

WORLD'S WORST PRACTICE: Australia's live export trade.

Meat and Livestock Australia makes the following claim on its website:

'The industry is recognised as having the world's highest animal welfare standards for livestock export. Australian live export operates under strict regulations and is committed to maintaining Australia's world leading reputation'.

Live exporters must be licensed by the Australian Government and livestock vessels must meet strict requirements governed by the Australian Maritime Safety Authority'.

Here we introduce you to the third world class of ships used to transport Australian animals. The vast majority of these ships are old former oil tankers, container ships and vehicle transporters. A significant majority are 30 years old or more. The worst of them have had their names changed to conceal their poor track records. All live export ships are registered in 'flag of convenience' ports such as Panama and Manila and operate with crews from third world countries.

THE THREE KUWAITI SHIPS

The *Al Shuwaikh*, *Al Kuwait* and *Al Messilah* were all banned from loading animals in Australian ports for non-compliance with AMSA Maritime Orders pt. 43 (MARPOL regulations dealing with effluent being discharged into the sea). The Kuwaiti operating company took the matter of the *Al Messilah* to court, demonstrating that they clearly believe that they are above Australian, and Maritime law.

The *Al Shuwaikh* built in 1985



The *Al Shuwakh*, a former oil tanker, was detained in Australia in July 2001, with its engine room ventilation fire damper inoperative. In 2002, it was the subject of major AMSA/AQIS enquiries into excessive mortalities on two successive voyages. On Voyage 20, 5,800 sheep died and on Voyage 21, 2,304 sheep died. On the voyage immediately following a further 1000 sheep died. (See the "*Death Files*", Animals Australia, www.liveexportshame.com).

The *Al Messilah* built in 1980



The *Al Messilah*, a former car transporter like the *Cormo Express* was detained in Portland in August 2002, with deficiencies in certifications (qualifications) of Master, officers, seafarers and watchkeepers, and again in January 2003 with mechanical defects. It was also the subject of AQIS and AMSA enquiries into “excessive mortalities” in 2002, when 2,173 sheep died.

On the last direct voyage from Devonport, Tasmania to the Middle East in February 2006, 1,693 sheep, and a number of cattle died, triggering an AQIS mortality investigation. The investigation found, amongst other things, that Tasmanian sheep are ‘poorly adapted’ to lengthy, cross-equatorial journeys. Additionally, sheep ill with keratoconjunctivitis were loaded. Reports to animal advocates present at the loading indicated that up to 50% of the sheep were only at the ‘registered premises’) feedlot) for a matter of hours rather than the days provided for in regulations to accustom them to pelletised feed.

The *Al Kuwait*, built in 1967



The *Al Kuwait*, also a former oil tanker was the subject of Animals Australia’s historic complaint under Western Australia’s animal welfare legislation. The WA State Solicitor provided advice that Magistrate Catherine Crawford erred in her verdict, issued on 8th February, in the *Al Kuwait* trial, and that the defendants Emanuel Export Pty Ltd and two directors should not have been acquitted of charges of breaching the *WA Animal Welfare Act*. This advice was supported by a leading Victorian QC acting on behalf of the Barristers Animal Welfare Panel. The Director General of the Department of Local Government (the public officer responsible for the administration of the Animal Welfare Act) subsequently instructed the State Solicitor to lodge an appeal in the WA Supreme Court. The appeal was subsequently withdrawn on the instruction of Minister Ljiljana Ravlich. (Source: *Animals Australia*)

Vroon BV, the Dutch shipping company which operates a substantial number of livestock carriers from Australia bought the majority of the Labroy Shipping and other ships in 2004, and changed their names.

| Former Name | Re-named |
|---|--|
| <i>Cormo Express</i> (built 1978) | <i>Merino Express</i> (now scrapped) |
| <i>Temburong'</i> (built 1981) | <i>Angus Express"</i> |
| <i>Carabao 1</i> (built 1974) | <i>Charolais Express</i> (Mark II) |
| <i>Amelia</i> (built 1972) | <i>Galloway Express</i> (now scrapped) |
| <i>Camira</i> (built 1980) | <i>Kerry Express</i> |
| <i>Felicia</i> (built 1982) | <i>Lincoln Express</i> |
| <i>Levin</i> built 1981) | <i>Limousin Express"</i> |
| <i>Lis E</i> (built 1990) | <i>Sahiwal Express</i> |
| <i>Janet 1</i> (built 1979) | <i>Jersey Express</i> (now scrapped) |
| <i>Dealco 1"</i> (built 1982) | <i>Hereford Express</i> |
| <i>Jackaroo</i> (built 1997) | <i>Devon Express</i> |
| <i>Cimbria</i> (built 1994) | <i>Murray Express</i> |

Many ships used in this trade have had multiple name changes. Other changes to ships not operated by Vroon BV:

| | |
|---|---|
| <i>Don Carlos</i> (built 1976) | <i>Danny F II</i> (Rachid Fares Enterprises, sunk off the coast of Syria last year with the loss of all animals on board) |
| <i>Ming Universe</i> (built 1980) | <i>Rodolfo Mata</i> (Rachid Fares Enterprises), re-named <i>Deneb Prima, then Stella Deneb, now Ocean Shearer</i> |
| <i>Becrux</i> (built 2002) | <i>Ocean Drover</i> |
| <i>Falcon</i> (built 1973) | <i>Falconia</i> |
| <i>Alnilam</i> (built 1980) | <i>Nine name changes</i> |
| <i>Bader III</i> (built 1978) | <i>Ten name changes</i> |

We believe that these ships tend to load in the lesser known ports in Australia, where they are less noticeable and even less likely to be scrutinised by the authorities. A number of ships no longer permitted to load in Australian ports have moved to the South American trade.

Detentions Summary

The following list includes the ships that the live export trade considers acceptable for carrying Australian animals on long, arduous journeys to cruel slaughter, and these are some of the detention records for livestock carriers for major defects in Australia under the Tokyo Memorandum of Understanding:-

- *Sahiwal Express* (as the *Lis E*) Three detentions - 1999, 2001, 2002
- *Falconia* as the *Falcon* in 1998 ("1. Ship's side shell frames wasted, 2. Watertight bulkheads holed)"
- *Maysora* in 2003
- *Al Shuwaikh* in 2001
- *Torrens*, as the *Farid F* –**five** detentions " Summary : beams, frames, floors - corrosion, fire pumps, cleanliness of engine room, ballast, fuel and other tanks, bulkheads - corrosion, means of escape, lifeboats, embarkation arrangements - survival craft, ventilators, air pipes, casings, magnetic compass, other (navigation), other (stability/structure), speed and distance indicator, maintenance

of the ship and equipment, resources and personnel, certificates for master and officers, cleanliness of engine room, ballast, fuel and other tanks, bulkheads - corrosion, means of escape, lifeboats, ventilators, air pipes, casings, magnetic compass, other (navigation)....” (*Fairplay Register of Shipping, AMSA*)

And in Portland, February 2004:

“Number of deficiencies provides evidence that planned maintenance program is not effective. Company does not ensure that Master is given adequate support to perform his duties safely. Vessel is not manned with certificated personnel. Emergency fire pump defective, excessive oil and water accumulated in engine room bilges. Three port fuel tanks temporarily patched. Flag state endorsements not held by all officers required to meet Minimum Safe Manning. Severe wastage found in several primary structure members. Class to undertake thorough hull assessment. Numerous fuel oil storage tank bulkheads in way of shaft tunnel heavily corroded. Engine room shaft tunnel emergency escape trunking heavily corroded/holed”.

(*Fairplay Register of Shipping, AMSA*)

- The *Friesian Express* has been detained in Australia **twice**. In October 2004, the list of defects was summarized as: “oil filtering equipment, auxiliary engine, ventilation, fire-dampers, valves, quick closing, other (navigation), protection machines/parts, lifeboats, oil filtering equipment, maintenance of the ship and equipment”. In 2003, its control of discharge oil system was defective. (*Fairplay Register of Shipping*)
- *Al Messilah* in 2002 and 2003. The *Al Messilah*, (along with the *Danny F II*, *Al Shuwaikh*, *Al Kuwait* and others) is on record in Hansard as a vessel of choice for deserters of the human variety, so conditions for the animals would be even worse.

What do they look like, and what have they done?

The *Cormo Express*



Became the *Merino Express* and has finally been scrapped

The *Cormo Express* is noted for three major disasters. In 1990, sailing from New Zealand to the Middle East, a reported 10,000 sheep died (see “*The Death Files*”), see *report from Mark Croucher*, Chief Radio Officer on this voyage discussing falsification of mortality figures, see *report from veterinarian Tony Hill*, “*Sixty Minutes*” transcript, see “*Seven floating coffins*”: www.liveexportshame.com). In 2002, 1064 sheep died, triggering a major enquiry into excessive mortalities, and in 2003, 57,000 sheep were refused entry into Saudi Arabia, then every other Middle Eastern Country. CIWF (Compassion in Word Farming) estimated that only about 44,000 animals (and this number has now been confirmed) survived three months on the ship to be unloaded in Eritrea, to be abandoned to a largely unknown fate.

The *Temburong*



is now the *Angus Express*

“In 1999, 829 cattle suffocated when power loss caused ventilation failure on the *Temburong* during the voyage from Darwin to Irian Jaya in January. The formal report recommended improved management of back-up power sources” (*Animals Australia*) (See the “*Death Files*”, see AMSA/AQIS reports, www.liveexportshame.com)

The *Carabao 1*



is now the (second) *Charolais Express*, and was built in 1974.

In 1998, the first *Charolais Express* sailed into heavy weather on route “from Bunbury (WA) to Jordan in July. 346 cattle, of the 1,200 loaded, are reported to have died due to inadequate ventilation. Fifty cattle then died in a Jordanian port, and a further 174 were **injured or ill** and were subsequently rejected by Jordan, then by Yemen, and ultimately disposed of at sea” (*Animals Australia*) (see the “*Death Files*”, www.animalsaustralia.org.au, www.liveexportshame.com).

The *Camira*, built in 1980



is now the *Kerry Express*

The *Felicia*, built in 1987



is now the *Lincoln Express*

The *Levin*, built in 1981



is now the *Limousin Express*

The *Levin* has been detained **three times** in Australia. In September 2002, the following defects were found: (summary) “Abandon ship drills, Certificates for master and officers, Certification, verification and control, Distress flares, Magnetic compass, Muster list, Other (safety in general), Railing, cat walks”. It was also detained in August 2001 with a “cracked and wasted auxiliary boiler shell plate, and in May 1999 for with a defective emergency fire pump. (*Fairplay Register of Shipping*) The *Limousin Express* was also detained in Broome by AMSA in May 2010 for two days with the following defects: ‘Main deck plating holed in 7 locations due to corrosion in way of Deck 4 pen areas 2 and 20’. (*AMSA Ship detentions*)

The *Lis E*, built in 1990



is now the *Sahiwal Express*

The *Janet 1*, built in 1979



Became the *Jersey Express* and has now been scrapped

The *Janet 1* is reported to have been named after Janet Holmes a Court, one of the richest women in Australia and a member of the RSPCA. It is also reported that she exports enormous numbers of cattle from her Haytesbury Station in the north of the country to South East Asia (usually without the benefit of feedlot preparation) on third world ships such as this one, with third world crews paid minimal wages. The "*Janet 1*" is also notorious as one of a number of ships inspected by European Animal Welfare group Animals Angels in 2003, who declared that the ship should be black banned. (see "*Investigations*", www.liveexportshame.com):-

MV Janet 1 made her first voyage from Vanuatu, which we understand is an independent state. We included it into our investigations because the exporter is from Australia and "Janet 1" operates quite frequently from Australian harbours. This ship was the worst. After 11 days the animals were desperately thirsty and hungry. The heavy weight bulls had to lie down in their own faeces and were in completely overcrowded conditions".

(*Animals Angels*, www.liveexportshame.com)

The Dealco 1



is now the "Hereford Express"

The Dealco 1 was also inspected by European Animal Welfare group in 2003:-

*"The **MV Dealco 1** seemed completely unsuitable for livestock transport. The animals down on the 4th and 5th level were suffering from extensive heat and high ammoniac levels. In some places the faeces reached 4 inches high. This vessel transported on one trip 2669 cattle, and was extremely over-crowded. Even with "only" 2200 animals the vessel was overcrowded. The animals in no way had any comfort during this long voyage on the MV "Dealco 1" ..." (Animals Angels) (see "Investigations", www.liveexportshame.com)*

The "Friesian Express", built in 1982



The Friesian Express has been detained in Australia **twice**. In October 2004, the list of defects was summarized as: "oil filtering equipment, auxiliary engine, auxiliary engine, ventilation, fire-dampers, valves, quick closing, other (navigation), protection machines/parts, lifeboats, oil filtering equipment, maintenance of the ship and equipment". In 2003, its control of discharge oil system was defective. (Fairplay Register of Shipping)

Animals Angels also inspected the "Friesian Express" in 2003:-

*"The **MV Friesian Express** is especially designed to carry livestock. The journey was the shortest, the animals were adequately cared for, and the water, food and ventilation were reasonable. There were*

hospital pens on all decks available. But even here the lower decks were hot and the air smelled of ammoniac..." (*Animals Angels*) (see "Investigations", www.liveexportshame.com)

Other "ships of shame" carrying livestock from Australia:-

The *Farid F*, now *Torrens*, built in 1972, the worst of all ...



The *Torrens*, aka *Farid F* (Rachid Fares Enterprises, which also operated the *Rodolfo Mata* (formerly the "*Ming Universe*", later the *Deben Prima*, *Stella Deneb* and now *Ocean Shearer* and the *Bader III*) has at least **FIVE** detentions in Australia. It was detained in Portland in March 2004 with the following record:-

"Summary : beams, frames, floors - corrosion, fire pumps, cleanliness of engine room, ballast, fuel and other tanks, bulkheads - corrosion, means of escape, lifeboats, embarkation arrangements - survival craft, ventilators, air pipes, casings, magnetic compass, other (navigation), other (stability/structure), speed and distance indicator, maintenance of the ship and equipment, resources and personnel, certificates for master and officers, cleanliness of engine room, ballast, fuel and other tanks, bulkheads - corrosion, means of escape, lifeboats, ventilators, air pipes, casings, magnetic compass, other (navigation)...." (*Fairplay Register of Shipping, AMSA*)

And in Portland, February 2004:

"Number of deficiencies provides evidence that planned maintenance program is not effective. Company does not ensure that Master is given adequate support to perform his duties safely. Vessel is not manned with certificated personnel. Emergency fire pump defective, excessive oil and water accumulated in engine room bilges. Three port fuel tanks temporarily patched. Flag state endorsements not held by all officers required to meet Minimum Safe Manning. Severe wastage found in several primary structure members. Class to undertake thorough hull assessment. Numerous fuel oil storage tank bulkheads in way of shaft tunnel heavily corroded. Engine room shaft tunnel emergency escape trunking heavily corroded/holed". (*Fairplay Register of Shipping, AMSA*)

It has previously been detained **three times** in Australia, once in Darwin and twice in Fremantle, in 1998, 2001 and 2002 with similarly critical defects. (*Fairplay Register of Shipping*)

AMSA claims to have inspected the *Torrens/Farid F* six times since its last detention.

The almost 40 year old *Torrens* was AGAIN detained by AMSA in November 2010 with yet more defects: 'SMS fails to ensure watchkeeping rest hours are recorded correctly. Master unable to ensure watchkeepers are rested as per STCW. SMS fails to ensure emergency preparedness of vessel as evidenced by 16 out of 24 deficiencies. SMS fails to ensure maintenance of vessel as evidenced by 10 out of 24 deficiencies'
AMSA Ship detentions list.

The "*Alnilam*"



The “**Alnilam Prima**”, (formerly the *Alnilam*” and operated by Siba Ships) built in 1998, was also inspected by Animals Angels in 2003:-

*“The “**MV Alnilam Prima**”, seemed reasonably suitable for carrying livestock, but not as good as the “Friesian Express”. The animals appeared undernourished and when given food before unloading they ate ravenously. One animal seemed to be ill and was trampled by the others. According to our calculations, the pens were overcrowded. Not all animals were able to lie down at the same time”*

*“Our investigators took pictures and extensive video footage inside the vessels and during unloading procedures and reloading on the trucks to the Philippine feedlots. Sometimes the handling of the animals was more cruel, sometimes less cruel, but in all cases the transport vehicles (both the water vessels and the trucks) were unsuitable and overcrowded”. (*Animals Angels*) (see “*Investigations*”, www.liveexportshame.com).*



Sick Cattle on the *Alnilam Prima* photographed by *Animals Angels* 2003

The *Norvantes*, built in 1972



The *Norvantes* was another ship subjected to major enquiries by AMSA and AQIS in 2002. 99 cattle died en route to Jakarta in February when the ship hit bad weather. The vessel left Darwin carrying 1,169 cattle. **Enquiries revealed that the “independent third party veterinarian” who approved the ship to sail, had his own cattle included in the consignment.** See “*Seven floating coffins*” (mortality reports) www.liveexportshame.com)

The *Maysora* was built in 1988 as a container ship



“The Israeli Government reported that in July, cattle and sheep on the M.V. *Maysora* arrived from Australia and **experienced heat, unloading and transport delays**, and were delayed at border-crossings. Some **200** cattle died, most after arrival. Israel temporarily halted all imports of Australian cattle for several weeks until the delays and transport problems were said to be 'resolved'”. (See the “*Death Files*”, www.animalsaustralia.org.au, www.liveexportshame.com) *There was arecurrence of this disaster in November 2005.*

As well, in November 2004), 3,300 cattle were involved in a territorial dispute in Aqaba, Jordan, and stranded aboard the ship for over a week. Independent veterinarian Petra Sidholm inspected cattle on the “*Maysora*” in 2001 (see report liveexportshame.com for her findings)



Cattle on the Maysora in 2002

In October 2005, a crane fell from the *Maysora*, landing on a truck on the wharf below. The truck was a “write-off” and the driver taken to hospital unconscious. This, in addition to engine problems, delayed the *Maysora* in Fremantle for more than a week, with **80,000 sheep ALREADY LOADED ON BOARD**. Temperatures were approaching 30 degrees Celsius. It is reported that sheep remains were washed up on beaches around Fremantle, suggesting that an unknown number of animals died before the ship even left Australian waters. It is believed that the *Maysora* was bound for Jeddah in Saudi Arabia. It is not known whether the ship had a veterinarian on board (in accordance with the MoU with Saudi Arabia and the ALES developed by the government and the industry), nor is it known whether the animals were inspected by any animal welfare entity prior to the ship sailing under cover of darkness, although we understand that there was no inspection by RSPCA WA.

Yet another report on the Maysora:

<http://www.nspca.co.za/Media-Live-Export.htm>

**MEDIA STATEMENT
ISSUED ON FRIDAY 16 JANUARY 2004
SHIP OF DEATH - WHEN WILL IT END?**

125 000 sheep were on the vessel *MAYSORA* when it docked in Durban on 15 January 2004 to load cargo. The sheep were on their way from Uruguay to Jeddah for slaughter. Early on the day the ship docked in Durban, carcasses of sheep were seen floating in the harbour.

It is stressed that personnel of the SPCA movement received the utmost co-operation from the Captain and stockmen of the vessel. Senior Inspector Roland Fivaz confirmed that he boarded the vessel to check on the welfare of the animals. He found 162 dead sheep and “downers” — sheep that were unable to stand for whatever reason. “This is just one day.”

“On our instruction, just under 800 sheep were moved to the “sick pens”. We had to humanely destroy 11 sheep. All of these sheep were too weak to stand. One had been trampled by other sheep. Her lamb of about 3 or 4 days old was beside her. We also had to destroy 3 lambs. They had been born on board. In one instance, the umbilical cord had not totally dried yet. **That’s how pitiful it was.**”

Senior Inspector Fivaz explained that the stockmen on the vessel “cleared out” daily and that 376 sheep that had died on the vessel had been thrown overboard before the ship had docked in Durban.

The SPCA movement opposes the long-distance transport of animals by sea for slaughter. The recent saga of over 40 000 sheep on a vessel from Australia to the Middle East is a prime example of why it is inhumane and unacceptable. Thousands of sheep died onboard that vessel, the “consignment” was rejected by several countries. The sheep spent months on the vessel.

The export of live animals to Mauritius for slaughter raised the nation's hackles when it was exposed on CARTE BLANCHE. The practice continues. At least one ship a month departs for Mauritius carrying cattle and sometimes goats, to be slaughtered in a barbaric manner on arrival. South Africa is a civilised country and we again call upon our government to give an undertaking that no more departures of "ships of death" will be permitted from our country. There is no doubt that there is suffering onboard. Viable alternatives are available.

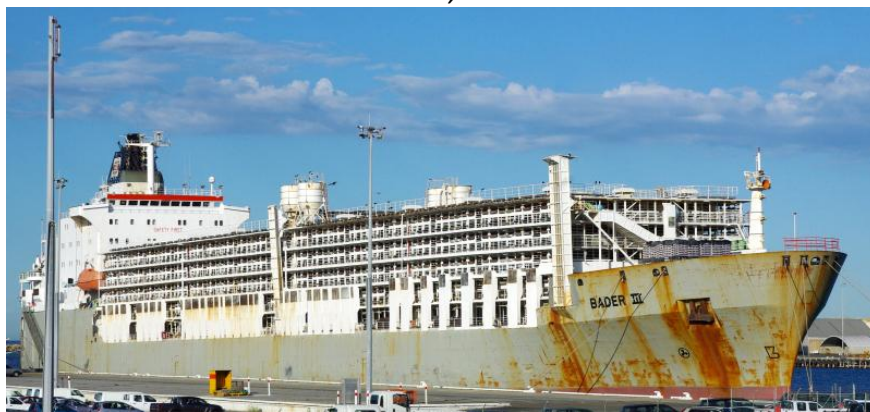
The *MAYSORA* has sailed. SPCA personnel witnessed the pitiful sight of over one hundred thousand animals confined on the vessel on their sea-journey to death. The NSPCA puts its support firmly behind the international moves and campaigns to have this practice stopped.

Please refer to www.wspa-international.org.uk (World Society for the Protection of Animals) for details of the campaign and additional examples of why this mode of transportation for slaughter animals is not acceptable. The NSPCA is a member of the World Society for the Protection of Animals (WSPA) and NSPCA Executive Director, Marcelle Meredith is a full Director of WSPA."



The *Ghena*, formerly the vehicle transporter *Merlion Ace*

The Bader III, built 1978



The *Bader III* was detained by AMSA in Fremantle for more than four days on February 24 2011 with the following issues: 'SMS fails to ensure records of work/rest hours of watchkeeping personnel comply with STCW. Master unable to ensure watchkeepers are rested as per STCW'.

And reportedly the biggest carrier of all, the *Ocean Shearer*, formerly *Stella Deneb*, *Deben Prima* and *Rodolfo Mata* and formerly the contained ship *Ming Universe*



SIBA SHIPS also operated the *Uniceb* (previously "*Benlawyers*", built in 1970) between 1982 and 1991. The *Uniceb* caught fire in 1996, and 67,488 sheep either burned to death or drowned in the **NINE DAYS** before any rescue attempts were made.





The *Ocean Drover* was built as the *Becrux* in 2002, and was investigated by AMSA and AQIS in that year for “excessive mortalities”. On its maiden voyage and claiming “the ability to provide the highest standard of animal welfare and comfort”, carried 1,995 cattle and 60,000 sheep from Portland Victoria to Saudi Arabia in July. **880** cattle and **1,400** sheep died after the vessel met extreme temperatures (45 degrees) and humidity in the Arabian Gulf. The remaining animals were rejected by Saudi officials and had to remain on board until another buyer was found to accept them (in the U.A.E)”. (See the “*Death Files*”, and *reports*, Animals Australia, www.liveexportshame.com)

The *Ocean Drover* was detained in Broome by a day by AMSA on 31.03.2011 with the following issues (*AMSA Ships detention list*):

‘Failure of safety management system in ensuring actual hours of rest for Watchkeeping Personnel are maintained. Ship unable to ensure Watchkeeping Personnel are rested as per STCW requirement.’

These are the facts – and the ships – that the government and the live export industry **DON’T WANT YOU TO KNOW ABOUT. Third world ships manned by third world crews**

Shipping information and photographs from the “Fairplay International Register of Shipping” and detention information also from the website of the Australian Maritime Safety Authority and Tokyo Memorandum of Understanding. Grateful thanks to the talented photographers at www.shipspotters.com for some of the photographs in this document.

For report details, please visit www.liveexportshame.com, and the website of AQIS. Please also visit the websites of Animals Australia, Animal Liberation, and PETA (People for the Ethical Treatment of Animals)

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