



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. 151 – 28 September 2018

Hutchison - DP World - 2018 AGM - National Council – Letter from Minister Bailey - When “Heads Up!” Really Means “Heads Down!” - Remembering Reuben James - Immingham Docks Horrific Accident
Spinal Pain Relief - Ida Segal - Cartoon Corner



Hutchison Ports Slash and Burn MUST be Rejected

27 September 2018

Hutchison Ports Australia have delivered a brutal and totally outrageous log of claims to the MUA and its members going further than any previous stevedoring employer in waterfront history in attacking wages and working conditions on the waterfront.

Even Patrick after the 1998 lockout had a less aggressive log of claims than the Hutchison tilt at the MUA in the 2018 EBA. This attack on wharfies will be fought against and defeated as an anti-union attack on the entire industry. Not only will the Hutch wharfies stand up – so will every wharfie in the country to defend ourselves against such huge attacks on our lives and families.

Summary of company log of claims 26 September 2018

Restoration of schedule 4 arrangements;
Re-introduction of "phase one" across both ports, back to complete irregular arrangements for all employees.

MOA & MOU and all written and agreed arrangements outside the EBA to be removed

Hutchison have said they **WILL automate** a number of functions including ROS.

0% wage increase of commencement;
1st year anniversary 1% and each year after that

No zeroing of hours for phase 1 arrangements annually, all hours to be paid back and rolled over year by year.

Grades and level of **wage deductions**;

Current wages and roles are being attacked

Level 1-grade 3 \$42.45/hr
Level 2-grade 4 \$45.07/hr
Level 3-grade 5 \$47.42/hr
Level 4-grade 6 \$48.84/hr
Level 5-grade 7 \$57.42/hr

Proposed by company

Level 1-grade 1 \$38.32/hr
Level 2-grade 2 \$40.33/hr
Level 3-grade 3 \$42.45/hr
Level 4-grade 4 \$45.07/hr
Level 5-grade 5 \$47.42/hr

Will all the deductions the company wish to apply our earnings will be reduced by approximately \$20,000

Outsourcing and removal of the following positions;

Shift leader - outsourced
Bus driver/first aid - outsourced
R & D clerk - outsourced
ASC operator - outsourced
Reefer monitor - outsourced
Maintenance store person - outsourced
Allocator - outsourced

All mooring to be **removed** and outsourced in Brisbane

30-hour week removed for a 35-42hr week

Employees can be **rostered 4hr min to 12 hr** maximum shifts

45 minute smoko (30 minutes of the break to be unpaid) – Amazing, no boss has ever attacked a paid smoko!

Forced Extensions on Demand

Day shift 1,2,3,4 (can be compelled on all)
Evening shift 1,2,3,4 (can be compelled on all)
Night shift 1 hr.

Extensions can be enforced 2 hours prior to completion of shift. All compulsory.

Start times - all start times can be moved by three hours. The end of a normal start time.

Day shift- 0500-0800
Evening shift- 1200-1500
Night shift- 1800-2400

Company can **contact employees on short notice** to provide additional labour, not to be contacted between 2330-0500. Late call ins will only be paid on the commencement of their shift (When you get there)

Employees can be made to **14 days in a row**, not including days off for personal leave. This creates a less safe workplace.

Employees can **only scratch 2 shifts over the roster cycle**, and the employees have to be ahead of their pro rata hours.

MSIC; once issued, no employee will be permitted to commence work without a MISC card. Any time lost shall be unpaid.

Employees will be to be **moved from job to job** within the shift at employers' discretion.

Selection criteria;

Any warnings apply
Performance ratings by managers
Remove reference to skills (no equality within the workplace and selection)
Penalty for sickies

Head picking is what HPA wants for us all.

Removal of PPE;

Hearing protection – seriously, just go deaf!!!!
Carry bag
Steel caps due to wear and tear
3 overalls down to 2

Remove spectacles for reimbursement

Further conditions on HPA's hit list:

- Redundancy - **removal**; NES
- Long service leave - **complete removal**
- Superannuation - **remove** clause; company will make contributions in line with superannuation guarantee (charge) Act 1992. This is labour **reducing an employer contribution of 12.5% down to 9.5%**
- Grievance procedure - **complete removal**
- Picnic day - **complete removal**
- Proposal of 10 days of personal leave (currently 13 days) – **stealing 3 sickies** from workers
- Proposal of 2 days of compassionate leave (currently 3 days) – **rob you of a 1 day** when a family member dies
- Parental leave - **removal** of current conditions and back to federal government leave scheme.
- Income protection - **complete removal**

Have HPA gone MAD or FERAL?

It is clear that HPA claims are aimed at reducing costs at your expense.

At this stage of negotiations, we are at polar opposites. Your bargaining committee is committed to seeing this agreement through and ensuring that you get an agreement you deserve.

The current company proposals outlined above reflect the most severe attack on waterfront conditions in a generation. It is this generation of wharfies that will stand up, as our comrades before us stood up, to ensure we are not the generation that leaves the waterfront worse off for future generations.

Corporate greed will be opposed.
Attacks on conditions will be opposed.
Reduced wages will be opposed.
Worse jobs with increased company power will be opposed.
Outsourcing will be opposed and insourcing advocated.

WE WILL FIGHT – WE WILL WIN!

Authorised by the Warren Smith – MUA Assistant National Secretary on behalf of the MUA Bargaining Committee

DP World

DP WORLD COMMITTEE meet at union office to discuss progression of their enterprise agreement.



2018 AGM

THE ANNUAL GENERAL meeting will be held on Thursday 29 November 2018 starting at 7.00am until 11.00am. The meeting will be held at Cannon Hills Bowls Club, 18 Lang Street, Cannon Hill. After the AGM there will be a delicious pig on the spit and a vegetarian option with refreshments provided to see out 2018. All members available should attend.

National Council

BRANCH SECRETARY, Bob Carnegie and Deputy Branch Secretary, Jason Miners will be in Sydney next week 3-7 October attending the MUA National Council. Members will receive a report back after National Council concludes.

Letter from Minister Bailey

Below is a heartfelt letter from Transport Minister Mark Bailey concerning the Peter Frawley Shared Pathway.



Minister for Transport and Main Roads

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21 SEP 2018

Mr Bob Carnegie
Queensland Branch Secretary
The Maritime Union of Australia Queensland Branch
73 Southgate Avenue
CANNON HILL QLD 4170

Dear Mr Carnegie *Bob!*

Thank you for your letter of 8 August 2018 about the naming of the Port of Brisbane shared path after the late Mr Peter Frawley.

It was my pleasure to support the naming of the shared path in recognition of Mr Frawley. The 18 years of long service to his employer DP World Australia (formerly P&O Ports), and his family commitment are measures of the high esteem in which he was held.

The dedication of a shared path, which ultimately provides pedestrians and cyclists with a safer outcome, is a fitting tribute.

I was honoured to be able to share the special day with his family.

Yours sincerely

MARK BAILEY MP
Minister for Transport and Main Roads

When “Heads Up!” Really Means “Heads Down!”

by Ron Signorino

ABOUT A WEEK ago at the Fraser Surrey Docks in Vancouver, British Columbia, the container vessel SM MUMBAI (see photo below) was being discharged and, consistent with normal operating procedures, semi-automatic twistlocks were being released in preparation for a container crane’s cycles to take cargo to the shore. In the particular case of one particular twistlock, we understand that it was at a 5th high tier and that a worker at or near the other end of the actuator pole; at deck level, was a seasoned, “A” list longshore worker with 35 years of experience under his belt.



Something went terribly very wrong, however. During that container’s discharge, a twistlock became unshipped from the container’s bottom corner fitting and began its quick drop down. A worker below spotted the twistlock coming away from the container, and reflexively shouted to all within earshot “Heads Up!”

That “A” List worker did in fact quickly look up, and within seconds was smacked directly in the face with the interbox connector. Given its weight and the length of its fall, the impact was nothing short of tremendous.... And devastating.

Today, that longshoreman lies in a local hospital bed... the subject of an induced coma while physicians plan the next course of interventional action and the rest of us pray for the best possible outcome.

We know that most (but not all) semi-automatic twistlocks once released from below will function as they’re designed. In sum, they’ll release from the bottom stow and stay attached to the top container. Once the crane lowers the container to the shoreside apron, workers there will turn the locks, remove them from the containers’ bottom apertures and place them in the provided receptacle.

In some cases, however, like this one, something unexpected happens... and once the top container is lifted the twistlock separates from the hoisted container’s bottom corner fitting anything can happen. Where that separation occurs is a matter of some conjecture; dependent upon a litany of factors. Moreover, why that separation occurs is also dependent upon another litany of factors. Generally, the latter’s factors are a function of

maintenance (either of the semiautomatic twistlock or, alternatively, that of the container). Both, from the writer's perspective, deserve a great deal more attention than they're presently getting by the relevant parties.

Also, it must be recognized that working directly below a stack; in close proximity to a live container crane's maneuvers, is not a very wise thing to do. And finally.... why can't we get workers closer to the twistlocks they're attempting to release? Please....Learn and Live from this experience!

A Humanist Challenge to Triumphant Right Wing Nationalism

by Janet Burstall

YANIS VAROUFAKIS POSES a grave problem – to develop a humanist challenge to “the triumphant march of a globally unifying rightwing – a Nationalist International – that sprang out of the cesspool of financialised capitalism.” (Our new international movement will fight rising fascism and globalists in the Guardian 13 September

<https://www.theguardian.com/commentisfree/ng-interactive/2018/sep/13/our-new-international-movement-will-fight-rising-fascism-and-globalists>

The precise “causes and nature of the people's unrest and unhappiness” writes Varoufakis, is “the global oligarchy's intense class war against the burgeoning precariat, against what is left of the western proletariat and, generally, against weaker citizens.”

Varoufakis is being overly internationalist, in identifying the enemy as a “global oligarchy”. In each country it is capital that seeks profit at the expense of labour, no matter how extensive or limited its international connections are. He reminds me of the 1970s barely post-Stalinist focus of the communist parties on Trans National Corporations (TNCs). To single out a section of capital as the most evil, is also to hope for an alliance with ‘better’, or less evil, possibly even ‘progressive’ capital. It is not clear that for Varoufakis “the fight against poverty, private debt and rogue bankers” is a fight against capitalism, for socialism.

He proposes “coordinating our struggles along the axis of an Internationalist New Deal”, pieced together by “potential initiators: Bernie Sanders's “political revolution” in the US, Jeremy Corbyn's Labour party, our Democracy in Europe Movement (DiEM25), Mexico's president-elect, the progressive elements of the African National Congress, the various movements fighting against bigotry and austerity in India.”

The primary actors in Varoufakis' proposals are progressive/ reformist political organisations that might win government, and none of whom have undertaken to always side with workers struggles, or repudiate the profit motive, only proposed to regulate it, to try to civilise it. The Nationalist International that Varoufakis wants to challenge, is a result of an impasse of capitalism itself, having been exposed as unable to reconcile the

meeting of human needs with the profitability imperative, and none of these political organisations has a convincing program for forcing such a reconciliation on capital within their national territory.

Varoufakis is right that an Internationalist approach is needed. I disagree that this could succeed with a purpose of civilising capitalism. Rather for socialists, it is for international working class solidarity. This may be a broad idea, but there are practical ways to act on it.

The specific example Varoufakis proposes is that we “campaign for trade agreements that commit governments of poorer countries to legislating minimum living wages for their workers and guaranteed jobs locally. That way communities can be revived in richer and poorer countries at once”. A socialist proposal is to build international links between unions and workers, to understand the global supply chains they are part of, to win demands placed on employers and governments, to level up wages and conditions, and to tackle the prerogative of management of global corporations.

The working class, the labour movement, is not the actor in Varoufakis's vision. In his view it is governments in the hands of ‘progressives’. His confusion about socialism is betrayed when he calls a state bailout of banks “socialism for the very few”. He makes socialism incomprehensible, as if it could be made up of state intervention in keeping markets afloat, rather than workers collectively deciding to meet human needs.

I find some interesting observations in Varoufakis' writing, and he writes very persuasively, but we need to read him as critically lacking a perspective of the need for workers to do it for themselves.

Remembering Reuben James

By Mike Bennighof, Ph.D. – September 2018

Tell me what were their names, tell me what were their names,

**Did you have a friend on the good *Reuben James*?
—Woody Guthrie, 1941**

WHEN TRAGEDY OR atrocity strikes, particularly to military personnel, politicians and media have an almost uniform response: Their names shall never be forgotten and their sacrifice shall not have been in vain.

The reality is somewhat different. Yesterday's heroes are yesterday's news. They feed the worms, or the fishes, while we move on to the next crisis that our leaders proclaim we shall never forget.

So it was on All Hallows' Eve, 1941. On 11 September 1941, President Franklin D. Roosevelt had ordered the U.S. Navy to open fire on any vessel threatening American shipping or ships under U.S. Navy escort. A week earlier, the American destroyer Greer had been attacked by a German submarine, and responded with depth charges. It was the first hostile action between German and American forces in the Second World War, and it infuriated the president. “When you see a rattlesnake poised to strike,” he told the nation in a radio

broadcast, “you do not wait until he has struck you before you crush him.”



A view held by many Americans in November 1941

Not all Americans agreed. Charles Lindbergh fired back in a broadcast response that the United States must not fight a war for the sake of the world’s Jews. Roosevelt, he implied, was acting under Jewish influence and against American interests. “A few farsighted Jewish people realise this and stand opposed to intervention,” the famous aviator said. “But the majority still do not. . . . We cannot blame them for looking out for what they believe to be their own interests, but we must also look out for ours. We cannot allow the natural passions and prejudices of other peoples to lead our country to destruction.”

On 31 October, five American destroyers were escorting the east-bound Convoy HX-156 of 44 ships south of Iceland. They’d left Argentia, Newfoundland, eight days earlier. As they closed on the “switchover point” south of Iceland where a British escort group would take over the duty, an alert came that a German submarine wolfpack lurked nearby. Cdr. Heywood L. Edwards moved his destroyer between an ammunition ship and the U-boats’ supposed approach vector.



Reuben James in the Hudson River, April 1939

Reuben James was a Clemson-class destroyer, laid down in 1919 and named for the naval hero Reuben James. James leaped in front of his commander, Stephen Decatur, during the storming of the captured frigate Philadelphia in 1804 and took a sword swipe to the head

meant for Decatur. His namesake would make a similar sacrifice, but unlike James, the ship would not survive.

The destroyer commissioned in 1920 and served in the Caribbean, Mediterranean and Atlantic in the 1920s and 1930s. She was one of the hundreds of “four stack” destroyers built for the First World War, with high speed (35 knots when new) and a heavy torpedo armament (12 tubes). At 1,300 tons and 310 feet long, they were big, modern boats for their time with good endurance. Reuben James spent five years with the Pacific Fleet starting in 1934, but when war broke out in Europe she returned to the Atlantic for service with the Neutrality Patrol. Though new destroyers were joining the fleet, Reuben James and many of her sisters were still considered front-line units.

In March 1941 she began escorting convoys in the western Atlantic, handing over her charges to British escort groups at a designated mid-ocean meeting point. It was this mission that brought Reuben James and Convoy HX-156 together. The trip had been uneventful, but that would soon change.

At 0525 on 31 October, Kapitän-Leutnant Erich Topp of U-552, well aware of the warship’s nationality, fired two torpedoes at the American destroyer. One of them struck her portside forward. The forward magazine exploded, and the destroyer’s bow section broke away and sank immediately. The remainder of the ship stayed afloat for about five minutes. One hundred and fifteen American sailors, including Edwards and all of his officers, died with their ship. The remaining American destroyers rescued 45 survivors.

“Whether the country knows it or not,” raged Adm. Harold R. Stark, Chief of Naval Operations, “we are at war.” Roosevelt, stung by public support for Lindbergh’s craven cowardice, merely asked that the Neutrality Act be repealed, but even so could not overcome Republican opposition. Only some fairly mild measures could get through Congress. By a 50-37 vote the U.S. Senate allowed U.S. Navy gun crews aboard American merchant ships, and allowed such ships to call at British ports. Woody Guthrie wrote his ballad, but public outrage was muted.

Less than six weeks later, the Japanese attack on Pearl Harbor provided a provocation that even Lindbergh and his followers could not ignore. The United States declared war on Japan, and Germany eased Roosevelt’s political problems by declaring war on the United States. German submarines ravaged American shipping, as when Topp and U-552 spotted the coastal steamer David H. Atwater off Chincoteague, Virginia on 2 April 1942. Without warning, the submarine opened fire on the tramp. As the crew scrambled for the lifeboats, Topp’s gunners turned their machine guns on the crowded small craft. Twenty-four of the 27 sailors aboard were killed.

Topp would rise to admiral in the post-war West German Bundesmarine and become a minor celebrity in the decades following the war, writing his memoirs and

meeting with U-boat buffs. A quick Internet search will show pictures of smiling American enthusiasts posing with him; if you're morally twisted enough you can even buy a coffee mug or t-shirt with his picture on it. Topp finally died on 26 December 2005. I hope it was painful.

I used to do quite a lot of work on computer wargames; the money was good and the projects interesting. While working on a script for a submarine game some years ago, the publisher was sold to new French ownership who happily announced that they'd added Erich Topp to the project team as "historical consultant." I really needed the money, but I walked out and never regretted doing so.

Because someone should remember their names.

Lieutenant Commander Heywood Lane Edwards, U.S. Navy (Commanding), Lieutenant Benjamin Ghetzler, U.S. Navy, Lieutenant Dewey George Johnston, U.S. Navy, Lieutenant (J.G.) John Justus Daub, U.S. Navy, Lieutenant James Mead Belden, D-V (G), U.S. Naval Reserve, Ensign Craig Spowers, U.S. Navy, Ensign Howard Voyer Wade, D-V (G), U.S. Naval Reserve.

BAUER, John Francis, Jr., Chief Radioman (AA) Class V-3, U.S. Naval Reserve, BEASLEY, Harold Hamner, Seaman first class, U.S. Navy, BENSON, James Franklin, Machinist's Mate second class, U.S. Navy, BIEHL, Joseph Peter, Seaman second class, U.S. Navy, BOYNTON, Paul Rogers, Yeoman first class, U.S. Navy, BRITT, Harold Lelie, Coxswain, U.S. Navy, BURRELL, Herbert Ralph, Seaman second class, U.S. Navy, BYRD, Hartwell Lee, Seaman first class, U.S. Navy, CARBAUGH, Leftwich Erastus, Jr., Fireman first class, U.S. Navy, VARUSO, Joseph James, Radioman second class, U.S. Navy, CLARK, James Brantley, Fire Controlman second class, U.S. Navy, COOK, Raymond, Mess Attendant first class, U.S. Navy, COOPERRIDER, Carl Eugene, Gunner's Mate third class, U.S. Navy, COSGROVE, Lawrence Randall, Gunner's Mate second class, U.S. Navy, COUSINS, Alton Adelbert, Chief Machinist's Mate (PA), .S.N.R., Class F-4-C, COX, Charles Beacon, Chief Torpedoman (AA), U.S. Navy, DANIEL, Dennis Howard, Yeoman third class, U.S. Navy, DEVEREAU, Lawrence Delaney, Chief Boatswain's Mate (PA), U.S.N.R., Class F-4-D, DICKERSON, Leonidas Camden, Jr., Storekeeper third class, U.S. Navy, DOIRON, Gilbert Joseph, Water Tender first class, U.S. Navy, DRINKWATER, Karl Lee, Seaman first class, U.S. Navy, DUNSTON, Nebraska, Mess Attendant third class, U.S. Navy, DYSON, Corbon, Radioman third class, U.S. Navy, EVANS, Gene Guy, Boilermaker second class, U.S. Navy, EVANS, Linn Stewart, Fire Controlman third class, U.S. Navy, EVERETT, Carlyle Chester, Fireman second class, U.S. Navy, FARLEY, Edwin Louis, Seaman first class, U.S. Navy, FITZGERALD, John Joseph, Quartermaster third class, U.S. Navy, FLYNN, William Aloysius, Torpedoman second class, U.S. Navy, FRANKS, Hartley Hardy, Ship's Cook second class, U.S. Navy, FRENCH, Ralph George, Chief Commissary Steward, U.S. Navy, GASKINS, Lester Carson, Machinist's Mate first class, U.S. Navy, GREER, John Calvin, Chief Electrician's Mate (PA), U.S. Navy, GREY, Ernest Dwane, Jr., Seaman second class, U.S. Navy, GRIFFIN, Arthur Raymond, Signalman second class, U.S. Navy, GUNN, Donald Knapp, Seaman second class, U.S. Navy, HARRIS, Charles Waldon, Seaman second class, U.S. Navy, HAYES, Charles Chester, Seaman second class, U.S. Navy, HENNIGER, William Henry, Gunner's Mate first class, U.S. Navy, HOGAN, Francis Robert, Gunners' Mate third class, U.S. Navy, HOUSE, Hugh, Gunner's Mate third class, U.S. Navy, HUDLIN, Maurice Woodrow, Fireman first class, U.S. Navy, JOHNSON, Joseph, Mess Attendant first class, U.S. Navy, JONES, Glen W., Chief Quartermaster (PA), U.S. Navy, KALANTA, Anthony J., Boatswain's Mate second class, U.S. Navy, KEEVER, Leonard A., Chief Machinist's Mate (PA), U.S. Naval Reserve, F-4-C, KLOEPPER, Ralph W.H., Signalman third class, Class V-3, U.S. Naval Reserve, LITTLE, Joseph Gustave, Seaman first class, U.S. Navy, MAGARIS, Paul L., Radioman first class, U.S. Navy, MC KEEVER, William James, Seaman second class, U.S. Navy, MERRELL, Windell Harmon, Fireman second class, U.S. Navy, MERRITT, Auburn F., Seaman second class, U.S. Navy, MILLS, Gerald Edward, Seaman second class, Class V-1, U.S. Naval Reserve, MONDOUK, Albert J., Chief Water Tender (PA), U.S. Naval Reserve, Class F-4-C, MUSSELEWHITE, Edgar W., Machinist's Mate first class, U.S. Navy, NEELY, Kenneth Cecil, Seaman second class, U.S. Navy, NEPTUNE, Aldon W., Seaman first class, U.S. Navy, NEWTON, William Harding, Yeoman third class, U.S. Navy, ORANGE, Harold J., Seaman second class, U.S. Navy, ORTIZUELA, Pedro, Officer's Cook first class, U.S. Navy, OWEN, Benjamin T., Seaman first class, U.S. Navy, PAINTER, William H., Seaman first class, U.S. Navy, PARKIN, Joseph J., Chief Water Tender (PA), U.S. Navy, PATERSON, William N., Coxswain, U.S. Navy,

PENNINGTON, BUrl G., Quartermaster second class, U.S. Navy, POLIZZI, Joseph C., Seaman first class, U.S. Navy, PORTER, Corwin D., Seaman first class, U.S. Navy, POST, Frederick R., Boatswain's Mate first class, U.S. Navy, POWELL, Lee P., Pharmacist's Mate first class, U.S. Navy, RAYHILL, Elmer R., Seaman second class, U.S. Navy, REID, Lee Louis N., Torpedoman first class, Class V-6, U.S. Naval Reserve, RESS, John R., Seaman first class, U.S. Navy, ROGERS, James W., Seaman first class, U.S. Navy, RYAN, John J., Jr., Coxswain, U.S. Navy, RYGWELSKI, Clarence, Seaman second class, U.S. Navy, SALTIS, Edward Peter, Boatswain's Mate first class, U.S. Navy, SCHLOTTHAUER, Eugene, Chief Water Tender (AA), U.S. Navy, SETTLE, Sunny J., Seaman first class, U.S. Navy, SORENSEN, Walter, Gunner's Mate third class, U.S. Navy, SOWERS, Wallace L., Seaman second class, U.S. Navy, STANKUS, Anthony Geminus, Seaman second class, U.S. Navy, STELMACH, Jerome, Seaman first class, U.S. Navy, TAYLOR, Wilton L., Fireman first class, U.S. Navy, TOWERS, George F., Chief Gunner's Mate (AA), U.S. Navy, TURNER, Lewis Aubrey, Signalman third class, U.S. Navy, VOILES, Loyd Z., Seaman first class, U.S. Navy, VORE, Harold M., Fireman first class, U.S. Navy, WEAVER, Jesse, Seaman first class, U.S. Navy, WELCH, Chester L., Fireman second class, U.S. Navy, WHARTON, Kenneth R., Fire Controlman first class, U.S. Naval Reserve, Class F-4-C, WOODY, George, Jr., Seaman first class, U.S. Navy, WRAY, Edwin E., Seaman first class, U.S. Navy.

Survivors:

APPLETON, Chrlie Edward, Jr. Fireman 2c, US Navy, APPLETON, Parmie Glendon, Fireman 2c, US Navy, BEASLEY, George Napoleon, Jr., Machinist's Mate 2c, US Navy, BEGLEY, Claborn, Machinist's Mate 2c, US Navy, BERGSTRESSER, William Henry, Chief Machinist's Mate (AA), US Navy, BOYD, Solon Gescovy, Machinist's Mate 1c, US Navy, BRIDGES, Brent Neil, Radioman 3rd class, US Navy, BUSH, Roy Virgil, Fireman 2c, US Navy, CARR, Robert James, Fireman 2c, US Navy, COYLE, Floyd Bob, Fireman 1c, US Navy, DEL GROSSO, Daniel Joseph, Seaman 1c, US Navy, DELISLE, Gerald Joseph, Coxswain, US Navy, ELNITSKY, Joseph Fedenich, Fireman 1c, US Navy, GIEHR, George Frederick, Fireman 2c, US Navy, GORZIZA, Arthur Emil, Machinist's Mate 1c, US Navy, GRAHAM, Guy Shipp, Machinist's Mate 2c, US Navy, HAJOWY, Joseph, Machinist's Mate 2c, US Navy, HINGULA, Norman Francis, Fireman 1c, US Navy, HOWARD, Robert Joseph, Torpedoman 3c, US Navy, JACQUETTE, Charles Samuel, Jr., Fireman 1c, US Navy, JAEGGI, Earl William, Shipfitter 2c, US Navy, JAMES, Vance Turner, Metalsmith 1c, US Navy, KAPECZ, Rudolph T., Gunner's Mate 1c, US Navy, LONG, Gordon H., Watertender 1c, US Navy, MOLNAR, Joseph, Fireman 1c, US Navy, NAGLE, Earl G., Seaman 2c, US Navy, NIECE, Delos, Seaman 2c, US Navy, OAKS, Kenneth Courtland, Radioman 3c, US Navy, OLEXA, Steve, Seaman 2c, US Navy, PHALEN, Charles W., Fireman 2c, US Navy, RICHARDSON, Lester E. Fireman 1c, US Navy, ROBINSON, Clarence F., Seaman 1c, US Navy, SILLS, Lawrence, Jr., Seaman 1c, US Navy, SIMS, Lloyd E., Watertender 1c, US Navy, STENCEL, Julius, Machinist's Mate 2c, F4D, US Navy, STEWART, Aaron H., Gunner's Mate 3c, US Navy, STEWART, Robert S., Seaman 2c, US Navy, TATE, Cleophas, Electrician's Mate 3c, US Navy, THOMPSON, James C., Seaman 2c, US Navy, TURNBULL, Thomas P., Electrician's Mate 2c, US Navy, TYGER, Leland E., Fireman 3c, US Navy, WESTBURY, William C., Machinist's Mate 1c, US Navy, ZAPASNIK, Fred F., Shipfitter 1c, US Navy.

Immingham Docks Horrific Accident

A MAN HAS died at Immingham Docks after a "horrific accident" involving a lorry trailer.



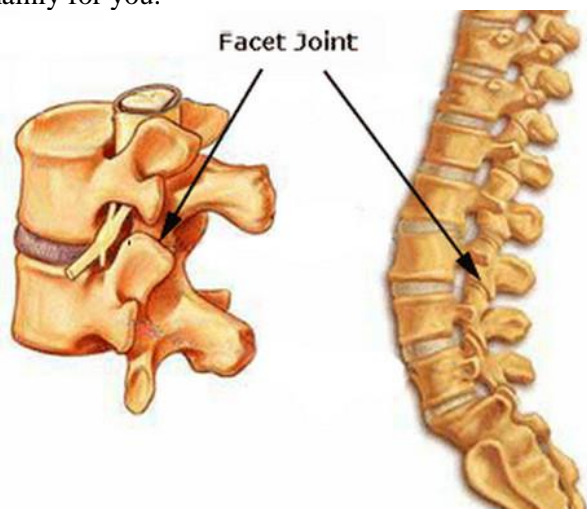
Image: Rick Byrne

Emergency services were called to the port at around 6.30am today following reports that a man had suffered serious injuries as a result of a road traffic collision. A paramedic in a fast response vehicle and two double

crewed ambulances were sent to the scene. However it later emerged that the man, who is believed to be in his 50s, had died of his injuries. The incident took place on the DFDS Seaways site on Immingham Docks. It is believed that he was standing at the back of his trailer when another trailer collided with him causing fatal injuries. The Branch extends our deepest sympathies for all involved.

Spinal Pain Relief

AFTER THE BRANCH Monthly Meeting, attending to some administration work and having a yarn with members at the BBQ after, I went to the hospital and had two spinal injections in my facet joints to give some pain relief. Newcastle Secretary, Glenn Williams this is mainly for you.



- Facet joint block: if your doctor suspects the source of your pain is in the facet joints, where the vertebrae connect to one another, she may recommend a procedure called a facet joint block. In this procedure, a steroid and/or aesthetic medication is injected directly into the joint capsule. Pain relief may last several weeks or months.

Ida Segal

THE PRIDE AND bravery of this young woman exemplified the great pride and heroism that constituted the Soviet defenders of Stalingrad.

In more difficult moments in my life I reflect on her inspirational words and gain strength and courage for the relatively minor battles, in the context of Stalingrad, I at times face. *Bob Carnegie*

IDA SEGAL HAD volunteered for the Red Army at the beginning of the war, and initially served in a communications unit. But she fought as a paratrooper at Stalingrad, where she became an officer and was decorated with the Order of the Red Banner. The battle, everything it stood for and the comradeship she experienced in the fight for the city on the Volga profoundly changed her, and on 23 February 1943 she wrote her family a letter describing that transformation: *It is my duty to the Motherland to be where there are thundering cannonades, where the world's fate is being*



determined... I voluntarily joined the Red Army. I am proud of that, and I hope you are proud of it too, my dears, that you have a volunteer in the Patriotic War. I have learnt a great amount from the moment when I left home, on 22 June 1941, and I continue to see what real life is like. This war, this army, has for me been the best school ever. I

am now a mature person holding well-formed opinions. I am no longer a young brunette student from the University of Kiev. Rather, I am a commander in the Red Army...

Your Daughter Ida deeply respects the honour of a Soviet soldier, the honour of a Soviet citizen, and has not brought shame to the Segal family name. You wouldn't recognise me now. I wear trousers, a military tunic, leather boots, a trench coat – and I look great. I have grown taller, I have grown stronger and I have grown older. I look older than my age – I look like a real adult now.

Segal concluded with a simple statement – yet its heartfelt pride spoke for thousands of her comrades-in-arms: 'There was a difficult situation on the Volga and our guards division was transferred there. It is sufficient to say: I was in the Sixty-Second Army at Stalingrad.'

Cartoon Corner



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