

VALE COMMENT ON REPORT 57 *Al Shuwaikh* to Kuwait, Qatar and United Arab Emirates December 2018 / January 2019

Loading

IO SUMMARY: The stocking densities appeared at least adequate and in some cases generous. The observer noted that more than 50% of animals were able to lie down at any particular time.

VALE COMMENT: with the increased space allowance, considerably more than 50% of animals should have been able to lie down at one time.

Personnel

IO SUMMARY: The lack of livestock handling by some of the crew was appropriately managed by the CO, bosun, stockperson and AAV.

VALE COMMENT: this has been noted occasionally on some ships

Ventilation

IO SUMMARY: The crew recorded temperature and humidity measurements every 4 hours on each deck. The highest temperature recorded on the decks was 32°C dry bulb with an 86% humidity.

VALE COMMENT: this equates to WBT of 30°C and it is a voyage in the low-risk period. This would exceed the HST for many sheep.

Health and welfare

The sheep in the enclosed lower decks experienced higher temperatures and humidity compared to the upper decks. Respiratory rates increased as the ship approached the equator and remained elevated in the lower decks for longer than the open decks. Some panting was observed. For the warmest part of the voyage the average heat stress score was between 1 and 2.

IO SUMMARY: There was a degree of inexperience in identifying unwell animals. Training was ongoing and the identification of unwell animals improved as the voyage progressed.

VALE COMMENT: concerning.

IO SUMMARY: There were 211 sheep mortalities during the voyage. The cause of mortalities include inanition, enteritis, pneumonia, septic arthritis, enterotoxaemia and injury.

IO SUMMARY: One non-compliance was noted as a ewe lambled on the first night at sea. The ewe and lamb were isolated and discharged in Kuwait.

VALE: a viable lamb on Day 1 and the pregnancy was not detected before loading?

Discharge

IO SUMMARY: During discharge in Kuwait and UAE, on a couple of occasions, the animal handling was more forceful than necessary by the wharf crew. The AAV intervened to modify the behaviour. Overall the discharge went smoothly but slowly.

VALE COMMENT: handling issues in end-destination noted not uncommonly by IOs.