

Independent Observer summary report on *MV Jawan*

Cattle exported to Indonesia in March 2019

Report 93, September 2019

Voyage summary

A consignment of 5,684 cattle was loaded on to the *MV Jawan* at Port Alma on 9 March 2019. Discharge was completed at Jakarta, Indonesia between 21 and 22 March 2019, making this a 14 day voyage.

An Independent Observer (observer) boarded the vessel in Broome and remained on board until completion of discharge.

The mortality rate for the voyage was 0.07% (4 cattle). The mortality rate does not exceed the reportable mortality level.

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

Implementation of procedures to ensure health and welfare of cattle

Exporter documentation

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

Loading

The only issue observed, during loading, was that the loading ramp from the vessel and the supplied ramp from the Port Alma wharf were not exactly aligned. Cattle were observed jumping and sometimes falling down between the two ramps. The department has notified the exporter about this issue.

After loading, the LiveCorp Accredited Stockperson (stockperson) reallocated pen stocking density within each deck to ensure an even spread of the cattle.

Personnel

There were 40 crew including the master, Chief Officer (CO) and bosun. The master had overall responsibility for the crew, the vessel and the carriage of the cattle. The CO maintained the administrative matters, collation of this information in the daily and voyage reports and managed the daily activities of the crew.

The bosun ensured the master's and CO's exporter instructions were carried out by the crew in relation to feeding times, chaff allocation, hospital pen management and deck wash outs.

A stockperson accompanied the voyage who was responsible for the health and welfare of the livestock.

Daily routine

Meetings were held daily to discuss cattle management and husbandry, water consumption rates, fodder consumption and treatments being applied.

There were approximately 16 crew attending to the cattle during the day. Their duties included maintaining a consistent supply of clean water and fresh pellets, repairing damage to pens and troughs, reporting any ailments to the CO or the stockperson. During the voyage, the crew worked hard to keep the passageways clean and ensured the cattle were not adversely impacted by the wash down process.

The night watchperson was on duty from 7:30pm to 5:30am. They were observed cleaning out water troughs, and maintaining the feeding regime. They reported hourly to the bridge. Two night watch observations were conducted during the voyage between approximately 8:00pm and 9:00pm.

The stockperson was observed at regular intervals, checking on cattle as well as coordinating activities related to the welfare and husbandry of the animals with the vessel's deck crew.

Any treatments performed were conducted under the guidance of the stockperson. Treatments and dose rates were recorded. The stockperson did not record treatments by ear tag number, as required by the voyage instructions. Although this was not an animal welfare issue, the department has referred this matter to the exporter.

Feed and water

Food and water were consistently supplied and the cattle had access to both water and pellets throughout the entire voyage and were fed three times per day. The remains from the previous feedings were mixed with fresh feed. Chaff was distributed to all feeding troughs at 1:00pm and 3:30pm each day. It was observed that whenever there was an empty feeding trough it was quickly filled by the on board stockperson. Any water supply issues were quickly addressed.

Ventilation

The cattle were observed to be content, feeding well and not suffering from heat stress throughout the voyage.

Pen conditions

Walkways were kept clean with regular shovelling of waste to the deck scuppers. There was one deck wash down, which occurred on day 8 and 9. The animals were fed immediately after cleaning.

The pads ranged from being dry on the exposed upper decks through to being thick on the lower decks. It was observed that the hoofs of the heavier animals in the enclosed pens still stayed on top of the pad rather than sinking in. There was very little water leakage, or rain ingress. Sawdust was used in hospital pens, and where there was minor leakage of water.

Health and welfare

The stockperson was active in the husbandry of the cattle, observing cattle in all pens at least twice per day. They had the animals stand for observation, and treated any ailments that were found. They monitored the condition of the cattle, and separated any that needed attention on a daily basis. They also supplied veterinary medicine as required according to manufacturer's guidelines, generally in the hospital pens located on each deck.

During the voyage, a number of cattle were treated for conditions that included head trauma, leg injuries, haematomas, lethargy, acidosis and shy feeders.

Discharge

There were no issues noted during discharge.

Conclusion

The exporter arrangements were observed to be implemented during the voyage and to be compliant with *Australian Standards for the Export of Cattle (Version 2.3) 2011* ([ASEL](#)) requirements.

Representative photographs of the voyage

Day 3 pen conditions — no issues identified



Day 4 cattle in Pen — no issues identified



Day 6 cattle in Pen — no issues identified



Day 6 cattle in pen — no issues identified



Day 9 cattle in pen — no issues identified



Day 12 cattle in pen — no issues identified

