



Southern Queensland Branch News

10th September 2010

SUPPORT STEVE CUMBERLIDGE

A Conciliation Hearing was held under the Fair Work Act (FWA) between Stephen Cumberlidge and POAGS regarding Steve's unfair dismissal case on Thursday 2nd September in Brisbane with National Industrial Officer Bill Giddins and Deputy Branch Secretary Trevor Munday in attendance. As there was no result to the conciliation the matter has been progressed to arbitration possibly in the 3rd week of November.

Steve thanks all the members for their generous support both financially and morally which has comforted him and his family considerably. Members are reminded that T-Shirts in support of Steve are still available in the Branch rooms and will be taken to the jobs as opportunity arises.

PATRICK NEGOTIATIONS

Patrick Part B negotiations will be held on Thursday 9th September with Deputy Branch Secretary Trevor Munday and Delegates in Gladstone followed by a meeting with Management on Friday.

Part A negotiations will resume in Melbourne on 15th September. Delegate Brett Membrey will attend with Trevor Munday.

SMIT TOWAGE - GLADSTONE

As previously reported Svitzer has lost the towage contract in Gladstone and are to be replaced by Smit who will operate under an exclusive license in the port for the next seven years. Svitzer will complete towage in the port on 31st December 2010 and Smit will commence operations on 1st January 2011. Assistant National Secretary Ian Bray met with Smit on Monday 2nd August to discuss the draft Greenfield Agreement. Several points of clarification were raised along with additional clauses that the Union wanted placed in the agreement. Ian Bray and Trevor Munday gave a report to the members on 9th September.

Smit has requested that the Union respond in writing regarding their concerns and a further meeting be scheduled once Smit has considered our concerns. If the Union's concerns are addressed the only remaining EBA matter to be discussed will be the salary.

SAYONARA OLD GIRL

It's an end of era for an old veteran as she sails over the horizon the *Endeavour River* departs from Gladstone for the last time, as her life as a dirt boat sadly comes to an end. There will certainly be fond memories of days gone by recalled as she ploughs her way to Singapore, where she will be handed over to her new owners.

The 75,750 tonne *Endeavour River* originally arrived on the Australian Coast (Weipa) on 18th July 1983 as the *TNT Carpentaria*, where she completed her maiden voyage from where she was built in the Italian city of Monfalcone (30 minutes drive from Trieste). Her maiden voyage reads similar to a European cruise, from Monfalcone to a sleepy little port of Venice and then onto the Sri Lankan Port of Colombo via the Suez Canal and finally to the Weipa. During her 27 years on the Gladstone-Weipa run she fed and housed many seafarers and gave them a substantial living.

Whilst as many seafarers always seem to feel that bitter taste in their mouth's when we hear of another Aussie vessel completing her final voyage, hopefully with a Labor government back in control, we can see more vessels arriving on the coast rather than leaving with the revitalization of the Aussie Fleet legislation being passed sooner than later.

RIO TINTO – RMT WEIPA

Assistant National Secretary Ian Bray reports that Rio Tinto has begun a process to provide a replacement vessel to commence trading between Gladstone and Weipa in the near future. It is believed the vessel will be the *RMT Weipa* which is the sister ship to the *Wakmatha* currently trading on the same run.

The manning contract has been awarded to Teekay however they will be manning the vessel from a newly formed subsidiary company “Teekay Crewing Services Pty Ltd” which will be run separately from their existing business. The MUA has met with the company several times to discuss an agreement for the vessel and operational manning.

The vessel will be manned in accordance with the principals set out in the Rio Tinto Framework Agreement with the Unions, that will see 70-80% of Rio’s coastal cargoes carried on vessels with Australian manning. Teekay have proposed a manning of - 1 CIR, 5 IRs and 1 Chief Cook. However the Union has rejected this proposal on the basis that there is no Chief Caterer in the proposal.

National Secretary Paddy Crumlin and Assistant National Secretary Ian Bray met Peter Manion (Rio Tinto) and Grant Hardie (Teekay) on 29th July to discuss the manning of the vessel and in particular the placement of a Chief Steward into the manning structure.

The company was adamant that they did not see the need for a Chief Steward on the vessel and claimed that this vessel would signify a new beginning in Australian shipping.

The National Secretary made it abundantly clear that if a Chief Steward was not part of the manning for the vessel then there would be no agreement and Rio Tinto needed to seriously consider what this would mean to all the hard work and effort that went into forming the Frame Work Agreement. It was also emphasised that the Union’s position for the Chief Steward has remained consistent throughout all the negotiations over the past 12 months and the company should find it as no surprise that we have taken the position we have. The National Secretary pointed to other arrangements in the fleet where Chief Stewards had been trained up to do IR duties as there was not sufficient work for them to be fully productive as a Chief Steward alone in certain trades. However the union would not concede that the duties traditionally done by the Chief Steward could be done by other classifications aboard. In regards to the overall manning of the vessel, the MUA was prepared to man the vessel on safe operational manning and would look at hours worked and other critical criteria to determining what the number of IRs would be. This was also affected by the number of trainees aboard and also maintenance support from MUA riding gangs. The union was prepared to sit down with the company and deliver long term, efficient and safe proposals that would see the Rio fleet replaced by new tonnage.

A further discussion was held last night between the National Secretary and Assistant National Secretary Bray and Rio in regards of putting interim arrangements on manning until a long term settlement could be negotiated.

Work has continued on the collective agreement for the vessel in the event the outstanding matters are resolved so that there are no further unnecessary delays to putting an Australian crew on the vessel.

GO MARINE EBA BACK PAY

Just a quick update regarding Go Marine’s outstanding back pay. Relief Official Bruce Doleman had a call from Brad George of Go Marine regarding the issues raised and he gave assurances that all permanent and present relieving staff will be paid this pay run. Only the previous employees will need to contact Go Marine to ensure the Company has their relevant banking details and, when this has been done the back money will be paid in the following pay runs.

THANK YOU

Chris Vane extends thanks to the Patrick’s Benevolent Fund for the assistance to his family in the loss of his father. A timely reminder to members – no smoking – think of your children and grandchildren.
