

SUMMARY REPORT ON MV AL SHUWAIKH (V144)  
LNC 10119 ( s. 47G(1)(a) ) & LNC 10173  
( s. 47G(1)(a) )



REPORT PREPARED BY:

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

Veterinary Officer, Department of Agriculture and Water Resources

# Contents

1	DIRECTION ORDER.....	3
2	SUMMARY VOYAGE STATISTICS .....	4
3	MV AL SHUWAIKH .....	8
3.1	HISTORY .....	8
3.2	SPECIFICATIONS.....	8
3.3	PEN AND RAMP SURFACING .....	9
3.4	FODDER.....	9
3.5	WATER.....	11
3.6	VENTILATION.....	12
3.7	LIGHTING .....	13
3.8	ENVIRONMENTAL PARAMETERS.....	13
4	MANAGEMENT .....	14
4.1	CREW SUMMARY .....	14
4.2	CREW ROLES.....	<b>Error! Bookmark not defined.</b>
4.3	CREW DEPLOYMENT .....	14
4.4	<b>s. 47F(1)</b> .....	14
4.5	<b>s. 47F(1)</b> .....	14
5	THE CONSIGNMENT.....	16
5.1	PRE DEPARTURE .....	16
5.2	CONSIGNMENT DESCRIPTION.....	16

## 1 DIRECTION ORDER

As an Authorised Officer employed by The Department of Agriculture and Water Resources, I was required to act as an Independent Observer on board the MV Al Shuwaikh (V144) steaming from two Australian Ports, to three Middle East Ports between 15<sup>th</sup> May 2018 and 8<sup>th</sup> June 2018.

The role requirements and directions are outlined in the Direction Order dated 14<sup>th</sup> May 2018, issued by Narelle Clegg, Assistant Secretary, Exports Division (*Attachment A*). Whilst on board the Al Shuwaikh, I did not observe any deficiency in undertakings by the **s. 47F(1)** in relation to the activities outlined in the approved export program.

As required, this report outlines and describes general conditions on board the Al Shuwaikh, and management of livestock during the voyage. This includes observations and discussions relating to personnel, directly and indirectly involved with livestock welfare. Further, a series of images and videos were captured each day in an attempt to independently emphasise all aspects and issues relating to the management and welfare of livestock during the voyage.

Whilst on board the vessel between Fremantle and the final discharge port of Jebel Ali, I found the crew to be polite, respectful, and keen to provide assistance or information as required. Relationships with the **s. 47F(1)** were extremely interactive at times, but always courteous, informative and professional.

## 2 SUMMARY VOYAGE STATISTICS

**Table 1: Total cargo loaded / port.**

<b>TOTAL CARGO LOADED / PORT</b>		
Load Port	Adelaide LNC 10119	Fremantle LNC 10173
Departure Date	10 <sup>th</sup> May 2018	15 <sup>th</sup> May 2018
Number of Sheep	57,208	11,909
Number of Cattle	75	188

- Total sheep loaded on board MV Al Shuwaikh (V144): **69,117** heads
- Total cattle loaded on board MV Al Shuwaikh (V144): **263** heads

**Table 2: Total cargo discharged / port.**

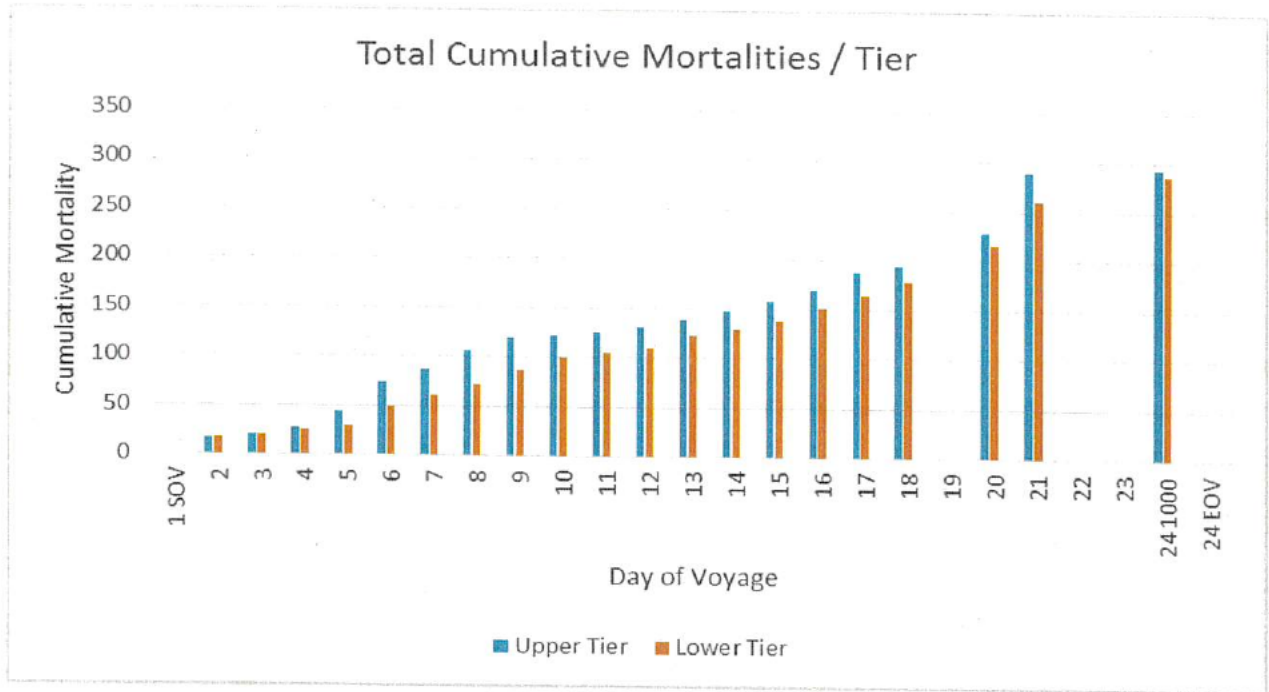
<b>TOTAL CARGO DISCHARGED / PORT</b>						
Discharge Port	Kuwait (Kuwait)		Hamad (Qatar)		Jebel Ali (UAE)	
Discharge Dates	2-3 <sup>rd</sup> June 2018		4-6 <sup>th</sup> June 2018		7-8 <sup>th</sup> June 2018	
Consignment LNC	LNC 10119	LNC 10173	LNC 10119	LNC 10173	LNC 10119	LNC 10173
Number of Sheep	19,930	5,682	30,918	4,082	6,072	2,099
Number of Cattle	75	0	0	156	0	32

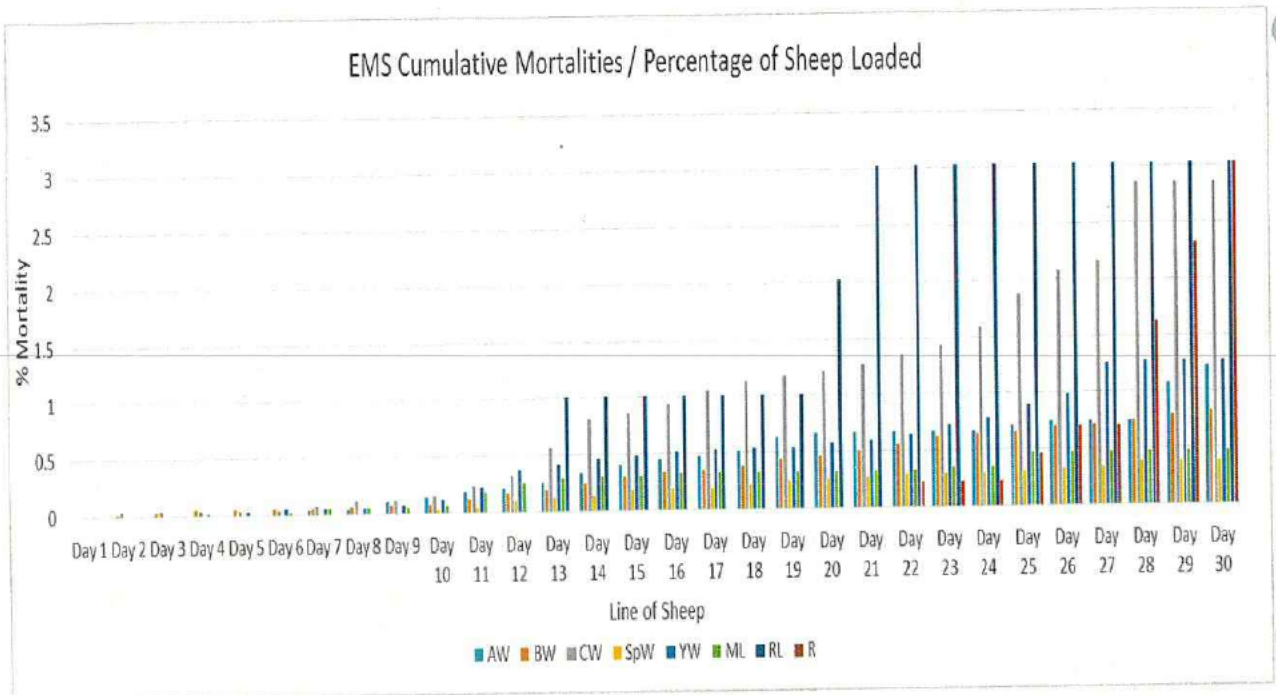
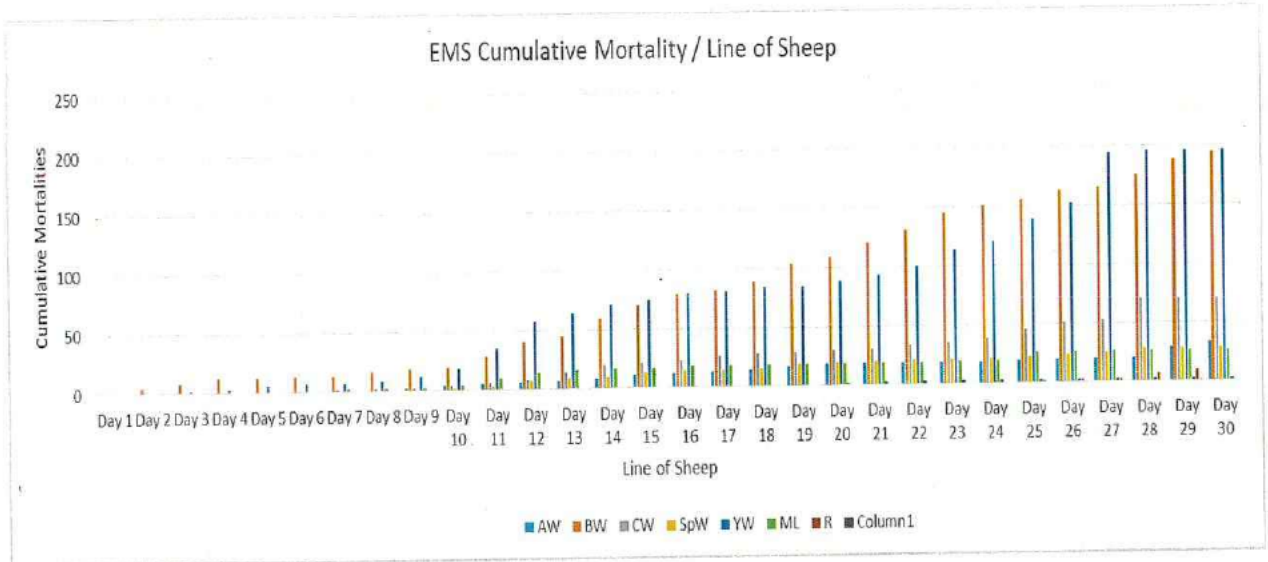
- Total sheep discharged from MV Al Shuwaikh (V144): **68,783** heads
- Total cattle discharged from MV Al Shuwaikh (V144): **263** heads

**Table 3: Summary of voyage mortalities.**

<b>SUMMARY OF VOYAGE MORTALITIES</b>				
Consignment LNC	LNC 10119		LNC 10173	
	30 Days		24 Days	
Voyage Length	Sheep	Cattle	Sheep	Cattle
Animals Loaded	57,208	75	11,909	188
Animals Discharged	56,920	75	11,863	188
Mortalities Counted	563	0	46	0
Percentage %	0.98 %	0 %	0.39 %	0 %

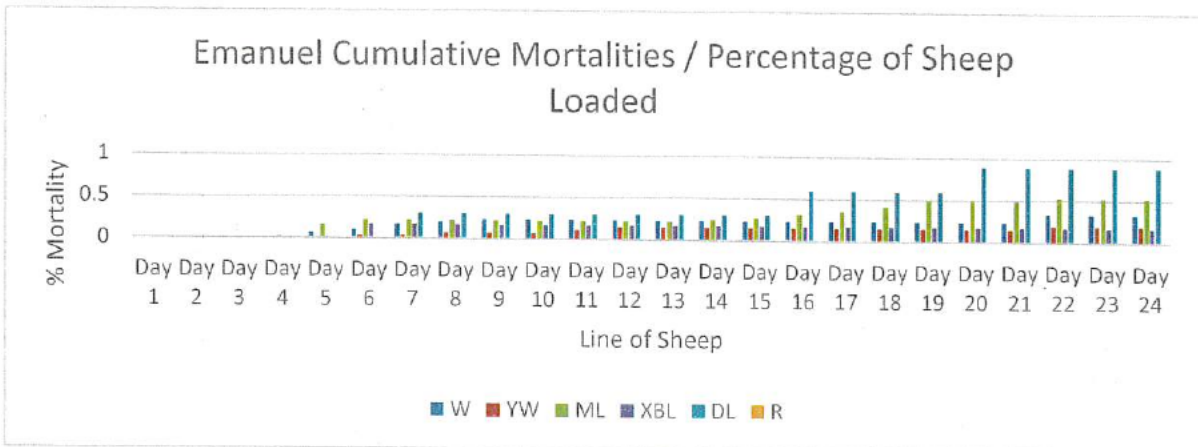
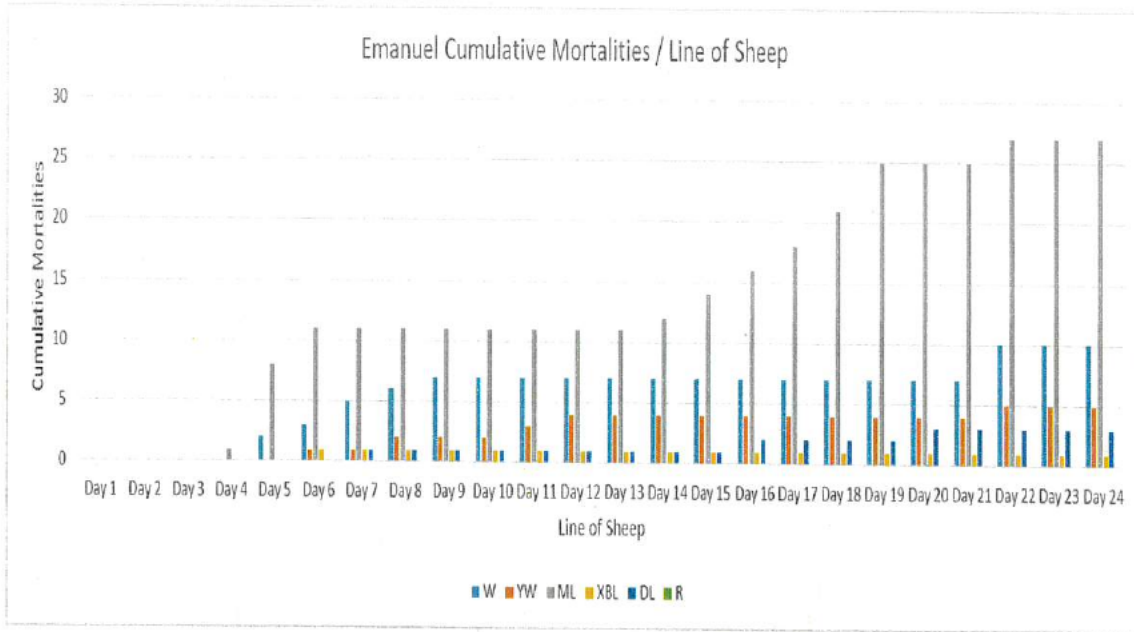
**NOTE: A tally discrepancy of + 275 head exists for sheep from LNC 10119.**





**EMS Voyage Summary:**

Line of Sheep	# Sheep Loaded 8-9 May	EOV # Mortality 8 June	EOV % Mortality
AW	2682	33	1.23
BW	23383	194	0.83
CW	2449	70	2.86
SpW	7312	28	0.38
YW	15383	196	1.27
ML	5469	26	0.48
RL	99	3	3.03
R	431	13	3.02



**Emanuel Voyage Summary:**

Line of Sheep	# Sheep Loaded 15 May	EOV # Mortality 8 June	EOV % Mortality
W	3015	10	0.33
YW	2672	5	0.19
ML	5097	27	0.53
XBL	605	1	0.17
DL	338	3	0.89
R	182	0	0.0

## 3 MV AL SHUWAIKH

### 3.1 HISTORY

The MV Al Shuwaikh is currently sailing under the flag of Kuwait. The vessel was originally build in 1986 and converted to a livestock carrier in July 2000.

### 3.2 SPECIFICATIONS

The Al Shuwaikh is a large vessel, being 179 metres in length with a 26 metre beam. Total space available to livestock on board the Al Shuwaikh is 27,422.71 m<sup>2</sup>

Decks on board the vessel consist of both upper and lower tiers, as outlined below in Tables 4 & 5. Decks 4 – 1 are divided forward and aft, and are located in two completely separate holds. Deck 6 is main deck (that is, the load deck). Deck 5 is enclosed, and has been modified to pen both sheep and cattle. Sheep lines that are large or heavy, rams for example, benefit from the extra head space available and are not required to climb ramps to upper tiers.

Due to the deck type and configuration, cattle pen cleaning is not by water wash down. Rather, crew manually shovel the pad into wheelbarrows and dispose of manure overboard.

Hospital pens are positioned on all decks except two. These are deck 2, hold 3 and deck 4, hold 2.

s. 47G(1)(a)



**s. 47G(1)(a)****3.3 PEN AND RAMP SURFACING**

In general, the steel floor surface of pens and ramps on board the Al Shuwaikh were in above average condition. In addition, crew were routinely observed maintaining pen, aisle and ramp flooring. The process involved manually hammering away loose steel flakes, and then recoating the exposed area with a hard wearing, non-slip surface.

The surface of all ramps between decks was covered with approximately 5cm deep grating, enabling livestock to climb without slipping. Ramps leading to the upper tiers of decks were covered with shallow grating. This is primarily due to the fact that these ramps, when raised, form part of the floor of the upper pens.

Upper tier ramps had a particularly steep incline, when compared to ramps between decks. I observed that sheep were extremely reluctant to descend these ramps at discharge or when moving between decks.

Photographs and video images were obtained illustrating the variation in vessel floor surfaces, and the manual process of crew maintenance.

**3.4 FODDER****s. 47G(1)(a)**

Fodder troughs were well positioned on board the vessel along specific 'fodder aisles' on each deck. That is, pens opposite each other had fodder troughs positioned along the same aisle. This design allowed crew cleaning and maintaining the fodder system to work efficiently.

**s. 47G(1)(a)**

**s. 47G(1)(a)** In addition, I also observed numerous bales of lucerne hay and bags of oaten chaff stacked on deck 5, available to shy feeding cattle.

All livestock were fed twice daily. The first feeding of the day occurs between 0900 and 1000 hours, while the second feeding occurs between 1520 and 1730 hours. Chaff and hay was intermittently fed out according to accredited veterinarian and stockperson direction.

**s. 47C(1)**

## s. 47C(1)

## s. 47F(1)

My observations found that dusty pellet fines were consistently being presented to deck 6 and deck 1 in particular. When the issue was discussed with the s. 47F(1) I was informed that this was due to two factors: firstly, the poor physical durability of the pellet, and secondly, the fact that the pellets had to travel an extended distance up, and then down through the system to reach decks 6 and 1, located at the bottom of each auger system. Discussions with the s. 47F(1) s. 47F(1) and s. 47F(1) all indicated that the fodder pellet from s. 47G(1)(a) had very poor durability characteristics when compared to the s. 47G(1)(a) pellets.

Crew members maintained the quality of pellet presented to livestock by daily removing pellet fines from all troughs and disposing of them overboard. In addition, at around 1300 each day, I observed crew using a special flat headed 'stirring' spade to turn over fodder not yet consumed. This effectively freshened the fodder remaining in the trough making it more palatable before the second feeding of the day. This task was supposed to be carried out on a daily basis, however toward the end of the voyage, I did observe numerous troughs, both sheep and cattle, with mouldy fodder solidified in the bottoms.

Fodder availability and accessibility for sheep was generally very good throughout the voyage, except in pens that had a higher stocking density. In these pens, I regularly observed shy, and animals with ocular lesions reluctant to 'push' pass other sheep in order to source fodder. Affected animals were generally caught and placed in hospital pens to improve fodder accessibility.

Fodder availability and accessibility for cattle was excellent throughout the voyage. My only concern was that I observed fresh fodder routinely being placed on top of fodder not yet consumed. This resulted in mouldy pellets being found in the bottom of some troughs.

In general, I observed that many fodder troughs tended to be empty before the morning feed, and contained residual fodder before the evening feed. I surmise that this would be because

there is a longer period of time during which livestock could consume the pellets, overnight, between 1730 and 0900 hours.

During discharge in Kuwait, I noted that livestock were without fodder for two sequential feedings (arrival afternoon and the following morning feed). When the issue was discussed, I was informed that during discharge the **s. 47G(1)**:

- **s. 47G(1)(a)**
- 
- Of significant concern, I noted that this was the only time period during the entire voyage that I heard sheep vocalising loudly.

Photographs and video images were obtained illustrating the fodder system, control station, the extent of the pellet fine issue and crew maintaining fodder troughs.

### 3.5 WATER

The Al Shuwaik has numerous fresh water storage tanks positioned within her hull. Further, the ballast water tanks on board are also used to stow fresh, rather than sea water. **s. 47F**  
**s. 47F(1)**

**s. 47F(1)** Further, water is supplied ad lib to all livestock. For these reasons, it is not possible on the Al Shuwaikh to accurately calculate specific daily livestock consumption rates.

Water troughs were well positioned on board the vessel along specific 'water aisles' on each deck. That is, pens opposite each other had water troughs positioned along the same aisle. This design allowed crew cleaning and maintaining the water system to work efficiently. Dedicated crew were allocated to each deck as trough cleaners or plumbers.

Maintenance involved sheep pellets and sediment being 'strained' from the water with a sieve and filter pad. If the water was particularly dirty, it was drained into a bucket and poured overboard.

**s. 47G(1)(a)**

This volume was 548.44 mt surplus to the 9201.56 mt required by regulations. The available potable water was a combination of 4500.00 mt remaining on board and the vessels capacity to generate 5250.00 mt through two desalination plants during the voyage.

#### **Observations and comments:**

In general, the watering system for livestock on board the Al Shuwaikh was efficient and well maintained.

My observations indicated however, that on a number of occasions, in an attempt to prevent wet pens, crew would switch off the water supply to a selection of troughs, if a leak was noted. The leakage report was not always passed onto the 'plumber' in a timely manner, if at all. **s. 47F(1)**

**s. 47F(1)**

**s. 47F(1)**

This poor crew communication resulted in some pens being without water overnight on numerous occasions. The situation was always rectified quickly once the matter had been raised by the **s. 47F(1)**

On 22/05/2018 (Day 7), I observed a significant overflow of the ballast tank water into a sheep pen on deck 6, portside. The issue was raised and shown to the **s. 47F(1)** who immediately began to rectify the problem. I was told that due to the rough seas, ballast water was moving in

the tank and overflowing through the valve. Resolving the problem involved pumping water from this full tank into another with a lower level. Crew were then organised to enter the pen and shovel the water and wet pad material overboard. When I revisited and checked the area 24 hours later I found the pen was drying very well. Within 48 hours, the pad was dry and sheep were using the area again to lay down and rest.

Toward the end of the voyage and during discharge, I observed that a higher number of water troughs contained fouled water. Manure was falling from upper tiers into waters below. This is primarily due to:

- Less crew allocated to maintain water quality and general husbandry duties. Majority of crew are allocated discharge responsibilities.
- The excess manure accumulated in the upper tier pens overflowing the kickboards and falling into water troughs below.
- **s. 47F(1)** The lack of water maintenance began to appear after day 18 of the voyage.

Photographs and video images were obtained illustrating the water system, examples of water quality and crew maintaining water troughs.

### 3.6 VENTILATION

**s. 47G(1)(a)**

Exhaust towers above the sheep house are lower than the inlet towers. This configuration effectively creates separation of the two air qualities, preventing stale air being drawn back into the vessel holds.

*Photo of towers from bridge.*

#### **Observations and comments:**

Of interest, was that I consistently observed pads immediately around outlet ventilation vent considerably wetter when compared to pads surrounding inlet ventilation vents. I surmise that fresh air drawn from outside the sheep house was lower in humidity when compared to stale air from within the closed holds. Humidity levels immediately surrounding the outlet vents may therefore have been concentrated and thus further elevated.

**s. 47G(1)(a)**

*Photographs and video footage obtained.*

### 3.7 LIGHTING

Lights in the livestock house are left on twenty-four hours each day. This is primarily a work health and safety issue for the night watch-man crew, allowing them to observe and work safely at night.

**Observations and comments:**

I observed that the lower tier pens of each closed deck was particularly dark. I found that a torch was routinely required to visually inspect sheep in these areas. I observed that the **s. 47F(1)** did not carried or utilise a torch when inspecting sheep in these poorly lit pens. Sheep positioned around the perimeter of these pens were able to be inspected with ease.

### 3.8 ENVIRONMENTAL PARAMETERS

Temperature and humidity readings are recorded each four hours, on each deck, each day of the voyage. Dedicated trained **s. 47F(1)** are responsible for collecting the data. Once collected, the data is forwarded onto the **s. 47F(1)**, who then collates the information into a daily report. Wet-dry bulb thermometers are well positioned along internal isles of each deck. The positioning of the instruments effectively obtain a representative sample of prevailing environmental conditions.

In addition to the collection of environmental temperature and humidity data, an **s. 47F(1)** was observed taking daily temperature readings from the surface of the bulk head fuel oil tanks. These tanks were located both starboard and port, in all closed holds (Decks 4-1). I was informed at the beginning of the voyage that the fuel oil, powering the vessel needed to be heated in order for it to flow efficiently through the engines. Advice was, that the oil fuel in the closed hold tanks would be utilised first, allowing the heaters to be shut down prior to arrival at the equator. This procedure would effectively prevent heat stress loading from occurring within the closed holds, during the equator crossing and into the Persian Gulf.

**Observations and comments:**

**s. 47C(1)**

Of significant concern, was that the closed holds (Decks 4-1) consistently had higher temperatures and humidity than open holds. **s. 47C(1)**

**s. 47C(1)**

**s. 47F(1)**

**s. 47F(1)**

I observed numerous sheep on deck 9 with consistently elevated respiratory rates. Discussions with the **s. 47F(1)** indicated that the dark colour of the steel roof surface above these pens absorbed radiated heat from the sun. The dark colour of the external surface was necessary, as a lighter colours would cause reflection issues for officers working on the bridge during daylight hours. In addition, the cumulative heat load rising from lower decks added to the heat burden on deck 9.

## 4 MANAGEMENT

### 4.1 CREW SUMMARY

s 47F(1); s 47G(1)(a)

s 47F(1); s 47G(1)(a)

#### *Observations and comments:*

s. 47G(1)(a)

s. 47G(1)(a)

s. 47F(1)

### 4.2 CREW DEPLOYMENT

s 47F(1); s 47G(1)(a)

Training, or lack of it. Nothing formal. Vessel gets the crew that KLTT send.  
(Appendix XXX – Crew deployment schedule).

4.3 s. 47F(1)

s. 47F(1)

4.4 s. 47F(1)

s. 47F(1)

**Hospital pen positions** – locations. Difficulty moving compromised sheep to them. Use of half buckets to transport.



**Australian Government**  
**Department of Agriculture  
and Water Resources**

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

Veterinary Officer  
Department of Agriculture and Water Resources

Via email: s. 22(1)(a)(ii)

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

**Direction to undertake and monitor approved export program activities LNC-010119 and LNC-010173**

The purpose of this letter is to notify you that I have made a direction under sections 9D and 9E of the *Export Control Act 1982 (Act)* respectively.

s. 47G(1)(a)

Under sections 9D and 9E of the Act respectively, the Secretary may direct an authorised officer to:

- undertake some or all of the activities in an approved export program; and
- monitor, review or audit, whether within or outside Australia the undertaking by accredited veterinarians of the activities in approved export programs, and the activities of exporters in relation to approved export programs.

Copies of the approved export programs are **attached**.

I am a delegate of the Secretary for the purposes of sections 9D and 9E. I understand that you are an authorised officer, appointed under section 20 of the Act.

I direct you to monitor the undertaking by an accredited veterinarian of all of the activities in, and the activities of exporters in relation to, the approved export programs through audio or video recordings and photographs.

If you identify a deficiency in the undertaking by the accredited veterinarian of the activities in the approved export programs you may, in writing, direct the veterinarian to remedy the deficiency within a reasonable time as specified in that direction.

The direction must:

- identify the deficiency; and
- state that a failure to remedy the deficiency within the specified time is an offence under section 9H of the Act.

I have set out section 9H of the Act below for your reference.

I have notified the exporters to whose export activities the approved export programs relate. The Vessel is intended to leave from Fremantle on 15 May 2018. Please contact **s. 47F(1)** <sup>s. 47G(1)(a)</sup> **s. 47G(1)(a)** to arrange accommodation.

If you have any questions relating to your duties as set out in this letter, please contact **s. 22(1)(a)** Director on **s. 22(1)(a)(ii)**

Yours sincerely

**s. 47F(1)**

Narelle Clegg **s. 47F(1)**  
Assistant Secreta  
Exports Division  
14 May 2018



**9H Offence of failing to remedy deficiency in undertaking approved export program**

(1) If:

- a. there is a deficiency in the undertaking by an accredited veterinarian of the activities in an approved export program; and
- b. under subsection 9E(2), an authorised officer directs the accredited veterinarian to remedy the deficiency; and
- c. the accredited veterinarian does not remedy the deficiency within the time specified in the direction;

the accredited veterinarian commits an offence.

Penalty: 50 penalty units.

(2) An offence against subsection (1) is an offence of strict liability.