

REPORT ON MV (YANGTZE FORTUNE) VOYAGE (No.1804) Maiden voyage was on the 04/10/2017

LOAD PORT: Fremantle Western Australia

LOAD DATES: From 03/05/2018 to: 04/05/2018

TO: DISCHARGE PORT(S) Oman Muscat

DISCHARGE DATES: From 17/05/2018 to 18/05/2018

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

REPORT PREPARED BY

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

Veterinary Officer, Department of Agriculture and Water Resources

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EXECUTIVE SUMMARY

My role as a DAWR Independent Observer on board the MV Yangtze Fortune was described in the Directions Order of 1st May 2018 from Narelle Clegg, Assistant Secretary Live Animal Export Program, Exports Division (**Attachments**), viz. to monitor the activities of the **s. 47F(1)** and exporter **s. 47G(1)(a)** in relation to their approved export program for 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 Yangtze Fortune which departed Fremantle on 03 May 2018 and arrived Muscat, Oman on 17 May 2018.

No significant non-compliances were observed in relation to the **s. 47G(1)(a)** instructions or Consignment Specific Export Plan (CSEP) during V1804 and I was not required to issue a formal notice to the **s. 47F(1)** to remedy a deficiency. The only non-compliance I found was in relation to the stocking density on the load plan issued by the exporter and ship at time of signing off. The ship used calculations according to the cattle loading densities for cattle and not sheep density. This did not cause major issues however sheep needed to be moved around during the initial start of the voyage.

The vessel departed Fremantle with 15,326 sheep. The overall mortality of the sheep was 46 head (0.30 %) which consisted of voyage death 38 head (0.25%) and port mortalities of 8 Head (0.5%).

A series of photograph 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 this voyage I enjoyed a courteous and professional relationship with the **s. 47F(1)** and **s. 47F(1)** as well as the **s. 47F(1)** and **s. 47F(1)**

1. MV YANGTZE FORTUNE

a) History

The Yangtze Fortune is under Liberian flag and originally built in 2005 with a conversion to a livestock ship in December 2015.

It is one of two ships built by the **s. 47G(1)(a)** with the Yangtze Fortune starting operations 4 October 2107 as the maiden voyage out of Australia. The vessel has regular AMSA inspections and has a current AACL.

b) Ship particulars;

Refer to Attachments which describes the ship's particulars including dimensions and pen areas

c) Stowage plan for sheep;

Refer to Attachment which shows the diagram of all decks and configuration of pens

d) SERVICES

(i) Fodder storage

There are two fodder storage holds for pellets in the forward area of the vessel capable of holding 1200MT pellets. Pellets are pumped from the holds to the decks. s. 47G(1)(a)

s. 47G(1)(a)

(ii) Water

s. 47G(1)(a)

Pressure for the water is very good

The watering system is shown in the attached photographs. There were some issues with connections especially when crew had to change troughs from cattle height to sheep height. There was always maintenance that was required for leaks and hoses disconnecting from some of the troughs.



Watering system good until red tap then a lot of maintenance.

(iii) Ventilation

s. 47G(1)(a)



Controls panels found on deck 4



Controls on the Bridge



Ventilation system in pens



Figure 1 Exhaust system 9 EXH 1 SUP is related to airflow in to ventilation system

s. 47G(1)(a)

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3. THE CONSIGNMENT

(a) Pre departure preparation at Registered Premises

The sheep were held at DAWR Registered Premises within 45 mins drive from the Port of Fremantle. At the Registered Premises they were held for at least five days. The TRACE arrival date was 23 April 2018. The departure date being date of load was 3 May 2018.

Shearing occurred as part of the requirements of Oman that no more than 3 months wool growth and also part of ASEL standard S3.9 (b) *All sheep for export to the Middle East by ship during the period from May to October held in paddocks in the registered premises must have wool not more than 25 mm in length, and must be at least 10 days off shears on arrival at the premises (this doesn't always happen as they are shearing whilst in the registered premises)* At s. 47G(1)(a) they are held in sheds so shearing can be done up to the day of loading.

The sheep were fed similar pellets to what is utilized on the export journey.

At final inspection the s. 47F(1) found no issues with the sheep and during the quarantine period there were no issues at the Registered Premises.

At the wharf there was also minimal rejection of sheep.
The DAWR veterinarian officer visited the registered premises and inspected the whole consignment. (Comments from the DAWR livestock inspection report).

Comments

AAVs inspected before my arrival and left reject management plan.

Full inspection. All stock in good condition and majority off shearing. No wool length issues on any sheep. Only problems noted were low incidence of lameness in all elevated pens. Stock in outdoor pens sound. Some eye problems- very low incidence. Few rams rejected due to horn curl. Inspection done with feedlot manager Jacques Scheepers and he's aware of what to reject at loading. Called Gary Robinson from Phoenix after the loading and informed him of findings.

Load plan exceeds ASEL standards with greater spaced allocated than needed.

(b)

Consignment Description

s. 47G(1)(a)

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

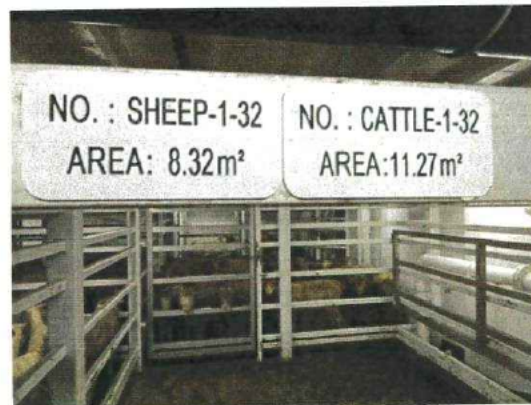
(c) Load Plan and HSRA

Comparing initial load plan given and then on day five, HSRA there was discrepancy with three different metres square area. The initial load plan the crew used did use the incorrect cattle spacing. An explanation from the exporter and a sheep spacing load plan and final HSRA with amended weight confirmed spacing was correct. (Refer to attachment Load Plan)

With regards to pens there is one pen on deck 1 (pen 32) approved by AMSA to hold animals. Crew had to put up extra gate to protect animals from falling down grates. See attached photos;



Another observation to note with regards to AMSA requirement. The pens that have a cattle and sheep different square meterage, AMSA requires the divider gates to be put up, but as soon as at sea these are all removed to allow extra space and also animals tend to jump through and get caught in this area. (See Photographs)



The animals took a lot longer to settle due to disruptions in pens taking these gates down.

(d) Fodder and water Calculations

The requirements for feed and water was calculated on the number of days sailing plus three additional days as required under ASEL. However with this shipment the amount of fodder was well over the ASEL requirement.

s 47G(1)(a)

Earlier in the voyage the sheep were eating 27-30 MT pellets per day which equates to 1.6kg head per day. Sheep on different decks would also be fed superchop roughage as advised at the meeting by the s. 47F(1) and feed out was usually before lunch time. Also some lines would than receive oats.

s. 47G(1)(a)

This is all decided by the s. 47F(1) The s. 47F(1) kept an eye on things, however the s. 47F(1) addressed feeding and penning. The s. 47F(1) had discussions and oversight of the feeding regime.

Troughs were of an inconsistent size which was due to pen design with gates and railings. To manage uneaten fodder the crew would transfer uneaten feed to pens which had consumed all their ration. This also aided in feed not going stale in base of troughs. (See photographs below)

About 15MT of fodder remained on board after discharge.

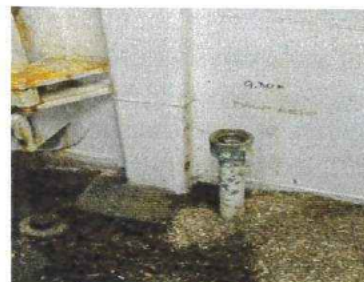
Water quality and pressure was good on the whole voyage. The troughs were cleaned and maintained on a daily basis. Maintenance of the watering system due to having to change from cattle to sheep height was required in the first three days of the voyage. s. 47G(1)(a)

On Day ten there was an interruption to water supply by one hour due to an air block. Maintenance was performed and no adverse effects were seen during this time. s. 47G(1)(a)

s. 47G(1)(a) This was dependent on the climatic conditions on the vessel. Increased humidity and temperatures made sheep drink more and therefore increased urine output.



Water troughs cleaned in the morning



Measuring water tanks on daily basis in tanks



Fodder tank



Crew having to get into fodder tanks to push fodder to conveyor belt

