

A disaster by any other name ...

To show how far the live export trade, and specifically its shipping partners, are prepared to go to try to sanitize the industry, liveexportshame.com has uncovered the following startling facts:-

Vroon BJ, the Dutch shipping company which operates the majority of livestock carriers from Australia has **changed the names of the following disaster ships** (on the basis that you can take the ship out of the disaster but you can't take the disaster out of the ship?):

Former Name	Re-named
"Cormo Express" (built 1978)	"Merino Express"
"Corriedale Express" (built 1970)	"Kenoz"
"Temburong" (built 1981)	"Angus Express"
"Carabao I" (built 1974)	"Charolais Express" (Mark II)
"Amelia" (built 1972)	"Galloway Express" (scrapped)
"Camira" (built 1980)	"Kerry Express"
"Felicia" (built 1982)	"Lincoln Express"
"Levin" built 1981)	"Limousin Express"
"Lis E" (built 1990)	"Sahiwal Express"
"Janet I" (built 1979)	"Jersey Express"
"Dealco I" (built	"Hereford Express"

Vroon BJ purchased these ships from Labroy Shipping Singapore in 2004.

Of the ships listed above, the following have **records of detentions** for major defects in Australia under the Tokyo Memorandum of Understanding:-

"Kenoz" (as the "Corriedale Express") April 2004

"Galloway Express" (as the "Amelia") June 1995, now broken up

"Sahiwal Express" (as the "Lis E") May 1999, August 2001, September 2002

Another ship which has been re-birthed (but is not operated by Vroon BJ) is the "Falcon", now the "Falconia" detained in 1998 in Australia with the following defect list: "Ship's side shell frames wasted, watertight bulkheads holed".

Disasters by other names ...

The "Cormo Express"



is now the “Merino Express”

The “Cormo Express” is noted for two 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](#)”:, 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 40,000 animals survived three months on the ship to be unloaded in Eritrea, to be abandoned to a largely unknown fate.

The “Corriedale Express”



Is now the “Kenoz”

In addition to its defect/detention record, the “Corriedale Express” was another one of a number of ships investigated by AMSA and AQIS for “excessive mortalities” in 2002, when 6,119 sheep died (see the “[Death Files](#)”, see “[Seven floating coffins](#)”, liveexportshame.com)

The “Temburong”



is now the “Angus Express”

In 1999, 829 cattle suffocated when power loss causes 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 (See the “[Death Files](#)”, see [AMSA/AQIS reports](#), liveexportshame.com)

The “Carabao 1”



is now the “**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 (see the “*Death Files*”, Animals Australia/liveexportshame.com).

The “**Amelia**”



became the “**Galloway Express**”, and was mercifully broken up in Bangladesh in 2004.

It was detained in Australia in 1995 for the following defects: HF & VHF radios not operational, Radar defective, Starboard lifeboat engine not serviceable.

The “**Codan**”



became the “**Normand Express**”, and again, was mercifully broken up in India in October 2004

The “**Camira**”



is now the "***Kerry Express***"

The "***Felicia***"



is now the "***Lincoln Express***"

The "***Levin***"



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.

The "***Lis E***"



is now the "***Sahiwal Express***"

The “*Janet 1*”



is now the “*Jersey Express*”

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 Hytesbury 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*”, 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”.

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” ...” (see “*Investigations*”, liveexportshame.com)

The “*Friesian Express*”



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 d, 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.

[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...”* (see “[Investigations](#), liveexportshame.com)

Other “ships of shame” carrying livestock from Australia:-

The “**Farid F**”, built in 1972, **the worst of all ...**



The “*Farid F*” has a total of **FIVE** detentions in Australia. It was last 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)....”

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”.

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.

AMSA claims to have inspected the “Farid F” six times since its last detention.

The “***Alnilam Prima***”, 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”. (see “Investigations”, liveexportshame.com).



Cattle on the “*Alnilam Prima*” photographed by [Animals Angels](#) 2003

The “**Kalyrnian Express**”, built in 1964 and showing it



The “Kalymnian Express” was detained in Australia in September 1998 with the following defects: Emergency generator inoperative, Engine room ventilation fire damper inoperative, Fire main isolating valve defective, Rescue boat and launching arrangement not of SOLAS approved type. This ship is **still in service**.

In 1999, some 800 cattle were loaded onto the 'Kalymnian Express' in December in Western Australia bound for Indonesia. Over 300 cattle died of **injuries**, or were destroyed later due to their injuries, when the ship **met a cyclone** off the north west coast of Western Australia. (See the “Death Files”, liveexportshame.com)

The “**Norvantes**”, built in 1972



The “Norvates” 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 found that the “independent third party veterinarian” who approved the ship to sail, had his own cattle included in the consignment.

The “**Maysora**” built in 1989, as a container ship

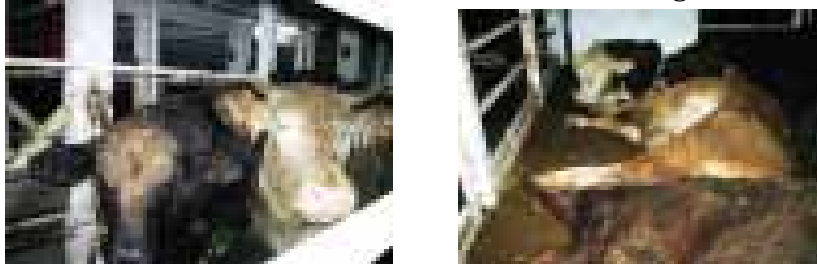


“The Israeli Government reported that in July, cattle and sheep on the M.V. *Maysora* arrived from Australia and **experienced heat, unloading and transport delays**, and were delayed at border-crossings. Some **200** cattle died, most after arrival. Israel temporarily halted all imports of Australian

cattle for several weeks until the delays and transport problems were said to be 'resolved'. (See the "*Death Files*", Animals Australia, liveexportshame.com)

More recently November 2004), 3,300 cattle were involved in a territorial dispute in Aqaba, Jordan, and stranded aboard the ship for over a week, facts that the live export trade and the government were at pains to hide from the public.

Independent veterinarian [Petra Sidholm](#) inspected cattle on the "*Maysora*" in 2001 (see report liveexportshame.com for her findings)



The "*Al Shuwaikh*" built in 1985



The "*Al Shuwaikh*" 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.

The "*Al Messilah*" built in 1980



The "*Al Messilah*" was detained in Portland in February 2002, with deficiencies in certificates of Master and officers. It was also the subject of AQIS and AMSA enquiries into "excessive mortalities in 2002, when 2,173 sheep died. An entry in Hansard revealed that it is a vessel of choice for "deserters" of the human variety, along with the "*Danny F II*".

The "*Al Kuwait*" built in 1967



The “*Al Kuwait*” is the subject of Animals Australia’s historical complaint under Western Australia’s animal welfare legislation. To date there has been no resolution of the complaint due to lack of action (stalling) by the RSPCA (WA) and the Western Australian government.

The “*Finola*”, built in 1988



The “*Jackaroo*” built in 1997



The “*Bader III*”, built in 1978
1995



The “*Bison Express*”, built in



(See report, liveexportshame.com)

The “*Buffalo Express*” built in 1983



And finally, the pride of the fleet, the “*Becrux*”



The "*Becrux*" was built 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](#), [liveexportshame.com](#))

These are the facts - and the ships - that the government and the live export industry **DON'T WANT YOU TO KNOW ABOUT!**