

s. 22(1)(a)(ii), s 47F(1)

From: s. 22(1)(a)(ii), s 47F(1)
Sent: Tuesday, 13 September 2011 6:03 PM
To: s. 22(1)(a)(ii), s 47F(1)
Subject: RE: reports for the s.22(1)(a)(ii), s.47G(1)(a) [SEC=UNCLASSIFIED]

Hey s. 22(1)(a)(ii), s 47F(1)

s.22(1)(a)(ii), s.47G(1) will give you a ring tomorrow when you get back into the office about it – seen as you should well and truly be at home by now.

To be quick –

Portland Cattle – Vet decided at day 26 to only increase the daily total by 1 instead of 2. The day 25 grand total was 45 then day 26 they had 2 mortalities so instead of putting the total as 47 the vet decided to only put it as 46. ✓

Portland Sheep – This one is semi (I mean that loosely) to explain – Up until day 11 the vet was going really well at adding up, then day 12 he decided to not add the 2 dead head to the daily total and keep it at 27 total instead of 29, then on day 27 he decided to only increase the daily total by 3 even though there were 4 deaths which made the daily total wrong by 3 as he had it as 46 when it really should have been 49. Then to confuse us all some more he has decided 36 to reduce the total of the daily deaths down to 29 when it actually should have been 75. Which gives an overall difference of 46? On day 31 of the report he has written that total mortalities have been corrected for previous mistakes – have no idea why he has written this or if this is why he decided to reduce the grand total but such an amount the following day?

Fremantle Sheep - Complete sha-mozzle !!! Still trying to figure out how to explain this one! Might try and explain it over the phone!

Speak to you tomorrow

s. 22(1)(a)(ii), s 47F(1)

From: s. 22(1)(a)(ii), s 47F(1)
Sent: Wednesday, 31 August 2011 12:13 PM
To: s. 22(1)(a)(ii), s 47F(1)
Subject: reports for the s. 22(1)(a)(ii), s. 47G(1)(a) [SEC=UNCLASSIFIED]

Hello

Just wanted to touch base and see how things are going with the end of voyage and the masters reports for the s.22(1)(a)(ii), s.47G(1)(a)

We really need to get these reports sorted as we won't be able to approval any upcoming consignments with these outstanding reports.

Let me know if you need any information on the voyages and the numbers that I have here but hopefully we can get them finalised.

Sorry to hassle you for them.

Cheers

s. 22(1)(a)(ii), s 47F(1)

*Live Animal Exports
Animal Quarantine & Export Operations
Biosecurity Service Group*

s. 22(1)(a)(ii), s 47F(1)

Fax: 02 6272 5423

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

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s. 22(1)(a)(ii), s 47F(1)

From: Live Stock Exports
 Sent: Friday, 19 August 2011 1:48 PM
 To: s. 22(1)(a)(ii), s 47F(1)
 Subject: s.22(1)(a)(ii), SEC=UNCLASSIFIED]
 s.47G(1)(a)

Hello

I know this is exactly what you wanted on a Friday afternoon an email about the) (a) sorry.

So the numbers are still not matching up so listed below is a break down for each consignment and species.

LNC-4492 Portland Sheep:
 Loaded: 2914 (All documents show this number)
 Daily reports: Final mortality count 74
 EOJ report: Final mortality count 29
 Masters report: Final mortality count 29.

In summary can you please check the numbers you guys have to see if we can find the difference of the 45 dead sheep.

LNC-4492 Portland Cattle:
 Loaded: 5022 (All documents show this number)
 Daily reports Final mortality count 72
 EOJ report: Final mortality count 72
 Masters report Final mortality count 71

In summary can you please check the numbers you guys have to see if we can find the one missing cattle mortality.

LNC-4493 Freemantle Sheep:
 Loaded 43596 (All documents show this number)
 Daily reports: Final mortality count 346
 EOJ report: Final mortality count 303
 Masters report: Final mortality count 447

In summary can you please check the numbers you guys have to see if we can get the actual final number of mortality sheep.

LNC-4493 Fremantle Cattle
 Loaded 3978 (All documents show this number)
 Daily reports: Final mortality count 35
 EOJ report: Final mortality count 35
 Masters report: Final mortality count 35

In summary this one is correct :o)

Thank you for your patience with this one we will get it soon.

Cheers
 s. 22(1)(a)(ii), s 47F(1)

Live Animal Exports
 Animal Quarantine & Export Operations
 Biosecurity Service Group

s. 22(1)(a)(ii), s 47F(1)



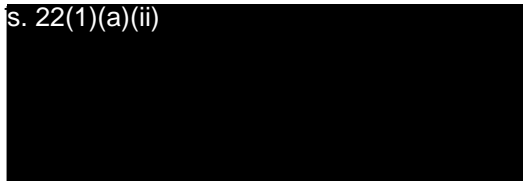
MASTER'S REPORT CARRIAGE OF LIVESTOCK

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

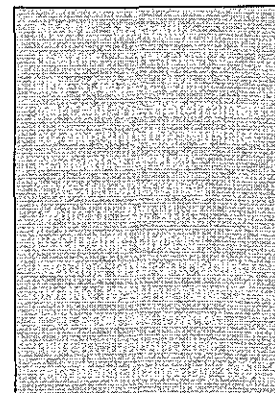


SHIP DETAILS

| | |
|--|--|
| s.22(1)(a)(ii), s.47G(1)(a) | Name and address of livestock exporter Livestock Shipping Services Pty Ltd. 15 Charles Street South Perth WA 6151 Australia |
| Voyage number 4 | |
| Duration of voyage (days) From Portland = 31-days // From Fremantle = 24-days | |

LOADING DETAILS

| Port | Type | Number loaded | Date completed |
|-----------|-----------------|---------------|----------------|
| Portland | Sheep | 2914 | 15-Jun-11 |
| | Cattle | 5022 | 15-Jun-11 |
| | Other (specify) | | |
| Fremantle | Sheep | 43596 | 22-Jun-11 |
| | Cattle | 3978 | 22-Jun-11 |
| | Other (specify) | | |
| | Sheep | | |
| | Cattle | | |
| | Other (specify) | | |



DISCHARGE DETAILS

| Port | Type | Number discharged | Date completed | Mortality (number) | Mortality % |
|------------------|-----------------|-------------------|----------------|--------------------|-------------|
| Bandirma, Turkey | Sheep | 2914 | 22-Jul-11 | 74 29 | 0.995% |
| | Cattle | 5022 | 21-Jul-11 | 72 71 | ✓ 1.41% |
| | Other (specify) | | | | |
| Bandirma, Turkey | Sheep | 43596 | 22-Jul-11 | 346 447 | 1.025% |
| | Cattle | 3978 | 21-Jul-11 | 35 | ✓ 0.879% |
| | Other (specify) | | | | |
| | Sheep | | | | |
| | Cattle | | | | |
| | Other (specify) | | | | |

MASTER

| | | |
|---------------|------------|----------------------|
| S22(1)(a)(ii) | Signature* | Date 22 July 2011 |
|---------------|------------|----------------------|

* Not required if Report lodged electronically



End of Voyage Report

(Sea Transport)

This is the appropriate report for an accredited veterinarian to complete at the end of an export voyage and supply to AQIS. For voyages where a veterinarian is not on board, the accredited Stock Person must provide the end of journey report to AQIS.

1. VOYAGE DETAILS

| | |
|---|--|
| AQIS Accredited Veterinarian | Date 27 th July 2011 |
| S22(1)(a)(ii) | |
| Exporter Livestock Shipping Services | Voyage No. of Days |
| | 40 |
| s.22(1)(a)(ii), s.47G(1)(a) | Voyage # |
| | 4 L |
| Departure Port(s) | Destination Port(s) |
| Portland & Fremantle | Bandimir, Turkey |

I have in my possession detailed records for this voyage [daily mortality rates and shipboard copies of the daily reports, emails sent to AQIS and LSS].
 In my first version of the End of Voyage Report complied without the aid of the above material.
 I have now been able to refer to this material which has only very recently come to hand.
 The detailed daily mortality reports, as prepared on the ship by the bosun, show exactly where each animal was located on the ship.
 Every deck, hold, alleyway and pen is shown on this document.
 Before and after my daily rounds, the mortality figures were confirmed with the bosun.
 Data and details contained in this end of voyage report have been taken from notebooks used on the voyage.
 Evidently there was a difference in the captain's final, mortality tally for the Portland cattle.
 I have since reviewed the daily report records and have noted that on day there was an omission of one death.
 I now confirm that the total was 72 head.
 This report should be read in conjunction with the additional detailed information that I have supplied to LSS in response to the AQIS request for further and better details regarding the Portland mortalities.



2. REPORT.

The mortalities of the cattle fell into several classes.

1. Animals that had shown no clinical signs but were found dead in the pens with no gross pathological signs on post-mortem.

2. Animals that were in backward condition / smaller than their pen mates / non eaters and who were transferred to hospital pens and subsequently died.

A] On post mortem these animals were found to contain little body fat and exhibited signs of fat mobilisation i.e. catechetic, gelatinous, depleted fat stores. Rumenal contents were subnormal.

B] As above but with pneumonic lungs.

3. Animals that had lameness in one or more legs with single or multiple infected joints.

On post mortem some of these animals had extensive tracts of necrotic / gangrenous tissue in the subscapular or sternal regions.

4. Animals that died in the pens and on post mortem showed gross pathological changes in the thorax, that is, extensive pleuro pneumonia with pleurisy and extensive adhesions between the pleural surfaces and the lungs.

5. Animals that died in the pens showing minimal pneumonic pathology were diagnosed as having been terminally reduced by heat and high humidity.

Some of these animals were the ones in better condition.

During the time of hotter passages a number of animals were not post mortemed due to rapid putrefaction.

The original load plan was for many more than the 9000 loaded and thus it was possible to significantly lessen the density of the penned cargo, for example, on all decks, pens that may have been shown to contain 18 to 21 animals, were eventually stocked with up to 5 animals fewer.

Thus the final densities were well below the permissible levels but despite this, the critical percentage of deaths in the Portland animals was exceeded by 40%

This fact must clearly indicate that some of the animals loaded were either unsuitable for selection and / or were already compromised by the presence of subclinical disease.

There was in many pens, a marked disparity of size and weight which predisposed the disadvantaged animals to above average and expected morbidity and mortality.

During the portside loading activities in Portland, AQIS staff inspected the cargo but made no adverse comments to any of the Australian crew complement..

A very brief meeting with one AQIS staff member was but in passing.

It should be recorded that these animals belonged to the maximum risk category, that is, woolly, British breed animals coming from a Victorian winter and consigned to a passage through the Red Sea and into a northern hemisphere summer but it would appear that all of the critical parameters for loading these animals, were in place.

The deaths in the Fremantle cattle were predominately confined to the Bos taurus breeds.



Relationship with the master and crew.

Relationships with the Master and crew were fair but the ship lacked an adequate chain of command.

At times there was some frustration in dealings with the captain when agreed upon measures failed to materialise.

Frequently conflicting accounts would be offered for planned and past actions.

It was not possible to have any confidence in his command.

The captain did not routinely attend the daily meetings.

Some of these problems may have been in part due to language problems.

This captain was replaced upon arrival in Turkey and my expectation would be that there would be a much improved chain of command now in place.

In my opinion the first officer for the passage from Portland to Fremantle, was inadequately qualified for the post.

There was a change of officers at Fremantle with the first officer being replaced with another who was relatively inexperienced.

Many of the ship's stockmen had only completed one previous long haul trip and sometimes displayed a lack of familiarity with their prescribed duties.

Unfortunately the bosun, who had been on the ship for the whole trip, was replaced upon arrival in Turkey and his replacement had no time to familiarise himself with the ship's daily procedures.

Upon loading the sheep in Fremantle it was found that no preparation had been made on some of the decks for the accommodation of sheep in cattle pens.

The feed and water troughs were still at cattle level and netting had not been installed thus leading to the escape of many animals into the passage and alleyways.



End of Voyage Report

(Sea Transport)

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, and must include the following information:

1. Port or ports at which the loading took place:
 2. **Fremantle & Portland.**
 - The date the loading of the live-stock was completed at each port
 - **17th June 2011 – Portland , 23rd June 2011 - Fremantle**
 - Numbers of each species of livestock loaded at each port
 - **(a) Portland -Cattle 5022, Sheep 2914 (b) Fremantle – Cattle 3978, Sheep 43596**
 2. The port or ports at which the live-stock were discharged:
 - The dates the live-stock were discharged. **Day 32, 17th July unloading commenced Bandimir Turkey. Completed day 37, 23rd July 2011.**
 - Numbers of each species of livestock discharged at each port **Bandimir Cattle – 8894, Sheep – 46034.**
 3. Mortality – the total and percentage mortality for each species and class of livestock and the total and percentage mortality for each deck of the vessel – **Cattle, Portland – 72 = 1.41 % & Sheep 29 = .995% Cattle, Fremantle – 35 = .879% & Sheep 303 = .695 %.**
See attached document for further details.
 4. Feed and water – comment on stock access and if there were any issues with maintenance – **There were no issues with maintenance and no problems with stock access.**
 5. Environmental conditions – comment on weather, temperature, humidity, ventilation and decks / bedding. –
- There were no critical issues with any of the foregoing but high humidities were experienced for some days whilst passing through the Suez Canal and Red Sea region. For the region and season of the year, the conditions were milder than expected.**
6. Health and welfare of the livestock
 - the number of livestock born, the number of abortions. **Nil**
 - any treatments given to the livestock during the voyage - **Antibiotics & Anti-inflammatory drugs were used when indicated.**
 - **Products used included Alamyacin LA 300, Draxxin, Flunixon, Penicillin LA & SA, Sulphaprim, Dexapent and miscellaneous Vitamins and stimulants.**
 7. Comments on discharge operations - **Discharge at Bandimir was slower than expected due to occasional shortage of vehicles.**
 8. **Other comment - Unexpected delays were encountered during the passage through the Suez Canal due to a disabled vessel blocking the canal during its southward passage. Another delay was experience when the vessel was directed to join in a search and rescue operation just south of the entrance to the Dardanelle Straits.**
 - 9.
 10. **Daily Sheep portland = 74**
Daily Sheep Free = 346
 11. Anything else relevant to the live-stock during the voyage. **Nil.**



Australian Government
Department of Agriculture,
Fisheries and Forestry
Australian Quarantine and
Inspection Service

End of Voyage Report

(Sea Transport)

| | |
|---|--|
| 3. VETERINARIAN | |
| I declare that the information that I have provided is true and accurate to the best of my knowledge. | |
| Signature: _____ | Electronically signed. _____ Date <u>27th July 2011/</u> / |
| Name: S22(1)(a)(ii) | |

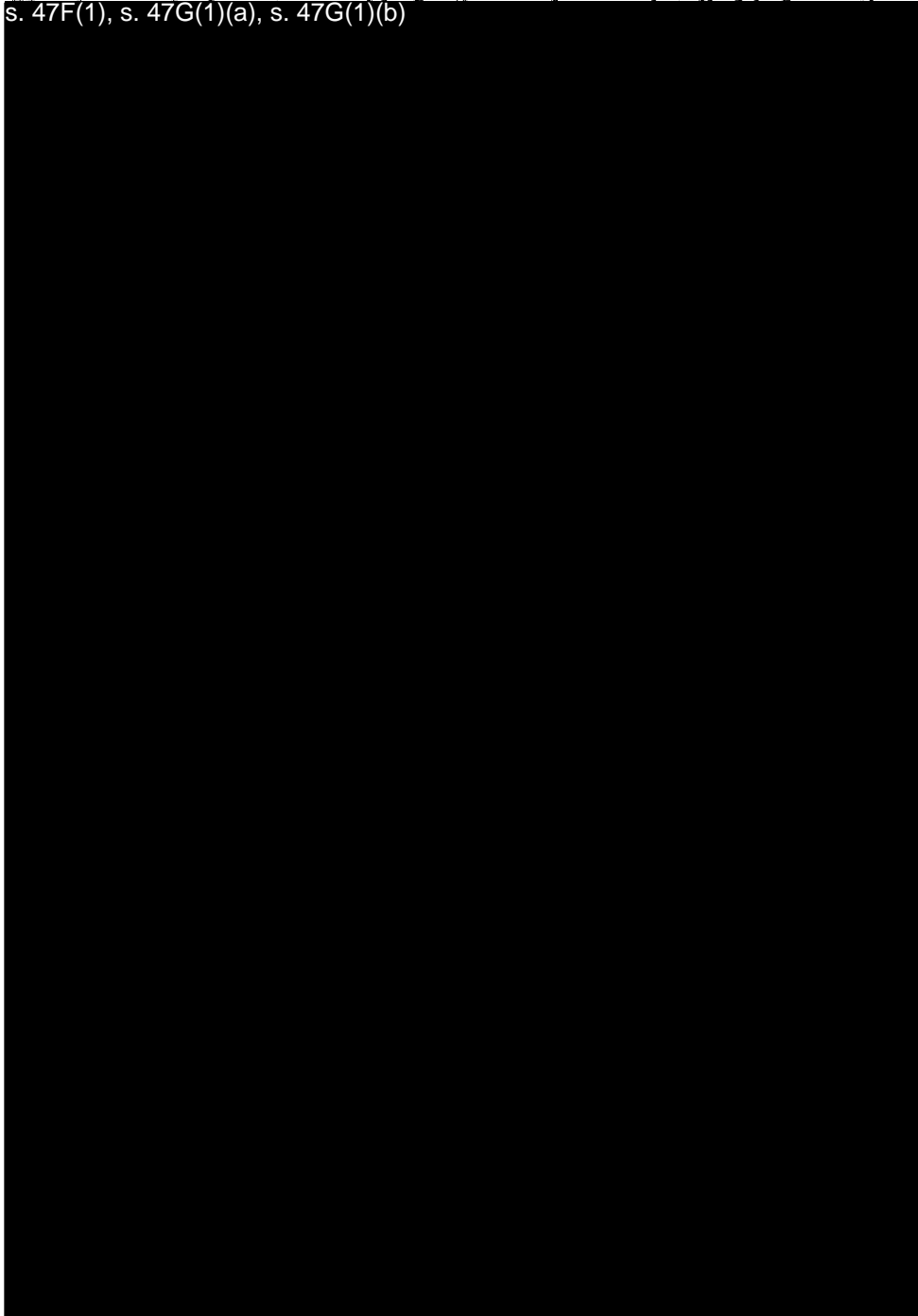
The end of voyage report should be submitted to:

AQIS - LAE Program -- Fax + 61 2 6272 5423 OR Email animalexp@aqis.gov.au

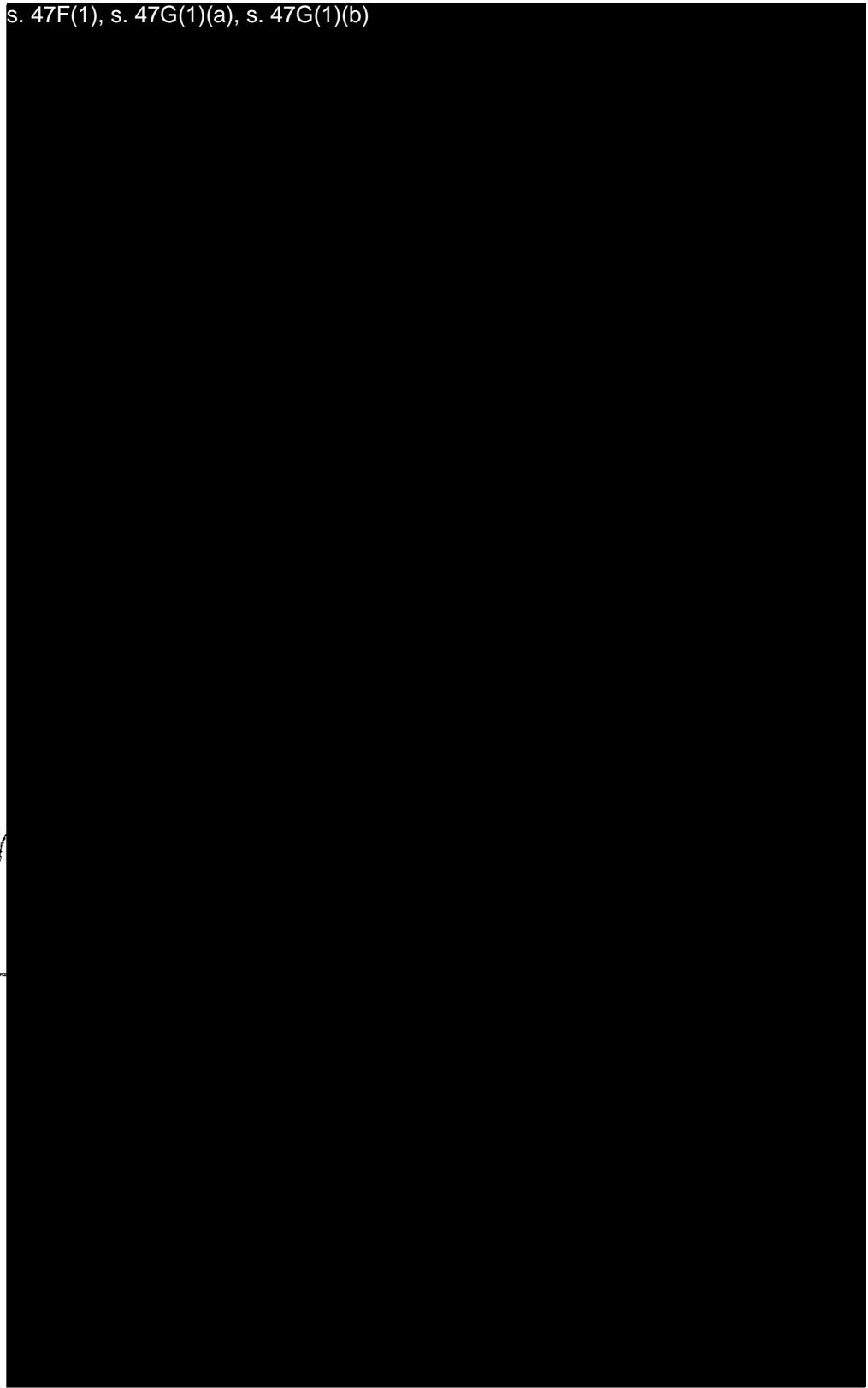
Day 35,
20th July 2011,
s.22(1)(a)(ii), s.47G(1)(a)

Bandimir,
Turkey.

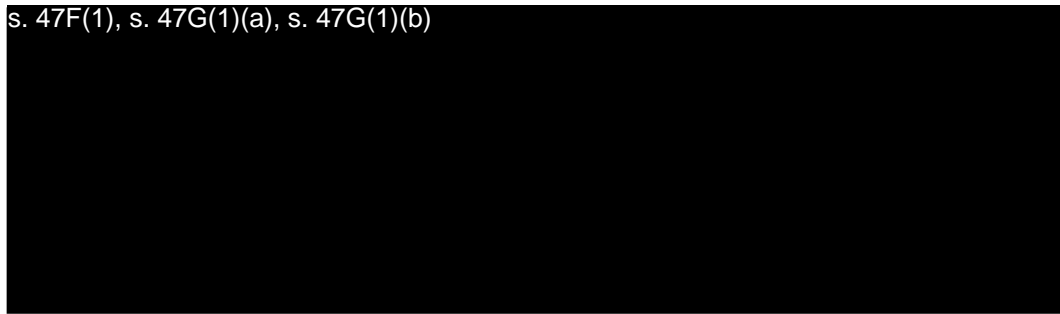
Dear S22(1)(a)(ii)
s. 47F(1), s. 47G(1)(a), s. 47G(1)(b)



s. 47F(1), s. 47G(1)(a), s. 47G(1)(b)



s. 47F(1), s. 47G(1)(a), s. 47G(1)(b)



Yours faithfully,

S22(1)(a)(ii)