



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

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

AOIS 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

Detailed records for this voyage [daily mortality rates and shipboard copies of the daily reports, emails sent to AQIS and LSS] are contained in my suitcase that did not arrive back in Australia and thus far cannot be located.

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.



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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 but being diagnosed as having been terminally reduced by heat.

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 morbidity and mortality.



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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**
 - 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 at each port. **Martas, Turkey 21st April 2011 & 4th May 2011 Izmir, Turkey.**
 - 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 – 71 = 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. Relationships with the Master / crew.
Relationships with the Master and crew were fair but the ship lacked an adequate chain of command.
8. Comments on discharge operations - **Discharge at Bandimir was slower than expected due to occasional shortage of vehicles.**
9. **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.**
- 10.
- 11.
12. Anything else relevant to the live-stock during the voyage. **Nil.**



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3. VETERINARIAN

I declare that the information that I have provided is true and accurate to the best of my knowledge.

Electronically signed.

Signature:

Date

27th July 2011/

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

AGRICULTURE FISHERIES AND FORESTRY - AUSTRALIA

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