

# RANK & FILE VOICE

TOUCH ONE TOUCH ALL - OFFICIAL MUA WA BRANCH MEMBERS MAGAZINE | NUMBER 48 | NOV 2020



# SAVE FREO PORT

**UNIONS WIN INDUSTRIAL MANSLAUGHTER CAMPAIGN**

**Pages 20 & 21**



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**CHARLIE FERGUSON AND CHRISTY CAIN AT  
CHARLIE'S RETIREMENT PART AT THE  
SOUTHBEACH HOTEL**

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# Save Freo Port!



Our battle continues to 'Save Freo Port', along with preventing the inevitable environmental destruction of Cockburn Sound.

As you would all be aware, the Port is the *Heart of Fremantle!* It is under serious threat from the McGowan Government who are planning to close Fremantle Port and build a new automated outer harbour in Kwinana that will cause irreparable damage to Cockburn Sound.

Numerous studies from economists and industry bodies have concluded that Fremantle Port has capacity for at least another 40-50 more years and with it the retention of at least 2000 direct jobs. There is a lot of life left in Fremantle Port and the Government should not prematurely build a new outer harbour, at a cost to



Report by  
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Western Australians of \$4.7 billion when it's not needed!

We have been fighting automation right across the waterfront in a battle with all the major stevedore companies and this port is no different. We want real jobs, not robots.

I am pleased to say that we now have the backing of the ACTU, where a resolution was recently passed to support our struggle in saving the port and the jobs of many of our members.

We move forward as a united union movement in this struggle to stop greedy business developers taking our port and land. I say, "Shame on any WA trade union who supports the ALP instead of workers".

Now we need to get WA Labor to come out and support the MUA to help keep real jobs, because that's what a Labor Government should do! Worker's pay taxes, robots don't!

I, along with the officials, organisers, staff and members of the MUA WA Branch, would like to

thank all our brothers and sisters nationally and internationally for their solid support in our fight to keep Freo a working port. It is truly humbling to know how many people worldwide have stopped to work in solidarity with us during this battle. We would like to make special mention of Troy Gray, Allen Hicks, Peter Ong and all the ETU team for their excellent support of our campaign.

If you haven't already done so, please join our campaign at [WWW.FACEBOOK.COM/SAVEFREOPORT](https://www.facebook.com/savefreoport) **FACEBOOK.**

**WE WILL NEVER SELL OUT OUR HISTORY, OUR JOBS OR THE ENVIRONMENT!**

MUA here to stay! Save Freo Port! MUA here to stay! Save Freo Port!

## COVID BORDER POLICY RISKS

COVID-19 is rife among international ships coming into Western Australia. We have more than 120 Western Australian seafarers ready to go up the gangway of these vessels and hundreds more around the country who are out of work.

McGowan has done a good job in respect to keeping COVID out of WA via the airports and with his stance on the hard border closures. However, if anyone thinks that there is no COVID-19 on vessels that are coming to our shores from hotspot countries, then you are fooling yourselves.

To date, we have seen over five-or-six vessels come onto our coast that have been riddled with

COVID on board and these are only the vessels that we know about.

These vessels have been manned by exploited foreign labour, of which some poor seafarers have been forced to stay onboard for over 12 months at a time. It's a bit rich being an island nation and taking for granted that a Filipino captain (who stands to lose his job) will do the right thing and follow procedures to stop COVID from coming to our shores.

We have asked the WA Government to adopt what Queensland and Tasmania have done by putting in place a 14-day quarantine period before allowing any vessel to come ashore. There answer was 'no!'.

The McGowan Government was quick to remind

us of the economic pressure preventing the implementation of a mandatory 14-day isolation for vessels arriving from Coronavirus hotspots. It's only a matter of time before the COVID virus makes its way into Western Australia and affects our MUA wharfies, seafarers and port workers who have all been working on the frontline.

There is a solution to this problem... put Australian workers, who do not have COVID, on to these vessels. We will continue to prosecute our case to the ALP government!

## QUEENSLAND - COASTAL SHIPPING

Congratulations to the Queensland Branch of the MUA for their excellent campaign for coastal shipping along with the Queensland ALP Government who have now committed to sup-



porting a \$21M subsidy that will see the return of Australian seafarer's onboard vessels in the coastal trade.

This is something that should be happening all around our country, especially given the current situation with the COVID pandemic upon us. This union will continue to fight for Australian seafarers to work in their trade, around this coast, on decent wages and conditions of employment. Take note ALP WA, this has been in your platform for the past 12 years!

### BP WA REFINERY

Another multi-national outfit, BP, has sacked 650 Australian workers and is about to close their refinery.

That is 650 Australian families thrown onto the scrap heap by BP! It is ludicrous to think that Australia now relies on the likes of South East Asia and other foreign countries to bring fuel into Australia, on foreign vessels, using exploited foreign labour. This is sheer madness!

Australia should have its own tanker fleet to guarantee fuel security for our country, particularly in the case of emergency (ie bush fires, COVID, war). Imagine what would happen if there was a dispute with the countries who supply us with fuel? Planes would stop, the navy stops, cars stop, our country stops!

Let's start building and owning our own refineries. We will continue to press the Federal Government on this matter. The struggle continues!

### GENERAL BUSINESS

The branch independent financial audit is now complete, and I am glad to report that once



again the branch is in an excellent financial position.

We have continued to remain in the black for the past 20 years under my leadership, all the while building the branch a substantial investment portfolio.

We are 97.8 per cent financial members over 13,000km and 12 ports, which is an achievement. Not many unions can do this.

This will all be explained in further detail at the Branch AGM on Tuesday, 24 November 2020.

Once again, it has been a trying year for the union with many major disputes, as well as many of our seafarers being unemployed.

We are coming into Christmas and hopefully work will pick up in the New Year and we will be able to conclude a lot of our outstanding matters in the offshore oil and gas and the stevedoring industries.

The Branch has been in numerous struggles over the last 12 months, but we will always continue to fight for our members.

On behalf of myself and the MUA WA Branch, we wish you all a very Merry Christmas and a safe and happy New Year.

We will be back in 2021 ready to take the struggle up again!

*In unity*





# Updates on our battle



Report by  
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## MY PERSONAL FIGHT

Just a quick note to let everyone know that I will be offline for a couple of months due to a diagnosis of bowel cancer I received mid October. By the time this goes to print, I would have had surgery to cut it out, which will have me out-of-play for a bit of recovery time.

I wish to thank everyone for your messages of support for me and my family and I am now fully focused on fighting this over the next couple of months until I am fit enough to get back to fighting the bosses and crooked politicians.

*If you don't fight – you lose!*

Dan's departure has meant I have taken over responsibility for Patrick Terminal and Programmed (Patrick Maintenance Contractor).

## PROGRAMMED MAINTENANCE

I got the members into the union rooms to hear what the main issues were and aside from the EA campaign, there was great confusion about operating portainer cranes without a high risk ticket. Patrick/Programmed management say its ok for maintenance workers to operate without a ticket.

Despite a couple of critical incidents, including the collision with the ship, that direction continued. I reported it to Worksafe on behalf of the membership and we have since had a couple of safety disputes which management backed down on each time.

The first dispute started when Patrick/Programmed directed a maintenance member to operate the portainer crane for rigging shed to perform rope check, despite not having a high risk ticket. Members on shift did a risk assessment and identified an appropriate control measure to be the operator hold a high risk ticket. Programmed was not performing maintenance and was contracted solely to operate the crane. There was pressure coming from Patrick management to operate the crane without a high

## QUBE EA UPDATE

We have landed the Part A, which applies to 16 ports, and some ports have already finalised their local arrangements and moved to a vote of the membership.

Qube appear to have left WA ports

hanging out to be last and it has not been engaging in the local issues in any meaningful way.

Members will meet to determine how they want to proceed, given the agreement expired 30 June this year.

## DOF OFFSHORE EA CAMPAIGN KICKS OFF

We had a meeting scheduled with DOF on 11 November to kick off the EA campaign with delegates Travis Mitchell (Skandi Feistein) and Mal Reilly (Skandi Darwin) were elected by the rank and file to be part of the MUA bargaining team. DOF has picked up some new work so it will be important that those new to DOF get involved as the EA campaign gets into full swing.

## RESHUFFLE IN THE BRANCH

Daniel Falcone has decided to move on to the next chapter in his life after eight years as an organiser in the WA Branch. I would like to acknowledge Dan's commitment to the membership over that time and the personal sacrifices he made to represent our great union.



## DP WORLD EA UPDATE

This EA campaign has dragged on as Dubai Ports continue to attack our members' hard-fought conditions. We have landed Part A of the agreement now which applies across the ports of Brisbane, Fremantle, Sydney and Melbourne and Part B (Fremantle) is close, however we are at an impasse on a few remaining issues.

At the time of writing, members have returned to taking action and have placed bans on DPW major client, with a indefinite ban on working-day shifts on all their vessels. This is an effective 8-hour strike every 24 hours a ship is alongside. There are other bans also in place indefinitely which applies across the board. One thing I know for sure, our members are up for the fight.





# lines

risk ticket and I suggested that since there was a safety dispute underway, we call Worksafe and get it to make a decision on the merit of the situation. Patrick did not want Worksafe involved and Programmed then asked each individual, hoping to get someone to fold. Everyone took the same position and management eventually agreed with the workforce and sent the riggers home without the task being performed.

The second dispute arose from Patrick requesting a maintenance member to operate two of the cranes on evening shift and move them into position for the incoming ship, despite not having a high risk ticket. The member said that he could not because he didn't have a high risk ticket. The shift manager said he didn't have any crane drivers on site and needed maintenance to help them out. The member involved alerted Programmed management who agreed that maintenance isn't to move the cranes in those circumstances.

It's a great result for our members who twice stood up and both times management conceded they were right to do so. It was not without its pressure on our guys, but you can see what can be achieved when we all stick together and fight for a safe workplace and it is clear that Worksafe visit has Patrick/Programmed reconsidering their position. Worksafe is yet to make a firm determination on some grey areas, but I understand have made its expectations clear. Well done to all involved.

## PATRICK TERMINAL

Members are in the middle of their campaign for a decent agreement and have taken action in support of their claims since the agreement expired 30 June this year. Patrick attempted to use FWC, Government and the media to misrepresent the dispute and move to terminate bargaining. On the day before the hearing, Patrick withdrew its application and resumed bargaining with an agreed month-long ceasefire. Hopefully it will see sense and come to the table with a decent offer that members can accept. If not, we fight on!



## OUTER HARBOUR CAMPAIGN

Westport has announced the demise of Fremantle as a working port. Its plan is to build a fully-automated container port in Cockburn Sound which will be fully operational by 2032.

This recommendation has effectively given all wharfies at DP World and Patrick a 12-year notice of redundancy, along with Port workers and towage jobs gone. Add to that very strong rumours of a secret plan to move all general cargo to Bunbury, which would kill off hundreds more local wharf jobs. All of this so property developers can get their hands on our Port land. The Fremantle skyline would look like a city block and become a playground for the rich while working-class families will be pushed out.

The fact is that Fremantle is running at just 32 per cent capacity, with room to grow. With some simple, cost-effective solutions implemented, it could service our community for generations to come without destroying jobs, Fremantle or Cockburn Sound and without wasting \$6 billion of taxpayers' money on a flawed project.

Westport has cost taxpayer \$10.7 million so far and has been given another \$100 million to spend over the next four years to build the business case (that doesn't exist) and deliver environmental approvals to destroy Cockburn Sound and the other end of Beeliar Wetlands. With that sort of money floating around, I am sure there is no shortage of consultants willing to sell out the community in order to line their own pockets.

Westport chair Nicole Lockwood has received around \$600,000 already and will cash in even more over the next four years. She has delivered what she is being paid for.

Business advisory groups and spin doctors

have been paid handsomely for favourable reports, but environmental consultants didn't fare as well with a very small amount of the spend so far being funnelled into this critical area. Westport recognise that the environmental impact will be huge, but instead of doing a proper environmental assessment, it has hidden the truth.

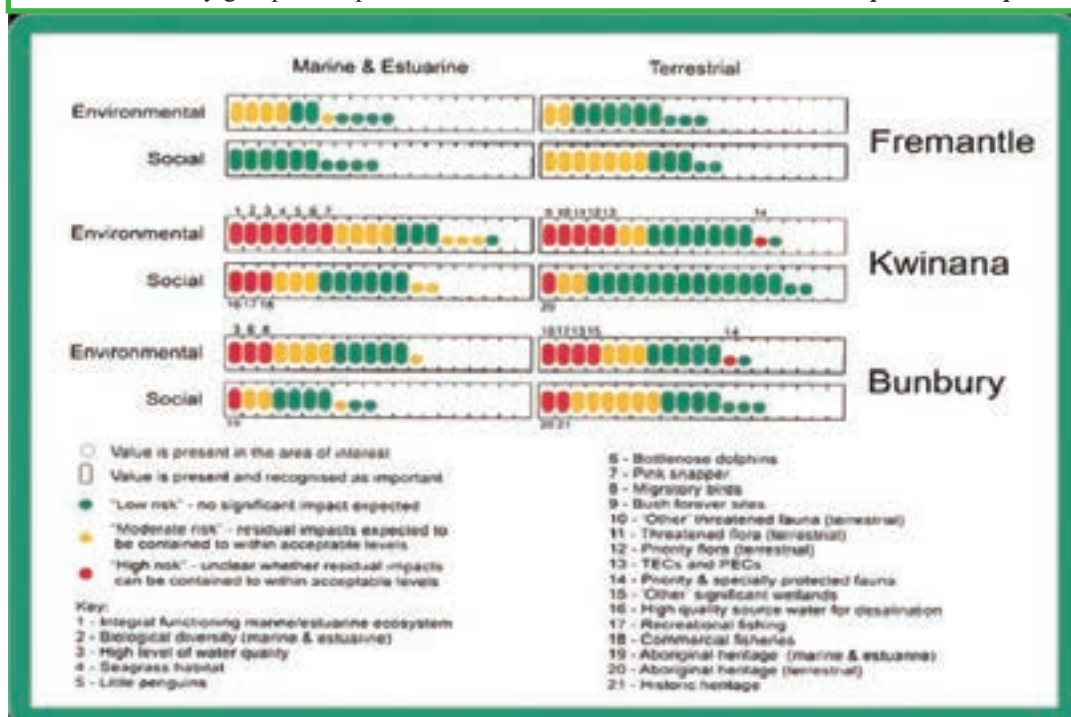
"Westport is expecting to face intense scrutiny in the lead up to, and as part of, the likely Environmental Impact Assessment process," Westport's bulletin said.

The table below was initially produced by Westport but it has never published it. In fact, it was furious when we made it public last year. You won't find this in any of Westport's glossy publications, because the truth is it can't prevent irreversible damage to the Sound.

Ports Minister Alannah MacTiernan has long advocated for an Outer Harbour against all credible evidence. In 2007, she was claiming a new port would be needed at Kwinana by 2015 on the basis that Fremantle would have reached its optimal capacity. However, a study done for Fremantle Ports in 2014 found the existing inner harbour could handle 2.1 million containers annually — three times the current operations — with no replacement necessary until at least 2055.

We need all members to get involved as we ramp up the campaign and get the facts out about Labor selling out our members, selling out the Fremantle community to property developers and destroying Cockburn Sound, all at taxpayers' expense. With construction likely to commence in Labor's third term, we have time to turn this around, if we campaign hard.

*Whose port? – Our port!*





# IT'S ALL JUST A LITTLE BIT OF HISTORY REPEATING...



Report by  
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## PATRICK TERMINAL

Walking into this cluster fuck mid-process has been educational. Someone at Patrick national head office has obviously invested in the box-set of 'Starsky and Hutch' and got a bit excited about the 'good cop – bad cop' concept.

Maria Zoras-Christo obviously won the coin toss and jumped straight onto the bad cop gig, a role she clearly relishes. She's all about provoking, positioning and generally preventing the discussions from going anywhere. Meanwhile, at the other end of the table, Steve Cox is feeling our pain and offering a sympathetic ear.

What the membership needs to remain focused on though, is that neither of these people are running the show. If I were to take a punt, I reckon behind the curtain, if you trace the strings back through Jovicic and on to the puppet master, you'll probably find somebody like Qube Holdings' managing director Maurice James at the controls.



In broad terms, the company's key claims, which they have declared are 'non-negotiable', include irregular roster, no restriction on category numbers (e.g. unlimited number of casuals), removal of order of pick etc. Those members who remember when we came back through the gate after the '98 dispute might recognise some similarities.

The waterfront has matured since 1998. Since Corrigan, James and co. departed, Patrick has managed to secure a significant slice of the market share pie by working together with its workforce. Productivity and profits have soared through cooperation.

Unfortunately though, Qube's purchase (together with Brookfield) of the Patrick business has brought them back into the picture,

just spoiling for a fight. The recent misinformation campaign run out in the media by puppets like Jovicic is a perfect example – he didn't hesitate to tarnish the reputation Patrick has been enjoying in recent time for being the company with workplace harmony.

He didn't hesitate to torch the healthy relationship the company has been enjoying with its workforce. He didn't hesitate to fabricate stories about 40 ships waiting to bring in desperately urgent medical supplies. In fact, it was reminiscent of the current affairs programs that surfaced just prior to the 1998 waterfront dispute where the same lot of managers claimed wharfies were being paid hundreds of thousands of dollars and driving home every day after two hours' work.

The 1998 dispute hurt the Patrick brand. It hurt the business. But it delivered the absolute managerial discretion these radicals crave. Those of us who were around after '98 would remember the crazy shift patterns, daily (forced) shift extensions, and the blind-eye to safety approach.

I still remember every wharfie on site getting out of their machines and dancing deliriously in the laydown yard the day that Corrigan was outmanoeuvred by Asciano and lost the company. The bad blood was behind us and there was

a reason to make the joint work again. It was the dawn of a few short years of positive workplace relations. The wharfies were happy and the business has absolutely thrived.

But history has a funny way of repeating doesn't it? Just when you thought a win-win situation might prevail, the ideologues rode back into town on their mules and are looking to make the village pay dearly.

There won't be any Clint Eastwood sorting this fight out either. It's going to take every wharfie to step up and hold the line.

The current system works. The business is thriving. There's only one reason these muppets want to tip everything on its head and that is to stamp their authority and let everyone know they're back in town and running the show again.

We need to hold the line one day longer than them to protect what's ours. As I've always said, we don't own the job, we're simply custodians. The job, with all its terms and conditions, was given to us by those who came before us. They made plenty of sacrifices to ensure they were handing over a decent gig. Now it's our responsibility to make whatever sacrifices are necessary to ensure we pass it on to the next generation in as good or better nick than when we got it.







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# OFFSHORE ALLIANCE

## PUSHING BACK

against the big end of town, employment contracts and the exploitative HR practices of multinational oil and gas companies



Report by  
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### GETTING RID OF INDIVIDUAL EMPLOYMENT CONTRACTS & BASELINE AGREEMENTS

Like most industries outside of the stevedoring and marine sector, the offshore hydrocarbon sector had fallen into a de-regulated mess, with individual employment contracts and dodgy non-union agreements being the shit sandwich served up by the oil and gas companies and their contractors. This is changing and changing fast.



COVID-19 has exposed the failings of individual employment contracts to protect oil and gas workers. They have failed to protect jobs; they have failed to protect rosters and other fundamental employment conditions. Over the past nine months, Chevron have slashed 700 jobs, Woodside 300 and INPEX 65. This is only the thin end of the wedge as maintenance schedules have been shredded and contractor jobs burnt to the ground. Just so the multinational oil and gas companies can boost corporate profits coming out the other side of COVID-19.

Across various facilities, employers have unilaterally altered rosters, cut pay rates, screwed over interstate workers and generally f\*\*\*\*ed with workers every way they could. Offshore oil and gas workers have had enough and we're fighting back.

### SODEXO CATERERS GO TO WAR & SECURE EBA WIN

Sodexo has always been a grub outfit with the lowest of the low employment standards. When the old Sodexo Enterprise Agreement reached its nominal expiry date, Sodexo tried rolling out an EBA which paid catering workers just \$88,000 per year. The

Two years on from the establishment of the Offshore Alliance, we have grown from zero members to 1344 members. We have a growing presence on every offshore oil and gas facility and are developing our delegate and HSR representation throughout the industry.

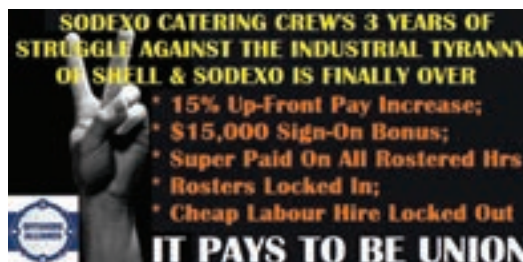
We also welcome the addition of Union Organiser Rosco Kumeroa to the Offshore Alliance. Rosco has had a long history of bat-

boneheads running Sodexo's industrial relations clearly thought that their offshore facilities were floating mine sites.

An overwhelming number of the Sodexo offshore crew have come from worksites with little or no union representation. Over the past two years however, we have seen the Sodexo workforce get organised, unionised and prepared to fight for union employment standards.

The Sodexo workers have become the first cooks and caterers on the West Australian coast in well over 30 years (outside of the marine sector) to take industrial action in support of better wages and conditions. Members took strike action four times in our EBA campaign and secured the following EBA outcomes:

- 15% up-front pay increase
- \$15,000 sign on bonus
- Superannuation on all hours worked
- Night Shift Allowances
- Service Allowances
- Rosters locked in
- Cheap labour hire locked out
- Union delegate training



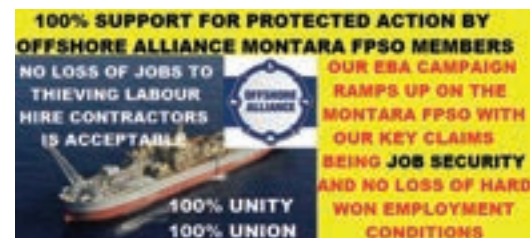
The fact that our Sodexo members stepped up in an industrial war with the company during the uncertainty of COVID-19, is a credit to each and every member. The Offshore Alliance is extremely proud

of our Sodexo members for wearing their heart on their sleeve and having a decent crack at securing the best possible pay and conditions.

### JADESTONE MONTARA FPSO CREW VOTE UP PROTECTED ACTION

Two meetings into our EBA negotiations with Jadestone for the Montara FPSO EBA, Jadestone HR did a 180-degree U-Turn and started demanding 14 per cent pay cuts, roster changes and EBA outcomes which would have seriously eroded the job security of employees.

Union membership on the Montara is 100 per cent with the Offshore Alliance have 96 per cent of that number. There are just two marine engineers left in AIMPE and to the credit of every other marine engineer, they have joined the GSO's, mechanical and electrical maintenance crew, marine technicians and production technicians as members of the Offshore Alliance.



Our key bargaining claims with Jadestone are to lock in job security through enshrining marine qualifications for the Marine Engineers, GSO's and Marine Technicians. We aren't going to cop jobs being outsourced to bottom-feeding labour hire contractors and want our Norwegian Rosters and other conditions locked in.

Members have voted up Protected Action and we are in for a decent blue if our EBA isn't sorted.



## SHELL CLAIM THAT INDIVIDUAL EMPLOYMENT CONTRACTS PROVIDE PRELUDE CREW WITH SECURE JOBS & EMPLOYMENT CONDITIONS



### SHELL, CHEVRON AND INPEX BARGAINING

Two years ago, the big multinational oil and gas companies thought they were 10-foot-tall and bullet proof and immune from any union action on their facilities. These outfits are now starting to sweat as our membership has grown in proportion to the number of workers being stood over, threatened and bullied by quasi-dictators

We have had four EBA meetings with Chevron for the Wheatstone Platform and we are getting very good support from our Chevron members in this regard. We have four employee reps involved in our bargaining meetings and our members want employment conditions locked into an EBA.

Our Shell members are voting on whether Shell should have to commence bargaining for an EBA, and our legal team are slugging it out with INPEX's big-town lawyers for the rights of our INPEX members to negotiate a Union EBA. This is a fundamental workplace right that the INPEX HR goons are seeking to deny through a legal defence that is coated in spit and vitriol. This is one bitter and twisted mob.

### EBA NEGOTIATIONS RIGHT ACROSS THE HYDROCARBON SECTOR

The Offshore Alliance has EBA negotiations right across the breadth of the offshore hydrocarbon sector including:

- Atlas – drilling crew
- Atlas – catering crew
- ESS (INPEX Facility) – catering
- Applus – inspection, engineering and rope access crew
- Vertech – rope access crew;
- Oceaneering – ROV
- DOF – ROV (subject to FWC decision)
- Monadelphous Prelude – maintenance
- Kuiper (Prelude) – maintenance
- Legeneering – maintenance; Chevron – Wheatstone Platform
- INPEX CPF and FPSO and Darwin Facility (subject to FWC decision)
- Shell Prelude (subject to FWC decision)
- Jadestone Montara FPSO

### TACKLING MENTAL HEALTH IN THE OFFSHORE SECTOR

Through the efforts of Jake Field & Penny Howard from our National Office and Zach Duncalfe (Offshore Alliance Legals), the Offshore Alliance is running a campaign to ensure mental health issues are dealt with by all stakeholders including NOSPEMA, companies, employees and the Union. We are throwing plenty of resources into this as mental health would have to be the number one OHS issue facing offshore hydrocarbon workers. We have lost one member this year and many, many more have been in a pretty bad place for a multitude of reasons. This is unacceptable and we all need to get our shit together

to address these issues.

2020 has been a year from hell for many of our members but sure as shit, we are going to make 2021 a year from hell from any HR

boss who wants to screw over our members. The Offshore Alliance is building power in the workplace and intend squaring the ledger to lock in decent pay and conditions for our entire hydrocarbon mem-



### MONOS PRELUDE CREW @ WAR WITH SHELL FOR AN INDUSTRY STANDARD EBA

At the time of writing, our Monadelphous Prelude members were four weeks into a Protected Action campaign against Shell to secure a union standard EBA. We are seeking to tear up the non-union baseline Agreement and employment contracts and want pay rises in excess of 30 per cent. We aren't going to cop the shit from Shell that they can't afford the increase due to the price of oil and gas.



We intend to go one day longer and one day stronger than Shell in this EBA campaign. We have made it clear that we won't be copping scab labour coming out to the Prelude and have massive support from our offshore membership to ensure that no-one gets on a chopper to scab on our striking members.



The Offshore Alliance is also about to kick off Maintenance EBA negotiations with Kuiper on the Prelude and Legeneering on the Woodside facilities and won't be accepting one cent less than what our members think is a fair outcome.

bership. Bring on 2021!

A big shout out to the AWU National Office lawyer Zach Duncalfe, old-hand MUA lawyer Luke Edmonds, Offshore Alliance Organiser Rosco Kumeroa and the massive support we have had this year from Christy Cain, Will Tracey, Brad Gandy (AWU WA Branch) and Dan Walton (AWU National Office). We would be f\*\*\*ed without their backing.

I want to thank all MUA members and activists who have assisted the Offshore Alliance build our union presence in workplaces that were previously non-union. I wish all members a happy Xmas and all the best in 2021.



# Broome **EBA done** and



Report by  
**GEORGE GAKIS**  
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With the WA border shut, West Aussies are flocking to the Kimberly for sunshine, beers and beaches. The town is packed.

While the town is going gangbusters, the COVID-19 outbreaks across various vessels, including cruise ships, has had a massive impact on our wharfies at the Broome Port; keeping in mind that the Inpex project came to a halt.

The ultimate outcome was the Port going in to a redundancy situation. Fortunately, we were able to avoid

any forced redundancies and only those willing to part ways did so.

I wish to take this opportunity to recognise the service our long serving members which have moved on from the Kimberly Ports Authority (KPA) - Kim Pucci, Ron Highett, Peter Winteridge, Kamarudin Bin Lusimoon (Dino) and Kym Koppel. Thanks for your efforts over the year's comrades.

The members at the KPA recently voted up an agreement that secured their positions considering redundancies and locked away income protection among other conditions, including a new dispute resolution procedure (DSP).

Since registering the agreement, we have had to run up a dispute against the KPA, which led into a more important dispute; that being that it (the KPA) did not believe that we had the right to raise a dispute in accordance with the scope of the DSP.

This matter has been to the FWC and we hope to be able to resolve this



Broome membership 2020

in due course. The reality for us is we cannot afford to lose this dispute as we have the same clauses across many of our agreements.

While times have been tough in Broome, we haven't gone backwards in our EBA. Also, Inpex has recently commenced its operations again out of Broome which has provided some relief to our members at the KPA.

We have just under two years to go with this agreement, so we will need to begin preparing again towards the back end of next year.

## OFFSHORE SECTOR

### EBA NEGOTIATIONS GET UNDERWAY

Over the past few months, we have been meeting with the first lot of the offshore employers, including OSM, AOS, Atlas, GO Offshore and Dof, with MMA to come in due course.

Each of these operators have their own agendas, but GO Offshore is once again the standout from the rest. You may recall that through the last Offshore EBA campaign, GO Offshore sought to have a single agreement covering all departments.

Once again, they have issued their notice of representational rights to the officers, engineers and our members in one document and have claimed this to be their agenda.

Karen Clark, from GO, has told our sources that her employees (including our members) will vote as she wants them to. Apparently, she stated something along the lines of "they will do as I say".

Last EBA, our members (with the support of the officers and engineers) voted down their anti-union EBA which was set to drive the industry to

the bottom of the barrel.

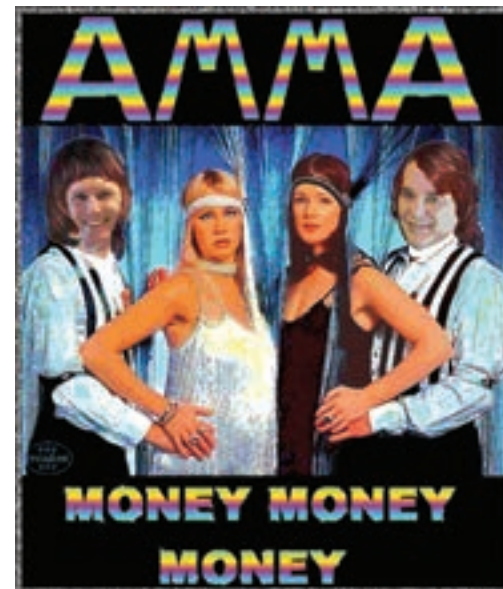
Once again, our members at GO Offshore have assured me that they won't be copping any substandard agreement that links in with other departments, and we will be backing in these members all the way.

Meetings with the other unions have taken place and it seems that we are all aligned.

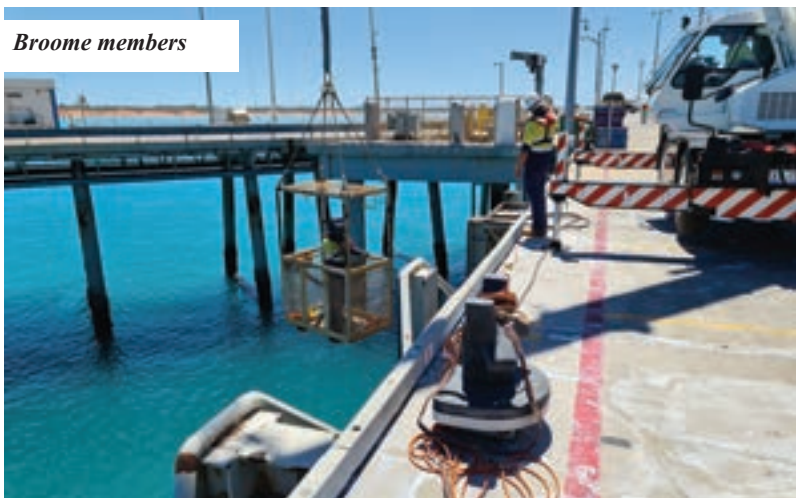
### PROFITS AT AMMA ARE NOT ENOUGH

The latest rumors from the AMMA office suggest that it has felt the pinch of COVID-19 as its members have either closed their doors or realised that the \$\$\$\$ invested into AMMA has been wasted money.

Apparently, they are going that bad that the millions of \$\$\$ of profit they have earned over the years isn't enough to keep them propped up. They are now calling for more money, money, money and are begging to re-recruit the businesses that pulled away from this anti-worker organisation.



Broome members



Broome maintenance members gearing up



# members ready to go!



*MUA delegate Nic Turner - on the job*

## INSHORE EBAS ON COURSE

We have slowly but surely been securing EBAs, locking in some good wages and good working conditions.

We have secured permanency for the first time in this sector; minimum of two per classification to be made permanent where there is ongoing work. The bigger players, Bhagwan Marine and Jetwave Marine, have already implemented this minimum plus some.

The permanent wage is \$121,379 per annum with 2 per cent increases from July 2022. Keep in mind that casuals get a further 20 per cent on top of this. All of these workers are covered by Protect Income Protection cover.

We also secured the North West Allowance to apply to residents covered by the agreement. That's worth another \$87 a day, which also increases in line with the wages.

We are finally beginning to see some positive



*Womens rep Vicki Williams: Ready for the fight ahead.*

outcomes in this sector and maintain that Grubby outfits including Odyssey Marine and TAMS will eventually come on board. We are going back to a grass root campaign with each of these operators and with persistence and support from our members already at these sites – we will prevail.

## BRANCH CHANGES

This year has been a roller coaster of emotions and unfortunately the Union has also had to adjust, like everyone else.

As a result, Daniel Falcone no longer works with us. Sadly, Danny Cain has also had to resign his employment for personal reasons.

Both Daniel and Danny have been great to work with. We have had plenty of laughs, plenty of debates, but always appreciated one another's company and support.

A special thanks to both for their support, guidance and leadership. They will be missed by us here in the office and by many of the MUA members for their efforts.

*In unity*



*Bottom: 2013 youth organisers of the WA Branch  
Middle: Dan Falcone and Gak at 2012 Nat Conference  
Top: Falcone, Gak and Danny at 2012 Conference as youth activists'*





# SAVE FREMANTLE PORT & COCKBURN SOUND

**Mark McGowan once wanted to protect Cockburn Sound.  
Now he is happy to move the Port and destroy it.**



**Fremantle Port, wharf and tug workers,  
along with local business owners  
demand answers as to why McGowan's Government  
is planning to build an automated Outer Harbour,  
destroying Cockburn Sound and resulting in the  
premature closure of Fremantle Port.**

**If you truly gave a 🤢 about Cockburn Sound,  
why are you planning the construction of the  
Kwinana Outer Harbour?**

**What has changed McGowan?**

## What has changed McGowan?



# Svitzer heading into stormy waters



Report by  
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The national Svitzer EBA expired in December 2019 and negotiations for a replacement agreement commenced in October 2019.

It is a single national agreement covering the three maritime unions.

In March 2020, a new agreement was close to being reached when the world was hit with COVID, at which point the company stopped negotiations and wanted to roll over the agreement for a period of two years, with no percentage increases.

In August, the company would not come to the table and bargain, so the MUA lodged a protected action ballot in the FWC. The ballot concluded on 8 October with the endorsement for protected industrial action by MUA members at 98 per cent.

On 8 September, the company wrote to the three maritime unions

stating that it was amending its claims.

It also tabled 30 additional claims, seeking the removal of the workplace consultation clause, the status quo provisions in the dispute settlement procedure, and also the removal of the port operation procedures (known as pops) to bring in new rosters that have no legal affect or application in the new EBA.

On 9 September, the MUA responded to the company claims seeking further information on how each of the 30 claims would apply.

As of late October, the company had failed to properly respond to the MUA's 99 questions regarding the new claims.

In October, AIMPE and AMOU wrote to Svitzer stating they would be sending an alternative proposal to Svitzer. The AMOU offered to roll over the agreement for two years at 0 per cent.

Svitzer rejected the AMOU offer and stated that the company was not interested in a roll over and will now press for outcomes to their 30 new claims.

The MUA is the only union to lodge for protected action at this point in time.

We have been clear with the MUA position that Svitzer needs to withdraw the new claims and go back to where the EBA was in February,



when discussions stalled due to COVID-19.

The new claims are an opportunistic grab at jobs, wages and conditions. The process is flawed due to another change to the lead IR manager in Svitzer.

This will see a third lead EBA negotiator for Svitzer in less than a year. The Svitzer management is a joke, with no leadership.

They are all over the place and don't have a clue. It's no wonder they can't keep their IR managers. The MUA has put on five protected actions, with one being stoppages to the parent company Maersk vessels in ports around Australia.



*Ron Kunnen from Svitzer.*

We will keep members updated of the progress for a new EBA.

The WA branch would like to acknowledge the national negotiation team for all their efforts to get a fair and decent outcome for towage workers around Australia.

## TEEKAY OCEAN PROTECTOR EBA

Bargaining began on 15 May for a single agreement to replace the expired ones covering the Sycamore, Coral Knight, Ocean Shield and Ocean Protector.

After discussions with the company, it was agreed that members would be covered by one agreement. Currently, there are four separate agreements, all with different pay and conditions.

The new one is based on the Teekay Dry Cargo Agreement. These Government vessels have been around for some time and it will be a good outcome to get one agreement to stop the undermining of conditions and pay on these vessels.

I would like to acknowledge the delegates from the Ocean Protector - Vicki Helps, Michael McPherson and Murray Verhoeff - for all the work they have done to get to where we are in negotiations.

We have a way to go, but with all the delegates involved around the country, I'm confident we will get a decent EBA that will improve pay and conditions on these vessels.

## ATLAS

Atlas currently has only one vessel on the coast, the Maersk Deliverer, and the company is in consultation with the union regarding redundancies. This process is on-going and members will be updated of negotiations as they progress.

## SWIRE

Swire only have two vessels on the coast.

They have just finished going through voluntary redundancies and they are now wanting to start forced redundancies.

The union has asked Swire to consider job-share like other vessel operator companies. However,

they are refusing to even consider a job-share arrangement.

Where to from here? We need to go back to the membership, discuss our options and take directive from them.

How we proceed with this company? Swire lacks compassion towards its workers. They will not even sit down in the same room with the union and are only prepared to discuss issues via video conference. Members will be kept up to date with negotiations as they progress.

## RIG FORCE

Rig Force had two rigs on the coast, the KG2 and the DD1. However, both rigs have since left the coast and currently are not scheduled to return. Unfortunately, this will mean Rig Force has no work for their current workforce.





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You can contact Craig Austen or Todd Livesley to organise a worksite visit, financial planning meeting or just a general chat.



Craig Austen  
0417 937 716



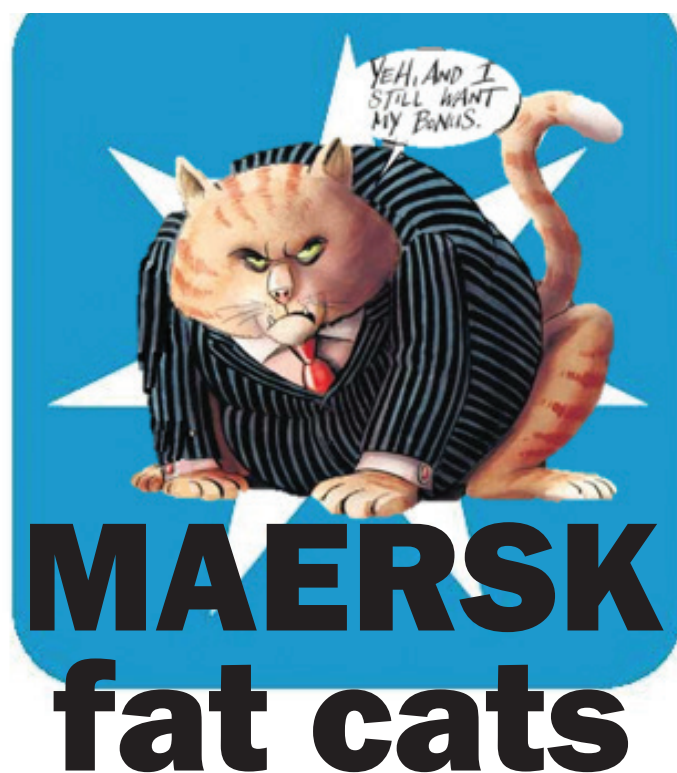
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## Seek profits over people as Australians are sacked for not accepting 3rd World wages

In the second quarter of this year, Maersk significantly moved its profits across ALL of its businesses, mainly using cost mitigation initiatives, including replacing Australian workers on union agreements with cheap exploited overseas workers.

Despite the drop in work because of the COVID-19 crisis, Maersk has still managed to maintain its track record of improving earnings and free cash flow.

It has reported that its operating earnings has improved by 25 per cent, marking the eighth consecutive quarter with year-on-year improvements, driven by strong cost performance across ALL of its businesses.

Gross profits are reported to be around \$US1.7 billion, much higher than the initial expectations.

Earnings before interest, taxes, depreciation and amortisation in 2020 will be between \$US6 billion and \$US7 billion.

These multi-national mobsters have set out on an attack against the MUA.

As reported earlier, Maersk Supply Service sought to have our members paid international rates, which many of our members did not agree to.

The company then moved to engage foreign crews to replace the Aussies even though the vessel was still

working here in WA.

The DD1 was set to be towed to Malaysia and the Maersk crew would then facilitate the transport of the DD1 crew between Malaysia and Dampier.

Instead, the Maersk fat cats have moved to replace Australian workers because the overseas crew were cheaper.

Shame on Maersk, shame!

Svitzer, who is owned by Maersk, has also moved on the attack in many ways.

The company has sought to terminate a contract with a company that has been paying union rates and conditions.

The contact has been gifted to a non-union organisation seeking to pay the minimum wage.

Svitzer has also sought to throw 30 additional claims on the table while bargaining for a replacement national towage agreement.

The company is seeking to rip away the years of conditions fought and won by our predecessors.

All these attacks on the MUA will only lead to one road, we will fight back.

*In unity  
George Gakis*



# DIRTY ROTTEN SVITZER



Ray Hickey has been a long-term employee of Svitzer. To be clear, he has been engaged with them for over 18 years. He worked on tugs, small craft, in rural areas and across the entire Svitzer business.

Now that Ray is at the later stage in life, Svitzer has squeezed the last bits of blood and sweat from him before throwing him on the scrap heap. This dirty, rotten company has just sacked a 70-year-old worker after 18 years of solid service. And to top it all off, they asked him to return his clothes!

That's the thanks Svitzer has given for loyalty and hard work. It's a bloody disgrace!

Ray has been in our industry since 1966, as a 16-year-old boy working with Princes launch service and was a part of Paddy Troy's MWU "the Maritime Workers Union". In 1971, Ray went into the National Service, taking a break from the maritime sector.

Once he did his time with the Army, in 1972, he returned to work in the maritime sector. Ray hasn't left the industry since.

The only way that Ray was ever going to leave was in a box or be pushed out by the rotten bosses and it turns out that the latter has applied.

The MUA will support Ray through a legal case and we will ensure that he is looked after through this process.

You may have seen Ray around, as he attends most rallies and monthly meetings.

As he has now been forced into retirement and unwillingly resigned from the Union, he has applied for his Life Membership, which should be presented at the January 2021 Stop Work Meeting.

On behalf of the Branch, thanks to you and Christine for your efforts over the years.

*In unity, George Gakis*

## SACKED BUT THANKFUL TO THE UNION

Over the years I have seen the Union grow from a meeting at the P&O pub, where the branch had less than 100 members, to seeing the thousands it has today.

The Union has grown for the betterment of the working-class and for the various maritime worksites across the country.

I have called on the Union to assist in various personal matters. Each time, it has supported me 100 per cent.

Being a part of this industry, I have met some amazing members from different backgrounds, cultures and industries. I have made many friends along the way.

I have also been involved with different officials, including Paddy Troy, Chris Wells, Billy Woods,

Christy Cain and George Gakis. I have appreciated the representation from each and they have never let me down.

Thanks to the branch and Union more broadly for their support over the years.

*Solidarity - Ray Hickey*



# WHERE DO WE GO FROM HERE?

I've been chipping away at this job for a year and I must ask where the time went? At the end of the boom, things went from good to bad and now with COVID-19, from bad to worse.

We find ourselves in one of the strangest situations of our lives.

Wrestling with the invisible enemy.

You can't help but feel that this is all a fabricated joke, and somehow, I feel life's always been a joke.

A life of slavery, born to lose and always battling to win. When are workers going to catch a break in this country?

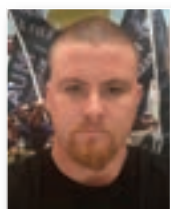
The employers are winning, no doubt, though what about the common man, or woman?

We are battling! Punching above our weight, we rarely make it past the first round, and we will continue to battle for the rest of our lives.

Whether it is a joke or some big

mistake, you learn your lessons and continue to grow, dust yourself off and have another go.

Life will always remain the same, battling through peaks, troughs, times untamed and the future is never clear, so where do we go from here?



Report by  
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## QUBE PORTS

Just another mob of industrial thugs! Five years ago, the company entered into an arrangement with QUBE Energy, using labour hire to perform stevedoring work in the Dampier Cargo Wharf laydown areas. This issue has never properly been addressed. The company has implemented negative circumstances and attempted to steamroll a series of measures on our members, which would see the GWE and VSE guarantees drop substantially and PVSEs be demoted.

We have staved them off, for now. We have maintained that if our members were working in the laydown, then we wouldn't have any negative circumstances. Completely contrived!

In addition, the company recently started including our members North West Allowance into their guarantees. We moved very close to referring the dispute for arbitration and the company has since started doing the right thing. There are plenty of stories over the years of these continual anti-worker actions under Kransky's regime. It only builds frustration for our members and we are very close to be brimming for a blue.

As we move to Port Hedland, we see a different story entirely; a business that is booming off the



*QUBE Port Hedland members*

back of iron ore and is really setting a different tone than most ports in the country amid COVID-19.

After several Part B meetings, the Port Hedland members have unanimously voted in favour of pursuing a protected action ballot order. The company was quick to say everything that they've agreed to is off the table. The problem was that everything the company had agreed to was all under the table, wanting it all to sit outside the Agreement, hardly anything worth agreeing to.

## WESTUG

This biff ramshackle outfit has been pushing the partnership line for a couple of years and it's sad to report that there are not a lot of employees left. Yet the ones that remain have far more spine than the gutless worms that have rolled over.

The biggest issue with this site is that there was a period of time where the company treated the workers really well. Though as they've slowly turned the screws on their wages and conditions and began to implement partnerships, the 'un-educated' have literally freaked out and jumped headfirst into a partnership without really understanding what conditions they have given up. All under the guise of some convoluted approach that claims they will have ownership of the operation and be an integral part of the company. Garbage! (they just want to strip your entitlements).

I look forward to the day Westug turn the screws on these partners and it will only be then that they realise what they have given up.

Also, a big thanks to Kyle McGinn for having a crack at Rio Tinto and Westug in Parliament which had Rio Tinto management calling me, upset and spitting the proverbial 'image conscious' chips. Though fuck 'em, these resource companies need to be held accountable for the dodgy contractors they engage.

## CAPE PRESTON PORT COMPANY

CPPC will be having its second attempt at putting its dodgy non-union EA out to vote in early November and the second offer just as bad as the first. This mob really treats its workers like crap and has said 'no' to even the most moderate

claims. Just another foreign company that exploits Aussie workers, pay fuck all tax, with all profits going back to their homeland.

It's time for the workers of CPPC to understand that they have the power to change the outcome of this negotiation and take protected action.

## CSL

The CSL Whyalla recently headed to Indonesia for layup and that's another Aussie-flagged vessel gone off the coast. Meanwhile, 58 Filipino seafarers were flown into Australia on a charter flight to join CSL FOC, ships working in cabotage trade - all amid COVID-19 restrictions. This is an absolute disgrace when we have hundreds of Aussie seafarers unemployed and ready to go to work at a moment's notice.

It's a real problem in this country when our leaders give everything away for seemingly little in return.

How can the big dog PM honestly stand by his comments that "if you're good at your job, you'll get a job. That's how it works"? That's not how it works at all! This government is either delusional or corrupt - I say both!



*Westug members*



## MUA WA BRANCH



Report by  
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While the McGowan Government has remained solid on border closures, the arrival of livestock vessel *Al Messilah* in Fremantle asked serious questions of the government's capacity to maintain similar levels of protection in our ports. The Health Department's (HD) reaction to the *Al Messilah*'s arrival in port suggested the prevention of a potential COVID infection via Port of Fremantle had more to do with those working in our port than those claiming responsibility for keeping COVID out of our port.

The Flying Angel Seafarer transport service took two of the *Al Messilah* crew to hospital with minor complaints, both were given routine tests for COVID. When the Flying Angel returned to pick up both seafarers, one crew member had been cleared after returning a negative test, with the second crew member kept overnight. HD informed Flying Angel staff it was not COVID related and no need to isolate the van driver transporting the crew members earlier in the day. On contacting HD the following morning, Flying Angel staff were told once again, it was not COVID related and no concern for the Van Driver was raised. At 12:30pm, the HD contacted Flying Angel staff, maintaining the situation was non-COVID, but advised staff that the Driver should isolate as a precautionary measure. Just before 3:00pm, the HD emailed confirmation of the *Al Messilah* crew member returning a positive test and gave directions for the driver to maintain isolation until testing and further notice.

Three days earlier, LINX Stevedores commenced loading fodder to the *Al Messilah*. While the need for Stevedores to go onboard the vessel during fodder loading operations is minimal, it is still necessary. Furthermore, vessel crew are required to come off the vessel to perform essential vessel related tasks.

On contacting the HD I was told no Stevedores went onboard the vessel and therefore no contact between *Al Messilah* crew members and Stevedores had occurred, when in fact three Stevedores came in direct contact with vessel crew. One of these occasions saw crew members come off the vessel and enter a small office at Berth 2 where the Team leader was situated. After alerting HD of the contact, they stated it was of no concern unless the three Stevedores came in contact with the crew member that tested positive, as the remainder of the crew were not considered to be at risk.

A few days later, more than half the *Al Messilah* crew had returned positive tests for COVID, 25 crew members in total. Thankfully, all three Stevedores and Flying Angel's driver returned negative tests after time in isolation. Despite



HD's lack of insight into processes associated with loading/unloading vessels and their willingness to trust the declarations of those that have no interest other than their own commercial benefit, Fremantle has yet to see COVID enter WA simply because of the vigilance of those that work onboard foreign vessels in port on a daily basis.

#### EA NEGOTIATIONS

COVID has been the overriding influence in just about all EA negotiations occurring this year. After an interesting beginning to negotiations, a rollover of Qube's EA with 2.5% p.a. increases over four years has been agreed in principle.

#### BUNBURY

As stated in my previous article, EA Negotiations were either just completed, underway or about to commence for all employers of our members working in the port of Bunbury. Qube Part B negotiations in Bunbury have now progressed to an in-principle agreement that will be voted on in coming weeks. Members employed at Southern Ports Maintenance recently voted up a single year rollover agreement with the intention of getting to the other side of COVID... hopefully.

#### FREMANTLE

Qube Fremantle are now two meetings into their Part B negotiations and have yet to land an agreed position, while LINX Fremantle members find themselves only seven weeks away from beginning their own EA negotiations. The fun and games never stop.

#### GERALDTON

Qube Geraldton's Part B meetings have concluded with an in-principle agreement scheduled to go out to vote mid-November. ABS members recently voted up their EA and Geraldton Svitzer members are also in negotiations, details to be reported by Jack McCabe. Negotiations for Mid West Port Authority's (MWPA) EA recently kicked off with the next meeting to occur mid-December. This meeting will see MWPA return to the table after presenting members' Log of Claims to the board for consideration. With MWPA indicating an increase in trade, it will be interesting to see how the executive team at MWPA and their board see the value of our members' role in the success of the port.

I would like to acknowledge the service and commitment of two MUA Members recently retired from MWPA - Peter 'Grumps' Herron and Dave Oliver. Top work fellas.



# Unions win

## Industrial

## Manslaughter

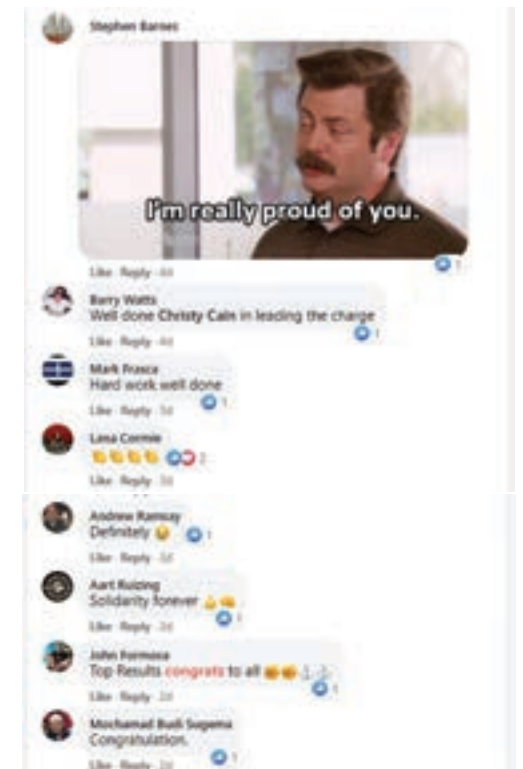
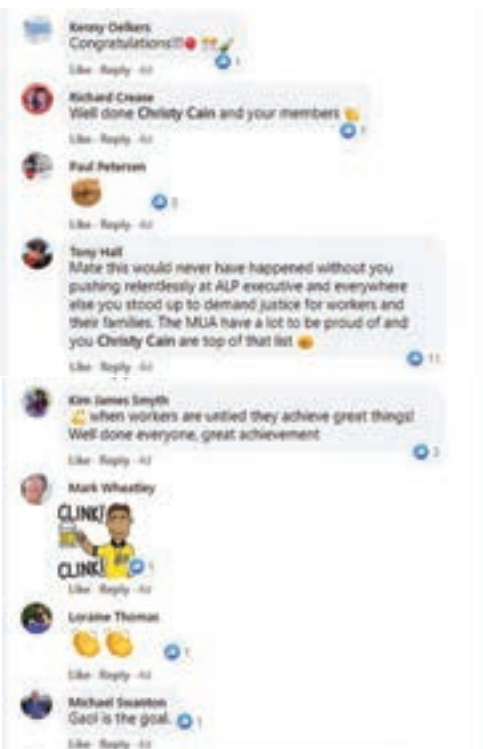
# campaign

Congratulations to the trade union movement. This win is for the families who are still suffering the loss of their loved ones who will never return home. Legislation is now in place... if any rogue employers cut corners in respect to safety, they can be hit with fines up to \$10 Million and face up to 20 years in jail. We have been fighting from the front for a number of years to get this legislation through Parliament and now it is law!

**Kill a worker, go to jail!**









# SEAFARERS' RIGHTS



Report by  
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 ITF INSPECTOR

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The past year, we have seen seafarers stranded at sea with no shore leave and very difficult getting repatriated to their home ports - all due to the outbreak of COVID-19 throughout the world.

Some 400,000 seafarers are currently experiencing very difficult situations. Most have, or are being, asked to extend their contracts - some examples of being imprisoned for 14-plus months on board these ships.

The ITF inspectorate has been

inundated with calls for help.

Throughout Australia we have been flat-out helping where we can. Then again, State Governments have their own directions under their Emergency Management Acts, of what can and cannot be applied to seafarers.

These determinations change each week due to different circumstances. In Western Australia, we have seen several ships with outbreaks of the COVID-19. We have been in consultation with the WA Government in the interest of the seafarer's welfare and health, including the vessels Artania, Al Kuwait, Al Messilah and Vega Dream.

No doubt, more cases will evolve within the maritime industry, not to forget the numbers of positive tests that come into Perth by planes each day.

The future lays a little clouded with the pandemic, however we can only hope the virus doesn't have the impact seen in other countries.







### OCEAN RAINBOW

I visited the Ocean Rainbow in Kwinana. After speaking to some seafarers, nothing seemed to be out of place, or any issues were raised.

During the inspection, I noted five seafarers had expired contracts and had signed extensions. I checked the signatures and found something wasn't right.

The master stated the seafarers had signed extensions and everything was good. When I spoke to the seafarers, they confirmed they hadn't signed the extensions and hadn't seen the contracts.

In short, due to the serious breaches of the Collective Agreement and Maritime Labour Convention 2006, the vessel was detained by AMSA

after I had reported the incident.

Falsifying seafarers' documents is a detainable offence under the MLC 2006. Due to the nature of the operating set up of a FOC vessel, the beneficial owners were unaware that the operators had acted in such a way.

The beneficial owners had an ITF approved agreement with the Japanese Seafarers Union (JSU). It may sound a little complicated, however management repatriated the seafarers and asked for assistance of manning the ship to continue their voyage.

The seafarers were very happy that the ITF assisted and got them repatriated.

I put a position to management, where they could utilise Australian seafarers on short-term

contracts in consultation with the MUA WA Branch.

Again, in short, they employed Australian seafarers, which has never been possible in the past 20 years (that I'm aware of). During these difficult times with seafarer's repatriation, the opportunity for employing Australian seafarers might be a door that has opened. The members that took on the challenge need to be recognised and thanked.

Joining a FOC at short notice surely isn't like joining a yacht to Hawaii, mindful of the nationalities and practices on board.... eating chook gizzards/feet and rice. (Some say it's a delicacy in some countries.)

Thank you, Charlie Udell, Robert McBride and Peter Landus. Your commitment to the MUA and ITF is much appreciated.

### RETIREMENT

I've made the decision to enter retirement after 45-plus years in the maritime industry; 20 of those as an elected official with the MUA and an appointment with the ITF inspectorate.

It's a decision that's got to be made sooner or later, however sometimes you keep asking yourself... is it the right time to go?

In all honestly, I've always believed that if the opportunity arises for a younger member to step up then it is the time.

I first shipped out of the Port of Fremantle in 1975 as deck boy on the MV Nyanda and it was that experience and comradeship that engaged me into union activities with the Seafarers Union of Australia.

Since that time, my objectives and commitment were to be part of the union movement and protecting maritime workers' rights. Playing a role as a delegate had some challenges, but I knew I could assist by standing for a branch official position with the MUA.

I've served on number of committees, both politically and industrially, over the years, including the MUA National Council.

It's been a privilege and honour to represent the ITF and protecting



seafarer's welfare and rights.

No doubt, since the implementation of the MLC 2006 and FOC campaign has been huge success over the years, however more needs to be done, which I believe will be achieved.

Working with the Australian inspectorate has been great, knowing that we became a close working family that always kept the ship

owners honest and wary.

To Dean Summers, Mat Purcell, Sandra Bernal and Sarah McGuire, thank you for allowing me to be a part of the ITF FOC Australian Inspectorate.

By far, earning the respect from seafarers in need of help really makes the job what it is.

I would also like to acknowledge the inspectors throughout the

world, for their solidarity and commitment to the FOC campaign. Having that communication and working relationships will continue.

I personally want to thank you all for the contribution and assistance over the years. The MUA continues to take up the issues and protection of all maritime workers.

To all the officials, organisers, staff, members, delegates and ITF port contacts, thank you and all the best.

I now must face the challenges that lay ahead with the grandchildren, which no doubt my wife is looking forward to. I should mention my wife (of 43 years) and family and thank them for their patience and support that made my work possible. (I am now going to try to convince her about buying a small boat.. lol).

In conclusion, you all have your own industrial, politically and personnel challenges ahead. Always support your union and your working mates. Remember, without a union you have nothing in today's industrial world. Today's conditions were never handed over on a silver plate and we all should recognise the efforts and commitment of past and present officials and delegates over the past 130-plus years.

Stay on course and stay focused.



# The **RED** elephant in the room

Let me be the first to say I understand the Labor Party isn't the flavour of the month with the members of our union.

The Outer Harbour threatens the livelihoods of many of our fellow members. Internal rule-changes were implemented at the last State Conference targeted at hurting the strength of our union's ALP members - to make us useless, to limit our influence, to make us give up and walk away.

Well, it seems they don't understand who we are.

They don't seem to remember our proud history. They haven't even been listening to our bloody chant.

Because if they did, they would know that the **'MUA IS HERE TO STAY!'** We are no strangers to this situation; we thrive on it. We don't back down when the going gets tough.

## GOING FORWARD – STRATEGISE AND ORGANISE

We are currently working through the new rule changes and making plans to ensure that our ALP member's votes and all of their voices are heard.

Also, we, as rank and file members, need to get involved; and not just about issues concerning our industries.

We need to remember that community issues are union issues. We are the community.

So, if people have interests in other parts of their community, or certain areas of policy, we need to be in there making our voices heard. The Labor Party is meant to be the party for the working class, so let's give them some working class perspective.

## HOW YOU CAN HELP – 3 EASY STEPS

This struggle is no different to any facing our union today and the three basic steps in helping are the same as well.

**JOIN:** Just like on a worksite, every



## The outer harbour threatens the livelihoods of many of our fellow members

member counts. The larger our numbers, the more seats we have at the table and the louder our voices become.

If you want to join the ALP, please contact us and we will help set you up.

**RENEW EACH YEAR AND STAY FINANCIAL:** Just like you need to stay a financial member of the union, you should also check that you are financial with the ALP.

When a member becomes unfinancial with the ALP, they lose their right to vote, the ability to help nominate candidates we support and more. This is a really important step that cannot be understated.

Hundreds of hours are spent chasing members to make sure they stay financial and renew each year. In my opinion, these hours could be better spent helping to advance the causes of our union members.

If you are unsure if you are financial, call the WA Labor Party office on 9328 7222. Just a few minutes of every member's time saves hours of headaches down the track.

**SHOW UP, GET INVOLVED:** Every campaign or workplace dispute is only as strong as its rank and file membership. When a rally or picket is needed, we come together and show up.

The same holds true for the ALP. I understand that in this industry we face extra issues on top of the normal struggles of day-to-day life. Shift work, working away at sea, raising a family and more, leaves you with less time in your day than ever before.

But every time you can show up at a meeting, or conference, helps. Many hands make light work, so they say. Even if people make one or two meetings a year, it takes a lot of strain off other members.

So, if you get a call, remember we aren't selling timeshare or locking

you into a Foxtel subscription. We are asking you to help your union to protect and improve your conditions by showing up every once in a while if needed.

## GOING FORWARD – REMEMBERING OUR PAST

Our participation in the Labor Party will always be a divisive topic between members and so it should be. We, as a union, should never give blind loyalty to any organisation that doesn't help us.

We, as unionists, pride ourselves on the struggles that we have overcome to stand where we are now. This is a fight, just like any other. It's just a fight that a lot of us aren't familiar with. But as we all know, if you don't fight, you don't win!

*Daniel and Nathan Piccoli*

To get involved in the ALP, scan this QR code on your phone camera and fill out the form.





# Maintaining the fight for Parliament

Members, it has been a very up-and-down four years in Parliament.

We achieved a place in Parliament in 2017 during the wiping out of the Liberal-National Barnett Government. I know it has not been smooth sailing for members to remain committed to the Labor cause, but I will say keeping our activism within the party and to continue to grow is the right decision.

You know we can only make the change in the party we want by being a part of it. I have been very proud of the MUA membership, for their commitment to taking on the challenge of Labor politics. We continue to maintain our numbers, which in turn gives us a bigger say.

We, as a union, have always voiced our opinions and fought damn hard to have our views listened to. The MUA has not changed, instead, in my view, gone harder as the representative for Maritime workers in WA.

You can still be a militant hard-fighting union and politically engaged, as we have proven as a branch.

It is important that we are part of the decisions made in this state because it is our members and their families that will be affected by them.

It has been a long time coming, but we have managed to introduce into WA, for the first time, proper Industrial Manslaughter laws, that will be part of a bigger reform package that sees finally WA's OHS act harmonise with the rest of the country (besides VIC).

When I came into politics, safety regulators were the key gripe I had, particularly after being in the NorthWest for over three years and seeing that there were no Worksafe inspectors thinking about it - in an area that is covered in high risk and heavy industry, the regulator is absent.

I was proud to see tabled, this year from the Public Administration Committee (on which I sit) our report into Worksafe, which was launched in 2017. It was a mountain of work which has resulted



in over 90 recommendations, including reintroducing Worksafe inspectors in the NorthWest.

We fought hard inside Parliament in both houses to get this legislation through, but it was the unions and the families that have lost loved ones on the job that made this all possible.

I have worked with many families that have had this tragedy happen to them and it is very raw leaving families with so many unanswered questions. I hope this legislation will bring some form of justice to these families, who for far too long have seen the disgracefully low fines and lack of enforcement against these employers.

It was a proud day to be standing shoulder-to-shoulder with my comrades at the 'fight for life rally' at Parliament, with militant unions, families and friends demanding the Liberal-National parties stop playing around in the Upper House and pass the Bill.

Now that these laws have been passed, we must ensure they are enforced with aggression to ensure employers know the game has changed.

Below are website details of where you can find new laws and the Worksafe report from public admin.

[WWW.PARLIAMENT.WA.GOV.AU/PARLIAMENT/BILLS.NSF/36B-C87FB721845124825813E001DF5C0/\\$FILE/BILL011-1.PDF](http://WWW.PARLIAMENT.WA.GOV.AU/PARLIAMENT/BILLS.NSF/36B-C87FB721845124825813E001DF5C0/$FILE/BILL011-1.PDF)



[WWW.MEDIASTATEMENTS.WA.GOV.AU/PAGES/MCGOWAN/2020/10/WORK-HEALTH-AND-SAFETY-BILL-PASSES-UPPER-HOUSE.ASPX](http://WWW.MEDIASTATEMENTS.WA.GOV.AU/PAGES/MCGOWAN/2020/10/WORK-HEALTH-AND-SAFETY-BILL-PASSES-UPPER-HOUSE.ASPX)

[WWW.PARLIAMENT.WA.GOV.AU/PARLIAMENT/COMMIT.NSF/\(INBYNAME\)/INQUIRY+INTO+WORKSAFE?OPENDOCUMENT](http://WWW.PARLIAMENT.WA.GOV.AU/PARLIAMENT/COMMIT.NSF/(INBYNAME)/INQUIRY+INTO+WORKSAFE?OPENDOCUMENT)

[WWW.PARLIAMENT.WA.GOV.AU/PARLIAMENT/COMMIT.NSF/PASTEVIDEONCEONLY/036D9DDC952FB2D54825856F00818FF5?OPENDOCUMENT#REPORT](http://WWW.PARLIAMENT.WA.GOV.AU/PARLIAMENT/COMMIT.NSF/PASTEVIDEONCEONLY/036D9DDC952FB2D54825856F00818FF5?OPENDOCUMENT#REPORT)

COVID-19 has been a massive problem right across the globe. Here in WA, due to a strong Government and everyone here taking it seriously, we have managed the fall out the best in the world, in my view.

This has allowed us to open up internally way faster than anywhere else and to have our jobs and business regain strength.

While everyone is raving about the Government, it is not enough to get complacent with an election coming in March. It is so very clear we do better as a State under a Labor Government and if the Liberals were to return we would be up against it.

**KYLE MCGINN  
OUT IN THE ELECTORATE**



**MINING & PASTORAL  
Pilbara | Kalgoorlie |  
Kimberley |  
North West Central**

**241 Hannan Street KALGOORLIE  
9022 7003  
MiningPastoral.McGinn@mp.wa.gov.au**

I am fighting hard in the North-West Central and Kalgoorlie - two non-Labor held seats - to ensure that my vote grows and Labor is re-elected.

There is not long to go until March 13. I urge members to reach out to the branch and see what you can do to assist. We want strong members of Parliament, so now is the time to get candidates on your side. Talk about our industry and hold them to account.

We must fight against the Liberal-National stink to ensure we continue to grow this State in the right direction. The recovery from COVID is an opportunity for this Government to grow industries that are hurting and support Western Australians.

Keep up the fight comrades



# Is this the end of the MUA VETS?

To all members of the MUA,

We sent out an invitation to 75 veteran members to attend a lunch-time function. However, only 10 members responded, which is very disappointing to say the least.

Is this the end for the MUA Vets?

Donations are down to zero, due mostly to the government's policy to make the shipping companies rich by throwing seamen off the vessels by brute force and employing cheap foreign labour.

I kindly ask all seafarers and stevedores to consider the Vets for a donation from their rolling fund.

We have not been getting any new veteran members.

Sadly, all the ones we do have are slowly falling off the perch.

All retired MUA members are automatically eligible for membership with the Fremantle MUA Veterans Association, which is affiliated nationally with the MUA Veterans.

If you would like to join, please contact the MUA WA Branch, who will forward you an application form.

Any current MUA member over 65 years of age is also eligible to join the Veterans, whether he or she is currently employed or not, as well as any member who is incapable of employment through accident or injury.

As a member of the Veterans, you will receive mail outs notifying you of all future events and the latest MUA news.

The *yearly fee is only \$20 each* and payable on application – renewable on January 1, each year.



If you are eligible to join the veterans, I implore with you to please contact the MUA WA Branch

ASAP so we can make the Fremantle Veteran's Great Again!

*Jimmy Donnelly*



## Fighting for the rights of Unions and their members for 85 years.

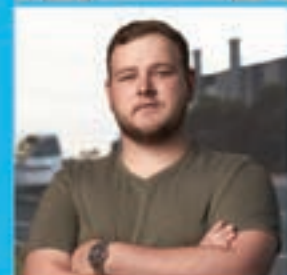
We fight to achieve the best outcomes for our clients, while reducing the stress they go through to obtain their compensation.

With our No Win. No Fee\* offer for Personal Injury Law and a Free Initial Appointment\*\*, you can afford access to the justice you deserve.

For a referral to Slater and Gordon or to learn more about our exclusive Union member benefits, contact the MUA on (08) 9335 0500.

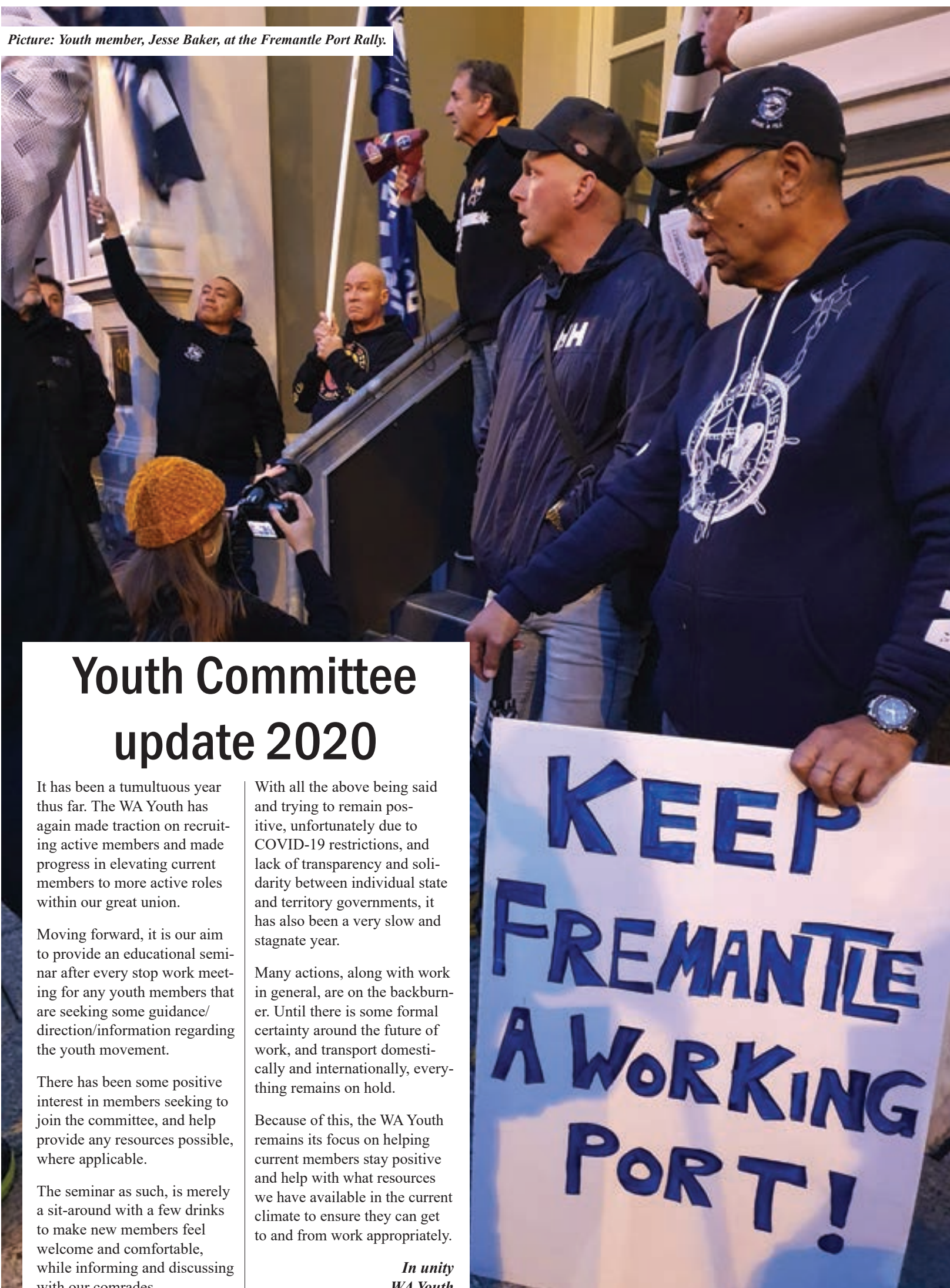
\*NWNFT&C's: [slatergordon.com.au/NWNF](http://slatergordon.com.au/NWNF)

\*\*Free appointment T&Cs: [slatergordon.com.au/FIA](http://slatergordon.com.au/FIA)





Picture: Youth member, Jesse Baker, at the Fremantle Port Rally.



## Youth Committee update 2020

It has been a tumultuous year thus far. The WA Youth has again made traction on recruiting active members and made progress in elevating current members to more active roles within our great union.

Moving forward, it is our aim to provide an educational seminar after every stop work meeting for any youth members that are seeking some guidance/direction/information regarding the youth movement.

There has been some positive interest in members seeking to join the committee, and help provide any resources possible, where applicable.

The seminar as such, is merely a sit-around with a few drinks to make new members feel welcome and comfortable, while informing and discussing with our comrades.

With all the above being said and trying to remain positive, unfortunately due to COVID-19 restrictions, and lack of transparency and solidarity between individual state and territory governments, it has also been a very slow and stagnate year.

Many actions, along with work in general, are on the backburner. Until there is some formal certainty around the future of work, and transport domestically and internationally, everything remains on hold.

Because of this, the WA Youth remains its focus on helping current members stay positive and help with what resources we have available in the current climate to ensure they can get to and from work appropriately.

*In unity  
WA Youth*



# Our campaigns explained

## SHARE THE DIGNITY



### Campaign purpose:

Share the Dignity works to make a real, on the ground difference in the lives of those experiencing homelessness, fleeing domestic violence, or doing it tough.

We distribute period products to those in need and work to end period poverty here in Australia.

When someone is doing it tough, the last thing on their mind should be dealing with their period.

### Campaign action:

Next time you're doing your shopping, keep in mind: one box for me, one box for her.

Please bring your donation to the MUA to help women in need.

Fremantle branch donation box is situated at the top of the stairs outside the office.

## ILO 190



### Campaign purpose:

ILO Convention No. 190 provides for specific measures to address gender-based violence and harassment.

It acknowledges that gender-based violence and harassment disproportionately affects women and girls.

### Campaign Action:

National Secretary Paddy Crumlin and National Officer Mich-Elle Myers wrote to Ministers Payne and Porter calling on the federal government to ratify ILO Convention 190.

You can add your voice to the call to ratify ILO 190 by signing the online petition here:

<https://www.megaphone.org.au/petitions/call-on-the-australian-government-to-ratify-ilo-c190-now>

## 16 DAYS OF ACTIVISM



### Campaign purpose:

During the 16 Days of Activism, people around the world will unite to raise awareness about gender-based violence, challenge discriminatory attitudes and call for improved laws and services to end violence against women for good.

The dates for the campaign were chosen to link violence against women and human rights and therefore emphasise that gender-based violence against women is a violation of human rights. The 16 Days campaign begins on the International Day Against Violence Against Women on 25 November and International Human Rights Day on 10 December.

### Campaign action:

Promote ILO 190

For more information about the 16 Days campaign go to

<https://16dayscampaign.org>

## VOICE. TREATY. TRUTH. ADVOCACY COURSE

### TRAINING

Four WA women took the opportunity to participate in the Voice. Treaty. Truth. Advocacy training course run by the ACTU and delivered by Thomas Mayor. The course focused on:

- The historical context of the struggle of Aboriginal and Torres Strait Islander people.
- The Uluru Statement of the Heart
- Practical advocacy skills to promote the need for Aboriginal and Torres Strait Islander people to have a voice in Parliament

The course was exceptional and all women are encouraged to nominate for training courses as they become available. For more information regarding training opportunities email us at [muawomenwa@gmail.com](mailto:muawomenwa@gmail.com)

## WA WOMEN MONTHLY MEETINGS

WA Women will meet in the union rooms on the last Tuesday of every month directly after the stop work meeting. All women are welcome to attend in person or via Zoom.

For more information contact us at [muawomenwa@gmail.com](mailto:muawomenwa@gmail.com)



## MUA WOMEN WA

## 2020 VISION

2020 began with hope and optimism.

Buoyed by the endorsement of our Equality Charity at the Quadrennial Conference and the powerful presence and voices of women from across the country who rose to speak of their activism and solidarity, we were prepared for a year of power and purpose.

In those early months of the year the wharves were busy and after a long downturn in the offshore it looked like we were headed for an uptick in seafarers' work mid year.

By April we were gripped by COVID.

The potential and promise of 2020, particularly for seafarers, quickly evaporated and for so many it has been a tough year.



Those of us to have had ongoing work cannot be anything but humbled by the resilience and strength

of members who have not worked for months and in some cases years.

WA Women salute the wives, part-

ners and families of members who have endured hardship.

Your support of our brothers and sisters and in turn our union community is invaluable.

Along with the officials and organisers, special mention and thanks is extended to our sisters in the branch office; Sandra, Sarah, Lisa and Georgia. We appreciate the work you do.

As the year draws to a close, the borders soften, work picks up and the grip of COVID loosens we all have cause to be hopeful and optimistic again.

We wish you all a safe and happy Christmas and a prosperous 2021.

*Vicki Helps  
Chair*

*WA Branch Womens' Committee*

## SISTER PROFILE

## MARLENE FLESCHER

*Wharfie*

*Delegate to National Womens' Committee*

As a trade unionist since 1999 and one of three females employed after Patrick PB Sydney's lockout, working among 450 men was no easy feat.

My attention to detail, self-education, and extensive research on MO32, ILO/Geneva Convention, and the WH&S Regulations 2011, has been vital for rational discussions on safety issues or preparing safety reports during my six years as a Site Safety Facilitator and Delo/Female Representative for WHS committees.

I have above average safety awareness, learning capabilities, open to opinions and suggestions, and have high standards. Captains/Chief officers and crew returning to our ports have given me greater hands-on knowledge and understanding of waterfront operations.



My jubilation during the 2013 EA negotiations came in the form of being barred from PB terminal with my MSIC access denied and ordered to stay home on full pay!

As a team player who is motivated and driven,

I am passionate about raising WHS awareness for the well-being of my Brothers and Sisters.

I enjoy sharing my knowledge and experience whether it be on machinery or our hazardous work place.



# Farewell !

Members,

Unfortunately, due to my medical condition I was forced to step down from my position as assistant secretary of the WA Branch.

It has been an absolute privilege and honour to represent and work with MUA members over the past nine years.

Your support and well wishes during this difficult time have been greatly appreci-

ated and have honestly got us through a very rough period.

I would like to say thank you to the branch and the membership for giving me the opportunity and supporting me as a young organiser back in 2011.

Coming from another union, the MUA members at stop-work meetings, delegates on the job and members involved throughout our industrial campaigns

showed what real rank and file unionism was all about.

I will severely miss working at the branch and the tireless people who work in it who give everything they have on a daily basis to support MUA members.

On behalf of myself and my family, thank you,

*Danny Cain*

**FROM PADDY CRUMLIN**

**NATIONAL SECRETARY OF  
THE MARITIME UNION OF  
AUSTRALIA**

Sorry I couldn't make it for Danny's dinner, that bastard McGowan is to blame again.

Nevertheless, I'll be having a couple for Dan at a long social distance and celebrating his enormous achievements over a relatively few years that have changed for the better many working men and women's lives.

And not just our members; workers in other Australian industries like hydrocarbon and of course internationally in youth, Dockers and seafarers solidarity.

I had a great time and was lucky to spend some quality time with you Dan, that time in Rotterdam with Niek's turnout celebrating international solidarity in 'Put the Money Back' when Dockers had their pensions ripped off.

There was an enormous group of internationals including many that are now leaders of their union in their own right, like Bobby O, who was with our great ILWU mates Big Bob, Willie and many of our other international crew mates.

You stand as tall as anyone comrade with your work ethic, political nous, courage and intelligence.

Your achievements so far are so many.



The apple doesn't fall too far from the tree and I know your mum and dad, Christy and extended family are so proud that you have taken the Cain family so further down the track in their and your great contribution to our union, other unions and the working class.

You're everything they are and a better soccer player to boot!

I know it's been a tough time for you and Stacey comrade and your friends and comrades everywhere wish you the best in your recovery and look forward to sharing in your many achievements to come

regardless of where they may be.

I've copied in a few of our international mates that I know share in our great respect, appreciation and friendship together comrade in your many leadership work internationally and in the ITF.

Thanks Christy and the mighty West Australian Branch that had the vision and determination to give Danny the chance to develop his leadership and thank you Danny, sincerely, with great affection and with only my very best wishes and support for the many things you will excel at to come.

Good on you comrade.

I've got half a dozen litre cans of warm Heineken's to drink tonight to reminisce over that train trip we had together in the Netherlands where we covered so much personal, political and industrial discussion and where I learnt so much from you.

Love and best wishes comrade, have a great night.

In unity always,

*Paddy*



## FROM DAN KASK ILWU CANADA

Greetings Brother Christy Cain,

I was upset to hear the news about Danny and the unfortunate circumstances around his departure.

This is a great loss for the MUA and the trade union movement as a whole.

It is impossible to measure the impact he has had on workers around the world. It is an undebatable fact that the ILWU Canada Youth Movement would not be where it is without the influence of Danny.

On a personal level, Danny has been a great friend of mine.

I have been lucky enough to share a few beers all over the globe with him. He has always challenged me to look at situations from every angle possible but always with what is best for the rank and file in mind.

Selfishly, I am sad the trade union movement is losing Danny, but I am happy he is doing what is best for his health, happiness, and family. I am sure whatever he does going forward he will do with the same principled intensity has always had.

Please pass on our sincere appreciation from the entire ILWU Canada rank and file and its officers to Brother Danny for all he has done.

In Solidarity

*Dan Kask  
ILWU Canada  
2nd Vice President*



## INTERNATIONAL LONGSHORE & WAREHOUSE UNION



1100 FRANKLIN STREET, 4<sup>TH</sup> FLOOR  
SAN FRANCISCO  
CALIFORNIA 94109  
(415) 775-0533  
(415) 775-1302 FAX  
www.ILWU.org

August 18, 2020

Danny Cain  
Maritime Union of Australia (MUA)

Brother Cain:

On behalf of the International Longshore and Warehouse Union (ILWU), it is bittersweet that we say goodbye to you as you close the door on your career with the Maritime Union of Australia (MUA). We wish you the best as you open another in taking on the role of teacher, educator, and role model – one of the most important jobs of our time.

As an active MUA member for many years, you have shown us what it means to be a labor warrior and your contributions to the labor movement are unparalleled. We want to thank you – for showing us the true meaning of hard work and commitment. You put your principles to work and developed a young workers movement with a focus on empowering the next generation of labor leaders. You set the stage and gave us the framework to encourage our younger members to use their voices and be active participants in the labor movement. As a result, this movement grew and spread around the world.

We will miss your passion and spirit for the MUA and we wish you all the best in your next venture as an elementary school teacher. The teacher's union will have a genuine leader among them and an invaluable resource for years to come. We know that you will continue the fight and make a difference in this new capacity.

As we always say, "Retired from the job, not from the struggle."

In solidarity,

*William E. Adams*

William E. Adams  
International President

*Robert Olivera, Jr.*

Robert Olivera, Jr.  
International Vice President, Mainland

*Edwin R. Ferris*

Edwin R. Ferris  
International Secretary-Treasurer

slj cwa 20121

## FROM NORMAND LEADER CREW

G'day Danny,

On behalf of the MUA crew on the Normand Leader, we would like to pass on our best wishes to you and your family after your resignation from the union due to illness.

The work and passion that you put into representing your members was second to none.

The effort you put into the Farstad (now Solstad) membership in difficult times when negotiating job share and redundancies a few years ago was outstanding.

Your willingness to reply and consult with members about even the smallest of issues made life for delegates that much easier knowing you

were there to fight for us. You made sure you put our interests first and you were always more than willing to stick it to the company.

A rising star of the union movement, there will be a massive hole to fill but no doubt; fill it we will.

Know that the impact you had on many members and delegates that you have dealt with over the years has improved our resolve to keep fighting.

We wish you nothing but the best for your recovery and for whatever the future holds for you and your family.

Thanks again for everything.

In unity

*MUA Crew Normand Leader*





# **WAGE THEFT AT Category5**

**If you are a Deckhand or Master and are currently working or have worked for Category 5 Labour Management Pty Ltd you may have been underpaid.**

**We are here to help.**

**Contact Joel on + 61 456 927 710 to discuss your options for recovering your entitlements.**





# IN MEMORY OF...

## ARTHUR CARBON

My father Arthur Carbon was an MUA life member, number one, I believe.

He has just passed away at 99 years and three-quarters and I received the \$400 from MUA towards his funeral costs.

I thank the MUA very sincerely for that. And for the funeral notice that appeared in the West Australian newspaper.

Arthur was always very proud of his membership of what he always called the Lumpers Union.

He had always been very grateful for the preferential opportunity for employment on the Fremantle wharves following his army discharge at the end of



World War II.

He was always grateful that the security of income from being a

lumper had allowed him to provide the home ownership and education for his kids that his generation had been denied.

He was always cognisant for the importance of 'the Union' in the eternal battle between those who see wages as a business cost to be minimised, versus those who see wages as a fair reward for labour which allows workers a respectable living.

He often recounted to me the story of his lumper friend Dave Gower, then also captain of the Fremantle Surf Lifesaving Club,

who committed suicide when his girlfriend's father would not allow his daughter's marriage to a lumper.

You know that the struggle continues today, what with the successful vilification of unions by the incumbent Federal Government, and the strangely anti-worker position of the State Government towards the future of Fremantle port.

Arthur would have wished you luck with those struggles.

*Good luck  
Barry Carbon*





# A life of battles

**Peder and Gladys Skavik were always up for the fight**

I would like to share a few memories of my parents after the recent passing of my mother.

They are finally reunited after being separated for the last two years after my father passed unexpectedly after infection claimed him prior to a successful heart operation. That was not only the saddest day of my life, making it ashore only seven hours prior to him passing on my parents 57th anniversary with my mother repeating over and over "I was supposed to go first, I was supposed to go first" as she had been sick for so much of her life.

Starting with rheumatic fever at the age of 11, Indigenous Australians suffer the highest rate of this debilitating illness in the world.

She was born in King Edward Hospital in 1938 and immediately taken to 'Moore River Settlement' also known as 'Mogumber' which was made infamous in the true story movie 'Rabbit Proof Fence'.

The movie set in 1935, three years before my mother arrived. She grew up with the youngest of the three girls that ran away and were relentlessly tracked in their epic story of survival.

Her mother was imprisoned there for a while, while she was weening mother.

My grandmother was a slave at the time of my mother's birth, still in her teens having already given birth to my mother's older brother.

Their father was the Onslow Station owner who was paying the State Government (the slaver) a small amount for the slave (my grandmother) while my grandmother had to work as a domestic for as many hours as the Station owner and his wife desired - seven days per week, year on year. My grandmother was never being allowed to leave to see family or have a break.

This setup was happening from very early days in the Swan River Colony, though at the time of my

grandmother's and mother's early years they came under the government act set up in 1905 which continued through to 1967, after I was born in 1963 in various forms of the same act.

The enforced labour without pay or permission to leave continued after 1967 into the early 1970s, therefore my mother was also subjected to it when she was 13 as were so many others she grew up with.

'Fortunately' my mother fell ill after only a few years of slavery in the Three Springs area. Although she almost died, it ended her time as a slave and when she recovered she was able to seek voluntary, and even better, paid employment - which she gained with a Jewish family, the husband being a prominent bookmaker' at the time.

These years she remembers fondly as she was treated very well. She had enquired to the government as to the whereabouts of her mother, but had been told that she had died.

When my mother was 22, she was working at Peters Ice Cream in Cottesloe and was in the Terminus Hotel in Packingham St, Fremantle with some girlfriends when she was introduced to a Norwegian seafarer.

At the time Fremantle was alive with seafarers from all over the world as nations had their own nationals as crew manning their ships.

Norway had the world's largest merchant fleet - from a country of less than five million. As you can imagine, all Norwegian families had fathers, sons, brothers and quite a few sisters sailing all over the world!

This seaman was my father, dressed in a suit, having recently arrived in Fremantle by ship after having jumped ship in Brisbane two years previous and had been working on the whale chasers out of Caloundra.

My father, Peder Skavik, was staying in the Orient Hotel in High St, Fremantle and my mother was

**"My Grandmother was a slave at the time of my mother's birth, still in her teens having already given birth to my mother's older brother."**





renting a one-bedroom town house in Point St, Fremantle. They were soon an item and moved to Albany where my father gained employment on the whale chasers.

During this time, as the whale chasers were not unionised, they did not have very good pay or conditions. My father had told them of the much better pay and conditions in Queensland and when they asked how they could gain better here my father suggested they all call in sick at an important time, which they did.

It was successful and the earliest I have heard of the use of the 'Blue Flu' (I would be interested to hear of its origins).

They married in the Albany Police Station shortly after, in 1961, but then my father caught TB and was in hospital in North Fremantle for six months in isolation, in a ward with Ronnie Bevan (a well-known West Australian seafarer who has also sadly passed a few years ago).

My mother was also in hospital a large part of that six months with other illnesses, but when they got out they were lucky enough to get a state housing commission house in Willagee.

I was born on 1/3/63, 12 years to the day from when my father joined his first ship in his home port of Narvik, Norway!

My father had joined a Norwegian tanker and was home for my birth and three days over the next two years of my life, which was quite a struggle, having no known family. The only help were a large aboriginal family down the road which have been our best family friends all the way to this day, the Pells.

Eddy Pell had spent four years in Europe as a POW during WW 2 but on arrival back in Australia was not even allowed to have a drink in any RSL.

Jumping quite a few years now, my father got a job on the Wickham tugs in 1979 with my mother. They spent 8.5 happy years there, my mother loving the fishing off the service jetty. They often entertained Aussie crews with BBQs at their place and the occasional Norwegian crew.

One such time in the early 80's, they took some Norwegian crew



to Roebourne to see how the locals lived, including a visit to the 'black bar' at the Victoria hotel to show the Norwegians that Apartheid was and still is alive in Australia (Christy will confirm that it is still alive to any members that doubt my statement).

They were promptly kicked out, not by the local drinkers, but the local police force that not long after that incident kicked the head of a local 16 year old, John Pat. One witness described the sound of the kick to be the equivalent of that of a football being kicked 50m.

My Mother and sister marched in solidarity with the rest of the Aboriginal women of Roebourne for John Pat for his funeral. And after many protests, the first Royal Commission into black deaths in custody started.

None of the local police were convicted of any crime.

Not long after these events ROBE and the far right think tank Peko Walsend started the ultimate union bashing by locking out the unionised workforce at Cape Lambert, Wickham and Pannawonica.

Much to the union bashers disgust, this was held up by the crews of the tugs for six weeks.

The company had scabs digging, hauling, crushing and loading the ore onto the two ships in port, but couldn't sail them because the tug crews stood by the locked-out unions and refused to cross the picket line.

My mother stood by her husband, son and eight other tug crew members that were issued with writs for the mining company's six weeks losses.

Among those crew was young passionate, Christy Cain.

Over the ensuing 35 years (25 of them my father was retired) he still regularly attended monthly stop work meetings when they weren't



**... "my father suggested they all call in sick at an important time, which they did."**

in Norway for 3-6 months each year living a very basic lifestyle in their little shack on the fjord my father was born on.

On each arrival back to Australia - this is the honest truth - one of the first questions they would always ask me was "what campaigns are on and what protests have we got on?"

Many members would have met

them on many picket lines. They would sit through state conferences year after year, right up to when my father passed.

My mother attended the Alcoa picket line in her wheelchair in honour of my father on a wet and windy day, the day before his funeral.

May they forever be together, Peder and Gladys Skavik.



# LETTERS FROM MEMBERS

## FROM DAVID OLIVER:

To Chris and all staff and organisers,

We would like to thank everyone for their friendship and help over the years while working at Geraldton Port, but unfortunately with our new CEO things started to go downhill for me and others.

But without the help of the MUA and all the organisers, things may have turned out very bad for me and my family.

So, a very big thanks to all and special thanks to Paul and Jeff who finished off the negotiations on my behalf.

Kind Regards,

*David and Rhonda Oliver*

## FROM DAVID (FROGG) FRODSHAM:

To Christy and fellow delegates of the WA Branch,

Myself and my wife would like to thank you all for the donation we received as you all know the cancer has come back this time they say its terminal.

Going to have more chemo to try stop it spreading, so the donation came at a great time.

Once again I thank you all.

In unity,

*David (Froggy) Frodsham #9022711*

## FROM PACIFIC GREYLAG CREW:

Hi Jack,

MUA Members onboard the Pacific Greylag wish to convey their message of support for the rally against Swire Pacific Offshore outside their WA office after the August Stop Work Meeting. We condemn the unfair sacking of our members Laurie and Brody and the offshoring of four Australian manned vessels that left the Australian coast under dubious circumstances.

We would like to thank you Jack for your enduring support and effort in holding SPO to account.

IU  
MUA members

*Pacific Greylag*

## FROM GLENN FREW:

Wish there were more reports as yours, great job again.

*Glenn Frew*



*Christy Cain catching up with retired WA seafarer Barbeque Jack.*

## FROM GEO CORAL:

G'day Comrades,

Just relaying our message of support to our Wharfie Comrades at tonight's Protest against the Fremantle Outer Harbour Proposal.

An attack on our members' jobs and families livelihoods is an attack against us all.

We need to fight against this corporate greed by Politicians whom we helped to be elected (McGowan and co) and big business trying to attain more profits at the expense of MUA members' jobs and livelihoods.

Please pass on our message of solidarity and support in these difficult times to our wharfie

comrades while we endure 14 days Perth Quarantine hotel after traveling back from Jakarta Indonesia just yesterday.

*IU Geo Coral MUA members*

## FROM STUART HOWELL:

From a Victorian member, in these shit times.

Just want to say thanks to George and all involved for their hard work, no doubt working overtime.

Thank you  
In unity

*Stuart Howell*



Picture: Ngujima-Yin crew - standing solid - ready to go!



# ESS – FPSO EBA

## DELIVERED

ESS members on board the FPSO vessels, the Okha and the Ngujima-Yin, have just secured their new EBA for the next three years.

Taking into account wage increases, income protection, superannuation increases, inclusion of health insurance allowance, increase in LSL entitlements and compassionate leave – the members will be enjoying approximately 4 per cent increase upon registration then approximately two per cent for each year thereafter.

We have delivered a solid contractors clause to discourage the employer from outsourcing their work to other operators and will now cost them more than simply applying the current terms of the EBA.

The old agreement had no provisions for over cycle to apply to casual employees. This has now been addressed, which also assists in securing permanency on board of these jobs.

Finally, the scope of the dispute procedure now allows us to run any dispute up in the course of your employment (this is including matters such as policies / procedures etc).

The previous clause only allowed you to run a dispute in accordance with the EBA or the NES. The new clause also protects you so when the union raises a dispute on your behalf, we are not required to identify our members.

A great outcome through these testing times.

Our awesome 🍌 MUA catering Crew Onboard the FPSO OKHA...Just want to congratulate our MUA Organiser George Gakis (Gak), Delegates and crew on the signing off of the 2020 FPSO/MUA/ESS EBA...well don to all involved..IU 🚢🚢🚢



Awesome stuff Gak,  
Just wanted to say thanks for all your hard word on our EBA comrade, especially with all the off-shore EBAs and COVID related stuff you have going on. We have secured some good conditions and didn't only took steps forward. In the current environment you've done a great job, well appreciated by all.

**I.U**  
**Midnite**

And a big thank you to you George for all your hard work getting it over the line.

**Regards, Stephen Brown**



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# CHALLENGING CONDITIONS



After joining the Panamanian flagged bulk carrier, Ocean Rainbow, in Kwinana on 26 September, myself, Charlie Udell and Peter Labis climbed the gangway of the ship to be met by the Chinese third mate and directed to the bridge to sign on.

After meeting the chief mate and captain, we were informed that we would be proceeding to anchorage to start cleaning the hatches ready for loading salt in Port Hedland with Kaoshung Taiwan to discharge, then onto Manila, Philippines where we would be transported back to Perth.

After a few days at anchor, we were underway to Hedland. We quickly realised that the working conditions, facilities and the state of the ship were, to say the least, very basic. For example, there was no internet, no TV or phone contact, and no decent food to the standard conditions that our union has fought successfully for a long time.

The cabins were again basic, with steel tables and a 2-inch foam mattress. We had to put a couple of blankets underneath them in order to get a half decent night's sleep.

The toilets onboard were like cattle stalls with a plastic bucket on standby to flush the waste, as the system didn't work while we were aboard.

Showers were welded water pipe separated by plastic curtains that were black round the bottom.

Obviously, they hadn't been changed or washed for a very long time.

Both these areas were not cleaned all the time we were there. The food was NOT good at all, the galley was a shit-heap and the Chinese cook was the dirtiest I have met in all my years at sea and believe me I've met a lot. This guy was the bottom of the pile, so bad that he regularly dumped his own food into the rosie and boiled up dehydrated noodles.

We had meals served on tin plates, left on the mess room tables until the crew came in from deck to eat. The food consisted of chicken feet, chicken gizzards, intestines and pig's ears. The three of us survived on rice, apples and noodles, a great way to lose weight, but hard yakka working in the tropics.

Fresh water was another issue. The Filipino crew are issued 12 1.5-litre bottles per man, per month. So, Charlie and I went up to see the captain and after chatting about the situation, he told us that he would give the Australian crew water any time we wanted.

He was politely told, in a seaman-like way, that won't be the case and water should be given to everyone on the ship, not just us.

After a heated discussion between him and the mate (in Mandarin) it was agreed that everyone would get bottled water and fresh fruit. I've since heard from the crew still onboard that as soon as we left, things reverted to what was happening

prior to us joining. A sad state for the people we left there.

After departing Port Hedland, we had seven days before we reached Manila. On the way up, we were washing down the whole way. It was hard work with only three guys. The hoses were ex fire hoses that caught on every cable tray, every ring bolt, and every tank lid nut. Dragging that shit around was indeed hard yakka with narrow deck space.

By the time we had finished the first day out of Manila, all of us had had enough to last a lifetime. The cement and iron ore dust that had blown aboard from Port Hedland was enough to piss anyone off.

We found all the equipment onboard to be useless, as well as being in a dangerous condition. This included a fire hydrant on the port side which took two of us to open using a big wheel key. Hatch dogs were also seized and all in need of greasing and freeing up. The windlass was a real work of art, like something out of the middle ages; given the ship was only 10 years old, it was a piece of junk.

Getting back to the final stage of the trip, we had no problem with the Chinese mates and engineers. The captain and mates were good to us and were bending over backwards to comply with our requests, but this was with the ITF hanging over their heads. The Filipino crew were a great bunch and we must have sympathy with their plight

working on these ships in real hard conditions.

We were sorry we couldn't do more for them to make things better except update Keith, the ITF rep in Freo. One good thing was the young Chinese AB that was on day-work with Charlie and I; his English and our Chinese were non-existent, so sign language was our means of communication. This lad was a pleasure to have around, and always had a smile on his face no matter what time of day or work involved. A fantastic kid who, I hope will get ahead in his career at sea. We even had him shouting 'MUA here to stay' by the time we left the ship in Manila.

To end, I want to say to my comrades who are thinking of joining one of these ships, that this will be a real eye opener for some, and it won't be everyone's taste.

Things there were very basic and the food was on the nose. Be prepared to face the situation and do the job as best as you can.

To the comrades who got this off the ground, I say a big thank you for the opportunity to be involved.

Would I do it again? Absolutely!

Remember a job is a job in today's situation, and it was great to be up a gangway and deep sea once again.

In unity

**Rob McBride no.6002806**  
**Charlie Udell**  
**Peter Labis**





# SAVE FREO PORT

Tell Mark McGowan and WA Labor to  
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