



QUEENSLAND BRANCH NEWS

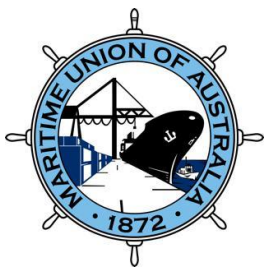
NEWSLETTER of the QLD Branch of the MARITIME UNION of AUSTRALIA

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To be truly radical is to make hope possible, rather than despair convincing - Raymond Williams No. 137 – 29 June 2018

Statement from Brisbane and Sydney Hutchison MUA EBA Committee – Vale Bill Hunt ILWU Life Lost - Mission to Seafarers - Ship Grounded Bridge Unattended – Book Review

Statement from Brisbane and Sydney Hutchison MUA EBA Committee



**WORKPLACE LEADERS
FROM Hutchison Terminals
in Sydney and Brisbane met in
St. Georges Basin on the 19/20
June to plan and coordinate
our joint and unified efforts
around the struggle for a new
EBA at Hutchison.**

Hutchison is a huge multi-national global terminal operator. It is highly profitable and has a poor track record on union and human rights in their terminals. Hutchison organises on an international scale across its international terminals. Hutchison workers will now be escalating our own internationalism and solidarity with other Hutchison workers internationally to stand up to the bullying and power of this giant stevedore.

The united committees developed a strategy along with Branch Officials and National Office, to ensure the log of claims is achieved. We recognised that the fight for justice since the lockout has been difficult and therefore the Enterprise Agreement needs significant changes to ensure that our rights and interests are enforceable. Particular attention will be focused on building regularity in fixed rosters in both ports, improved safety initiatives, ensuring policies are agreed, better dispute resolution procedures, and a package of wages and conditions that workers in both ports deserve.

The committees finalised the log of claims which will go back to the membership for endorsement in meetings, the coordinated approach will incorporate a number of different strategies including a communications plan to update members and better manage the negotiations. These are your claims, your negotiations, your wages and conditions. It is essential that all members consider themselves part of the campaign to secure our rights and interests, we are MUA and it is our EA.

In an historic first, Indonesian dockers leader Suryansyah Bahar from JICT Hutchison in Indonesia

participated in the meeting, linking the struggles of wharfies in Indonesia and Australia. It is the intent of the unions to coordinate a regional safety committee to build the capacity of wharfies to fight against Hutchison's poor international safety record and union busting activities. The spirit of unity and cooperation between workers in Australia and Indonesia can only benefit both groups of workers.

A regional safety committee is considered a necessary step to combat HPA's attitudes on safety. There have been too many deaths and serious injuries in Hutchison terminals across the region and workers have now determined to take safety into our own hands and organise to ensure we survive the profit driven intentions of HPA.

We note that Hutchison Ports has sacked Indonesian wharfies by text message using the same anti--people measures used in Australia that seem to be favoured by this employer. Hutchison have also used state sponsored terror and armed military police to repel workers struggles in Indonesia. Hutchison workers in Australia see this as a direct attack on ourselves.

The meeting committed to the continued building of solidarity and unity between workforces in Brisbane and Sydney as well as with Hutchison workers internationally.

We recognise that we will only succeed in this struggle against Hutchison by embracing internationalism and fighting. We commit to this approach.

The meeting considered the log of claims that forms the basis of the demands for the next round of EBA negotiations. The union committees in terminals in Brisbane and Sydney are highly united around the claims which will aim to have both terminals operating on the same standards and conditions at work.

This agreement is for all Hutchison workers and all members are urged to get behind their committees and negotiators and be prepared to fight for the best possible position that can be delivered through these negotiations and EBA campaign.

Authorised by Bob Carnegie, Maritime Union of Australia (MUA) Queensland Branch Secretary

73 Southgate Avenue, Cannon Hill QLD 4170

Vale Bill Hunt

LAST WEEK I had a call from a good mate that a dear friend and comrade, Bill Hunt, had passed away.

Bill Hunt was one of the finest men I ever have got to know. Highly intelligent, heart bigger than himself, loyal mate and comrade.

Bill was, at various times, a painter and docker, a rigger/dogman, journalist, construction union organiser and a worker in the industry super fund scheme. A truly varied and rich working life.

Bill was also a family man with a wonderful wife, Jan, and children and grandchildren.

I got to know Bill, particularly well in my years as a BLF organiser. We did several road trips together which were a combination of hard work and great fun.

The likes of Bill Hunt, the intelligent working class philosopher, thinker and mate is becoming more scarce on the ground these days.

Bill's passing has left a void in the lives of all who knew him. He was just 67.

Wherever your spirit is dwelling Bill, all who knew you wish you peace and we all hope the lessons of kindness and compassion you showed to all of us is somehow returned.

To Jan and your wonderful family, our best thoughts and hopes are with you in such difficult times. RIP Bill Hunt, mate, comrade and fine man.

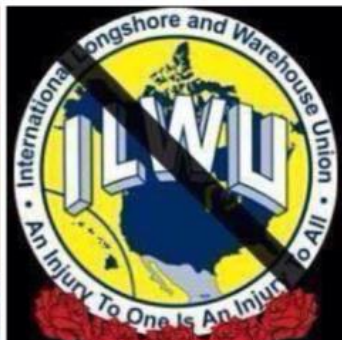
Death of Longshoreman in Longview Washington

THE QUEENSLAND BRANCH extends its sympathy to the family and all those who cared for our fellow worker a member of ILWU local 21 who lost his life at work. The dangers of mooring lines under tension is immense.

We lost a Good Union Brother
ILWU LOCAL 21

Byron Jake Jacobs, a dedicated family man with a wife and three children under the age of ten was, according to reports, involved in line handling operations associated with a log export vessel.

The unconfirmed reports received thus far, indicate that there was a "snapback" situation created by one of the tensioned mooring lines. Jake, from those same reports, struck and killed by the parted line. My condolences and prayers



Mission to Seafarers by Barney Sanders



Caring for seafarers
around the world

The Mission to Seafarers are seeking assistance with volunteers to drive the bush and work the bar and shop. If you can help it would be much appreciated. The contact is heather – 0402 127 965. For anyone with Centrelink, this voluntary work counts towards your employment status.

MAIB: Cargo Ship Grounded After Bridge Left Unattended

Sourced from: <https://worldmaritimenews.com/archives/255303/maib-cargo-ship-grounded-after-bridge-left-unattended/?uid=95262>

THE GENERAL CARGO ship Ruyter ran aground on the north shore of Rathlin Island on October 10, 2017 after its master left the bridge unattended, a report from UK's Marine Accident Investigation Branch (MAIB) showed.

The master of the Netherlands-registered ship had been consuming alcohol before taking over the watch, contrary to the company's policy. The chief officer had previously been concerned over the master's regular excessive consumption of alcohol, but at the watch handover had been satisfied that the master was fit to take the watch.

After taking over the watch, the master adjusted the autopilot to steer 185° to avoid the north-west bound ship Shannon Fisher. Soon after, he again adjusted the autopilot to steer a south-easterly course.



At 2105, Ruyter's master set the autopilot to steer 145°. The ship then maintained this heading until about 2311, when it ran aground on the north shore of Rathlin Island.

The chief officer, who had been woken up by the noise and vibration of the vessel grounding, was on his way to the bridge when he met the second officer, who had also been woken. They reached the bridge together to find it deserted. There were numerous alarms sounding, including the bilge alarm for the bow thruster space.

MAIB's investigation found that Ruyter grounded because no action had been taken to correct a deviation from the ship's planned track. The master, who was the sole watchkeeper, had left the bridge, and the bridge navigational watch alarm system, which could have

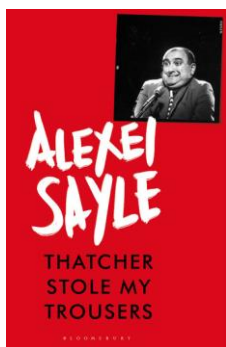
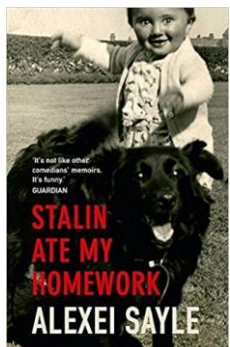
alerted the chief officer to the fact that the bridge was unmanned, had been switched off.

Ruyter's bow shell plating and frames were damaged by the grounding, which resulted in flooding of the bow thruster space and forward voids. Only hours after the incident, the vessel was refloated without assistance and, after inspection at Carlingford Lough, proceeded to Belfast for temporary repairs.

The ship's manager, VD Innovation BV, has since taken action, including the introduction of random alcohol testing and the empowerment of its crews to alert any concerns they may have to the company. Ruyter was on passage from Skagen, Denmark, to Warrenpoint, UK with a cargo of sawn timber.

Book Review by Allan Gardiner

Stalin Ate My Homework (2011) and Thatcher Stole My Trousers (2016) by Alexei Sayle



AUSTRALIAN READERS REMEMBER Alexei Sayle best for his appearances on the TV show, 'The Young Ones'. Sayle pioneered the new comedy of

the late 70s, where brilliant absurdism and confronting satire replaced the previous era of hoary sexist and racist jokes. In *Thatcher Stole My Trousers*, Sayle shows how he found his vocation as a comedian almost accidentally, while floundering through art school, political activities and part-time jobs.

These experiences are told via anecdotes; not surprisingly, they are often very funny ones. Sayle laughs at his own lack of self-awareness as a young man, but each mis-step takes him closer to discovering his own kind of artistic expression.

The earlier volume of memoirs, *Stalin Ate My Homework*, explores the unusual childhood that helped form his unusual talent. This is also told in hilarious anecdotes, but they form a unified picture of a life lived within little worlds. The working-class community of Liverpool in the 1950s was contained inside a few streets. On one of these streets, the Sayle family home is also a tight circle, set apart by its commitment to the Communist Party of Great Britain and to railway trade unionism. Paradoxically, however, this put them inside another, weirdly cosmopolitan, world: the Eastern Bloc. They spent their family holidays in pretty high style, thanks to free rail travel for staff and to the welcome extended to Party members.

Alexei emerged from this childhood as a young man whose idea of revolt was to leave the CPGB and join the Maoists during the student movement against the Vietnam War.

In an interview, Sayle has reflected that his generation of youth were able to explore more possibilities for their lives than generations today. Jobs were plentiful and state services more generous during the post-war boom. Their freedom led young people to ask questions and expect more from life. Allowing freedom, says Sayle, was a mistake that the ruling class is not likely to make again!

Winning Raffle Ticket Numbers

THE WINNING NUMBERS for the raffle were:

1st prize – No: 1724

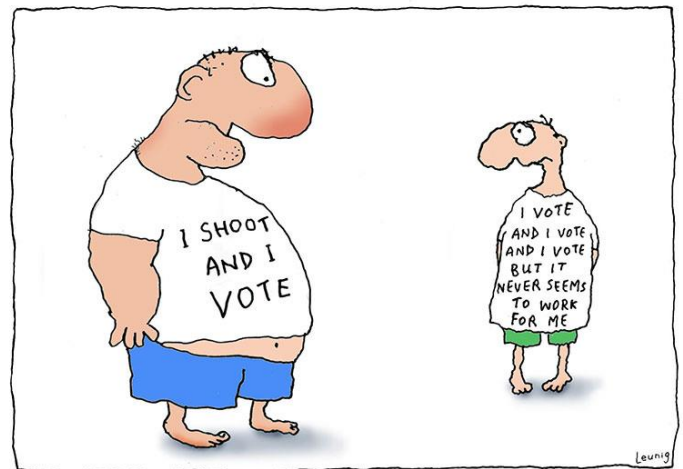
2nd prize – No: 0753

3rd prize – No: 0398

4th prize – No: 0073

Cartoon Corner

And after another tragic, multiple shooting deaths in the US...



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Authorised by Bob Carnegie, Maritime Union of Australia (MUA) Queensland Branch Secretary

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