

Kent Against Live Exports (KALE)



Export Ship 'Joline' Loaded With Livestock Transporters and Sailing From Ramsgate – July 2011.

Photo Credits: V. Cameron.

Web Site: <http://www.users.globalnet.co.uk/~kale/>

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Saturday 13th August 2011.

Dear all;

This is KALE Report 'J18'

For the LIVESTOCK SHIPMENT – Friday 12th AUGUST 2011; from RAMSGATE (Kent, England) to CALAIS (France).

VESSEL: M.V. 'JOLINE'; very small Ro-Ro with a single, open deck; capacity six lorries. Latvian flag, registered in Riga. Having had the opportunity to see the crew in the daylight now it has to be said they look a scruffy lot with not a uniform amongst them. No surprise then.

Note: members of the Thanet Group of Protesters have discovered that each time the 'Joline' comes into Ramsgate, she is assisted by members of the RNLI, who form the mooring gang.

CONDITIONS: With the midweek storms finally having died down, the 'Joline' crept out of Calais harbour at noon on Friday 12th August; which turned out to be a humid, grey day in the main with 'spitty' rain most of the time in a light wind.

About twenty people gathered at Ramsgate docks in order that the livestock lorries should not enter unchallenged. Kent police also attended, one officer complete with a video camera.

Sheet 1

BAN LIVE ANIMAL EXPORTS

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Contact – Mark Johnson – EU Correspondent and Press / Media; or Valerie Cameron – Official KALE Photographer.**

There was no delay when the ‘Joline’ arrived at the port; she entered and docked just before 1600 hrs. At about the same time, her cargo, carried by the livestock transporters arrived.

TRANSPORTERS IN FULL

1548 hrs (1) - 05 C 21784. EIRE registration (C= Cork). Red and white cab with trailer; loaded with 3 tiers of small calves; very audible crying and very smelly.

1548 hrs (2) - VIP 802 (front) / QDP192 (rear). Name: ‘MAES’; BELGIAN registration. The cab and trailer is primarily grey with some green. This lorry was carrying 3 tiers of white faced sheep. This trailer registration number has a history of multiple journeys through Dover /Dunkerque going way back to February 2007, when the exporters were using a ship named “Lygra”, and in 2008 when the “Pentalina B” vessel was in use. Now we have the “Joline”. The sight of the latter came as a bit of a shock compared with the other two vessels - the ‘Joline’ resembles a floating tea tray.

***1548 hrs (3) - WMS 073 (front) / ----- rear not obtained. Name: ‘MAES’; BELGIAN registration. Grey/green cab and trailer (as 2 above) carrying white faced sheep in 3 tiers .
‘MAES’ have a vast fleet of livestock transporters; with cabs and trailers (forming one vehicle) having different registration numbers – different therefore for front and rear of the same vehicle. Some registration plates are located behind a metal grill which sometimes makes them very difficult to see. Registration plate letters are usually red (Belgian standard), which also makes reading them tricky; especially in the dark.***

1548 hrs - (4) WKZ 6703 (front) / OGL 375 ? (rear). Northern Irish registration. Name: ‘WILSON MCCURDY’. Red/white x3 tier trailer loaded with sheep. This vehicle was reported to Animal Health as one sheep on the top tier looked to be falling over with a leg trapped up against the slats. Other sheep were jammed in all round with their fleeces sticking out of all trailer vents.

1555 hrs - (5) DK 55 RMX. ENGLISH; no name visible, but this vehicle without doubt belongs to TREVOR HEAD; a notorious (Kent based) animal abuser; specialising in sheep dealing and exporting. His blue and silver ¾ sized lorry had all the slats closed as it passed into the docks; clearly showing an obvious attempt to hide from observers what he was carrying.

(Amazing Note - When this vehicle loaded on the ‘Joline’, Head opened the slats; revealing to our utter amazement – lots of sheep !).

1615hrs - Loading of the ‘Joline’ began with the ‘Wilson McCurdy’ vehicle on first; followed by both the ‘MAES’ vehicles. Trevor Head’s lorry positioned on the deck to the stern.

Sheet 2

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The space between the two 'MAES' vehicles was filled, after some delay, by the last lorry; the one from the Irish Republic (see '1' above). This vehicle was registered in 2005; so six years old and time for the many systems to start getting a bit worn. The operating systems are powered by either hydraulics or electrics; the trailer ventilation and animal fluid(drinker) systems being particularly vulnerable to breakdown. Maybe it was paperwork problems which caused this vehicle to load last. Whatever the reason, there seemed to be a bit of a 'flap' among personnel concerning this lorry, which did eventually load with the very audible crying of the calves carried within it. All of this time; agent Peter Z spent a long time on his mobile phone.

The docks at Ramsgate, like those at Dover, are very visible to observers; both having high cliffs directly behind. On these cliffs are walkways, and in the case of Ramsgate, public lawns with houses behind. The Ramsgate docks being so much nearer the town, and with a promenade above and a beach alongside; what goes on inside the docks is perfectly visible in daylight hours. Anybody standing on the promenade above the docks has a clear view of all proceedings. Just before the 'Joline' departed, one of the Ramsgate regular ferries, the 'Gardenia', came into port and moored alongside the 'Joline'. The contrast between the two vessels was astounding; with the 'Joline' (yes, an ex Cold War Soviet battle tank carrier) having been converted more recently to be a river ferry; now operating livestock services across the English Channel !!. To witness the 'Joline' shuttle back and forth in a sheltered harbour alongside the 'Gardenia' looked like a toy bath tub boat alongside a proper ship. KALE are currently further investigating 'Joline' compliances (or most probably, the lack of) with existing EU animal transport regulations (1/2005) as part of their current workload.

17.15 hrs – 'Joline' departed Ramsgate; the ship's mooring ropes released by the RNLI crew of the Ramsgate lifeboat – which is an absolute disgrace.

As the 'Joline' made her slow way to Calais (her top speed possibly 8 knots on a good day with a following wind) the wind began to increase and the sea began to get rougher.

This is KALE (Kent Against Live Exports) ' J18' produced on Saturday 13th August 2011. For immediate distribution.

Regards – the KALE Crew.

***Please ensure that you get as many folk as possible to sign the 8 Hour Petition
- Paper copies available to download also:***

Link – <http://www.8hours.eu/8hours>

Sheet 3

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