

# Independent Observer summary report on *MV Shorthorn Express*

## Cattle exported to Indonesia in November 2018

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Report 28, September 2019

### **Voyage summary**

A consignment of 2,860 cattle was loaded onto the *MV Shorthorn Express* at Broome on 31 October 2018 and 1 November 2018. The *MV Shorthorn Express* was discharged in Panjang, Indonesia on 5 and 6 November 2018, making this a 7 day voyage.

An independent observer (observer) boarded the vessel at Broome and remained on board until completion of discharge.

There were no mortalities on the voyage.

The following comments represent a summary of key observations from the observer. The summary has been approved by the observer who accompanied this voyage.

### **Implementation of procedures to ensure health and welfare of livestock**

#### **Exporter Documentation**

Exporter arrangements were available to address procedures relating to livestock management from loading through to discharge, including contingencies.

#### **Loading**

Livestock were not loaded in strict accordance with the load plan. The numbers of cattle in some pens was adjusted during the voyage. During the voyage more than 50% of the cattle in each pen could lie down at one time. The crew demonstrated appropriate handling skills and an understanding of livestock management and welfare.

#### **Personnel**

The bosun managed the twelve crew delivering livestock services that included feeding, cleaning of water troughs, checking and cleaning nose bowls, replenishing water in the troughs and cleaning walkways.

An experienced LiveCorp Accredited Stockperson (stockperson) accompanied the voyage and was responsible for the health and welfare of the livestock. The stockperson had a good relationship with the chief officer (CO), master and the bosun.

#### **Daily routine**

A daily meeting was held by the CO, stockperson and the observer.

The stockperson inspected all pens of livestock at least twice daily. An additional inspection was undertaken after dinner on most nights. The stockperson was meticulous inspecting the livestock and administering appropriate and timely treatments.

The bosun also inspected the cattle and pens at least twice daily. The bosun informed the stockperson if issues were detected with the livestock. The second officer or third officer do a once daily check and capture photographic records.

One crew member was on night watch duty from 6:00pm to 6:00am split into 2 shifts. The night watchperson's main function was to clean the fodder and water bowls of faeces and ensure that the water bowls were functioning appropriately. The night watch person reported to the bridge every thirty minutes and reported any issues at that time.

### **Feed and water**

There was no real issues with competition or overcrowding regarding feed and water accessibility. The vessel was loaded for enough fodder for this voyage and the following voyage.

The stockperson checked the feed and water availability, cleanliness of troughs and nose bowls at each of his inspections.

The crew had an understanding of the feed and water hygiene requirements and were vigilant with cleaning water bowls, water troughs or feed troughs that were soiled.

Feed mainly consisted of pellets with supplementary chaff once daily spread over fodder troughs to all pens.

Water is supplied by reverse osmosis and supplied by automatically filled water bowls and water troughs. No issues were noted with supply of clean water.

### **Ventilation**

Ventilation functioned without any issues noted.

The temperature readings were taken daily by designated crew members with the results forwarded to the CO for inclusion into the daily report.

### **Pen conditions**

As this voyage was relatively short duration, there was no deck washing. Spilt fodder was added to the pens when the walkway was cleaned. The pad conditions were good for the entire voyage.

### **Health and welfare**

Hospital pens were empty at the start of the voyage and remained solely for the use of sick or injured animals.

The crew had an understanding of animal handling, management and welfare and treated the cattle with care during the voyage.

There were no mortalities for the voyage.

Five cattle were treated for respiratory disease and one was treated for lameness. All six animals were discharged in Panjang, Indonesia.

No signs of any distress were observed during the voyage. However, the observer noted one pen of cattle towards the end of discharge in Panjang, Indonesia that had an elevated respiratory rate. The cattle had access to feed and water and the ventilation was functioning appropriately. The cattle were discharged successfully.

### **Discharge**

The discharge was undertaken with good animal welfare outcomes and was without incident.

### **Conclusion**

The exporter arrangements were observed to be implemented during the voyage and to be compliant with *Australian Standards for the Export of Livestock (Version 2.3) 2011* ([ASEL](#)) requirements. The stockperson was meticulous in completing the tasks of inspecting the cattle, and checking the feeding and watering. Overall the voyage was successful on the basis of no mortalities during the export voyage.

## Representative photographs of the voyage

Day 3 Cattle in pen — no issues identified



Day 4 Cattle in pen — no issues identified



Day 5 Cattle in pen — no issues identified



Day 6 Cattle in pen — no issues identified



Day 7 Cattle in pen — no issues identified



Day 7 Cattle feeding — no issues identified

