

RANK & FILE VOICE

TOUCH ONE TOUCH ALL - OFFICIAL MUA WA BRANCH MEMBERS MAGAZINE | NUMBER 47 | JUL 2020

CORONAVIRUS



Lockdown Edition

BUS DRIVERS WANTED

The WA Branch is seeking volunteer bus drivers who would be willing to give their time to drive the MUA bus for events and rallies.

We need back up drivers in case our regulars are absent. If you are interested and hold a HR drivers licence, please contact the office staff at the WA Branch.

9335 0500

muawa@mua.org.au

In unity



PHOTOGRAPHERS WANTED

The WA Branch is currently looking for volunteer photographers who would be willing to take photos at rallies, events or functions for branch use.

We have a few members who take amazing photos for the branch during events, however we need back up novice photographers in case our regular photographers are absent. If you are keen to volunteer from time to time, please contact the office staff.

9335 0500

muawa@mua.org.au

In unity

THANK YOU VOLUNTEERS

The WA Branch would like to thank several of our hard-working and always reliable members for their contribution to the union.

With your help, the union can function at its fullest capacity.

(BLOSSOM) TERRY GORE

PETER MCCABE

PAUL MCCABE

MICK CONWAY

ROB SIMM

SVEIN SKAVIK

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MUA members members stand up stand up & fight & fight back

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Members hold firm during tough times



Report by
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First, I would like to congratulate all our members for their commitment to work throughout these trying times; to ensure supply chains were not interrupted during the COVID-19 pandemic.

Wharfies, seafarers and port workers... not recognised as frontline workers... our union and our members who have kept this economy going on the frontline.

We have played a massive role in ensuring food, household goods, pharmaceutical and medical supplies continued to reach the Western Australian communities and their destinations during this health crisis.

In the early days of the pandemic, we had some major issues with the shipping and stevedoring companies, around keeping our members safe at work. Let me say quite clearly, we worked with the ALP Labor Government industry and have remained vigilant in keeping our members safe during this crisis.

As we saw in other states, if we do not stay on top of everything, one slip-up around shipping (eg the Ruby Princess and the MV Al-Kuwait) could see a major set back and a disaster for all Western Australians.

(For further in-depth information regarding the MV Al-Kuwait situation, read Keith McCorriston's ITF inspector's report in this newspaper).

It is ironic that the state govern-

ment allows foreign seamen to enter our country and do their quarantine lockdown on board the vessel, whereas Australian seafarers entering our state are required to stay in hotel lockdown for 14 days.

It is a waste of time to close our state borders if we are going to allow these vessels to berth inside of the 14-day quarantine requirement. The latest coronavirus spike in WA reveals that after repeated warning from the MUA and others in the industry, the Australian Government has still failed to properly address the major quarantine and biosecurity threats posed by international shipping. This is a major flaw that needs to be rectified and the union will continue to push for Australian jobs.

We have had to fight for our members to be paid while in isolation; 14 days isolation equals 14 days pay! This was another great win by the MUA. I congratulate all the MUA members who followed the unions directives during the many disputes we have had, to be paid while in isolation.

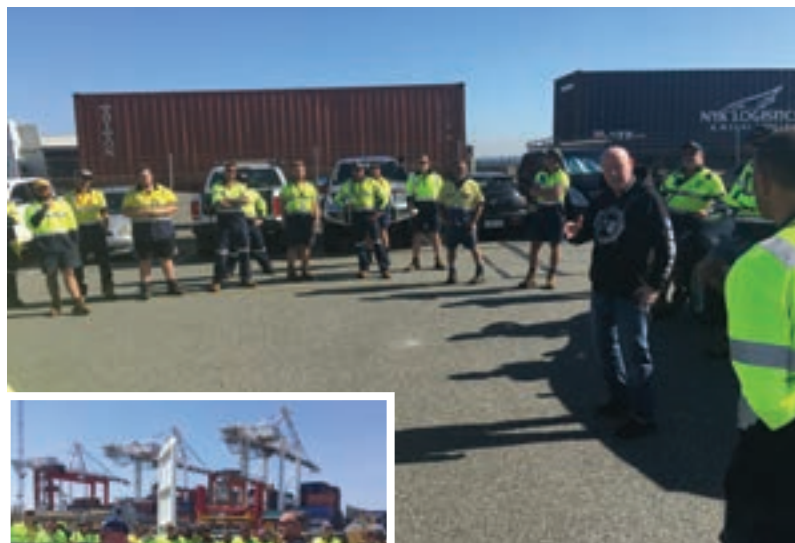
Unfortunately, COVID-19 also saw many of our seafarers go through tough times. It is devastating what is happening in the offshore. There is little to no work as projects are being pushed back due to the downturn in the oil and gas industry.

This is the time for the McGowan Government to step up and employ Australian seafarers in our own country.

We are an island nation and we must have Australian ships manned with Australian seafarers.

Coastal shipping must stay!

Special mention must be made of our very own Kyle McGinn, for once again standing up for the MUA and our members in his parliamentary speech about state shipping. Well done Kyle! We must continue to fight for the right to work in our own country.



CHEVRON

The MUA has spent more than eight years fighting with this multinational, anti-union, anti-Australian working company.

What was our crime? We dared to stop Chevron from putting exploited foreign labour onto our ships and into our workplaces. ***We did that and we won.***

I can genuinely say that we have 100 per cent membership in the Offshore today and there are no foreign seafarers in our positions.

Yes, we may have had to pay a \$30,000 fine and a good behaviour bond, but Chevron had to pay back millions to the Australian Tax Office because of our campaigns.

If we did not have this fight, Chevron would have taken all our Australian jobs, wages and conditions. We stand proud as a militant union. We stand proud to say that we have the best Australian wages and conditions. We stand proud to say we are an organised militant union that stands up for all workers. The facts are with these rotten Liberal laws, you can only take strike action when it is protected.

The MUA is hear to stay!

***In unity
Christy Cain***

"If you fight you won't always win. But if you don't fight you will always lose."
BOB CROW





NATIONAL CONFERENCE

The Maritime Union National Conference took place on the Gold Coast in early March. It was a week of solidarity and commitment from all who were present.

There are not many unions who would take over 450 rank and file delegates to a conference to debate and have ownership of the

way their union moves forward.

Over 120 leaders from international unions in their own right was something to cherish.

Once again, the delegates and staff played an excellent role in making this conference what it was, and should all be commended for their commitment to this mighty union!



MAY DAY CONVOY

COVID-19 has certainly changed the way we do things.

The restrictions around social distancing saw the annual May Day celebrations at The Fremantle Esplanade cancelled. However, this DID NOT stop us from commemorating the day.

We may not have been able to march, but we certainly let others gone before us know that we care by holding an MUA May Day Convoy.

May Day is, and always will be, a family day to honour all workers, past and present, and their unions struggles.

In my opinion, this was one of the best May Day turnouts by the blue-collar unions.

The carpark and all streets surrounding the union rooms were full.

I congratulate everyone who attended.



ONE door closes ANOTHER door opens



Report by
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BRANCH DEPUTY SECRETARY

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While METL continues to operate its trainee IR program along with other programs out of its Sydney office, the prolonged decline in the offshore and the overall decline in the economy has prevented METL achieving its key objectives for its training facility in WA.

As a result, they had notified their intent to cease leasing the Henderson Property that is owned by the union.

When this was reported to the members at the monthly meeting, it was moved that the Branch look at all options available to keep such a valuable asset in members' hands for future generations.

National Council had determined to sell the property but when the sale fell through, the Branch com-

mittee endorsed that I be given the authority to engage a leasing agent with the intent to secure a long term tenant with a decent return on investment.

Once we had achieved a good offer, the branch committee further endorsed that the Branch offer to purchase a 75 per cent share in the Henderson property from national office as a solid long-term investment

I am happy to announce that National Council has now endorsed the WA Branch 75 per cent ownership of the Henderson property with the remaining 25 per cent to be retained by national office.

The new tenant moves in on 1 July 2020 and the lease is a 6-year term with a 4-year option (10 years total). The return on investment is 6 per cent plus all outgoings paid for by the lessee which is a tremendous return on members' money in the current environment.

I think the most important aspect of this deal is that members retain ownership of a very valuable strategic asset that allows members and future leaders of the union multiple options for use of this very well located site at the AMC.

MONTHLY MEETINGS RETURN IN WA

The last Tuesday of every month is an important day for this union.

It's the day of our monthly meeting in the Union Hall where our members hear important updates and engage on issues of importance with their elected officials.

COVID restrictions have put a stop to our monthly meetings around the country, but with those restrictions being lifted in WA, we are pleased to announce the WA stoppy will be back on from **Tuesday 30 June**.

OUTER HARBOUR CAMPAIGN

Westport has gone very quiet in recent times, but we cannot afford to drop off on this critical campaign for our members.

The plan to close Fremantle Port and build a new container port in Kwinana where containers are taken straight from the ship to an inland hub by fully automated machinery is a plan that will cost hundreds of our members jobs.

It's a plan for redundancies, not jobs!

It will also come at great cost to the WA community and business competitiveness as investors seek to get a return on a \$6 billion dollar price tag for the outer harbour.

Members know that every time we strike for a wage increase, we hear the same shit about increasing costs to the community and causing businesses to go to the wall.

Members wages make up just half of the cost of a container yet modelling suggests container

costs will double if the outer harbour is to return a profit.

How many businesses will be forced to the wall if those crippling costs need to be factored in?

For decades, politicians and bureaucrats have pushed for a distribution hub around Kwinana but there has never been any interest from industry due to the sheer distance to the Perth population based well north of that location.

Fremantle is a central location and travel to the current hubs of Malaga, Spearwood, Forrestfield and Osborne Park will all double if this goes ahead meaning more trucks on the road and higher transport costs, not less.

We are seeing a large decline in volume in recent months and Government is predicting the



QUBE EA UPDATE

This EA Campaign has had several stops and starts due to COVID interrupting the normal bargaining process and Qube has not taken members claims seriously.

As I write, Qube has notified that all bets are off the table so this one looks set for the long haul with the current agreement expiring 30 June 2020.

WOMEN'S COMMITTEE ELECTION

All WA Branch women have been invited to nominate for the national Women's Committee following the resignation of union stalwart, Karen Wheatland.

Nominations close 30 June and as the branch presiding officer, I will be conducting the ballot if required. It is intended to hold the vote via email ballot to all female members with a cut-off date for replies to maximise engagement.

Each nominee will be able to include a written statement. On behalf of the Branch and the Union, nationally, I would like to thank Karen for her involvement in ensuring MUA Women's voices are loud and proud.

economy will take years to recover. On any given day we have more cranes boomed up at the port than those being utilised, it is clear Fremantle is decades away from capacity.

#itsnotneeded - Any analysis of the facts would result in the project being shelved.

The only reason behind this push is because property developers want to get their grubby hands on Fremantle harbour.

Despite the fact this outer harbour plan doesn't stack up, members should be wary of the "purchasing power" of developers and we must remain at the ready to take the campaign to the next level.

Stay tuned.



DUBAI PORTS EA UPDATE

This EA campaign has seen us in front of FWC and the Federal Court several times, but we will not give up until members get an outcome that they deserve.

At the time of writing, we were poised for a return to bans and strike action following endorsement by members at all four DP World terminals, but at the 11th hour the company had agreed to meet the full Part A committee on 18 June, via video link due to COVID travel restrictions.

This one remains on a knife edge with members' patience running on empty.



Report by
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What is it with companies employing the biggest dickheads available to run their show for them? It's like there's an 'employers only' Guinness Book of Records and some secret competition going on to find the stupidest manager of all time.

COVID-19 has exposed some absolute gems. Fremantle Ports would have to steal the award though (amongst some pretty stiff competition to be fair) for worst management of a pandemic situation, after making some monumentally moronic decisions and implementing the bare minimum risk control measures permissible.

When the vessel 'Baltic Wind' and 'Cosco Singapore' arrived at Fremantle Ports on the weekend of 23/24 May, port workers were asked to go up the gangway and work shoulder-to-shoulder with the foreign crew to apply the shore tensioning to secure the vessels. The vessel crew

had been ashore in Malaysia and Singapore, just over a week earlier.

These MUA members in Port Services deserve to be congratulated for prioritising the health of their families and the Fremantle and broader Perth community by choosing not to succumb to pressure from Fremantle Ports' management and expose themselves to a potential COVID cluster. We all owe them a debt of gratitude. It took guts to stand up and do the right thing.

We've got all of these theatrics surrounding the 'hard and fast' borders with eastern states, and the Premier won't let an Australian from Adelaide come into WA without quarantining for 14 days to make sure they're COVID-free. Yet some bright spark from Fremantle Ports thinks it's a good idea for employees to ignore the risk to their families and the broader community to walk up the gangway and mingle with seafar-

ers potentially exposing themselves to the next major COVID 'cluster'.

Amazingly, when the union questioned this lack of common sense, the Port Authority's response was, "we won't direct employees to board, we'll call for volunteers" (somehow missing the fact that any idiot stupid enough to volunteer for this task would still be required to mingle with the rest of the workforce, friends, family and the rest of the community afterwards).

To put this into some perspective, the Al Kuwait caused a spike in reported WA cases, with 21 crew members testing positive to the virus, and that vessel was outside the 14-day quarantine period.

How utterly fucking stupid do you have to be then, to encourage your workforce to roll the dice and gamble with the safety of their loved ones; to rub shoulders with foreign crew that would have been staying in accommodation with hundreds of other seafarers from every port in the world, at some hostel in a busy hub port just eight days before pulling into Fremantle?

For those of you thinking, "but it's the Federal Government who determines the requirements for these vessels entering the country", you'd be on the money.

However, other WA port authorities have implemented more stringent controls preventing vessels to berth until they've quarantined for the full 14 days. Not Fremantle though.

But the thing that separates Fremantle Ports from other dickhead employers and wins them the world record for stupidest employer, is the fact that they knew these vessels were berthing just in time for 'the storm of the century' that was due to smash the WA coastline. Instead of getting these vessels to anchor outside port limits and wait out the storm, the Harbour Master thought it would be a better idea to bring them into port so that Fremantle Ports would assume liability if they broke moorings and caused any damage (as has occurred in the past).

Given the wharfies would be ceasing operations during the storm anyway, there was no benefit to anyone in bringing them in. But because of this Einstein's genius decision, shore tensioning was required to secure the vessels during the wild storm conditions; and shore tensioning requires port workers to mingle with crew (whereas standard mooring does not).

So, if the vessels had remained anchored outside the port, Fremantle Ports wouldn't have exposed itself to the risks of costly damage; and our members wouldn't have had to endure the pressure to set aside the safety of loved ones and secure these vessels.

The script writers responsible for the popular 'Dumb and Dumber' franchise couldn't dream up a more ridiculous sequence of fuck-ups!

Keeping up with **COVID**

The coronavirus has been the hot topic this year and has kept us all on the edge of our seats, wanting to know what's next.

There have been so many changes made to our lives as a result of this virus and this new way of life could be around a little longer than some of us would like. What an incredible few months it has been. Trying to keep up with the COVID changes has been crazy for many of us.

Reports from our members in isolation, stating that two weeks of staring at the hotel walls were intense, pushing mental health to the edge. We have seen governments make changes to interstate and intrastate travel rules and regulations in matters of hours.

In some workplaces, our typical rosters have changed, and many members are also faced with two weeks of isolation. Keeping in mind that many office workers have been and continue to (in some places) work from home.



Report by
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ORGANISER

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TOLL ENERGY - SWINDLERS OF THE OFFSHORE

Toll Energy has been misplacing some of our member leave entitlements, only to be surprised when our members raise the issue. It seems bizarre to us, that it's always our members who are finding these problems and not management.

It seems like wage theft could be taking place, until they are caught out....

This mob is doing whatever it can to ensure that it saves a few bob. Even if it is at our members' expense.

Recently, it has removed manning to an all time low onboard the Toll Provider, showing no regard for the crew's safety. It's bloody disgraceful, and again, the MUA will be challenging this with a view of grinding Toll to the ground.

Toll Energy has become an aggressive employer, as it moved to sack two of our East Coast members because they did not reside in WA.

As a result of our industrial and legal pressure, we managed to have both these members reinstated.

WHITE COLLAR THIEVES - AKA MAERSK SUPPLY SERVICE

The MUA was fighting legally to have the Maersk application struck out by the Federal Court.

Unfortunately, we were not successful and as a result the Federal Court is requiring the matter to be heard.

We are feeling positive about this case and fully intend to run this matter all the way if need be. Given that we have already invested a sig-

nificant amount of money and time in this matter, we will not be allowing it to simmer away to nothing.

Dave Kearney, the local MD of Maersk, gave us a signed undertaking. It said, "if Maersk lost their appeal to the Full Bench of the Fair Work Commission, then Maersk would pay the shorthand entitlement for the steward's position from the date of the Full Bench order".

Maersk was unsuccessful at the full bench, but still no shorthand payments have been made. It's a pretty sad day when an employer gives their word (and signs on to it), and then doesn't hold up to their end of the bargain.

Clearly, any future undertaking provided by Dave will mean nothing to us. To date, our members have not been paid a cent as Maersk defy a legal decision that should have been paid months ago.

This matter is set to hit the Federal Court for its hearing in September this year.

OFFSHORE VESSEL EBA CAMPAIGN 2020

The last AMMA driven EBA resulted in the creation of disparity across the Offshore Sector. We essentially have a vessel operator agreement and a manning agent agreement with the expiration dates all expiring between October 2020 and May 2022.

In the coming weeks, we will be aiming to set up industry meetings with the membership to set our path forward. Given the current state of the industry, COVID-19 and the price of oil, we may need to review some of the outcomes from the Offshore Commission/Conference held in December 2020.

It could be the case that another Offshore Commission/Conference takes place to direct the union in its industrial campaign moving forward.

The National Executive has appointed me as the main contact for this upcoming EBA campaign.

All communications during the EBA negotiations will come via me and should go back through me to ensure that we have the one main point of contact throughout this entire process.

Some of the key claims raised by the membership to date are:

- Norwegian Roster or 4 weeks on, 4 weeks off
- Define length of workday, hours and breaks
- Protect or an equivalent redundancy fund introduced into offshore
- Longest serving casuals to be given preference for upcoming permanent jobs
- All training courses, inductions (including online) to be paid for by the Employer (backdated)
- Upgrade bandwidth of internet
- General amenity upgrades

- Food budget
- Increase all hard-lay allowances to encourage issues to be resolved promptly, ie AC
- Mandatory clause to be added to include vessel inspections
- General provisions tidy up

The EBA expiry dates are in the table below:

Employer	EBA Expiry Date
Entier	31 Oct 2020
Atlas	31 Oct 2020
AOS	31 Oct 2020
OSM	31 Oct 2020
Rigforce	31 Oct 2020
ESS	31 Oct 2020
Sodexo	31 Oct 2020
Fugro	31 Oct 2020
Dof	31 Dec 2020
Brunei	31 Dec 2020
ISS	31 Dec 2020

Employer	EBA Expiry Date
MMA Offshore	1 May 2021
Go Offshore	1 May 2021
Workpac	1 May 2021
MC Maritime Services	30 June 2021
Solstad	13 March 2022
Swire	13 April 2022
Tall	7th June 2022

Employer	EBA Expiry Date
Maersk	16th May 2022
Switzer	16th May 2022
Siem	10th July 2022
Bhagwan	9th April 2023

In the coming weeks and months, we will be ensuring that all members are frequently updated.

We will be seeking endorsement of the log of claims, which will be the next step in our EBA campaign. Following this, we intend to set dates and commence bargaining with the various employers.

In unity

Offshore operators and contractors use COVID-19 to wage a...

WAR ON WORKERS



Report by
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Over the past 18 months, the Offshore Alliance has recruited over 1200 offshore hydrocarbon workers into the union and made significant progress in unwinding the de-regulated mess which had inflicted almost every offshore hydrocarbon facility. We have smashed a number of non-union EAs, put in place union-negotiated Enterprise Bargaining Agreements and strengthened our industrial capacity.

COVID-19 – THE WAR BEGINS

While the impact of COVID-19 on the physical and economic health of the global community cannot be overstated, it has been used by offshore operators as the perfect excuse to undermine and attack the employment standards of offshore workers. While we are still at the relatively early stage of the industrial re-organisation of the offshore hydrocarbon sector, we have been able to provide significant push-back to these attacks. The offshore operators and contractors now understand that they are not operating in an industrial vacuum.

HEALTH AND SAFETY STANDARDS UNDER ATTACK

The first thing attacked at the onset of COVID-19 was the health and safety of offshore workers. Woodside led the charge by seeking to introduce a 14-week suicide roster. This involved spending two weeks in isolation in a fly-ridden camp, serving up food slops, prior to being flown onto the platforms for a further 12 weeks.

**WOODSIDE JOIN GRUBBY
LABOUR HIRE COMPANIES BY
EXPLOITING COVID-19
CRISIS TO COMPROMISE OHS
& INDUSTRIAL STANDARDS**



Due to the campaign by the Offshore Alliance and ETU and the public condemnation of Woodside's proposed roster, we were able to get rid of the 14-week proposal. Instead, it adopted a different roster which still failed the pub test. Any critical analysis of the negative impact upon the mental health of workers. Two weeks in isolation followed by four weeks offshore and just two weeks off is a joke – but all good according to the toothless tiger regulator, NOPSEMA.

The consideration of workers' mental health went out the window during COVID-19 as a combination of HR/management incompetence and outright industrial bastardry meant that the interest of offshore workers was put a distant last to the self-interest of oil and gas corporations. INPEX gave its workforce less than 48 hours to decide whether they were going to relocate away from their families for up to 12 months and move to WA, or stay at home and risk being taken off pay. We will not forget or forgive INPEX for its callous disregard for the welfare of employees and their families.



The mental health impact upon employees who were unceremoniously told they had lost their jobs was massive. Maintenance contractors showed very clearly that employees were just numbers. Casual workers had their heads chopped off with no genuine intent to find them alternative employment or to inquire about their ongoing welfare. This was the brutal face of ruthless corporations and contractors treating offshore hydrocarbon workers like expendable units of production.

We even had the likes of Broadspectrum refuse to return the personal items of its employees back to workers place of residence after Broadspectrum sacked most of its casual employees from the INPEX facilities. Why an outfit like this would want to keep the used jocks and socks of its offshore workforce is something only the fat-cat Broadspectrum bosses can answer.

**BIG OIL & GAS COMPANIES
THROW CASUAL OFFSHORE
WORKERS UNDER THE BUS**



INDIVIDUAL EMPLOYMENT CONTRACTS & WAGE THEFT

The COVID-19 inspired attack on offshore hydrocarbon workers has shown very clearly that individual employment contracts provide very little protection of employment standards for oil and gas workers. Rosters, allowances, flights to and from an employees' point of hire/engagement are just some of the key conditions which are being attacked by the major operators. The establishment of toe-cutter razor gangs by each of the operators and many of the contractors has once again targeted workers' pay and conditions as the primary cost-saving measures.



With the odd exception, the employment contracts which have been drawn up by operators and contractors provide no protection for workers. In many cases, the employer can transfer employees to another facility at their discretion (or leave them at home), change rosters and remove allowances and other employment conditions. They are a farce. Contracts which have in-built mechanisms which provide for unilateral change are a sham and a scam.

Chevron is seeking to sack up to 600 employees, minimum manning levels have been slashed across most facilities and we have seen more and more examples of non-competent persons being engaged to undertake work on tasks they haven't been signed off on. Labour hire is increasingly raising its ugly head and workers are bracing for much more shit coming down the line from their respective corporate offices. We are only at the start of the attack on employment standards and we are getting organised to respond.



The Offshore Alliance is also in dispute with a number of contractors and operators whom we believe are engaged in systematic wage theft. Applus (numerous employment breaches), UGL (contract breaches) Legeneering (NES and contract breaches), INPEX (NES breaches by one of its contractors), Broadpectrum, AGC (NES Breaches), Jadestone (employment contracts) are just some of the outfits whom we are investigating for underpayment of workers' entitlements.



GETTING ORGANISED TO LOCK IN UNION EBA'S

We have made good progress with a number of offshore contractors in the past 18 months in securing union EBAs, but we are only at the start of the process with the major oil and gas operators. We are currently in EBA negotiations with Chevron and Jadestone and have a Majority Support Determination application in the Fair Work Commission to force INPEX to the bargaining table. We are also making great progress on the Prelude with the majority of the Shell crew backing in the commencement of EBA negotiations.

The Offshore Alliance is still in its infancy, but we are organising the offshore hydrocarbon sector bit by bit. Our culture is putting members first and we are unapologetic for calling out dodgy EAs, wage theft, bad safety and the general mistreatment of offshore workers. We are up for the blues coming our way if it means securing the job security, wages and conditions of our members.

A letter from an MUA member



Rolling fund remains vital

The subject of the rolling fund came up again.

We are bewildered as to how two crews can originally vote for a \$100 levy after the first swing, and then one swing later just stop and pay \$35.

Are we to understand that the \$35 each was a whip around for one of the members and not an actual donation to the fund? Or is that a new levy that this swing wishes to pay.... \$35?

As for the institution of the rolling fund, it has been well established even before some of our older members came to sea.

It is a legacy of past members and to say that these fights are over is not quite correct.

As long as we have Australian seafarers and Australian wharves, multinational rouge companies, unscrupulous manning agents and a right-wing anti worker government, then the fight is still on!

As a matter of fact, our officials

in Western Australia just fought, and won a battle for dead days against a company called OSM.

The fund plays a vital role in such things as donations to our own members first and foremost.

The added importance of donations from vessels rolling funds help with such things as other members in need, support for picket lines from other like-minded unions who are being attacked, old timers Christmas functions and to assist branches nationwide on a needs basis when individual struggles arise as they inevitably do.

On occasions a donation to a political party to help oust anti worker governments who are constantly attacking our jobs and threatening our way of life.

It is on this basis that the current swing has again endorsed and unanimously decided to leave our contributions at \$100 and all members are proudly paid up.

MUA WA branch member



Before late last year, many of us, I'm tipping, had never heard of Wuhan - the capital of the Hubei Province in the People's Republic of China.

Fast forward six months and we have all become backyard experts on wet markets, Wuhan and respiratory disease thanks to the outbreak of COVID-19, or the Coronavirus.

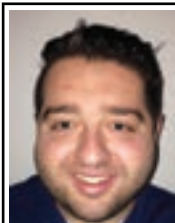
The *Chinese virus*, as it has also been referred to due to its emergence from China, has thrown a spanner in the works for the world in 2020, as the pandemic has claimed hundreds of thousands of lives across the globe.

For the majority of the MUA membership, life didn't change too much, as the need to keep the economy going was stronger than ever during these uncertain times. Who knows what may have happened if society didn't have the 'Tiger King' to binge on Netflix or the 'Big Barry' memes to keep their mind off things.

During this crisis, we have seen the best and worst of people. It was not that long ago that we saw people fighting in the shopping centre aisles over toilet paper and packets of pasta. Now we are seeing a lot of blasé "she'll be right mate" attitude as the restrictions are eased in Australia.

This is particularly the case in WA, where we were not hit with the virus as hard as the US and Europe, and we all want life to return to normal as we knew pre-COVID-19.

Unfortunately, employers have been seen and caught out during this global pandemic, taking the piss out of everyday Australian workers. It's been a rude awakening for some people, who may have been under the impression they were a valued member of their employer.



Report by
DAN FALCONE
ORGANISER

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Patrick stevedores has been one of those companies, who have said one thing and done another as hysteria struck Australia. Patrick has been doing everything it can to put the onus back on employees, to ensure it has little to no responsibility for anyone caught up in the COVID-19 crossfire.

Patrick previously agreed to cover employees returning from overseas as the pandemic took off, isolating on government instruction, as this situation was of no fault of the employee and was unavoidable. But it then forced these employees to use their own leave or be stood down without pay if no entitlements were available.

It claimed to be supportive of any employee who felt unsafe for any reason, or could not be exposed due to personal circumstances as they were in a high-risk group, or had a pre-existing health concern. These people were also forced into taking their own personal leave with no assistance from the company whatsoever.

There were also instances of employees self-reported that they had potentially been exposed to a person who was instructed to self-isolate, as they had been exposed to a confirmed case of COVID-19. The lack-lustre approach the company took to provide a safe workplace for the rest of the employees on site has been comical.

While all this was going on, Patrick did not even

have the balls to mandate simple PPE measures such as masks and gloves, running the line that if employees request the PPE, it will be made available.

To the average Joe reading this, it may not seem too far-fetched to think 'what's the problem here?'. The problem is that this company has not missed a beat. While other businesses closed down, shutting up shop like the rest of the community in lockdown, it expected our members to front up to work and potentially expose themselves to a deadly virus that had the world shaking at its knees.

Even after all the government and border force restrictions had been put in place around foreign crew needing to remain inside accommodation if the vessel had not been at sea for 14 days, Patrick was negligent in allowing shipping companies to operate outside these guidelines putting its employees in danger of potential exposure to COVID-19.

The first vessel that had not been at sea for 14 days arrived in Fremantle and when the lashers went onboard, there was a crew member at the top of the gangway waiting for them. Why was he not isolated to the accommodation?

The most humorous part about all this was that the crew member had a handheld infrared thermometer and was taking the temperature of the lashers before they got access to the vessel. This was a measure that Patrick itself had refused to do for employees entering the worksite before every shift.

If it all wasn't going to piss, I'd actually pay that as a pretty good wind up. When third-world seafarers have better safety standards than the 'Premier Australian Stevedore', something is critically wrong.

Swires the Swine of the offshore industry sack workers for standing up for safety



2020 - the year no one will ever forget for all the wrong reasons. This was the year the offshore was about to pick up, with construction projects gearing up to begin works. Then, out of China comes COVID-19 and the rest is history.

The working class will be paying for this pandemic for years to come. Workers' entitlements have been stripped away and will not return for a number of years, if at all.

Swire Pacific Offshore has really shown its true colours. We have always known this company to be the cheap arse, anti-worker, lowest of the low in the offshore. Once again, its has not disappointed with its constant disregard for its workforce and its lack of compassion with mental health.

Most companies give their workers access to the internet to keep in touch with their family. Not Swine!

With non-existent access to the internet, workers have to sit in the common area on the mess deck, to try open anything online such as personal statements, etc.

The onboard entertainment (ie movies) is the worst I have ever come across. They have nothing! The system tried over a year ago hasn't worked, so Swine has given up and put nothing in place for its workers.

This has been an ongoing issue, with no fix in sight. Basic entitlements being dismissed by the Swine office that have a total disregard for its employees wellbeing

Swine is also asking members to isolate at home for two weeks prior to joining its vessels without payment. If the company want members to isolate (which, by the way, is against current medical advice) then it should be paying for the isolation period. If it doesn't pay, then why should we isolate?



Report by
JACK MCCABE
ORGANISER

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The MUA continues to enforce this issue with the company, however, Swine continues to send emails to the workers about the unpaid isolation. It is ripping off casuals who are too scared to raise issues, fearful they might not get a call back. Intimidation is rife with this mob.

Members should be aware that Swine is ripping of casuals with the PPE payment. The EBA states \$642.10 divided 365 = \$1.76/day. Casuals do not get it paid on their leave. A casual working a full year which = 182 days $182 \times \$1.77/\text{day} = \322.14 . They only pay for the days worked, so it should be \$3.54/day.

UNDERPAYMENT OF SUPERANNUATION

If casual members are not paying the 5 per cent salary sacrifice, they only get the super guarantee of 9.5 per cent. This should be on all earnings, including casual loading. Members should check this on their payslips.

We are currently in dispute with Swine over the manning on the Pacific Vigour. MUA members Laurie Oretton and Brodie Johnston were sacked for making a stand on safety, by refusing to leave the vessel unmanned with no IR's, leaving two officers, two engineers and a cook to feed everyone. What a disgrace!

Laurie and Brodie were given less than 24 hours notice to leave the vessel because they questioned the minimum safe manning document and put the vessel in dispute (which is step one of the DRP).

At 6:30am the next morning, Laurie and Brodie refused to leave the vessel due to their safety concerns and they were both asked to go to the bridge where they were sacked on the spot for disobeying a lawful command. What a disgrace! No consultation and no dispute procedure.

Before Laurie left the vessel, he put in another dispute through the Maritime Labour Convention to the flag state, which Swines hide behind with AMSA – both doing nothing but insinuating their hands are tied.

It's an absolute disgrace that this company can hide behind the flag state and bypass work safe laws and health and safety legislation in Australia. We are still waiting to hear back from the flag state (Singapore).

The WA Branch has also put a dispute into the flag state. The Darwin Harbour Master and AMSA are now waiting on the different jurisdictions to get back to us. I won't be holding my breath on that.

We have run the dispute all the way through the EBA DRP. Christy has spoken to the company and it is still refusing to reinstate both Laurie and Brodie. As such, we have lodged an unfair dismissal for both men.

The delegates have put forward a request of support for Laurie and Brodie during these difficult and stressful times. As such, the WA Branch is now receiving donations on their behalf and we are asking members to contribute via vessel rolling funds and/or individual donations. This could have happened to anyone of you standing up for safety and members rights.

Account details are:

BSB: 882-000
Account No: 25133
Account Name: Fremantle Special Purpose
Reference: Swine and [your name or vessel name]

FRICKEN CLUNTZ

At the risk of stating the obvious, the last few months have seen a lot of shit hitting big fuckin fans. As always, when shit hits fans, those that step up to the plate get covered in shit.

This has been the case for a lot of our members, either deemed as essential services or continuing to work FIFO. Measures designed to protect members from the risk of infection while they continued to work were largely frowned upon as “union driven agendas designed to claw back lost conditions”, while measures put forward by some employers seemed remarkably similar to the claims they were unsuccessful in getting over the line during their last EA negotiations.

As COVID-19 restrictions are slowly lifted, the agendas in play will no doubt reveal themselves.

BUNBURY

Prior to COVID-19, EA negotiations were underway, or about to commence, with just about all employers of our members working in the port of Bunbury.

Southern Ports were about to commence, before both parties agreed to put negotiations on hold. Qube’s National Part A negotiations were reasonably advanced and while both parties agreed to continue with negotiations at a national level, the recent Part B meeting in Bunbury seemed to be more about a celebration of “no!” negotiations as the Part B local level have been put on hold by Qube pending progress at the upcoming Part A negotiations.



Report by
PAUL BRETT
NORTH-WEST ORGANISER

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EA negotiations for Mackenzie Marine and Towage (MMT) were well advanced and all parties concerned agreed to see negotiations through to completion.

While there had been a lot of back and forth on the final draft, the EA was finally put out to vote on 1 April 2020, with social distancing and hygiene related measures in play.

The agreement was voted up unanimously resulting in the very first union agreement for MMT in their 50 years of operation. MMT members of all three unions were rewarded for staying solid throughout the entire process and deserve the conditions they fought so hard to get over the line, congratulations to all members at MMT.

FREMANTLE

As stated above, Qube decided to put all Part B meetings on hold until further notice. Most ports had already seen their Part B meeting occur, with “no” as the theme across the board.

Fremantle’s Part B meeting has yet

to take place as the first meeting scheduled with Qube management being cancelled by Qube about 45 minutes prior to kicking off.

Part A negotiations will continue, with a little more to report back than the standard response of “no”. It might be a long road otherwise.

As far as Qube’s approach to COVID-19 goes, in the first instance, it seemed like business as usual, with any concern shown by employees met with threats of disciplinary action rather than information that would potentially ease any concern.

The first case of COVID-19 was identified in Australia late January. The number of new cases initially increased sharply, then levelled out around mid to late March, before starting to fall at the beginning of April.

Qube sent out a communication to all employees on 25 March, letting them know that it was monitoring the COVID-19 situation. On 26 March, Qube sent out another communication alerting all employees to the zero-tolerance approach it was taking to “at risk behaviour” as a result of a sudden spike in incidents over the previous two months.

This maybe a stretch for some reading this, but maybe employees concerned for their health as far as the fear of infection from COVID-19, fuelled by a constant barrage from media reflecting a completely different behaviour necessary for the average punter in the street as opposed to the lack

of information let alone measures to protect Qube Stevedores from infection became somewhat of a distraction, especially when threatened with their job for voicing said concerns.

Linx implemented some of the more effective COVID-19 related control measures on paper, the extent to which they implemented locally seemed quite difficult to manage.

Given the COVID-19 situation was an unknown for all concerned, difficulties were not unexpected. Some difficulties however, were simply a case of local management’s focus on productivity.

How Linx go about rolling back the measures implemented will tell a fuller story in coming months.

GERALDTON

As in Bunbury, Qube Part B meeting in Geraldton was no different. Pretty much a “no” to all claims presented and Part B negotiations put on hold by Qube pending progress at the upcoming Part A negotiations.

There will be plenty more to report in the coming months.

I’m only just getting my head around the issues at Mid-West Port Authority and so the only report back I can give at this stage is members, non-members and other stakeholders alike, all share a similar opinion of the new CEO.

I look forward to providing a lot more on MWPA in my next article.



PESSIMISTIC about the past OPTIMISTIC for a better future



Westug members (main picture)
and Toll Osborne (inset)



(DON'T) BLAME

Blame your predecessor, he told me, it's the first rule of politics. Though I beg to differ, it's easy to blame, the hard part is taking responsibility for your actions. Though we must do it.

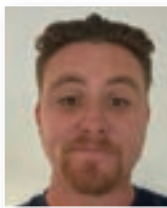
If everyone took responsibility for their actions and didn't palm their shit off to everyone else the world would be a better place. I have, in a very short period, lost, and regained faith in the union movement. We must remember, it is us, the people, we are the union movement and it is ultimately us, the greater majority of a worksite, who are going to make a difference, not just the 'registered organisation'.

We must take ownership of our workplaces and lead from the front. We must all share in the grief and the victory, remaining persistently active, never taking our finger off the pulse, forever plotting the next outcome. It's the only way to keep moving forward.

CHANGE

Social and industrial change isn't just handed over, it's fought and won. I only recently had heard that great Bob Crow quote, "if you fight you won't always win, but if you don't fight, you will always lose". Never a truer word was spoken.

Unity isn't about just joining an organisation, paying your dues and making demands. There's a vital step that's often missed and overlooked. Its workers standing together in pursuit of a common goal.



Report by
JOEL O'BRIEN
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People need to put all their bitchy bullshit aside, start to care about each other and get on with it.

Workers don't have to like each other. Just because you're employed by the same company doesn't mean you have to be friends. I don't care if you're black, green, blue or orange. You must respect each other and stand together constantly working to overcome and make change.

We can't be fearful that we will get sacked for standing up. The company know if we all stand up at the same time, they're fucked! Issue after issue, dispute after dispute, after a while it all becomes normal. Once it all becomes normal, the fear fades away. You're doing nothing wrong, so stand up, stand together and plan for the long term.

EDUCATION

With the ever-changing Industrial landscape, it's imperative we stay up to date with changes to Legislation and Industrial instruments.

It's everybody's job to take an active approach to learning and staying up to date.

We must constantly continue to educate ourselves. Know the provisions in your agreement, know what the laws are and if you don't, then learn. knowledge is power.

You should know your agreement back to front because I tell you what, the company don't!

Use it to your advantage and when the company aren't following the agreement, hold them to it.

One of the first things that turned me away from the union movement was the remark, "join the union you scab". A scab is not an employee who is uneducated and naive. A scab is someone who knows better yet goes against their comrades because they are too busy wearing their knees out and want it all for themselves, too greedy to care, to selfish to give.

If they stood united with their fellow workers all would prevail, and the outcome would be unrivalled. So next time you come across a new starter that is uneducated and naive. Explain the history, explain the wins and the losses, explain the company's nonstop attacks and why it's vital to be an educated active union member.

We need to bring people in for the right reasons. No caveman ever had a successful relationship by beating his missus into submission with a stick.

POLITICS

Up until recently I've had a burning hatred for politics. Not to say my opinion has gotten much better about it at all. Though it's good to see unionists like Kyle McGinn, Glenn Sterle and Tony Sheldon having a good crack. The only way we can change the perception of politics is by real people, with real values getting elected.

I really don't like paying tax to see these liberal maggots fuck the country. The so called "quiet Australians" who voted for Scott Morrison's posse ought to be ashamed of themselves. Some say Scotty's done quite well throughout this COVID crisis, though this upcoming IR reform will show his true colours.

It's the old adage, if you don't vote then you don't have a say. Abstaining doesn't bring about change. I've been lodging votes of no confidence for far too long and I realised it just doesn't work. It's hard sometimes, I often say to myself, who do I vote for? This dickhead, or that dickhead. There's so many to loathe!

We need to infiltrate the political system with good people then hopefully it won't be so hard to choose. I'm happy to be pessimistic about the past, though we must at least be optimistic for a better future.

PATRICK

FAST AND LOOSE WITH THE TRUTH

By now, all Patrick workers will have received a 'personal letter' from their respective terminal manager providing "both information and an update regarding EA negotiations".

Although the letter is identical for every worker across the country, with the only difference being who signed off on it, the very least the terminal managers could have done is checked the accuracy of a document they were being forced to sign by their National management team. It just reflects really poorly on any local relationships they may have and reinforces the point that Patrick's out of touch national office is controlling the entire approach to the negotiation of the new agreement for all four terminals.

Before going into the detail of the inaccuracies, it is worth noting that the last time Patrick sent this type of letter directly into your home was when they tried to con workers into voting for the non-union agreement in 2016 during negotiations for the current Enterprise Agreement (EA). And this letter from Patrick attempts a similar con job but is more offensive because of the manner in which they have tried to mislead their own workforce with the lies, omissions and misinformation.

For the record - the MUA and Patrick have been engaged in a dual process of negotiating a new agreement to replace the current one, while also exploring whether the option of a 'rollover' was a reasonable proposition depending on any offer Patrick might make. The negotiation for the new EA is the reason why we:

1. Elected ERC committees,
2. Collected, debated and then endorsed a Log of Claims at each of the 4 terminals
3. Met in Sydney with the Part A committees and Patrick in February before COVID hit, to work through the claims and process for a new agreement.

It was during the Sydney Part A meeting that Patrick formalised the request for consideration of a 'rollover' by the MUA to which we agreed subject to two key concepts:

1. It being of significant benefit to our membership across the country
2. Patrick addressing the substantial issues in each of the 4 terminals that were causing conflict locally and would prevent meaningful engagement at any level.

The process rolled out locally and all of the issues causing conflict were identified. Patrick then responded with the offer of a 'rollover' which addressed very few of the local issues identified by your ERC committees. Patrick also opportunistically tried to use COVID-19

The Maritime Union of Australia National Office
A Division of Construction Forestry Maritime Mining & Energy Union

Paddy Crumlin - National Secretary | Will Tracey - Deputy National Secretary
Ian Bray and Warren Smith - Assistant National Secretaries



5 June 2020

Mr Steve Cox
Chief Operations Officer
Patrick Terminals
Gate B105A Penrhyn Road
PORT BOTANY NSW 2036

By email: s.cox@patrick.com.au

Dear Steve,

NEGOTIATIONS FOR ENTERPRISE AGREEMENT – PATRICK TERMINALS

I refer to the negotiations for a proposed agreement to apply to employees of Patrick Terminals (Patrick).

I confirm the Maritime Union of Australia, Division of the Construction, Forestry, Maritime, Mining and Energy Union (MUA) is a bargaining representative for the employees who will be subject to the terms of the proposed agreement.

I refer to your letter of 1 June 2020. There are some major inaccuracies that need to be corrected and you have also omitted important information in what appears to be an attempt to create a misleading picture of the discussions around the current Enterprise Agreement (EA) and the proposal of a 'rollover'.

The issue of a 'rollover' was raised formally by Patrick at the first EA meeting between the parties in February 2020 with a response that the MUA was not opposed to a 'rollover' if it was favorable for the MUA membership across the terminals. However, to be considered by the MUA, Patrick would need to address a number of local issues in each terminal that were acting as barriers to meaningful engagement at the local level. As such, Patrick agreed that in an attempt to progress a 'rollover' they would commence discussions at the local level with the relevant site committees and managers to identify and work through those issues.

It was also agreed and acknowledged that this would work in parallel with the traditional bargaining process where both parties would work through Part A and Part B claims – noting that there are significant claims from our membership across the 4 terminals. In fact, we had tabled the Part A claims before the meeting and spoke to them to clarify questions raised by Patrick. We also agreed that the Part B claims would be forwarded through before we met again over 2 separate weeks in March.

All of this is outlined in the minutes of the meeting and various correspondence.

To simplify the process in February as only having discussed the 'rollover' on the basis that the MUA would recommend it if a 'few' local issues were resolved is misleading. The 'rollover' proposal was agreed to be part of a dual process inclusive of the normal bargaining framework that would give every opportunity for Patrick to present a 'rollover' that would need to be favorable to the MUA while at the same time working through the claims we tabled on behalf of our membership. We note that there are 51 claims in Part A alone.

Patrick then opportunistically sought to conflate issues around COVID with minimal attention to resolution of local issues and a disappointing offer that was rejected by our membership. We sought to genuinely engage Patrick on the basis of dealing with COVID as it has been raised by Patrick. Yet Patrick responded with a "take it or leave it" offer on May 13 2020, nearly a month later, that fell well short of expectations, dealt with a minimal level of local issues and included items which could not be agreed to at any level. The urgency around dealing with COVID also appeared to have fallen away.

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as a means to offer a four-year agreement with reduced wage outcomes while pushing claims only beneficial to Patrick.

The MUA responded to Patrick in writing and agreed with the genuine urgency of dealing with COVID-19 by offering a 12 month 'rollover' with 2.5% in the wages. Patrick came back and offered the four-year deal again with a few more minor local issues dealt with. However, they said we take the Patrick offer in its entirety or we take nothing. We of course responded by re-

jecting the offer and basis on which it was made.

The letter Patrick has sent directly to you is misleading and omits important information.

1. Patrick detail issues which do not arise in our formal responses to them in writing.
2. Patrick intentionally leave out the fact that while we would consider a 'rollover', we were also engaged in a dual process to negotiate a new agreement in the traditional manner that takes accounts of the substantial claims



Page 2 of 2

Our offer on the initial rollover was clear in trying to deal with the critically important COVID issues raised by Patrick. You rejected it and then responded with a "take it or leave it" offer. The second rejection by the MUA of your rollover offer made no mention of the issues you raised in your correspondence of June 1st. We rejected your offer on the basis it was put – no more no less. In any event your offer refused to address in any meaningful way the issues raised by our 4 Terminal committees as necessary to consideration of a 'rollover' proposal.

We now accept that consideration of the rollover proposal is exhausted but not due to the fabrications you assert in your correspondence of 1 June 2020. Our position has been made clear in writing.

To then say you would go back to work done prior to the consideration of a 'rollover' is disingenuous. We agreed there would be a dual process and it appears that only Patrick refused to engage genuinely and meaningfully in the agreed process.

We reinforce that your approach is misleading and opportunistic. We reject the assertions you make in your correspondence and again request that you immediately set dates for meetings to progress Part A and that local discussions commence on Part B for this EA. These are the same requests we made to you in our correspondence of 20 May 2020, nearly 3 weeks ago.

We are concerned that your refusal to set meetings dates and appropriately respond to meeting requests with the MUA is in breach of your good faith bargaining obligations within the meaning of section 228 of the *Fair Work Act 2009* (the Act).

We require you to undertake to meet with us to discuss the proposed agreement.

We seek your response to these matters by close of business next Friday 12 June 2020.

In the absence of your agreement to undertake the above action we intend to apply to the Fair Work Commission for bargaining orders requiring you to:

1. Participate in meetings at reasonable times;
2. Recognise and bargain with bargaining representatives for the proposed agreement; and
3. Refrain from capricious or unfair conduct with undermines freedom of association and/or collective bargaining.

Please consider this correspondence our written notice of concerns in accordance with s229(4)(b) of the *Fair Work Act 2009*.

I look forward to your urgent advice.

Regards,

Will Tracey
Divisional Deputy National Secretary
The Maritime Union of Australia
Division of the Construction, Forestry, Maritime, Mining and Energy Union

of our membership decided through a vote in each of the 4 terminals. If the 'rollover' offer was good enough, then we would take it to our members for consideration and debate.

3. Patrick engaged in a process of identifying local issues causing significant problems at the site level and then decided to fix fuck all of them.

4. Patrick attempted to use COVID-19 as an opportunity to get a four-year agreement with reduced rates and few of our claims resolved.

5. Patrick offer absolute positions in writing that leave no room to move if you disagree with anything at all in the position put forward.

6. Patrick omit that they are pursuing a program of automation in their terminals, the most extreme of which includes bringing in and trialling automated quay cranes.

7. Patrick omit that they are attempting to break down the maintenance function into backyard contractors who bid job by job.



Report by
WILL TRACEY
Deputy
National Secretary
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Compounding this is that any goodwill is further reduced when you consider that Patrick are:

1. Suing three officials personally and the union in the Federal Court in WA and Sydney

2. Refusing site access to the Branch Secretaries in WA and Sydney and to the Deputy National Secretary preventing ongoing facilitation of EA discussions with our membership.

With all the above and most importantly the opportunistic exploitation of the current COVID-19 pandemic to get a commercial advantage, is it no wonder we have rejected the offer of a 'rollover'. It didn't even meet the basic test of 'did it benefit our members enough' for us to consider putting it before the membership. Nor did they even attempt to resolve the many site issues after going through an extensive exercise to identify them.

The truth is, Patrick have been taking the piss right through the exercise to date. We have unfortunately seen the worst behavior from this employer to secure an outcome in their favor.

We simply need to go back to what we know best – negotiate a new Enterprise Agreement on our claims in the traditional manner. We tried to explore what a 'rollover' would look like and all we saw was some of the most underhand and opportunistic behavior from this employer. The letter into your home drafted by national management and signed off by your terminal manager is just more of that.

Lies, deceptive omissions and misinformation to promote an agenda to try and get the MUA to agree to another substandard agreement – just as they attempted to do in 2016 with the non-union agreement. An agreement we dismissed with the contempt it deserved and voted down with more than 98 per cent support. We then went on to win one of the best terminal agreements we have seen on the Australian waterfront in many years.

We have formally written to Patrick demanding the meetings we have been asking for since February, so that we can progress these negotiations at both the Part A and Part B levels. The request for the meetings is attached to this flyer for those who may not have yet read it.

In unity

On behalf of the National Patrick Part A Committees – Brisbane, Fremantle, Melbourne and Sydney.

*Will Tracey
Deputy National Secretary*



Sick or injured off the job? **Protect** has your back

Maritime workers with MUA negotiated
Protect income protection benefits can relax,
your cover is 24/7 and global.

- No requirement to use all your sick leave
- Cover for amateur sports injuries
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For claim assistance contact your local Protect Field Officer
John Cain 0429 109 215

www.protect.net.au

History of MUA and Howard Government



The Howard Government started a movement against the unions of Australia. Howard said all unions should be dismantled.

The first union they tried to smash is the MUA.

Howard said this union is holding this country to ransom, which was a straight up lie. It was and still is a Liberal Government holding back New Start, pension wage increases and better work conditions for Australians.

Every port in the world went on strike. Why? In support of the MUA, the painters and dockers union went out. This was not right to hit a union over greed. This hit the world hard.

The police were ordered to smash the picket lines and yes, they did this, on a family day. All the men at the line standing up for their jobs. Bob Hawke stated it was a family day to keep these families together; get a family day going. Which the ACTU did.

That day, the police hit the picket line hard, really hard. Hawke could not believe this action. The police trapped their wives and children in a gauntlet. The press had a field day and Howard said, "this is how brave this union is,

hiding behind women and children".

No, it was the men that day, that put their wives and children, BEHIND THEM; not in front.

My mates and I decided to raise money for the unions on the wharfs. We took buckets with MUA stickers on them. When the buckets were full, we took them straight down to the docks, then straight back on the streets to collect more funds all over Melbourne.

My father, Peter Ian Nolan worked, for Bob Hawke and was proud to be there. My father taught me the value of joining a union.

Howard then came out with work agreements. Every union in the country spoke up to what would have lowered wages, raised higher taxes and people started to leave the unions. They listened and believed when Howard said we don't need to be in one. Ever since then, all Liberal leaders have taken away your conditions, lowered your wages, lied, rorted and scammed Australians workers - they turned around and said that this is the fault of the unions.

No, no, no, don't blame the unions. The workers of this country sold themselves out. Not one union sold

out its membership. Now everyone bitches and moans about what is going on.

It is up to you to make the changes. Sitting back on your butt, behind a screen on Facebook, isn't going to change anything. While you are being screwed over and your rights being taken away, what did the MUA do? It helped an Aboriginal lass out with a ticket.

This union cares about people and this union stands together. This union is still trying to be broken by this Liberal government. Australian's cannot stand alone or in little groups pushing for a change. It will not come. Join up with a union which helps and support their workers.

ONLY YOURSELF can change. Howard and the others want to shut up the nurses' union and tried to shut down the Firemens' Union, also the Police Union; none of which were shut down because every union stood in solidarity behind them.

To the MUA, thank you again for helping people no matter who they are and providing services getting members back to work. It makes me feel proud to be an Aussie.

In unity
Mark



The quadrennial National Conference was attended in March by more than 500 people, including delegates, international guests, national unions and politicians, with a theme 'Tjungu'. Here are reports and comments from some who attended.

Hello Comrades

I would like to share with you some of what I heard and witnessed as a delegate on the first day of the National Conference.

The 'Welcome to Country' was very moving and uplifting for me. Hearing the didgeridoo, listening to language singing to my heart while watching the dancers was very spiritual and moved the energy in the room, I felt, for a great positive start to our conference.

Christy opened with a very strong statement: "Educate, agitate and organise. Organise, organise and organise again!"

Paddy Crumlin explained the word TJUNGU on our conference shirts: "TJUNGU - one union, one voice, one people together".

My interpretation on this word meant 'a living voice joining all voices in unity as one'.

Here's a few ditties that Paddy used in his opening speech:

"We do what we say and say what we do! We are the new policy! We are the new International Unity"

"The turkeys don't vote for Christmas!"

This quote from Nelson Mandela is

inspirational: "You think it's impossible until you achieve it."

All of these opening speech words summed up the contents of the Conference.

Over the five days, 130 international representatives from around this globe came together as one, shared their stories and their knowledge, as we shared with them.

This Conference has united us all worldwide in solidarity to stand up, be counted and protect all members continually under the threat of casual labour, job losses, pay discrepancies, fatigue management, health and safety issues, training issues and equal opportunity that the unions and workers have been fighting every single year in their own ports and waters of the world.

Now we are going to stand up and protect each other because that is what is required to meet management on their own terms. They have been doing this to us and now we are going to fight them back the same way until they realise that it is the working-class people that put the wealth into their companies and we want what we deserve - a fair deal worldwide.

We built all their companies through the blood, sweat and tears

of our families, our forefathers and mothers generations back and we are taking it back, otherwise their struggle and their sacrifices mean nothing and the struggle was for nothing.

It is our resources that have been squandered and sold off by a weak Australian Government that is determined to sell us, our children's inheritance, our land and our assets to the cheapest bidder.

Our Aboriginal brothers and sisters are uniting with us to fight for a common cause, to protect their families, land, ocean and wildlife from corporate greed; to ensure our coastline is protected and we are all working in an industry that will not be shut down by any government or big end town company that decides it can because we are uniting worldwide.

What affects one affects all.

I took such hope and inspiration away from this Conference that I wish every single MUA member could have been there to witness the strength of great leadership and the power that uniting us all can have on our future industries. How from childhoods' witnessed of the hardships of our parents and grandparents being used in a casual pick-me labour hire regime, we

can start a movement worldwide of likeminded souls that have had ENOUGH and want the workers to prosper for their families and their lifestyles rather than just the so called elite, off our backs.

I would like to heartfelt thank every speaker who shared their experiences and souls on the platform and the friendships and advice shared around from all the nations attending in conversations afterwards. I am very humbled to see so many proud and strong people brave enough to STAND UP AND FIGHT BACK.

Christy, Paddy, officials, women's committee members and all the office staff at the MUA, I proudly THANK YOU for everything you have done in such a short amount of time to get our industry back from the brink of despair.

Thank you all for your tireless tireless work supporting the maritime industry, in Australia and internationally.

From the 2020 MUA Conference, I took away *hope, unity and solidarity* for us all, worldwide to protect our families and our future generations and our planet.

IU
Kerry Hawkins

NATIONAL CONFERENCE - "TJUNGA"
MARCH 2020 - GOLD COAST

I Conference

TJUNGA - what does that mean?

One People - One Story - One voice.

Sammy Wilson (chair of the Central Land Council) did the introduction at the start of every day, to make a strong body as one group:

"In the dawn light, the people would call out and the old man would call back."

Then Thomas Mayor gave a wonderful overview of events covering the past four years, the Uluru Statement and the history behind it and the achievements to date.

Wow! What a great gathering of our comrades from around the world. It is hard to believe that four years have slipped by so fast.

It's one of our important events, where we make huge decisions for our comrades in relation to resolutions that affect all aspects of our future in the Maritime industry and around the world. A great honor and privilege to be asked by the branch to attend - thank you.

How lucky were we to get through the conference before the virus hit and major restriction were put in place.

The ambience and atmosphere was very different from many others I have attended. Everyone was very focused and organised in their objectives.

Plenary sessions were worked thought with good solid discussions, solutions and well-formed outcomes.

Our international guests included Steve Cotton (Gen Sec) ITF, Joe Fleetwood MUNZ, Mary Liew (Gen Sec) SMOU, Surya Usmansyah (JICT) Indonesia and Katsushinge Mashima (Zenkowan).



Uluru Statement from the Heart

Steve Cotton reported that we currently have 6.5 million paying members and there are 700 unions over 120 countries; they want to bring it to a global union.

A great story told to us from our indigenous sister Vicki Morta of her journey to where she is now; an IR/CIR on the Rio Tinto Marine Weipa in Queensland. This young woman is also the boson on board.

Our very own Doug Heath was recognised for his work with IPEC. He secured a 27% wage rise and 70% workers from part-time to permanent. Never doubt this amazing man and his ability. Well done Doug.

Will Tracey is congratulated for putting together PERKBOX for our members. Wonderful savings passed on to all; well worth signing up to. Will spoke about our future being in solar and wind power, as the coal mines will need to be closed down.

Fossil fuels will have to be phased out.

Surya, from Indonesia, spoke about the laws they live under (Tolak Omnibus law) these are news against unions, dockers and seafarers.

They spent 782 days on a picket line. He states we are on the right side of history. We are creating justice for the future.

Our international guests spoke on subjects relating to cabotage (open coast policies) automation on the docks and a huge loss of jobs, fuel security and the effect it would have on our country and industrial manslaughter charges for bosses who kill their workers through lack of safety and care.

All issues regarding our union are scrutinised at the resolutions process; issues discussed by the women included EBAs, domestic violence, maternity leave, bullying, current number of women in the union, work/life balances for both sexes, sexual harassment and job security.

From our veterans, Fred Krausert, who is taking retirement and was greatly honored for his tireless work around the country, was presented with his Life Membership certificate from Paul Garrett who commended him and his work.

Charlie Gray said, *"the man doesn't make history, history makes the man."* Brien Gallagher spoke of his great achievements in shipping and his comradeship and friendship.

We thank you Fred for all your hard years of tireless work a good friend and comrade. Wishing you well in the future.

Yesterday is history; tomorrow a mystery. Today is a gift.

Mary Prout

National Conference 2020

MEMBER COMMENTS



Christy Cain speaking at National Conference

DAVID DEBNAM:

Extremely privileged to attend the MUA National Conference to meet and listen to the many speakers who shared their experiences, stories and the ongoing struggles we endure moving forward as 'one union, one voice, one people, together'.

IU

*Dave Debnam
Delegate*

Fremantle Tugs - Svitzer

BRETT PEREIRA:

My first conference and was blown away by the how wide the MUA family circle spreads around the world. Proud to be a member of a union that supports people's rights that have been stolen by corporate greed, no matter their race, sex or beliefs.

MARK STEPHENS:

Five days of inspiration, knowledge and networking.

An outstanding conference that set a template to move forward in unity.

Highly worthwhile.

BRAD GRAHAM:

The National Conference was a week well worth it.

I enjoyed meeting fellow delegates and listening to the international guests who share our same struggle. Solidarity is the only way forward. MUA here to stay!

Brad

Linx delegate



Paddy Crumlin and Christy Cain at National Conference

TERRY GORE & MICHAEL MACPHERSON:

Well it was one of the most impressive MUA National Conferences we have ever attended.

There were many amazing things that happened.

Firstly, the welcome ceremony to the Gold Coast. The Conference name "TJUNGU" (which means one union, one voice, one people together) will always stay in our minds.

All the local and international speakers were inspiring.

Every delegate was gifted a book 'Finding The Heart Of The Nation' written by Thomas Mayor.

It was a great week with many highlights.

My highlight was the last night when I was leaving the casino and I hit the jackpot on one of the pokies - YEEEE HAAAA.

*Touch one, touch all
Michael and Bloss*

BRENDAN BROLLY:

The 2020 National Conference was a great learning experience for me and an insight into the direction the rank and file members of our union want to head.

IU - Brendon Brolly

JACKSON HISCOCK:

MUA National Conference 2020 was the most productive, informative and educational conference you can experience in reflection to social justice, community development and working-class prosperity.

I couldn't be prouder to be an MUA member during that week.

Cannot wait for 2024.

IU - Jacko

CHRIS WILSON:

Hi members,

I had pleasure of attending our National Conference on the Gold Coast from March 3-6 this year.

An absolute honour and privilege to be part of something so exciting, well-structured and organised much like our powerful union and the people within.

The struggle never ends and together we make the world a better place.

*Froggy
DP Delo, Fremantle*

SAM TUNNICLIFFE:

Having never attended a quadrennial conference, I was unsure of what to expect.

By the end of the week I had gained a wealth of knowledge, put faces to names I had heard of on my waterfront and networked with others from around Australia and the world.

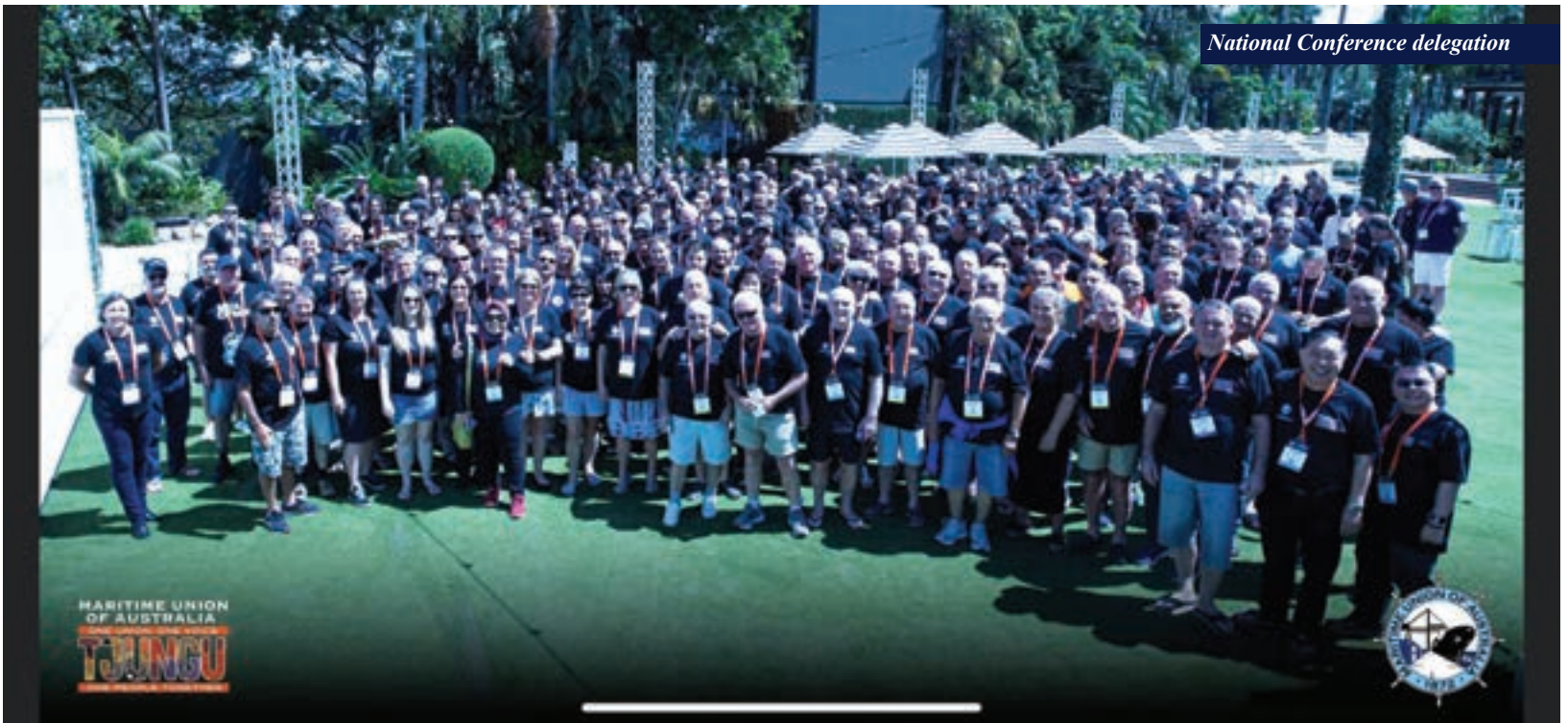
Listening to unionists from other countries gave me insight into their struggles (similar and differing to our own) and hearing the experience of our indigenous comrades gave me a perspective on the struggle occurring in our own backyard.

Learning about the proactive strategic planning for the unions' future gave me fresh hope in our ability to breathe life into the industry.

I am grateful for the opportunity to have been a part of the conference and have been able to represent my workforce on a global stage.

HAYDEN BRYAN:

For my first conference, it was extremely eye opening and an incredible experience. To learn how far our union stretches itself in the



National Conference delegation



WA Branch rank and file members

community, the workforce and the globe is deeply inspiring!

Thank you to all involved for keeping such a big week a tradition for us all to learn and enjoy.

*Kind regards
Hayden*

DARREN GUY:

In March I had the opportunity of a lifetime as a delegate to attend our great union's National Conference.

From the Welcome to Country, when the conference was opened spectacularly by the elders and the young indigenous, to the minute silence for those comrades who lost their lives on the job, to listening and being inspired by our leaders on where our great union is heading and the course we take, not only here in Australia, but internationally.

Continuing on listening to the international guests on how they are moving ahead and the struggles they are facing, the conversations and debates were an aspiration.

I recommend any of the young and up and coming to get involved in our great union and experience what I had the chance to do.

I would like to thank all the staff, Paddy, Christy and all involved in making this conference come together and for the opportunity. It was an awesome achievement.

'TJUNGU' - one union, one voice, one people, together.

*In unity
Darren Guy (6030081)*

JED MCKELLAR:

I would like to give a big shout out to everyone who worked so hard to



Anthony Boyd, Adrian Evans and Frank Freeman

organise a very successful National Conference.

It was the best I have attended. Every faction deserves the highest commendation. The youth were active and energised.

The rank & file delos entertaining & enlightening. The woman's delos totally committed. The vet's new national leader Jim Donovan is a steady influence and the national executive brilliant in content and delivery.

The overseas contingent were outstanding value. We will need every friend we can get as the dark

clouds gather on Morrison's changing regulations to EBAs.

To one and all, thank you. We are in great shape. Keep it up comrades.

*Touch one, touch all
Ged McKellar*

KIM BROOKS:

Hearing the overseas delegates talk about their issues with the likes of Neik Stam from Holland and the automation on the wharves, Willie Adams and the fines that they have been handed,

I hope they don't pay them, Suyra

from Indonesia and his union and how they have helped us retain and gain work here in Australia.

There were other delegates from overseas that spoke about our union and how they are committed to help us and how we can help them in the daily struggles from shit head bosses and crap Governments.

Thomas Mayor spoke of the Aboriginals and the struggles with health and housing, and the book he has written which is a well worth read.

Troy Gray, always there for a laugh on how he goes about his day by day running the ETU and what he thinks of large companies and of course the Government.

If you ever get the chance to attend a conference, take that opportunity, listen and absorb what has been said, you will be a better unionist and a proud one at that.

BRIAN HIGGINS:

I found the National Conference inspiring from all the speakers and international guests.

But as for the camaraderie, from all that heard of my devastating situation in my work force, I cannot put into words the support I received from members that had only known me for a few days.

This is truly a wonderful union that has your back when you are in need.

And for the weeks after, if this is the way forward for our union then brother and sister's we are on the right track.

MUA here to stay.

LORAIN THOMAS:

The opening of the union conference was a heartening and inspiring start to what was an awesome five days, listening to the stories of the First Nations people, their music, and their dance.

There was a great feeling of unity with the first people, our t-shirts reflecting this.

'TJUNGA' - one union one voice one people together, the calling together of all groups, all unions, locally and internationally was powerful.

The unity that I witnessed throughout the week was moving and filled me with a sense of empowerment.

I feel honoured to have gotten the chance to be a part of this.

I would like to thank each delegate and speaker who informed and educated all participants at the conference, and the background staff who worked tirelessly to produce a well-run conference.

DES HARDING:

The Conference was very well organised. For me being disabled I was impressed with care and attitude that was on hand with the staff at the airport and the venue.

I must admit I was quite sceptical at first regarding the venue, having attended the 2012 Conference in Sydney when I was able bodied, I failed to notice the disability facilities available.

However, I did notice in 2012 the distance from the accommodation, to the venue was a rather long trip and resulted in extremely long days.

Whereas this event, both the conference and venue, were in the same place.

The Conference was brilliant, the transition into the future of wind farm segment.

I found the women's segment interesting. It was an excellent panel which was well attended and represented, which same can be said about the indigenous and youth segment.

Overall, I really enjoyed the experience from start to finish and wouldn't have been possible without the assistance of Comrade Baker and also the help from the MUA branches and national office,



Sally McManus speaking at National Conference

you lot really go the extra yards for our membership.

Well done.

IU - Desi

TATE JOHNSTON:

The MUA National Conference is the birthplace of international solidarity and comradery, a great week for all.

WAYNE TOOMATH:

Thanks to the MUA Committee for the privilege of attending the National Conference.

It was rewarding and a good learning experience and catching up with Comrades cis the icing on the cake thanks again.

*MUA here to stay.
Regards, Toohey*



Thomas Mayor and Naomi Cain at National Conference



Wayne Toomath and Benno Niemann

WOMEN'S COMMITTEE

Equality Charter

The National Women's committee presented its Women's Equality Charter to the MUA National Conference and it was endorsed as part of the policy of the union.

The policy encompasses guiding principles that outline the work of the union to achieve equality for women in our union. It is a working document and it will be built on to ensure that issues for the LGBTI community and First Nations workers issues are included.

We remain committed to ending violence against women and conference endorsed that they will not sign off on an EBA without it having domestic violence leave in it.

All our existing principles like parental leave continue as does our commitment to ensuring that women are on all decision-making bodies of the union. This includes workplace committees, branch committees, national council and national executive.

READ MORE ABOUT THE CHARTER ON THE FOLLOWING PAGES

On behalf of the National Women's Committee and the WA membership, I would like to acknowledge the work and commitment of Karen Wheatland. Karen is a stalwart of the women's movement and has given many years of service and activism to the MUA.

*Thank you and in unity
Vicki Helps*

Equality charter

MARITIME UNION OF AUSTRALIA DIVISION OF THE CONSTRUCTION FORESTRY MARITIME MINING AND ENERGY UNION

The MUA believes in equality and justice.
Struggling for Equality is something we do.

We have put together this document as a statement of our principles of equality and the actions we will take to support those principles.

This document will be a resolution to the National Conference of members 2020 and endorsed as a package.

It is intended that we dovetail the work of the union and women's committee with these principles. They are designed to guide our work.

WE TAKE ON INJUSTICE

- We work toward and believe in the elimination of violence against women.
- We take part in the 16 days of action from November 25 every year.
- We negotiate Domestic and Family Violence Leave Clauses in all EBAs.
- We support the campaign for 10 days paid dv leave in the NES.
- We campaign for the government to ratify ILO convention 190 Violence and Harassment convention 2019.

WE GIVE VOICE, WE LISTEN, WE SPEAK UP

- We take steps to increase the number of women delegates, officers, organisers and officials
- We encourage women to run for office, in the union, in political parties and local government
- We ensure that women are on all committees in the union. (Branch, Site, OHS, Women's, EBA Bargaining)
- We listen in a structured way – we have contacts in each branch
- We keep and tell women's stories – we document the past, and we promote the work of women now for the future
- We make and take opportunities to participate
- We include women on all delegations to events and conferences

OUR PRINCIPLES OF EQUALITY

WE TAKE ON INJUSTICE

WE GIVE VOICE, WE LISTEN, WE SPEAK UP

WE BELIEVE IN WORK-LIFE BALANCE

WE BUILD POWER BY STANDING TOGETHER

WE BELIEVE IN FAIRNESS

WE EMPOWER THROUGH EDUCATION

WE BELIEVE IN WORK-LIFE BALANCE

- We ensure that increase parental leave is in all EBAs
- We provide and fight for flexible working arrangements for parents and return to work after parental leave
- We believe superannuation should be paid on parental leave
- We want access to safe facilities for expression of breast milk
- Children are important to our union and we consider them and include them
- We deal with issues especially affecting women around income protection.



WE BUILD POWER BY STANDING TOGETHER

- We participate across our own union and workplaces
- We are a part of ACTU Women's Committee
- We are active in ITF Women's Committee
- We work with and are active in CFMMEU National Women's Committee
- We are involved in State Trades and Labour Councils women's committees
- We support other unions campaigns with regards to supporting women workers



WE BELIEVE IN FAIRNESS

- Access to clean, convenient and appropriate toilet facilities is important
- We set recruitment targets for intakes of employees to increase number of women and indigenous workers
- We work to end the gender pay gap – including the super gap and job stratification
- We take on discrimination in all its forms – no matter where we see it
- We advance and promote women in the union
- We are not bystanders when we see matters of gender inequality or violence

WE EMPOWER THROUGH EDUCATION

- We actively identify women leaders – and we support them to become delegates, elected leaders, HSRs and activists in campaigns
- We ensure women have access to delegates training
- All officials and officers to complete VTHC gendered violence and domestic and family violence training run by VTHC or equivalent
- We invest in and work to develop women members, so they are represented in our workplace and branch committees
- We support WIMDOI and women's participation in it
- We support women to participate in conference and activities where the experience will build capacity and power

FURTHERMORE:

The National Women's committee will:

- Create a work plan on these principles
- Develop a Union/Branch/Committee Equality Check List and pair up committee members with key contacts in each branch to progress the things in the charter.
- Measure progress regularly

DEFINITIONS

STRUGGLING: striving to achieve or attain something in the face of difficulty or resistance.

INJUSTICE: lack of fairness or justice.

EQUALITY: the state of being equal, especially in status, rights, or opportunities.

DOMINATED: to be the largest or most noticeable part of something.

UNIONISM: an organised attempt by workers to improve their status by united action.

EMPOWER: make (someone) stronger and more confident, especially in controlling their life and claiming their rights.

GENDER PAY GAP: The gender pay gap is the gap between what men and women are paid. Most commonly, it refers to the median annual pay of all women who work full-time and year-round, compared to the pay of a similar cohort of men. Other estimates of the gender pay gap are based on weekly or hourly earnings or are specific to a particular group of women.

FEMINISM: the advocacy of women's rights on the ground of the equality of the sexes.

WORK-LIFE BALANCE: the division of one's time and focus between working and family or leisure activities.

DISCRIMINATION: the unjust or prejudicial treatment of different categories of people, especially on the grounds of race, age, or sex.

GENDER VIOLENCE: reflects the idea that violence often serves to maintain structural gender inequalities, and includes all types of violence against men, women, children, adolescents, gay, transgender people and gender non-conforming. This type of violence in some way influences or is influenced by gender relations.





Youth Committee stopping traffic

Greetings Comrades

Who would have thought the year 2020 would see us all locked away like a communist nation under an authoritarian government?

At the beginning of March, the MUA National Conference was held on the Gold Coast at Star Casino. It was attended by all delegates around the country, along with international delegates, guest speakers and political leaders.

The National Conference was for a massive moment us for us, as the youth, in showing how we care and

how we can work together with our national comrades and show solidarity.

Thanks to the WA Youth Committee, we put on an exciting event, blocking the road to Cavill Ave in the middle of the Gold Coast.

The car had run out of fuel, due to the country's fuel shortage stocks and lack of local workforce in this sector. The car was then pushed along with a marching MUA crowd of 300 members strong.

Once reaching the centre point of the busy district, we had guest

speakers and chants accelerating the hype around why we were there.

People watched on and were genuinely interested in what we had to say and what message we wanted to send.

Because of that alone, it was a great success. But not only was that how we granted our success.

We also gained media coverage on Channel 9 News. Plus we handed out over 500 informative cards where people can digitally access information on this issue.

Obviously, this alone will not convince this unjust government to grant our wishes.

But it definitely made an impact on the locals of the Gold Coast and hopefully sparks debate and discussion among the community.

I hope everyone is staying safe and enjoying their quality time with their families, and may normality be back sooner rather than later.

*IU
WA Youth*



*Paddy, Albo and Jesse Baker
at the Gala Ball*



*Jesse Baker, Jackson Hiscock
and Steven Murray*

Warm regards

*There's a handful of words at the bottom of the screen, you will see if you're lucky, I've found.
But don't get me wrong, there's no limerick, no song
No production by which these words are bound.*

*You'll see 'em, hear this. If you can settle your gaze, square on, eyes level and true.
If by nature when you see, an old dear fall to one knee
No one gets to her quicker than you.*

*These words will you find on their own, just a phrase. Nothing new, just some words, old and plain
But they'll make your heart smile, if just for a while
Just four words. Warm Regards Christy Cain.*

*I love to listen to Cainy take up when he starts an oratory flight
Theres a silence that suddenly grips a full crowd
Like dead calm from a once stormy night*

*But the storm has just repositioned itself, and channeled the blood in his veins
An arterial wave of emotion and strength
Pumped by the heart of the working man's pains.*

*Leads by example, fights from the front for forty odd years he has done
His hands have been dirtied at the coal face of life
And fair outcomes he's hard fought and won*

*His fight for the people is tireless and long and never has eased for a day
His presence is felt by all who cross paths
Be prepared if you stand in his way*

*I've stumbled and fell a number of times, where others might walk on through
Fault just to my name no one else could I blame
Just self-centered I pin the blame to*

*When finally I stood up and balanced once more and assessed my life as it was
I chanced luck and reached out to one man again
Without whom my path could be lost*

*I said I'll call soon when I sort some things out, when it seemed I'd have nothing to gain
Just that lift that you get when your readings are met
By that tag, Warm Regards Christy Cain.*

*He said ill have none of that stuff that you say, I'm here I'll help if I can
And with just enough love from his far-reaching glove
I felt again I could stand like a man*

*Now I'm just a lad with a heart that is true, haven't solved great riddles or deeds
Not a memorable face or wallet that's fat
Material wealth outweighed by my needs*

*Yet still here I stand feeling 7 feet tall, having been included by him
My story just simple and personal and small
Just a wrinkle aboard his great grin*

*So the most I can offer this man among men, are these scribblings but not to sound vain
They're a smudge on a surface against the smile that emerges
When I read, Warm Regards Christy Cain.*

Proud friend and member - Andrew McDonald



Our super will help us and our economy bounce back. Industry SuperFunds invest in things that create jobs and keep Aussie businesses strong – delivering good long term returns. We're all in this together.

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Veterans getting ready for fewer restrictions

Hi vets

As we all know with the Coronavirus, the world has flipped upside down.

Most of our older veterans are at home with a complete lockdown, which makes it almost impossible to visit.

I do apologise that our venues are currently closed, but I am hoping to have our first event in August.

You will be notified, as per usual, and I will be organising the event shortly.

In March, I was invited to the MUA National Conference in Queensland. It was the best, up-to-date, National Conference that I have attended.

The speakers were in full force, getting down to the real problems we all face with the two-faced politicians whose main outlook is to dispose of

all unions and bring in foreign workers.

The employers will get richer by pulling in more profits.

Fred Krausert (the Legend) was at his best, with all branches getting a say in each state regarding the veterans associations nationally.

Our thanks goes out to the Queensland Veterans who took our WA vets on a fantastic night out, wined and dined. Thank you, guys.

Donations to the Veterans Association are their lowest ever.

But we will not bow down and give up; we are survivors and will march on.

Jed and I wish you all the very best in this crucial time, so stay safe and take good care.

*All the best,
Jimmy Donnelly*



Ensuring that everyone is afforded the dignity in life that many of us take for granted.



CERTIFICATE OF

Appreciation

FOR

YOUR SUPPORT OF SHARE THE DIGNITY
DURING OUR MARCH *Dignity*DRIVE

Without your assistance, we would not be able to continue helping those experiencing period poverty. Thank you.

1st April 2020
DATE

Rochelle Courtenay
FOUNDER & MANAGING DIRECTOR
SHARE THE *Dignity*

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Shipping on the floor of parliament

In May, I brought a motion to debate to the floor of the Legislative Council in the form of a private member's motion.

The motion was: "Calls on the McGowan Government to recognise that regional Western Australia has the opportunity to develop ever-closer sea-freight trading links with Asia in a post-COVID world and focusses on Western Australian employment. The state's support would be welcome for shipping initiatives, direct general shipping for ports in the Pilbara and elsewhere up the coast, including provisions for future emergency transport needs."

This gave me and all MPs in the Council the chance to discuss, debate and show our views on shipping, in particularly WA shipping, with WA seafarers. It was great to be able to bring to the floor the plight of seafarers on our coast.

I touched on many of the bastardisation tactics we have faced over the years leading to the destruction of Australians rights to work on our coast.

We can never forget and continue to raise cases such as the MV Portland where seafarers were ripped out of the bunks in the dead of the night and replaced with exploited foreign labour.

As members know, this was a domestic trade vessel staying within Aussie waters. Too long State and Federal Governments have failed to react to these companies shitting on Aussie workers even when they are being subsidised by the Federal Government.

I have always had that sinking feeling when we look at the amount of foreign shipping trading off our coast yet instead of a flourishing Australian flagged industry, we see flag of convenience. I made it clear we would have a safer and more secure shipping trade with Australian seafarers transporting our cargo.

We are an island nation and are rich with resources. I am sick and tired of hearing local employment preached by the multi-nationals, such as BHP and Rio Tinto, but as soon as that export hits the port they engage exploited foreign labour. It will take a strong Federal

2021 STATE ELECTION

We are hurling towards the 2021 election and so far, the McGowan Government has done a far better job leading WA then the last two terms under the Liberal – National Government.

We continue to be a part of WA Labor and push our strong working-class agenda. I have said it many times we must be in the tent pushing our voice which will drive better outcomes for work-

ing-class Australians.

We will be working very hard in my electorate of the Mining and Pastoral Region to ensure the MUA maintains our seat into the next term of Government.

I urge all members who are interested in playing apart in the next election to contact me, we will need all the support we can get to ensure we maintain a voice in Parliament.



Government to see us reverse the decimated shipping industry.

Now, more than ever, it must be clear the benefits of shipping our own resources. COVID-19 has shown us how it is crucial to be as self-reliant as possible.

I call on the Federal Government to pull its finger out and bring our shipping industry home.

I must thank member for East Metro, Hon Mathew Swinbourn, for his contribution on the debate touching on the use of Foreign labour on our coast.

**KYLE MCGINN
OUT IN THE ELECTORATE**



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North West Central**

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9022 7003**

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State shipping has such a proud and vital history in WA. I accept there are challenges that we need to overcome to see it return, but I strongly believe there is a role it could play with the future of this great state.

Imagine when we see our state cut off from the rest of Australia like over Christmas during the fires in the Goldfields or the recent floods in the Kimberley. Instead of putting our head between our knees, we could have our very own WA ships full of WA seafarers deliver the vital supplies to regional towns. We are lucky these periods of being cut off were not long periods or we would have been in a very bad position.

Also picture our state ships having the ability to carry cargo between all our regional ports while having passengers (tourist and locals holidaying in our state). We all know there are challenges with reducing regional airfares which restricts people traveling into the regions. We could see people get on in Fremantle, disembark in Exmouth and spend a week or two enjoying this great destination and returning on the return trip to Fremantle. It just makes sense.

Governments can be smarter about future agreements with major projects like Gorgon, for example. If we had a state ship with cargo abilities, why couldn't it compete for portions of the work that has come from that project.

Don't forget renewable energy. That industry will rise, with so many job opportunities. We need to be a part of it as wave energy, wind farms and more create marine jobs.

AL KUWAIT

COVID-19 OUTBREAK

So, what happened in Fremantle?

The MV Al Kuwait was originally called the MV Ocean Shearer and recently had a change of ownership and name.

The vessel was due to load 56,000 sheep and sail by 1 June with a crew of 48 seafarers. It berthed in Fremantle on Friday, 22 May 2020. On the Sunday, I was informed that up to 10 seafarers were sick on board and I received a request for the ITF inspectorate to help, basically seeking medical treatment on shore.

I thought it was unusual that 10 seafarers were sick all at once. I wondered what had happened in terms of any sickness being reported under the reporting system.

The ship's last port of call was 18 days since departure. I sent an email to AMSA and included three WA Government Ministers and offices. I highlighted my concerns of a possible COVID-19 outbreak on board and requirements for seafarers getting medical treatment under the Maritime Labour Convention (MLC) 2006.

On Monday, 25 May, I discussed the situation with AMSA (Fremantle). AMSA said it had immediately acted and isolated an inspector, who had been on board on Sunday and was not aware of any sickness.

I rang three ministers and their offices. I spoke to the Health minister's office and highlighted my concerns and asked for the minister to contact me.

During this period, the wheels started to turn.



Report by
KEITH MCCORRISTON
ITF INSPECTOR

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The WA Government and Health Department responded. A medical team was sent to investigate the claims.

The vessel was put in isolation and lockdown. Six Seafarers tested positive to COVID-19 and were sent ashore to be isolated in hotels as a precautionary measure.

Then the blame game started between State and Federal governments about what was reported and who too.

In my opinion, the reporting system failed in several areas. Under the system, the Master of the ship must declare any sickness on board 72 hours before arriving in an Australian port. In this example, the Federal Government stated it sent the report to WA Health.

However, the email stated: 'From information received, no concerns of COVID-19 on board. No reports of respiratory or influenza-like illness on board.'

It raises a few questions. However, we demanded that all seafarers must be tested for COVID-19, the

ITF must be included as a stakeholder with all discussions and the ship was to be industrially cleaned and sanitised.

On Wednesday, 27 May, WA Health did an assessment on board and another 27 were sent ashore with more positive test outcomes. There was a lot of media coverage, in Australia and throughout the world.

The WA and Federal governments are in consultation and an investigation is taking place.

We have raised several issues with the reporting system and the 14-day isolation period for vessels arriving from overseas ports. In Fremantle, we have several ships arriving from Singapore and Indonesia with less than the 14-day isolation period.

Australian Border Force has recommendations and guidelines on how ships can berth and be worked if vessels have arrived with less than 14 days. It does raise some questions on its application and potential risks.

I've seen ships where the seafarers have been on board for months on end and had no access to shore leave or repatriation since November 2019. (That's another issue).

In these cases, they would be classified as low risk. Potentially, if seafarers joined a ship in an overseas port and arrived in Australian port after seven days. It highlights the concerns and risks to port workers and ship visitors.

We have managed to get the WA State Government committed and recognising the work and role of

the ITF inspectorate. They have confirmed our involvement with any future maritime issues at the highest level.

As of 2 June, 10 seafarers remained on board, 37 ashore in hotels and one hospitalised. A few government employees and port users visited the ship prior to the lockdown, were sent into isolation and reported to be tested negative to COVID-19.

There is a livestock shipping ban overheat concerns in the Middle East this time of the year. We understand an exception may apply for the vessel. They are looking at crew changes or they may engage another livestock carrier. We are in contact with the seafarers and being updated daily from the WA Government on all matters with the seafarers' welfare.

This outbreak could have developed into something all Australians are fearful of, as we have seen in other countries by community outbreaks and the spreading of COVID-19. In WA, we have been very fortunate to have kept confirmed cases to around 580, where most have picked up the virus while overseas or from passenger vessels. (Total Australian figures around 7,165)

We must stay vigilant and mindful of what lays ahead, if we didn't raise the issue, the ship could have spent several days alongside, (anything up to 50 wharfies and ship visitors) and sailed on its merry way. Can you imagine what the possible numbers would have been with a community spread over this period?



LETTERS FROM MEMBERS



Hi Jack and Christy,

From all the members onboard, we want to say a huge thank you for your efforts in delivering amazing outcome for us.

Legends.

IU
OP MUA Crew
(Ocean Protector crew)

Hey Jack,

Thanks very much for your help today. The funds were deposited into my account today by Rigforce. I also approached Transocean and Chevron to see if they can make a financial contribution.

In total, bill has received \$3500. A great outcome, a great job done by all.

That's what it's all about looking after each other in a time of need. Makes me proud to be an of MUA member for the last 40 years.

Yours in unity
Brent Shaw 4480

Hi Adrian,

Thanks mate, there are some good blokes down there and I will miss working with them.

It was an enjoyable place to work for a while back when Stefan Reynolds was the General Manager, but they got rid of him because everyone liked him! Now everyone hates the place and has nightmares about going down there.

Keep up the good work you guys are doing, a lot of them down there don't realise without the union they'd all be on \$25.00 an hour for all shifts including weekends.

All the best to you and Chris,

Cheers
Barry Hills
(Retired DPW Fremantle member)

My head is spinning just reading that email. Please look after yourself, to make sure you are able to fight. Rest and peace are vital. Consider diverting your phone and email for a weekend.

You have loads of teeth, muscle and art waiting for your call. I think we are going to be in for a bit of a hard spell. I know your job probably sucks at the moment, but you are definitely appreciated, and it will get better.

In the meantime, just try to make the most of the long weekend.

IU
Squid
(Tim O'Callaghan)

Hey George

I'd like to say thank you for all your hard work and the updates.

Cheers
Brice Taylor

Morning guys, just want to say thanks for getting us back from east coast and putting pressure on OSM to get accommodation for me while I'm isolating in Perth.

I sent them an email last week and just heard nothing back at all... So just want to say a big thank you to both of you... All the best.

Nathan Griffin

Hi George,

Thank you for update emails and thank you for all the work you and the MUA did and continue to do for us with Woodside and ESS.

We have our jobs because of people like you, we will all get through this because of people like you.

Very grateful and appreciative of your time and energy

Kind Regards
Meli
(Meli Howie from Okha)

Again comrade, GREAT UPDATES from you and your branch. I have passed it on to as many members as possible, employed or not on the eastern side of our island nation.

Glenn Frew

We have never met, but since I have retired, I read your emails every day. I hope people thank you for all your efforts.

I miss going to sea already, but it was time to give the young guys a go. I miss sailing with guys like Pete Sharman and so many others. Keep up the good work.

Regards

Chris Malkovic

Great report comrade and congratulations to all involved in the manning disputes.

Glen Williams
Branch Secretary
Maritime Union of Australia
Newcastle

Just a short note to congratulate you on the informative update you sent out earlier today. STAY SAFE.

IU
Brett Coates

Keep up the great work George. Well done for all your efforts, and don't let the BASTARD knockers get you down.

If you need a hand let me know.

Stay safe, stay healthy.

Regards,
Kim Brooks

Today we had an informative phone hook up with Christy Cain, Will Tracey and George Gakis.

An industry proposal was put to the companies and was rejected by Woodside and Chevron. Being accepted by Shell and Inpex, these two are going to implement the proposal and the union are going back into discussions with Woodside and Chevron, so standby for update.



WEEK ONE OF LOCKDOWN IN NZ

Gentlemen, first and foremost, many thanks for your tireless work and incredible efforts keeping us safe and in employment.

I rang from New Zealand and at times it was very hard to understand due to a very crackly line. I got most of it and I understand the Union's stance well. All the concerns were taken in and I go with what has been said.

I understand that we are in difficult times and only positivity will keep us together. I would like to inform you, as I am sure you would know by now already, that in NZ where I live, have a total lockdown in place and life came to a standstill.

The government has just yesterday prolonged the Level 4 status for another week, meaning total lock down on highest alert

level. People have to be inside for another four weeks and are only encouraged to go out getting the absolute necessities and going out for medical purposes only.

In land flights are pretty much canned, let alone us being able to fly to Australia. Self-quarantine rules are heavily applied and implemented. For us over here it is a very unfortunate scenario and so far, we haven't heard anything yet from Solstad.

Our Labor Government is strict and so far, has been reasonably successful to slow the spread of the virus.

Again, many thanks and I will keep you posted.

*In Unity
Stefan Schwarz*

The proposal was two weeks isolated in hotel, six-week swing, two weeks self-isolation and four weeks leave. When in the hotel, all meals etc, are to be charged to the company and dead days apply, both ends. Christy hit home that members are not to go alone and not sign IFO with companies if they don't succeed with Woodside and Chevron. Normal EBA conditions apply five on five off, no variations until notified by the Union.

The SCC meeting is next Wednesday, any queries or questions pertaining to Coronavirus must be into Wayne Lemon by Sunday as we have to put an agenda together.

Comrades we must stick together on the decision that the union comes up with. I realise some might not agree but the bottom line is, we will still have employment and in this climate a job is paramount.

*In unity,
Steve Pearce*

Thank you Christy, Will and George for all your hard work, effort and support during this extraordinary time.

In unity from my wife and family, many thanks and appreciation.

Jamie Fordham

Hi George

Just got off the Maersk call in.

I know everything is a massive shit fight with the swing and everything.

Just want to say you guys in the WA branch are doing the best you can and I know it will be a shit fight but it's what has to be done.

*In Unity
Corey Hansen*

G'day Comrades,

Since September 2018 I have been fortunate enough to be sponsored through a cadetship to attain my Watchkeepers qualification.

The process involved is a six months understudy in the last 12 months, as well previous sea service as recognised by AMSA.

Once the sea time/cadet training component was completed it was on to the classroom. 10 months full time since the start of this year, safe to say it has been a steep learning curve incorporating a heavy work/study load.

I am currently 6 months in, with another 4 to go (there is a light at the end of the tunnel). At the end of the day, recognition must be given to the MUA and other associated unions in their negotiations with the big companies like INPEX and SHELL to include indigenous content in their training matrix and to offer us the opportunity to upskill and advance our careers.

*IU
David Ox
(David Oxenham)*

Good on ya Georgie boy, you're doing a great job in trying times. Keep going, we're all behind you.

*Cheers
Jed McKellar*

Thank you George, you're doing a stealing job for all of us. This email is exactly what we have all been waiting for.

Thank you

*IU
Craig Morrison*

Cheers thanks again for all your help and hard work, really appreciate it.

*Regards
Andrew Hinchcliffe*

Hello George,

I am in support of the new measures being introduced, with full consideration for our wellbeing as Crew. While maintaining our high standards and conditions.

I support making some concessions, to allow for flexibility, by introducing new swing lengths during this time of national emergency. That are practical and humane.

Thank you for capturing the range of proposals, and continuing to negotiate the best outcome for us, while under pressure, in response to the many different company strategies.

*In Unity,
Adam MJ
Adam Mervyn-Jones*

IN MEMORY OF...



RON SMITH

Ron was born on 22 June 1949 to Ella and Harold Smith. He came into this world to be met by his big sister Judy. The pair were very close and remained close all their lives.

Ron grew up on Sewell Street, East Fremantle and spent a wonderful childhood playing by the river. He attended East Fremantle Primary School and John Curtin High School.

As he got older, Ron met a group of young guys who would meet at Louie's Fish and Chip shop; they were and are the Louie boys.

Lots of all-night parties, fast hotted up and lowered cars and kegs of beer would just appear... a lot of their fun in those days is probably best not talked about.

The years have passed by, but the group still remains friends.

When Ron left School, he worked at the gas company for a while before becoming a merchant seaman.

He was a seaman, sailing to ports in the north and around Australia. He had opportunities for a few Singapore trips and also towed oil rigs back to South Africa.

Ron was a seaman for 25 years, a very proud unionist and life member of the Seaman's Union of Australia.

He met Margaret, the love of his life, in 1967. They married in 1973, and moved into their first home in Hamilton Hill. Only after purchasing this home did they realise that they would be living next door to Ron's cousin Maxine.

Ron would go outside to collect the morning newspaper at the same time as Maxine. "Good morning Maxine" he would smile and then bend over in just his little toweling robe, giving her an eye full. Maxine laughs now, but not back then.

Ron had always wanted to be a father and 14 months later his wish was granted with his first son Mark being born, followed by Greg in 1977.

This is the year Ron and Marg built their family home in Rockingham and have lived there since.

In 1979, they tried for a daughter and were rewarded with twins, Nicole and Kylie.

There was a work transfer for Ron to Port Hedland, so the family packed up and drove off on an adventure. It was a great few years in Hedland for the family. Ron purchased a 4WD and the family did lots of camping and outback exploring.

Mark and Greg where into BMX riding. Ron surprised the boys with new light-weight bikes and the real competition began, travelling for race meets not only in Hedland, but in Newman, Tom Price and Karratha. What great road trips they were.

The family spent five years living together in Port Hedland and five years more of Ron doing fly in fly out.

Before leaving Port Hedland, Ron let Marg know he would like a 5-acre property around Baldivis. A few weeks were spent walking through snake-infested, wet cow dung properties, with Beryl in tow on her walking stick.

On one of the many drives home, Ron spotted a 'for sale' sign.. "This Is it" he said. He didn't know how big or small the property was but that this was it! Marg was just so relieved there was no cow dung.

Ron bought the 16-acre property, and spent the last 40 odd years building sheds and horse stables, growing hay, fencing, reticulating and driving his loved tractors; hours spent over all the years just enjoying his plot of land.

Mark, Greg, Nicole and Kylie have been able to freely ride their motorbikes out there and in recent months Ron was thrilled for the next generation, grandson Oscar and dranddaughter Emmy to now be riding their

motorbikes on the property too.

After Port Hedland, Ron retired from the sea and purchased a hamburger, fish and chip shop on the Rockingham foreshore, 'Surfside Burgers'.

The business thrived. Ron, Marg and the family spent the five years working seven days a week and then it came time to sell and smell the roses.

Ron loved watching his beloved West Coast Eagles on the weekend; there was always a lot of loungechair coaching and yelling coming from the loungeroom. He enjoyed opening a nice bottle of red and he LOVED vintage cars. He had quite the collection over the years.

Ron surprised Margaret when he purchased a 1957 four-door Chevrolet.

Really, it was only a car-case, as it didn't look like a car at all. Ron spent the next 12 months rebuilding it and plated it 'Iona 57'. He joined the 55, 56, 57 Chevrolet Club and many years of club meets and adventures began.

Ron was President of the club for two years.

While Ron was browsing through the internet looking at motorbikes, he saw a 1957 cream Chevy pick up in America.

No worries, six months later the pick up arrived in Fremantle.

He plated this one 'Neat 57' and also got two Harley motorbikes, one for him and one for Mark. He didn't think Marg would be upset if Mark was buying one too.

Ron's next purchase from America was a Corvette and the two-door 57 Chev that he still has today.

Ron added an FC Holden station wagon to his collection about a year ago. This one he had the pleasure of looking at, but due to his health he only drove twice.

A very proud day was walking Nicole down the isle to wed Nick. Nicole married the love of her life and Ron and Marg where gaining a most loved son-in-law.

Now 10 years later, Ron is a very proud grandfather to Oscar, Emmy and Alby.

As Ron fought cancer, he saw the arrival of Alby Ronald, born on Ron's birthday in 2018

KEITH HEWISON

RIP Keith Hewison

My name is Adam and I want to tell the story of a great man. A man many of you knew, perhaps in passing, perhaps in person. Either way, he's now a man that will be greatly missed by many. Though by telling this, his story lives on...

Keith Hewison, born 22 October 1950, passed away 27 March 2020; three weeks after being diagnosed with cancer.

Keith and wife Veronica resided in Geraldton for the majority of their lives together, had four children and nine grandchildren, all of whom will miss him dearly. Never forgotten will be his humour and will to help others in a tough spot. Known to all that work offshore as Kacka, he was known to be old school, hardworking, inappropriate and funny as hell. Kacka took an early retirement at age 65 from Mermaid Marine in 2016 to care for his beloved wife. Since retirement he enjoyed four years rebuilding boats, 4x4s as well as landscaping and building patios while he finished off his dream home.

Kacka was just 16 years old (1966) when he started his life on the sea being a deckhand, cray fishing for Charlie Banacuchi over the Abrolhos Islands. He quoted quite often that there were no winches and that the 120 pots were all pulled by hand. "I guess that's why Dad and I pulled pots by hand for long with no winch." Keith's son Adam



remembers fondly. Kacka spent the next eight or so years being a deckhand on a variety of cray boats and studying to become a skipper as well as shearing sheep in the off seasons.

In about 1979, after attaining his skipper ticket, he captained the Nor 2, a scallop trawler out of Carnarvon into Shark Bay, absolutely 'killing the pig' with record big hauls of scallops and working alongside long life mates like Captain George Lambert.

Roughly in about 1982, Kacka went up to Karratha to work with

Jimmy Carver for Lombardo's, he often spoke of drinking cartons of beer with the crew change mob and having to piss in empty bottles on little planes. He'd always comment "oh how times have changed". In saying this, they all did work quite hard... apparently.

At this time on my 13th birthday, I did a 16 hour trip on a bus to Port Hedland so I could spend two weeks with my dad on a barge transferring metal teeth to the dredge. Best days of my life, chipping rust, painting and catching fish off the jetty.

Then in approximately 1986, Kacka returned home to work in Geraldton on the local tug boats, I believe he did this for his family because his true passion was out in the wild blue yonder. Dad struggled with the relaxed workload and longed to return to FIFO.

About nine years later (1992), Kacka got a break, because of Bob Mundy from the MUA and went to work for Mermaid Marine again with the likes of lifelong mate Captain Peter Crabbe.

Kacka was a staunch seaman and knew what working offshore was all about. He worked on the smallest tugs who's funnels would slap the ocean floor, to the luxury vessels that had two brascos. Dad always made sure his comrades were safe and well equipped for what was expected. He wouldn't stand for any bullshit whatsoever.

If you knew my Dad, he would have made you laugh more than once and if you needed a hand he would have given it to be sure. Kacka spent the next 25 years working for Mermaids and has made a huge impact on many a seaman's life, just as he did mine.

2002 - I went offshore to be a chief cook for Farstad. That's when I realised the man my Dad had made me become, the respect and stories I heard about my old man made me proud, made me laugh and made me stoked to be lucky enough to have a dad like Kacka.

I have heard so many stories from Dad about the seaman he has sailed with over the years and I thank you all for having his back. Stay safe and look after one another.

Adam Hewison

and bearing his name.

Ron's goal was to be able to celebrate Alby's first birthday and his own 70th, which he did in June. What a wonderful day that was.

Ron saw Kyle thrive in her work ethic, which has had her travelling the world mixing with the big names in business and politics.

Greg is a successful certified boilermaker working FIFO. Mark followed in Ron's footsteps and became a merchant seaman.

Ron fought cancer for four years and five months. He endured more than anyone should. He was initially given the diagnosis of two years, if he was lucky.

His inner strength knew no bounds, He told few and rarely complained.

Ron lived his life with his priorities being the happiness of his family. He loved his family so dearly and they loved him more.

RIP Ron Smith

REMEMBERING ILWU INTERNATIONAL VICE PRESIDENT...



ILWU International Vice President (Hawaii) Wesley Furtado passed away on March 15, 2020 at the age of 64. Wes rose from humble beginnings as a second-generation longshore worker in a working-class family who became a widely respected leader within the ILWU and the labor movement for his fierce commitment to unions, devotion to social justice and considerable organizing and negotiating skills.

ILWU International President Willie Adams recalled his longtime relationship with Furtado. “Wes was a labor warrior, and I had a great amount of respect for him and how he worked. He was mentored by Bobo Lapena and Tommy Trask—two powerful ILWU leaders with very different styles but who both got results,” Adams said. “Wes took the best of both their styles and created his own style. Like them, Wes was old school—he understood the importance of politics and he had a personality that put people at ease. Wes could get along in any situation and relate to every person he met. This gained him respect from the employers, ILWU members, and union brothers and sisters all over the world. Wes was a true internationalist.”

BEGINNING ON THE WATERFRONT

Wes’ father encouraged him to apply for work on the docks. He took his father’s advice and started working on the waterfront in 1978 at the age of 22.

As his seniority and experience on

the waterfront grew, Wes’ abilities were increasingly recognized by his peers. Co-workers elected him to serve as their Shop Steward, then Longshore Unit officer, and eventually a member of the Longshore Negotiating Committee.

BECOMING AN ORGANISER

It was through helping non-union workers to organize that Wes began to distinguish himself. He started as a rank-and-file organizer in 1986. His first major assignment involved helping workers at a Kauai hotel to organize for better pay and working conditions.

That experience helped Wes find his calling in life, as he explained during an interview with ILWU Historian Harvey Schwartz in 2014.

“I found a passion to help people to stand up as equals to the employers,” Wes said, “To ask for what they deserve for the work they perform. That’s what drives me. When we organize a new house and negotiate over the table and look at the employer, we can tell them what we think we deserve. We deal as equals.”

INTERNATIONAL REPRESENTATIVE

Local 142 President Donna Domingo knew Wes well because they both grew up together in Kailua. “I worked for Wesley’s mom when I was in high school and our family lived just up the street from them,” she recalls. They lost touch after graduating, then met fifteen years later in a surprising way.

WESLEY FURTADO

In August 1989 Wes was appointed to serve as an International Representative by ILWU International President Jimmy Herman. In that new position, Wes kept on organizing, negotiated numerous difficult first contracts and oversaw challenging renewals. It’s also how Domingo met him again.

“I saw this guy who looked familiar at one of the big hotels on Maui where the ILWU was organizing,” said Domingo, “and it turned out to be Wesley, so we both ended up in the union movement together.”

“Even back then, I could see that Wesley had courage and the patience to understand organizing was a long-term commitment. He knew how to bring people together and he understood politics, so he used those skills to negotiate and finesse contracts that improved conditions for workers,” said Domingo.

CHALLENGING & WINNING VP RACE

In the year 2000, Wes decided to run against International Vice President (Hawaii) Leonard Hoshijo. Wes narrowly lost by 291 votes out of 11,000 cast. A controversy ensued with Wes challenging the results. His protest was rejected by the union’s International Election Procedures Committee, but upheld by the International Executive Board, which ordered a new election. Wes won the re-run



by 850 votes – making him the new International Vice President for Hawaii.

ILWU President Emeritus Robert “Big Bob” McEllrath recalled his many years of friendship, comradery, and hard work with Wesley during his time as International Vice President (Hawaii). “The first time I remember meeting Wesley, he was an International Rep at one of the longshore caucuses in the 1990s. In 2000, Wesley and I both ran and were elected to the position of Vice President. At the time, (ILWU President Emeritus Jim Spinosa) Spinner would send me out to travel and I told him, ‘I’m taking Wesley with me.’ That’s when we became not just co-workers but really good friends. We got to trust and understand the way each other worked.” McEllrath continued, “When I first became International President, I remember having a meeting with the Titled Officers to



go over roles and responsibilities. Wes was by far the best organizer I have ever seen. For me to tell him how to do his job would be crazy. He knew everything better than anyone out there.” Big Bob concluded, “With Wes’ passing, the ILWU lost a great labor leader. And for me, I lost a great friend.”

LEGACY OF A LEADER

Throughout the more than thirty years that he held office, first as an International Representative and then as International Vice President, Wes’ biggest contribution was furthering the ILWU’s organizing program in Hawaii, as the state’s economy continued shifting from agricultural to service work.

Longtime ILWU Organizer Tracy Takano recalls working with Wesley for over 24 years, spending their first five together as organizers for Local 142.

“When he was elected International Vice President, Wesley’s duties greatly expanded,” explained Takano. “He played a key role in building solidarity with unions around the world and representing ILWU members to top government officials and employers. But when we got together, either in Hawaii or over the phone, the conversation usually turned to organizing. Sometimes it was about specific drives, sometimes on strategic organizing. He liked to remind me by saying: ‘I’m an organizer.’”

“Wesley was very proud to be an International Vice President, and he was always clear on what it meant to hold union office. For him, respect didn’t come from the title. Respect had to be earned – and throughout his long union career, Wesley earned widespread respect for himself and the ILWU.”

IT’S ABOUT THE UNION

Wesley met his wife Marla 32 years ago through the ILWU: “It was funny because I used to see him (Wesley) on the Big Island working. Wesley knew my brother because they would rope (do rodeo) together so he was a familiar face.

I was working at an ILWU hotel on the Kohala Coast while going to school part-time and Wes was organizing on the Big Island.” Marla said. “I was drawn to his charisma, his intelligence, and his passion for the things he loves, including the union. We had the same kind of humanitarian heart.”

Marla recalled his commitment to the ILWU. “The union was more than a position or a title for him. It was his life. He loved the union and what it stood for and saw his fellow ILWU members as part of his family. His job was everything to him and he sacrificed a lot for other people. He knew how important it was to never forget where we came from because we are here to help the people not to help ourselves. Wesley always said it’s not about the individual leader, it’s about the union and how you can make it better and stronger.”

A LEGACY REMEMBERED

ILWU International Vice President (Mainland) Bobby Olvera Jr., remembered Wes as a mentor and a selfless union leader. “Brother Wes was instrumental in mentoring me over the past 10 years,” he said. “Wes was an example of rank-and-file leadership, he demonstrated selfless commitment to the membership of the ILWU. He was a progressive advocate for workers’ rights around the world and his is a legacy that will live on forever.”

“The ILWU and the entire International trade union movement has lost an icon with the passing of Brother Wesley Furtado,” said ILWU International Secretary-Treasurer Ed Ferris.

“I will always fondly remember Brother Wes’ kind and gentle nature, his wonderful sense of humor, and his strong dedication and commitment to his family and his union.

“My sincerest condolences and prayers go out to his entire family during his difficult time. May our good Brother Wes always rest in peace.”



VP Wes Furtado & US Labor Sec Perez and US Congress member John Garamendi

CONDOLENCES FROM AFAR

After Wes’ passing in March, letters of condolence arrived to the ILWU from dockworker unions all over the globe. One heartfelt message came from the International Transport Workers’ Federation (ITF) President Paddy Crumlin.

“Wesley’s union journey from the docks of Honolulu was as long as it was meaningful. It was founded on the hard rock of his belief in social and economic justice for all workers, and blessed with a gentle but pervasive charisma.

His achievements and actions bettered the lives of all he touched and were as steady as the Kona winds of his home,” Crumlin wrote. “The words and workings of Wes’ life were not solely dedicated to his

fellow longshore and dock workers. He was a formidable and relentless activist for peace, an advocate for sovereign rights and true political independence and accountability, and of course, a warrior for justice, equality and universal access to all material benefits regardless of race, gender, age or religious denomination.”

ILWU Canada’s Local 502 lowered their flags to half-mast at the Vancouver union hall to honor Brother Wes’ memory.

Christy Cain’s message was straight to the heart of how we are all feeling “Shocked and so saddened by this news Willie! Deepest Condolences to his family and friends mate. A great Warrior, who will be truly missed by all of us that had the pleasure of knowing him. RIP Brother Wesley.”



Wes and his Family

GEOFFREY EDWIN SIMM

By Rob Simm

My father passed away recently, and I was forced to reflect on life.

He had lived as a husband to his wife and a father to my brother and I, and a grandfather to my children. This also included his time as a union member and a proud and capable seafarer.

He was born in Grenfell NSW in 1937, then moved to the childhood home in Chester Hill.

Dad went to sea as a deckboy in January 1954 on the Bungaree and then the Malekula, shipping out of Sydney. In 1955, he went to work on the Westralia, Timbarra and again the Malekula as an ordinary Seaman.

In 1956 he shipped out on the MV Matthew Flinders and the Dubbo, all plying the NSW and Queensland coast.

Dad joined the 1279 GRT (gross registered tonnes) MV Nyora in 1957 which was brought out from Denmark to Fremantle in 1948. In 1958, he served a short swing on the Mulumbimba, to then pick up the passenger/cargo vessel the MV Kanimbla later that year where he went on to meet his future wife.

He worked on the Kanimbla for three years running between Sydney, Melbourne, Adelaide and Fremantle to make sure he could still see his then girlfriend, who goes onto be my Mum.

Between 1961 and 1964, he worked on the Woomera, Nilpena, Viria, Dunmore Bulolo, Wanaka, Cobargo, the Rottnest ferry Zephyr, MV Barwon, MV Dalby, River Burnett and Koojara. After shipping out of Fremantle for three years, he got a job on the tugs which he stayed with until his retirement from the industry in 1991.

Dad was a staunch unionist and Life Member of the MUA /SUA. He was a great friend and comrade to the many who sailed with him.

He is sadly missed by his wife Jeanette, sons Robert (seafarer / wharfie) and Brett (seafarer), father in-law to Robyn and grandfather to Sophie and Harry.

*"Twilight and evening bell,
And after that the dark!
And there maybe no sadness of farewell,
When I embark;
For though from out our bourne of time and place
The flood may bear me far,
I hope to see my pilot face to face
When I have crossed the bar."*



Geoffrey Edwin Simm
12/08/1937 - 05/05/2020



2020 WON'T BE FORGOTTEN GIVEN THE CHAOS THE WORLD HAS SEEN

CLIMATE CHANGE

It is said that climate change was a significant contributor to some of the world's catastrophic events, with wild and unpredicted events that have taken place this year and last in various places across the globe. Here's a few you may recall:

1. **Australia** bushfires that took away hundreds of people's lives

and homes; Townsville hit by devastating floods and Sydney smashed with storms; heat waves across southern parts of Australia; snow in parts of WA, Menindee fish kill caused by drought resulted in the largest fish kills ever recorded in Australia

2. **Brazil** Amazon wildfires

3. **New Zealand** volcanic eruptions and regular earthquakes

4. **Thailand** the earliest forming

tropical storm in the north-west Pacific Ocean on record.

AUSTRALIA BURNS

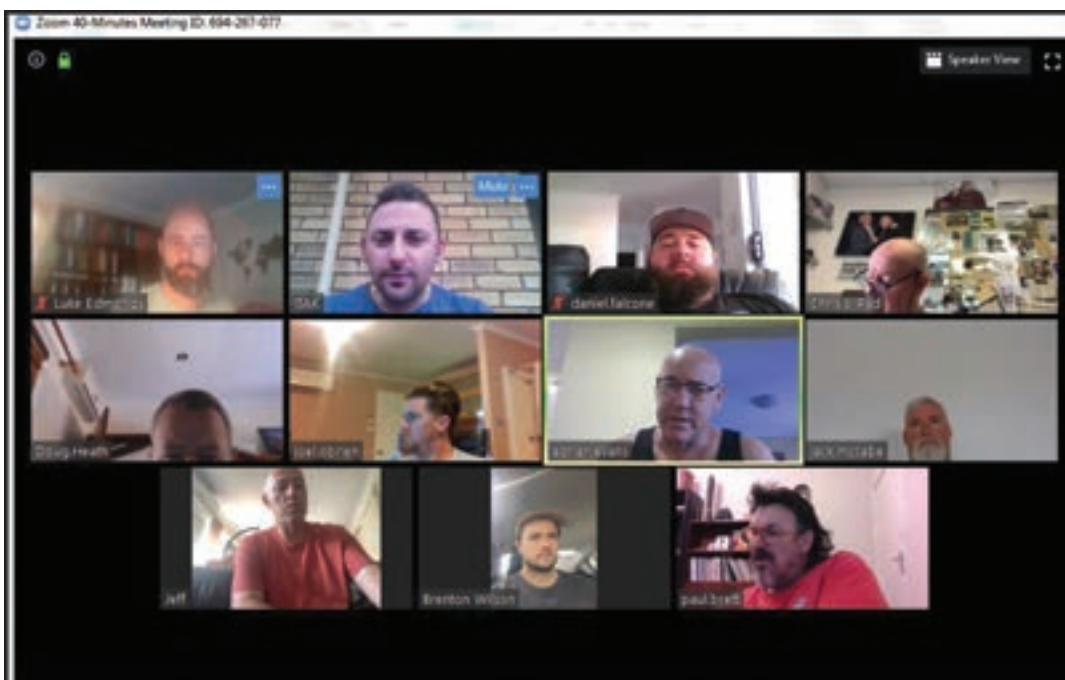
The year began with our country burning. The east coast faced fires bigger than before. Hundreds of homes lost; people dead as devastation set across our nation.

Most of us helped out any way we could - financially, on the ground

or over the phones. Our own MUA members proudly assisted on the frontline, helping the desperate to survive.

WA was cut off from the rest of the country for almost two weeks; the only way in or out was by plane or ship. This crisis demonstrated that we are in desperate need of coastal shipping.

George Gakis



COVID-19 AND THE OFFSHORE INDUSTRY

The coronavirus hit Australia in March after we'd seen thousands of people die in other parts of the world. Before it arrived at our shores, we were slightly better prepared.

The country went into lockdown - no one in and no one out. Interstate and intrastate travel bans were also imposed, to ensure that this deadly virus was contained - many of which are still in place, with no sight of being lifted any time soon.

International travel return could be longer again.

This year was meant to be one of redemption for our industry, but then COVID-19 hit and fucked it all up. That, mixed in with the price of oil, resulted in major oil and gas operators pushing back major projects and cancelling contracts wherever they could.

The union has been operating via teleconference calls and Zoom meetings and social distancing but it has proven to work. While not always ideal, we got the job done.

MAY DAY 2020

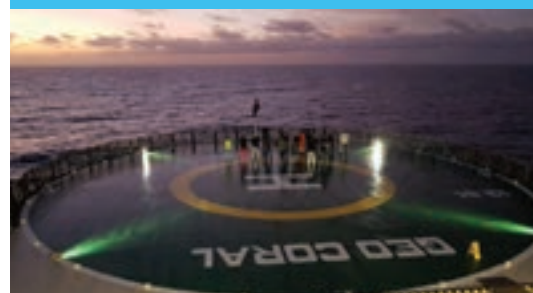
While the COVID lockdown has had a significant impact on social distancing requirements, the WA Branch of the MUA still managed to organise most of the trade union movement to celebrate our day.

The typical May Day celebrations resulted in flags out of car windows, as a convoy of our cars drove down the Fremantle café strip. It was a great turnout from the membership and those unions that fronted up.

ANZAC DAY

Our 2020 ANZAC memories were like no other year before. The typical Dawn Service was replaced with people lighting candles and standing on their driveways or watching the live telecast.

It was certainly not the usual method of remembrance. *Lest we forget.*



BLACK LIVES MATTER

George Floyd was murdered at the hands of US police officers. The death of this man sparked international activists to step up and protest for equality and to stamp out racism.

Our own Aboriginal and Torres Strait Islanders have injustices of their own and they must be heard.

At our National Conference earlier this year, young Ashley Spowart, from Broome, reported on his family's stolen generation. The significance of what Ash reported was like no other ATSI speaker on the panel. His report sent echoes through the plenary.

I stand in solidarity. #blacklivesmatter



MUA MEMBERS STAND UP & FIGHT BACK

LIGHTS, CAMERAS, ACTION!

If this year was a movie, our members would be the stars.

The MUA membership, across various operators, have stood up and fought against a heap of the offshore employers. Manning levels, pay disputes and general conditions are having to be challenged time and time again.

As a result of collective action, outcomes are delivered to those rogue employers.



OSM members stand united

Celebrating 50 years of Commitment to MUA

1970 was a defining moment when a group of dedicated people from the maritime industry dreamed of a mutual financial institution that understands the needs of all waterside workers and their families. 50 years later, Unity Bank has become a sustainable and profitable financial institution that offers you a complete range of fantastic financial services including savings accounts, term deposits, home loans, personal loans, credit card, insurance, Banking App, Apple Pay, Google Pay and Samsung Pay.

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Gak with OSM members



OC Crew United

Gday George & Christy

On behalf of the MUA members on board the Oceanic Champion, we would like to thank the off-signing lads for holding fast and sticking fat in keeping Australian seafaring jobs alive.

We would also like to thank you both for your end-

less work over the Easter weekend, in negotiating us not only up the gangway but all the way through to Norway.

A massive win for all members. Australian jobs for Australian seafarers.

In Unity
MUA Crew of the
Oceanic Champion



Oceanic Champion dispute ends with sweet victory



MUA Champions stand for Aussie Seafarers



Hi Christy & George

We, the Nordic Explorer crew, would like to commend Christy and George for the fighting effort in securing our crew with

satisfactory outcomes, with the issues we faced on board. Perseverance. Solidarity.

In Unity
Nordic Explorer crew



OSM members Nordic Explorer (above) and NE Crew stand for Aussie jobs



Far Statesman Crew
Dale Richardson,
Stuart Howel,
Sergio Palma,
Damien Betts &
Alex Windshuttle



Senator & Leader crew United and Victorious

Comrades,

On behalf of the membership onboard the Senator & Leader, a huge thanks and appreciation to Christy, Will, George and the SCC for the big win we just had in securing dead days for the isolation period.

It just shows what good solidarity between the membership can achieve

when threats are thrown around from the company.

We'd also like our regards sent on to Danny Cain, wishing him all the best... and hoping to see him soon.

IU - the members onboard the Senator and Leader. Workers united will never be defeated

NO OUTER HARBOUR

The fight continues...



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