

## ***A disaster by any other name ... (and what the live export trade doesn't want you to know!***

To show how far the live export trade, and specifically its shipping partners, are prepared to go to try to sanitize the industry, the following facts have been uncovered:-

### **Summary of Name Changes**

Vroon BV, the Dutch shipping company which operates the majority of livestock carriers from Australia **bought the majority of the Labroy Shipping and other ships, and changed the names of the following disasters** (you can take the ship out of the disaster but you can't take the disaster out of the ship):

<b>Former Name</b>	<b>Re-named</b>
"Cormo Express" (built 1978)	"Merino Express"
"Temburong" (built 1981)	"Angus Express"
"Carabao 1" (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 1" (built 1979)	"Jersey Express"
"Dealco 1" (built 1982)	"Hereford Express"
"Jackaroo" (built 1997)	"Devon Express"
"Cimbria"	"Murray Express"

Vroon BV purchased these ships from Labroy Shipping Singapore in 2004. Vroon also runs other very aging ships registered in "flag of convenience" states such as the Philippines and Panama, including the "Shorthorn Express", registered in the Philippines and built 26 years ago.

Other changes to ships not operated by Vroon BV:

"Corriedale Express" (built 1970)	"Kenoz"
"Bellatrix" (Siba Ships, built 1976)	"Al Mahmoud XV"
"Don Carlos" (built 1976)	"Danny F II" (Rachid Fares Enterprises)
"Ming Universe" (built 1980)	"Rodolfo Mata" (Rachid Fares Enterprises)
"Pollux" (Siba Ships, built 1973)	Five name changes
"Al Shuwaikh" (built 1985)	Nine name changes
"Falcon" (built	"Falconia"
"Alnilam"(Siba Ships, built 1980)	"Alnilam Prima"
"Bader III" (built 1976)	Ten name changes
"Friesian Express" (built 1982)	Three name changes
"Norvantes"	9 name changes

## 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:-

- “Kenoz” (as the “Corriedale Express”) April 2004
- “Pollux” - (Then belonging to Siba Ships - Two detentions, 1997 and 2004  
“(Ventilators, air pipes, casings, Number/composition (according to safe manning document), Windows, side scuttles, Ventilators, air pipes, casings, Emergency lighting, batteries & switches, Maintenance of ship and equipment, Other (working space))”
- “Al Mahmoud X V” Three detentions, one in Australia as the “Bellatrix” in 2001) when operated by Siba Ships (the proud owners of the “Becrux”)
- “Galloway Express” (as the “Amelia”) June 1995, now broken up
- “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
- “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)

- “Mawashi Al Gasseem” (currently under arrest in Adelaide) twice in 1998
- “Mawashi Tanuk” (now scrapped) 1997
- “Molunat: - 2001
- 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") 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.
- "Danny F II" in 1997 for four days "Summary : Bulkhead between fuel oil tank and water ballast tank holed, Bulkhead between stern tank and steering gear space corroded and holed, Navigation lights and shapes unserviceable, VHF radio equipment defective, Weathertight door and deck air pipe closing arrangement defective" . (*Fairplay Register of Shipping*)
- "Estancia" in 1996
- "Pollux" in 2004 "CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, certificates for master and officer, Second Engineer do not hold flag State Certificate of Competency or Endorsement/Recognition; CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, manning specified by the minimum safe manning document, Ship`s manning do (sic) not meet requirement specified by Minimum Safe Manning document; LOAD LINES, windows, side scuttles, Various deadlights for side scuttles/windows not able to be secured closed (Registro Italiano Navale); LOAD LINES, ventilators, air pipes, casings, One ventilator pipe at aft deck wasted/holed (Registro Italiano Navale)".

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

#### *Disasters by other names and their death tolls ...*

The "Cormo Express"



is now the "Merino Express"

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*": [liveexportshame.com](http://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 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](http://liveexportshame.com))

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, [liveexportshame.com](http://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", *Animals Australia*, [liveexportshame.com](http://liveexportshame.com)).

The "Amelia", built in 1972



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". (*Fairplay Register of Shipping*)

The "*Codan*", built in 1964



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

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 “Lis E”, built in 1990



is now the “Sahiwal Express”

The "Janet 1", built in 1979



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 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*", [liveexportshame.com](http://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, [liveexportshame.com](http://liveexportshame.com))*

The "Jersey Express" is now listed as headed for the scrapyards, as it should be. (*Fairplay Register of Shipping*)

The "Dealco 1", built in 1982



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", [liveexportshame.com](http://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 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. (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", [liveexportshame.com](http://liveexportshame.com))

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

The "Farid F", built in 1972, the worst of all ...



The "Farid F" (Rachid Fares Enterprises, which also operates the "Rodolfo Mata" and the "Bader III") 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)...." (*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 "Farid F" six times since its last detention.**

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](http://www.liveexportshame.com)).*



Cattle on the "Alnilam Prima" photographed by Animals Angels 2003

The "Kalymnian 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”. (*Fairplay Register of Shipping*) 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 Australi”. (*Animals Australia*)  
(See the “**Death Files**”, [www.liveexportshame.com](http://www.liveexportshame.com))

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](http://www.liveexportshame.com))

The “*Maysora*” was built in 1988 as a container ship  
(photo courtesy of PACAT)



"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](http://liveexportshame.com)) *There has now been a recurrence of this disaster in November 2005, yet we still send them!*

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, 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](http://liveexportshame.com) for her findings)



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.

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](http://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 “*Masashi Al Gasseem*”, built in



Is notorious for being placed under arrest in Adelaide in August 2005 for massive unpaid debts, including its crew. It has been RETURNED TO SERVICE, after having been listed as about to be scrapped. It was detained over defects in Australia in and was at sea for four months while authorities tried to find a country to take the animals, much like the “*Cormo Express*” disaster of 2003

The “Danny F II” built in 1976



The “Danny F II” was detained in Port Adelaide in September 1997 for four days with the following defects: “Bulkhead between fuel oil tank and water ballast tank holed, Bulkhead between stern tank and steering gear space corroded and holed, Navigation lights and shapes unserviceable, VHF radio equipment defective, weathertight door and deck air pipe closing arrangement defective”. (*Fairplay Register of Shipping*) It was also recently mentioned in Hansard as a vessel of choice for (human) deserters.

The “Al Shuwaikh” built in 1985



The “Al Shuwakh” 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](http://www.liveexportshame.com)). The “Al Shuwaikh” is also a vessel of choice for human deserters (*Hansard*)

The “Al Messilah” built in 1980



The *"Al Messilah"* 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. 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



(Photo from PACAT)

The *"Al Kuwait"* is the subject of Animals Australia's historic 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 and Federal governments.

The *"Finola"*, built in 1988



The *"Devon Express"* built in 1997



was the *"Jackeroo"*

The *"Bader III"*, built in 1978



(See report, Trish Brown, [www.liveexportshame.com](http://www.liveexportshame.com))

The *"Bison Express"*



The *Buffalo Express"*



And reportedly the biggest carrier of all, the *"Rodolfo Mata"*



Once a container ship called the *"Ming Universe"* (photo from PACAT)

And finally, the pride of the fleet, the *"Becrux"* is operated by SIBA SHIPS, which 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.



**SIBA SHIPS** now claims its ships have the highest standards of animal welfare with 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*, Animals Australia, [www.liveexportshame.com](http://www.liveexportshame.com))

Siba Ships makes great claims about the high standard of the “*Becrux*” – but fails to name the other old ships it used to carry live animals: the “*Uniceb*” (see above), the “*Bellatrix*” (built in 1976 and now sold and re-named the “*Al Mahmoud X V*” (detained for numerous defects; 26 on one occasion) and the “*Pollux*” (built in 1973), with 2 detentions in Australia.



*The “Al Mahmoud X V”*

These are the facts – and the ships – that the government and the live export industry **DON'T WANT YOU TO KNOW ABOUT. They are old, and they are “trashed”.**

**And the live export trade claims to have “lifted its game”.**

*Shipping information and photographs from the “Fairplay International Register of Shipping” and detention information also from the website of the Australian Maritime Safety Authority. Grateful thanks to the talented photographers at [www.shipspotters.com](http://www.shipspotters.com) for some of the photographs.*

*For report details, please visit [www.liveexportshame.com](http://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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