

# REPORT ON 'MV Bahijah' VOYAGE ( No. 11/LNC10182)

LOAD PORT: Fremantle, Western Australia

LOAD DATES: From: 09/06/2018 to: 10/06/2018

TO: Haifa, Israel

DISCHARGE DATES: 30/06/2018

REPORT PREPARED BY

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

Veterinary Officer, Department of Agriculture and Water Resources

## CONTENTS TABLE

1. EXECUTIVE SUMMARY
2. MV Bahijah VOYAGE LNC 10182
  - a. History
  - b. Size and Layout
  - c. Flooring
  - d. Services
    - i. Fodder Storage
    - ii. Water
    - iii. Power
    - iv. Ventilation
3. MANAGEMENT
  - a. Exporter
  - b. Vessel Operator/Owner
  - c. ( MV Bahijah )
    - i. s. 47F(1)
    - ii. s. 47F(1)
    - iii. s. 47F(1)
    - iv. s. 47F(1)
    - v. s. 47F(1)
4.
  - a. s. 47F(1)
  - b. s. 47F(1)

5. THE CONSIGNMENT
  - a. Pre-departure Preparation at Registered Premises
    - i. Nutrition Management
    - ii. Final Selection of animals
  - b. Consignment description
    - i. Numbers by category and weight
  - c. Fodder and Water Calculation
  - d. Load Plan and HSRA
6. THE VOYAGE
  - a. Route
  - b. Daily Management Meetings and Daily Reports
  - c. Temperature and Humidity Records
  - d. Deck Washing
  - e. Mortalities, Morbidities and Stress Indicators
  - f. Feed and Watering
7. PHOTOGRAPHS AND VIDEOS
8. ATTACHMENTS
  - a) Directions Order and other DAWR instructions
  - b) <sup>s. 47F(1)</sup>Submission
  - c) Load Plan and HSRA
  - d) Fodder and Water ( incl. Calc and consumption: chaff, pellet, water plans and consumption)
  - e) Veterinary Issues Including Management of Hospital Pens
  - f) Temperature and Humidity Records
  - g) Mortalities by Deck and Date
  - h) CSEP/Voyage Instructions
  - i) Deck Wash Plan
9. OBSERVATIONS AND COMMENTS

## 1. EXECUTIVE SUMMARY

My role as an Independent Observer for the Department of Agriculture and Water Resources (DAWR) aboard the MV Bahijah was described in the directions order from Narelle Clegg, Assistant Secretary Live Animal Exports Branch, Exports Division.

I was directed to monitor the activities of the **s. 47F(1)** and exporter **s. 47G(1)(a)** in relation to their approved export program for cattle and sheep. There was a requirement to take video recordings and photographs, and to issue a formal notice to the **s. 47F(1)** to take remedial action if a deficiency was observed.

This report describes the voyage conditions and management control on board the vessel MV Bahijah which departed Fremantle on the 10<sup>th</sup> of June at 2100 and arrived at Haifa, Israel at 1000 on 30<sup>th</sup> June.

No significant non-compliances were observed in relation to the **s. 47G(1)(a)** instructions or Consignment Specific Export Plan (CSEP) during voyage LNC 10182 and I was not required to issue a formal notice to the AAV to remedy a deficiency.

The vessel departed Fremantle with 9227 sheep and 3695 cattle. The overall mortality was 1 bull (0.027%), and 17(0.18%) sheep.

A series of photographs and videos were taken each day of the same pens to record changes to the condition of the livestock and pens over the voyage. Other photographs and videos were collected as indicated by the circumstances of the voyage.

During the course of the voyage I enjoyed a courteous and respectful relationship with all the officers and the crew. Whilst challenging, my relationship with the **s. 47F(1)** remained professional and I enjoyed a good relationship with both **s. 47F(1)** aboard the vessel.

## 2. MV Bahijah VOYAGE LNC 10182

### a. History

- Custom built as a livestock carrier at s. 47G(1)(a)  
s. 47G(1)(a)
- Keel Laid on 29<sup>th</sup> August 2006, Delivered on 15<sup>th</sup> September 2010.
- Formerly named the 'Ocean Outback' by previous owners s. 47G(1)(a)  
s. 47G(1)(a)

### b. Size

s. 47G(1)(a)

### c. Layout

s. 47G(1)(a)

### d. Flooring

- Flooring consists of rubberised fixed/permanent surface with slat work metal inserts for grip (not through ships entirety)
- Ramps of fixed metal construction between all decks

### e. Services

s. 47G(1)(a)

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

- No witnessed measuring of ventilation whilst I was aboard the vessel, but AMSA testing was passed on the first day of loading (prior to loading) at Fremantle port.
- see attached image *Cargo ventilation* for ventilation description, also refer to *deck schematics* for ventilation arrangement on decks.

## 5. THE CONSIGNMENT

### a. Pre-departure Preparation at Registered Premises

- Cattle 4000 approx at s. 47G(1)(a)
- Sheep 9400 approx at s. 47G(1)(a)

### i. Nutrition Management

- all backgrounded on very similar feed to that fed onboard (same size and appearance)

### ii. Final Selection of animals

- at s. 47G(1)(a) 3 died in the 3 weeks at the feedlot and a number were rejected on bloods, various were rejected on other grounds
- at s. 47G(1)(a) feedlot no 'unusual deaths or illness' observed. Unknown actual count of deaths. Shy feeders, most removed before inspection. Reject management plan was presented prior to final inspections.

s. 47G(1)(a)

### c. Fodder and Water Calculation

s. 47G(1)(a)

s. 47F(1) The s. 47F(1) had the receipt of sale for the fodder with details which I was unable to procure for my own inspection.

- The s. 47F(1) collated data on a spreadsheet designed to keep track of fodder consumed and fodder remaining on board based on number of troughs and recorded consumption. This was used to compare against and match with the s. 47F(1) estimations over the course of the journey. I viewed this on the boat and asked for a copy of the spreadsheet if possible. The exporter has asked that he not forward this onto me.

- Fodder consumption was calculated as a combination of troughs fed and known weight of troughs. Troughs were counted after loading and troughs for pens were established. An estimation of ROB (remaining on board) from 'sounding' the silos was made when they fell to an estimable level. (see pictures of silos)

- Water consumption was calculated for the previous 24 hours at midday each day.

### d. Load Plan and HSRA

s. 47G(1)(a)

- The load plan itself differed and changed over the course of the vessels voyage but the essential parameters remained the same. Sheep remained the only animals on decks 6 and 7. The basic layout of where different lines of cattle were did not alter over the course of the voyage. What did change was how

spread out these animals were in their locations and the location and size of hospital pens according to where sick animals were and how many there were.  
s. 47G(1)(a)

DRAFT

## 6. THE VOYAGE

### a. Route

- Direct consignment Fremantle to Haifa with no other discharge ports
- Departed Fremantle at 2100 on Sunday 10/6/18
- Arrived Maldives and drifted off the Maldives at about 1230 on 19/06/18
- Departed Maldives after security protocol boarded and Maldives authorities departed vessel at about 1530 on 19/06/18
- After traversing high risk area Security detail were dropped off in a boat on the red sea s. 47F(1) evening of the 26/06/18
- Arrived Suez canal and put to anchor (at first anchorage) at 2130 on 28/06/18
- Anchors up by 2200 and moved to second anchorage with s. 47F(1)
- Anchors down in second anchorage in Suez canal (in the bitter lakes) from 0330? til 1400 on 29/06/18
- Departed Suez canal second anchorage (in the bitter lakes) at 1400 on 29/06/18
- Arrived Haifa port at 1000 on Saturday 30/06/18

s. 47G(1)(a)

s. 47F(1)

s. 47F(1)

s. 47F(1)

s. 47F(1)

s. 47F(1)

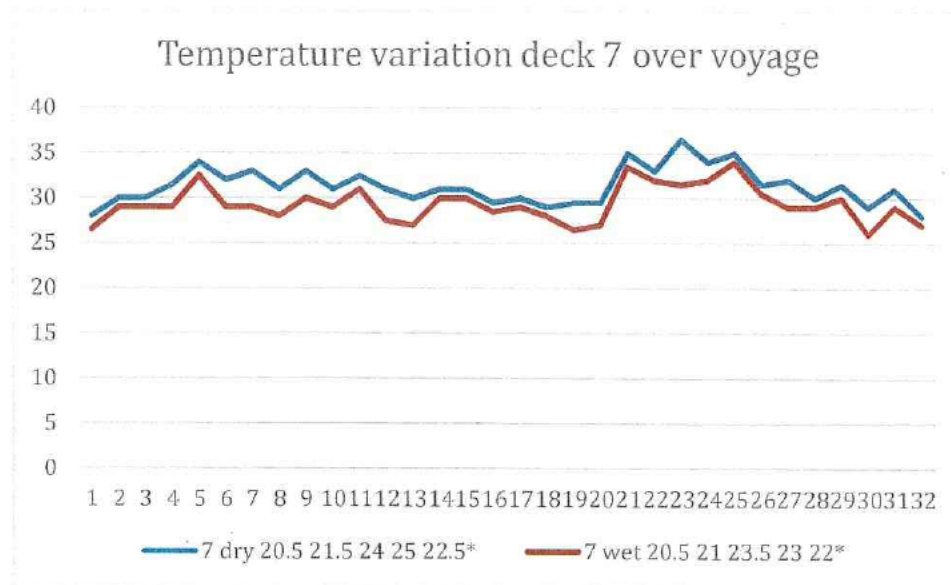
s. 47F(1)

### c. Temperature and Humidity Records

s. 47G(1)(a)

- Recordings were taken every 4 hours on all decks and averaged
- I didn't witness temperatures being taken in my daily observations
- No maximum temperature was recorded
- The s. 47F(1) showed me the recording sheet which was collated and averaged by the cadet officer daily
- My own recordings of temperature (from the fixed thermometers on each deck) were taken of wet and dry bulb readings. These are recorded in the excel file *Temp log Bahijah*. These were taken between 8 and 9 am (stretched to 7.30 earliest til 9.30 latest) in the morning and 2 and 3 pm (stretched to 1330 earliest and 1530 latest) in the afternoon in an effort to catch the maximum temperature or that close to the maximum temperature each day. Unfortunately not all of the wet/dry bulbs were in working order so humidity levels from these readings are unlikely to be reliable.





d. Deck Washing

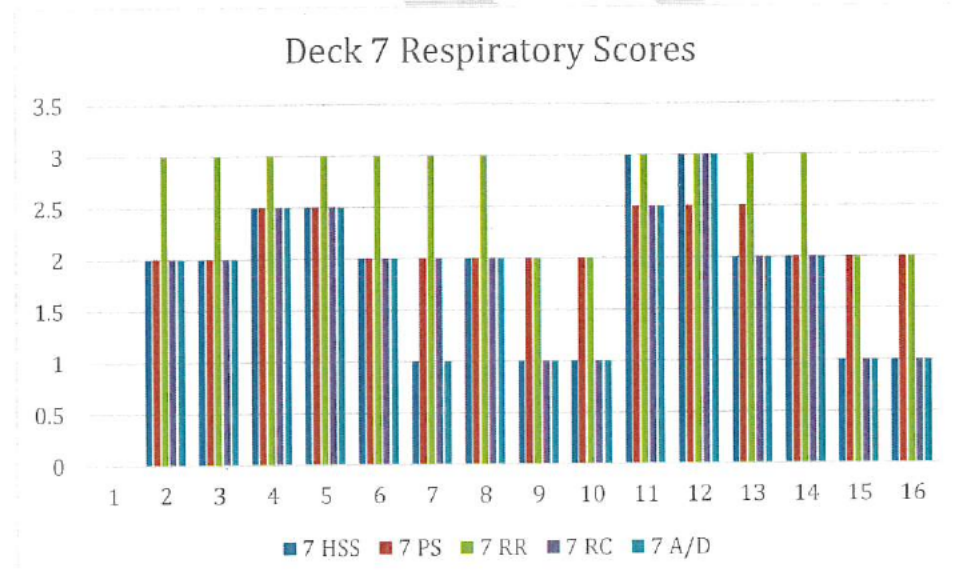
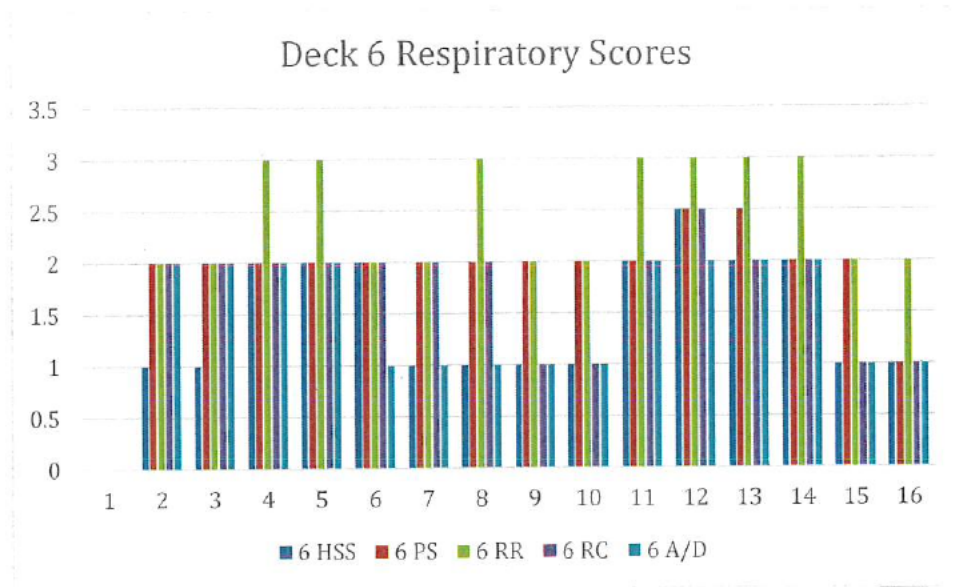
- Deck washing was performed multiple times over the course of the voyage
- Deck 4 AFT AFT (also referred to as 'special deck') had an individual washing regime
- Sheep decks were not washed over the course of the voyage, but did receive sawdust if deemed to be too wet (see pictures of port side pens 6-013 to 6-016 in photos folder *Sheep deck 6 normal life* for sea splash)

s. 47G(1)(a)

e. Mortalities, Morbidities and Stress Indicators

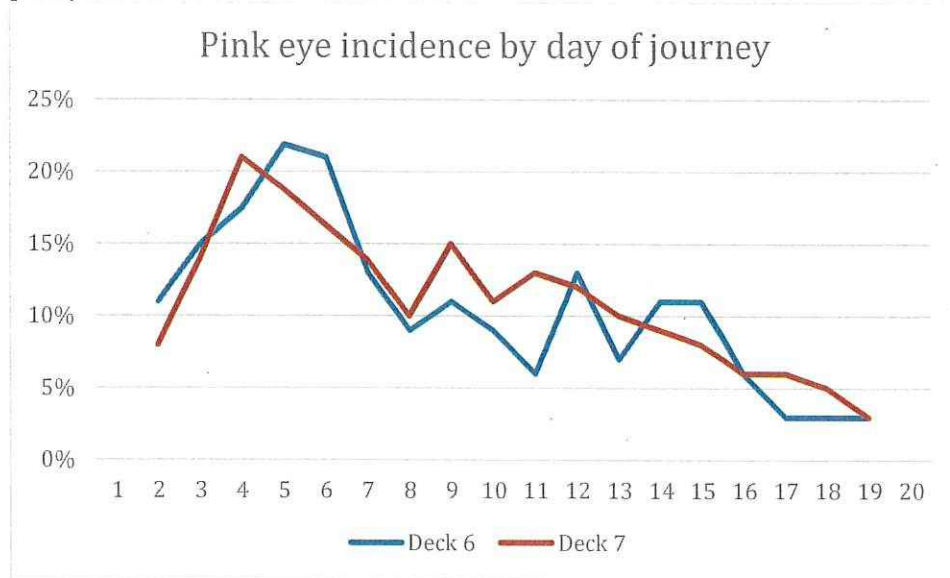
- overall the voyage was very successful with minimal mortalities
- final mortality count was 17 sheep and 1 bull for the voyage
- 17 was the official supplied count including a mortality at discharge which I was not officially informed of and did not witness. The report I saw totalled 17 mortalities for sheep and the 'counts' reflected this.
- mortality by deck and pen is contained on the mortality sheet of the excel file *Bahijah statistics*
- Hospital pen population figures are contained in the same file
- An independent observers evaluation of sheeps comfort and respiratory indicators are contained in the same file, but only start at day 5/6 of the voyage
- NB: My data for measured respiratory rates of sheep on-board consistently measured differently (much higher) than what was submitted by

the <sup>s.47F(1)</sup> in his daily report. The data should be able to be supported by video footage of sheep pens. Deck 7 consistently scored higher than deck 6.

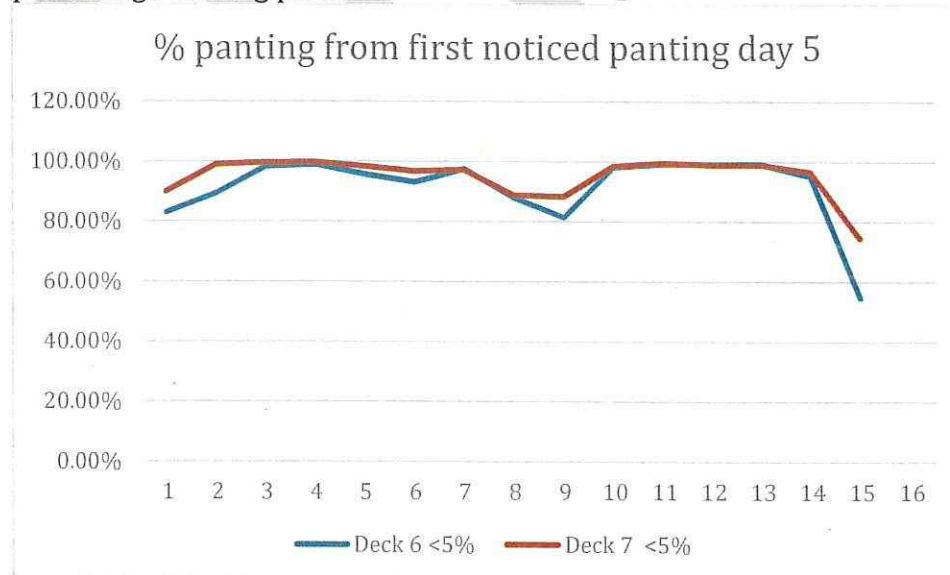


**Method for data collection was as follows: all detailed in excel file *Bahijah statistics***

- Pink Eye estimates were made by counting 100 (minimum) sheep on each of decks 6 and 7 from a minimum of 20 randomly chosen pens on each level and observing how many of those sheep were visibly suffering eye pain/trauma



- 'Panters' at least ten pens from each of decks 6 and 7 were observed at the hottest part of the day. I attempted/preferred to count undisturbed pens. Either an estimate was made of how many sheep were panting in each pen or those sheep that WERE NOT panting were counted and a percentage of panters calculated from the total number of sheep in the pen. These percentages were averaged after removing the highest and lowest percentage scoring pens.



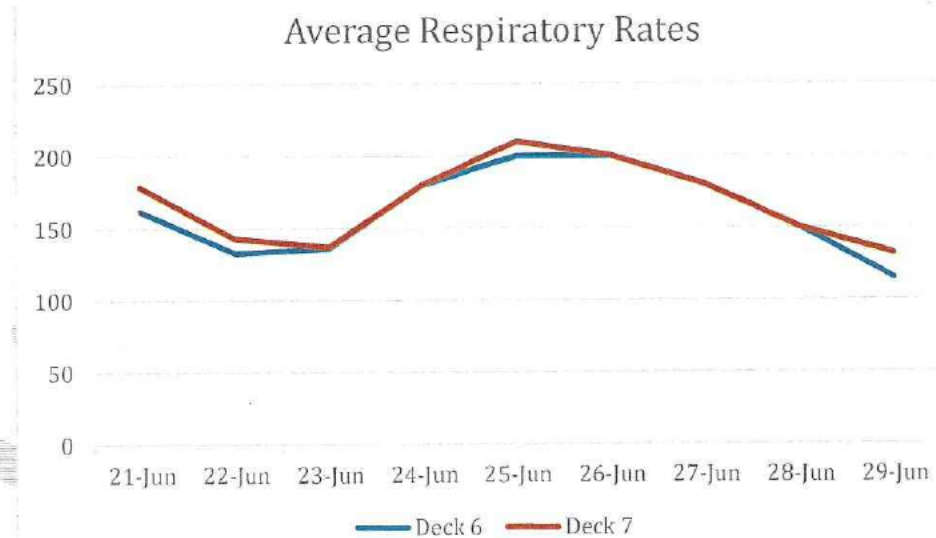
- 'First thing panting' as humidity levels were generally highest in the morning I made an observation of a small number of pens from each region

of the ship port to starboard to see if there was a correlation with position on ship and panting.

- Open Mouth Panters were observed and this additive figure was combined with how many sheep on that deck were observed at that point (i.e. if 3 were observed but only ~30% of that deck was covered in that observation then 3/30%)

- On the afternoon of the 26<sup>th</sup> a full walk and count was made of all open mouth panters with mouths open and tongues visible on walk past. This was the hottest afternoon. Many more sheep in each pen had their lips parted when you stopped and looked closely and if one stopped in front of a pen various sheep would stop and start open mouth panting whilst you watched.

- Respiratory Rates at least 30 to 40 sheep from each deck from a random allocation of pens and in a representative sample from each deck were counted and averaged for that deck. When these were recorded, if possible collations were made into RR categories. This was not always possible to define (eg. 25 June was a minimum RR).



#### f. Feeding & Watering

- 2 to 3 feeds were given daily, after instructions were passed from s. 47F(1) to s. 47F(1) first thing each morning

- Gravity fed system, so the crew looking after the sheep decks often started earlier because if the cattle were being fed on lower decks then their feed source was unavailable

- Feed was carried to troughs that weren't supplied with a gravity fed system

- Troughs were emptied into pens if instructed at next feed, or topped up if instructed

- Water troughs were emptied and cleaned first thing in the morning and then minor cleaning through the day (sifted with a sieve). A second full clean was usually performed in the day.

- A designated 'fodder man' was in charge of fodder storage and the fodder system maintenance.

- Water troughs were automatic with a 'float and tap' system in place to each trough, these required constant monitoring. Cattle and sheep were very adept at pulling off hoses. Leaks and hose malfunctions were fixed as they occurred/were noticed.

DRAFT

## 7. PHOTOGRAPHS AND VIDEOS

- Photographs and videos are found in the accompanying folders
- Footage was taken of the following pens every day at varying times of day (many of these pens were combined with other pens over the course of the journey)
- Photos and videos of pens are individually labelled with the Day of the journey and time/period of day

### Cattle pens

1-013	1-018	1-033	1-035		
2-013	2-020	2-026	2-029		
3-004	3-014	3-022	3-032		
4-013	4-020/029	4-023	4-050	4-057	4-060
5-001	5-044	5-053	5-066	5-077	5-098

### Sheep pens

6-003	6-027	6-052	6-054	6-073	6-088
6-093	6-103/104				
7-front pen	7-007	7-034	7-045	7-052	7-070
7-082	7-089				

A description of each of the cattle pens is provided in the document 'MY PENS'. The sheep pens were chosen at random over the two levels and most were roughly the same size except for 7-front pen which was always a large combined pen and 6-103/104 and 7-088/089.

Other footage was taken over the course of the voyage to demonstrate normal conditions (folders *Deck 6 normal life sheep*, *Deck 7 normal life sheep*) and abnormal conditions or monitoring of conditions (*pad conditions* folder). There are extra pens files that had incidents of note over the course of the voyage.

Videos of each deck to attempt to demonstrate their layout was taken on all enclosed decks. Open sided sheep decks were considered to be more self-explanatory without the need for 'video tours'. A reasonable assessment of their layout can be made from the various pictures and videos in the folders described above (*Deck 6 normal life and Deck 7 normal life*) and the individual pen footage. The 'tour' videos also attempt to encompass the layout of the ventilation system in association with accompanying schematic diagrams attached.

The remaining folders are named based on their content.

Chaff feedout – pictures showing the various components of feeding chaff aboard  
Cows behaving badly – various pictures of animals doing things out of the normal, but not compromising welfare, aboard the vessel

Deck 5 photos – other photos taken on Deck 5, some sub-folders present

Discharge Day – Still and video footage of various components of discharge.

Fodder storage – Photos and videos of the fodder storage and system aboard the vessel

Hospitals – Various photos of hospital pens and their residents over the voyage  
Hot sheep – Photos and videos of heat stressed sheep  
Hot cattle – Photos and videos of heat stressed cattle  
Movies – other movies taken on Days 1 to 7 and tours in Movies other  
Pad conditions – still and video footage of deteriorating pad conditions and pad interventions  
Post Mortems – pictures of witnessed post mortems  
Ramps – pictures of ramp conditions  
Sheep deck 6 (&7) normal life – various still and video footage of deck 6 and 7  
Ship sections – Pictures demonstrating the layout of the ship  
Space making – Extending pens to give extra room  
Suspect animals – pictures of animals noticed with problems around the ship  
Tools and things – Various tools of the trade used by deck crew  
Ventilation – Still and video footage of ventilation aboard the vessel  
Vet treatments – some still and video footage of vet treatments of sick animals

DRAFT

## 8. ATTACHMENTS

- a) Directions Order and other DAWR instructions
- b) s. 47F(1) Submission
- c) Load Plan and HSRA
  - provided in attachment to this document is the load plan pre-departure and revised edition
- d) Fodder and Water ( incl. Calc and consumption: chaff, pellet, water plans and consumption)

s. 47F(1)

s. 45(1)

- e) Veterinary Issues Including Management of Hospital Pens
  - photographs of hospital pens are as labelled.
  - details of hospital residents are available in the excel file *Bahijah statistics*
- f) Temperature and Humidity Records
  - Average temperature and humidity levels are in the daily reports
  - Recordings from onboard vessel thermometers exist in the excel file *Temp log Bahijah*
- g) Mortalities by Deck and Date
  - detailed in the excel file *Bahijah statistics*
- h) CSEP/Voyage Instructions
- i) Deck Wash Plan
  - detailed in the above wash section
  - photos and video in the folder *Pad Conditions – Washes and Major washdown day 8*
  - schematic diagrams can be formulated and provided



## 9. OBSERVATIONS AND COMMENTS

The voyage no. LNC 10182 from Fremantle to Haifa with cargo of 9227 sheep and 3695 cattle was overall a successful voyage.

The crew were experienced and capable and receptive to instruction from the s. 47F(1) and s. 47F(1) and requests from the s. 47F(1). As with all jobs crew were prone to taking short cuts if they could but if corrected by the s. 47F(1) or other senior member of staff they would increase their diligence and care.

The officers on board (especially the s. 47F(1) and s. 47F(1)) were highly agreeable and co-operative. They were willing to share their opinions of the live export situation and were very keen to demonstrate their ships and crews ability to do a good job.

I witnessed no animal cruelty or deliberate disregard for any animals welfare whilst on board the Bahijah from any member of the crew or officers. The worst treatment of animals occurred at discharge, and was from the crew employed by the local authority or the importer. The worst offender was swiftly dealt with by the s. 47F(1) when it was brought to his attention. Even so the treatment of animals at discharge was overall very good, and no worse than any bad operations I have previously witnessed in any of my previous work with livestock.

The sheep visibly struggled with the heat on board. This discomfort correlated with an increase in wool. There was a marked increase in respiratory discomfort at the equator which somewhat receded after a few days. Their discomfort markedly increased again in the Gulf of Aden, receding somewhat in the Red Sea and almost stopping by our passage through the Suez Canal. The cattle appeared to handle the heat much better than the sheep. However, with increasing faecal matter in pens, and particularly on lower/enclosed decks they too showed marked discomfort in conditions of increased heat and humidity.

The s. 47F(1) communication skills and ability to manage this trip was exemplary. His work ethic and aptitude were very good, though his technique would doubtless be considered unique it was very successful. He was very approachable, and pragmatic about live export. s. 47C(1)

s. 47C(1)

s. 47F(1)

s. 47C(1); s. 47F(1)

s. 47C(1); s. 47F(1)

Despite it being a dry ship both the s. 47F(1) had brought aboard a large quantity of alcohol. I know the s. 47F(1) was aware of a carton of beer which was left by the exporter at Fremantle. He addressed this in the first daily meeting and had asked that it be consumed behind closed doors. s. 47F(1)

s. 47F(1)

s. 47F(1)

I had 1 can

(2 in total) of beer from this carton on the first two nights aboard the boat s. 47F(1)

s. 47F(1)

s. 47F(1)

I would not

change my stance however if the voyage were to be repeated.

I had some very interesting conversations with numerous crew and officers whilst onboard the Bahijah. Two of particular were of note:

s. 47F(1)



**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)(

**Direction to undertake and monitor approved export program activities LNC-010182**

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.

A copy of the approved export program is **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 exporter to whose export activities the approved export program relates. The Vessel is intended to leave from Fremantle on 8 June 2018. Please contact [s. 47F\(1\)](#) [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\(1\)\(a\)\(ii\)](#) Director on [s. 22\(1\)\(a\)\(ii\)](#)

Yours sincerely

[s. 47F\(1\)](#)

Narelle Clegg  
Assistant Secretary  
Exports Division  
1 June 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.