

MWW

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UPPING THE ANTE ON THE CHEVRON CAMPAIGN



8 - 9

Waterfront Safety Campaign

In the wake of another fatality, the MUA ramps up campaign

12

Working until 70

Retired seafarer goes viral

30 - 31

DP World EBA

A fight for rights and job security

44

Tales of espionage

Radical historian Rowan Cahill describes the life of former WWF journalist

47

The MUA does it again

Union scoops up three ACTU awards this year

60

Vale Nelson Mandela

Remembering the fight against apartheid

64-65

Unions for Refugees

New group shows solidarity and compassion for asylum seekers and refugees

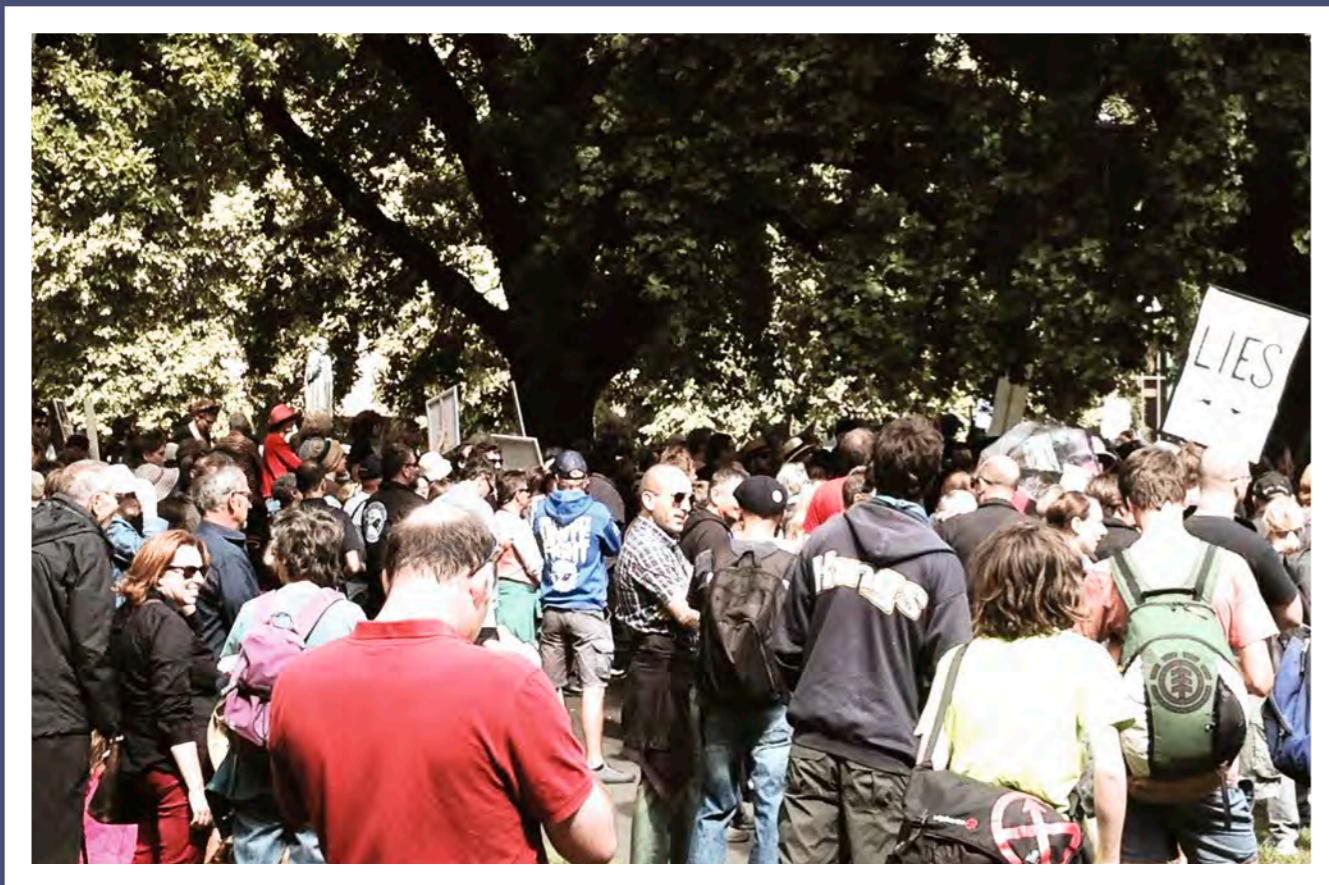
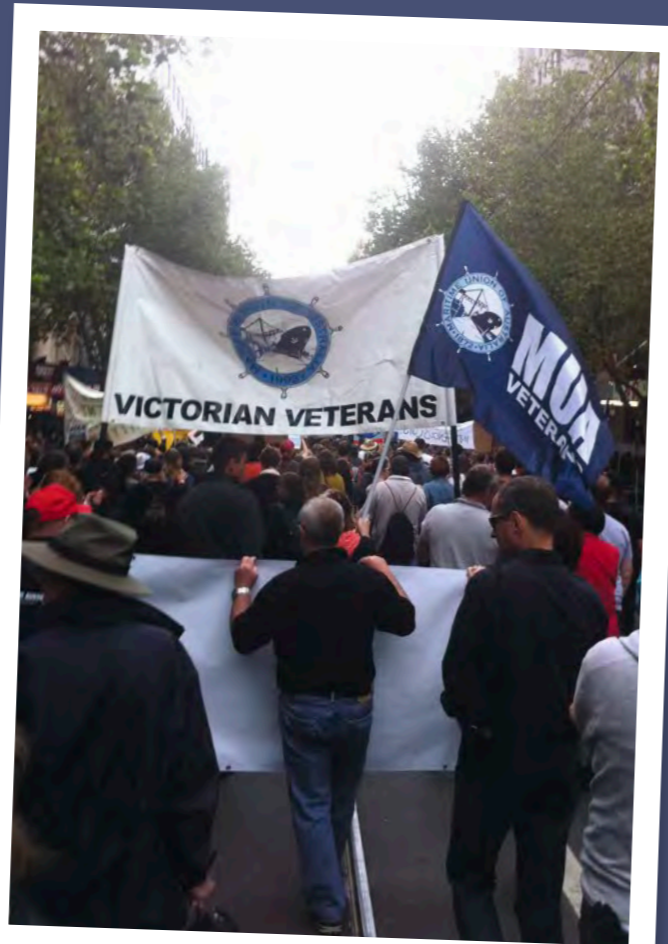


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Members from around Australia take part in WE March in March rallies



Paddy Crumlin

LOGGING ON

By National Secretary
Paddy Crumlin

BACK TO THE FUTURE

The Australian economy and our community standards have been dealt a pounding by the Abbott Government's lazy and gloating negativity. It was bad enough during their five years in opposition where no real alternatives were promulgated. Easy game being shot at by carping and white-anting through the Murdoch press and from the opposition front benches.

On election they exploded in a bewildering, rabid, mouth-frothing exercise of policy making to please their traditional and elitist constituent supporters. In doing so they have underlined the reason most Australians are heartily fed up with Australian politics and politicians.

Business lobbies, industrial employer groups, conservative think tanks and megalomaniac media moguls have formed a conga line to the government. Around the world it's being seen as a form of cashing in on political influence that is largely unconscionable in a world still teetering on a precipice of economic free fall. Stimulus of economies through the monetary policy of negligible interest rates, married to employment creation, is a generally embraced and self-evident wisdom. This, along with hedges against further economic damage of climate change and higher levels of regulatory overview of financial services and corporate accountability is required. Political debate internationally basically oscillates around nuances to this accepted formula to position individual political aspirations.

Australia was previously seen to have ridden out the economic crisis, through the combination of economic stimulus to business and banking (plus the fortuitous knock on effect of China doing the same

thing) and relying heavily on our bulk commodities like minerals and energy.

It seems ludicrous that the patient restructuring of our economic future against the enormous foundering and risk of a fragile international recovery could be undermined. But Doctor No and the gang in opposition, whose spectacular contribution ended with their values of belligerence and political sabotage, have garnered new horizons of self-harm and a pugilistic denial of the world trends.

A budget has been delivered that pretty well kicked everyone in the coight, particularly those in a vulnerable job or social situation such as the disabled, the underemployed, the unemployed, retirees and pensioners.

Mantras like: "Education is again not a right, like health care, it's a reward for success, or those that can pay, or at least their parents can."

The knackerling of large swathes of our manufacturing industry is breathtaking in its hubris and insulation to consider a future Australia that doesn't make things. Like cars. WTF?

The consolidation of the extraordinary bias and professional bastardry of the Murdoch press and its sycophantic opinion writers dollied up as serious journalists. While they have about 70 per cent of the media space now, the ABC and SBS are still ripe for rooting.

And add to that a witch hunt against workers' organisations in a Royal Commission based on allegations from those of questionable moral standing.

Meat is back on the menu at the Coalition, but unfortunately it's the flesh and tissue of a modulated and smoothed repositioning of our national interest through political succession.

Something electorates don't countenance in a world more connected and vulnerable than at any point in history, and are unlikely to countenance for long here as well.

BACK TO CLASS WAR ON THE WATERFRONT

We have, of course, garnered special attention as well. The Migration Act

legislation, thrown out by Labor, that saw maritime workers in the offshore industry employed outside the valid and nationally regulated visa framework on the Gorgon project, not paying tax, outside training frameworks and Australian wages and conditions has been attempted to be overturned by the Abbott Government. After failing to get it through the Senate, they merely created a shortcut through regulation by using Maritime Crew Visas and temporary work visas for both short stays and skilled labour.

Australian Mines and Metals Association is typically over the moon about it. What are those guys on?

Deputy Prime Minister Warren Truss has put his moniker on the great wind back of maritime policy by canning the Workplace Development Forum designed to secure critical maritime skills in a country that relies on shipping as the bread and water of national survival. He's opened up processes at the ACCC that have the capacity to torpedo Tasmanian economic trade with the mainland, and got a Mickey Mouse process going to overturn, or at best neuter, the ground breaking legislation to secure a maritime industry capable to both service the essential freight forwarding infrastructure of coastal shipping and build shipping clusters and commercial opportunities in our country, which is the fourth largest user of shipping services in the world.

Many countries like Norway have translated their natural resources into massive sovereign wealth funds that secure their homegrown industries, including shipping, against the day those resources are exhausted, with political administrations that build a political momentum based on stable and considered long term macro and micro policy settings regardless of who is in office. Meanwhile Australia, with our short and cynical political cycles, entrenched institutional prejudices, and lazy and negligent politicians, is again leading the world in an extraordinary episode of self harm.

REACHING OUT

Nevertheless, the MUA never to be diverted for too long by others' failures has visited Midland, Texas, (the home of George and Laura Bush and their family at one time). It was there we sought to reach out to Chevron at its AGM, with a view to both assisting in securing the long-term viability and commercial success of the Gorgon project, along with sustainable long-term working conditions and collective agreements for maritime workers associated with the massive project.

Together with Will Tracey and the ITF's Shannon O'Keefe we were able to both



Funeral procession leaving Bob Crow's council home; Paddy Crumlin (MUA/ITF), Joe Fleetwood (MUNZ), Christy Cain (MUA), Steve Cotton (ITF), Mick Cash (RMT), Stevie Todd (RMT) Steve Turner (Unite)

make a comment and give an undertaking to the chief executive and the Board that we were not to be scapegoated for the big cost overruns of the project. We insisted the MUA was committed to the viability of the project ensuring we were safe and productive. The chief executive, Jim Watson, for his part, was generous in his response, saying that the board saw the overruns as more to do with weather, location and other physical demands, rather than labour issues and he welcomed the opportunities to engage in a more functional and sustainable relationship

We're determined to take him on his words and hope he is assured by ours, along with their local management.

VALE LAURIE STEEN

Laurie Steen, seafarer, SUA and MUA official, Presiding Officer, Maritime Super Board member, raconteur and working class boulevardier extraordinaire, has been taken from us too soon in very tragic circumstances. Little, but tough and wiry, he had a tenaciousness as a trade unionist that belied his generous and benign persona. He was a constant of principle, application and labour values at work and in retirement that was only matched and exceeded by his love and pride in Barbara and his family. He achieved great things but only wanted to be an ordinary but good bloke surrounded by those with the same mindset. A goal he well and truly fulfilled.

VALE BOB CROW

Bob Crow was a larger than life bloke in a world where very powerful people and institutions try to diminish and belittle the importance of trade unionism as a legitimate and important political balancing weight to corporate and state elitism and self-interest.

He was unashamedly proud of his membership of the Rail Maritime and Transport Union in the UK, unapologetic for working in its interests, and dedicated most of his waking hours to networking and promoting activities that supported those interests.

He attended our Quadrennial Conferences and the WA Branch Conference and punctuated that involvement with words of motivation, courage, determination and humour to sharpen our campaigns and focus and renew our focus on an open, effective

and representative voice for working people.

He took no prisoners rhetorically but was a shrewd and experienced tactician that garnered him great respect, even from some of his political adversaries. His uncompromising public positions and colourful character made him a target for the slimy lizards of the UK press and he was pursued doggedly and cynically along with his family with no other purpose than to break his will and determination. *The Daily Mail* in particular stalked him and his family like a midnight pervert, including on holidays with his family, and reported in lurid and distorted detail on his trips away with his blonde haired girlfriend from the union office, who was in fact Nicky, his life partner and mother of their children. The press and their conservative bankrollers bussed in hired picketers to harass him at his home. It was a disgrace and designed to injure him and his family in a way to dissuade him from his union work. It is no accident that Bob's heart attack, at age 52, came on the back of a particularly reckless and public abuse by *The Daily Mail* and others after the RMT industrial campaign to preserve the jobs of ticket sellers on the London Underground.

Ironically Bob would have taken great pleasure in Andy Coulson's conviction for hacking the phones of ordinary people. He understood that committing your life to work on the industrial and political needs of workers brought you into conflict with those that had dismissed that voice in our communities. It was no accident either that Coulson, Rupert Murdoch and the UK Prime Minister David Cameron all wallowed in that shared perspective of "to the winners go the spoils", and to ensure such their means would always justify their end.

Personally and politically I was very close to Bob his family, and his union. He was a fierce advocate that I should stand for the presidency of the ITF at a time when I was wavering. It was with some synchronicity then that Gail and I had spent Christmas with him at his home with his family when my commitments at the ITF made it impractical to return home spend time with my family.

Bob was proud that he lived in a London suburb that the great suffragette Emily

Pankhurst lived in and on a freezing Boxing Day morning turned up at the station in just his shirt sleeves ("wot, you call this cold?") to show us where her house was.

It was a family day, but nevertheless we found the time to commit to practical steps in moving the international agenda along on recognition of the Cuban transport and trade unions, (Bob's bull terrier cross is named Castro), going together to Egypt, Israel and particularly Palestine to progress the trade union support for the peace process. We went to the Durham Miners' Gala and spoke about the need for the trade union movement to affect an urgent shift into a functional and practical international campaign network to combat the deregulatory trade agenda and the union busting that accompanied it. We managed to fit in a strategy on Cabotage and seafarers' rights to work in Australia and the UK. We spent a bit of time on workers' capital and preserving the wealth of the deferred wages. A day in the life, and that was Boxing Day.

Some of those things we started on and are in progress; others are programmed. Unfortunately life had a different program and that role for him is lost to us at a tragically early age. The part of him that isn't lost is the great strength and inspiration of his actions and the passion, style and class with which he delivered them. A few years down the track, I was on the way to his home again where he was laid out in his living room, to pay last respects with Christy Cain, another great mate of his, big Joe Fleetwood from MUNZ, Steve Cotton from the ITF, Steve Turner from Unite in the UK, Stevie Todd and the other officers of the RMT along with leaders who knew Bob and his importance. After a steady pint at the Railway, we went to his home, shook his hand for the last time, gave whatever condolence we could to Nicky and the family and then walked his coffin on its way.

We finished the day off at the Millwall Club fondly known as the Den down at South Bermondsey, one of Bob's great passions and loves. The joint was packed with our type of people. Bob would have been in his element. Millwall's chant is "no one likes us, and we don't care". Vale comrade.

For inspiration here's a couple of Bob's typical quotes:

"At the end of the day, as general secretary of a union, you've got to be larger than life. You don't want to mooch around in a grey suit and eat a sandwich every lunchtime. You want someone with a bit of a spark about him." His last interview, for BBC Radio 4's PM

"We've got one problem at the end of the day - two classes. Those that seek to make and maintain their profit margins at the expense of us. Or us at the expense of the employers, which can only be done with trade unions standing together." MUA 2011 Conference. ■

CHEVRON CAMPAIGN GOES GLOBAL

The Maritime Union of Australia (MUA) is working closely with the International Transport Workers' Federation (ITF) as part of a global campaign to build awareness explaining delays and cost over-runs on the Gorgon project in north-western Australia - which was originally costed at US\$37 billion, but has now blown out to US\$54 billion.

The Chevron campaign - to explain why the Gorgon project is over-budget and delayed - hit the road in late May: first through an investor briefing with United States Stock Exchange analysts in New York; and then at the energy giant's shareholder meeting in Midland, Texas.

A delegation including MUA National Secretary and ITF President Paddy Crumlin, Western Australian Branch Assistant Secretary Will Tracey and ITF Australia Campaigns Director Shannon O'Keeffe set the record straight on the reasons behind the massive project going off the rails.

Local company management and business lobby groups have unfairly blamed the MUA for problems on the Gorgon project, as the union seeks to negotiate a new Enterprise Bargaining Agreement for maritime workers working in the offshore oil and gas sector.

"Gorgon is an important project for Chevron and the Australian national interest in the development of our nationally-owned resources," MUA National Secretary and ITF President Paddy Crumlin said.

"The MUA, the ITF and myself have consistently supported a functional and long-term commitment to productivity within the reach of labour relations, since the initial Financial Investment Decision years ago.

"Each approach has been firmly rebuffed by the company. Chevron should sit down with the unions to develop a sustainable and functional relationship with its workforce.

"Gorgon is one of the largest LNG projects in the world - and we need to remember that these are Australian resources, which belong to the Australian people.

"It's imperative that Chevron develops a good industrial relationship with those working on the project and keeps the local community onside. So far, it has dismally failed in this regard.

"The company needs to get a grip, cop its stuff-ups on the chin and return to a

"We have no intention of blaming organised labour for cost overruns or delays at Gorgon."

Chevron CEO John Watson, Midland Texas, 28 May 2014

mature and balanced industrial relations model, more suited to Australian values underpinning economic and commercial success."

At the shareholder meeting in Texas on May 28, Crumlin drew a response from Chevron CEO John Watson.

According to a Reuters report of the shareholder meeting, Watson said the cost over-runs were due to weather, the rise in the value of the Australian dollar and increasing material prices. He did not comment on labour costs, but said Chevron is

committed to using organised labour in Australia.

"We have no intention of blaming organised labour for cost overruns or delays at Gorgon," Watson said.

The delegation released new research from the University Of Sydney Business School, which offered a thorough analysis of the project's issues to date.

The report, undertaken by Bradon Ellem, Professor of Employment Relations at the University Of Sydney Business School, found the Gorgon delays and cost blow-

outs are due to a range of logistical factors and poor management decisions, with unions and IR playing a negligible role overall.

The report, titled What is Happening on Chevron's Gorgon Project?, found that not only are wages a small part of the costs, most of the figures used in public debate have been misleading.

The report said blaming labour and unions for the cost blowouts "lacks any credibility", and that "fundamental, inherent problems on the project" were responsible.

"The argument about wages-driven cost blow-outs is misconceived for two reasons: first, many of the claims made about wage levels are greatly exaggerated; second, maritime wage costs make up only one per cent of the estimated project cost," the report noted.

"This means that even if the most inflated claims about wage figures were correct, they still would not go close to explaining a cost blow-out of 46 per cent of the original estimate; they cannot account for anything like the US\$17 billion (A\$18.36 billion) increase."

The report supports the findings of a 2013 MUA-commissioned BIS Shrapnel paper, which found wage claims about the project were highly exaggerated, and that wages for support ship workers were just 0.25 per cent of the cost of Gorgon.

The author of the report, Sydney University professor of employment relations Bradon Ellem, said the previous paper by BIS Shrapnel had shown conclusively that wages were an insignificant part of the project cost.

"There have been a lot of quite misleading statements made about just how high those wages are, and about wages growth overall in the sector," he said.

Professor Ellem added cost blowouts could be attributed to both small and big-ticket items.

Bigger costs included: the impact of roll-on, roll-off vessel Combi-Dock III for three months by the Federal Government

(Top to bottom): National Secretary Paddy Crumlin; ITF South Pacific Campaign Coordinator Shannon O'Keeffe; WA Assistant National Secretary Will Tracey; Deputy Director of Capital Strategies Program at SEIU, Vonda Brunsting, with the Australian delegation



Shannon O'Keeffe, Paddy Crumlin and Will Tracey outside of Chevron quarters in Midland, Texas

Comrade Paddy,

The members of the Southern Ocean were delighted to read of your journey to Texas to attend the Chevron shareholders meeting. Not only was this a stand up representation for the MUA, your actions that encouraged the CEO to make the clear and concise statement that 'wages were indeed not the cause of the cost blow-outs on the Gorgon project' will echo through the ears of AMMA for years to come.

We wish to commend you on a very well timed and well executed push back against the blatant case of lies that AMMA is feeding the industry, media and workers.

Thanks Comrade Crumlin,

In Unity,
MUA crew
Southern Ocean



(Top to bottom): The ITF's take on the Gorgon project; Workers' Capital expert Ahmer Qadeer; The Australian delegation discuss campaign tactics

after it hit a submarine and the \$10 million paid out in compensation; delays to international vessels at Barrow Island due to a lack of space, costing up to \$500,000-per-day-per-vessel; and major delays at sea, resulting in vessels remaining stationary with full crews on board.

"This sometimes comes down to a lack of coordination around the specific phases of the project, and often between the contractors," Professor Ellem said.

Smaller, more routine items included: costs due to strict quarantine requirements for all materials brought onto Barrow Island; and forcing skilled construction workers to fill in paperwork just to get the correct sized bolts.

"These small incidents, over a number of months and years, mount up - and do amount to time delays and do amount to cost delays," he said.

"The issue of cost is one that needs to be examined much more closely and carefully than it has been in any research that I'm aware of previously."

AN 'UNTAPPED WEALTH OF EXPERIENCE' AT GORGON

Professor Ellem said Gorgon was an immensely complex project, with a construction site based on a Class A nature reserve and with materials shipped more than 1,000km from Fremantle.

He said most projects of a similar size and scope around the world ran over cost and over time, and noted that the cost of Gorgon may have been underestimated and timelines have been too optimistic from the outset.

Contrary to the picture painted by business lobby groups, Professor Ellem said those working on Gorgon were often devoted to their jobs and wanted the project to succeed.

"Part of the solution to this is actually to have much greater dialogue between workers, their union representatives when they are unionised, the project managers, the contractors and the subcontractors," he said.

"There's an untapped wealth of experience and ideas about how to deliver the project on time and on budget."

The report said Chevron needed to rethink the issues and stop blaming workers.

"Meantime, neither Chevron nor the partners and contractors appear to see themselves as in any way accountable for the failings on their project," the report said.

"In short, both the evidence presented here and the pattern of blame-shifting raise questions about management practice and management accountability."

MUA WA Branch Secretary Christy Cain said the report is "a wake-up call" to sections of the Australian media, who have been using the project as a vehicle for their own ideological goals.

"Despite the negligible impact of maritime wages on the total construction cost of Gorgon, the MUA and our members are portrayed by the industry and their henchmen as being responsible for all of the problems facing the Gorgon project and the LNG sector as a whole," Cain said.

"This campaign will expose the real reasons for cost blowouts and delays on the Gorgon project to Chevron management and investors worldwide."

Western Australian Branch Assistant Secretary Will Tracey said the report has presented numerous examples of how time and money could have been saved through closer engagement with the workforce.

"If you read much of the commentary surrounding Gorgon's problems, you would have to conclude that its issues circulated primarily around labour law, labour unions, labour costs or labour effort. Yet when you actually conduct some in-depth research on the topic, the findings bear little resemblance to these reports.

"The unsurprising reality is that workers on the Gorgon project want it to succeed every bit as much as management. When you start interviewing them, you find out that they are just as frustrated with many of the delays - delays they believe could have been avoided had management consulted with them in a cooperative manner, instead of using them as scapegoats.

"There is a lesson in this not just for Chevron, but also media commentators pushing for IR deregulation as some sort of economic panacea. The real key to unlocking Australian workplace productivity is through engagement and consultation between management and workers - not screwing down wages and conditions in an adversarial environment." ■



(Top) MUA WA Branch Secretary Christy Cain talks to media outside the APPEA conference in Perth (Bottom) As part of the campaign launch, a model depicting managers with their 'heads in the sand' was unveiled

GORGON FACTS:

- The Gorgon project is the single largest foreign resource project in Australia.
- For Chevron it is one of the largest LNG projects ever.
- At present it is the company's single largest upstream project and could add somewhere between US\$40-60 billion a year in revenue.
- Chevron is releasing information that first gas will be on target for the middle of 2015.
- In each of the past two Decembers, Chevron has released new information about Gorgon increasing the projected cost of the project and delaying the timing of first gas delivery.
- Originally costed at US\$37 billion, the budget is now running at US\$54 billion.
- Originally scheduled to have 'first gas' in 2014, there are growing concerns about delay, with 2015 the most optimistic start-up date.
- Shell, one of the project's joint venture partners, believes the date could be at least 2016 and as late as 2018.

**MUA MOURNS
 TRAGIC DEATH
 ON MELBOURNE
 WATERFRONT**



Vale Anthony Attard

The Maritime Union of Australia is in mourning with the news that an MUA member and delegate has been crushed to death on board a ship at the Toll Shipping facility in Port Melbourne on May 20.

Anthony Attard, aged in his 40s, was helping load cargo onto the *Tasmanian Achiever* at about 1.45pm on Tuesday when the incident occurred.

MUA National Secretary Paddy Crumlin said: "The MUA, its officials, staff and members express our deepest condolences to the family and friends of Mr Attard.

"Anthony was well liked by all and was a proud and staunch member of the MUA.

"Anthony was a delegate and a representative on the EBA committee in the workplace.

"He was a family man and comrade to all."

Mr Attard's brother and best friend were with him when he died.

He is survived by his wife and three children.

"The MUA has long campaigned for better safety and now demands that this crisis in waterfront safety be addressed by regulation," Mr Crumlin said.

"Safety must be mandatory and it must be law."

**WATERFRONT
 SAFETY CAMPAIGN**

In the wake of the death Anthony Attard, the MUA is preparing for a massive escalation of the Waterfront Safety Campaign.

Assistant National Secretary Warren Smith, National Safety Officer Matt Goodwin and Victorian Branch Assistant Secretary Robert Patchett spent several days on-the-job' supporting and working with members in the aftermath of the tragic death of Anthony Attard.

The HSRs uncovered a range of serious gaps that require immediate attention before work could safely resume, including:

- lack of a decent traffic management plan;
- lack of a dedicated spotter and flagman to coordinate the safe movement of people and vehicles on and off the vessel;
- lack of commitment to training by Toll;
- no person in charge at certain times of day;
- no proper toolbox meetings;
- no proper post-incident investigation processes;
- inadequate radios and communication systems;
- lack of respect or consultation with HSRs, who play a vital role in safety;
- too much pedestrian movement through the ro-ro operation;
- workers being required to work alone in cargo care and deck operations.

With the unity and support of the workforce, the MUA worked though each and every safety issue, to make sure no other family ever had to suffer the tragedy again.

Anthony was greatly respected by his workmates, and a proud member of the MUA. Anthony was a delegate and a representative on the EBA committee in the workplace. He was a family man and comrade to all.

The way the workers at Toll have rallied together, united and supported each other, was a credit to each and every one of them. The wharfies and seafarers at Toll are a class act - there's no two ways about it.

This latest tragedy highlights why we must fight to make sure that safety is mandatory.

There is a safety crisis in stevedoring. These tragedies are not 'accidents'. There are causes. That's why we need regulation.

Since he was elected, Prime Minister Tony Abbott has dismantled safety regulation. The Abbott Government has blocked our Stevedoring Code of Practice, and 12 other life-saving codes of practice, which it describes as 'red tape'.



New materials for the Waterfront Safety campaign

The Abbott government has instructed AMSA to begin dismantling Marine Order 32, the safety bible for wharfies for over 80 years. This is a disgrace and will worsen the carnage.

Members are advised to prepare for a massive escalation of our Waterfront Safety Campaign. The held a National Bulk and General Safety Conference on 18-19 June in Sydney, with representation from all bulk and general and ro-ro operations, to chart out the direction of the campaign.

The Victorian Branch has established a fund to provide for their future security. Rolling funds and individual members are encouraged to contribute.

- **If from MMPCU:** Sick & Accident Fund, Acc No. 24093 S2.
- **If coming from another bank:** BSB 802 884 Acc No 100040459.

**MUA SLAMS ATTACK
 ON SAFETY CODE**

The MUA has launched a fierce attack on industry bosses for trashing a proposed safety code, just eight days after Anthony Attard was crushed to death on Melbourne's wharves.

The Maritime Union of Australia has slammed calls from the Australian Logistics Council to scrap the Safe Work Australia Stevedoring Code Of Practice, just days after another waterside worker was killed on the waterfront.

Toll Shipping worker Anthony Attard, 42, was helping load cargo on board the *Tasmanian Achiever* at Port Melbourne on May 20, when he was run over by a trailer. Paramedics rushed to the waterfront, but could not revive him.

The father-of-three's death followed a recent run of accidents seriously injuring other waterside workers, and sparked renewed calls for the tougher safety laws to be introduced.

"When I started, he told me: 'Have eyes at the back of your head, and keep a look out,'" said Anthony Attard's brother James, who worked with him at the port. "And he was one of the most careful guys there.

"Working with heavy machinery every day, it's dangerous. Safety should be Number One, no matter where you work."

A stevedoring code of practice - intended to replace national guidance material - is being developed by Safe Work Australia through a working group of regulators, stevedoring companies and the union.

Anthony Attard's death follows a spate of deaths and serious injuries on the Australian waterfront in recent years.

However ALC General Manger Michael Kilgariff wants to scrap the code, stating it was not developed with stevedore safety in mind.

"We would prefer the stevedoring code of practice not go ahead at all," Kilgariff said. Toll Holdings is on the board of ALC.

MUA National Secretary Paddy Crumlin said the ALC's call to remove safety protections on the waterfront proved just how little regard the organisation and stevedores had for worker safety.

"This month we have seen yet another worker killed on our waterfront in yet another preventable accident," Crumlin said. "The ALC has looked at the situation on our docks - in which people are regularly losing their lives and sustaining serious injuries - and decided what they want is a watering down of safety."

"Frankly, this is disgraceful, and the union and will continue to fight and escalate our campaign against this profit-first, worker-last attitude.

"Maritime workers can't believe that just one week after Anthony's death - the stevedores, including Toll, are out-and-about trying to bomb worker safety. The fact that Toll Holdings, the company Anthony was working for, is on the board of the ALC makes this call all the more disgusting.

"Nothing in this industry is more important than workers' safety. If a worker doesn't come home to his or her family at the end of their shift, then something's not right in the industry."

Safe Work Australia is currently developing a model Code Of Practice for stevedoring. Development is being undertaken through a tripartite working group, which includes regulators, stevedoring companies and the MUA.

Safe Work Australia said the draft national stevedoring code aims to strengthen regulations about managing hazards when loading and unloading cargo, stacking on the wharf, and receiving and delivering cargo within terminals to better address risk in the stevedoring industry.

MUA Assistant National Secretary Warren Smith said: "The MUA has been engaging diligently and constructively with companies and regulators through the auspices of Safe Work Australia to ensure we have the code in place to protect

workers' safety on the docks. We are now calling for regulation, because we believe safety must be mandatory and it must be law.

"For the ALC and its stevedoring company members to unilaterally call for this vital process to be blown up completely, demonstrates an utter lack of ethics. Those on the ALC board should have a good hard look at themselves and think seriously about where their priorities lie.

"We refuse to believe the lies we are told about worker safety coming first. This heartless, profit-first view of the world must be challenged and it must be changed. The MUA will fight with all its might to ensure worker safety comes first."

Smith said national statistics showed the death rate per 100,000 workers was 14 times higher on the wharves than in any other Australian workforce, and more than double that of the army.

"This month, we have seen yet another worker killed on our waterfront in what was another preventable accident," Smith said.

"The workforce is completely and totally traumatised - these people have had their hearts ripped out and to have the Logistics Council come out a week after one of our mates has died on the job and want to reduce waterfront safety makes this call all the more disgusting.

"Companies can say safety is the priority - they can put it on the sleeves of our shirts, on the bottom of their emails - but when push comes to shove, we know profits come before people." ACTU President Ged Kearney said every worker has the right to return home safely at the end of each day.

"Safety laws must not be relegated to being 'just red tape' They must be made mandatory through regulation. They must be law," Kearney said.

"Unions fundamentally reject the Abbott Government's calls for less regulation. This will put lives at risk!" ■

INTERNATIONAL TRADE UNION CONFEDERATION (ITUC) WORLD CONGRESS IN BERLIN



National Secretary and ITF President Paddy Crumlin takes the podium during the ITUC Congress

Over 1,500 trade unionists from 161 countries came together at the Berlin City Cube in Germany for the 3rd ITUC World Congress in May under the theme "Building Workers' Power".

The ITUC represents 325 national trade unions, and more than 175 million workers.

One of the main points of interest for the Australian delegation was the re-election, for a second term, of Sharan Burrow, formerly ACTU President, as ITUC General Secretary.

During a debate on sustainable jobs, Maritime Union of Australia (MUA) National Secretary and International Transport Workers' Federation (ITF) President Paddy Crumlin put a strong argument for the use of workers' capital to invest in road, rail and ports. He argued that investments in these key big infrastructure projects will bolster sagging

economies and create good jobs for working people.

Austerity doesn't work, he told the meeting – consumption drives the world and can deliver jobs. The ITF is already connecting worker supply-chain power, he explained, linking transport with retail, manufacturing and mining. By combining resources, he said, the ITF, global union federations and the ITUC can deliver not-for-profit pensions that benefit workers.

"Pension funds can come together in a collaborative sense", Crumlin explained. "They can map where the money goes; they can identify risk; they can identify poor labour practices; they can make decisions that connect poor labour practices with the creation of wealth.

"It is an objective process, not a subjective

process. It is a proper process and it's our responsibility to deliver that process over the next four years from the ITUC in a translative way. It is a tool within our toolbox – not just in terms of the political distemper of our times, but also to be able to do it in a transformative way that makes us a part of the financial system. And not just outside the AGMs with a placard encouraging them or cajoling them to do the right thing, because they never will unless there is ownership – and the ownership lies with us.

"It doesn't matter where you come from – Africa, Asia/Pacific, Europe, South America, North America or Australia – the same fundamental things create wealth. What are they? Roads, rail, ports, freight-forwarding, manufacturing."

Crumlin said Global Union Federations

such as the ITF and UNI Global Union are investing in capital strategies to make this happen.

"This is not an industrial or political agenda, but a wealth creation agenda", Crumlin said. "We need to understand the market and the financial system."

ITF Acting General Secretary Steve Cotton shared the lessons of the DHL campaign. He told the 1,500 delegates: "I want to pay tribute to TUMTIS, a union with a flair for organising, true grit and determination. Its vision was to unionise Turkey's logistics sector, and it went on to win that battle.

"This win was due to TUMTIS's unstinting resolve, over nearly 500 days on the picket line, backed by your international solidarity. But it was not just a win in Turkey; it was a win that opened the door for other DHL workers world-wide. Deutsche Post DHL is now tied into an agreement, via the German government, to talk to the ITF and to UNI Global Union. This is a win for all of us and a big opportunity to build union strength."

The hard-fought campaign illustrated the importance of organising the supply chain, and also the strength of global unions working together, he continued: "We worked closely with UNI throughout and with other global unions – the IUF and IndustriALL, whose members were producing goods that were going through DHL warehouses. We worked with the ITUC, and of course we worked with DHL's home union, ver.di, and with the DGB. Thank you for your support!"

The ITF's message was strongly supported by Goknur Mars of TUMTIS, who powerfully conveyed the workers' experience of nearly 500 days on the picket line. She movingly told the audience how at DHL Supply Chain Turkey the other workers were working for

low pay for long hours – often sleeping at the warehouse. When they decided to join TUMTIS they were sacked, and workers were intimidated and pushed towards a different union.

But, she explained, the international support from trade unionists world-wide helped them put pressure on the company until TUMTIS triumphed.

MUA Deputy National Secretary Mick Doleman joined the ITF's Jodi Evans in a debate on how unions can tackle violence against women. The ITF's Action guide on violence against women was shared as a campaign tool which all unions can use.

"Violence against women is not a women's issue but a man's issue," Doleman said as he explained every male official and employee of the MUA is a White Ribbon Ambassador.

"Men perpetrate violence against women. This is a social issue which fits squarely into union movement values."

Doleman explained that the ACTU has endorsed a model clause for collective agreements, which provided greater protections for women workers who are experiencing domestic violence, including paid leave and privacy.

All of the Australian contingent were active across the ITUC Congress.

During the debate on Women in Work and Unions, Judith Wright, from the Australian Services Union outlined her union's extremely successful Equal Pay case.

There were a few 'wows' when she explained 200,000 social and community services workers won a massive pay increase – a rise of up to 45%, on the grounds their work has been historically under-valued.

Dave Noonan of the CFMEU gave a spirited address on behalf of the ACTU delegation,

highlighting the imposition of austerity policies in Australia under the Abbott government – notwithstanding the complete absence of any economic crisis in the country.

Dave Oliver and ACTU International Officer Grant Belchamber attended and spoke at a breakfast meeting on trade agreements. They told the meeting the big global tobacco giant Phillip Morris was chasing the Australian government for compensation over our plain packaging laws.

The giant American corporation was trying to sidestep an earlier High Court ruling, which gave the same claim a thumbs down.

And Susan Hopgood, the Federal Secretary of the Australian Education Union, took centre stage at the Congress as she moved an important amendment to ensure the global union movement adopted specific Millennium Development goals for post-2015.

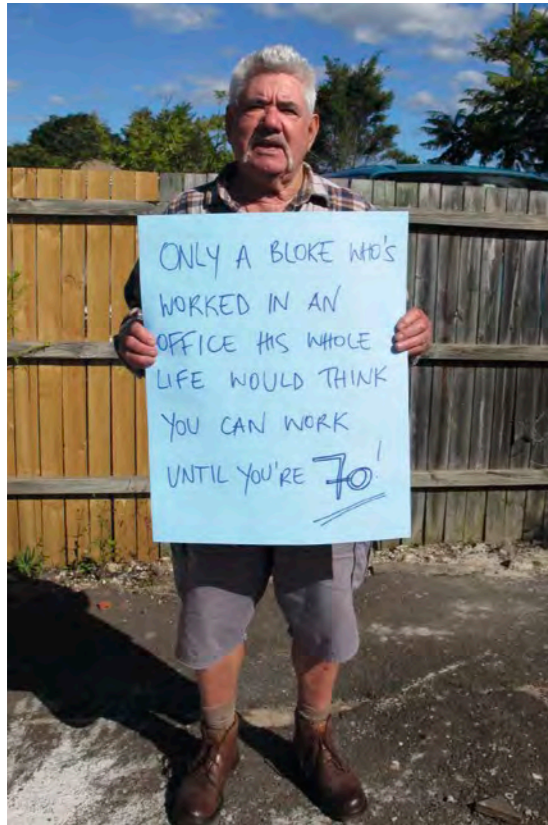
On the first day of the Conference, outgoing ITUC President Michael Sommer noted the many attacks on union rights by the Abbott Government. Disturbingly, Australia joined Turkey, Qatar, Bahrain and Fiji in being listed as countries of crisis for unions.

One of the lead topics at the congress was realising rights, with a special focus on the labour abuses in Qatar that make it such an unfitting host nation for the 2022 Soccer World Cup. The ITF's campaign on exposing the conditions at Qatar Airways was highlighted, and the airline's CEO Akbar Al-Bakr was only cheated of being voted the world's worst boss by 2.2 percentage points. Out of nine possible candidates in the contest, he finished a whisker behind Amazon's CEO in the vote. Al-Bakr garnered 20.5 per cent of all votes cast, to the "winners" 22.7, and pushed Rupert Murdoch into third place. ■



The Australian delegates from a number of unions at the ITUC Congress

RETIRED SEAMAN GOES VIRAL - SOCIAL MEDIA'S UNEXPECTED HERO



Retired member, Bobby Turner, is a viral hit




Bobby Turner, a retired Seaman & Waterside Worker from Port Kembla, has become an internet sensation after his Facebook photo protesting the Abbott Government's idea to raise the pension age to 70 was seen by a staggering 8.85 million Facebook users. The photo – sending a simple message to Tony Abbott about the retirement age – went ballistic. Bobby doesn't use a computer or have a Facebook account, but he may need to get one now to read the 42,000 comments, the 95,000 shares and the 600,000 'likes' – a ubiquitous thumbs-up. Just for the record – Bob isn't work-shy. He is a regular volunteer Bus Driver at the Mission For Seafarers at Port Kembla. MUA Southern NSW Branch Secretary Garry Keane said the photo was posted by ALP Member for Throsby Stephen Jones on May 6. "Bob's become an internet sensation," Keane declared. "He rarely carries a mobile and wouldn't know how to get onto

Facebook, but he's a true credit to our region and our union. "The Abbott Government's move to raise the pension age to 70 is ludicrously out-of-touch with real workers and will be fought every step of the way" However, Federal Treasurer Joe Hockey has refused to back down from the proposal, despite a powerful and compelling community outcry against it. MUA National Secretary Paddy Crumlin said Australian workers would never cop such an assault on their futures. "Only a group of people who have never engaged in hard, physical labour could possibly come up with a plan so ridiculous," Crumlin said. "For stevedoring workers, seafarers or any other physical worker to be told they have to work until 70 is heartless and stupid. "If this actually happened, we would have bodies breaking at work and ruining the reduced retirement time these people have left. "The mortality rate for workers in our

industry is far higher than the Australian average. Why should our members be carrying the burden for those with cushier jobs who are now living much, much longer?" Crumlin said it was heartening to see the public's reaction to the proposal. "We have seen a volley of polls since this ridiculous proposal was first floated and they all indicate the same thing: Australians are vehemently opposed to raising the pension age to 70," he noted. "Australians are not mugs and they are not cruel. Even if they themselves are not engaged in physical labour every day, they understand what that is like and how risky it is to ask someone to engage in it into their late 60s. "It seems like it is only the MPs who sit around Tony Abbott's cabinet table who are sufficiently out-of-touch to endorse this proposal. "Raising the pension age to 70 is cruel, it is unnecessary, and it is never going to happen so long as we have fight left in us." ■

8,851,456 People Reached

735,133 Likes, Comments & Shares

	598,824 Likes	262,311 On Post	336,513 On Shares
	42,088 Comments	8,118 On Post	33,970 On Shares
	94,221 Shares	91,582 On Post	2,639 On Shares

610,781 Post Clicks

	610,695 Photo Views	86 Link Clicks
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OFFSHORE JOBS AT RISK DUE TO ABBOTT GOVERNMENT INTERFERENCE

The Australian Conservative Government's assault on Australian jobs shows no sign of abating, with the announcement it seeks to abolish the work visa requirement for offshore oil and gas workers. Maritime Union of Australia (MUA) National Secretary and International Transport Workers' Federation (ITF) President Paddy Crumlin said it was in the national interest to hire Australian workers first, when there are workers available to do the job. "Not satisfied with ensuring the demise of the local car manufacturing industry and trying to destroy coastal shipping, the Abbott Government now wants to make it easier for the offshore oil and gas industry to use foreign workers and deprive Australians of jobs in the resources industry," Crumlin said. The former Labor government reintroduced the Offshore Resources Act (ORA). The Act means skilled workers from overseas can only be accepted on a 457 visa, which is administered under the Migration Act. That regulation comes into effect on 29 June 2014. But the current government plans to eliminate the requirement for workers to have a 457 skilled migration visa. Assistant Immigration Minister Michaelia Cash says reintroducing the ORA adds unnecessary red tape and will delay offshore operations. She plans to counter with the ORA Appeal Act, which she will send to the Senate. In the event the ORA Repeal Act is blocked, Senator Cash said all people who are subject to the ORA Act will need to hold either a permanent visa, or one of the following:

- the maritime crew visa for articulated crew members of vessels who are participating in, or supporting, an offshore resources activity;
- the temporary work (short stay activity - subclass 400) visa for people undertaking short-term, highly specialised, non-ongoing work;
- the temporary work (skilled - subclass 457) visa for people being sponsored by an approved business for up to four years.

Shadow Workplace Relations Minister Brendan O'Connor said the Opposition would block any changes in the Senate. Crumlin said Tony Abbott was simply looking after his mates in big business. "BIS Shrapnel and University Of Sydney research have confirmed that maritime



In an assault on wages and rights-at-work, Abbott wants to limit the amount of Australians working on Australian projects

wages make up less than one per cent of the cost of building projects like Gorgon," Crumlin said. "Yet the Abbott Government wants to shift to a policy that will cost Australian jobs, while delivering no real improvements to the competitiveness of the LNG industry. "The MUA and the ITF will do what they can to stop these changes going ahead, and we are confident all Australians will join the fight to ensure their kids can have jobs in their own country." Crumlin said that despite the Abbott Government's actions, and those of business and lobby groups in Australia, Chevron Chief Executive John Watson doesn't blame unions for cost problems on Gorgon. The MUA is working closely with the ITF as part of a global campaign to build awareness over delays and cost overruns on the project which was originally costed at US\$37 billion but has now blown out to US\$54 billion. At a Chevron shareholder meeting in Texas on May 28, Crumlin drew a response from Chevron CEO John Watson. According

to a Reuters report of the shareholder meeting, Watson said the cost overruns were due to weather, the rise in the value of the Australian dollar and increasing material prices. He said Chevron is committed to using organised labor in Australia. "We have no intention of blaming organised labour for cost overruns or delays at Gorgon," Watson said. MUA WA Branch Assistant Secretary Will Tracey doesn't buy the argument that it's only about removing red tape for oil and gas companies. "The changes would impact on all workers across the sector, not just pipe and cable layers," Tracey said. "I'm also concerned those on Maritime Crew Visas won't come under the Migration Act. "There's no reason why this industry, like every other, shouldn't fall under the Migration Act. "It's a nonsense to suggest this is simply about getting skilled labour into the country. "They can still do it under the current system." ■

HOCKEY TAKES AXE TO THE SOCIAL WAGE

Declaring that Australia must become a nation of "lifters, not leaners", Joe Hockey has handed down harsh new measures for young job seekers, cuts to pensions, new fees for visiting the doctor, and a temporary tax rise for high-income earners in his debut Budget as Federal Treasurer.

The Abbott Government's first Budget has lived up to the advance publicity as one of the toughest in living memory, with savage across-the-board cuts in pursuit of long-term savings.

Taking its cue from the Commission of Audit, the Budget begins dismantling the key planks of the social wage with the introduction of a \$7 fee for visits to a GP, or out-of-hospital pathology and imaging services, alongside higher co-payments for prescribed medicines, to claw back \$4.7 billion over four years.

Of this, \$5 will go towards a new \$20 billion medical research fund and \$2 to the doctor or provider.

The age of retirement will be lifted to 70 by 2053, while pensions will be cut over time through new indexation measures which would see the age and disability support pension \$200 a fortnight less in today's money by 2030.

Young job seekers under 30 will be denied any income support for the first six months and forced onto work-for-the-dole to be eligible for Newstart or the youth allowance after six months. And if they do not find a job within that time, the merry-go-round begins again.

Landmark reforms to public hospital and schools funding (the Gonski reforms) to the states will be scrapped in the pursuit of \$80 billion of savings.

And in a surprise measure that will take thousands of dollars out of the retirement savings of workers, the increase to the Superannuation Guarantee will be frozen at 9.5% until 2018. It had been due to rise to 12% by 2019.

Motorists will face higher prices at petrol pumps with the reintroduction of twice-yearly indexation of the fuel excise, while 16,500 jobs will be axed from the Australian Public

Service.

In his Budget speech, Mr Hockey defended the spending cuts as essential to ensure the long-term strength of the government finances.

"We know that for some in the community, this Budget will not be easy," he said. "The age of entitlement is over. It has to be replaced, not with an age of austerity, but with an age of opportunity."

The government says this year's Budget will set it on the path to a surplus of more than 1% of GDP by 2024-25. It is forecasting a deficit \$49.9 billion this year, falling to \$29.8 billion next year and \$2.8 billion in 2017-18.

Government revenue will rise by 4.5% to

\$391.3 billion next year, while expenditure is expected to fall by 0.2% to \$414.8 billion.

Economic forecasts are for GDP growth of 3% in 2014-15 and an optimistic 4.75% in 2015-16, while unemployment will grow to 6.25% next year from 6% this year.

Key Budget features include:

- A wage subsidy of up to \$10,000 over two years to encourage employers to give jobs to long-term unemployed workers over 50.
- Capping the maximum redundancy payment under the Fair Entitlements Guarantee at 16 weeks, with long-serving workers forced to stand in the line of creditors to seek their full entitlement.

• A 'temporary budget repair levy' of 2% for people earning over \$180,000 a year to raise \$3.1 billion over three years.

• The removal of a cap on university fees, along with increased interest payments on student loans.

• The slashing of more than \$800 million in industry programs, including in the automotive assistance and for renewable energy projects.

• The removal of a financial incentive for apprentices, to be replaced with a loan scheme similar to that for university.

• Twice yearly fuel excise indexation will be reintroduced, in line with inflation. The fuel excise has been frozen at 38.1 cents a litre since 2001.

• The axing of 16,500 public service jobs, and a higher efficiency dividend of 2.5% a year.

• The allocation of \$53.3 million to the royal commission into trade unions. Mr Hockey and Tony Abbott have begun the hard sell in the face of criticism about broken promises and that the Budget has come down too heavily on those who can least afford it. ACTU President Ged Kearney said the Budget signalled the end of the fair go.

"This is a savage attack on the standard of living that Australians have worked hard for," Ms Kearney said.

"The Liberal Government vision is of a harsher, less equal Australia."



AT A GLANCE: Hockey's little box of horrors

- Young unemployed without income support for six months a year
- 16,500 public sector jobs to go, with more through privatisation
- Super Guarantee increase delayed four years; frozen at 9.5%
- Redundancy entitlements less protected when employers go bust
- Cuts to indexation for many welfare payments
- Temporary 2% income tax levy for highest income earners
- Family payments cut
- PPL scheme survives, capped at \$50,000 over six months
- New \$7 GP payment & higher co-payment for prescription drugs
- Big cuts to funding to states for health and education
- Uni fees to rise, student loan debt to attract real interest rate
- A range of industry assistance programs will be cut or axed
- Tools for Your Trade program for apprentices abolished, new loan scheme created in its place
- Twice yearly fuel excise indexation will be reintroduced
- Company tax to be cut, MRRRT and carbon price abolished
- Union royal commission to cost \$53.3 million

MUA SLAMS BUDGET DECISION TO AXE MARITIME SKILLS FUNDING

Maritime Union of Australia National Secretary Paddy Crumlin has described as "disappointing and short-sighted" a decision by the Abbott Government to de-fund maritime skills training in the recent Federal Budget.

The Budget Papers show the Sustaining Australia's Maritime Skills program will be axed.

"The Government will achieve savings of \$5.0 million over three years from 2013/14 by not proceeding with funding for the Sustaining Australia's Maritime Skills measure announced in the 2013/14 Budget," the Budget papers report. "The savings from this measure will be redirected by the Government to repair the Budget and fund policy priorities."

However, the Australian Maritime Industry Census Report from the Department of Infrastructure and Transport in January 2013 indicated a potential shortfall as at June 2015 of a total of 786 Seafarers, comprising: 256 Ratings; 147 Engineer Officers; and 383 Masters and Deck Officers.

Further projections forecast a shortfall of a total of 627 seafarers at June 2017, comprising: 76 Ratings; 168 Engineer Officers; and 383 Masters and Deck officers.

"Formalisation in the 2014/15 Budget of the Abbott Government's decision in 2013 on coming to office to not allocate 2013/14 Budget funding to maritime workforce development is disappointing and short-sighted," Crumlin said.

"Maritime skills are essential to underpin maritime operations in coastal trading, in the offshore oil and gas industry, in marine tourism, in fishing and for all the support services like towage, pilotage and mooring, as well as in onshore roles in ports, in teaching of maritime skills and in regulatory agencies.

"The \$5 million was designed to streamline maritime training and make training more cost effective for ship-owners, operators and employers.

"Given that the Government has released an Options Paper on coastal shipping regulation, which we anticipate will result in on-going government support for a coastal shipping industry, it seems premature to reallocate a modest sum of \$5 million - which would support the implementation of the Maritime Workforce Development Strategy that had the support of all sectors of the maritime industry, and secure maritime skills for the next decade."



MUA members take part in Bust the Budget rallies



'PROTECTION OF THE SEA' LEVY TO BE REDUCED

MUA National Secretary Paddy Crumlin has lambasted the Abbott Government for its recent Federal Budget decision to reduce the Protection Of The Sea Levy.

Crumlin said it was "a disappointing reward for foreign ship-owners", as it will now be even cheaper to use highly exploited crews over Australian seafarers.

In the Budget, Federal Infrastructure Minister Warren Truss announced ships visiting Australian ports will save around \$9 million per year once the Protection Of The Sea Levy returns to its original level of 11.25 cents-per-net-registered-tonne.

This rate reduction will take effect from July 1.

The levy applies to ships of more than 24 metres in length entering an Australian port carrying more than 10 tonnes of oil in bulk, as fuel or cargo.

In February 2010, the Federal Labor Government increased the levy by three cents to 14.25 cents-per-net-registered-tonne to meet part of the cost of cleaning up the oil spill from the Pacific Adventurer, which occurred off the south-east coast of Queensland in March 2009.

AMSA uses the levy, which is payable quarterly, to fund the National Plan for Maritime Environmental Emergencies.

The money generated by the higher levy has been used to establish a \$10 million pollution response reserve.

Crumlin said it looked like Shipping Australia had "cosied up to the Abbott Government" and noted: "You've really got to question the Abbott Government's priorities here.

"The representatives of foreign ship-owners have consistently bombed waterfront safety measures and the Abbott Government has now effectively made it cheaper to use highly exploited crews over Australian seafarers."

Shipping Australia chairman Ken Fitzpatrick said the decision to reduce the levy back to its original levy "rights a wrong" that was perpetrated when the 'temporary' hike remained in place.

"Shipping Australia has fought long and hard, repeatedly representing this matter to government on behalf of the shipping industry and it has taken more than two years and a change of government to see a fair result at last," Fitzpatrick said.

HOW THE BUDGET WILL AFFECT YOU AND YOUR FAMILY

From young job seekers to pensioners, with students, apprentices and mature age workers in between, few Australians will not feel the effects of the Budget. Here's a snapshot of some of the main changes and how they will affect you.

PENSIONS

From 2035, the retirement age will be raised to 70.

Pensions currently rise in line with wages growth but this Budget announces an end to this arrangement. Instead, from 2017, all pensions will rise only in line with the Consumer Price Index, and no longer keep pace with wage growth. 'Pensions' include the Age Pension, Disability Support Pension, Carer Payment and Veterans' Affairs pensions.

The ACTU projects this will mean that, in inflation-adjusted 2014 dollars, pensions will be around \$200 per fortnight lower in 2030 than they would have been if the existing indexation arrangements had been retained.

The number of people living in relative poverty is sure to rise as a result.

OLDER WORKERS

A wage subsidy to encourage employers to give jobs to long-term unemployed workers over 50, called Restart, will be introduced. It will be worth \$10,000 over 24 months for a full-time hire, or pro rata for part-time workers.

YOUNG JOBSEEKERS ON THEIR OWN

Unemployed people under 30 will be completely on their own for the first six months of unemployment, with no income support from government.

After those first six months, people will have to work for the dole, a scheme that does not work to help people find real jobs. After the six months of work for the dole, people will be on their own again, with no income support.

There are a few exceptions from the rule, including people who have a partial work capacity due to disability, single parents, and principal carers of children.

This is a breathtakingly harsh, punitive measure that will not help people find work.

SUPERANNUATION INCREASE DELAYED

The increase to the Superannuation Guarantee will be frozen for four years at 9.5% from July this year. The previous Labor Government had planned to increase employer superannuation contributions to

12% by 2019, but this will now be pushed back to 2023, reducing current workers' retirement savings by thousands of dollars.

ENTITLEMENTS LESS PROTECTED

The previous government legislated a scheme called the Fair Entitlements Guarantee, which ensures that workers will be paid their redundancy entitlements if their employer goes out of business. This Budget puts a cap on the entitlements that workers will receive. Rather than getting the redundancy pay set out in a collective agreement, workers will receive only the minimum legal redundancy entitlements in the National Employment Standards.

Redundancy payouts will be capped at 16 weeks' pay, with long-serving workers forced to stand in the line of creditors to seek their full entitlement. The Government says this will save \$87.7 million over four years.

With the manufacturing industry in particular facing difficulties, many workers will be worried about receiving their entitlements if their employer goes bust. These changes announced in the Budget will mean their entitlements are less secure.

DEFICIT LEVY

There will be a small increase in the top marginal tax rate. Effectively the top tax rate will rise by 2 percentage points. This rate affects income over \$180,000, or approximately the top 3% of income earners.

This 'Temporary Budget Repair Levy', as it's known, will apply only from 1 July 2014 until 30 June 2017, raising \$600 million in the coming financial year.

The levy is temporary, unlike many of the measures that will affect low- and middle-income earners, which will have compounding effects over time.

FAMILY PAYMENTS

Family Tax Benefit Part B (FTB-B), which is paid to single-income families, will be significantly tightened. It will now only be paid to families with incomes below \$100,000 per year (down from \$150,000). The more serious change is that FTB-B will now only be paid to parents of children younger than 6.

A small payment (\$750 per year) for low-income single parents with children aged between 6 and 12 will partly offset the loss of FTB-B for some families.

PAID PARENTAL LEAVE

The Abbott Government will go ahead with its unpopular paid parental leave scheme. The payment will be capped at \$50,000 over six months, although eligibility is not means tested.

HEALTHCARE

Standard GP consultations and out-of-hospital pathology and imaging services will be subject to a new \$7 co-payment. The revenue from this payment will go to a new medical research fund.

People will also pay more for medicine, with the co-payment under the Pharmaceutical Benefits Scheme to rise from \$36.90 to \$41.90 from July 2015, on top of the normal CPI indexation in January.

There will be large reductions in funding to the states for public hospitals. There will be a reduction of \$1.8 billion over the next four years, but much bigger cuts after that.

The cuts beyond 2017-18 will come from the Commonwealth cutting indexation on hospital funding.

The change will mean around \$15 billion less federal funding per year for hospitals by 2024-25.

MOTORISTS

Twice yearly fuel excise indexation will be reintroduced, in line with inflation. The fuel excise has been frozen at 38.1 cents a litre since 2001.

EDUCATION

Federal funding to the states for school education will also be cut. Similar to the cut for hospital funding, the cut for school funding comes through a reduction in indexation beyond 2017.

The change will see school funding reduced by over \$5 billion per year by 2024.

The Budget includes big changes to fees for higher education. The caps on university fees will be removed from 2016, which will mean that fees will rise.

Students' HELP (formerly known as HECS) debts will no longer just be indexed at the

CPI – instead, they'll rise in line with the interest rate on government debt, which is typically around 6%. This means that the real burden of student debt will rise over time.

INDUSTRY ASSISTANCE

A range of industry assistance programs will be cut or axed, including more than \$800 million in funding to the automotive industry, and the axing of the Australian Renewable Energy Agency and Carbon Capture and Storage Programme.

APPRENTICES

The Tools for Your Trade program of financial incentives to apprentices to buy their tools will be abolished, cutting \$914 million from support for apprentices. It will be replaced with a loans program for apprentices, similar to higher education loans, which must be repaid.

PUBLIC SECTOR JOBS SLASHED

In his Budget speech, Joe Hockey announced that "16,500 staff will leave over the next three years without compromising frontline services".

The absurd proposition that 16,500 workers could lose their jobs without affecting services is not substantiated by any evidence. To the contrary, vital agencies and programs will cease to operate, or have their funding cut.

The Budget shows that 7,336 jobs will be cut in the coming financial year, 2014-15. The job losses – including in major agencies like the ATO – will be spread right across the country. \$35.5 million will be cut from the ABC, the Australia Network will be closed, \$8 million go from SBS, and CSIRO will lose a large number of workers, contrary to the Coalition's promises in opposition.

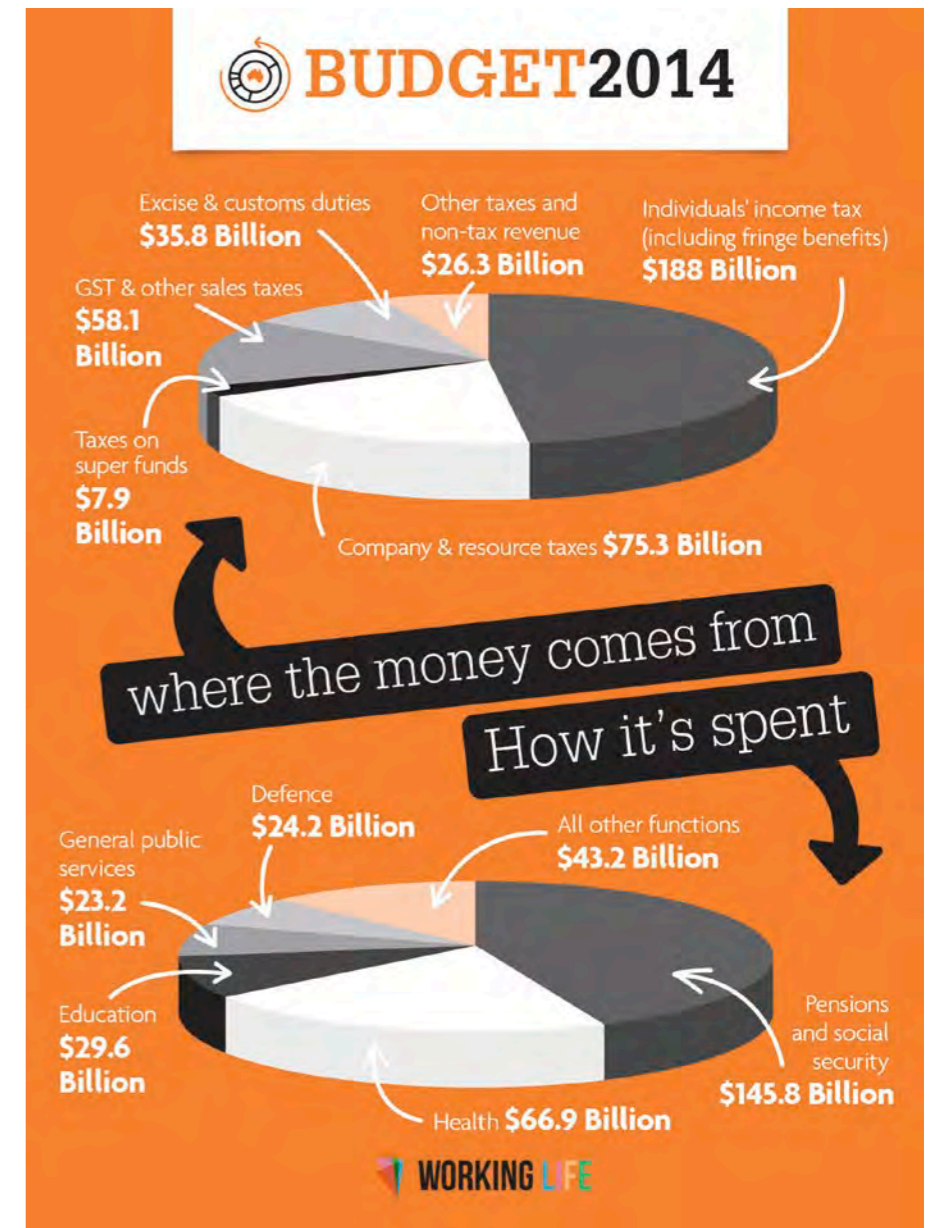
The Royal Australian Mint, Defence Housing Australia, and several other agencies will be privatised. The 16,500 job loss figure does not include these jobs.

COMPANY TAX

The government will go ahead cutting the company tax rate by 1.5% to 28.5% from July next year, and will proceed with the repeal of the Minerals Resource Rent Tax and the price on carbon.

ROYAL COMMISSION INTO TRADE UNIONS

The Royal Commission into trade unions will cost \$53.3 million over two financial years. The report is due by the end of 2014.



The MUA flag flies at March in May

ABBOTT'S ROYAL COMMISSION LETS DODGY BOSSES OFF THE HOOK

Tony Abbott's new Royal Commission into unions is following a script that will be very familiar to anyone who paid attention to the Cole Royal Commission a dozen years ago, writes Jim Marr, author of *First The Verdict*.

Suspect employers who poured hundreds of thousands of dollars into Liberal Party coffers won't be called to account by Tony Abbott's corruption royal commission.

The Prime Minister's terms of reference, released in February, make it clear that Royal Commissioner Dyson Heydon will not be asked to examine businesses that have left workers and small businesses high and dry after tipping six-figure sums into Liberal Party accounts.

This will be a relief to operators of Queensland-based Walton Construction who paid \$430,000, as "rent", to an LNP-linked trust before leaving subcontractors millions of dollars out of pocket when it collapsed, last year.

And to those behind Steve Nolan Constructions which, Australian Electoral Commission records show, tipped at least \$200,000 into NSW and federal LNP accounts in the two years before it went belly-up, owing workers and contractors more than \$30 million.

Other employers Abbott appears to have deliberately written out of his Royal Commission script include Leighton Holdings, mired in allegations of bribery and corruption on a grand scale. And Australian Water Holdings (AWH) the outfit accused of fleecing a publicly owned utility while delivering hundreds of thousands of dollars into Liberal Party accounts. AWH was also the company that paid Cabinet Minister and Liberal fundraiser Arthur Sinodinis a cool \$200,000 for less than 50 hours' work.

In an interview with ABC Radio, Abbott insisted the royal commission, that opened in Sydney on 9th April, would be a fair dinkum investigation of organisational corruption and that unions would not be unfairly targeted.

"This isn't declaring war on anyone, it's declaring war on wrongdoing," the Prime Minister said.

"It's declaring that there are certain standards in our society and whether you're a company official or a union official, you've got to obey the law."

Speaking the same day, Attorney General George Brandis said any suggestion of

corruption in the business community would be investigated by the royal commission.

These claims are hard to square with the fact that the government has named the inquiry the Royal Commission into Trade Union Corruption and Governance, and written terms of reference that order the investigation of five specific entities – The Australian Workers' Union, the Construction, Forestry, Mining and Energy Union, the Communications Electrical and Plumbing Union, the Transport Workers' Union and the Health Services Union.

There is simply no mention of businesses alleged to have gouged taxpayers or ripped off workers while topping up Liberal Party funds.

That Abbott's royal commission will not shine light into those dark corners is unsurprising because the Prime Minister has form. His Cole Royal Commission into the Building and Construction Industry was a cynical political exercise.

Royal commissions, by their nature, can be dodgy beasts. They carry all the trappings of the law but are not part of the legal system. Spawned by the executive, their lasting attraction to politicians is that they get to write terms of reference that will determine the outcomes.

Australian royal commissions, in particular, are controversial because they have the power to trample basic legal protections and procedures. Hearsay, rumour and third party opinions are allowed and, often, relied on to shred reputations.

Counsel Assisting, who lead all the evidence, are not bound by courtroom rules designed to ensure fair and balanced presentation.

The Cole Royal Commission took all these opportunities, and a few more, to deliver Abbott the political fix he wanted.

In 2002, the then-Workplace Relations Minister had a political problem. Construction unions were leading resistance to his government's centrepiece Workplace Relations Act, largely through a successful pattern bargaining campaign.

Abbott was a vehement opponent of pattern bargaining which is based on the concept that people doing the same work, in

the same industry, should get, basically, the same wages.

His difficulty was that pattern bargaining was legal. Abbott jumped on allegations of bribery and corruption to order a report from his Employment Advocate, Jonathan Hamberger, who delivered 11 pages, light on fact and heavy on rumour.

But that was never going to deter Abbott from launching the most expensive royal commission in Australian history.

He assured voters his Cole Royal Commission would be an even-handed investigation of bribery, corruption and standover tactics across a blighted industry. His commission employed 135 full-time staff. They served sweeping discovery orders, bugged phones and forced banks to hand over client records.

By the time the Sydney hearings opened on 3 June 2002, investigators had gathered 110 witness statements from across NSW. A handful offered general overviews. All the rest alleged illegal or inappropriate dealings by trade unionists.

Commission investigators and highly-paid Counsel Assisting did not tender a single witness statement alleging wrongdoing by any employer in NSW, except where they claimed a business had been too co-operative with a union.

Based on this, Cole made 392 findings of unlawful conduct, more than 360 of them against union members. The first three set the tone.

Unlawful findings one and two, held that CFMEU organisers had failed to notify the occupier of a premise of their presence "as soon as was reasonably practicable".

Cole's third unlawful finding was that a CFMEU official had stopped work on a building site and held discussions "during work hours outside of meal-time, or other break times".

These findings had absolutely nothing to do with the allegations of hard core criminality Abbott had used as the pretext for his royal commission.

Nor did they reflect untested "evidence" that had seen newspapers and electronic media full of unsubstantiated anti-union allegations, largely from self-confessed

porters, for 10 solid months.

All Abbot's men, the coercive powers and \$60 million taxpayer dollars he had given them, couldn't uncover enough evidence to sustain a single criminal charge against any trade unionist.

Instead, Cole called for "structural reform" recommending, as his first priority, that "pattern bargaining in this industry should be prohibited by statute".

He went on to make 212

recommendations designed to strip workers of a say in their industry.

Fast forward to 2014 and the same Tony Abbott is a Prime Minister with a political problem. He has promised voters WorkChoices is "dead, buried and cremated" but key colleagues, and backers with deep pockets, want significant elements of the policy resurrected.

Instead of making a call, Abbott has flicked the technical fix off to a Productivity

Commission his government has already started to stack with former political staffers.

As to a political fix? Well, a long-running inquiry that might weaken trade unions and dirty-up political opponents would just about be the dog's bollocks. ■

ROYAL COMMISSION'S RHETORIC IS HARD TO SWALLOW

Tony Abbott's Royal Commission into unions opened with the Commissioner, Dyson Heydon, anxious to assure unions that they would be treated fairly. But if that turns out to be the case it would be a marked change from the approach of the Cole Royal Commission a dozen years ago, writes Jim Marr, author of *First The Verdict*.

Dyson Heydon reached back 140 years to cite a Royal Commission that delivered for union members when his corruption inquiry opened in Sydney.

In opening remarks on the first day of the Royal Commission into Trade Union Corruption and Governance, former High Court Justice Heydon, said terms of reference guiding his inquiry "do not assume that it is desirable to abolish trade unions".

Over the years, he said, there had been numerous inquiries into unions.

Perhaps the first, he suggested, were two English Royal Commissions that sat between 1867 and 1875.

"The recommendations of those two Commissions led to legislation decriminalising the conduct of trade unions in industrial conflicts," Justice Heydon pointed out.

Leaving aside the need to go back centuries, and travel to a different legal jurisdiction, Heydon's familiarity with history might have provided some comfort to unionists battenning down for another Tony Abbott-inspired bashing.

It certainly contrasted with the cold ideology that permeated Abbott's Cole Royal Commission into the Building and Construction Industry. Twelve years on, the results of that exercise are all around us.

Courts are dishing out seven-figure fines to unions whose members take industrial action and industrial policeman, Nigel

Hadgkiss, is threatening to come after family homes.

At the UTS site in central Sydney, where cranes have caught fire and toppled into busy streets, the Construction, Forestry, Mining and Energy Union has photographed dozens of examples of what it says are clear OHS violations.

The builder, Lend Lease, has opted to shoot the messenger, arguing unions have over-stepped restricted entry rights. The police have been called and safety issues have been shoved down the agenda.

Around Australia, cash-strapped workers' compensation schemes are denying, or slashing, payments to the families of injured men and women.

Cole turned in a massive technical report that Abbott used to redraw the industrial landscape. On the way through, he presided over 10 months of public hearings that sought to portray building unions as outlaw organisations.

Significantly, Abbott provided that commission with \$683,000 for "media relations", enabling its spin doctor to feed a slew of salacious stories to selected news outlets.

REVISITING THE COLE ROYAL COMMISSION

Come back to the hearing rooms in Goulburn Street, Sydney, and we'll have a look at some of the raw material he had to work with.

Combative demolition contractor Barbara Strong is a star Royal Commission witness. She suggests a Maori union organiser "should go back to where he came from, where they are known for drinking and bashing their women".

In sensational testimony, delivered between sobs, she alleges Tommy Mitchell demanded bribes to call off industrial action, and threatened to break her arms and legs.

She says Mitchell threatened her two young children. She was so scared she rang the police and gave a statement.

Strong said the threats and demands were made during a heated on-site meeting, involving at least seven people, and were repeated in a telephone call her husband, Stephen, overheard on speaker.

Understandably, the media went nuts.

There were photos, screaming headlines and even a front page caricature of a muscle-bound standover man in wrap-around sunnies.

Mitchell, his wife and daughters, endured days of this.

It mattered little that no one else at the meeting, including employers and a Master Builders Association rep, supported her allegations. And even less that Mitchell emphatically denied them.

Most instructive, though, was the commission's response when, at the insistence of CFMEU lawyers, it finally got its hands on relevant Telstra and police records that showed:

- around the time Strong said Mitchell had rung threatening to break her arms and legs,

inquiring about her love for her children, and the value she placed on her own life, she had *Continued from page 13.*

received only three incoming calls – two from an identified builder and one from the Master Builders Association

- around the time she testified she had taken another call from Mitchell, her only incoming call had been traced to a John Copeland from the Office of the Employment Advocate

- notes made by a senior constable who attended Strong's site recorded a complaint about a sub-contractor who, the commission had heard in evidence, claimed to be owed money by the Strong's. There was no reference to Mitchell or any other union official.

Weeks after the story had led news bulletins all around Australia, Senior Counsel Assisting Nicholas Green rose to address the Commissioner. But if Mitchell and his union were expecting an apology or an admission that the Commission had got it wrong, they were quickly disappointed.

"I tender a file note dated 18 August, 2002, from David Allen, investigations coordinator, addressed to Counsel Assisting. That's in respect of Mr and Mrs Strong from the period of 4 October, 2001," he said.

Then he sat down and the Commission moved onto other business.

CFMEU counsel, Ian Latham, tried to get more information on the public record.

"I informed Mr Shoebridge," Green replied, referring to a previous union request for transparency, "and I repeat now, I have no intention of proposing any of that material to anyone."

This was how the Cole Royal Commission, armed with 60 million taxpayer dollars and 135 full-time staff, chose to go about its work.

TAX EVASION AND POOR SAFETY IGNORED

Counsel Assisting were in possession of an ATO submission on systemic employer tax evasion and knew full well the toll workplace injuries and deaths were taking on the families of industry participants.

But, instead of going there, they chose to serve up one dodgy operator after another.

Fernando Sanna and Eddie Lombardo ran claims that became themes of the hearings.

Sanna alleged the CFMEU conspired with head contractors against small companies, and, specifically, that it had used industrial action to drive his company to the wall. He highlighted a week-long strike.

Lombardo claimed the union had forced his concreting company into liquidation with the loss of 29 jobs, tried to use safety issues to push him into signing an EBA and had suggested "backhanders" would solve his

problems.

The claims of these "battlers" were broadcast across Australia, untested, as one of the Commission's rules meant days and, sometimes weeks, went by before hostile witnesses could be cross examined and, then, only with severe restrictions.

By this time, obviously, the media caravan had moved on.

When the CFMEU's Martin Wyer gave evidence he said Sanna's father, Mario, had threatened to kill him and management had poured petrol on a smoko hut and threatened to light it with workers inside.

He said the union delegate's wife had complained to police about 13 anonymous phone calls, received around this time, threatening she would be raped.

Wyer said Sanna ran phoenix companies and failed to meet tax and workers' comp liabilities.

Sanna denied it but, under cross examination, admitted involvement in at least four companies that had gone bust. Others, he said, had been operated by his brother.

Lombardo, too, denied being a phoenix operator but, eventually, admitted involvement with a number of unfortunate enterprises, including Ritex Contractors, Cotex Contractors, Cotec Administration, Ritex Holdings, Cotec Concrete, Erinmore Holdings, Hitex Concrete, Ricon Construction, Ricon International and Ricon Design and Construction.

Oh, and in 1996, he had been barred from being a company director.

And when Counsel Assisting couldn't rely on witnesses of this calibre to carry their narrative, sometimes, they just went ahead and did it themselves.

Dr Matt Collins threw a classic to the media and was rewarded with headlines like 'Paying for peace: the Meriton way'.

Based on discovery orders that showed the CFMEU had turned down an \$8.25 million offer for its central Sydney offices in May 1997, but sold them to developer Meriton for \$10.5 million in July 1999, he suggested the union had pocketed a \$2.25 million bribe.

Collins told the Commission he hadn't been able to find out whether or not a development order had been granted that would have boosted the property's value.

It had, and Collins could have found out if only he had bothered to ask.

In his opening remarks, last week, Counsel Assisting Jeremy Stoljar pointed out that a Royal Commission was an inquiry, "not adversarial litigation".

Recent history tells us that that theory doesn't always work in practice. ■

AUDIT REPORT TARGETS THE MINIMUM WAGE

The minimum wage in Australia is facing a major shake-up following the release of the much-anticipated report from the National Commission of Audit.

In a surprise recommendation, the commission has suggested that the way minimum wages are set through an annual review overseen by the Fair Work Commission should be scrapped.

Instead, it is proposing a "minimum wage benchmark", which would fix minimum wages well below what they are now at 44% of average weekly earnings. If implemented, it would mean slashing the minimum wage by almost \$140 a week.

The recommendation, which has provoked a strong response from the union movement and fuelled further criticism that the Commission of Audit – dubbed the 'Commission of Cuts' – has delivered on a business wish list, was one of 86 in the 428-page report that was publicly released.

The report is the product of a five-person Commission of Audit, chaired by Tony Shepherd, a former President of the Business Council of Australia.

They were commissioned by Treasurer Joe Hockey to audit all Commonwealth Government expenditure and identify cost savings to allow the Abbott Government to achieve its fiscal strategy of a surplus of 1% of gross domestic product by 2023-24.

CONTROVERSIAL MEASURES

The 86 recommendations would generate savings of \$60-70 billion a year by 2023-24, the report claims.

But it will do so through controversial measures such as slugging all patients with a \$15 fee every time they visited a doctor, slashing the age pension and family payments, and selling government assets like Australia Post.

An estimated 15,000 public sector

jobs would be slashed – 5% of the Commonwealth workforce – and the states would also be encouraged to collect their own taxes, while Medicare and Centrelink could be merged into Australia Post outlets.

The recommendations, which take aim at the 15 largest and fastest growing areas of government expenditure, also cast doubt over the future of the National Disability Insurance Scheme and the 'Gonski' reforms to school funding.

Mr Hockey was tight-lipped during a short visit to the media lock-up, saying that the government's position on the recommendations would be announced in the Federal Budget.

"This is not the Budget," he said. "This is a report to the Government, not of the Government.

"We have carefully and methodically gone through the recommendations. There are a number of recommendations that would be described as courageous to use a term familiar to some in Canberra. There are some recommendations that represent common sense."

The report claims that the Australian Government is living beyond its means, spending is wasteful and poorly justified, and business as usual is no longer viable.

Mr Shepherd argued that an incremental and phased approach to many of the cuts in the report would avoid pain for ordinary Australians.

"We must bring future expenditure and future expenditure commitments in line with our means," he said. "It's no good signing up for stuff we can't afford, and that will increase national debt.

"If we kick the can down the road and leave it too late to make this correction, then the correction will be sudden, it will be difficult and it will be painful.

"And that has been the European and the UK experience . . . So what we are suggesting is let's take a longer term view of this. Let's do this over time, let's do it incrementally and let's do it fairly."

But the Australian Council of Social Service said most of the recommendations failed the test of fairness, and had squibbed on the opportunity to look at the real problem of falling government revenue.

ACOSS CEO Cassandra Goldie said if the report was adopted, the community would lose many essential social protections and services.

"A balanced review, which looked at the revenue side as well as spending, would review superannuation tax concessions, one third of which goes the top 10% of wage earners," she said. "These cost the public purse around \$40 billion each per year.

They are growing more quickly than the age

pension and they are unfair and grossly inefficient, yet they remain untouched."

And the Community and Public Sector Union warned that the real number of jobs at risk from the recommendations was up to 25,000 given the scope of work the Commission of Audit wants to cut or outsource.

"The Abbott Government and their big business backers need to be reminded that public sector workers are real people not just figures on a spread-sheet," said CPSU National Secretary Nadine Flood. "They have families and mortgages just like other Australians. Why should their livelihoods be held hostage to this radical ideological agenda?"

ACTU President Ged Kearney said the recommended cut to the minimum wage was an attack on the very foundations of Australia's wages system . "This is a recipe straight out of the United States – pushing down the minimum wage, getting rid of decent health services and privatising core Government services," she said.

The recommendation to scrap the national minimum wage in favour of a new minimum wage benchmark, and to allow the states to set their own minimum wages, will open the Commission of Audit to new criticism that it is implementing a big business agenda – particularly as last year, the BCA, of which Mr Shepherd was then President called for something similar in a pre-election policy manifesto.

The commission's terms of reference did not ask it to consider Australia's wage fixing system, as this does not have any direct relevance to government spending – and Mr Shepherd used the limited terms of reference to defend the commission for not investigating new methods of revenue raising.

WIDENING THE WAGE GAP

But recommendation 28 argues that "an excessively high minimum wage is ...

likely to act as an impediment to government programs to get people back to work.

"Australia's minimum wage is high by international standards. Containing growth in the minimum wage would improve job opportunities and the effectiveness of the government's employment policy programs."

Under its proposal, growth of the minimum wage would be slowed by raising it by the rate of inflation, minus 1%, each year for the next decade until it had reached 44% of national Average Weekly Earnings.

Under a model similar to that of the US, states and territories would then be free to set their own different minimum wage each year, in line with the growth of average earnings in the state.

Australia's minimum wage is currently \$622.20 a week, or 56.3% of average weekly earnings at \$1105. At 44% of average weekly earnings, it would be \$486.20, or \$12.79 an hour. The ACTU is seeking to increase it by \$27 a week to \$17.08 an hour or \$649.20 a week.

In recent years, the ACTU has been warning that the gap between the minimum wage and average earnings is already too wide.

The Commission of Audit report says that having a single national minimum wage disadvantages workers attempting to gain a job in states like Tasmania and South Australia, where the costs of living are generally lower.

It says the national minimum wage is about 45% of average earnings in the ACT, but 65% of those in Tasmania.

But opponents of the move will argue that adopting this recommendation would entrench pockets of working poor in some states, and encourage a race to the bottom over wages.

Adopting the audit commission's approach would cut the national minimum wage by as much as \$209 a week in Tasmania, and \$136 a week across the national average.

ACTU President Ged Kearney said the recommended cut to the minimum wage was an attack on the very foundations of Australia's wages system.

"This is a recipe straight out of the United States – pushing down the minimum wage, getting rid of decent health services and privatising core Government services," she said.

"Will Mr Abbott continue to be the puppet of Tony Shepherd and the Business Council of Australia and drive down wages and conditions for big business?" ■

MUA REJECTS COMMISSION OF AUDIT RECOMMENDATIONS ON COASTAL SHIPPING

The Maritime Union of Australia has urged the Abbott Government to protect Australian jobs, the maritime skills base and the environment when considering changes to laws covering coastal shipping.



Federal Treasurer Joe Hockey has released the Commission Of Audit, written by his hand-picked leaders of the business community, which calls for an end to cabotage on the Australian coast.

This could directly impact the jobs of around 1,500 seafarers in the blue water sector, and a further 500 in towage and other industries which service the blue water fleet. In total around 2,000 direct jobs and up to 8,000 associated jobs would be on the chopping block.

MUA National Secretary Paddy Crumlin said Australia needs a viable, vibrant shipping industry which employs Australian workers. He emphasised that we need to give the laws passed in 2012 the time to work, rather than repeal the Coastal Trading Act.

"Australia is the fourth largest user of ships in the world," Crumlin explained. "Our ports ensure vast economic trade inside Australia and with our overseas trading partners.

"Shipping and Australian commodity production are bookend brothers. It would be policy negligence to dismantle the important

ground-breaking reforms, agreed after six years of exhaustive consultation between shippers, ship owners, port managers and unions both state and federal.

"Australian shipping should enjoy bipartisan political support. We must not do anything to undermine the essential skills that drive an industry which adds significant value to the national economy."

Australian ships are among the most efficient in the world, and are highly price-competitive with other modes of freight transport in the domestic freight market.

Far from undermining competitiveness, Australian ships contribute to competitiveness by providing fit-for-purpose ship options for shippers of a diverse range of cargo types that supports Australian manufacturing.

Furthermore, Australian ships are not subsidised, unlike road and rail which do not recover the full costs of the taxpayer-funded infrastructure they require. Foreign ships are invariably subsidised through targeted assistance provided by the Governments of the major ship registries of the world.

Cabotage is not industry assistance, in that no taxpayer funds are directed to the Australian shipping industry.

"I urge the Abbott Government to keep with the program," Crumlin declared. "They will have not only great support, but will demonstrate a maturity that is a prerequisite of good governance.

"Over the life of the Howard Government, the number of Australian-flagged vessels plummeted from 55 to 21 and the 2012 changes were desperately needed.

"Those 2012 changes to the Coastal Trading Act were the biggest maritime reform since the passing of the Navigation Act 100 years ago.

"They have the potential to create employment, sustain business opportunities and productivity, and build the national interest through an industry that is critical to the quality of Australia's economy, environment and way of life. The industry employs thousands of Australians and cannot be allowed to fail."

The changes brought in included: a zero company tax rate to ship owners as an incentive to flag their vessels with the Australian flag; and an overhaul of the system for issuing permits to foreign ships.

"What Australia has done is show the way in international shipping by showing that it doesn't have to be a race to the bottom," Crumlin said. "Over the previous decade, we had seen Flag Of Convenience (FOC) ships, with their poor standards and exploited crews, take over our ports and displace Australian vessels.

"The 2012 changes have meant ship owners on the Australian coast have been able to effectively compete in the domestic freight market with foreign ships."

Crumlin also said a revitalised Australian shipping industry will enable us to protect our environment from the risks posed by FOC ships, such as the ones that have damaged our Great Barrier Reef.

"No Australian ship has ever run into the barrier reef; no Australian ship has been involved in an environmental disaster. The only ships to have run aground on our precious reefs have been foreign vessels," Crumlin noted. ■

MUA FIGHTS PUBLIC HOUSING SELL-OFF

The NSW Coalition Government recently made the shock announcement that public housing tenants at Sydney's historic Millers Point and The Rocks will be given two years to move. The Government - which is selling 293 properties because it claims the properties have become too expensive to maintain - is facing a fight from the MUA, as many former workers and their families are housed in the properties. MUA Sydney Branch Secretary Paul McAleer explains the stance.



MUA members rallied in support of Millers Point residents



The Maritime Union does feel emotionally obliged to participate in the debate, given the area's history. The Millers Point/Rocks area is the cradle of the Sydney maritime industry, its workers and their families.

There is significant cultural value attached to the history of Sydney, which would be compromised by this NSW Government proposal.

The maritime heritage of this precinct is almost unparalleled - it is a story of industrial, social and political struggle, which replicates the journey of Australia itself.

It underlines the importance of how values like an area's home and history are reflected in the way people identify with the

community in which they live.

People in a community form their sense of self, in part, by those around them; and those relationships have built up over decades.

This would be one of Australia's oldest communities, and consideration of its livelihood should come before profit.

NSW doesn't gain by selling these houses. Instead, it loses an area of iconic cultural importance which can then never be replaced.

The area's history of working class and blue-collar values is being disregarded and discredited by the Government.

This is an ideological attack on working class history, and the dignity and decency

of Sydney itself.

This is an effort by the Government to 'do over' the workers once and for all, and dance on the graves of working class history, culture and community that it cherished in ways which wealthy enclaves simply do not understand.

The NSW Government should maintain the cultural prestige of the area.

As a general rule, the Government should be ensuring there is a sufficient supply of quality affordable housing for workers and their families whose place of work is nearby.

Nurses, cleaners and emergency services workers - let alone maritime workers - cannot afford to live near where they work, and that's not good enough. ■



MUA member and Port Botany worker Ben Bartolo spoke to the ABC about his future outside his workplace on the wharves

MUA WARNS ON WATERFRONT AUTOMATION

Automation of the waterfront is being rolled out across Australia. The MUA is ensuring that the union remains 'front and centre' on any debate on automation - and that the public knows there is a human cost involved in implementing these technologies.

Most recently the National Secretary Paddy Crumlin and a Patrick Port Botany worker Ben Bartolo appeared on ABC TV's 7.30 Report to make the community aware of what automating the waterfront would mean for a sizable percentage of the workforce.

"Patrick's are going to bring automation into the terminal where they're not going to need, basically, my position anymore," Bartolo told journalist Greg Hoy.

"I'm just a worker that wants to come to work and do my job and go home and maintain a living for my family. And so, automation, I don't know, sort of - it feels cold, I guess."

Companies are introducing automated equipment to cut costs and reduce the size of their workforce. But Crumlin said automation involves significant capital investment and the outcome was not always more efficient.

"For example, Brisbane is a very small port by international standards, and it currently has three automated terminals run by three different companies using three different systems side-by-side, competing against each other. Many in the industry doubt that

this is sustainable," Crumlin said.

"There is also exaggeration of what the capabilities of new technologies are. For instance, employers have told us that jobs will be carried out entirely within the computer system, with no human role. This has often turned out not to be the case."

The result was long delays for trucking companies at the newly-automated Brisbane DP World terminal.

Hugh Durrant-Whyte, inventor of the AutoStrad and current chief executive of National ICT Australia, told a Sydney University conference last month that "we don't lose boxes" at Patrick's automated Brisbane terminal.

"But my members working there have seen boxes put on the wrong ships, put in the wrong slot in the yard, put on the ship back-to-front so the refrigerator motor won't fit, and get damaged because the door latch has swung open and there is no person there to notice," Crumlin said.

"Employers and equipment manufacturers need to be honest with their workers about what technologies can actually achieve."

At that same conference in Sydney - The Future of Automated Container Terminals - the Maritime Union of Australia presented its own research.

Nestled between a talk about how a mathematical algorithm can improve berth allocation productivity and a presentation about how automation is the future of China's numerous ports, MUA researcher Dr Penny

Howard took the podium to remind attendees that humans are, in fact, an integral part of every waterfront.

Dr Howard said technology was a political construct.

"Every terminal system is developed by human beings," she said.

"There are broader social and economic systems that we need to think about when we are bringing in these changes."

She argued that the roll out of automation in Australia, by DP World and Patrick in particular, has been done with very little consultation with the workforce. When consultation has occurred, both companies have been guilty of with-holding pertinent information, or have been misleading about the workforce composition post-automation.

"Automation is a question of power," she said.

Employers are attempting to use automation to swing the pendulum in their favour by reducing the number of permanent workers and reducing those on collective agreements, Dr Howard added.

Although companies frequently touted the safety benefits of automation, workers reported it also caused significant stress as a result of job insecurity, increased pressure, continual surveillance and individual scoring. These are the kind of situations that lead to injury and absence.

Part of Dr Howard's research included interviews with workers at sites which are either undergoing, or have undergone the transition to automation.

One such worker talked about the managers wanting a "culture change".

He said the company's approach didn't feel very cooperative and there was increased tension between workers and managers as a result. ■

FLNG SAFEGUARDS NEEDED

Floating Liquefied Natural Gas technologies are untested and will undoubtedly have a negative effect on the Australian economy. Jobs will be off-shored, communities in the north will diminish and multi-billion dollar oil and gas companies will be allowed to line their pockets with profits from an Australian resource. Therefore the MUA stands firmly opposed to FLNG until more safeguards are put in place.

FLNG is being sold to the public and investors as a new technology that will reduce production costs on oil and gas projects. But reading between the lines, the MUA believes companies like Shell and Woodside are using the technology as a way to bypass Australian safety and employment regulations.

Assistant National Secretary Ian Bray said a move away from onshore oil and gas production would lead to ghost towns and failing local economies throughout the north.

"Current forecasts are pointing to a decline in the iron-ore and mineral industries that sustain the north-west," Bray said. "The future of those communities - in the Pilbara, in the Kimberley and in the Territory - has long been pinned on the development of the oil and gas industry."

"FLNG is a technology which will see Flag Of Convenience ships sail down from Asia, load gas from a vessel manned with foreign labourers, and be taken back to Asia and sold at a substantially cheaper market price than Australian citizens pay to heat their water and cook their food."

The MUA is not the only group opposed to FLNG. The Western Australian State Government is also worried about what it will mean for that State's economy should on-shore production cease to be an option.

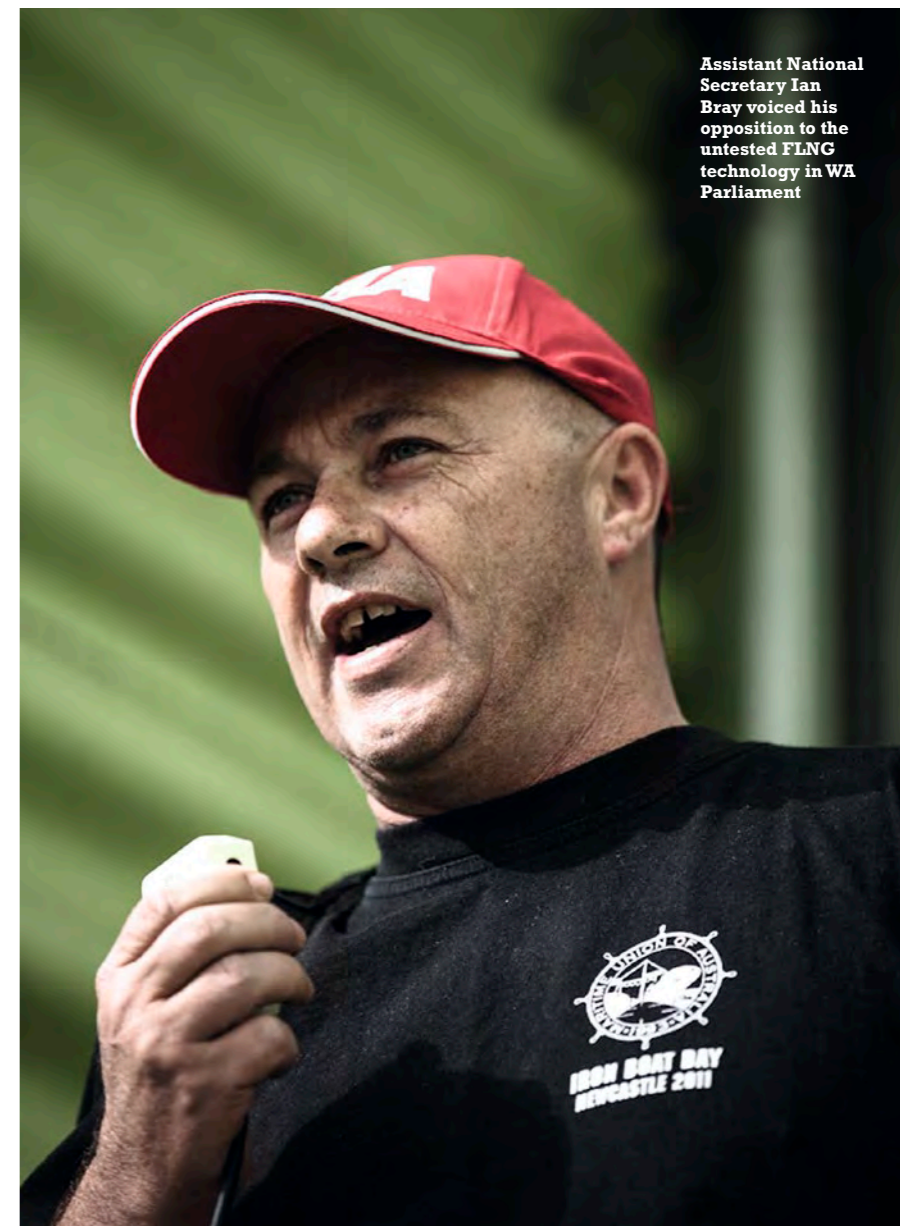
As a result, last year the WA Government launched an Inquiry into the Economic Implications of FLNG Operations; the MUA made a submission and Bray faced the Standing Committee.

In giving evidence, he said FLNG would affect employment opportunities and job creation across a multitude of industries.

"Port services, stevedoring, harbour surveys, port expansion projects, trench digging, dredging, pipe-laying, diving, pilotage, towage and all associated ancillary work will drastically be reduced or even diminish as a consequence of FLNG as opposed to land-based construction," he told the committee members.

Aboriginal and Torres Strait Islander communities, in particular, would miss out if FLNG was allowed to go ahead unhindered, he said.

"We honestly feel that by moving to FLNG and moving off-shore, this is seriously going to erode the prosperity of those



Assistant National Secretary Ian Bray voiced his opposition to the untested FLNG technology in WA Parliament

local (Indigenous) communities," Bray emphasised

Bray also raised safety concerns with the untested technology.

"It has not been used anywhere in the world as yet," he said. "There are no regulations that cover it. So there is a degree of uncertainty about the safety and the regulatory requirements, whether it be AMSA or NOPSEMA."

"We do not believe that anything around

at the moment would cover this type of operation, given the high technology, the high demand, isolation of work, et cetera.

"A whole host of other questions have not been answered, in terms of the guarantee or the minimising of risk to workers on these FLNG plants."

The WA Government has compiled a report based on the evidence the MUA and others submitted, it is available for viewing at WA's parliamentary website. ■



Victoria Branch Secretary Kevin Bracken spoke out about Webb Dock at a rally in Melbourne



Damien Martin from the Webb Dock committee collected signatures of support for the campaign

PATRICK 'PAYDAY' AS WEBB DOCK WORKFORCE CULLED

Patrick has exploited the Port of Melbourne redevelopment project to opportunistically cut its 260-strong stevedoring workforce and increase casualisation at the Webb Dock site. Meanwhile the company has lined its pockets with public funds, engaging in dodgy backroom deals with the Victorian State Liberal Government.

Despite a concerted effort by the MUA to minimise redundancies of permanent staff, Patrick managed to force out 17 staff.

More encouragingly, however, every person who put in for a transfer to one of Patrick's other sites at Geelong and East Swanson Dock were picked up, while a few more workers were engaged by the roro stevedore AAT.

The union also had a small win when it was able to have the Fair Work Commission intervene and push back the redundancies by a week.

The campaign is far from over. The MUA is still pursuing the State Government, after it provided Asciano subsidiary Patrick Ports & Stevedoring with more than \$18.5 million of taxpayers' money.

Patrick and the Victorian Government have consistently refused to reveal the size of the taxpayer-funded payment, despite calls from Labor members in Parliament and Freedom Of Information (FOI) requests being lodged.

After a media campaign at the end of

last year, a meeting between the MUA, the Victorian Ports Minister David Hodgett and the company was promised - but subsequently dismissed - by the Minister's office.

However the MUA was able to discern that at least \$18.5 million was being given to Patrick from the government, after Asciano revealed as much in its half-yearly financial report in February.

But the Victorian Government remained silent on the issue, choosing to ignore Parliamentary and FOI protocol.

The Liberal-led Government was given until April 1 to release documents pertaining to any compensation package awarded to the Asciano subsidiary for vacating Webb Dock, after a motion was passed in the Legislative Council.

But Ports Minister David Hodgett responded to the request saying: "The Government is not able to respond to the Council's resolution within the time period requested by the Council."

On June 5, Minister Hodgett again responded to the Parliamentary motion,

revealing the documents had been found, but noting they would not be released to the public. He declared: "The release of the documents identified by the Government would be prejudicial to the public interest. This is because release of those documents would prejudice the State's commercial and financial interests."

In doing this, the Ports Minister and the conservative Government have shown absolute disdain for transparency and are contravening the primacy of Parliament whereby commercial in-confidence should not apply.

This latest development further roused the suspicion of MUA Assistant National Secretary Ian Bray, after a FOI request the union lodged with the Government earlier in the year came back with curious results.

First, Bray noted, the union was told that the Department Of Transport had no documents on the matter and that the FOI would be forwarded to the Port Corporation.

The Port Corporation FOI Officer responded on March 12, saying the

On site at Webb Dock, the workers were united in their struggle



"We have been working on our own labour modeling and we think the company has exaggerated the amount of jobs they need to lose, particularly permanent positions, during the relocation period in a feeble attempt to bust the union."

Kevin Bracken, Victorian Branch secretary

documents either do not exist or cannot be found. "Accordingly I have determined to refuse access on that basis," she said in a letter to the union.

However either the Port Corporation or the Government were lying, because in Parliament on March 12 Liberal Member Richard Dalla-Riva said the deal was made between Asciano and the Port Of Melbourne.

Bray questioned why the Government was being so secretive when it was now public knowledge that Patrick would be receiving some form of compensation.

"Why are we being kept in the dark by the Government, when workers are losing their jobs," Bray asked. "The company has jumped on the port redevelopment project as an opportunity to attack conditions and

increase casualisation. "All the while, the company has lined its pockets with an undisclosed sum of public money and the Government can't even dignify us and the public with an answer. It's a disgrace that taxpayers' money is being used in this way. "You would expect that any Government assistance would result in more jobs, not fewer. Not one cent is being used to retain or create a job, at a time when permanent jobs are at a premium in Victoria."

Victorian Branch Secretary Kevin Bracken said it was always going to be a hard fight, with Patrick being backed at both a State and Federal level by the conservative, anti-worker Governments.

"But it's not over, the fight will continue," Bracken emphasised.

The Webb Dock committee worked closely with the branch and National Office on the campaign, since the union caught wind of Patrick's intentions at the end of last year.

Bracken said committee members should be commended for their hard work in volunteering their time to fight on behalf of their fellow workers.

"These blokes volunteer their time to ensure their comrades on the job aren't left out in the cold," he said. "It's not an easy job they've had. But they prove that rank-and-file activism is alive and well in the MUA."

Assistant Branch Secretary Bobby Patchett, who also worked closely on the campaign, said the union would continue to look for options and opportunities for those who were forced out.

"We soldier on, united in struggle," he said. ■

OFFSHORE OIL AND GAS INDUSTRY MUST COMMIT TO LOCAL JOBS

The Maritime Union of Australia has been undermined at every step in trying to ensure offshore oil and gas jobs go to local workers and the Western Australian branch has been at the forefront of this dispute. WA Branch Secretary CHRISTY CAIN reacted to the onslaught of negative press being pushed by the Australian Mines & Metals Association by penning this piece that was published in *The West Australian* in February.



From left: WA Branch Secretary Christy Cain before speaking at a rally; WA rank and file at a rally protesting Chevron in Perth

In our negotiations over a new Enterprise Bargaining Agreement (EBA) for maritime workers in the offshore oil and gas industry, AMMA refuses to commit to local jobs.

The MUA has had more than 100 meetings with AMMA throughout the last 18 months, including almost 25 appearances before Fair Work Australia, in an effort to reach a negotiated outcome.

In this time, we have negotiated in good faith, taking almost all of our claims off the table to leave a small list of demands.

The most important relates to foreign labour, and our belief that Australian seafarers should have first opportunity to work on projects like Gorgon and Wheatstone, before foreign crews are considered.

AMMA and the MUA have agreed on a set of words in relation to foreign labour, but AMMA is insistent that these words be listed as aspirations, rather than obligations of industry.

The MUA has numerous examples of vessel operators using offshore crews. By refusing to make the use of Australian crews an obligation

It is offensive that our members are portrayed as greedy for wanting to be fairly paid, and for wanting things like TV and the internet, to stay in touch with the world and their families.

in the agreement, AMMA is signalling that this will continue.

AMMA is also arguing against the wage increase sought by our members, on the grounds that it will damage industry competitiveness.

Research undertaken by BIS Shrapnel rejects this, finding that less than one quarter of one per cent (0.25%) of the cost of constructing the US\$54 billion Gorgon gas project is attributable to maritime wages.

So why is AMMA so vocal with its exaggerated claims about the wages and

conditions our members receive, yet so silent on management inefficiencies and executive salaries in the industry?

Maritime workers spend six months away from home each year, missing everything from Christmas to their kids' birthdays. They work more than 12-hours-a-day, every day, for five-week swings, in extreme environmental conditions. The workforce suffers from some of the highest rates of divorce and depression in Australia.

It is offensive that our members are portrayed as greedy for wanting to be fairly paid, and for wanting things like TV and the internet, to stay in touch with the world and their families.

It is disappointing that AMMA continues to reject our other core claim, being to switch from a five-weeks-on/five-weeks-off swing, to the more family friendly industry standard of four-weeks-on/four-off.

Companies fight hard to minimise costs and maximise profits for their shareholders. We make no apology for fighting just as hard to ensure a fair share of this wealth is returned to the Australian workforce. ■

OFFSHORE EBA STILL AT IMPASSE

After more than a year of negotiations with a slew of offshore companies, an agreement is yet to be reached because companies that are profiting from the offshore boom are continually trying to undermine hard-fought conditions.

Contrary to what the mainstream media is bleating, the most recent offshore Enterprise Agreement - being negotiated with Australian Mines and Metals Association - is about protecting job security and ensuring Australian projects employ Australian workers.

WA Branch Assistant Secretary Will Tracey said the key issues were about increasing permanency, protecting qualifications, swing period, travel days, sign-on bonus and high risk licenses.

"Those companies may be focusing on wages and telling the newspapers that's what it's about," he said. "But in reality, AMMA won't compromise on a whole host of other conditions."

"The falsehoods that are being spread about cooks on \$300,000 plus - and the media just unquestionably eating it up - I'm astounded.

"Last time around it was \$240,000-a-year wages, and for some reason that figure has jumped to \$360,000. This is despite the fact independent research showed even these initial figures of \$240 000 were grossly exaggerated.

"I am not ashamed that offshore workers get a decent wage. But to blatantly lie to the public about those wages by more than double

is a contemptible act and makes for a hostile negotiating environment."

The MUA has been in and out of the Fair Work Commission, and has attended hundreds of meetings with AMMA and representatives from the 21 offshore companies involved in the agreement.

Although advances have been slow, Tracey believes an agreement will be reached in the near future.

"It's a difficult state-of-play, with the media demonising workers, the Government frothing at the mouth over industrial relations reform and people like ex-Labor MP and turncoat Martin Ferguson betraying us in the public arena," he declared.

"Unfortunately this agenda is being promoted off the back of wildly exaggerated salary figures from AMMA that are patently false. AMMA's agenda is to spread misinformation on the offshore EA, to support an ideological agenda on worker pay and conditions.

"To then attempt to have a debate about industry policy, when they are fast and loose with the truth, is disgraceful behaviour from an industry lobby group. As we have seen, other people such as Martin Ferguson from APPEA and Roy Krzywosinski from Chevron, then



WA Branch Assistant Secretary Will Tracey at the forefront of securing better conditions in the offshore

unfortunately repeat these factually incorrect salaries when they speak on these issues, which can only damage their credibility as well.

"But we are ready for the blue and will do whatever it takes to make sure we secure positive outcomes for all of our members at each of these offshore companies and for the industry into the future." ■

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Proud to be the lawyers for the MUA for over 40 years



AUTOMATION, SAFETY AND HR MADNESS

Negotiations between the MUA and DP World have been ongoing for more than three months, with the company rejecting the bulk of the union's claims. However Assistant National Secretary Warren Smith reports that, although movement is slow, the national negotiating committee is confident many of the key claims can be achieved.



Assistant National Secretary Warren Smith says DP World are using automation in an attempt to bust the unions

The DP World agreement is being negotiated for the first time in both the wake of, and lead up to, automation. The company has announced its intention to automate Sydney's Port Botany, after already implementing automation at its Brisbane terminal.

DP World has said it will not automate Fremantle or Melbourne within the life of this agreement, but has signalled automation will be ongoing across the waterfront.

Assistant National Secretary Warren Smith said the company is maintaining a hard-line on cost claims, and is not willing to countenance any such claims regardless of the massive job losses and savings that automation brings.

"Most of our claims are not related to cost," Smith noted, "but seek to ensure that automation delivers real and just outcomes for workers, that safety is truly paramount in terminals and that aggressive HR practices are stopped, ensuring workers are treated with dignity and respect.

"The company has been stubborn on safety, continuing to oppose a National Stevedoring Code Of Practice

(NSCOP). DP World's overt link between cost and best-practice safety is concerning to the union and members."

Smith emphasised HR policy and culture are areas of the business which the national team "is keen to resolve

with the management, as it is clear that members are being strong-armed by the HR department.

"The abuse of workers on sick leave, on workers' compensation and the general hardline approach of the HR departments has been outrageous," he said.

The EBA is also marked by DP World's engagement of a new chief executive Paul Scurrah to replace outgoing chief Ganesh Raj.

AUTOMATION

Automation must deliver results for workers. Machines must make the lives of people better, not be used to solely increase profits and destroy jobs.

Honest negotiations with real disclosure of information are essential. DP World has withheld information from the MUA during the Brisbane transition.

"What we won't accept is the transfer of our work - jobs that clerks and wharfies have done for decades - given to non-unionised management staff, or



DP World's overt link between cost and best-practice safety is concerning to the union and members

anyone else from the outside," Smith said.

"The union won't abide automation as a union-busting tactic, and the company is spouting a lot of misinformation to us in regard to the clerks' roles.

"We also have a job-saving, reduced hours-of-work claim on the table; and for those who will be displaced, we want improved redundancy provisions."

COSTS

The MUA does not shy away from making cost claims in EBA negotiations. However DP World is "hung up on this is a smokescreen, when the vast majority of the union's claims are not cost-related," Smith explained.

"The company refuses to accept that automation will offset costs, despite the workforce being reduced and productivity massively improved, due to less workers on site. The mantra from bosses has always been productivity offsets; well we are claiming productivity offsets now and we will fight to deliver a just position around automation" he said.

"Automating is a massive saving for the company. So we will continue to push for those savings to be transferred into benefits for our members.

SAFETY

DP World, along with Qube and Patrick, has continued to resist the MUA's push for a National Stevedoring Code Of Practice, citing costs as their reason.

"It's not surprising that we have been stone-walled on the draft safety clause we have tabled," Smith said. "We know DP World's track record on safety is largely rhetoric.

"Safety at DP World plays second fiddle to profits. There's no other reason why DP World would block NSCOP or quote cost as the major obstacle in reaching a best-practice safety outcome. We will continue to progress our safety claims. This issue is paramount!"



Assistant National Secretary Warren Smith tells National Councillors about the DP World situation



The DP World National EBA Committee

GOING FORWARD

"We will continue to fight on to resolve the fundamentally important issues that confront DPW workers, as well as issues that affect all wharfies," Smith said.

"We have no issue with productivity. We understand the nature of increased competition - and that productivity in this environment can assist in job security issues. Automation, however, must be recognised as the ultimate productivity trade-off.

"DP World needs to understand that improved workplace culture and productivity can be best achieved through a cooperative approach to the way the workplace operates. HR stand-overs and resisting safety do not make for further productivity improvements or functionality in industrial relations. Workers who are respected perform the best." ■

NEW MARINE ORDERS FROM AMSA

New Marine Orders, introduced by the Australian Maritime and Safety Authority (AMSA), apply to all seafarer members and took effect on 1 April 2014.

Marine Order 3 (MO3) has been scrapped and four new Marine Orders have taken its place: MO70, MO71, MO72 and MO73. Only two of the Marine Orders (70&73) are relevant to MUA members, with the other two orders applying to engineers and deck officers.

The new orders were produced by AMSA after consultation with relevant stakeholders and industry. The MUA was one such group that made a submission to AMSA during the consultation period.

The new orders are very complex and members are advised to consult AMSA's website - www.amsa.gov.au/community/consultation/MO3-consultation.asp - to garner a full understanding of the changes.

All seafaring members working or seeking work on regulated Australian vessels (RAVs) should take note of a number of changes to the Marine Orders, as they will have to ensure they are in possession of the right certificates to go to sea.

The following summary is the MUA's interpretation of the most important changes in the Orders.

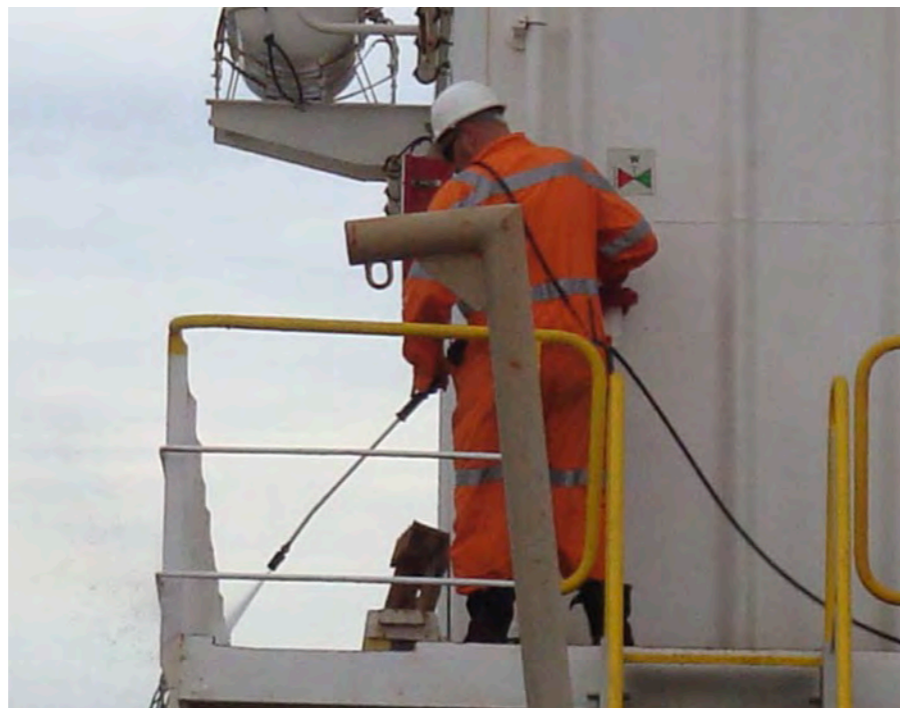
REVALIDATION:

All Ratings and Certificate of Safety Training (COST) holders must have their certificates revalidated by 31 December 2016, even if they are issued in perpetuity, and thereafter every 5 years and also hold a Security Awareness Training endorsement from 1 January 2014.

RATINGS WITH SEAGOING SERVICE:

To be eligible for revalidation under the new Order, seafarer members will be required to have documented seagoing service of at least 12 months in the previous five years or three months in the six months immediately preceding the application for revalidation.

Additionally, members will need to undertake a refresher training course in fire fighting and sea survival, which comprises approximately 1½ days training at an AMSA approved



New marine orders require re-qualification for all seagoing members

registered training organisation (RTO).

RATINGS WITH NO SEAGOING SERVICE:

Will have to undertake full training in fire fighting and sea survival (about 5-6 days at an AMSA approved RTO) in:

- Fire prevention and fire fighting; and
- Proficiency in survival craft and rescue boats other than fast rescue boats.

To serve on a RAV all ratings will be required to hold a valid Certificate of Medical Fitness in accordance with Marine Order 9, Medical Fitness.

CERTIFICATES OF SAFETY TRAINING (COST) WITH SEA SERVICE:

Revalidation of the COST requires the same seagoing service as outlined for Ratings above. They will also be required to complete a one-day refresher training course in fire fighting and sea survival at an AMSA approved RTO.

CERTIFICATES OF SAFETY TRAINING (COST) WITH NO SEAGOING SERVICE:

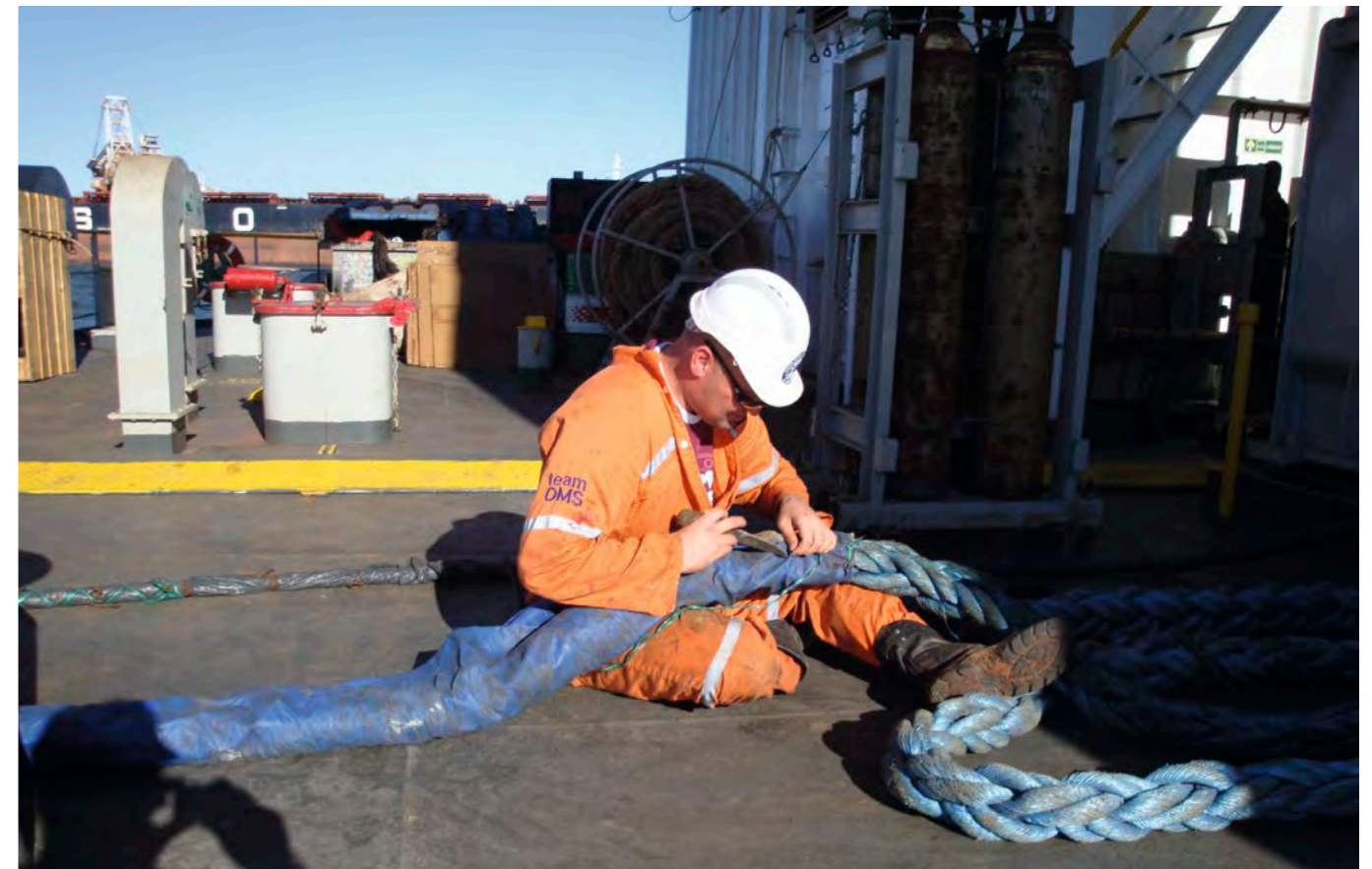
Will have to undertake full training in fire fighting and sea survival (about 3 days at an AMSA approved RTO) in:

- Personal Survival Techniques; and
- Fire prevention and fire fighting.

For both ratings and COST holders, the refresher courses must be undertaken within the five years leading up to revalidation.

TRANSITIONAL ARRANGEMENTS

The transitional arrangements apply to holders of Able Seamen, Deck Rating and Engine Room Rating certificates, who may, if they have 12 months seagoing service since 1 January 2007, apply to AMSA for an Able Seafarer-Deck or Able Seafarer- Engine certificate of proficiency as appropriate. IRs and CIRs may also apply for a combined Able Seafarer- Deck and Able Seafarer-



Seafaring members will have to undertake some form of training before 2016

Engine endorsement if they also have 12 months sea service since 1 January 2007 (this is optional).

If the holder of an Able Seamen, Deck Rating and Engine Room Rating certificate does not satisfy the seagoing service requirements in the previous paragraph, they will have to complete an AMSA approved revalidation course.

ABs and Greasers will only be recognised and permitted to work on RAVs until 31 December 2016, but in that period will need to get one of the new certificates described above.

For Deckhands holding only a COST, with a security awareness endorsement (some of whom may have documentary evidence acceptable to the Master or Chief Engineer that enables them to perform watch-keeping duties provided under the old MO3), they will not be permitted to work in any capacity on a regulated Australian vessel (RAV) after 31 March 2015 unless they undertake the necessary training to meet the watch-keeping requirements of MO73 as described below.

TRAINING REQUIREMENTS TO FORM PART OF A WATCH

New MO73 reduces the level of discretion

Masters and Engineers have to approve a rating forming part of a Navigational, or Engine Room Watch, but do not completely remove the employer discretion.

The standard of training for those required to perform a watch is better defined under MO73, than in the old MO3.

The following is an extract from AMSA's MO73, available online at, <http://amsa.gov.au/vessels/standards-regulations/marine-orders/> outlining watch-keeping requirements:

A person is qualified to perform duties as part of a navigational watch on a vessel if the person has:

- Completed at least two months documented qualifying seagoing service and completed an approved program of study that includes vocational training that complies with the STCW Code.

or

- Completed at least six months documented qualifying seagoing service that includes vocational training that complies with the STCW Code.

And holds the following certificates:

- A certificate of safety training, including Security Awareness Training;
- A certificate of medical fitness;
- An approved steering certificate.

A person is qualified to perform duties as part of an engine room watch on a vessel if the person has:

- Completed at least two months documented qualifying seagoing service and finished an approved program of study that includes vocational training that complies with the STCW Code.

or

- Completed at least 6 months documented qualifying seagoing service that includes vocational training that complies with the STCW Code.

And holds the following certificates:

- A certificate of safety training, including Security Awareness Training;
- A certificate of medical fitness.

The task and guided study book for vocational training may be obtained from one of the AMSA approved RTOs that provide IR training.

UNION ACTION

The union is consulting employers on the arrangements that will need to be put in place to ensure seafarers who require refresher training or full training are provided with time off to attend that training. Members will be advised on these arrangements once settled. ■

DUTCH DOCKWORKERS VICTORY IN 7-YEAR AEGON CAMPAIGN



FNV Dockworkers Union Chairman Niek Stam has paid tribute to workers around the world who helped in the global campaign to "Put The Money Back" into their pension fund.

The Dutch foundation of dockworkers, unions and employers reached a settlement about their blocked pension capital, held by Aegon since its takeover of the Optas pension firm in 2007.

The settlement consists of a redemption package with a total value of approximately 688 million euro (approximately A\$1.03 billion).

All of the money will benefit retirement arrangements of approximately 8,000 dockworkers in the Netherlands.

Stam and a large delegation attended the MUA 2012 Quadrennial Conference, which included a memorable march through the streets of central Sydney to Aegon's office.

"I proudly present you the news

that we reached a deal with Aegon after a long standing global campaign," Stam said. "Without your support we could not have reached this agreement.

"The so-called 'blocked capital' originally amounted to a little over 700 million euro. In 2010 our foundation received 500 million from the people who sold the Optas insurance firm to Aegon. With Aegon's contribution we now attain a total of 688 million euro."

Stam said it was a lengthy and hard fight. "All those years employers and employees stood together in our struggle for justice," he said. "A great help was the support of our union colleagues in the

United States, Great Britain and Australia.

"I am deeply grateful to the Brotherhood of Teamsters, ILWU and ILA for putting pressure on Transamerica/Aegon in San Francisco, to RMT and Unite for organising our Put The Money Back campaign at the Wimbledon warm-up tennis tournament in Eastbourne, and to the MUA for demonstrating with us at the Aegon offices in Sydney.

"It has been the global character of our campaign that finally prompted a global insurance giant to settle its conflict about the pension money of dockworkers."

MUA National Secretary Paddy Crumlin paid tribute to FNV's long campaign.

"This has been a long time coming," Crumlin commented. "Even when their backs were to the wall, Niek and his comrades stuck at it and it's great to see them have a much-deserved win.

"Put The Money Back was one of the enduring slogans of the MUA 2012 conference and it just goes to show what can be done when unions around the world work together." Paddy Crumlin is Chair of the ITF Dockers Section. Niek Stam also sits on the committee. ■



Above images: a rally through the streets of Sydney to the Aegon offices during the MUA 2012 conference
Main image: FNV Chairman Niek Stam addressing the 2012 Conference



Patrick Stevedores workers Andrew Maguire, Adam Lee and Ross Aslanis will be part of the 24-hour treadmill run for suicide prevention at Maroubra Sports Club on June 20

PORT BOTANY WORKERS SUPPORT SUICIDE PREVENTION

Port Botany workers in Sydney have joined many prominent sports personalities in supporting the Plebs Pro's & Personalities 24-hour treadmill run for Suicide Prevention Australia on June 20-21.

Port Botany worker Andrew Maguire and about 60 of his fellow workers will take part in the Plebs Pro's & Personalities 24-hour treadmill run for Suicide Prevention Australia at Maroubra Sports Club on June 20-21.

They will join prominent National Rugby League players Greg Inglis, John Suttton, Anthony Minichiello, Mitchell Pearce, Shaun Kenny-Dowall, Braith Anasta, Daly Cherry-Evans, Jamie Burer and Reni Maitua, ultra-marathon runner Rebecca Wilcock, female boxer Renee Gartner, as well as chef Colin Fassnidge and TV personality Karl Stefanovic.

Over the last five years, three men who worked alongside Andrew Maguire at Patrick Stevedores at Port Botany have committed suicide. In addition, over the past decade another three of Maguire's surfing mates from nearby Maroubra Beach have also taken their own lives.

Maguire told the local *Southern Courier* newspaper: "No one really knows the reasons why people get depressed. It could have been work-related or family-related. But for the ones at work, they were all completely left field. No one saw it coming."

The Maritime Union Australia has sponsored a treadmill for the event and Maguire noted: "Suicide is not a taboo subject anymore. It's happening to too many people. Ask a mate if he's OK and don't be afraid to

DID YOU KNOW

- Most deaths by suicide are among people of working age.
- Suicide is the leading cause of death for males aged 25-44 years and females aged 25-34 years.

The World Health Organisation estimates:

- In a company of 1,000 employees, one worker will die by suicide every 10 years.
- For every employee who dies by suicide, another 10-20 will make a suicide attempt.
- In addition, 200-300 workers will suffer from a serious mental health problem.

speak up if you need a helping hand."

Maguire explained how he has faced a number of pressures while working for Patrick for 24 years.

"It can affect your family life," he emphasised. "You experience lack of sleep and there is stress with job security, as a lot of the ports are becoming more automated and people are losing jobs and others know it's coming.

"But there is always someone to speak to. The Maritime Union is like a big family - a great support network.

"Everybody has the potential to suffer from

depression. Nobody is immune. That's why it's so important for people to talk about it."

Ultra-marathon runner and health coach Rebecca Wilcock told the *Southern Courier* that "being active" is the best way to manage the significant anxiety she has suffered since childhood.

Wilcock, who lost a cousin to suicide when she was nine, has dedicated her life to empowering women physically and mentally (including running a gym program for teenagers) says training the mind is just as important as training the body. She noted: "I see girls go through all different stages of life with pressures from social media and in magazines, which can create eating disorders or depression. I want to emphasise that it's important to be there for one another and speak up about these issues."

Last year the event had three treadmills and raised \$50,000 for Suicide Prevention Australia. This year there will be seven treadmills. ■

SEEK HELP

If you or someone you know may be at risk contact:

Lifeline: 13 11 14

SuicideLine: 1300 651 251

Suicide Callback: 1300 659 467



Deputy National Secretary Mick Doleman chaired the latest ACTU Offshore safety meeting

OFFSHORE HSRs UNITE FOR BETTER SAFETY

A national meeting of Health and Safety Representatives from unions involved in the offshore oil and gas industry has instigated a long-term plan to improve safety in Australia's most hazardous industry.

Meetings organised by the ACTU were held in Fremantle and Melbourne via video link and were chaired by MUA Deputy National Secretary Mick Doleman. More than 30 leading HSRs and delegates - from all major unions in the offshore industry including MUA, AWU, AMWU and ETU - participated in the discussion.

At the meeting, HSRs and delegates looked at ways of working together and building relationships to campaign for better safety in the offshore petroleum industry.

Discussions included recent incidents highlighting the anomaly that Australia's most hazardous industry has among the most inferior health and safety laws of any industry.

Following the tragic double fatality on the *Stena Clyde*, a detailed report known

as the *Fisher Report* was released which examined in detail the shortcomings of the offshore safety regime. The report noted that offshore safety laws have fallen a long way behind modern onshore standards.

Deputy National Secretary Mick Doleman said it was important for unions to push to ensure health and safety reform is consistent with industry norms.

"Unfortunately Australian OH&S law and regulation for the offshore industry is lagging and unions, working together, have a role to play in ending this shortfall," Doleman said.

"We need to make sure the regulators, like NOPSEMA, are on the same page as us, and the only way we can do this is by having a cogent plan."

National Safety and Training Officer Matt Goodwin said the problems and risks were well known to those working within the industry.

Citing an example, Goodwin said high-risk tickets, required in every other industry, did

not apply in the offshore.

"Offshore health and safety representatives in the offshore do not have the same access to training as onshore HSRs, and offshore HSRs are restricted from accessing information, advice and support," he said.

"NOPSEMA, has become increasingly isolated from the mainstream of health and safety in Australia and does not recognise the many national Codes of Practice that are developed by full-service regulators, to provide valuable guidance about how to make workplaces as safe as possible."

The meeting identified that HSRs and delegates in the offshore industry needed better support, and it was resolved that more assistance would be provided.

The ACTU is developing a draft EBA clause for offshore agreements to provide stronger safety rights.

Delegates also committed to develop joint networks and meetings, so that unions can work together for better safety. ■



National Veterans Secretary Fred Krausert speaks about pensioner rights at a rally in Newcastle

COMMON CAUSE WITH INTERNATIONAL PENSIONERS

Comrades and Friends
I attended the first world Federation of Trade Union Congress of Pensioners and Retirees in Barcelona, which has a proud history of opposition to the fascist Franco forces in the Spanish Civil war and was extensively bombed as a consequence with loss of life.

Some of the delegates had been jailed and tortured during those years, when working underground against the fascist regime. Delegates from Latin America had similar stories to relay of the struggles and persecution in their own countries, due to repressive governments and the struggle against imperialism.

With 21 countries and 110 delegates attending, this historic meeting addressed the attacks on pensioners and retired communities.

I would like to thank the organisers for the tremendously hard job that was done. It is never an easy task, but the support of every delegate was great.

With the opening address by retired trade unionist Quim Boix addressing the attacks that are facing all of us, we understood the need for this historic conference to be held.

Delegate after delegate reported on the attacks on their pensions and social conditions, and expressed the need for solidarity on a

global basis to combat the attacks. The hunger and greed of the corporations for profit is never satisfied. The trade unions are under attack in most countries; we see the urgent need for action to combat these attacks

I also took the opportunity to go to London to meet with UK pensioners and had a four-hour meeting with the National Pensioners Convention General Secretary Dot Gibson. She outlined the many campaigns they are waging against attacks by the Conservative Government. I also was able to meet with RMT veterans at their union offices and learn about their disputes and activity. The 'austerity' agenda I observed in the UK gave me a pointer to what is in store for us here.

In Australia the aged have never been under as much pressure as they are today, with the conservative government constantly pursuing pensioners and the retired.

There is a concerning trend emerging in Australian economic policy debate that seniors should 'cough up' for the good of the nation. Calls to increase the pension age, tighten pension asset tests and superannuation reviews are all being bandied about as solutions to current and future budget challenges.

Medicare is under attack, not mentioning the fact we all contribute through our tax levy. But no word on the \$5.4 billion that is given

to Private Health Insurance Companies by way of medical rebates, and the high prices of doctors' visits. Then of course there is the attack that we are living too long - what a statement to make! Nothing is said about the contribution made by the aged in voluntary work, saving the government more than \$5bn dollars each year

Now the Employment Minister Eric Abetz wants to trade penalty rates for flexibility, not taking into consideration that our aged pension is made up of the average male wage and all that is incorporated into that structure to evaluate the outcome.

What needs to be done? I would suggest a mass movement should be built up of all those effected by the Abbott Government's agenda to "end the era of entitlements". While we agree that we need to re-elect a Labor Government, in the meantime we need to build a movement against the agenda of the corporates and the Abbott Government.

Comrades, the time has come to counter all these attacks. We cannot allow this to continue, for we will lose everything and our children will have nothing.

United we stand. Divided we beg.

Yours in Solidarity
Fred Krausert
National Secretary, MUA Veterans



Tasmanian members undertaking training

2014 MUA TRAINING COURSES

This year, the MUA will put a concerted effort into delivering high-quality, focussed training for delegates, health and safety representatives and active members.

The 2014 Training program follows last year's successful effort, whereby more than 500 members and delegates participated in at least one of the union's many and varied training courses.

The program is well underway, with National Safety Officer Matt Goodwin coordinating the national program. MUA trainers have already delivered more than 10 courses around the country, with another 20 scheduled for the rest of the year.

"Training is delivered by experienced

and professional delegates from within the union and courses are held in all branches, as well as at the MUA Training School in St Georges Basin on the south coast of NSW," Goodwin said.

"The Basin – as it's known - is a legendary and unique facility, and is getting a lot of use under our expanded program.

"Most courses include presentations from MUA veterans, who offer their unique insight into the union's history and culture."

So far courses have been held in Melbourne, Darwin, Fremantle, Newcastle and Brisbane, as well as at The Basin.

To register, or for further information, contact your branch.

MUA COURSES

Level 1 Delegates (2 days)

This two-day course provides delegates with essential information about performing their role in the workplace.

It can be undertaken by newer delegates in their first 6-12 months of involvement, or as a refresher for delegates who have not attended union training for some time. It is also open to active members who would like to become more involved.

The course covers the following topics:

- building a strong and effective union at work
- role and rights of MUA delegates
- the structure and democracy of the union
- our history and culture
- solving problems in the workplace
- essential legal and technical information, including key aspects of the Fair Work Act
- communication skills
- introduction to the ITF: MUA members in a global context

Level 2 Delegates (2 days)

This two-day course is for delegates with 12 months or more experience. It consolidates and extends skills covered in the Level 1 course.

Topics include:

- advanced communication strategies
- in-depth discussion of the Fair Work Act
- public speaking skills
- leading and organising union activities in the workplace
- workplace committees
- identifying and mentoring delegates
- ITF workshop
- negotiation skills

Level 3 Delegates - Leadership Development Program (2 days)

This advanced course is aimed at MUA experienced delegates, workplace leaders and up-and-coming new delegates. This course goes beyond the level 1 or 2 programs. There is a youth-focus, but it is not limited to young workers. Admission is by expression of interest. Two three-day workshops will be held during 2014.

Skills Development Program for Women Members & Delegates (3 days)

This initiative aims to equip women delegates with the skills, knowledge and confidence to play an active role in the union, both at a local and national level. Contact your branch for more information.

Skills Development Program for Aboriginal and Torres Strait Islander Delegates & Members (3 days)

MUA is holding a dedicated three-day development program to help equip our Aboriginal and Torres Strait Islander delegates to play a vocal and active role in the representative structures of our union, and in the industry more broadly. The content and location of this program will be developed with the MUA's Aboriginal and Torres Strait Islander Committee and key ATSI leaders within our union. Contact your branch for more information.

Seagoing Delegates (2 day)

This new course is for MUA delegates at sea. It deals with the specific challenges and issues faced by delegates in this unique environment. The training has been developed in conjunction with experienced seafaring delegates and covers topics such as:

- effective on-board union organisation
- problem solving and negotiation skills
- history of the union at sea
- safety in the marine/offshore jurisdiction
- political awareness

Upcoming training course dates & locations



National Safety and Training Officer Matt Goodwin

Negotiation Skills for Delegates

Fremantle
14-15 August
(participants must have completed Delegates 1 & 2)

Development Program for Aboriginal & Torres Strait Islanders

St Georges Basin, NSW
19-21 August

SEPTEMBER

Delegates 1

St Georges Basin, NSW
1-4 September

Development Program for Women Delegates & Activists

Venue TBA
Dates TBA

OCTOBER

Delegates 1

Melbourne
14-15 October

Delegates 3 Leadership Development Program

St Georges Basin, NSW
28-30 October

Delegates 2

Adelaide
23-24 October

Delegates 1

Fremantle
30-31 October

NOVEMBER

Delegates 2

St Georges Basin, NSW
10-13 November

Delegates 1

Brisbane
26-27 November

DECEMBER

Delegates 2

Melbourne
9-10 December

MAY

Seagoing Delegates Course

St Georges Basin, NSW
12-14 May

Delegates 2

Melbourne
28-29 May

JUNE

Delegates 1

Darwin
5-6 June

Delegates 2

Brisbane
19-20 June

JULY

Delegates 1

Fremantle
10-11 July

Delegates 3

Leadership Development Program
Sydney
14-16 July

AUGUST

Delegates 1 & 2 combined

Darwin
5-6 August

ERADICATING VIOLENCE PRIORITY FOR TRANSPORT WOMEN

The ITF Women's Conference was held in New Delhi in January, with approximately 300 women from 80 countries pledging practical action to lead change, grow their unions to strengthen gender work and combat the challenges facing transport workers across the globe.

Priority issues such as precarious and low paid work, quality public transport, increased industrial muscle, and facing the changing nature of the transport industry were identified.

After the women's conference, the ITF women's committee met to consider its recommendations to congress, which will encompass all of the issues discussed at the conference.

In the following days a seminar was held on training and organising for the elimination of violence against women. The seminar focussed on case studies

of several unions, including our own. Surveying women, and bringing to light the issues that women face in our workplaces, has been a major success in achieving change and the MUA's commitment to the White Ribbon Foundation was also highlighted.

The women discussed strategies and made recommendations, but most of all learned from each other different ways of campaigning.

The unions present were particularly interested to hear that the MUA men lead the White Ribbon campaign each year and organise many events, including Deputy National Secretary Mick Doleman's contribution that raised \$100,000 toward the foundation this year.

*Mich-Elle Myers
National Women's Liaison Officer*



Karen Wheatland and another ITF Women delegate on the streets of New Delhi
Below: MUA Women's liaison officer Mich-Elle Myers and Mary Prout taking part in conference workshops



I was invited to attend the women's conference in New Delhi. This gave me the opportunity to experience, stories and injustices from around the world.

The traditions and cultures vary in so many different ways. It was inspirational to hear of all the good work that our ITF Sisters and Brothers are achieving. There is a huge amount of work for us to do in helping each

The ITF women transport workers conference in New Delhi was empowering.

Almost 300 women from unions across the globe were in attendance, and the connections made were some of the most valuable tools that we will take away from New Delhi.

The conference reported on ITF women activities from all around the globe, with special presentations from international speakers.

A definite highlight of the conference was the Qatar Airways presentations by a former employee, exposing QATAR and its archaic and dominating ways.

Another key focus of the conference was 'Pathways To Change: Developing ITF's Violence Against Women Programme'. With many stories of participants' own personal experience, it was a very heavy session.

Following this we all attended a rally through the streets, protesting against violence against women, which was well received. The protest proceeded through the area where only weeks before a woman was gang-raped.

We were also then treated to a street performance on the many forms of violence Indian women face in their societies. It was very confronting and hard-hitting, and was performed by a group of young men and women who had been exposed to the violence in some way. There was not a dry eye in the courtyard.

Violence against women is soul destroying. It has far-reaching effects, not only on the woman who is experiencing it, but to everyone else around her.

It can follow a woman for the rest of her life, affecting everything she does. The ITF has taught us valuable lessons, and created a powerful international women's network committed to eradicating violence against women.

It is our job now to work with our brothers and sisters of our own unions, to find the right way, to eradicate embedded behaviour from our workplaces, our unions, our communities and our cultures.

*Karen Wheatland
MUA Women's Committee member*

other, through support, campaigns, networking, fundraising, etcetera. I would like to thank all the people involved who made this possible - for the support, knowledge and the amazing experience, sharing with like-minded people from around the globe.

*Mary Prout
MUA Women's Committee member*

INTERNATIONAL WOMEN'S DAY HONOURS WOMEN IN SHIPPING



Karen Williams-Burbury, Mich-Elle Myers and Ann Gray all work in the maritime industry

This year Iron Boat Day coincided with International Women's Day, so hosts Newcastle Branch paid tribute to our women at sea.

Three women - Karen Williams-Burbury, Yasmin Catley and Ann Gray - each spoke about their own experiences in the industry, followed by MUA National Secretary and ITF President Paddy Crumlin, while Newcastle Branch Secretary Glen Williams was master-of-ceremonies for the day.

Karen Williams-Burbury was one of the first women to go to sea - and she is known as the first ever female 'deckboy', after she joined the industry in the 1980s. She remained a 'deckboy' until 1988, when the role changed its name to trainee integrated rating (TIR). Karen offered insights into the early days of women going to sea.

Long before Yasmin Catley was in the running for a NSW parliamentary seat, she was connected to the maritime industry through her family. Her father was a seafarer and she married a seafarer in Robert Coombs. Yasmin offered the perspective of someone who knows what it's like to live with seafaring men.

Ann Gray is a current seafarer, who has been employed in the industry for more than five

years. She shed light on what the current sea-going industry is like.

In common with numerous women involved in the maritime industry, many of Ann's family are and were seafarers. "You could say it's in my genes," she declared. "I love my job and couldn't see myself doing anything else."

"That's not to say there are not any hurdles for women working at sea, but I would love to see more young women get involved in the industry because it really is a rewarding career."

"We have six per cent women in the MUA. We want more!"

National Secretary Paddy Crumlin said the Maritime Union of Australia had always encouraged more women to become involved in the industry.

"Despite our tough and robust reputation, the MUA has a strong track record of attracting more women into the traditionally male-dominated workplaces and also nurturing the existing female workforce" Paddy said.

It was also important, he said, to recognise the important role women, as partners of seafarers, played in the past.

"Wives, daughters and sisters of what were once known as merchant seamen, were passionate about the industry and more

involved in their communities than the men and must be considered as equal partners in the job," he said.

"Seafaring is about families, equal opportunity and the communities we live in. All suffer unless this essential Australian industry is maintained."

Newcastle branch secretary Glen Williams noted that, as well as celebrating women, the original intent of Iron Boat Day should not be forgotten.

"Ships involved in the transport of iron and steel, and the people who worked on them, made such an indelible mark in Australia's history books," Glen said.

"That fact should be remembered, celebrated and built upon - the future of the maritime industry depends upon it."

National Women's Officer Mich-Elle Myers said it was a truly wonderful day, and to honour the women trailblazers in the industry topped it off.

"Karen and Gus Konow paved the way for women at sea and they should be recognised for this," Myers said.

"Unfortunately Gus is no longer with us but her legacy lives on in the future for women at sea." ■

MUA TALKS UP SAFETY AT 2014 ACTU ORGANISING CONFERENCE



Assistant National Secretary Warren Smith enlightens conference delegates on organising around safety

MUA Assistant National Secretary Warren Smith was in Melbourne in February, to address the ACTU Organising Conference on behalf of the safety of Australian maritime workers.

Speaking at the conference, Smith highlighted the MUA's current Waterfront Safety Campaign and the great work of delegates and HSRs to organise around safety

"The fact is, wharfies are still 14 times more likely to die on the job than the average Australian worker," Smith said. "The Maritime Union of Australia is determined change that.

"For more than seven years the union has been campaigning to achieve, for the first time, a national stevedoring code of practice. The code has the potential to boost safety in this dangerous industry. However, industry groups and employers are arguing the draft code is too prescriptive and too costly – claims which have been exposed as a myth.

"They are arguing for a reduction in safety protections in a dangerous sector.

"This is not just about stevedoring. Industry groups are not just lobbying against this code - they are lobbying against every Australian worker's rights under safety legislation," he added.

Smith told the conference that the only way to succeed with safety is to organise and make safety issues collective issues.

"We refuse to fall into the trap of telling members that safety issues are not industrial issues," he emphasised. "There is no more important industrial issue than your survival at work.

"Thanks to our waterfront safety campaign, we are better organised around safety than ever.

"We have established strong networks of trained HSRs in every stevedoring workplace. More than 500 delegates have attended MUA training in the last 12 months alone. HSRs are using every right and power at their disposal to take up the fight for better safety.

"The fight is not only for NSCOP, but for general safety rights across all industries

as the Abbott Government shows, like the bosses, that it is only for profits not safety of workers," Smith added.

Other speakers at the conference included SA branch secretary Jamie Newlyn, SA organiser Campbell Duignan and SA wharfie and branch stalwart Brett Larkin, who spoke about their experience in organising around safety within the branch.

Newlyn, Duignan and Larkin have all played a pivotal role in training hundreds of new delegates and health and safety representatives.

MUA South Australia has 87 HSRs - up from 16 at the start of 2013, a 550% increase.

This organising effort has also seen a boost in membership numbers, with South Australia boasting more than 1000 maritime workers for the first time since containerisation.

"Being focused on safety education has led to a boost in membership numbers," Newlyn said. "Another byproduct has been a generally more active and engaged membership." ■

'WALK A MILE IN HER SHOES' EVENT

MUA WA Branch Assistant Secretary Will Tracey has led from the front at the 'Walk A Mile In Her Shoes' event in Perth, raising money for White Ribbon Australia.

The event organiser's website notes: "Walk A Mile In Her Shoes is an international men's march to stop rape, sexual assault and gender violence against women.

"Based on the old saying 'You can't understand another person's experience until you've walked a mile in their shoes', this event sees men literally slip into high heels and walk for one mile to raise awareness and funds for sexualised violence education, prevention and remediation.

"Walk A Mile In Her Shoes is designed to be a fun event to raise awareness and money for a very serious problem. The event aims

to highlight and bring to the forefront the problem of gender violence against women worldwide."

The White Ribbon Campaign is the largest global male-led movement to stop men's violence against women. It engages and enables men and boys to lead this social change.

White Ribbon is an organisation that recognises the prevalence and damaging impact of violence against women in our community. One in three Australian women over the age of 15 reports having experienced some form of physical or sexual violence. Domestic and family violence is the major cause of homelessness for women and their children. The annual cost of violence against women and their children to the Australian economy is estimated to be

\$13.6 billion.

White Ribbon, through the White Ribbon Campaign, works to prevent violence against women by changing the attitudes and behaviours that allow it to occur. It does this through a combination of social marketing, the Ambassadors program and initiatives in communities, schools, universities, sporting codes and workplaces.

White Ribbon is a not-for-profit organisation that relies on the support and generosity of individuals as well as corporate and community partners and governments.

The Walk A Mile In Her Shoes event's Facebook page can be found at: www.facebook.com/walkamileinher shoesperth. The website is: www.walkamileperth.com.au And the campaign page is: give.everydayhero.com/au/mua-wa

UNION AND INDUSTRY COME TOGETHER TO RAISE OVER \$100,000 TO PREVENT VIOLENCE AGAINST WOMEN



Victorian Branch Secretary Kevin Bracken, White Ribbon Australia CEO, Libby Davies and Deputy National Secretary Mick Doleman at a White Ribbon fundraiser last December

An impressive \$100,000 was raised late last year for White Ribbon Australia at a charity lunch hosted by the Maritime Union of Australia (MUA) and Spirit of Tasmania.

White Ribbon Australia is a non-profit organisation and Australia's only national, male-led prevention campaign to end men's violence against women.

MUA Deputy National Secretary Mick Doleman, the 2011 White Ribbon Australia Ambassador of the Year, said raising over \$100,000 was a terrific achievement

"The White Ribbon model offers a fantastic way to raise the consciousness of men in the maritime industry on the vitally important topic of elimination of violence against women.

"With a predominantly male workforce, the maritime industry is the perfect place for the work of the White Ribbon movement.

"Having spoken on White Ribbon in NZ, Malaysia, PNG, UK and South Africa, I know it is a truly global movement of great importance," said Doleman.

"The statistics are alarming - one woman is killed in Australia every week by a current or former partner," acting TT-Line CEO Stuart McCall said.

"We know our staff and crew and the MUA have been long-term supporters and ambassadors of this important cause.

"We were very pleased that to receive such strong support from a number of transport and maritime companies that attended the luncheon, including ASP Ship Management, DP World, Teekay, CSL, Linfox, Asciano, Farstad, METL and Patrick Stevedores."

Guest speakers included former politician and ex-footballer Phil Cleary and Janine Greening, a woman who shared her story and experience as part of White Ribbon's Uncover Secrets campaign.

Launched in 2013, the campaign gives a voice to the everyday experiences of violence against women that occur all around Australia.

These acts include inappropriate behaviour or harassment to physical and emotional abuse.

The website, www.uncoversecrets.com.au, allows users to click on an Australian map and read uncovered secrets of domestic abuse from different parts of Australia.

MARITIME EDITOR'S LIFE OF ESPIONAGE & DOUBLE AGENTS

Academic and self-described 'radical historian' Rowan Cahill has documented one of the Waterside Workers' Federation's most "infamous" personalities in his new thesis *The Making Of A Communist Journalist: Rupert Lockwood*. Cahill explained to the MWJ his decision to focus his research on arguably one of Australia's most famous Cold War Communists.

Rupert Lockwood, one of Australia's most famous Cold War Communists, holds a special place within the MUA's history - not just as a well-known socialist, but also as a long-time editor of the *Maritime Worker*, one of this journal's predecessors. And the extraordinary story Rowan Cahill tells of his involvement in espionage, double-agents and phone-tapping reads more like the pages of a John Le Carre spy thriller.

Lockwood will be widely remembered for his prominent role in the 1950s Royal Commission on Espionage, and also as a leading Communist Party of Australia (CPA) personality. But he was not always as socially progressive as his subsequent renown suggests; in fact Lockwood wrote for the Murdoch newspapers for a prolonged period and it was not until his stint in Spain, covering that country's Civil War as a foreign correspondent in the late 1930s, that his political ideology became apparent.

Lockwood's extraordinary life began in a small country town in Victoria's Wimmera region, where he followed in his father's footsteps as a journalist, starting at Alfred Wright Lockwood's own newspaper *The West Wimmera Mail* as an unpaid printing labourer.

Rupert's education consisted of public and private offerings, but most notably he went to Melbourne's elite Wesley College and much of his early life did not suggest a future CPA leader. "Rupert was considered a class traitor. He was meant to be a member of the ruling class," Cahill said.

Following his father's newspaper, Lockwood was accepted for a cadetship at Sir Keith Murdoch's *Melbourne Herald* and ended up at the Federal Parliamentary Press Gallery in Canberra.

He later travelled to London via reporting jobs in Singapore, China and Soviet Russia. Although he was impressed by a lot of what communism had to offer, he was not blind to the oppression and censorship Stalinism also displayed.

After jaunts all around Europe, Lockwood found himself in war-torn Spain. "That's the defining moment," Cahill explained. "He's under air and naval attack there. What really upsets him: he is in the Madrid morgue and

they've got the corpses of all these kids laid out and that changes him forever."

Upon his return to Australia, Lockwood did not last long in the mainstream media. "He was Sir Keith Murdoch's golden haired boy, until he turns too left," Cahill said. "Then he was demoted down to cadet duties."

Lockwood moved on to the ABC, until military Intelligence pushed him out of his job and he was eventually blackballed altogether from conventional media - leading him to seek work with the left-wing press.

"The trade union press was totally unlike

Without a second's pause, he hopped onto a passing tram and shouted "not today gentlemen", as he was whisked away.

what it is today," Cahill recalled. "In the 1950s (in the WWF) there were 50 branches and 23,000 members. It (the *Maritime Worker*) was more like a family newspaper. You could theoretically take that paper and not read another paper: it had sports; it had humour; it was broad and wonderful."

Cahill first met Lockwood in 1969 and the two remained close friends until Lockwood's death in 1997. "He'd just come back from Russia, after a two year assignment in Moscow," Cahill recalled.

One of the more interesting resources Cahill used to document Lockwood's career was his extensive Australian Security Intelligence Organisation (ASIO) files, which provided a remarkable insight into how ASIO operated during the Cold War era.

"You do find some gems and you do find some nasties," Cahill said. "For example, they did target his kids, his little girls. At this particular time they wanted to prove that Rupert was a Russian spy. They pulled him into the Royal Commission, accused of espionage; but they never got anything on him."

The ASIO files also showed that the intelligence agency had tried to recruit Lockwood unsuccessfully as a double-agent in a scene made for the movie screen.

Lockwood was approached on the streets by a couple of spies, at a time when his relationship with the CPA was not at its strongest. The men attempted to persuade Lockwood to join them; but without a second's pause, he hopped onto a passing tram and shouted "not today gentlemen", as he was whisked away.

It was not the first - and certainly not the last - time Lockwood had come into contact with intelligence agencies, although not all of his interactions with spies were antagonistic.

The headline-hogging Document J became one of the most notorious pieces of Lockwood's work, as it revealed conspiracies by the ruling class and those in intelligence - particularly what was known as 'military intelligence' - to support Japanese Imperialists. It also discussed military intelligence leaders using 'honey traps' (essentially escorts) as spies.

Lockwood had garnered much of the information in Document J from those he was friendly with in naval intelligence. These sources, Cahill claimed, were less opposed to communism and much more opposed to fascism.

Document J is still widely discussed, and its merits debated, among historians and academic researchers. "As a journalist," Cahill said, "it's a story he couldn't prove. But what a bloody great story. He came across this story and he tried to chase it down. In the end he gave it to the Russians."

The document was eventually declassified and released to the public in 1984; however, according to Cahill, not many readers have waded through the file since its declassification. "I am one of the only people that have read it all the way through," he claimed.

Lockwood worked on the *Maritime Worker* in some form for more than 30 years and remained a member of the CPA until 1969, after which he became disillusioned with the USSR's invasion of Czechoslovakia.

Among Lockwood's other notable accomplishments, he was one of the original authors of the Australian Journalist's Association's Code of Ethics (still in use today as a guide for the majority of journalists in Australia). ■

THE LOOMING WAR ON TRADE UNIONS

By Rowan Cahill

In October 2013, the right-wing journal *Quadrant* published the book *Australia's Secret War*, an account by Hal Colebatch of homefront industrial disruptions by Australian trade unions during the Second World War. Described as a secret history rescued from 'folk memory' - and one previously suppressed by leftists - it detailed 'treacherous' industrial actions by unionists that denied/delayed vital war materials to the frontlines between 1939 and 1945, resulting in the deaths of service personnel. These actions, the argument went, pointed to a deliberate and coordinated attempt at sabotaging the war effort courtesy of the communist leaderships of the unions involved. Maritime unions, in particular the Waterside Workers' Federation (WWF), were the focus of the book.

Aided by the vituperations of Alan Jones on the airwaves and Miranda Devine in the Murdoch press, the book quickly transmuted from niche to reprint with mainstream national release and distribution for the Christmas market. *Quadrant* editor and publisher Keith Windschuttle effusively praised the book in the December issue of *Quadrant*. David Flint followed in the January issue with a lengthy review in which the words 'evil', 'treachery', 'crimes', 'traitors' and 'insidious' were used to describe wartime waterfront industrial disputes. Flint expressed his wish that martial law had been instituted on Australian wartime waterfronts to curtail wharvie industrial actions, and regarded the alleged American use of submachine-gunfire and stun grenades on the Adelaide waterfront in 1942, during an incident allegedly involving the mishandling of an American military cargo by Australian wharfies, as reasonable.

Colebatch makes significant use of interviews and correspondence with alleged participants, or those at a remove from the action being examined. It is the sort of material which Windschuttle has persistently disclaimed in relation to the Australian Indigenous histories - and it's notoriously suspect regarding authenticity and problems associated with misremembering and the anecdotal. Specialist scrutiny by 'war history' enthusiasts has raised serious questions about Colebatch's sources, evidence, and facts.

Despite Colebatch's claim to the contrary, industrial disputes and unrest in Australian wartime industries and worksites have been canvassed by scholars of industrial relations and labour history, as has the existence of the many strikes and industrial actions on

Australian waterfronts during the war. What Colebatch and his supporters seem unable to countenance is what the scholarly literature clearly establishes: that wartime industrial actions by waterfront workers were primarily local in origin, variously based on local factors and understandings, and occurred despite attempts by the communist national leadership of the WWF to curtail them.

Colebatch fails to grasp the realities of a complex context and industry: a national trade union leadership, in wartime, based in Sydney, overseeing a large national membership organised in some 50 or so port-based branches dotted around a huge coastline. Each had their own leaderships, distinct histories, cultures, politics, practices, port characteristics, infrastructures and work demands. Furthermore, the WWF rank and file were far from being communists during

desertion by Australian service personnel, and looting and thuggery by both civilians and servicemen; subsequent critical findings of a Royal Commission were kept secret until 1945. Australian media interests united in 1944 to defy Commonwealth war censorship laws, resulting in police intervention and, on one occasion at least, a drawn police revolver.

Colebatch has maritime workers in his sights as a collective, and while making mention of the Seamen's Union of Australia (SUA), possibly the most communist of Australia's wartime unions in terms of leadership and rank and file membership, but he focuses on the wharfies instead. This enables the wartime contribution of SUA members to be ignored. Between 1939 and 1945, Australian merchant mariners suffered high losses - at least 288 were killed by enemy action - with much of the toll in

Australian waters due to enemy mines, and submarine and air attacks. Hardly a treacherous or inconsequential civilian contribution to the war effort.

Judging from reviews and online comment, Colebatch's book is being used to suggest a curious case of responsibility and heritage: the actions of the wartime unionists were treasonous and the culprits never brought to book; their attitudes were such that they considered themselves above and beyond the common good - a sense of moral superiority that still characterises their modern counterparts (either the trade union movement generally or,

specifically, maritime workers now organised in the Maritime Union of Australia).

Colebatch has form, as they say in the classics. He is the third son of the short-term (one-month) twelfth premier of West Australia, who accompanied strikebreakers onto the waterfront during the bitter Fremantle wharf crisis of 1919, an inflammatory action which contributed to the death of trade union loyalist Tom Edwards following a police batoning. In many ways *Australia's Secret War* is a pioneering contribution to the new 'anti-leftist' history of Australia as envisaged by the Abbott government's Education Minister Christopher Pyne, and an ideological contribution to the Abbott government's looming war against the Australian trade union movement. ■

First published in *Overland*, 214 Autumn 2014. Reproduced with permission from Rowan Cahill.

'PIG IRON BOB' SHOWS WHARFIES' PART IN HISTORY

The making of a documentary about how Australian Prime Minister Sir Robert Menzies acquired his now-famous 'Pig Iron Bob' nickname is well underway. In February, Port Kembla was visited by Chinese dignitaries, including Sydney's consul-general Li Huaxin. The group was given a tour of the port and shown the place the Dalfram Dispute took place in 1938. South New South Wales Branch Secretary Garry Keane has worked closely with filmmaker Sandra Pires to ensure the MUA's history is well documented.

The following article originally appeared in the ACTU's *This Working Life* on the initial day of filming at the end of 2013.

In November last year, Port Kembla was transported back to the 1930s for a 75th anniversary re-enactment of an industrial dispute that changed the shape of Australian history.

On 15 November 1938, 180 wharfies prevented pig iron being loaded onto ships bound for the Japanese war machine.

The incident is now the subject of a full-length film documentary under production called *Pig Iron Bob*.

Back in 1938, reports were making their way back to Australia of the brutalities carried out by the Japanese Imperial Army when Ted Roach, then-Branch Secretary for the Waterside Workers' Federation, addressed the men at the labour pick up for the ship – the Dalfram.

Roach informed the men of the destination for the pig iron and the uses the Japanese would make of it: bombs – first against the Chinese and eventually against Australia.

In protest, men walked off the ship declaring they refused to load pig iron for Japan to turn into weapons.

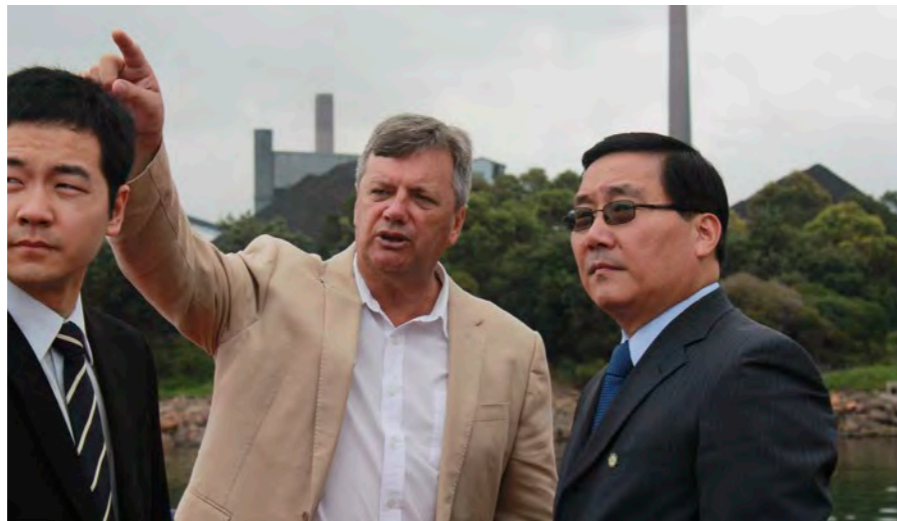
Important Part Of Union History

The lockout lasted for nine weeks, during which Federal Attorney-General and aspiring Prime Minister Robert Menzies went to Wollongong to try and end the gridlock.

Menzies was met by an angry crowd and it was there he was awarded the nickname that would haunt him for the rest of his life, after a woman in the crowd heckled him with "Pig Iron Bob".

Maritime Union of Australia South New South Wales branch secretary Garry Keane said the Dalfram Dispute was an important part of union history.

"It set a precedent in Australia, in that it was not about terms and conditions of employment, but purely about social justice and trade union members doing what was right for the protection of vulnerable peoples," Keane said.



SNSW Branch Secretary Garry Keane shows Chinese delegates, including consul-general Li Huaxin (r) around Port Kembla

"Those brave workers paved the way for many international solidarity movements the MUA, and the wider trade union movement, carries out today."

More than 150 people took part in the re-enactment of the wharfies coming off the ship, which was filmed for the new documentary being produced by Why Documentaries - the company behind *Beneath Black Skies*, an award-winning history of coal mining in the Illawarra.

Producer/director Sandra Pires said the project is a documentary of international significance.

"This documentary is important on a number of levels, for a number of segments in our community," she said.

"It shows us 1938, just before the Second World War; it shows us what was happening in Australia; but ultimately it shows us our history - a part of our history that some people deem too political, too negative or too divisive. Yet I see just the opposite.

"This documentary shows what people united can achieve. It shows the strength of the Port Kembla and Wollongong community, which continues to define Wollongong today.

"It shows a group of less than 200 families standing up for a moral action and enduring

nine weeks out of work for no pay for the privilege.

"Imagine doing that today? I don't think many people could endure that. But it was done and it can be done again if need be."

Documentary Project Is 'Scary'

Pires is hoping to tell the story through two diametrically opposed characters representing alternative sides of Australia at the time: conservative Prime Minister Bob Menzies and communist union leader Ted Roach.

"We are not trying to tell a story which is not real," she explained. "The reason Ted Roach and the Waterside Workers' Federation stopped loading pig iron onto the Dalfram was not because of their paltry working conditions. Nor was it for a pay rise. It was to stop war materials assisting Japan on its march south and possibly with Australia being in its sights.

"Some say they saved Australia. They brought to the forefront what was happening. They were 'the conscience of this country'."

Pires said the documentary is "scary" because of the all-encompassing scale of the project, as it moves towards completion.

She has secured sponsorship from a number of unions including the MUA and the university of Wollongong, but is still seeking final funding.

To help fund the project go to pigironbob.com.au and click on 'Support This Project' or email info@whydocumentaries.com.au ■

AND THE WINNER IS . . . THE MUA

The MUA's work has been recognised by peers after picking up a fistful of awards at two recent ceremonies. Wharfie and video cameraman extraordinaire Jamie McMechan went to Melbourne to pick up the award for short film *Cutting Off The Oil*. In addition the MUA won two awards – *Organiser Of The Year* and the *Aboriginal & Torres Strait Islander Award* – at the 2014 ACTU Union Awards.

The Maritime Union of Australia has done it again, picking up two awards at the ACTU Annual Union Awards.

This year the union was recognised in the Aboriginal & Torres Strait Islander category, while National Lead Organiser Bernie Farrelly was named *Organiser Of The Year*.

Industry stalwart Farrelly has worked in his organiser role for almost a decade.

At the awards, his accomplishments were rewarded in both nurturing other organisers around Australia and for his strategy in uniting two unions on FPSOs.

"I'm overwhelmed," Farrelly said. "It's a tremendous honour to be recognised by my peers. I think it's also a reflection of the quality of the people with whom I work.

"Working in a union and having the opportunity to represent and work with grass root workers is a privilege and an honour in itself."

The MUA also bagged the Aboriginal & Torres Strait Islander Award for the second year in a row and Assistant National Secretary Ian Bray received the award on behalf of the union.



Bernie Farrelly was recognised for his dedication and affability

"It just goes to show we're doing something right for our Aboriginal and Torres Strait Islander brothers and sisters," Bray said.

It was a busy year for the MUA in 2013 with Torres Strait Islander man and former wharfie Thomas Mayor installed as the union's first ATSI official.

"I am particularly proud of the Wandilla initiative, which we launched last year," Bray said.

Together with the Tribal Warrior Association and shipping company Svitzer, the MUA formulated a program whereby Aboriginal and Torres Strait Islander participants would receive real on-the-job-training aboard a working tug boat.

"I saw it as a way to really engage young Aboriginal and Torres Strait Islander men and women in the maritime industry," Bray noted. "The ACTU award shows us we are on the right track."

To read more about the Wandilla initiative, check the last edition of the MWJ.

Last year Paddy Neliman, Aboriginal & Torres Strait Islander committee chairperson, won the ACTU individual award.

This year the MUA endorsed the Transport Workers Union nominee and winner Luke Logan in the Occupational Health & Safety category.

Logan works closely with the MUA on the multi-union Port Waratah Coal Services site in Newcastle.

He was recognised for his determination in protecting members on site when safety issues arise. ■

The MUA's film unit won best non-professional film at the ACTU short film competition. Entries were showcased as part of the Melbourne-based 2014 ACTU Organising Conference.

The competition called for professional and amateur film-makers to create an original digital film of no more than five minutes duration on the theme "My story of unions is . . ."

Jamie McMechan from the MUA Film Unit said the competition was fierce and he was delighted with the win.

The MUA entry is a little known story of the global campaign against apartheid: how a small band of maritime workers, led by key leaders and activists of the Seaman's Union of Australia, cut off the oil to the racist regime in South Africa.

Nelson Mandela will be remembered and celebrated for his leadership of the movement to bring justice and freedom



The MUA's director, editor, and cameraman Jamie McMechan with Jim Donovan after shooting in Port Kembla for the *Pig Iron Bob* documentary

to the people of South Africa; and in doing that, he captured the hopes and aspirations of all human beings seeking or protecting those values. He made an indelible mark on the history of the world because of the way in which he pursued the liberation of his people and all peoples.

It is important to highlight how important the role of individuals was in ending apartheid. A few people can make a difference, as a few maritime workers did across the globe.

To view that story, go to the MUA's Youtube channel online.

GLADSTONE ROLLING FUND SUCCESS

The MUA members in Gladstone working for PB Sea Tow on the QCLNG project are very proud of our achievements as a collective in establishing and maintaining a very healthy rolling fund which involved our union in the community, sponsored important political activity and also looked after our own and other unionists in struggle. The original delegates have to be congratulated for setting the platform with this, but in the end it was the rank and file who never wavered in paying their contributions, paying in to tarpaulin musters and coming up with the principled ideas of where to spread the money and how to raise more through raffles and other initiatives such as the McGrath foundation pink hardhats. They also committed their own time after 12-hour shifts to do volunteer work for the less fortunate in the community and get out in the community to sell tickets, engage the community and the local media. We feel this achievement is a great example to all maritime unionists on the importance of, and what can be achieved by, rolling funds with a united, selfless approach. Next time someone complains about paying into the rolling fund or METL show them this report. Our project allowance was less than half of the offshore PAB and the METL payments were still \$10-per-day no complaints. Delegates came and went and rotated, but we would like to recognise these comrades. The delegate structure on this project was second to none.

In Unity
Terry O'Shane, Chris Case, John Lunt, Paul Justice, Gary McCarthy, Rory Cummins, Paul Gallagher, Kent Holleyman, Reni Winters, Jason Steen, Harry Peke.

FIRST 12 MONTHS:

\$44,417 in donations from rolling fund and tarpaulin musters to worthy causes such as:
\$2000 – Gladstone mayday.
\$8000 – to local charities last Christmas.
\$5000 – WA Chevron picket.
\$2000 – MUNZ Auckland dispute.
\$5000 – Family of Gladstone pilot Dudley Jacob. Tragically killed last year.
As well as looked after our own in times of hardship and struggle. Also \$83,000 over a year to METL by members.

SECOND 12 MONTHS:

Including an extra 16 members for 6 months on APLNG Upon Labor government calling an election, members vote to set up a fighting fund and up RF from \$100 to \$150
\$6000 raised in a raffle to support two locals representing Australia in Beijing Olympics. (CFMEU member Mick Daley Assistant boxing coach and Billy Ward fly weight contender)
\$5000 – Queensland Branch during 9 week CFMEU dispute Brisbane.
\$5000 – MUA funds for federal election
\$5000 – Gladstone MUA port committee
\$1000 – Iron Boat day Port Kembla
\$1500 – Childrens Hospital Sydney
\$1500 – Melbourne wharfie who lost work
\$6000 – CFMEU member working on a barge with terminal illness
\$2000 – to our MUA member with serious illness
\$1500 to 3 sacked CFMEU delegates Curtis Island
\$9000 – McGrath Foundation raised by purchasing pink hard hats and selling them to AIMPE and AMOU members for \$100. Then company matching our effort.
Christmas 2012 – company gifts each member \$100 voucher. All members donate to local charities such as;
* local indigenous family for Xmas; kids had lost both parents.
* Seafarers centre Xmas.
* Youth hostel Xmas.
Rosella special school – \$500 cash, iPad presented to kid suffering autism, volunteer labour to build school a library; MUA became special Ambassadors of the school.
\$105,000 to METL by members

FINAL CARVE UP AT PROJECT END:

\$3000 – Victoria Branch for 5 sacked wharfies on picket line.
\$4500 – Queensland Branch.
\$4500 – Gladstone port committee.

TOTAL FOR 2 YEARS 6 MONTHS

\$180,000 in donations
\$233,000 paid to METL

MUA HERE TO STAY
Paul Gallagher 6002682

DALFRAM 200 REMEMBERED



In 1938 the black clouds of fascism were gathering over the world. In November of that year in Port Kembla, a small port south of Sydney, 200 courageous wharfies with the full support of the greater Wollongong community became the conscience of a nation when they refused to load pig iron on the freighter Dalfram bound for Japan – predicting that the pig iron would be used for war materials to kill innocent men, women and children in the war being waged on China and the rise of the scourge of fascism.

They also predicted that if the Japanese Imperial Army mobilised, even Australia would be in trouble. For nine weeks without pay they held out against all the hostile forces of capitalism, aided and abetted by the conservative government of the day. This year is the 75th anniversary of that historic stand. We salute the Port Kembla wharfies and the greater community of Wollongong for that nine-week period, when they held up fascism to the light for all the world to see the evil that it is.

MUA PYRENEES MEMBERS CONGRATULATE FARRELLY

The MUA members on the FPSO 'Pyrenees Venture' wish to congratulate Bernie Farrelly on winning the ACTU's 'Organiser Of The Year award'. It is a tremendous achievement and great honour, which Bernie thoroughly deserves after many years service and dedication to the union and its members.

His hard work, diligence and commitment are greatly appreciated by all workers in the maritime industry, and especially within the FPSO work force where his negotiating skills, leadership and knowledge have provided great outcomes and security for all members in the industry. He is a great union stalwart. Well done mate!
In Unity,
MUA members, 'Pyrenees Venture'

Comrade Paddy,
The membership of the Southern Ocean were delighted to read of your journey to Texas to attend the Chevron shareholders meeting. Not only was this a stand up representation for the MUA, your actions that brought about the CEO to make the clear and concise statement that 'wages were indeed not the cause of the cost blow outs

on the Gorgon project' will echo through the ears of AMMA for years to come.

We wish to commend you on a very well timed and well executed push back against the blatant case of lies that AMMA are feeding the industry, media and workers.

Thanks Comrade Crumlin.
In Unity,
MUA crew, Southern Ocean

OBSERVATIONS

- The contract was for 270,000 tons of pig iron for Japan. Only one shipload went.
- The Japanese Imperial Army cut a swathe south killing and maiming countless thousands. They finished up bombing Darwin, killing many brave men and women defending their home town.
- Proving you can't negotiate with fascism – you can only fight it.
- Politicians don't always get it right – and you should always question their motives.
- Communities fully supportive of each other are a very potent tool.

Bob Menzies was the Attorney General in the Australian government of the day and railed hardest of all against the wharfies, invoking the 'Dog Collar Act'. Out of this dispute he was given the name of "Pig Iron Bob", which he took to his grave. There is some conjecture who actually coined this phrase; popular belief is that it was Stan Moran, however now there is evidence it was a lady from Wollongong; but whoever – what a great name.

I had the great pleasure of representing the branch in a documentary of the times and the dispute, and I thank them for affording me the chance. It meant a great deal to me, as my father was a wharfie in Sydney at the time. To my fellow thespians in the doco, thanks and I will leave them this to ponder.

Acting – Air-conditioned straddle.
My money no betting.

Bob Johnson
Veteran Tasmania Branch

To Whom It May Concern,
As a resident of Manly and user of the Manly ferry, I just want to say thanks to all the deckhands who serve us so well and good luck with your fight for wage justice! Like many other regular ferry users on Sydney Harbour, I rush onto the ferry and rush off without thanking those who actually work on the ferry; however, we really do appreciate your hard work. The outrageous attacks on working people from the state and federal governments have only increased my desire to show support for the MUA members who work on the ferries - and let you know that any inconvenience caused by strike action is minor compared with the inconvenience of wage decreases to your members. My attempts to convey my thoughts in the Murdoch owned *Manly Daily* have come to nothing. So instead, I'm writing directly to you and hope you can let the deckhands on our harbour ferries know that they have plenty of support from the residents who use the ferries.
Yours sincerely,
Simon Alderton

VALE TERRY TINDALE

IT WAS WITH GREAT SADNESS FOR THE MUA CREWS ON THE SPIRIT OF TASMANIA SHIPS, ONE AND TWO TO HEAR OF THE PASSING OF TERRY TINDALE. PROUD MEMBER OF THE SUIT MUA. AFTER A LONG ILLNESS TERRY FINALLY SUCCEMBED TO A HIGHER POWER.

AS MOST MEMBERS WOULD KNOW (AT LEAST THE OLDER ONES) TERRY SERVED AT SEA, SHIPPING OUT OF PORT KEMBLA. AFTER MANY YEARS OF DEDICATION FOR THE HARDSHIPS OF THE WORKING CLASS AND FELLOW SEAMAN, TERRY WAS ELECTED TO THE POSITION OF PORT KEMBLA BRANCH OF THE SEAMANS UNION OF AUSTRALIA, AFTER THE PASSING OF ANOTHER UNION STALWART SNOWY WEBSTER.

TERRY TINDALE SERVED IN THIS POSITION FOR MANY YEARS AND GAVE GREAT SERVICE TO THE UNION AND ITS AIMS FOR THE WORKING CLASS OF THE WORLD.

WHEN THE MIDE SYSTEM FOR SEAMAN BECAME A REALITY, TERRY TINDALE WENT DOWN TO THE MARITIME COLLEGE IN LAUNCESTON, TASMANIA WITH 60 PICKED SEA SEAMAN TO BE TRAINED FOR NINE WEEKS TO BECOME INTEGRATED RATINGS IN 1989. UNDER TERRY'S GUIDANCE WE ALL PASSED THE GRUMLING EXAMS AND THROUGH HIS EFFORTS, AMONG OTHER UNION OFFICIALS LEAD TO THE STRENGTH OF MEMBERS TO MAINTAIN OUR POSITION IN THE SEAGOING WORK FORCE TODAY.

FAREWELL COMRADE, FOR YOU TRUK WERE ONE, AND OUR HEART FELT THANKS FOR YOUR GUIDANCE AND

PFO

DEDICATION OVER MANY MANY YEARS OF SERVICE, YOU WILL BE GREATLY MISSED, BUT NEVER FORGOTTEN.

OUR DEEPEST SYMPATHY TO TERRY'S FAMILY AND MANY FRIENDS FOR YOUR LOSS, INDEED OURS ALSO.

BARRY NORRIE BK NO 734 MUA.

ON BEHALF OF MUA CREW OF SPIRIT OF TASMANIA & SPIRIT OF TASMANIA II

* IF POSSIBLE WOULD YOU PLEASE CONSIDER THIS FOR THE NEXT MUA JOURNAL.

YOURS FRATERALLY
BARRY NORRIE.

This letter was originally sent by MUA member Gus Taylor to *The Daily Telegraph* in response to Andrew Bolt's column.

Andrew,

Courtesy of your ridiculous right-winged, completely biased blabber in yesterday's edition of your right-winged biased newspaper, I can't bring upon myself to fund another cent to anything that makes a contribution to your parasite pockets.

Firstly, let me declare that even though I am a fifth generation Australian on both sides of my parents, I AM NOT an Indigenous Australian. I could not ever begin to try and understand or empathise what our true Indigenous people must feel or think in relation to the bastardry, murder, discrimination and ridicule over many generations since my forefathers invaded (not settled) but invaded this land.

Let me throw you a hypothetical. You say you are as much an Indigenous person of this country as any Aboriginal person, because you were born here. How would you feel if, during your lifetime, a foreign

power with superior weaponry, warfare knowledge and strategies, invaded these shores and you had very little to no ability of resistance. This power then introduced laws, rules and forced a culture totally alien to yours, upon you. Your race of people in some states were systematically murdered or cross-bred into the race of the invading power. Your children were stolen from their mothers, so as to facilitate a smoother transition of assimilation. You had no voice, vote or consultation as to the direction that your native land is heading in relation to governance.

I think, once you or your ancestors have experienced the above and a hell of a lot more, then and only then, would you have the right to refer to yourself as an Indigenous person of this wonderful nation. Reconciliation in this nation is in its absolute infancy stages and is a vital part of the Aboriginal people's right to a multi-generational time frame healing process. By acknowledging the Aboriginal people as rightful land-owners past,

present and future is not being racist, as you so cowardly put it, it's being factual and respectful.

It's funny that YOUR prime minister is hell bent on denying access to our shores to boat people; but the very people that invaded these shores over two centuries ago were boat people, and boat people and other immigrants have been coming ever since, moulding this great country into what it is today. By denying acknowledgement to our rightful owners and past caretakers of this land, makes YOU a racist.

Don't ever refer to yourself as an Indigenous Australian. That right belongs only to our Aboriginal custodians of the land that we are lucky enough to co-inhabit. I am an Australian.

My first copy of *The Sydney Morning Herald* this morning was very enjoyable and extremely refreshing in the level of unbiased reporting and opinion.

Goodbye *Daily Telegraph*.
Gus Taylor

ANTHONY SCOCCO-TREVOR MOORE MEMORIAL CHRISTMAS FUND 2013

The Anthony Scocco-Trevor Moore Memorial Christmas Fund was initiated by Jason Walker after he had read some posts in the union pages on social media site Facebook. These posts concerned MUA members hitting tough times through long periods of unemployment on the database - with no indication of anything improving in the near future.

It is unfortunate that, after periods of as much as six-to-twelve months on the beach, some members have lost everything, including their houses; and in some cases their marriages have either broken down or the members have had a lot of pressure put on their relationships due to no or minimal income.

A photo of a well-known seafarer's young family and pregnant wife sleeping on the floor hit home how terrible this situation has become for some, and he was naturally the first member to receive a donation through the Fund. Jason pledged \$500 straight up and like-minded comrades said: "Well, this has to be done."

As a result of the actions of these individuals, a committee was formed with a representative from each state. They went through the legalities of setting up such a fund, as well as the criteria for how future donations are going to be distributed to the members in need.

The Queensland branch and the committee sent out the call for the union to support the initiative. But there were some concerns about the governance of such a thing - especially with regards to legislation - and we were informed that for our union to get involved in such a fund, it would have to be audited, which would attract fees, legalities, etc.

It was decided that we could not put this into the 'too hard basket' - and after discussion and advice, we opened an account. In a first for the union, we set up a Rank & File-organised electronic version of the old school Tarpaulin Muster. We simply whipped the hat around - and such is the generosity of the MUA seafarer, the donations came pouring in.

The next challenge, with the union pulling out, was how to run this fund without assistance from the branches. This was overcome by using Facebook and email to promote the cause, plus a lot of hard work by phone and word-of-mouth to find the worst cases and work back from there.

As donations were being sent out to members-in-need whom we knew about, and as money was coming in, for the fund to be a complete success we had to find out which other members needed help. As we all know, seafarers are a proud breed (it's in our DNA); so it was decided that we had to send out a general broadcast to members, asking them to contact the administration if they knew of fellow members who fell within the criteria. This was to be conducted in strictest confidence.

As the administration contacted members, there were stories of hardship, with quite a few members explaining they never thought they would even be up for consideration. Many were nearly in tears (as were the administrators) when informed they would be receiving some help, and it was non-negotiable - as this is the reason



The crew off the Highland Navigator donated \$4000 to the hardship fund

why this fund was set up.

We would like to report that all members were brutally honest about their situations (some who qualified knocked back the money) and how tough it is for them, as they are still proud long-term union members with principles, and will only take their jobs through the database. While they were eternally thankful for the unexpected support, the main message we received from them - other than that of what long-term unemployment can do to a person's self-esteem and quality of life - was that what they wanted most of all was a job.

In a little over 5 weeks after the fund was formed, the amazing amount of \$52,500 was donated and dispersed to over 60 members in need. We are sure no-one would have thought that amount would have been donated in such a short time. It is something we can all be proud of, and we are sure no other union could raise this amount of money in such a short period.

In summary, due to those supporters, this fund was a runaway success. We hope that it doesn't have to run again next year, and hope all are in work; but if this fund has to be set up afresh, we are sure it will be as much of a success as this initial one.

In Unity,
Jason Walker, Jason Miners, Quentin Williams, Paul Gallagher, Alisha Bull, Peter Barter and Tom Wilson.

RESPONSE FROM ANTHONY SCOCCO'S FAMILY UPON FINDING OUT THE FUND WAS NAMED AFTER HIM

I was rapt when I saw the Christmas Fund was named in memory of my late nephew Anthony. I know his family is proud that his name was put to such a worthy cause, along with that of Trevor Moore. I sailed with Trev and what a staunch member he was, as well as a good bloke.

The fund is such a great thing, bringing back the looking-out-for-each-other comradeship, instead of bickering and whinging. Thanks to all who were involved, pro-active rank and file members; please accept my apologies as I am in no position to contribute at this time. I haven't had a gig since August 2013, but have something coming up in a couple of weeks. My future

is looking alright, but I know there are many comrades in real trouble and what you guys are doing is top stuff. On behalf of all members: Thank you! Thank you!
Brett Moss

I'll pass on your thanks to the crowd Gal. All up I was on the beach over 12 months. It's a very demoralising experience, but as you said it was Anthony's passing that was hard to deal with. Still is. Anthony was brought up with staunch unionism and he would be proud of the way our members have rallied to this cause. Solidarity indeed mate. Thanks for your thoughts.
Kevin Rowley

COMMENTS FROM THE ADMINISTRATORS ABOUT THE FUND

I would just like to say thank you and Merry Christmas to all the members and ships' crews who donated to the Anthony Scocco-Trevor Moore Memorial Christmas Fund.

Without the compassion and generosity shown by our members, this fund would not have been the runaway success it has proven to be.

The establishment of this Fund has been a highlight for me, and I would put it up there with the day I got my union book, and something which I will remember for the rest of my life.

I also hope the younger/newer members can carry the story on for future generations of seafarers, so they will also understand the true meaning of the camaraderie of being a member of the MUA.

Quentin Williams 2095

This is all beyond words. This has been an amazing journey of compassion and social justice for me. Hearing the plights of struggling members inspired me to seek like-minded comrades and get this off the ground. At the beginning, who would have thought this would have been such a success.

To the membership I say thank you, this is where all the credit should go. You raised over \$52,500 and helped many unemployed and sick members. The ability to pull together and help our own is what unity is all about; the ability to put all personal differences aside and work for a common goal. Thank you for making this a great success and for letting me be part of something great.

To the other committee members: we have laughed, we have had sobering stories to think over. I have complete faith in the decisions we made as a collective; it was great to work you all. So until next year: charity and compassion start at home. In Unity.

Jason Walker 6009775

To my Comrades, I write this with a full heart on Christmas Day. What you giants of men have done for your fellow comrades is absolutely amazing. A long march starts with that first tentative step, but will get nowhere without it. Not only did you stride out, but you did it carrying your comrades on your back - and when the nay-sayers said it could not be done, you stepped out again with greater determination. There are people that make things happen, and there are those that watch things happen, and those that ask: What happened?

You guys make things happen and you have filled my heart with joy just to help where I could, even if that was just as the devil's advocate and a sounding board whether you asked or not. Our union is nothing without people like you. I think we have given a little

joy to all those who contributed, as well as those we were able to help out. I will stop now as I am carrying on a bit. except to say: I AM SO, SO PROUD OF YOU ALL COMRADES.

Peter Barter

As the treasurer of the Fund, the biggest thankyou has to go to the generosity of the membership who donated money. That is the telling part of this story: that if someone picks up the ball and runs with it, you will be widely supported.

When Jason Walker pledged \$500 to kick it off that is all it needed. Jason Miners and myself got our heads together and wondered how we can make this work with so little time; so we quickly put together a committee to share the hard work and decisions.

Among all the hurdles, it was the hard work and commitment of this committee to those members who needed a shot of solidarity this Christmas that made it so successful.

We raised a total of \$52,500 and sent relief to over 60 members in the way of \$500 and \$1000 donations. It was delivered non-discriminatory and spread well around the entire coast. There were a few instances of extreme cases of members who were not on the database, because of very serious illness or injuries, who were considered; and also Trevor More's two teenage children were given \$2000 each, which the committee decided was the principled thing to do on behalf of the MUA members.

The pleasing thing for me was that this committee showed that Facebook can be

used as a positive tool in union activism, at a time when it was being used as a tool to run the union down and attack our officials and delegates. Let's be honest: at a time with wall-to-wall LNP governments, ships getting flagged out and HSRs and delegates getting thrown out of jobs, it was a time when the collective head was down. We knew this would unite the union and through determination to succeed it has.

A special mention to Tommy Wilson, who worked that bit extra for us on the phone, sending email, gathering information and was the voice of the Fund. AJ Bull's assistance in her own time was crucial; and also we thank Matt Leach and Dylan Sluce, who were there in stages but being at sea held them back from frontline activities. Some of the stories we relayed to each other from our experiences were downright tragic and just quietly tears were never far away.

It was the words and messages of thanks that we received from those members that drove us on even more determined. Some of these we cannot relay and some are recorded here in this report. Let's face it, seafarers have always looked after our own, as have the wharfies through their rolling funds.

There's nothing political or personal about this, it's just our tradition. We are all proud of our union and this achievement. I would also like to thank MUA National President Mick Carr for his support and advice at the beginning.

Paul Gallagher 2682

You guys make me so happy and proud to do what I do everyday - soft touches, big hearts, whatever - you lot are the best! You guys should all be very proud. Congratulations to all. Gal: I'll see what I can do with the account re any fees/charges etc, keeping it ready to roll again should a need be recognised. MUA - here to stay! Merry Christmas fellas. As always it's a pleasure to see such wonderful successes driven purely by rank-and-file for rank-and-file; true trade unionism at work. What an example for all our members across every sector. It's the wins that make all the difference in this job and this was one truly great win!

AJ Bull

Being able to help out those members who have been doing it really tough with the massive downturn in seagoing jobs over the past 12-24 months has made my Christmas. These members have done the right thing and sat on the database waiting to get picked up and are still waiting!

Every member on the committee should be proud of their achievements, no matter how big or small a contribution was made. You had the balls to stand up and have a go, even when it was said that it wouldn't work and it would create division among the rank-and-file. I believe we have done the opposite: the foundations have been set up for future years if need be; we have created unity, solidarity and exposed

the compassion the rank-and-file has for looking after our own.

I would like to give special mention to the members I spoke to on the phone who hadn't had a job for 6-24 months - STARVING FOR A JOB and having to go on the dole. It was common to hear: "I would love to accept the money, I am doing it tough, but at the end of the day I have paid my house off and there are other comrades out there with young families who need it more than me." The honesty of the members needs to be applauded. These are members who are struggling to pay their bills, but are still willing to put others' needs in front of their own.

In summing up, I again would like to thank everyone from the officials to the rank-and-file for making this happen. I have been involved in national and international delegations, industrial disputes and was involved in the foundations of forming the Newcastle youth committee; but this by far is the greatest venture I have been involved in. This Fund will become legendary for future generations of seafarers and is a new chapter in our union's history that will be told in decades to come.

To the Anthony Scocco-Trevor Moore Memorial Christmas Fund committee: It has been a pleasure working with you over the last five weeks, thanks for including me in the organising of this great Fund and THANK YOU TO THE RANK-AND-FILE for giving so generously to those comrades in need.

Tom Wilson

MESSAGES FROM MEMBERS

Michael Crabb

We, the MUA crew members onboard the dredge David Allan, praise the actions of those members that have put together the Anthony Scocco-Trevor Moore Memorial Christmas Fund. This type of compassion and thoughtfulness towards our fellow comrades suffering financially makes us proud to be unionists and mates of these comrades. To all those receiving these funds: you are in our thoughts and prayers. We would like to make an ongoing commitment to this worthy Fund. Through unity and solidarity, may the spirit of the workers and unionists of this country be reunited. Merry

Christmas from your comrades onboard the David Allan. *Written by Dallas May on behalf of the MUA crew members onboard the David Allan*

Anonymous

Morning Jas, I just checked my account and noticed the money, thank you comrades and it will bring 3 little faces 3 huge smiles on Xmas day, Merry Xmas.

Alexander Smith

This is a huge shout out to Jason Miners, Paul Gallagher, Jason Walker and all the members involved in not just getting the idea of the Christmas Fund off the ground, but ensuring it gathers the momentum it needs

to have a positive impact across the board. All the wonderful characteristics of our great union have been on show and it's been phenomenal to watch this grow and grow in such a short period of time. Thanks to everyone that has contributed; you have all eased the pressures during this tough time. In Unity

Steve Bath

The members on the UOS Endeavour have pledged \$500 to the Seafarers Christmas Fund. Hoping this will help some families out during this quite period. Well done to all involved in this great cause. In Unity. UOS Endeavour crew.

Greg Smith

The members on the Maersk Nexus pledged \$500 to the

Seafarers Christmas Fund for our comrades on the beach. If it lit up the eyes and brought smiles to the kids at Christmas, it was well worth it. Merry Christmas and hopefully a prosperous new year. In Unity.

Ray Dixon

Good day mateys. It's with a very proud heart that I can advise that the Port of Whyalla has voted to make a donation of \$3000 to the Seafarers Hardship Xmas Fund. A very merry Xmas to all and good health to your families. *Ray Dixon MUA Delegate Whyalla*

Anonymous

Thanks comrades for the donation from the Xmas Fund. It comes in very handy with a baby coming next week. Once again cheers.

Mark Finnigan

God Bless You Jason. I am proud to be a member of the MUA Maritime Union of Australia. Here to stay. And thank you to all that contributed and those that made it possible. Merry Christmas to all my comrades.

Mate, that's grouse! Thank everybody for me mate. I'm desperate for a job and under the tree for the kids I've got them a box of chocolates each. Now the misses can go and load it up.

Email from Ray Dixon about his brother, asking would he meet the criteria for a donation:

Hi Quentin. As spoken about on the phone, my brother Ken had been a member of the SUA/MUA and has worked tugs, rig tenders, dredges and the beginning of

the Barrow Island project back in the late 1970s. The beginning of his downfall was while working on a lines boat in Port Hedland. Tragically a plane crashed in the harbour just after take off. The master of the lines boat proceeded to the site, where Ken went over the side to pull people from the wreckage. He climbed back aboard and began pulling people aboard the lines boat. As he did this, he burst three discs in his lower back requiring a fusion of four vertebrae. Unable to work for over a year, he began the long court case battle for compensation. As this dragged on and on and depression set in, his wife left him, taking his two children. He now suffers from increasing bouts of schizophrenia, where voices control his thoughts at times. He is at the moment in a mental

health unit and just about to be released on a myriad of soul-destroying drug cocktails. He has been in and out of hospitals for years now, but keeps battling this terrible disease. He has had a love of our union and has penned many songs.

Kane Armstrong

Good day mate. I'm delo on the Vox Maxima dredge in Darwin. We donated \$1200 (\$400 each for three members) to members that were not called back to our job after the project stopped for six months, and \$400 to the Sabatino family. Just thought I'd let you know as I don't want you thinking I'm commenting on all these Xmas Fund donations post and not having contributed.) I congratulate you and the people that have done this, and it's

made everyone on board the Vox Maxima remember what a strong rank-and-file membership we have. Thanks again legend.

Kevin Rowley

\$500 deposited into the Anthony Scocco-Trevor Moore Xmas Memorial Fund on behalf of MUA members at RTM Piiramu. \$400 from IR Alex Ward and \$300 from chief cook Kevin Rowley. We hope this eases the pain for some of our fellow members on the Database..This is what Trade Unionism is all about...Merry Christmas.

Tonia Kluzniak

Please thank everyone for me, your act is the true meaning of unionism. Makes me so proud to have been involved in this union for over 20 years.



VALE ROBERT 'BOB' CROW

Maritime Union of Australia National Secretary Paddy Crumlin described Bob Crow as "a true internationalist who encouraged trade unionists, civil rights advocates and politically progressive people in every field of endeavour".

Crow, the general secretary of the Rail, Maritime and Transport (RMT) union, died aged 52 in an east London hospital after reportedly suffering an aneurysm and a heart attack.

Crow, a figure of controversy in the United Kingdom, never shied away from a fight in defence of his members. He also made a memorable speech at the MUA Quadrennial Conference in Sydney in 2012, where he spoke passionately about the many battles facing working people across the world.

Crumlin noted: "Bob Crow was a worker and a leader of working women and men of his union, his country and the world. His unassailable courage, moral persistence, generosity of spirit and inevitable humour inspired and encouraged trade unionists, civil rights advocates and politically progressive human beings in every field of endeavour to be more effective and try harder for a better and more equitable life for all, regardless of race, gender, age or material circumstance.

"Bob was unrelenting in the active prosecution of this vision of a better world. His commitment started with the seafarers and rail workers of his union the RMT, and flowed inexorably into the lives of all working people seeking affirmation and justice in the face of often extraordinary deprivation and persecution.

"He spoke with the honesty and directness of his actions and commitments. He was, above all, a family man who understood that the real wealth and value of our lives also springs from a loving nurturing of those

closest to us - our parents, partners, children and extended family.

"Our deepest and most sincere sympathies and thoughts reach out to his wife Nicky and children at this most tragic and heart wrenching point, in the hope that may ease their great pain in some way.

"Vale Bob our great friend and comrade, constant source of our determination for a more just and humane world; a man greatly loved, respected and admired by all those that believe that the workplace and communities of our lives belong to the many and not just the few; a man of family and friendship; a true internationalist and constant advocate for peace and true justice for all."

Crow had been the RMT's leader since 2001, growing a reputation as a militant champion of workers, with his apparently unfashionable politics seeing the union add tens of thousands of recruits after it repeatedly won pay rises for its members.

Crow's most recent high-profile battle was over the future of London Underground, with talks continuing after strikes last month.

MUA Deputy National Secretary Mick Doleman said he had lost a friend.

"I'm proud to say I considered Bob as a mate, and I greatly admired his tenacity in representing his members and the working class in general," Doleman said. "Bob never

gave a hoot about his general popularity and was the target of many a hate campaign from the notorious UK media and those purporting to be conscience and commentators of the English upper class, who have never supported workers, let alone their leaders.

"Bob truly did reflect the adage 'whatever doesn't kill you makes you stronger' and never allowed negativity to cloud his vision for his great union, the National Union of Rail, Maritime and Transport Workers.

"Our hearts go out to Nicky his loving wife and his family, who stuck solid with Bob; and of course our condolences to the executive and rank-and-file of the union. Bob was a character larger than life and will be sadly missed by the working class he represented with such honour."

MUA WA Branch Secretary Christy Cain went to London with Curmlin and other union leaders from around the world to pay his respects to Crow.

"Bob was a true union leader, who gave his life to the working class," Cain said.

"A champion bloke, a champion leader, he will be remembered as someone who fought everyday of his life for his union and the underdog.

"It was awe inspiring to see how many people turned out to pay their respects to him and I hope others take up the battle where Bob left off."



VALE LAURIE STEEN

The Maritime Union of Australia is immensely sad to record that retired Newcastle Branch Secretary and Presiding Officer Laurie Steen has passed away at age 73.

Laurie suffered a fall in recent weeks and had been on life support at the John Hunter Hospital in Newcastle.

MUA National Secretary Paddy Crumlin, who went to Newcastle to visit Steen in the week before his death, said Laurie would be remembered as a giant of the trade union movement and a man of family.

"I'm immensely sad to pass on the news that Sydney Branch Secretary of the SUA, retired Newcastle Branch Secretary of the MUA and retired Presiding Officer Laurie Steen has passed away after the withdrawal of his life support system, following his tragic fall," said Crumlin, who is also President of the International Transport Workers' Federation (ITF).

"I join with all the officers, staff and members of the Union, the directors, management and staff of Maritime Super and all the affiliates of the ITF in extending our deepest and most sincere condolences to his wife Barbara and their family.

"Laurie was greatly loved, deeply committed, a source of light, humour and

wisdom. He was a working class man and leader, as well as a loving father, grandfather, husband and person of family."

Steen retired in 1999 after 43 years of service to the workplace. He was an extremely active union member, an active organiser for his union and a senior official by the time of his retirement.

He was also an alternate director at Maritime Super and continued to make a valuable and sustained contribution to the welfare of maritime workers' retirement security right up to his death.

Newcastle Branch Secretary Glen Williams is working with the family to ensure every assistance is available to them.

"Laurie was a legend up here in Newcastle," Williams said.

"He played a huge role in the amalgamation of the Seamen's Union of Australia and the Waterside Workers Federation and was greatly respected by all who knew him, right across the trade union movement. Everyone's in shock."

TF Acting General Secretary Steve Cotton said he was very sorry to hear the sad news.

"Please pass on the condolences of all the ITF family to Laurie's family for his commitment to the movement and his never-ending support of international solidarity," Cotton said.

VALE TERRY TINDALE

Former South NSW Branch Secretary Terry Tindale passed away on Monday, March 10, aged 80, after a long battle with illness.

Officials from around the country have expressed their condolences after learning of the union life-member's passing.

National Secretary Paddy Crumlin said Terry was personal friend and mentor of his.

"He asked me to first relieve in office in Port Kembla when he took over from Snowy Webster as Branch secretary. It was an experience that changed the direction of my and my family's life," Crumlin said.

Terry went to sea in 1947 and worked aboard many ships, most famously perhaps working on Iron Boats - namely the Iron Master and the Iron Yambi.

Terry recalled his time aboard these ships not so long ago when he spoke at Iron Boat Day in 2010.

He was well recognised and respected as Bosun on board many of the vessels he worked before, taking up the SNSW Branch Secretary of the Seamen's Union of Australia.

"Terry's election followed an enormous reputation on the Australian coast for his seafaring skills and political and industrial



commitment," Crumlin said.

"He was a committed socialist during the tough political years of the Cold War for all progressive activists, and a renowned and experienced internationalist.

"Terry's achievements were legendary on the Iron boats and in the land of the 'Long Red Cloud' as he called Port Kembla, internationally, in the union and in the South Coast Trades and Labour Council.

"His working class credentials, political

understanding and raucous good humour won the day consistently and ensured Wollongong and the South Coast remained the heartland for militant activity.

"Terry was particularly proud of his grandson Ben, who has followed his grandfather to sea as a respected, active trade unionist and known as an esteemed delegate.

"On behalf of our union and our members, staff and officials, and the affiliates of the International Transport Workers Federation and my family, I extend our deepest and most sincere sympathies to Annette, Renay, Danielle and Tracey and their grand children and great-grandchildren on Terry's passing after a long, rich, respected and fulfilling life."

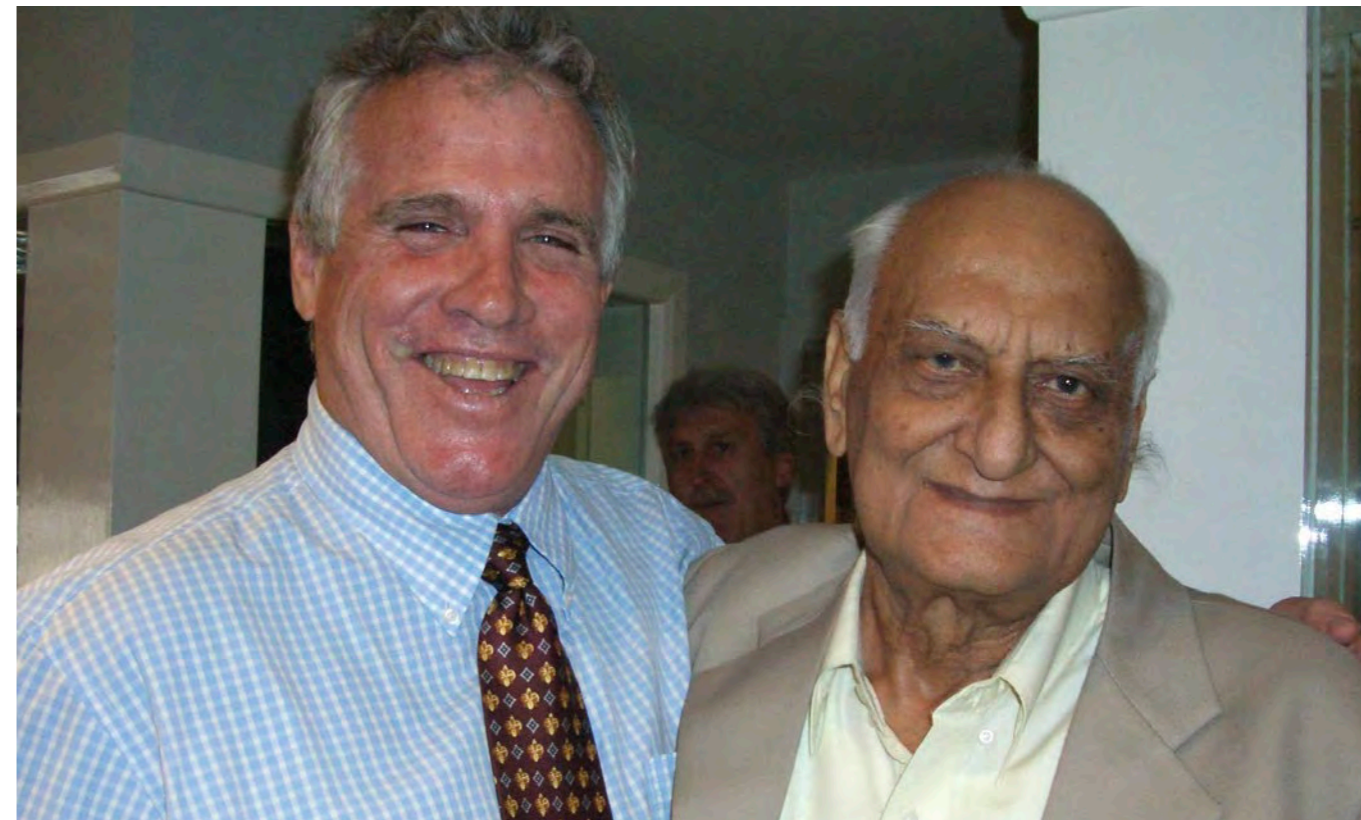
Crumlin said Terry has left an indelible mark on Australian trade unionism and progressive activism.

"Vale comrade Tindale, well found, greatly loved and now at peace," he said.

Terry was also a life member South Coast Labour Council, a life member of South Coast May Day Committee and a member of the Port Kembla Branch of MUSAA.

Queensland Branch Secretary Mick Carr said Terry was well respected by all who knew him.

"He always had a good yarn to share. He will



VALE DESMOND 'DES' KEITH DANS

Former Seamen's Union of Australia Western Australian Branch Secretary Des Dans passed away aged 89.

Des had a very colourful career, from serving in the Navy during World War II to becoming a union official and subsequently moving into the State Parliament, where he served the Western Australian people for 18 years.

He was born and lived in the goldmining town of Kalgoorlie until he enlisted in the Navy in 1941. Upon returning from the War, Des returned to Kalgoorlie to work as a miner until he returned to the sea as a merchant seafarer in 1950.

In 1958 he was elected branch secretary and took office in 1959. Des remained an official right up until he took his seat in the WA Legislative Council, after being elected the Labor member for Southern Metropolitan Region.

During his time as a union secretary, Des saw the beginning of the development of the WA North West as an oil, gas and mineral hub. He was noted for opening up the more remote ports to not only the SUA, but also to other trade unions.

Another of his major contribution of was winning the fight to get SUA representation on tugs and dredgers working on the coast.

Des was also leader when the WA Painters and Dockers amalgamated with the SUA to form the Maritime Workers' Union of WA.

After becoming a parliamentarian, Des

retained his membership and close ties with the union.

He held a number of portfolios throughout his 18 years in Parliament - including Racing & Gaming, Industrial Relations, Tourism and Water Resources - and eventually the Leader of the Government in the Legislative Council, until he retired from the ministry in 1987. He retired from Government in 1989.

As a politician, Des was noted for his integrity.

He played a pivotal role in the Defence of the America's Cup in 1987, which saw the rejuvenation of Fremantle.

He also was integral in the original development of Perth's Burswood (Now Crown) Complex.

When Des retired to the parliamentary backbench, he was appointed by the WA Premier to set up and chair the Port Operations Taskforce, which is still ongoing today. He remained on the Taskforce after retiring from Parliament, until he resigned his position in 1992.

One of the most important things Des worked on with the Taskforce, from an MUA perspective, was the introduction of the Integrated Port Labour Force (IPLF). The IPLF was a system whereby all stevedores came under the WWF banner in the smaller, regional ports and took on other maintenance and clerical tasks when there were no ships berthed to stevedore. This system is still utilised in Broome and Esperance.

The MUA sends condolences to Des's family: wife Rikki, his children Jody and Peter, his grandchildren and sister Fay.

VALE FRANCIS 'FRANK' PHILLIP DEAN

Deputy National Secretary Mick Doleman paid tribute to Frank Dean who passed away in late March, a couple of days shy of his 82nd birthday.

Doleman said Dean was one of the great rank-and-file trade unionists.

"Frank went to sea in 1948 and gave great service to the SUA and later the MUA up until his retirement in 2002," Doleman said.

"A rock solid delegate who could be relied upon at a moment's notice, Frank was a living legend of the SUA and MUA.

"I always remember Frank's personal archives, from where he would regularly furnish me with industrial judgments from 30 years past or a tattered newspaper cutting of some relevant issue that had its origins in the 1960s and 1970s.

"Frank was well-read, well-respected and one half of the great equation with his beautiful wife Liz, who was an activist and deep supporter of the seamen's unions.

"My deepest condolences go to his whole family. Frank's legacy will always be remembered in the hearts and pages of the union he loved."

Dean was a long-standing delegate on the tugs in the Port of Melbourne.

Even after his retirement in 2002, he remained very active within the union.

The MUA family offers their condolences to his family: Liz, Bernie, Amanda, Phil and Paul, as well as his grandchildren Sam, Luke, Jessie, Ally, Annabelle and Jordy.

VALE UMRAOMAL PUROHIT

Former ITF president Umraomal Purohit died aged 86 in Mumbai following a brief illness.

Umraomal Purohit was born in Jodhpur, Rajasthan State, India. He started his career in the railways and was involved in union work from the beginning. At the age of 30 he became the general secretary of the Western Railway Employees Union. In 1962 he was elected as the assistant general secretary of the All India Railway men's Federation (AIRF) and became its president in 1980, a post he held until his death. Purohit was general secretary of the Hind Mazdoor Sabha (HMS), a leading national trade union centre, from 1985. He also represented the nearly five million central government employees of India at the dispute resolution

body, the joint consultative machinery.

Purohit was associated with the ITF for over 40 years and was elected president of the organisation at its 39th congress, held in New Delhi in 1998. He was re-elected for a further four years at the ITF Vancouver congress in 2002, before retiring from the post in 2006.

MUA national secretary and ITF president Paddy Crumlin said: "Umraomal Purohit was a giant of Indian trade unionism, a national figure. But it's as an internationalist and as an ITF president that many of us will remember him best. He took up that role at the ITF's New Delhi congress in 1998 - the first one held in the Asia Pacific region - which committed the organisation to the mobilising solidarity programme. Umraomal's re-election four years later in Vancouver reflected how ground-breaking

that programme was, and how valued his role was as president of this organisation.

"Umraomal Purohit was not just a defender of Indian workers' rights, but a defender of all workers' rights, and will be greatly missed. He was a gentle and humble leader, who dedicated the whole of his long working life - right to his passing - to furthering the interests of his members and the wider trade union and labour movement.

"His wisdom, courage and constant activism shaped and influenced generations of labour activists, including myself. On behalf of the officers, members and staff of the ITF and our affiliates, I extend our sincerest sympathies and deepest condolences to his family, to the officers, staff and members of his union, and to his many friends and comrades in India and around the world," Crumlin added.

VALE FRANK BLEVINS

Former Seamen's Union of Australia member and South Australian Member of Parliament Frank Blevins passed away last September aged 74, after a battle with cancer.

Frank jumped ship in Australia from England in 1956 and joined the Seaman's Union of Australia. Once settled in Whyalla, he sent for his wife and children to come to Australia from Manchester.

Frank immediately launched himself into

activism, in both the community and the Union. He was a tireless campaigner for the working class and the ALP, and regularly door-knocked the Whyalla community as a rank-and-filer.

In 1975 Frank was elected to the SA Parliament as a Member of Legislative Council, where he served for 10 years, before being elected into the Legislative Assembly for the seat of Whyalla (now Giles).

Frank Blevins served in a number of SA Ministries - including Treasurer and Deputy

Premier - before retiring in 1997.

Apart from his family, Frank had 3 other loves: Manchester United, the Maritime Union of Australia (MUA/SUA) and the ALP. He followed all closely.

The MUA SA Branch is proud to have called Frank a 'comrade'; he was a tireless union advocate and, as a politician, he never forgot his working class roots.

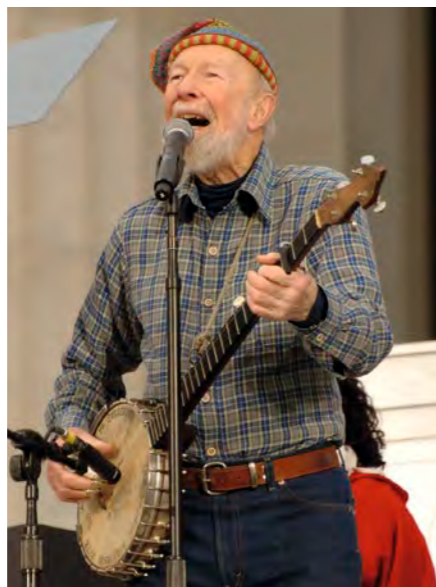
He will be sadly missed, but certainly not forgotten. Condolences and sympathies to Frank's family and friends.

VALE PETE SEEGER

Over the last 70 years, Pete Seeger was a global presence in the movement for social change. He used his folk music to inspire activists and other musicians, playing before labor union audiences starting in the 1940s, at anti-war rallies in the 1960s and through into the 21st century, environmental gatherings and countless peoples' liberation concerts that supported struggles from Cuba to South Africa. In January, Seeger passed away at the age of 94.

As a young man, Seeger joined the Young Communist League and helped found a radical newspaper. And even though he had quit the Communist Party by 1950, he was dragged before the infamous US House Un-American Activities Committee hearings in August 1955. He refused to cooperate and his testimony was among those that discredited the witch hunt conducted by the right-wing US Senator Joseph McCarthy.

"I am not going to answer any questions as to my association, my philosophical or religious beliefs or my political beliefs, or how I voted in any election, or any of these private affairs," he declared during his appearance. "I think these are very improper questions for any American to be asked, especially under such compulsion as this. I would be very glad to tell you my life if you want to hear of it. . . I have sung for Americans of every political persuasion, and I am proud that I never refuse to sing to an audience, no matter what religion or color of their skin, or situation in life. I have sung in hobo jungles, and I have sung for the Rockefellers, and I am proud that I have never refused to sing for anybody. . . That is the only answer I can give along that line. I decline to discuss, under compulsion, where I have sung, and who has



sung my songs, and who else has sung with me, and the people I have known. I love my country very dearly, and I greatly resent this implication that some of the places that I have sung and some of the people that I have known, and some of my opinions, whether they are religious or philosophical, or I might be a vegetarian, make me any less of an American."

He was indicted on 10 counts for contempt of the US Congress, convicted in 1961 and sentenced to one year in prison, but his conviction was overturned. The fight against the conviction did not alter Seeger's determination to continue to fight for justice. And he used his typical humor to deflect protests organised by right-wing groups at his concerts. "All those protests did was sell tickets and get me free publicity," he said. "The more they protested, the bigger the audiences became."

Over many decades, through his association with legends such as Woody Guthrie and membership in iconic music groups such as The Weavers (who were blacklisted because of their political beliefs), Seeger influenced musicians all over the world, including Bob Dylan, Joan Baez, Bruce Springsteen, Billy Bragg, Dave Matthews, Stevie Wonder and David Byrne - many of whom came together for a 90th birthday tribute to Seeger at New York City's Madison Square Garden.

The honors he received - even though he did not seek awards and was quite modest when it come to publicity - are a testament to his worldwide reach. He was chosen to become a member of the Songwriters Hall of Fame in 1972 and received a lifetime achievement at the Grammy Awards in 1993. In 1994 he received a Kennedy Center Honor and, from then-US President Bill Clinton, the National Medal of Arts, America's highest arts honour. Just a few years later, in 1999, Cuba bestowed on him the Order of Félix Varela, Cuba's highest cultural award, for his "humanistic and artistic work in defense of the environment and against racism."

Through all that time, he lived quite modestly in a log cabin he built near the Hudson River in New York State, about 50 miles north of Manhattan. Beginning in the 1960s, he devoted much of his time to a campaign to clean up the mighty river, raising money through concerts for the Hudson River Sloop Clearwater, a ship that sailed the river advocating its restoration and protection.

Seeger's legacy lives on in hundreds of songs including: *If I Had a Hammer*; a South African song *Wimoweh*; his rendition of Woody Guthrie's *This Land Is Your Land*; and, of course *We Shall Overcome*.
Vale Pete Seeger.

(as he described it). First, he applied his family trade and became a baker at the Myer city retail store in Melbourne. Later he switched jobs and spent the next 32 years as a proud maritime worker on Melbourne's docks. He loved his work and often stated that he was very lucky to be a "waterside worker" in Australia.

He often reminded everyone that the WWF (later MUA) was the best union in Australia. As his son, I recall attending many strikes and protest marches as a young boy. Despite the tough times, I recall the simple generosity of Dad's fellow "wharfies" who often gave me a 5 cent coin (or more) as a little gift.

As Stan enters his final rest, we will miss him incredibly, but remain forever grateful for the care the union gave in his time of need.

Warm wishes,
Michael Cichorski (son)
And on behalf of his wife Teresa Cichorska.

He remained ever grateful to the union for putting on these annual lunches.

Stan was especially grateful for the support the union gave him, when he suffered his near fatal heart attack at work. The union's actions helped to set him up in his retirement years, so that at least the financial burden was eased.

Stan's peaceful passing was befitting for a man who endured so much suffering early in life.

Stan was forcedly taken from his family in Poland at age 16 and spent 6 years as a prisoner and labourer in Germany, under the Nazi regime. He never again saw his parents. This was a permanent wound in his heart. His devotion and generosity to his own family here in Australia was no doubt his way of mitigating the deep pain.

After the War, he joined the American Army and later accepted the opportunity to come to Australia and flee the "madness of Europe"

VALE STANISLAW 'STAN' CICHORSKI

On behalf of the Cichorski family, I regret to inform you of the peaceful passing of life member Stanislaw 'Stan' Cichorski in his sleep on May 17 at age 90.

Approximately 25 years ago, Stan suffered a heart attack at work. That he was able to enjoy life until this year has been an incredible blessing.

Stan spent his last weeks at the Mordialloc Community Nursing Home outside Melbourne, where he was still in good spirits, surrounded by those he loved.

Stan retired in the late 1980s, after spending three decades working the docks, mainly at 21 Swanston and Webb Dock.

He attended many memorable annual dinners at Flemington Racecourse, which were among the highlights of his retirement years.



Keil Murphy on the job

Training provider MET Limited has developed a relationship with P&O Maritime, on the back of an introduction through the Tasmanian and Victorian Branches.

METL TIR Keil Murphy has completed a swing on the *Aurora Australis* and METL is set to place more TIRs on the vessel in the future.

"We're pretty excited about this," METL chief executive Simon Earle said. "It's a great experience for a TIR, not only professionally, but also personally."

"As a Group Training Organisation (GTO), a real benefit to the training METL is able to provide is the diversity that can be offered to TIRs."

"Rather than training on one vessel, or only within one company, METL is able to rotate trainees among hosts, which means different vessels, different crew, a wider range of tasks and therefore enhanced skill development."

Earle emphasised: "We are always keen to engage with more employers and we are getting a bit more traction."

"We are breaking down a few barriers; industry is starting to recognise the value in what we do and can see our professionalism."

"Through our system, everyone's a winner - the trainee, the employer, the union, the industry."

METL Operations Officer Kevin Hunt caught up with Keil after his swing. Here's what he had to say:



View of Antarctica

HUNTERLINK WINS PRESTIGIOUS MARITIME AWARD



Hunterlink CEO Paul Karras with the LLDCN award

The Hunterlink Recovery Service, based in Newcastle, has won this year's Lloyd's List Australia Best Maritime Welfare Service award.

The last 12 months has seen enormous growth in the maritime welfare industry.

Hunterlink staff have risen to every challenge to ensure that the maritime workers of Australia have had their needs met.

Apart from providing a service to workers, Hunterlink offers support to their families as well.

Hunterlink chief executive Paul Karras said he was extremely grateful to receive a nomination for this year's award, let alone win.

"This is a huge milestone for us to be acknowledged by Lloyd's List Australia and be presented with the award by the Australian Maritime Safety Authority (AMSA)," Karras said.

The quality that helps make Hunterlink unique is its promotion of being 'visible in the workplace'.

This means having the appropriate amount of educational information and contact details accessible to employees.

This consistency helps to identify problems early, so useful interventions can be utilised.

"Our next year will be more successful than our last, as we continue to grow and refine our service to offer the best we can to maritime employees, their families, the employer and the community," Karras said.

Backed by a hard working team, Paul emphasized this award "is the result of all the hard work the Hunterlink team has tirelessly put in since its inception."

Hunterlink Recovery Services was established to provide a vital link in the suite of support, recovery and welfare services available to the community, and for workers and their families on a national scale. It has strong support from the community, Government, trade unions and employers.

KH: What did you think about having the chance to go to the Antarctic as a trainee?

KM: I was shocked. I hadn't expected anything like that sort of opportunity during my training period and was really excited at the prospect of an adventure.

KH: Was it a good experience?

KM: The scenery was really beautiful and working on the ship in that environment, there was always something new to see. The *Aurora Australis* itself packs a lot of different gear for its size and was a great vessel to learn on.

KH: Was there anything you weren't prepared for that surprised you?

KM: It probably sounds obvious but - the cold. It's hard to explain how I could not have expected it, except to say that before I didn't know what cold was. After having gone to work at -28°C and thinking that was cold, I think I have more respect for it now. Also stepping around a corner and having the wind chill lower the effective temperature below -40°C, I realised -28° isn't so bad.

KH: Was there a lot to learn in the unusual conditions?

KM: As a trainee I'm always learning how many new things there are to shovel on a ship, like snow. Learning the roles IRs play during the helicopter operations was really interesting. The helicopters flew out hundreds of loads of food, fuel and other supplies which we needed to sling securely for the 30-mile trip to Mawson Station. Working under the spinning rotor blades for the first time was scary; but I soon got used to it and really enjoyed being a part of the refuelling and loading operation, even when the downdraft was freezing my face off.

I got the chance to steer through the pack ice. I'm sure that bouncing off great blocks of ice I gave the crew and expeditioners a bit of a bumpy ride for the couple of hours I was at the wheel, And it's impossible to keep the ship on a straight track as the ice pushes the bow around; but it's a unique experience and I loved it.

KH: What was it like working with the P&O crew?

KM: The guys were really good to work with. They made an effort to look after me and made sure I knew what needed doing and did it safely. The officers & engineers were helpful and willing to answer any questions I had or help me find documents for my TAGS books.

KH: Would you recommend the experience to others?

KM: I'd absolutely recommend it to others if they get the chance. I still see it as possibly a once-in-a-lifetime experience and I have some friends and family members who are tremendously jealous. Just getting to see the place is well worth the trip; and for a trainee like myself, it's a really good vessel to be on.

KH: If you had the chance would you go again?

KM: Definitely. I know that there's more to do and learn on the AA and the variety of the work those guys do is a big draw. One disappointment I had from the trip is that even though I've been to the Antarctic, I didn't get to stand on the continent, so I still want to do that too.

KH: You may need to wait a while, Keil. We reckon there'll be a few more lining up for the chance.

MUA'S KEY ROLE IN ENDING APARTHEID REGIME

When Nelson Mandela passed away in December, the tales of the struggle to liberate South Africa filled the newspapers and television screens of millions of people around the globe. But a little known story that received virtually no attention was the important part played by maritime workers, including activists from the MUA, in bringing down the racist apartheid regime.

Oil was the lifeblood of the apartheid regime. It fueled the economy and, more importantly, the military and police machine of oppression. Without oil, helicopters could not fly over Soweto and other black communities to bring down the boot of occupation through killings, suppression of protest and arrests.

But South Africa was quite vulnerable because it was dependent on imported oil — a supply line that became even more fragile after the 1979 revolution in Iran, which had supplied the apartheid regime with 90 percent of its oil. So the apartheid regime had no choice but to purchase its oil on the international markets via international traders and middlemen.

The United Nation General Assembly adopted a voluntary international oil embargo against South Africa on 20 November 1987; but, though it was endorsed in principle by the global trade union movement, because it was voluntary, it had a very small effect.

A global coalition called the Maritime Unions Against Apartheid was formed to make the boycott a much more effective weapon. The Seamen's Union of Australia and the Waterside Workers Federation played a central role in the effort to track oil shipments, uniting with the Danish Seamen's Union, the National Union of Seamen (UK) and the Transport and General Workers Union (UK) to become the fulcrum for organising the embargo. Playing particularly central additional roles were the International Transport Workers Federation and individual leaders such as Harold Lewis from the IITF, Pat Geraghty from the SUA, Tas Bull from the WWF and Jim Slater from the NUS. Rank-and-file seafarers Wally Pritchard from the SUA and Henrik Berlau from the Danish Seamen's Union led the grass roots campaign.

In particular Pritchard, Berlau and other activists used information gathered by the Shipping Research Bureau (SRB), a little-known organisation of several researchers operating from a secret address in Amsterdam. Those researchers pieced together South Africa's secret web of oil transactions, exposing 865 cases of secret oil deliveries to South Africa. Using the SRB information, the maritime workers' network could track ship movements — sometimes secretly filming and watching the ships in ports — and alert people around the globe. This information was used world-wide to stop supplies of oil reaching South Africa.



The Australian trade union movement welcomed Nelson Mandela at Melbourne Town Hall in 1990

“The maritime workers’ network could track ship movements — sometimes secretly filming and watching the ships in ports — and alert people around the globe. This information was used world-wide to stop supplies of oil reaching South Africa.”

The effort came to a head in 1985 at a huge conference in London, which was attended by some of the most important leaders of the African National Congress including Oliver Tambo. The oil embargo was the last door to shut on the apartheid regime and, as the embargo grew, the regime knew that its days were numbered.

Mandela himself made note of the support of maritime workers when, meeting with former

SUA national secretary Pat Geraghty in 1990 after his release from prison, he spoke of the impact of the campaign on him and his fellow prisoners who were jailed on Robben Island. “We knew what you were doing and it was very important to peoples' minds” to know that the campaign was under way, he said.

The MUA has produced an award-winning short video describing this amazing campaign. You can view the video on the MUA's website. ■

IMAGE: UNIVERSITY OF MELBOURNE ARCHIVES, JOHN ELLIS COLLECTION, UMA11815

SIGTUR: SOLIDARITY ACROSS OCEANS

Organising globally and building solidarity across oceans are not easy tasks. But such work is vital to the survival of maritime workers, and all workers, because with every passing day, corporations move assets in the blink of an eye. That was the challenge to delegates from across the globe who gathered in Western Australia for the conference of the Southern Initiative on Globalisation and Trade Union Rights (SIGTUR). The conference was hosted by the WA branch.

Over 120 delegates considered the next steps forward on areas that were initially defined at previous SIGTUR gatherings: work insecurity, trade and investment, the post-financial crisis environment, climate change and collective bargaining. As important, delegates are considering what kind of movement SIGTUR should represent and how to implement its ambitious agenda.

Since 1991 when SIGTUR was formed, its membership has expanded: Latin America was represented by delegates from CUT/Brazil and CTA/Argentina; Africa sent delegates from the Nigerian Labour Congress, the South African Cosatu and a delegate from the ITUC-Africa; Unions from Asia included large delegations from CITU/India and the KCTU/South Korea. In addition Malaysia, the Philippines, Indonesia, Thailand and Myanmar sent delegates. As the host country, a large delegation of the Australian Council of Trade Unions (ACTU) took part, including MUA delegates led by MUA assistant secretary Ian Bray.

The conference debated outcomes of the SIGTUR Futures Commission, which was held in Johannesburg in June 2013.

“SIGTUR brought together labour leaders and union-committed social scientists from the global south, in an effort to construct a genuine alternative to Neoliberalism,” Bray noted.

“Our goal was to promote fair trade instead of free trade, socially regulated financial markets, secure work contracts rather than insecure work, and a strong state protecting society and the environment from the power of global corporations.”

Bray reported the conference included a detailed analysis of the global corporations operating in Australia and the region, including an examination of how they

exercise power against workers, governments, and the community.

“We looked at how unions, both within Australia and internationally, can challenge this power through global networking and by linking with social movements,” Bray explained. “This means examining the successes unions have had against the power of corporations, as well as the setbacks that have been faced by labour and social movements.”

The conference also featured a speech by ACTU President Ged Kearney. She described the most recent change in power that had come in the wake of the election of Australia's Abbott Conservative federal government - a government devoted to attacking and

dismantling social protections and the progress enacted by the previous Labor government. The very fabric of Australian society, particularly the welfare state and employment rights, was under attack, she said.

Wol-San Liem, director of international affairs of the Korean Federation of Public Services and Transportation Workers Unions (KPTU), presented an in-depth look at global supply chain organising. She described the 2008 general strike at the Busan Port, which was successful and resulted in containers being frozen in places and stacked four-high. But future strikes will face a challenge simply because the newer port is serviced by a railway system and is far more spread

out, reducing the ease of using pressure points to stop commerce. She also raised a provocative point for the delegates to consider: how do leaders and activists go beyond global solidarity actions and statements to implement concrete organising strategies built by studying each link in the supply chain and based on high-level research and strategy?

Trade union representatives and intellectuals from Australia, Latin America, Africa, Asia and the Pacific also examined the lessons of past campaigns, including the international union response to Rio Tinto's company-wide deunionisation policy in 1997.

Australian Manufacturing Workers Union assistant national secretary Glenn Thompson said the conference aimed to place working people back at the centre of economic policy.

“Our goal was to apply new forms of people-power to respond to the increasingly aggressive nature of corporations in our current neoliberal system, delivering justice and fairness for working people wherever they live,” Thompson said. ■



Assistant National Secretary Ian Bray led the MUA delegation at the recent SIGTUR conference

Kika
Karen Wheatland
Photography

SOLIDARITY WITH VICTOR CRESPO



Sindicato Gremial de Trabajadores del Muelle (SGTM) union members. To date, Crespo has been forced to flee Honduras after attempts on his life; his father was subsequently killed under suspicious circumstances. The SGTM treasurer was dismissed for no valid reason, and union members were arrested and charged with terrorism after peaceful protests in the port in February. Most recently, Honduran police visited SGTM headquarters looking for members who participated in a legal and peaceful protest organised by the ILWU at an ICTSI operated terminal in Portland in the USA. Crumlin said unionists should be able to live without fear, no matter where they were in the world.

"What has happened to Victor is indicative of the contempt employers will show for workers when abetted by a Government," he said. "I salute Victor for remaining staunch in the face of adversity, and I am optimistic that we will achieve a good outcome because of the tenacity of leaders like him."

The MUA stands in determined solidarity with exiled Honduran dockers' union leader Victor Crespo. In March at the ITF in London, National

Secretary Paddy Crumlin took part in a protest outside of the Honduran Embassy with Crespo and contributed to discussions regarding the appalling treatment of

INTERNATIONAL UNION BODY CONDEMNS AUST GOVT OVER FIJI

The head of the International Trade Union Confederation has expressed "shock" at what she terms Australia's unconditional moves to normalise relations with Fiji.

The comments by Sharan Burrow follow a February visit to the Fijian capital Suva by Australia's Foreign Minister Julie Bishop, as part of a Pacific Island Forum ministerial delegation.

The ministerial contact group was in Fiji to assess the country's progress towards democracy, under the military-led government of Commodore Frank Bainimarama.

Elections have been promised by the end of September.

Burrow asked why would the Australian government, with a commitment to democracy and legislative rights, would give unconditional normalisation of a relationship with a dictator "who was a coup leader".

She noted: "For us, the anger is that this is a government which imprisoned, just a few weeks ago, members of the hotel union and its leadership for actually standing up for a community issue in a hotel where there was absolute injustice.

"So this is one-after-another-after-another piece of evidence where union leaders are jailed, where there are decrees that stop bargaining, that actually prevent freedom of association.

"[The Fijian government] is certainly not a government that I would trust at this point, without clear rules and clear independence, to have any intention about free and fair elections." ■



ITF BLASTS 'POLITICAL VENDETTA' AGAINST KOREAN UNION LEADERS

As 13 Korean Railway Workers Union (KRWU) leaders, charged with having led what was a legitimate and lawful industrial action, made a dignified surrender to police during April, the ITF (International Transport Workers' Federation) blasted the political vendetta behind their arrest.

Speaking at a press conference Myoung hwan Kim, president of the ITF-affiliated KRWU, said: "The rail strike last year was a completely legitimate and legal struggle. The past precedents of denouncing workers' legitimate strikes as illegal, repressing them and enacting disciplinary measures, must not be repeated. This will be proven in court in due course."

ITF president Paddy Crumlin said: "This is joke justice. The dignified action by these trade unionists should not obscure the ludicrous nature of what they're charged with and the police's behaviour. KRWU members voted, openly and democratically, to strike to protect Korean Railways against potentially disastrous privatisation.

"They were charged with obstructing business, their offices were raided, their members are at threat of dismissal and the union is being targeted for damages. The

charges are politically motivated, unfounded and discriminatory, and cannot be allowed to go unchallenged. They must be dropped immediately, if the government is to retain any credibility."

ITF acting general secretary Steve Cotton commented: "The victimisation of the KRWU reflects badly on the government and has unified opinion in Korea against such heavy handed aggression. It has led to a massive response by the Korean people, building up to a potential general strike on February 25, and an outpouring of support for the unions within Korea and beyond."

The KRWU and the Korean Confederation of Trade Unions (KCTU) are engaged in an ongoing struggle to stop the privatisation of public transport.

Late last year, the KRWU reached an agreement with ruling and opposition national assembly members to establish a Subcommittee On The Development Of The Rail Industry, under the National Assembly Committee on Land, Infrastructure and Transport.

The ITF sent two separate delegations to South Korea, the second of which included MUA Victoria Branch Secretary Kevin Bracken.



MUA JOINS GLOBAL UNIONS IN SOLIDARITY WITH IKEA WORKERS

The MUA is angered and disappointed by developments in Richmond, in the Canadian province of British Columbia, where 350 workers have been locked out of their workplace for more than a year by flat-pack furniture giant IKEA.

During 2013, an international fact-finding mission formed by the International Transport Workers' Federation (ITF) and UNI Global Union held hearings on the lockout.

The delegation released its findings in a report titled *How IKEA is Hurting Families: Report on the IKEA Lockout in Richmond,*

British Columbia, Canada.

ITF President and MUA National Secretary Paddy Crumlin said the report called on IKEA to end the lockout and return to the bargaining table in good faith immediately.

"We and our counterparts from around the world are gathering and demonstrating to put the case for a settlement that respects the needs, aspirations and strengths of IKEA workers," Crumlin said.

At December's monthly stop-work meeting, MUA Sydney Branch Secretary

Paul McAleer told members that the union was behind its affiliates and keeping tabs on the dispute.

"The MUA has been in close contact with the ITF and we're keeping a close eye on developments," McAleer said.

In an act of international solidarity, Sydney branch members went on to support the locked out workers by posing with banners.

Dock workers held rallies at ports in Sweden, the Netherlands, Japan, Norway, Finland, Belgium, Denmark, the United Kingdom and Canada.



UNIONISTS FIGHT FOR REFUGEE JUSTICE

Tony Abbott went to the 2013 federal election with one mantra: 'Stop The Boats'. Abbott was attempting to win working class votes by increasing fear and racism in the community. That is why the MUA has taken a leading role in establishing 'Unions For Refugees', a cross-union network established in 2013 by unionists in Sydney.



Members from a number of unions took part in the refugee rally held in Manly. Credit: Senator Lee Rhiannon

Behind Prime Minister Tony Abbott's 'Stop The Boats' mantra is an attempt to distract people from the real problems that ordinary Australians face – reduced workers' rights, slashing of health care and education, cutting social security payments and community services. With this in mind it becomes clear that Abbott and the Coalition Government are our real enemies, not a few refugees on leaky boats.

Assistant National Secretary Warren Smith is a Vice President of Unions For Refugees.

Smith noted: "Abbott is slashing programs for the poor, destroying manufacturing and jobs, attacking workers' rights and unions – all because it is in the class interests of the employers.

"Abbott's attack on refugees is also part of that same class attack. The fostering of division, xenophobia and racism is the opposite of what unions stand for and is not in the interests of working people."

Unions For Refugees aims to campaign among union members to counter the misinformation coming from government and media, and to encourage workers to participate in the

campaign for a more humane refugee policy.

Kerry Farrell is an MUA seafarer who has attended refugee rallies at Tony Abbott's office in Manly and the recent Palm Sunday 'Declare Peace On Refugees' demonstration.

"Even under 'Pig Iron Bob' Menzies, all Aussies believed in a fair go," Farrell said. "Australia signed the refugee convention – we put our money where our mouth was and accepted people who needed a chop out. The Labour movement and working class people fully supported these policies simply because it was the right thing to do.

"Then John Howard did some navel gazing and remembered his old friend: Divide And Rule.

"When the working class is divided, it's

easy to rule them – and you can exploit them. The Labor Party followed, and now we have a race to the bottom. Heckle said: 'We'll lock up the kids'. Jeckle said: 'Ok, we'll lock 'em up in a third world country'. But it is just a strategy to distract us."

WORKERS AND REFUGEES

Andre Capper is another seafarer who carried the MUA flag at the World Refugee Day rally in 2013.

Capper asked: "How can we expect justice or fairness in the workplace, without justice for people who are fleeing their homelands in fear?"

"It's pure cheek for us to be moaning to employers for justice and a fair go, unless we support it for others too."

MUA Sydney Branch Secretary Paul McAleer spoke at a refugee rally in February, relaying to the crowd that workers have more in common with refugees than with the bosses and conservatives currently ruling our country.

"My mates and your mates are in those camps," McAleer declared. "Our mates are fleeing oppression and brutality and seeking a better life. I will always have more in common with my mates in those camps and in those boats and in those countries fleeing terror, fighting oppression and brutality, than I ever will with the politicians who pretend to represent my views."

Kerry Farrell added that asylum seekers and refugees were, for the most part, poor, working class and desperate. "They are just seeking dignity and basic human rights," he said.



MUA member Kerry Farrell taking a stance outside Tony Abbott's office

MUA AND THE REFUGEE CAMPAIGN

Howard Norman is another seafarer who has been participating in the refugee movement and raising the awareness of his fellow seafar-

Sydney Branch Secretary Paul McAleer emphasised that those trapped on Manus Island and Nauru are our mates



ers, through discussions on board and through encouraging people to read *The People Smuggler* (see box).

Norman said his interest in the treatment of refugees goes back to the Vietnam War, "when shipping companies instructed masters to steam past boats full of people in distress".

Referring to John Howard's scare mongering and the Tampa episode, Norman said: "What the Australian Government did to that ship and those people was completely illegal – and Howard did it to win an election and to continue his attacks on us."

Paul McAleer added: "This is a working class issue that working class people and working class organisations need to prosecute. Refu-

gees are not our enemies. They never will be our enemies. The people who are putting them in these camps are our enemies. "As workers and trade unionists, we know the sort of fight we are involved with today. In parts of this country, it is now illegal to picket. When we allow someone to be beaten to death in a camp – that is supposed to be our responsibility – how far away are we from workers being shot on picket lines because they refuse to obey the law? Not far away at all."

"We are all boat people," Norman summed up. "It would be great to see more people and more MUA members involved in the refugee campaign." ■

MUA SEAFARER HOWARD NORMAN EXPLAINS REFUGEES AND ASYLUM SEEKERS

People don't understand what a refugee is or what situation these people are in. We had a long discussion on board on my last swing. I saw Robin de Crespigny speak about her book *The People Smuggler* at a South Coast Peace And Justice meeting and I bought two copies – one for my family and one for the ship. Two others on the crew have read it so far. It sparked some debate.

The bottom line is that if I was in that situation, if I was being threatened and imprisoned, I would do exactly the same thing. It is important to personalise what is going on – Australians need to understand what situations these people are fleeing from. My partner has worked with people who are refugees, and I've got stories from her that I can share too. That's what I'm doing on deck, while we're waiting for the next load. I'm always talking to people about this stuff.

The first guy who read the book: he was already sympathetic, but he couldn't believe it. It's an eye-opener. We paced out the size of an Iraqi prison cell on deck – 30 people lived in there. It makes it real. Refugees are nothing like how they are being portrayed in the media, and this book gives the other side of the story.

The People Smuggler is available from the MUA bookshop, www.muashop.org.au/collections/books

The book has won many prizes, including the "The Ned Kelly Award for Best Non-Fiction 2013"



What Is A Refugee?

A refugee is someone with a well-founded fear of persecution in their own country because of their race, religion, nationality or political or social affiliation. Refugees are ordinary people fleeing war, persecution and horror.

The UN refugee convention was adopted because people fleeing the Nazi Holocaust were turned away by many countries, including Australia.

It is not illegal to seek asylum and to become a refugee in another country, no matter how you travel.

Why Do Asylum Seekers Come By Boat?

People fleeing war or persecution usually cannot obtain a passport or visa from the government that is persecuting them. Therefore they cannot travel by plane. They sell everything their family owns and risk their lives to reach Australia. Sometimes the journey can take years. In 2011-12, 93.4% of asylum seekers arriving by boat were found to be genuine refugees.

If Asylum Seekers Are Not Illegal, Why Are They Locked Up?

For political reasons, the Federal Government wants to make asylum seekers too scared to come to Australia. To obtain more votes, they want to make asylum seekers look like criminals – when they are just ordinary people caught in a bad situation.

Australia is the only Western country that requires mandatory indefinite detention for asylum seekers. It is one of the only countries in the world to physically turn people back into life-threatening situations.

Is Australia Being 'Swamped' By Refugees?

No. Over 36 years only 48,856 asylum seekers have come to Australia by boat. Australia ranks 87th in the world for our intake of refugees compared to our national wealth (GDP per capita).

Why Do Asylum Seekers Die At Sea?

The Australian Government destroys boats and imprisons the crew when they arrive. Therefore only the worst boats and the least experienced crew are used. Government policy also focuses on preventing people from getting to Australia, rather than saving lives at sea.

WAR ON THE WHARVES 3: AUST V NZ

The atmosphere at South Juniors leagues club in Sydney was charged, as union members from both sides of the ditch gathered to battle it out in 'War On The Wharves 3: Australia versus New Zealand'.

Although no official score was kept, the Australian boxers managed to triumph over their Kiwi counterparts, winning six matches of the nine for the evening.

But as one of the event's organisers, DP World's Brad Dunn, put it: the real winners from the evening were the sick kids in Sydney Children's Hospital, who benefited from the almost \$40,000 raised by the event.

National Secretary Paddy Crumlin, told the fighters, organisers and crowd that it

was this kind of organisation within the rank-and-file that set the MUA apart from other unions.

"I'm proud of each and every one of you," Crumlin said in a video message.

"It takes rank-and-file guys like you to make a difference. War On The Wharves has got a bit of tradition to it now."

The organisers were also congratulated on a job well-done in the Australian Parliament, with Member of Maroubra Matt Thistlethwaite telling his parliamentary colleagues about the success of the evening.

The night went off without a hitch and everyone was in good spirits despite the competition at hand.

The organisers thanked their supporters and sponsors in a statement that read:

"On behalf of Kane Hay, Angelo Dymock, Brad Dunn and the entire membership of both the MUA and MUNZ we would like to sincerely thank all who supported our charity boxing event. There is no doubt that the night would not have been the success it was without your generosity. Thank you for your contributions to an outstanding evening, resulting in \$40 000 being donated to Sydney Children's Hospital, Randwick."

Deputy National Secretary Mick Doleman also said the evening and event was an excellent example of international solidarity, which placed both unions in good stead for the Regional Maritime Federation. ■



Organisers, fighters and coaches from both MUA and MUNZ donated \$38,500 to Sydney Children's Hospital





A strong turnout of delegates

ORGANISED, UNITED, FIGHTING - THE FUTURE OF THE SYDNEY BRANCH

International speakers, local activists, branch officials, friends from other unions and national officers made for a full three-day agenda for the 2013 Sydney Branch conference held in December.

After a traditional Welcome to Country, Sydney Branch Secretary Paul McAleer took to the podium to launch the conference theme – Organised, United, Fighting – explaining that in the face of relentless neo-liberalism the fight for working-class dignity was more relevant than ever. McAleer said workers needed to remember that without a fight, those who were continually searching for the bottom-line would be readily poised to strip workers of their rights.

He said benefits that many now were accustomed to – such as superannuation, occupational health and safety, workers' compensation and penalty rates – had been hard fought by predecessors.

"The single most important commodity is sacrifice," he said. "We are the beneficiaries of that sacrifice."

McAleer asked: "How many people would

take the same action as the men involved in the Dalfram Dispute did?"

After McAleer, National Secretary Paddy Crumlin took to the stage.

He pointed to the alliances with a number of unions – such as the AMWU, CFMEU, AWU, TWU and RTBU – as being at the core of "consolidating an organising network nationally to deal with many of the challenges the MUA will be confronted with in manufacturing, shipping and stevedoring, superannuation independence and membership ownership and privatisation of public assets".

He also emphasised the need to work together with other unions to fight the introduction of the ABCC and its related anti-union legislation.

Crumlin commented generally on the nature of neo-liberalism, and the international and national focus against trade unions and

labour rights led by highly subjective media campaigning.

"The offensive against the ABC, for example, is both ideological and opportunistic to further secure public communication infrastructure for commercially private control," he said.

On the global nature of trade and business, particularly in the shipping and stevedoring industry, Crumlin said the ITF was an important organisation in delivering workers' rights globally, such as the right to collectively bargain and freely associate with unions.

"The work of the ITF in this organising initiative is critical to workers, in the face of a considered and extravagantly resourced international offensive against labour rights," he declared.

"The confidence of Chevron to aggressively confront our union in our own country, in the management of taxpayers'

national hydrocarbon assets, demonstrates the hubris and arrogance of commercial elitism and ultimately needs to be confronted internationally as well as nationally."

Day two of the conference had an international flavor, with guests from the United States, Hong Kong, Cuba and Venezuela presenting.

Two delegates from the US Inland Boatmen's Union described the current situation in their respective homeports of Seattle and San Francisco.

Despite both California and Washington being considered liberal States, both Jay Ubelhart and Samantha Levens described working conditions that are significantly worse than those workers in Australia experience, as a result of unabated capitalism.

Ubelhart said Washington State was considered lucky with a local minimum wage of US\$9.75 (AU\$10.50), as it was \$1.75 higher than the US national minimum wage.

Meanwhile Levens described a situation in the San Francisco Bay Area, where more young people were becoming engaged in their union after realising employers did not have workers' best interests at heart.

Following the Americans, two Hong Kong dockers Wong Yu Loy and Chow For Yau told conference delegates the story of how they gained the conditions and wage increases they were demanding after striking for days in a country unacquainted with such actions.

DP World Port Botany delegate Justin Timmins was one of the members who travelled to Hong Kong during the dockers' dispute.

Timmins delivered an emotive account of his time in Hong Kong, describing how inspired he was by the actions of the Hong Kong dockers, who had endured horrific conditions and decided collectively through their union that enough-was-enough.

Wong took the podium to reiterate his thanks for the MUA's assistance during the dispute, and asked the crowd to join him in a chant of bagong chai du tei – which roughly translates as "strike until we win".

Following the international unionists, Ambassador from Venezuela Nelson Davila and Ambassador from Cuba Pedro Monzon took the floor.

Both men spoke about how much more successful socialism would be if the United States resisted its assault on their nations'

governments through moratoriums, blockades and economic sanctions.

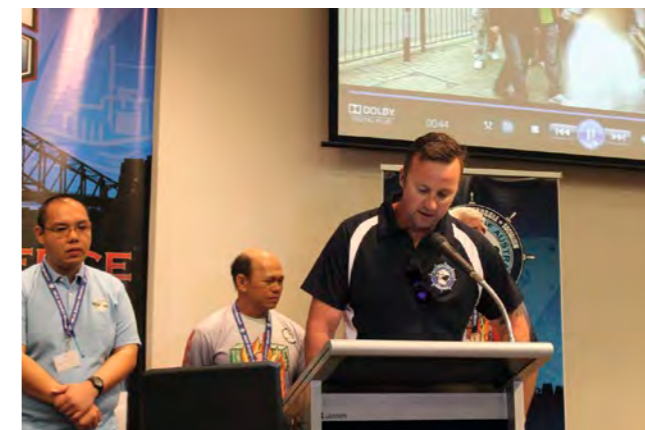
Monzon told the conference that while the USA exports soldiers, Cuba exports doctors to impoverished regions, including to some of Australia's remote Aboriginal communities.

Davila invited a delegation to visit Venezuela, while both Ambassadors were keen to strengthen ties through a sister-port arrangement.

ACTU president Ged Kearney closed day two of the conference by congratulating the MUA on being strong in the face of adversity.



Officials (l-r) Paul Garrett, Paul Keating, Paul McAleer and Joe Deakin with ACTU President Ged Kearney



DP World Port Botany delegate Justin Timmins delivered a moving talk on his experience with the Hong Kong dockers

Kearney described her first picket line, when she was in the Nurses' Union, and how they joined with the wharfies at Port of Melbourne in 1998. She said the diversity and that "sense of community" was something that would always stay with her.

Focusing on the present, Kearney warned of a whole host of attacks that the union movement could expect in light of the new Federal Government. She touched on the ABCC and the Commission of Audit and how Prime Minister Tony Abbott was looking to dismantle some of the key elements in the Fair Work Act.

"These guys, they have a very clear

agenda and they're being very methodical about it," she said referring to the Abbott Government. "We have to be methodical, too, in our response."

Kearney warned that if workers were not engaged and aware, all of their rights would be taken away.

"We are going to wake up one day and we are not going to have right-of-entry; we are going to be regulated out of existence," she said.

Kearney noted the best way to prevent erosions of right was to develop a campaign in the same ilk as 'Your Rights at Work'.

"New technology is great," she said. "Social media with Facebook means we can reach hundreds of thousands of people in the flash of a button, but nothing beats grass-roots campaigning.

"People: you need to have the conversations in the workplace."

Each of the four Branch Secretaries all took turns at the podium.

Deputy Secretary Paul Keating used the opportunity to discuss ongoing industrial disputes that the branch was charged with spearheading, while Assistant Secretary Paul Garrett urged members to keep their eye on the ball and continue to work united in fighting a common enemy. Assistant National Secretary Joe Deakin used his opportunity to talk about the evils of food company Nestle, saying there was a murder in every mouthful.

Activists from Search, APHEDA, the Communist Party of Australia, Refugee Action Coalition and the Beyond Nuclear Initiative also spoke, in addition to ITF Coordinator Dean Summers.

Unionists from the NTEU (Genevieve Kelly), FBEU (Jim Casey) and CFMEU (Brian Parker) participated in a panel session

to discuss the problems with the NSW conservative Barry O'Farrell Government.

Members were given a chance to ask representatives from Maritime Super and the credit union their questions.

National Office also provided a number of speakers, with Deputy National Secretary Mick Doleman offering insight on the Regional Maritime Federation and Assistant National Secretary Warren Smith reporting on the NSCOP campaign and other industrial matters. National Safety and Training Officer Matt Goowin, National Lead Organiser Bernie Farrelly and Legal Officer Adam Jacka offered insight into their respective roles. ■

CHARLIE WILLIAMS 1922-1993

Sydney Seafarer and union stalwart Alan Oliver passed away in 1998. Fortunately, before he died he recorded his memories of the union and being at sea. Because of this we are able to share those memories with you through the *Maritime Workers' Journal*. The following is Oliver's recantation of a deceased member Charlie Williams.

Charlie Williams came to the Seamen's Union late in his life. It was a ricochet run from Tonga to a Fijian shipyard – where he did his time as a fitter, turner, plumber, all rounder – to the British Army, to the Australian building industry and then to the Captain Cook Hotel at Millers Point in Sydney, until Taff finally surrendered and put him to sea.

Charlie must have been a formidable figure when he was young and in the Fijian Commando Squads – led by Kiwi Officers – that operated behind Japanese lines in the Solomon Islands.

They had the Japanese terrified; preferring a Yank diversion ahead, rather than the Fijians behind. In Bougainville in 1944, he earned an American Silver Star for carrying a Yank pilot over his shoulder for a week, from up in the mountains, through Japanese lines, to the marine beachhead.

Charlie came to Australia and was part of that incredible group of plumbers who helped put up Australia Square. I met them in 1963 through Joe Dryburgh, who was a seaman-turned-rigger responsible for devising a lifting system for putting the tiles on the Opera House sails. In those days plumbers had to fight their own incredibly reactionary union before they could even front the employer. Then for the first time they became the militants, the leaders who virtually ran the show.

Charlie had a smile-grin that could light up a room. His smile was ever-present and only a super-nark, or racist, could briefly shut it down. One foreman contemptuously called him a 'black bastard' and Charlie left-hooked him so hard that it appeared to workmates that the foreman was throwing his feet to the stars. The foreman's manners dramatically improved after that. Another time he left the North British Hotel to catch the bus home, when four detectives of the notorious 21 Division who must have been short of their 'drunk quote' came from behind and pushed his arms up his back.

Charlie, who was immensely strong, thought he was being robbed; he broke loose and flattened three of them. The fourth circled

him, blowing his whistle to get help from the nearby Philip Street Station. An avalanche of coppers pulled Charlie down. Eventually they thrust Charlie into a cell, but by this time the Tongan Warrior's blood was on the boil.

He had the cell bars shaking as he kept charging them with a stool while yelling: "I hear all about your cell kickings. Well come on in, I'm waiting and willing!" The coppers must have thought the best of it, because they decided to leave him alone.

Next morning he was hit with a mass of charges and was very depressed, because although he was married to an Australian woman, his entry was not exactly 100 per cent legal and he feared deportation.

Neville 'Coxy' Cox – who with Charlie and Ronnie Thompson made up the trio of plumbers from Australia Square who eventually went to sea – became his Legal Eagle. His philosophy: "There is only one way you can beat the coppers in court – you have to be bigger liars than they are." Accordingly, he ensured Charlie rehearsed.

At court the Magistrate, or 'Beak', began his questioning: "Mr Williams, I find it astonishing that one man can create such havoc. There are police with broken noses, broken limbs, broken ribs and masses of minor injuries. You have an excellent civic and war record. Can you explain this reprehensible behavior?"

"Your Honour," Charlie began, "I'm immensely proud of my Tongan ancestry. When strangers grabbed me from behind and said, 'Got you, you black bastard, we don't want any of you black swine in our country', I just snapped." Charlie went on and on, adding a bit of salad to the story; he excelled and the Beak believed him. He gave Charlie a dressing down and fined him ten pound. Coxy said to him: "Charlie, you got at least six coppers for ten quid. Will you line me up for a dozen?"

Charlie had told the Beak that he was beaten black-and-blue, to which Coxy retorted: "How could anyone tell Charlie? You'd need your bruises to come up white to prove that!" Charlie's smile just lit up, for he'd cop any ribbing from his mates so long it was devoid of malice.



Alan Oliver standing outside the ship's anchors he mysteriously procured for an installation for the Australian Maritime Museum

Charlie proved to be the same endearing character afloat as he was ashore. His most infamous role was when he earned the title of the 'Mid-Atlantic Interior Decorator'.

There were endless meetings on the ship, the Australian Explorer, about the state of the recreational room furniture, which was worn, holey and getting shabby. No result was forthcoming; so after an inconclusive meeting, Charlie stood up in the '12-to-4' and pelted all the furniture over the side. It's probably still drifting around the Atlantic somewhere. New furniture came quickly in London – for the smoke room also – but that's the kind of action that has the Union Official sharpening his axe.

It cost Charlie his job, but the inevitable lengthy suspension was 'suspended' – simply because Charlie was such a lovable character. The crowd asked Laurie Steen to forgive

his act of impetuosity, to which the skipper John Quinn added his plea to Laurie for the maximum amount of tolerance to be given.

I had the privilege of knowing both Charlie and John Quinn. I went to Tempe school in Sydney with John. He gained a deckboy job on the Morinda in January 1945; it was a Saturday afternoon, the ship was sailing shortly and no clothing shops were open. I completely outfitted him from my collection of Yankee gear – from oilskins to dungarees and jackets; in fact everything bar Admiral Halsey's hat. I often wondered whether, when John strutted his stuff on the bridge, he remembered his original uniform.

I only shipped with Charlie once – on the Lady Joyce – which had sufficient power to pull a maggot off a chop. We towed a giant barge from Singapore to Geraldton at an

average of 2-3 knots.

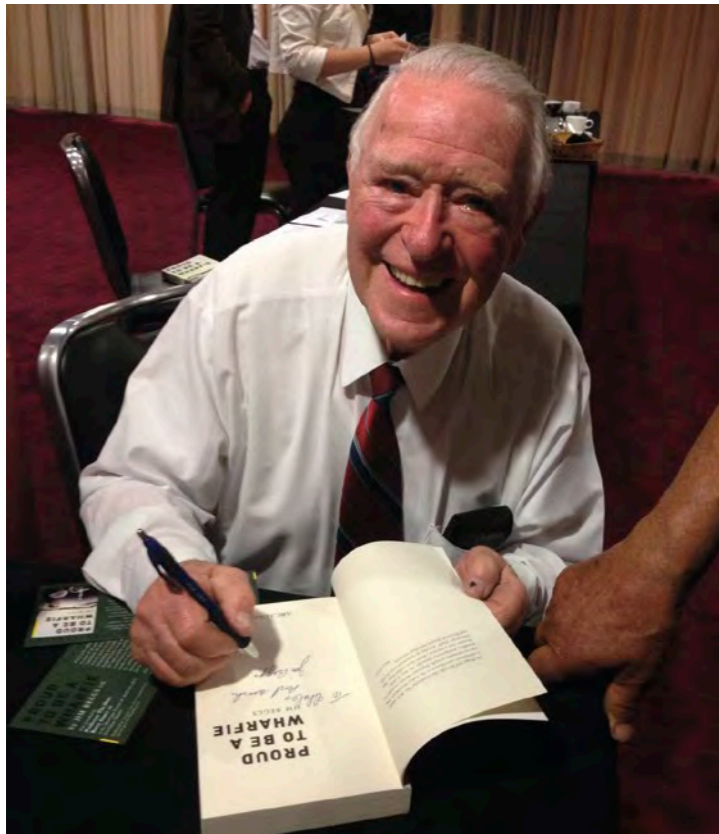
We were lucky, twice, not to spend an eternity on the good Lady Joyce. We were on a short tow in Bankha Strait when a total power failure happened. The vastly greater mass of the barge had it coming on fast enough to climb up over the stern and push us under. Fortunately power came back on just in time.

The big 'shits are trumps' scene came just after we left the Sunda Strait. The 'iron mike' jumped a few degrees starboard, while the mate was doing his charts and the rest were at lunch. He looked ahead and a vital lower valve in his body fell right out. We had done a near 180-degree swing and were heading for the bows of the barge. We were too close to go astern, so emergency power was used to keep going ahead; we

crossed our own tow line and missed the bows by 20-30 feet. Had the mate not done that survival glance, we would have rolled and ended like an Alister McLean novel title: 'A thousand fathoms down, South by Java Head'.

Tragically Charlie died of lung cancer on 9 August 1993 and his extended family gave him a Polynesian funeral that lasted four days. Regrettably none of his old work and shipmates knew, so we could not help pull the grass over his head at Botany Cemetery. They all sure miss that old bastard and if any are religious, they'll know that smile is lighting up somewhere, and he'll have pulled that bloody Gee-Tah out and be softly strumming and singing the old favourite Love Letters In The Sand.

From all who ever lifted a schooner with him: Farewell Old Mate!
Alan Oliver 667



Jim Beggs autographing his book

Victoria Branch Officials Dave Schleibs and Bobby Patchett deliver a speech at the luncheon



PROUD TO BE A WHARFIE

Ex-Waterside Workers' Federation Victoria President Jim Beggs launched his book - *Proud To Be A Wharfie* – late last year at the Victorian branch Retired Member's Luncheon. Joining Beggs in launching the book were former Labor Party president Barry Jones, former Victoria Premier John Cain and one of Australia's most respected Supreme Court Judges Frank Vincent, as well as the Victorian Branch officials.

An excerpt from Jim Beggs's speech:

I named the book *Proud To Be A Wharfie* because I am. And because no other union in this country has ever received more adverse publicity than our union. I wrote the book to tell the real story about the wharfies here in the port of Melbourne over the past 62 years of my involvement - and not what the media has written about us over that time.

I tell about the Bull system under the casual days, which was pitting the weak against the strong with its corrupt open pick-up system; the difficult and dangerous cargoes we worked; the unsocial hours of work; the barbed wire fence that ran through the compound that separated the scabs who took our union members' jobs in the big 1928 strike; the horses that pulled the cargo from under the hook; though to mechanisation, containerisation and permanency.

Wharfies are now on the endangered species list. We have gone from 20 different

In writing the book, I particularly had in mind the new generation of Labor and trade unionists. To say to them that, we are a force for good in the world and I hope it will encourage them to look more seriously at their role to take our movement forward.

unions in the port to one. There were some 80,000 workers in the whole of the port in our day. Today there are just over 3000 discharging hundreds of thousands more tons of cargo than we ever did.

But more than that I wanted to write about our humour, our generosity, the many characters and their quirky nicknames, our loyalty to our union - and above all our mateship.

In writing the book, I particularly had in mind the new generation of Labor and trade unionists. To say to them that, we are a

force for good in the world and I hope it will encourage them to look more seriously at their role to take our movement forward. If they want to define the way ahead today, they will need to know where they have come from and get back to their roots, which grew out of inspired men of character, integrity and faith.

They need to know that trade unions are agents for change. Wisely directed, this new generation will rise to guide men and women to a new sense of human values, and the work and wealth of the world available to all and for the exploitation of none. ■



It's a sad but true fact that more people can tell you the sports scores from the weekend than a few simple numbers that really could change their life.

More important than a little black book – these numbers might change your *life*

BMI

This is your body mass index – if you're over 18, your BMI is your weight in kilograms divided by your height squared (m²). So if you're 70kg and 1.75m tall, your BMI is 23 (70kg / [1.75m x 1.75m]). The Monash University Centre for Obesity Research and Education website (www.core.monash.org) uses the following BMI scale:

<18.5	Underweight
18.5 – 25	Normal
25 – 30	Overweight
Above 30	Obese
Above 35	Severely obese
Above 40	Morbidly obese
Above 50	Super-obese

People who are heavily muscled may have a higher BMI, but this may not be a problem – discuss your BMI with your GP to find out what it means for your health.

Cholesterol

This one can be a bit of a shock because it can have very little to do with how 'fit' you are – even elite sportspeople can have high cholesterol. Cholesterol builds up in your blood vessels, restricting the flow of blood to your heart. You can find out what your cholesterol levels are through a simple blood test and if they are too high, there are lifestyle and medication options that will help reduce them.

Waist measurement

Surprisingly, this can have more to do with your health than your weight does. Body fat stored around your middle puts extra strain on your heart and significantly increases your chances of developing type 2 diabetes. A waist measurement of over 101cm (40 inches) for men (and 87.6cm – 34.5 inches – for women) means that you're placing yourself at increased risk.

100 calories

According to Dr Mehmet Oz (co-author of *You: the owner's manual* and *You: on a diet*) there are three basic things that combine to help you lose excess weight:

1. Consuming 100 fewer calories per day.
2. Increasing activity.
3. Making more nutritious food choices.

Cutting more calories than this can cause your metabolism to shut down and cause binge eating, which will actually make you gain weight! Keeping your metabolism firing is essential to shifting those extra kilos.

10,000 steps

For an average adult to be considered 'active' they need to take a minimum of 10,000 steps (or the equivalent) every day – that's 8km or around 1 hour 40 minutes of walking. Making a conscious effort to achieve 10,000 steps each day can be easier than trying to find the time to actually 'work out', but the benefits can be just as great. Visit www.10000steps.org.au for more information.

Blood pressure

This is how much pressure your blood places on your arteries as it flows around your body and the workload it places on your heart.

High blood pressure can cause serious health problems, including kidney disease, heart attack or heart failure, and stroke.

Your blood pressure will vary during your life, but having it checked regularly – especially if it tends to be on the high side – is very important.

Blood glucose levels (BGL)

Your BGL will change during the day, depending on your level of activity and your food intake. A BGL that is consistently high can be a sign of diabetes and can also cause damage to your eyes, kidneys, blood vessels and nerves. A simple blood test is all it takes to monitor this important number. A high BGL can be lowered through diet, exercise and sometimes medication.

This wellbeing message brought to you by rt health fund – the health fund for transport and electricity people. www.rthealthfund.com.au/mua.html or 1300 287 609

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