D2 76 D4 76 READING s. 22(1)(a)(ii)	
SIGNATURE:	[Signature]	

RANK/NAME	s. 22(1)(a)(ii)	
DATE	19 MAR	2016
TIME	0400 HRS TO 0600 HRS	
CHECK THE FOLLOWING DURING YOUR WATCH:		
1. VENTILATION UNIT ALL WORKING		✓
2. CARGO HOLD LIGHTINGS ALL ILLUMINATED		✓
3. FW SUFFICIENT PRESSURE & TESTED IF SALTY		✓
4. DRINKING BOWLS LEAKING/DIRTY		x
5. REMAINING FOODERS TO DISTRIBUTE		✓
6. ANY ABNORMALITIES OF CATTLE		x
7. WATER IN BILGES LEVEL TO BE PUMPED OUT		x
REMARKS:	D1 - 60 D3 - 67 SALINITY D2 - 68 D4 - 60 READING s. 22(1)(a)(ii)	
SIGNATURE:	[Signature]	

MV. BISON EXPRESS	VOYAGE NO.	16001-4
FROM TOWNSVILLE, AUSTRALIA TO CAI MEP, VIETNAM		
CATTLE WATCH DURING LADEN VOYAGE		

RANK/NAME		
DATE		2016
TIME	1800 HRS TO 2000 HRS	
CHECK THE FOLLOWING DURING YOUR WATCH:		
1. VENTILATION UNIT ALL WORKING	/	
2. CARGO HOLD LIGHTINGS ALL ILLUMINATED	/	
3. FW SUFFICIENT PRESSURE & TESTED IF SALTY	/	
4. DRINKING BOWLS LEAKING/DIRTY	/	
5. REMAINING FOODERS TO DISTRIBUTE	/	
6. ANY ABNORMALITIES OF CATTLE	/	
7. WATER IN BILGES LEVEL TO BE PUMPED OUT	/	
REMARKS:		
SIGNATURE:		

RANK/NAME	s. 22(1)(a)(ii)	
DATE	3/18/2016	2016
TIME	0000 HRS TO 0200 HRS	
CHECK THE FOLLOWING DURING YOUR WATCH:		
1. VENTILATION UNIT ALL WORKING	/	
2. CARGO HOLD LIGHTINGS ALL ILLUMINATED	/	
3. FW SUFFICIENT PRESSURE & TESTED IF SALTY	/	
4. DRINKING BOWLS LEAKING/DIRTY	X	
5. REMAINING FOODERS TO DISTRIBUTE	/	
6. ANY ABNORMALITIES OF CATTLE	X	
7. WATER IN BILGES LEVEL TO BE PUMPED OUT	X	
REMARKS: D1 - 101 D3 - 102 } SALINITY D2 - 111 D4 - 103 } READINGS		
SIGNATURE: s. 22(1)(a)(ii)		

RANK/NAME		
DATE		2016
TIME	2000 HRS TO 2200 HRS	
CHECK THE FOLLOWING DURING YOUR WATCH:		
1. VENTILATION UNIT ALL WORKING	/	
2. CARGO HOLD LIGHTINGS ALL ILLUMINATED	/	
3. FW SUFFICIENT PRESSURE & TESTED IF SALTY	/	
4. DRINKING BOWLS LEAKING/DIRTY	/	
5. REMAINING FOODERS TO DISTRIBUTE	/	
6. ANY ABNORMALITIES OF CATTLE	/	
7. WATER IN BILGES LEVEL TO BE PUMPED OUT	/	
REMARKS:		
SIGNATURE:		

RANK/NAME	OS FERNANDEZ SHUFRED S	
DATE		2016
TIME	0200 HRS TO 0400 HRS	
CHECK THE FOLLOWING DURING YOUR WATCH:		
1. VENTILATION UNIT ALL WORKING	/	
2. CARGO HOLD LIGHTINGS ALL ILLUMINATED	/	
3. FW SUFFICIENT PRESSURE & TESTED IF SALTY	/	
4. DRINKING BOWLS LEAKING/DIRTY	X	
5. REMAINING FOODERS TO DISTRIBUTE	X	
6. ANY ABNORMALITIES OF CATTLE	X	
7. WATER IN BILGES LEVEL TO BE PUMPED OUT	X	
REMARKS: D1 - 102 D3 - 103 } SALINITY D2 - 102 D4 - 104 } READINGS		
SIGNATURE: s. 22(1)(a)(ii)		

RANK/NAME	s. 22(1)(a)(ii)	
DATE	3/17/16	2016
TIME	2200 HRS TO 2400 HRS	
CHECK THE FOLLOWING DURING YOUR WATCH:		
1. VENTILATION UNIT ALL WORKING	/	
2. CARGO HOLD LIGHTINGS ALL ILLUMINATED	/	
3. FW SUFFICIENT PRESSURE & TESTED IF SALTY	/	
4. DRINKING BOWLS LEAKING/DIRTY	/	
5. REMAINING FOODERS TO DISTRIBUTE	X	
6. ANY ABNORMALITIES OF CATTLE	X	
7. WATER IN BILGES LEVEL TO BE PUMPED OUT	X	
REMARKS: D1 99 D3 100 } SALINITY D2 97 D4 100 } READINGS		
SIGNATURE: s. 22(1)(a)(ii)		

RANK/NAME	s. 22(1)(a)(ii)	
DATE		2016
TIME	0400 HRS TO 0600 HRS	
CHECK THE FOLLOWING DURING YOUR WATCH:		
1. VENTILATION UNIT ALL WORKING	/	
2. CARGO HOLD LIGHTINGS ALL ILLUMINATED	/	
3. FW SUFFICIENT PRESSURE & TESTED IF SALTY	/	
4. DRINKING BOWLS LEAKING/DIRTY	X	
5. REMAINING FOODERS TO DISTRIBUTE	X	
6. ANY ABNORMALITIES OF CATTLE	X	
7. WATER IN BILGES LEVEL TO BE PUMPED OUT	X	
REMARKS: D1 - 101 D3 - 102 } SALINITY D2 - 101 D4 - 102 } READINGS		
SIGNATURE: s. 22(1)(a)(ii)		



Australian Government
Australian Maritime Safety Authority

MASTER'S REPORT CARRIAGE OF LIVESTOCK

Provision 19 of Marine Orders, Part 43

This Master's Report is to be sent to:

(a) The Secretary
 Attention: Manager - Live Animal Exports Program
 Department of Agriculture, Fisheries and Forestry,
 GPO Box 858 CANBERRA ACT 2601
 Fax: (02) 6272 5423

AND (b) The Manager, Ship Inspections,
 Australian Maritime Safety Authority
 GPO Box 2181 CANBERRA ACT 2601
 Fax (02) 6279 5058
 Email: livestock@amsa.gov.au

SHIP DETAILS

Name of ship M.V. "BISON EXPRESS"	Name and addresses of all livestock exporters North Australian Cattle Company (Elders)
Voyage number 16001/04	s. 22(1)(a)(ii)
Duration of voyage (days) 12	

LOADING DETAILS

Port	Type	Number loaded	Date completed
Townsville, Qld	Sheep		
	Cattle	1764	17-Mar-16
	Other (specify)		
	Sheep		
	Cattle		
	Other (specify)		
	Sheep		
	Cattle		
	Other (specify)		



DISCHARGE DETAILS

Port	Type	Number discharged	Date completed	Mortality (number)	Mortality %
CAI MEP, VIETNAM	Sheep				
	Cattle	1739	28-Mar-16	25	1.42%
	Other (specify)				
	Sheep				
	Cattle				
	Other (specify)				
	Sheep				
	Cattle				
	Other (specify)				

MASTER

Name s. 22(1)(a)(ii)	Signature*	Date 28 Mar 2016
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* Not required if Report lodged electronically

s. 22(1)(a)(ii)

From: bisonexpress - MASTER <**s. 22(1)(a)(ii)**>
Sent: Monday, 28 March 2016 9:15 PM
To: AMSA - livestock@amsa.gov.au; Live Stock Exports
Cc: **s. 22(1)(a)(ii)**@amsa.gov.au'; **s. 22(1)(a)(ii)**
s. 22(1)(a)(ii) Elders International Operations; Elders
International Shipping; NACC Operations; **s. 22(1)(a)(ii)**
Subject: 2170 - v16001/04 Laden : (Townsville, Qld to Port CAI MEP, Vietnam) - Master's Report
Carriage of Livestock
Attachments: MRCL voy.16001(04) doc; v16001-04 Mate receipt for 1764 head cattle.pdf

Good day Sir (s),

Please find herewith attached MRCL for v16001/04 - Port Townsville, Qld to Port CAI MEP, VIETNAM.

Loadport : Townsville, Qld.
Commenced Loading Cattle : Mar 17/1100H (utc+10)
Completed Loading Cattle : Mar 17/1712H

Disport : CAI MEP, Vietnam
Commenced Discharging Cattle : Mar 27/2112H (utc+7)
Completed Discharging Cattle : Mar 28/1230H

Total discharged : 1739 head
Mortality at sea : 16 head
Mortality in port : 09 head
Grand total Mortality: 25 head (1.42%) - "Long Haul Voyage" - 1.0 % allowable Moratlity - more than 10 days).

As per BL/Health Certificate/Manifest/Mate receipt = 1764 head:

Respectfully yours,

s. 22(1)(a)(ii)

s. 22(1)(a)(ii)

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s. 22(1)(a)(ii)

From: **s. 22(1)(a)(ii)**
Sent: Tuesday, 29 March 2016 4:34 PM
To: **s. 22(1)(a)(ii)**
Cc:
Subject: LNC 8273

Hi **s. 22(1)(a)(ii)**

As discussed last week we had a few problems with mortalities on board the Bison Express LNC 8273.

We ended up with 16 mortalities at sea and 9 mortalities in Port, the stockman arrives back in Australia tomorrow we will have a meeting with him once he arrives in the office.

Please let me know if you require any information urgently.

Regards

s. 22(1)(a)(ii)

North Australian Cattle Company

Elders International Trading

s. 22(1)(a)(ii)

Visit [Elders International Trading](#)

Thu 22/09/2016 4:40 PM

s. 22(1)(a)(ii) @amsa.gov.au

Reportable mortality 61 - AMSA Report - 22 Sep 2016

To: s. 22(1)(a)(ii) @agriculture.gov.au>

Cc: livestock@amsa.gov.au; Live Stock Exports <livestockexp@agriculture.gov.au>

Good afternoon s. 22(1)(a)(ii)

On 10 April 2016, at Portland, Victoria, an AMSA surveyor carried out an investigation on board the Bison Express, in relation to the reported high mortality of livestock during voyage No.16001-04, from Townsville to Cai Mep, Vietnam, between 17 March 2016 and 27 March 2016.

On the basis of investigation and examination of records, including the stockman's daily reports, the causes of high mortalities could reasonably be attributed to injury, sickness and sea condition as stated by the stockman on board. The stockman's statements of mortality provided details of mortality at sea and at port, with causes of mortalities attributed to:

Causes	Numbers
Misadventure	5
Downer	14
Pneumonia	5
Broken Leg	1
Total	25

It was concluded that there was no apparent evidence of failure of livestock services that could be attributed to the cause of high livestock mortality.

Regards

s. 22(1)(a)(ii)

AMSA - SHIP SAFETY

82 Northbourne Avenue, Braddon ACT 2612
GPO BOX 2181, Canberra ACT 2601

s. 22(1)(a)(ii)

w www.amsa.gov.au



Australian Government
Australian Maritime Safety Authority

Please consider the environment before printing this email

From: s. 22(1)(a)(ii) @agriculture.gov.au]

Sent: Monday, 19 September 2016 4:38 PM

To: s. 22(1)(a)(ii) @amsa.gov.au>

Cc: livestock@amsa.gov.au

Subject: Reportable mortality [SEC=UNCLASSIFIED]

Dear s. 22(1)(a)(ii)

The Department of Agriculture and Water Resources is finalising a report into a livestock reportable mortality event during export by sea on the Bison Express which departed in March 2016. The details of the voyage are as follows:

Voyage number: 16001/04
Vessel name: Bison Express
Departure Port: Townsville
Departure date: 17 March 2016
Arrival Port: Tan Cang Cai Mep, Vietnam
Arrival Date: 27 March 2016
Species and number loaded: 1764 cattle (steers and bulls)
Species and number of mortalities: 25 cattle (6 bulls and 19 steers)
Mortality rate: 1.42%

Could you please forward a copy of the AMSA investigation report.

Many thanks

s. 22(1)(a)(ii)

Live Animal Exports Branch
Exports Division
livestockexp@agriculture.gov.au
Department of Agriculture and Water Resources

s. 22(1)(a)(ii)

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From: **s. 22(1)(a)(ii)** @elders.com.au]
Sent: Monday, 24 October 2016 7:14 PM
To: LAE Compliance <LAE.Compliance@agriculture.gov.au>
Cc: **s. 22(1)(a)(ii)** @elders.com.au>; **s. 22(1)(a)(ii)**
s. 22(1)(a)(ii) @elders.com.au>
Subject: RE: Reportable mortality LNC 8273 [SEC=UNCLASSIFIED]

Hi **s. 22(1)(a)(ii)**

Sorry for the late reply.

In late 2016 and early 2017, cattle supply was very tight across northern Australia. There was also the issue of an ongoing drought across much of Queensland, particularly in late 2016. This made the procurement of large numbers of export ready cattle more of a challenge than it usually was/is for a period in late 2016 and early 2017.

With this in mind, NACC and the Elders network entered into an arrangement with 2 backgrounding properties named **s. 22(1)(a)(ii)** and **s. 22(1)(a)(ii)**. **s. 22(1)(a)(ii)** Cattle were trucked here for 1-5 weeks prior to export and inducted, drafted into lines, tagged and prepared for export. They were fed a variety of rations, but mostly a background product with a mixture of protein and roughage. Our customers did not want cattle they deemed too fat so the feed was more to stimulate rumens than to maximise weight gain. Some of the cattle were owned by NACC and others were owned by the Elders network while at these facilities. Both **s. 22(1)(a)(ii)** had feedlot type facilities and they also had feed troughs in paddocks in a more extensive feeding arrangement.

Due to the fact that we had 2 ships to be loaded in a 3 day period, a number of cattle for LNC 8273 had been held at these properties for a period of up to a month before the shipping dates. I will follow up the numbers of cattle that were backgrounded at each property for you.

Please call me if you have any further questions. I will be in Canberra tomorrow (Tuesday October 25th) visiting the department at 11.30am so I may have the opportunity to discuss this matter with you first hand.

Regards

s. 22(1)(a)(ii)

Elders Live Export

s. 22(1)(a)(ii)



From: LAE Compliance [<mailto:LAE.Compliance@agriculture.gov.au>]
Sent: Wednesday, 19 October 2016 6:47 AM
To: s. 22(1)(a)(ii) [REDACTED]
Subject: RE: Reportable mortality LNC 8273 [SEC=UNCLASSIFIED]

Hi s. 22(1)(a)(ii)

Thank you for your reply. Your response enables us to better understand the situation.

Can you please confirm what is meant by 'backgrounding properties' (page 3 of your report) with regards to preparation in the registered premises?

Kind Regards

s. 22(1)(a)(ii) [REDACTED]

Live Animal Exports Branch
Exports Division
livestockexp@agriculture.gov.au
Department of Agriculture and Water Resources

s. 22(1)(a)(ii) [REDACTED]

Are you intending to export livestock after 1 January 2017?

Livestock exporters will require either an approved arrangement or a small and infrequent exporter exemption, in addition to their export licence in order to export livestock from 1 January 2017. [Click here](#) for resources to draft your arrangement. Please note: submissions are encouraged asap to ensure they are assessed in time for January consignments.

From: s. 22(1)(a)(ii) [REDACTED] [@elders.com.au](mailto:s.22(1)(a)(ii)@elders.com.au)
Sent: Monday, 10 October 2016 5:22 PM
To: LAE Compliance <LAE.Compliance@agriculture.gov.au>
Cc: s. 22(1)(a)(ii) [REDACTED] [@elders.com.au](mailto:s.22(1)(a)(ii)@elders.com.au)
Subject: RE: Reportable mortality LNC 8273 [SEC=UNCLASSIFIED]

Hi s. 22(1)(a)(ii)

s. 22(1)(a)(ii) [REDACTED]

Specifically with your question below, both s. 22(1)(a)(ii) [REDACTED] yards s. 22(1)(a)(ii) [REDACTED] s. 22(1)(a)(ii) [REDACTED] were almost fully utilised at the time that the LNC 8273 consignment was being prepared. We had essentially filled s. 22(1)(a)(ii) [REDACTED] with cattle for LNC 8273 and additional cattle (around 1,500 head) for LNC 8322. The balance of LNC 8322 (around 1,050) was in s. 22(1)(a)(ii) [REDACTED] s. 22(1)(a)(ii) [REDACTED] as were other cattle from other exporters. It is also important to note that there is a weekly livestock sale held in s. 22(1)(a)(ii) [REDACTED] which constrains their usage for livestock exports. There is another Registered Premise called s. 22(1)(a)(ii) [REDACTED] that is owned by another exporter,

however these yards were equally as affected by the weather as **s. 22(1)(a)(ii)**
s. 22(1)(a)(ii)

The issue was that once the heavy rain fell on the cattle at **s. 22(1)(a)(ii)** there was no ability to move cattle out of the yards. Not only because the local AQIS vet **s. 22(1)(a)(ii)** actually closed access into and out of the yards, but also because the health and welfare of both animals and humans would have suffered by moving animals in such wet conditions.

While there was rain forecast, there was no way of predicting how much, and that it would rain much more at Townsville than Charters Towers 136kms away so moving cattle before the rain wasn't an option assuming yard space was actually available.

s. 22(1)(a)(ii) are reasonably consistent as far as yards slope and surface. **s. 22(1)(a)(ii)** (Manager) and **s. 22(1)(a)(ii)** Elders **s. 22(1)(a)(ii)** confirmed that cattle were managed pen by pen in the yards to ensure best possible access to feed, and firmer, drier ground. Stocking densities were adjusted in some pens but the comment was made that all yards were very wet. Once the rain stopped, the yards have good drainage and there was evidence of this when similar cattle that had endured the same rain event were shipped from the same yards a few days later with much better results.

Please let me know if I can provide further information on this matter.

Regards

s. 22(1)(a)(ii)

s. 22(1)(a)(ii)

Elders Live Export

s. 22(1)(a)(ii)



From: LAE Compliance [<mailto:LAE.Compliance@agriculture.gov.au>]

Sent: Monday, 10 October 2016 8:03 AM

To: **s. 22(1)(a)(ii)** LAE Compliance

Cc:

Subject: RE: Reportable mortality LNC 8273 [SEC=UNCLASSIFIED]

Hi **s. 22(1)(a)(ii)**

I am emailing you again as I have not received a response to my email with regards to LNC-8273.

I look forward to your reply. Please do not hesitate to contact me should you require any assistance.

Kind Regards

s. 22(1)(a)(ii)

Live Animal Exports Branch
Exports Division
livestockexp@agriculture.gov.au
Department of Agriculture and Water Resources

s. 22(1)(a)(ii)

Are you intending to export livestock after 1 January 2017?

Livestock exporters will require either an approved arrangement or a small and infrequent exporter exemption, in addition to their export licence in order to export livestock from 1 January 2017. [Click here](#) for resources to draft your arrangement. Please note: submissions are encouraged asap to ensure they are assessed in time for January consignments.

From: **s. 22(1)(a)(ii)**

Sent: Tuesday, 4 October 2016 9:53 AM

To: **s. 22(1)(a)(ii)** @elders.com.au; LAE Compliance

[<LAE.Compliance@agriculture.gov.au>](mailto:LAE.Compliance@agriculture.gov.au)

Cc: **s. 22(1)(a)(ii)** @elders.com.au

Subject: RE: Reportable mortality LNC 8273 [SEC=UNCLASSIFIED]

Hi **s. 22(1)(a)(ii)**

I have just returned to the office and note that I cannot find a response to my email with regards to LNC-8273. Can you please advise if you sent it to the department during my absence?

Kind Regards

s. 22(1)(a)(ii)

Live Animal Exports Branch
Exports Division
livestockexp@agriculture.gov.au
Department of Agriculture and Water Resources

s. 22(1)(a)(ii)

Are you intending to export livestock after 1 January 2017?

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From: s. 22(1)(a)(ii) [redacted]@elders.com.au
Sent: Tuesday, 20 September 2016 1:23 PM
To: s. 22(1)(a)(ii) [redacted]@agriculture.gov.au>; LAE Compliance <LAE.Compliance@agriculture.gov.au>
Cc: s. 22(1)(a)(ii) [redacted]@elders.com.au>
Subject: RE: Reportable mortality LNC 8273 [SEC=UNCLASSIFIED]

Hi s. 22(1)(a)(ii) [redacted]

Noted your email and I will have a written response through by COB Thursday 22nd.

Regards
s. 22(1)(a)(ii) [redacted]

s. 22(1)(a)(ii) [redacted]

Elders Live Export

s. 22(1)(a)(ii) [redacted]



From: s. 22(1)(a)(ii) [redacted]@agriculture.gov.au
Sent: Tuesday, 20 September 2016 9:11 AM
To: s. 22(1)(a)(ii) [redacted] LAE Compliance
Cc: [redacted]
Subject: RE: Reportable mortality LNC 8273 [SEC=UNCLASSIFIED]

Hi s. 22(1)(a)(ii) [redacted]

Thank you for providing a response to the letter sent by s. 22(1)(a)(ii) [redacted] on 21 April 2016. My apologies for the delay in replying.

I have reviewed your response and have a question about the export yards as detailed below;

1. I note that your report confirms that a large amount of rain fell in the Townsville region in the 3-4 days immediately prior to the voyage commencing. The yards were obviously very wet and muddy as a result. The report does not indicate if you were able to move the cattle to 'less wet' pens, move them to another facility and/or any other steps you might have taken to ensure the health and welfare of the cattle was maintained in these conditions.

I am finalising the report for this incident and would appreciate a reply by COB Friday, 23 September.

Kind Regards

s. 22(1)(a)(ii)

Live Animal Exports Branch
Exports Division
livestockexp@agriculture.gov.au
Department of Agriculture and Water Resources

s. 22(1)(a)(ii)

Are you intending to export livestock after 1 January 2017?

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From: **s. 22(1)(a)(ii)** [@elders.com.au](mailto:s.22(1)(a)(ii)@elders.com.au)
Sent: Friday, 20 May 2016 4:03 PM
To: LAE Compliance <LAE.Compliance@agriculture.gov.au>
Cc: **s. 22(1)(a)(ii)** [@elders.com.au](mailto:s.22(1)(a)(ii)@elders.com.au); **s. 22(1)(a)(ii)** [@agriculture.gov.au](mailto:s.22(1)(a)(ii)@agriculture.gov.au)
Subject: RE: Reportable mortality LNC 8273 [SEC=UNCLASSIFIED]

Dear **s. 22(1)(a)(ii)**

Further to my email yesterday, and in response to the letter from **s. 22(1)(a)(ii)** dated 21 April 2016 (Ref C16/0007), please find attached the requested report regarding LNC 8273.

Please contact me directly on this matter if more information is requested.

Regards

s. 22(1)(a)(ii)

Elders Live Export
s. 22(1)(a)(ii)



From: **s. 22(1)(a)(ii)**
Sent: Thursday, 19 May 2016 1:17 PM

To: 'LAE Compliance'; s. 22(1)(a)(ii)
Subject: RE: Reportable mortality LNC 8273 [SEC=UNCLASSIFIED]

Hi s. 22(1)(a)(ii)

We have completed our final report for LNC 8273.

We are just in the process of signing thing off our side. Would it be an issue if we had the report through to you by midday tomorrow?

Regards

s. 22(1)(a)(ii)

Elders Live Export

s. 22(1)(a)(ii)



From: LAE Compliance [<mailto:LAE.Compliance@agriculture.gov.au>]

Sent: Thursday, 21 April 2016 5:00 PM

To: s. 22(1)(a)(ii)

Subject: Reportable mortality LNC 8273 [SEC=UNCLASSIFIED]

Hello s. 22(1)(a)(ii)

As discussed earlier, please find attached direction letter from s. 22(1)(a)(ii) in relation to the recent reportable mortality on LNC 8273.

Please let me know if you need any further information.

s. 22(1)(a)(ii)

Export Division | Live Animal Exports Branch
@agriculture.gov.au

Department of Agriculture and Water Resources
18 Marcus Clarke, Canberra ACT 2601 Australia
GPO Box 858 Canberra ACT 2601 Australia

agriculture.gov.au

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