

TOUCH ONE



TOUCH ALL

RANK & FILE VOICE

NEWSPAPER OF THE MARITIME UNION OF AUSTRALIA, WESTERN AUSTRALIAN BRANCH | NUMBER 33 | NOVEMBER 2014



**ROYAL COMMISSION
FINDS MUA GUILTY
OF TRAINING YOUNG AUSTRALIANS
AND FIGHTING FOR AUSSIE JOBS!**

COMPETITION



BEST CAPTION FOR THIS PHOTO WINS \$50 WORTH OF MUA MERCHANDISE.
SEND YOUR SUGGESTIONS TO CHERIE.MCNEILL@MUA.ORG.AU
WINNERS WILL BE PUBLISHED IN THE FEBRUARY 2015 EDITION OF THE RANK AND FILE FILE VOICE.

POINT PERON HUTS

Hi Members,

We would like to invite all members to come and enjoy a holiday at Point Peron huts in Rockingham. The huts have been renovated, repaired and furnished over the decades by our members. They volunteer their time and



donate belongings to help make the huts successful and comfortable. All the huts are now ready to rent out.

So come and enjoy a quiet, relaxing and fun filled time with your family and friends. Swimming, boating, fishing, BBQs by the sea, bike rides, tennis etc. The ambiance and peacefulness of Point Peron needs to be experienced.

For any information in regard to bookings please don't hesitate to call the union office on 9335 0500, they can assist with any enquiries.



FROM YOUR UNION OFFICE

Well, the last few months have been rather busy, and that is a wee understatement. The Royal Commission king hit us. Sarah was super woman: collating, packing, and organising freight of the many boxes of documents required by the Royal Commission. Tracing and providing specific documents took others many hours. A positive from this horror situation was the solidarity demonstrated by all, and the unlimited and unstinting support given to Christy by officials, organisers and administrative staff. Fair play to you all! It also demonstrated the strength and leadership we have in our Secretary. We were all so proud of Christy and of our union.

On the local political scene, I attended the official opening of Simone McGurk's ALP office in Market Street a few weeks ago. Tanya Plibersek was the guest of honour- she was witty, personable and inspirational. Her message focused on being inclusive, about honouring our Indigenous brothers and sisters, and she made a sound case for Labour being the only party attuned to the needs of working people. Incidentally, I was persuaded to join the ALP through my involvement with the MUA and have got to know my local member, who is at every Fremantle function you can poke a stick at. Through Simone's hard work, together with the contribution of her staff and local Branch members, the ALP is going from strength to strength in Fremantle. It would it be lovely to see some other Rank and File MUA faces at the next Fremantle Branch ALP meeting....

Finally, us gals in the office wish all of our members a very Merry Xmas.

May the spirit of Christmas bring you peace. The gladness of Christmas give you hope. The warmth of Christmas grant you joy. And above all, may you and your families stay safe.

Kia kaha, kia toa, kia manawanui (be strong, be brave and be steadfast)

CHERIE

IN THIS ISSUE

- 3 **CHRIS CAIN**
Royal Commission - a witch hunt
- 4 **ADRIAN EVANS**
DP World
- 5 **WILL TRACEY**
Job security is the issue
- 6 **DOUG HEATH**
Paying the price for unskilled management
- 8 **DAN FALCONE**
Swire join AMMA in jihad against Aussie seafarers!
- 9 **KYLE MCGINN**
Mermaid Marine supply base protected action
- 10 **NORTH WEST**
The Mermaid Picket
- 11 **KEITH MCCORRISTON**
ITF - the flag of convenience
- 12 **FEATURE**
Protect Injury and Illness Insurance
- 13 **SAFETY**
Maersk Unmasked
- 14 **MICK BUCHAN, CFMEU WA BRANCH SECRETARY**
457 no manna from heaven
- 15 **HEATH ASTON, POLITICAL CORRESPONDENT**
Leaked report raises concerns over 457 visa
- 16 **ABBOTT STOPS THE BOATS AND BRINGS IN THE PLANES**
full of foreign workers
- 17 **FOREIGN LABOUR**
Support TWU, Senator Lines Comment ...
- 18 **DANNY CAIN**
Ready to Work. Now!
- 19 **MUA WOMEN**
Anna Stewart, ALP Conference in Canberra ...
- 21 **MARITIME UNION OF AUSTRALIA**
Policy on Mutual Respects
- 22 **CHRISTINA SCOTT**
ITF Congress Feature
- 24 **POLITICS**
ALP Maritime Branch News, Farewell to Buswell ...
- 26 **ROYAL COMMISSION**
into Trade Unions – a kangaroo court ...
- 31 **THE TRUTH ABOUT METL**
The facts the Murdoch Press forgot to print
- 32 **TRAINING AUSSIE WORKERS**
For Aussie Jobs
- 33 **GEORGE GAKIS**
MAERSK's arrogant miss-management
- 34 **ROB SIMM**
MUA Training – our union - our industry - our future
- 35 **JEFF CASSAR**
Esperance port Enterprise Agreement
- 36 **MUA WINS TUG OF WAR**
Teekay workers in Port Hedland win
- 38 **BHAGWAN PILBARA**
Inshore Workers
- 40 **MULTINATIONAL CON JOB**
on Australian Workers
- 42 **ATO ALLEGE CHEVRON RIP OFF**
Progressives capture City Hall and Council
- 43 **TYLER CROWE, MOTLEY FOOL**
Could Chevron end up with a \$27b Black Eye?
- 44 **MUA FORGES INTERNATIONAL LINKS**
with United Steel
- 45 **FAR SIRIUS RESCUE**
7 Indo seafarers
- 46 **BLAST FROM PAST**
and MUA WA Branch Areas of Responsibility
- 47 **MUA COMMUNITY**
from our friends and members
- 49 **FREMANTLE**
Transport Action
- 52 **ROYAL COMMISSION ATTACK ON**
MUA efforts to train Australian Seafarers



THEY DON'T LIKE US! AND WE DON'T CARE!

MEMBERS,

THESE WORDS ARE taken from Bob Crow's famous football team "Millwall". Bob died last year as we all know, and I think these words are a fitting response from the WA Branch of our Union to AMMA, CCI, Offshore Oil & Gas Majors, Stevedore Employers, State and Federal Governments ... and the list goes on. Never truer words were said, and quite seriously, why would you want any of the grubs to like us.

We take this slogan forward as a badge of honour, particularly in remembrance for our friend and brother, Bob Crow, the Late Secretary of the RMT. You will hear all MUA members chanting this slogan far and wide, wherever and whenever the next blue is and I'm sure there are plenty to come, "We are the Mighty MUA. They don't like us, and we don't care".



ROYAL COMMISSION – A WITCH HUNT

WHAT A COMPLETE waste of taxpayers' money spent dragging us all the way over to Sydney for a drumming over us working with like-minded employers to set up training for Australian Seafarers, and trying to give young Aussie kids a career path on these massive Australian Resource Projects. The Royal Commission went through all

of our fund accounts hoping to find something wrong. Well they found "NOTHING"! Their forensic accountants examined in depth the last four years of our accounts and all of our funds, including 74 boxes of financial documents, our Audit Reports and related electronic records. We believe that everything is in order down to the last cent. Yes, we are guilty of demanding that foreign multinational companies should train Australians in our own

country! What's wrong with that! *See the full report on the back page.*

IMPEX PROJECT TO BE MANNED BY MUA LABOUR!

WE HAVE SIGNED off on an agreement (MOU) with Saipem, McDermotts, and Herema, that secures Australian labour on this major project.

I won't go into the detail here, but this agreement is a fantastic outcome and secures a bright future for the Union and its members. Also I must mention Paddy Crumlin and Steve Cotton's significant involvement and the help from the ITF Affiliates.

MERMAIDS 5 DAY STRIKE! MEMBERS UNITED!

ONCE AGAIN OUR members in the Pilbara struggle for decent wages and conditions. I have always believed that workers appreciate their wages and conditions if they fight and struggle to get them. Whilst the outcomes are not quite finalised (drafting needs to be done) it has been a great win for the Mermaid Wharfies once again.

I must congratulate Doug, Kyle & the Gak, and all the delegates and members for their commitment and solidarity in what is a hard and difficult area to organise. Thanks

must also go to the many seafarers and wharfies who sent contributions and helped man the Picket.

Well done, I am proud of you all!!

BE HAPPY & BE SAFE THIS XMAS & NEW YEAR

AS THIS IS the final edition of our Rank & File Voice prior to the festive season, I take this opportunity to wish all of our officials, organisers, staff and Branch members a very happy Xmas and a safe and joyous New Year. Much heartfelt thanks to staff and volunteers for your hard work and commitment during the year; our achievements would be much less without your help. Our slogan for the next Branch Conference "Active Members, Make Strong Unions" is what our Branch depends upon, and it is what makes our Union a powerful force to be reckoned with. If you haven't joined the ALP, please think seriously about it; and for those who are current members – do not forget to renew on time! Members thank you for your help during the year, but please remember we will need many more volunteers to assist with our Conference coming up in February of next year. Please put your name down at our office if you are able to assist. Many thanks to you all.

IN UNITY, CHRISTY CAIN



This is a conference that no member should miss! We have been planning this for the last six months and I am sure all members will be eager to get involved. Looking back, we have certainly gone forward in our approach to the international trade union struggle. Get your Grand Ball tickets now! Don't miss out!



DP WORLD

THE DP WORLD agreements covering Fremantle, Brisbane, Sydney and Melbourne expired 30 June. There has been over 35 days of national negotiations along with port based negotiations and limited protected action across the country. At the time of writing we are close to an agreement in terms of the number of items outstanding. Although some are threshold issues which we remain significantly apart, including our claim for certainty that when the deal is struck DPW won't undo the deal through notification of change process, a process which has created significant disputation throughout this year and has been subject to FWC and Federal court action in defence of the changes implemented. FWC has reserved its judgement and we await the outcome.

There are a few issues that are key to agreement but none higher than the protection of our members penalty rates. DPW has joined the industry attack, and broader Liberal agenda to remove penalty rates from the award. These have been hard fought and won by generations of unionists before us and we will fight to keep them. We have simply claimed to draft the status quo in relation to payment as the current clause refers to the award, DPW have refused and claim that if they are able to get single time for all shifts through the award process, that is all they will be paying. This is a die in the ditch issue with DPW as it will be with across the industry. I am hopeful we can reach agreement in the near future without Armageddon, but as the saying goes, we will do WHATEVER IT TAKES.

ABORIGINAL MARINE MANNING

AMM is a company that partly Aboriginal owned. We first come across the players when they were awarded a contract that we helped them into at the AMC in Henderson where the MUA had negotiated hard to achieve a 20% minimum employment ratio of Aboriginal employees. We had already set up employment pathways through a social compact with a local Aboriginal based footy club and other pathways. We needed an external mentor/facilitator and introduced what was then called AZURE to Patrick at the AMC. The ATSI members on site complained to management about the poor service provided by AZURE and I understand the contract was ended. Then we saw



“ we have received many calls of support from Aboriginal Elders and activists prepared to come out and denounce AMM and their high profile shareholders for using their positions in the aboriginal community to exploit the very people they claim to represent.

AZURE morph into AMM and despite initial discussions whereby we had indicated we would work with AMM to establish Greenfields EBA's at the industry standards, AMM decided to do a non-union agreement that would result in Aboriginal workers being paid less than other workers. Worse still, the scope of the agreement covered the offshore, inshore, dredging, towage and coastal voyages, calling up various agreements that are not related to AMM. As a result we lodged an application to appeal the registration of the agreement which was successful. We now have an opportunity to convince the company and the workers that they are better off establishing an agreement that ensures Aboriginal workers are on no lesser conditions than any other worker. This has been a fundamental that the MUA has stood for over an extremely long period.

AMM attempted to denigrate the MUA in the media which backfired. Since the first article went to press, we have received many calls of support from Aboriginal Elders and activists prepared to come out and denounce AMM and their high profile shareholders for using

their positions in the aboriginal community to exploit the very people they claim to represent.

Here is a motion from the MUA National Aboriginal, Torres Strait Islander committee that captures the sentiment of many traditional owners in the Kimberly

The National MUA ATSI Committee supports the dispute with Aboriginal Marine Pty Ltd (AML) to be heard at the Fair Work Commission on Wednesday.

The National MUA ATSI Committee refutes AML Chairman Clinton Wolf's comments about the progressiveness of the MUA for indigenous advancement and question his grasp on history. The MUA played a prominent role in the Wave Hill Walk Off, The 1946 Pilbara Strike, the employment of indigenous peoples on the wharves including indigenous activist the late Chicka Dixon, and more recently 20% employment at the AMC Henderson Dock and the many offshore seafaring careers on Gorgon and INPEX.

The National MUA ATSI Committee identifies Clinton Wolf as an opportunistic businessman, not a representative of indigenous

peoples, and especially not a champion of indigenous rights. The MUA represents around 800 financial indigenous members and will always fight for the rights of Aboriginal and Torres Strait people, including fighting against AML for equal pay and conditions.

PATRICK B&G

THE LAST AGREEMENT for Patrick Bulk and general took 18 months to finalise with significant protected action around the country. Since then we have seen many disputes involving different sites in different courts of jurisdiction. The Patrick Agreement is complex, it is disjointed and it refers to other documents. In addition there are local arrangements or agreements with significant impact to members that sit outside the EBA and which we have had some difficulty working through. As a result both parties have been discussing how we can simplify the wording of the EA and at the same time attempt to draft those arrangements into the document in an attempt to resolve the outstanding issues.

Despite the fact the EBA's generally expire in August next year, we have taken the opportunity to gather our log of claims and involve our rank and file as a critical part of any discussions. Claims are rolling in through the site committees and we will have delegates from each Patrick B&G site along with relevant officials working through those claims in order to formulate our national log in the first week of December. It is then intended that stop work meetings will be held mid December in order to endorse the National (Part A) log of claims as well as the local (Part B) claims. We have already set aside 12 days in February and March to work through the issues. That should put us in a good position to ensure a new agreement is in place prior to the current on expiring. That is the plan anyway.

YEAR OF THE DOCKER

WE HAVE BEEN contacted by UK unions to participate in the 125th year celebrations of the Great Dock Strike of 1889 which is often credited as the turning point in trade unionism and for establishing a movement of dockworkers around the world. It is fitting that the celebration straddles 2014 and 2015 as it coincides with our wharf EBA's. We will be participating in the Year of The Docker and will keep members informed of activities.



OFFSHORE INDUSTRY

JOB SECURITY IS THE ISSUE

THE OFFSHORE OIL and gas industry is at the crossroads. The MUA and its members who work in this lucrative sector are facing the fight of their life. And given the recent move by the Abbott Government to remove visa regulation entirely from this industry the reality is that all workers who work in this industry now face the threat of cheaper foreign labour replacing their jobs. A fundamental right to work in Australia's most lucrative industry has been removed and this industry employs the vast majority of our sea going membership (Marine and catering), our divers and our ROV members.

The issue is complex and the resolution even more so. There has been a fair bit going on in the attempts to deal with the most significant issue to face all of our members who work in the offshore industry.

OFFSHORE VISA ISSUE

The MUA has been leading the campaign to overturn the recent decision by the Abbott government to attack our job security. The offshore oil and gas industry is the only industry in the country to have Visa regulation removed from it entirely ensuring that there is no longer any regulation around the employment of foreign labour. Employers can now employ foreign labour instead of Australian workers without having to prove there are Australians who could do that work. And this labour can be employed at any rate of pay and under any condition. The job security for all Australian offshore workers (marine crew, caterers, divers, ROV, riggers, welders, Officers, Marine engineers etc.) was simply removed with the stroke of a pen by the Abbott government through Michaelia Cash.

The MUA and AMOU appealed this decision to a single judge of the Federal Court. Unfortunately in the middle of September Justice Buchanan of the Federal Court rejected the court case run by the MUA and AMOU to protect the jobs of Australian offshore workers. It was clearly a very disappointing decision for all Australian workers as the Judge ruled in favour of the Abbott government to deny Australian offshore workers a right to work in their own country. The Unions then lodged a second appeal to the Full Bench of the Federal and

that appeal looks like being heard in the back half of February next year.

We have also been out on the streets campaigning actively and publicly to highlight the issue. Below is a YouTube link to a recent TV piece put together by WestTV on Channel 44 in Western Australia that highlighted the MUA campaign to ensure Australian offshore workers a right to work in their own country. The footage of this came by and large from the recent Rally outside of the AMMA migration conference at which the Abbott Government's Michaelia Cash promoted the virtues of removing Australian workers from the offshore oil and gas industry and the broader resource sector. Members should take the time to look at the link which is also on the MUA facebook page as follows: <http://youtu.be/NZ7yyIU17UI>

A PRAGMATIC APPROACH ON BIG OFFSHORE CONSTRUCTION PROJECTS

On the massive Inpex Project out of Darwin the main construction contractors Saipam, McDermotts and Heerima have all now signed MOUs with the MUA committing to the employment of local labour for the length of the Inpex project. In what is a welcome first for the offshore industry these 3 construction companies have agreed, through the use of a formally signed Memorandum of Understanding (MOU), to employ Australian labour on their project and ensure that all vessel operators engaged on the project at various times do the same. The MOU was signed at the end of some very robust negotiations between representatives of the 3 companies and WA Branch State Secretary Chris Cain that went many months. Towards the end various representatives of the International Transport Workers Federation (ITF) joined the fray to assist in eventually landing the signed commitment to Australian seafarers and their families.

This is huge boost for the employment of Australian seafarers and will occur regardless of the outcome of the visa court cases being run through the Federal Court. What is interesting here is that industry and the unions

can reach a mutually agreeable outcome when left to their own devices – this is not to say though that the discussions weren't willing during the process. But without the ideological interference of AMMA and the Abbott government we can actually get on and commit to employing Australian labour on Australian projects.

OFFSHORE ENTERPRISE AGREEMENT (EA'S)

The offshore agreement we are currently fighting for is the most important in the history of the offshore because it comes at a time of unprecedented attacks on our jobs. And the key point for us is that the best Enterprise Agreement (EA) in the country is not much good if we aren't working in the industry to enjoy the benefits and wages. This is a very simple concept and underpins the negotiations we are currently going through - no leave system, set of conditions or wage increase is of any value if we don't lock into the agreement this principle. Let's be clear - unless our key job security claims for the use of fully qualified and trained Australian seafarers, with higher rates of permanency, is agreed to then there can be no settlement of the offshore agreement. We will continue to fight until we win the job security all offshore workers justly deserve.

The EA campaign has been very complex and time consuming. We have had over 100 meetings with employers and 60 conferences in Fair Work as well as months of days in court over various issues through this bargaining process as AMMA and the offshore employers use a swag of lawyers to try and derail the MUA EA campaign across the offshore sector. We can't afford not

to continue to fight on. Anything short of this will see Australian seafarers removed from most sections of the offshore oil and gas industry over coming years.

THE AUSTRALIAN MINES AND METALS ASSOCIATION (AMMA)

We should be clear about who is leading the charge on the replacement of Australian jobs in the offshore. It is AMMA. AMMA are out there actively promoting the replacement of Australian jobs with foreign labour and the freeing up of our migration system to make this easier.

It is easy to understand why AMMA pushes this line. AMMA is one of the most aggressive and active of all migration agents plying their trade in the exploitation of foreign labour – for every Australian job that AMMA is able to replace with a foreign worker they make money simply because the migration agency side of AMMA's business is one of their biggest money spinners. It's no wonder they pursue the use of foreign labour so heavily even if is often to the detriment of their own membership ie manning agents in PTMS, ESS and Skilled Offshore.

MUA HAS NO CHOICE BUT TO FIGHT

The future of our industry and our stake in it is on the line. We must fight because losing just simply can't be an option. Not for us, not for our families. Not for those who fought and came before us and not for the generations still to come. And fuck them anyway – this is our industry – we're MUA and we're here to stay!



ROUGH WEATHER JUST PART OF THE GAME FOR OFFSHORE WORKERS



PAYING THE PRICE FOR

UNSKILLED MANAGEMENT

Since Skilled Offshore (formerly OMS) adopted the AMMA brand of industrial relations about 18 months ago, our members have been kicked from pillar to post. The company have moved away from a co-operative model of industrial relations to one built on confrontation and mistrust. To cap it off, Skilled Offshore seafarers are now paying the price for one of the most financially reckless acts by any company in the maritime sector in recent years. This is the decision to purchase Broadsword Marine Contractors.

SKILLED OFFSHORE BROADSIDED BY BROADSWORD INVESTMENT

Whilst corporate takeovers are generally enacted by companies intent on appeasing shareholder concerns about a lack of revenue growth, Skilled Offshores' recent acquisition of inshore marine operator Broadsword Marine Contractors, can only be described as an act of gross stupidity. Good luck to the former Broadsword owners who flogged their business to Skilled

for \$75.5 million. Unfortunately, it is the employees of Skilled Offshore who will ultimately pay the price for a corporate investment that has already gone horribly wrong.

Any casual observation of the value of the Broadsword business is that Skilled Offshore paid a massive premium for the business. The multicats flogged off as part of the deal would be lucky to be worth 50% of what Skilled paid for them, on the open market. The price of Skilled Group shares has crashed 20% in the last three months. Worse is yet to come if the Broadsword

experiment fails – as expected. The Broadsword company has now been stripped of its previous management expertise at the same time as the inshore construction industry has come off the boil.

It will be interesting whether Skilled Offshore has any idea how to run an inshore company. Judging by their recent efforts in the Offshore sector, anyone who likes a punt would bet against them.

SKILLED OFFSHORE SLASH MUA PAY AND CONDITIONS

In typical fashion, Skilled Offshore is seeking to recoup some of the money they have spent on purchasing Broadsword Marine by ripping the guts out of the pay and conditions of their Broadsword workforce. Seafarers who were previously employed under the Offshore Enterprise Agreement have ended up under an Inshore Agreement with significantly lower pay rates and conditions.

Under the Skilled/Broadsword Enterprise Agreement – which has AMMA's fingerprints all over it, seafarers have copped the following outcomes:

- 12 Hour workdays – with one unpaid 30 minute break over the 12 hour shift;
- A pay cut of over \$7,000 per annum;
- The option for the company of accommodating employees on vessels and not providing stores or other essentials (perhaps they think members should load up a backpack of stores so they can feed themselves for their five week swing);
- No PAB for construction projects;
- 4% cut in superannuation entitlements;
- No overcycle payments for working overcycle;
- No cabin-share allowances.

There are plenty of other Offshore conditions and entitlements that Skilled Offshore has ripped off our Broadsword membership since taking over the company.



UNSKILLED BUSINESS DECISIONS

On the Skilled Offshore vessels, things aren't much better. The geniuses running this outfit have racked up over 4000 red days amongst the MUA, AMOU and AIMPE membership. The MUA estimates that the company has spent over \$4 million having permanents sit at home, whilst casuals are working. This is real smart business! I am sure the Skilled Group shareholders would be somewhat interested in the accrued liabilities racked up by the Skilled Offshore management team. At one stage, Skilled even had some casual employees racking up red days!

The MUA at the time this edition of the Rank and File goes to print are awaiting a decision from Fair Work Australia to determine whether members have any obligation to pay back the Red Days accrued. Should the MUA win the legal argument, I would expect a few Skilled Offshore management heads on the chopping block.

The incompetence of Skilled Offshore is further highlighted by their decision to offer voluntary redundancy packages to members, at the same time as they are advertising on on-line web sites for vacant positions in the company. This is not only a kick in the guts to the permanent workforce but shows contempt for the large number of casual employees getting intermittent work.

It will be interesting to see how long the Skilled Group persevere with the Skilled Offshore management team in Western Australia. One thing for certain, is that our offshore membership has had an absolute gutful of most of them and the



Australia's Leading Industry Severance Scheme

- > Genuine Redundancy Payments
- > Tax Free Option
- > Superior Income Protection Benefits
- > Online Access For Employers & Employees

www.protect.net.au

To learn more, call your MUA Organiser

AMMA stench that is drifting from their corporate office.

MERMAID WHARFIES DO THEMSELVES PROUD

The Mermaid Marine crew in Dampier have once again stood tall in the face of adversity. Despite dealing with hired goons, coppers and the odd scab, MMA wharfies stuck tight and are close to securing a great Enterprise Agreement that delivers them job security, decent wages and fair conditions of employment. The Mermaid wharfies don't just carry a Union book – they have a ticker the size of a whale. Sticking by their mates, a preparedness to fight for what is fair and just is the hallmark of the Mermaid wharfies from across the entire Mermaid Marine Supply Base in Dampier. 100% solidarity. Well done to the MUA men and women of Mermaid Marine (two of our eight delegates are women and have led the fight on behalf of members. They stand ten feet tall).

A special thanks goes out to local truck drivers, Qube and Patrick wharfies and the towage, offshore and inshore workers who gave us fantastic support on the picket line. Everyone who aimed up and supported the Mermaid crew can hold their heads high. The bosses have plenty of coin but one thing they will never match is the solidarity of working people, our dignity and our preparedness to fight for what is right. Thanks also to the Inscription and Karrinya II crew for their Rolling Fund donations and to Nick (Patricks) and Lofty for helping out financially. Equally good was the tucker supplied to the picket line (especially Reo and Toni). The local Dampier/Karratha community gave great backing to the wharfies in their struggle against the Mermaid Marine and Chevron multinationals.

AMMA – COMMUNISTS, ANARCHISTS OR JUST EXTREME RIGHT WING?

AMMA have long had a reputation as the stooge of the multinational corporations that finance them and are without doubt the most militant employer group in the country. Their hatred of Australian workers is highlighted by their unbending support for the use of foreign labour in not only the offshore oil and gas industry but on the wharfs around the country.

Their recent attack on individual commissioners appointed to Fair Work Australia however, is more akin to the propaganda of communists and anarchists than it is



a mainstream employer lobby group. Earlier this year, AMMA slagged off a number of appointments made to the industrial tribunal, Fair Work Australia. Apparently, they weren't right wing enough for their taste.

AMMA's most vitriolic attack on Fair Work Australia involved a personal attack on a Commissioner who at one point in his life was a card carrying member of the Australian Labour Party. What AMMA had forgotten to mention (in their mealy mouthed attempt to smear the independence of the judiciary) was that the same Commissioner had formerly worked for the Australian Building Construction Commission (set up by the Howard Government to smash the construction unions), was the first chief counsel of the Howard Government agency, the Office of Workplace Services and has spent a considerable part of his career working in private practice, acting for and advising employers.

And AMMA reckon this Commissioner is too left wing? They must be off their heads.

When the Commissioner in question fronted AMMA in a recent FWA matter and asked them whether they would like him to step down, they shit themselves and told the Commissioner that the company whom they were representing had no problem with the Commissioner continuing to deal with the matter and were "very grateful" for his assistance.

The attack on Fair Work Australia by AMMA shows how extreme right wing this organisation is. They are tied to the hip of the Abbott Government and will keep articulating their views through the employer mouthpiece, the Australian newspaper – particularly

their drivel about the 'need' to open the floodgates to foreign labour and drive down wages and conditions of employment for working

Australians. AMMA are an absolute disgrace, as are the Government ministers such as Michaelia Cash who have their ear.

**REAL
FIGHTING
LAWYERS**

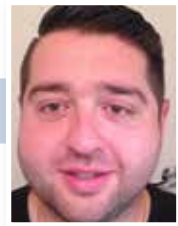
For advice and representation on a wide range of legal matters including:

- Industrial and Employment Law
- Seafarers Compensation
- Workers Compensation and Hearing Loss
- Work Place Injuries
- Criminal Injuries Compensation
- Motor Vehicle Accidents
- Extraordinary Drivers Licence
- Traffic Offences
- Criminal Law
- Family Law

Call for a free consultation

W.G. McNALLY JONES STAFF
LAWYERS

Sydney (02) 9233 4744 | Fremantle (08) 6420 9580 | Perth (08) 6142 6200
Email: law@mcnally.com.au | Web: www.mcnally.com.au



SWIRE JOIN AMMA IN

JIHAD AGAINST AUSSIE SEAFARERS!

International shipping company Swire have shown their true colours by devising a plan with AMMA to eliminate Aussie seafarers from their vessels by making the revalidation process so tiresome and difficult their employees won't follow through with the revalidation making them ineligible to work on vessels under AMSA'S new guidelines.

I HAVE BEEN hounding Swire senior management in Australia to no avail and have received comical responses from them which have been forwarded on to the entire fleet and all of the members on board the vessels are aware of the lacklustre approach to this an incredibly important issue and our member's lively hoods.

By Swire refusing to co-ordinate the revalidation process they are hoping that our members will not have enough time to revalidate and be unable to work on the vessels operated by Swire opening the gate for Swire to bring in foreign labour to man these vessels due to the Aussie seafarers not having the correct qualifications which is the current agenda being run by the likes of Michaela Cash, AMMA and the liberal government which is a despicable act in my opinion.

Swire management had absolutely no idea on the venues running the courses or their locations and had to be debriefed by the MUA on exactly where and when their employees could do the revalidation course what a joke! To further highlight how ridiculous Swire are being with this issue I have included some correspondence from Swire so we can all see for ourselves the hoops they want our members to jump through to be able to complete the courses and how outrageous their demands are in organising a

course that Swire are happy for the members to attend.

I still shake my head that Swire expect our members to source a course on their leave period then do all the donkey work and forward onto Swire a course package with full itinerary just to peruse over and at their discretion approve or reject it as identified in the email extract below from senior Swire management.....**HOW BOUT YO GET OFF YOUR FAT ARSE AND DO SOMETHING YOURSELF!!!**

"Once you have sourced these courses you must forward the details & cost to us. Once we have received these details a decision will be made as to whether these costs will be reimbursed or whether alternate course providers should be used" "do not proceed with booking courses/paying fees until you have received written authorisation from the company. When claiming for authorised costs you must send a copy of the company authorisation (email) with your claim form together with the necessary receipts. Unauthorised expenditure will not be reimbursed".

It is absolutely appalling and it's up to the members and the MUA to make sure we all are aware and get booked into a course before the cut off date otherwise there will be a lot more Aussie seafarers on the beach

with foreign labour taking their jobs and the food out of their kids mouths!

It's vital any members who have not done the revalidation and require further information either contact Rob Simm or myself at the WA Branch or follow the link for more info <http://amsa.gov.au/vessels/standards-regulations/marine-orders/>

ESPERANCE PORT EBA

After a long and dragged out bargaining period epsl members have come up trumps with a great increase and conditions negotiated on behalf of them by their delegates and the MUA, with a special mention to Jeff Kazzar who even though the beautiful town of Esperance nearly put him in a early grave we got there in the end even though it did take the intervention by the Fair Work Commission.

During one of the conferences with Commissioner Coghlan it was mentioned that in this year's annual wage review, the Commission described the economy in "Transition" or "Adjusting" and provided the MUA bargaining group with statistics outlining the average wage increase for 2014/15 period was 2.25% so I think the 4.25% that we managed to secure for the EPSL workforce was a great effort by all.



PEABODY COAL MINE WORKERS SACKED BY TEXT MESSAGE

Thiess Win
Bastard of the Month
Award

When we think about scumbag acts by employers, plenty comes to mind. One of the worst acts of industrial bastardry however has to be the sacking of over 100 coal miners at Peabody's Burton coking coal mine in Central QLD by Thiess via a text message. The CFMEU (Mining Division) QLD Branch described Thiess' treatment of workers as like "sausages on the shelf at the butchers". Well said.



MUA CREW ON BOARD THE PACIFIC VIGOUR



MERMAID MARINE SUPPLY BASE PROTECTED ACTION

There are a number of Enterprise Agreements being negotiated all across the country - none bigger than the Mermaid Marine Supply Base located in the hub of the maritime sector in Australia's North West (Dampier). The MUA and members representing their respective work groups have been engaged in Enterprise Bargaining negotiations and meetings with management for nearly 12 months.

We entered into this agreement with the aim of locking away an Agreement with good conditions and job security, whilst the employer's agenda was to strip away most of the conditions that were achieved in the last Agreement. Employees at the Supply Base have worked under a Hogan's Heroes regime, reinforcing in the members minds just how important it is to get a good EA outcome.

Following an impasse with the employer that meant we could not progress any further with our claims, members voted 100% for five days' Protected Action (24hr rolling stoppages), proving to the company that they meant business. From the moment we set up the picket line on the first morning it was evident that I was surrounded by staunch, passionate and working class people who were prepared to struggle shoulder to shoulder for the full 5 days. This picket line had it all.

We were constantly on our feet facing trucks attempting to cross the line, and had various individuals trying to slither through the line to do the boss' bidding. We had consistent numbers manning the line the entire five days. Members from all over the Pilbara came down to the picket, reinforcing the line for five long days in the Pilbara heat.

A big pat on the back is deserved for the members from Qube and Patricks that turned up and aimed

up. The comradeship shown from members was inspirational. We had a great turn-out on the Picket every day, with a number of members bringing food and drinks down (the salads and quiche was exactly what was needed after 3 days of the Gak's BBQs). Also, a big thanks to all the seafarers from around the coast who came up to the picket when they were alongside and the vessels that donated rolling funds to the cause. On behalf of all members at the supply base, we thank you. Solidarity forever!

The company flew in a number of rent a cop security guards who attempted to intimidate, abuse and stand-over members. These goons were people with no respect for the struggle that was taking place. They had a decent crack at trying to bully, abuse and spit on workers on the picket line as they escorted scab trucks through the line on more than one occasion. They attempted to hit members when driving through, swerving and driving erratically. Their motives were driven by greed and self-interest. The company invested significant amounts of money in an attempt break the workers picket by attempting to load trucks in multiple yards across the industrial area. One thing they couldn't buy with money, however was the heart and soul of our members. On countless occasions we had to think on our feet and split up into multiple pickets that ranged

from just down the road to the other side of Karratha.

By day five, the company had clearly lost all the confidence that they had before the strike begun. Their attitude that 'anyone can work a wharf' had changed to 'shut the wharf and stop their half arsed attempt to maintain productivity' whilst the professional wharfies were on strike. They also contacted the MUA to arrange a meeting to discuss progressing the EA in order to reach an outcome. The members proved that in order to gain good and fair agreements you have to struggle the company does not just hand it to you on a platter.

QUBE DAMPIER

The Qube management in Dampier appear to have a clear agenda of ignoring safety, starving members out of work and attempting to break the back of their workforce. Members have been at the mercy of a Manager who has been flown in from Victoria, given a whip and ordered to swing it. There is no respect for the employees who have been in this workplace for years.

Despite the industrial bastardry of the bosses, the members are united and are battling every day to improve their conditions. They recognise how dangerous working on the waterfront is, and that the only way to improve the safety is to take it on themselves. They fully understand

that management won't do it for them. After several months of requesting new gear (slings, shackles etc) Qube have taken over half the gear away from the stevedores and given it to their non-union labour-hire (CFS) yard to use and abuse, leaving it laying around the yard to get damaged and leaving workers back at square one.

Unlike the manager, the workers are locals. They live here and work here and when he is frog marched on to his plane, they will still be here.

ALP

Comrades, I am proud to announce the Karratha ALP branch is growing everyday with MUA members getting involved and fighting from the front. Congratulations to Clayton Brown for being elected as the ALP secretary, Tamara Stubbs elected as ALP membership officer and Mark Davis elected as ALP treasurer. The MUA members have done our union proud being elected in their respective position. This is the start of what is promises to be a great 12 months in the ALP. I have also been elected as the ALP Karratha Branch President and am looking to turn the branch into an active branch fighting for the rights of the Australian working class. I urge all MUA members to get involved and sign up if you want to make a difference and change this horrible government.





THE MERMAID PICKET



The gates were locked, the blue was on,
The Mermaid picket line had begun;

*“Five days out the gate and we’re ready to fight
Protected Action, it’s our legal right”;*

Our claims are fair, our actions just,
A good EA outcome is a must;

We won’t cop pay cuts or a loss of conditions,
This will be a war of workers’ attrition;

Despite hired goons and keystone cops,
The Mermaid picket held solid as a rock;

We had Tam on the front line keeping scabs at bay,
And Fatboy and Ryno had plenty to say;

Old Donny was there for the full five days,
And so were Scooter, Rache and Dave;

Johnny and Sindu came to lend us a hand,
The efforts of the Qube crew was f’n grand;

Tucker and dosh from Reo, Toni and Nick,
The help from the Patrick crew was fully sick;

The seafarers threw in some rolling funds too,
They gave us great backing for our picket line blue;

Leechy clicked and clicked to get scabs in the frame,
We have outed the scabs with name and shame;

Local truckies backed us all the way,
This is a debt we will one day repay;

The Mermaid rent-a-goons escorted in the scabs,
Imported truckies hid like dogs in their cabs;

The picket line held strong and the scabs dropped off,
The Mermaid bosses knew we weren’t going to stop;

“We won’t negotiate” the bosses did say,
They backed down on this before the last day;

“Can we please meet”, the bosses did ask,
“We need to give the scabs the arse”;

*“Their productivity is shit and they can’t bloody work,
We need union labour as we know they don’t shirk”;*

*“The scabs will be sacked and we will sign the EA,
We admit our stupidity and you can get your way”;*

We went back to work with our heads held high,
The scabs and bosses had nowhere to hide;

Our dignity intact and our principles strong,
The scabs and bosses admitted their wrong;

It’s proven once again that there’s only one way,
And that’s to aim up with the MUA.

By the Working Class Wharfie

Note: In case the Fair Work Ombudsman intends reading this poem, it is a work of fiction. No scabs have been identified and the facts have been changed to protect the guilty (the scabs).



ITF

FLAG OF CONVENIENCE

DURING THE PAST year, a total of 11,470 ITF agreements covered some 204,981 seafarers' positions. During 2013, ITF inspectors worldwide inspected some 9,403 ships. 7,912 had problems with wages including: 2,040 breach of contracts; 1,850), non-compliance (607), cargo violation (282) and medical (281). A total USD \$38,285,290 was recovered in back pay during the 2013 -2014 period. In Australia, the top five flags by DWT are Panama (350 million) Liberia (198) Marshall Islands (140 million) Hong Kong (130 million) and Singapore (90 million).



OCEAN DOVER

The "Ocean Drover" was berthed at No 1 - Fremantle, when the ships alarm was set off. The Port Authority Fire and Rescue and Emergency response was immediate and precise. The Ocean Drover is a live stock carrier and was waiting to start loading. The vessel was on fire and the crew were battling a potential disaster. The response from the Port Authority, Fire and Rescue, Ambos and Police was quick and well performed. After some 4 hours, the crew abandoned the vessel and the fire increased to two accommodation levels. Four crew members were sent to Fremantle Hospital. One was in a serious condition. Eighteen hours later the fire was deemed to be under control. Up to 80% to 90% of the accommodation was burnt out and most seafarers' personal effects and documents were destroyed. With a crew of 52 the Mission to Seafarers Centre took on the huge task of accommodating the seafarers, who had nothing except for the clothing they wore. The Fremantle Welfare sprung into action and organised assistance. The beneficial owners of the ship - (F.O.C) Flag of Convenience - Wellard Estate, also engaged their agents to assist with the seafarers' needs. At the request of the ITF, Wellard arranged for the family of injured seafarers to be sent to Fremantle from the Philippines.

The MUA members came to the fore. A number of members volunteered their services to man up the kitchen and other areas. The Branch received donations from Patricks terminal members and ships at sea. The WA MUA Branch or the ITF never called for financial assistance but it truly shows the generosity of members when seafarers are in need. The seafarers clothing and general needs were supplied and once the pass ports were renewed, most were repatriated home and their entitlements under the ITF agreement applied. We have identified that the beneficial owners are an Australian company. Although the vessel has an ITF approved CBA with Singapore unions, the ITF Australian inspectorate has claimed the negotiating rights. Further discussions are taking place with ITF London. I want to make special mention to members of volunteers: Bill Bishop, John Bonner, Paul Brett, Rocco, Scott, Bruno Zanella, Bianca Napier, Michelle Seeber, Eric the Viking, Debbie/Karl Leggett, Janette, Ian Jamo, Alex and Tina - The Wharfie. Sorry we didn't get everyone's surname, however the seafarers, ITF, MTS extend their best wishes and special thanks to all of you. The serious injured seafarer has made a full recovery and his sister has been at his side during this difficult time. We also should thank the Fremantle Hospital and medical team for their contribution.

The reality of this incident is that it would have had a completely different outcome if the ship was at sea and fully loaded with live stock.

MARIGOLD

The vessel "Marigold" caught on fire in Port Hedland also alongside the wharf. The accommodation was extensively damaged. There was no report of any serious injuries or deaths. It became a logistical problem when the seafarers had to be accommodated ashore. Again, the Port Hedland Welfare committee and volunteers stepped into help.

KING FREIGHT

I inspected the "King Freight" in Kwinana during a routine ITF inspection. I spoke to some crew on arrival and no one raised any issues or problems. I spoke to the Master who informed me that the company supervisor was also on board doing

a company audit. I checked the monthly wage bill and noticed the monthly date was in very fine print - March 2014. I asked the old man for the latest monthly update. It was then I discovered that the seafarers hadn't been paid their "pay on board" for 4 months. The company admitted the problems and promised to pay next month. We refused to accept that proposal and agreement was made for the crew to be paid in cash at the next port of call - Adelaide. MUA SA Assistant Secretary, Campbell Duignan arranged for the MUA to witness the payments to the seafarers- 53,000 USD in total. Another vessel is being subject to PSC intervention as this newsletter is going to print. Some \$48,000 USD is owed in back pay.

Merchant Navy Day was held on the 3rd September 2014 at Memorial Hill Fremantle. A number of retired members turned up and everyone should try to attend next year.

On a finishing note, I would like to thank the members from Port Hedland Tugs and the Port Hedland Welfare Board for their foresight and commitment to helping seafarers in need. They were the instigators to lobbying the community when a seafarer lost his leg in an accident in Port Hedland recently. The negative media reports of "strike action" during their CBA negotiations was the centre of reports; yet when members and community donated some \$43,000 it had little or no positive spin in media reports. Thanks to all. Mahesh, has now received a prosthetic leg and full compensation under his ITF approved CBA. His wife also gave birth to his first child and we wish them the very best.



“ I will be forever grateful that my ship was subject to an ITF agreement.

Just goes to show what the International Trade Union movement is all about!

THE LAST NEWSLETTER THE ITF REPORTED THE INCIDENT OF "SEAFARER LOOSES LEG IN MOORING OPERATIONS IN PORT HEDLAND. THIS IS A LETTER FROM MAESH MOHANKUMAR'S.

Sir,

Whilst the "Julia N" was berthing at Port Hedland recently, I was involved in a serious accident which resulted in the loss my right leg. I had become entangled with the "tugs" messenger line during berthing operations. The line wrapped around my legs and arms and before I knew what was happening, I was dragged across the deck to the aft fairlead. I couldn't release the line and I held my breath in anticipation of fearing the worst - of losing my life. One of the A/Bs raced over and held me back from being dragged through the fairlead. Within minutes I was lying on the deck, in shock and severe pain. I looked across and saw that my leg had been severed. I knew I was in trouble and prayed for my life. From what I've been told after the accident, the Port Hedland emergency response group and medical team had me medevac'd to the Port Hedland Hospital within record time.

The next day, when I woke up I knew my life had taken a sudden change for the worst because my life as seafarer was finished and I knew my wife and family would be devastated. My future was in tatters.

To my great surprise, Mr Gary South from the Port Hedland Seafarers Centre visited me in hospital, along with other community people. This included Mr Terry Donohue from the Maritime Union of Australia. I will be forever grateful for the support and encouragement these wonderful individuals provided, it was so overwhelming.

The Western Australian ITF Inspector Keith McCorriston made arrangements to look after me. Mr Alan Mower also visited me to let me know that the Port Hedland Welfare Committee was doing everything possible to help. I had heard of the ITF over the years but only realised that day what ITF stands for. The ITF contacted my union (NUSI) and the company to make sure my future is looked after, and that medical expenses and compensation would be paid. I will be forever grateful that my ship was subject to an ITF agreement.

My family and I are deeply honoured and humbled by the support we have received from our Australian brothers and sister. The Indian community in Hedland came forward supplying me with Indian food and raised \$5,000. Mr Terry Donohue (MUA) worked really hard for me and came up with a donation of \$5,000 from the MUA Teekay Tugs members. The Port Hedland Seafarer Centre raised \$40,000 and Chaplins Alan Mower and Garry South flew to Mumbai to personally deliver the donation.

I have now been fitted with an artificial leg and have started to walk slowly. My compensation from the National Union Seaman's of India /ITF CBA was \$95,000 USD, and I have received other donations as well.

My family and I cannot express how grateful we are to the ITF and MUA/NUSI family and friends. Without the support of these wonderful organisations and their people we would be in a very dire and desperate place.

In Love and Gratitude,
Mahesh Mohankumar



\$850,000 IN INJURY & ILLNESS INSURANCE BENEFITS PAID TO PROTECT MUA MEMBERS

Nearly \$850,000 in injury and illness insurance benefits has been paid to Protect MUA members, since the first MUA dredging project joined the scheme in November 2011.

MUA WESTERN AUSTRALIA Branch Assistant Secretary, Doug Heath, said “Nearly 70 members have made Protect insurance claims during the past three years. That’s a lot of members and their families who would have really struggled financially if the cover hadn’t been in place.

“A major injury or illness suffered by the primary wage earner in a family can result in financial ruin including the loss of the family home. The flow-one effects of that can be much, much worse for everyone involved,” Doug said.

The comprehensive injury and illness insurance cover available to Protect members in the maritime sector offers a number of unique benefits compared with other industry insurance covers including:

- Up to \$75,000 lump sum death benefit if you die as a result of an injury outside of work
- Up to \$275,000 lump sum death benefit if you die as a result of an at-work injury
- Higher serious trauma (capital) benefits if you are a financial union member
- Higher broken bones benefits for financial union members
- Higher accidental dental injury benefits for financial union members and their dependants
- Income protection benefits for up to 13 weeks if you are injured playing amateur sport
- No requirement to use up your sick leave prior to making an income protection claim

MORE OF THE BENEFITS THAT MATTER TO MEMBERS

The Protect MUA insurance policy offers an additional capital lump sum benefit of 50 per cent or more if you are a financial union member at the time of your accident and when you make a claim.

For example, if you suffer permanent paraplegia or quadriplegia as the result of an at-work injury, you will receive the Protect payable benefit of \$150,000 plus an extra \$125,000 payable to financial union members: \$275,000 in total.

The Protect MUA policy schedule is held and managed by the MUA and administered by Protect. The higher lump sum benefits for financial union members are negotiated by the union with ATC Insurance Solutions and form part of the commercial arrangements between the policy holder and the issuer.

Income protection cover for amateur sports injuries is one of the major benefits of the Protect MUA policy. During the past five years, more than \$52,000 in benefits has been paid to Protect MUA members injured playing amateur sport.

Many similar insurance policies exclude income protection cover for amateur sporting injuries. The maximum 13 week benefit period payable under the Protect MUA policy is matched to the average claim length for these types of injuries.

NO NEED TO USE YOUR SICK LEAVE BEFORE CLAIMING

There is also no requirement to use your personal sick leave before you can make an income protection claim - another significant advantage of the Protect MUA Injury and Illness Insurance cover. Some similar insurance policies require you to use all of your available sick leave, before you can make an income protection claim for illness.

This requirement can add significant stress for members faced with a long-term illness, such as cancer, which may result in them having to take time off work for several months at a time while they are undergoing treatment. It also means they have no sick leave available when they are eventually able to return to work.



Skills for the maritime industry

metl
MARITIME EMPLOYEES TRAINING LTD.

www.metl.com.au

Email: metl@metl.com.au

Phone: +61 (0)2 8296 6385



Protect injury and illness insurance policies are held by the relevant trade union and are issued by ATC Insurance Solutions. The union policyholders commit considerable effort and resources to negotiation and implementation of the various policy schedules. As such, consistent with industry and commercial practices, respective union policyholders receive a financial benefit from the issuer. This benefit is utilised to support member services.

Just a short note to convey my recent experience with Protect Injury and Illness Insurance through ATC Insurance Solutions with an injury claim. In short their service was nothing short of excellent.

About half an hour after my initial contact via telephone, an email arrived with the claim form attached. From this point onward the process was absolutely seamless once I had filled in the claim and returned it with the supporting documentation.

My ATC Claims Executive, Mica, was professional, helpful, understanding and very prompt in replying to any correspondence though out the entire time and set my mind totally at ease. All payments were made on time and I was advised every time a payment was made.

My thanks are extended to (the ATC claims team) and the rest of the helpful staff at ATC, the staff at Protect and the MUA for negotiating this cover into the EBA. Without it, my recovery certainly would have been a lot more stressful.

Thanks and regards,
Scott Rookyard, MUA member



“ Without it, my recovery certainly would have been a lot more stressful.



MAERSK UNMASKED

OVER THE YEARS, the MUA has generally had a good working relationship with Maersk. Matters have progressively gone downhill over the past 18 months due to an antagonistic industrial relations approach by the company and a general lack of co-operation.

Earlier this year, the MUA was contacted by a member on the Maersk Supplier which was working out of Darwin. The swing from hell commenced in Singapore when the expat Master blew up when questioned by one of the IRs about the lack of air-conditioning and hot water on the vessel. He abused the IR and yelled at him telling him that he "was about to explode". This was followed up by a complaint to the labour hire firm which employed the IR, saying he "was causing trouble"? It is clear that the Master thought he was dealing with third world seafarers, too intimidated to ask questions about occupational health and safety or the standard of the vessel. Worse was to come.

When the vessel arrived in Dampier to pick up chain, buoys and decked anchors, there was no consideration of hours of work or fatigue management for the IRs. Broken sleep, changing hours and tiredness were obviously irrelevant to the old man – fatigue management procedures are simply pieces of paper after all.

The condition of the working deck was nothing short of disgraceful. Busted deck lighting had the IRs stumbling around the deck with torches trying to avoid the obstacle course of slips, trips and other hazards. A serious injury waiting to happen. Tool box meetings were non-existent and there was no evidence of Safe Work Procedures and JHAs. No action was taken to eliminate hazards or undertake Take 5's. Just "get to bloody work". There was constant abuse from the Bridge when expat officers were questioned by the IRs about the job and the work plan. Shouting, screaming and arrogance were the order of the day.

The following day, stevedores were trying to load cargo without a vessel stow plan. It was clear that organisation and planning wasn't one of the Master's strong points. The expat Officers didn't have much understanding of the work at hand. Things went further off the rails when only part of the stores order turned up – it appeared that the Master had 'red-lined' the stores without consultation with the cook. All the crew could hear was the Master strutting around the Bridge saying "expensive, expensive...". Perhaps he wasn't used to stores

costing more than a box of frozen fish heads and a few bags of rice.

The crew lodged Haz Op card after Haz Op card. Some of the safety cards were read out. Others not. No explanation was given about the indiscriminate selection of Haz Ops. We even had the Master filling in the hours of rest for one of the crew. I am sure AMSA would be interested in this.

The IRs felt as though they were being kicked from pillar to post by Maersk's shipboard management. Prior to the Australian IRs joining, the deck crew consisted of 8 Filipino ABs and 5 Dane ABs. The expats were replaced by just 5 Australian IRs. And we have AMMA and the Liberals whinging about the productivity of Australian workers?

The rest of the swing was plagued by abuse from various shipboard management. IRs were falsely accused of sleeping on the job and there was a constant stream of toxic commentary toward the Aussie crew.

When the vessel arrived in the Timor Sea, the IRs were forced into three twelve hour days of heavy manual labour with three IRs on one shift and just two on the other. The crew was clearly working shorthand with fatigue management being disregarded. Following the vessels arrival in Darwin, the IRs had to remove the 4 tonne gypsy wheels and replaced them with larger diameter gypsy wheels which were better equipped to handle the larger 90ml anchor chain from the Jack Bates rig. Thank Christ the Aussie IRs had the expertise for the job as the Danish Officers had no idea.

Again, OHS was disregarded by Maersk. There were no designated lifting points on the gypsy wheels, none of the lifting gear had been tagged or tested and no certificates were evident. It was like something out of the backwaters of a tin-pot regime rather than project work for a multinational oil and gas company.

When I contacted the Maersk HR management about the conduct of shipboard management and the breach of OHS standards, I was advised that the vessel was being run in accordance with Maersk's operational standards. If this is the case, clients and AMSA need to thoroughly audit Maersk's operations. What occurred on this particular swing on the Maersk Supplier is nothing short of a disgrace – particularly when the complaints made to head office by the MUA are ignored.

Maersk stand condemned by their actions.

DOUG HEATH

AMSA CERTIFICATION

From August 2014, the Australian Maritime Safety Authority (AMSA) commence issuing plastic credit card-sized certificates.

This move does not affect seafarers holding current paper, or passport-style certificates as they will continue to remain valid until the certificate's expiry date.

There is no need for members to reapply for certificates unless they are close to expiry.

The certificates that will be transitioned to the plastic cards include:

- Certificate of Proficiency - Integrated Rating
- Certificate of Proficiency - Chief Integrated Rating
- Certificate of Proficiency - Able Seafarer - Deck
- Certificate of Proficiency - Able Seafarer - Engine
- Global Maritime Distress and Safety System (GMDSS) Radio Operator certificate

ROB SIMM



CHRISTY CAIN ON BOARD THE SLOEBER MEETING WITH THE YOUNG MEMBERS!

Drive your financial freedom

The key to financial freedom can be as simple as taking the right path today. Going through life without a financial plan is a little like starting a road trip without a map!

How our financial planners can help you

Whether it's helping you develop a financial plan or choosing an investment strategy for your super savings, our financial planners can help set clear goals and outline what you need to do to achieve them.

From basic super questions to complex financial matters, they can provide expert, personalised advice on:

- making the most of your super benefits
- funding the retirement lifestyle you desire
- identifying your investor profile and relevant investment strategy
- making the appropriate level of contributions to boost your savings
- protecting you and your family with adequate insurance cover
- estate planning
- social security considerations.

Starting your journey with a financial planner

To see a financial planner and start your journey toward financial freedom, call Member Services on 1800 757 607.

They're located in Sydney, Melbourne, Brisbane and Fremantle. If you can't make it into one of our offices, no need to worry; our financial planners regularly travel around Australia and can come to you.

Issued by Maritime Financial Services Pty Limited
ABN 16 105 319 202 AFS Licence No. 241735.

Maritime Super
OUR FUTURE

1800 757 607

www.maritimesuper.com.au



457 NO MANNA FROM HEAVEN

457 visas have been held up by many as a saviour to Australia's shortage of skills and trades; some have even suggested that they are here to stay forever as part of an ongoing transient workplace. Others see 457's as a stop-gap until Australia trains up a workforce to meet ongoing demand or until a decrease in demand dictates they are no longer needed.

Whatever the view, one thing is inescapable, 457's in their current form need to change. Especially in the construction industry.

Tourist visas where foreign workers can work 6 months at a time are now also being exploited by employers to use as a cheap undercutting form of labour.

ENFORCEMENT IS NOT WORKING.

First and foremost, employers should not be allowed to sponsor 457 workers at the expense of local labour. That sounds simple enough: However, it seems there is little or no process employers have to go through to prove they have exhausted every avenue to employ local labour.

It appears that all an employer needs to do is to simply say they can't get local labour and off they go to apply to bring in guest workers on a 457.

As part of any enforcement process, local workers who feel they have been victimised or passed over in favour of 457 workers need to have an avenue where they can complain or register their suspicion in private.

LOOK LOCAL FIRST.

Unscrupulous employers in the construction industry refuse to employ locals because they know what their working rights are and they are prepared to stand up for them. Hence they ignore them and go in search of 457 workers who are 'none the wiser' as to their rights and far easier to rip off. Especially under sham contracting arrangements.

457 OPEN TO RORTS.

Imported labour should not be seen or treated as cheap labour. Imported 457 workers, are often paid lower than award wages with little or no conditions. There have been cases recorded where they are housed 4, 5 or more to a single room and threatened with the sack if they complain about their conditions.

Employers should also have to adhere to clear rules and meet costs for accommodation, any training and travel expenses of 457 workers. Some form of 'Return-Home' leave should also be mandatory as part of any employer/sponsor package offered.

Because 457 workers are tied to their sponsor they cannot simply up and leave to seek better pay and fairer working conditions. This sponsorship arrangement needs to be looked at more closely. In order to leave the employ of an existing sponsor, 457 guest workers need to find another sponsor. Most don't speak the language proficiently, have not seen or understand little of the landscape (outside of where they are

shuttled to and from work) and most certainly, they would not be fully aware of their working rights under Australian Law.

Guest workers, prior to commencing any employment should have mandatory access, without hinder, to an induction meeting or course which informs them of their working rights under Australian Law. This should include the right to access and join a union.

TRAINING FOR OUR FUTURE.

457 is a quick fix which is to the detriment of training apprentices and in the process halting the development of a strong, well-qualified workforce for Australia's future needs. Valuable time and resources put into training 457's while they are here are eventually transported back off shore once they leave.

Apprenticeships have been ignored for far too long. Employers are under no obligation to have a percentage of apprentices attached to their workforce. E.g. It used to be mandatory for apprentices to be employed on all government projects. Not so anymore.

Employers should have to prove a training and apprentice's record before being allowed 457's.

STANDARDS NOT UP TO SCRATCH.

Compliance is another issue. Many 457 workers are not trained to the same stringent standards as we have

in Australia. Surely, guest workers who need constant monitoring and re-training on the job impinge on efficiencies and productivity?

Then there is the situation of needing a coherent understanding of the English language. Australian residents are expected to understand English to pass their citizenship test. The same should apply to foreign workers. It is impossible to operate a safe and productive working environment where staff cannot communicate.

IMMIGRATE OR PERISH.

It must also be pointed out that 457 workers, unlike those who immigrate, make no long term contribution to the community we all live in. What's more, they create no incentive to plan and provide for permanent infrastructure such as housing and land development. They don't contribute largely to our GDP.- why would you purchase major goods and services if you know you're not going to be a permanent part of the landscape?

Unions are pro-immigration, pro permanent residency leading to citizenship, come here, live here, build a home, and be a part of the multi-cultural society that has made our country great, just like workers did from around the world that came here to build the Snowy River project and stayed on to help build our cities and country towns.

MICK BUCHAN, CFMEU WA BRANCH SECRETARY



LEAKED REPORT RAISES CONCERNS OVER 457 VISA

Billabong International's chief executive, the American retail specialist Neil Fiske, is working in Australia on a 457 visa.

Billabong International's chief executive, the American retail specialist Neil Fiske, is working in Australia on a 457 visa.

Mr Fiske is the most high-profile - and, at \$1 million a year, best paid - worker on the controversial 457 visa covered in a leaked monitoring report by the Fair Work Ombudsman.

The unredacted version of the report, obtained by Fairfax Media, reveals the names of 1800 visa holders and the companies that employ them - or in many cases, the companies that used to employ them.

The audit, which involves less than 1 per cent of the 200,000 foreign workers in Australia, raises concerns over 40 per cent of 457 visa holders, including evidence that many are no longer working for their nominated employer or are not being paid at the rate at which they were promised.

The report also raises questions about the widespread use of the visa, which the government insists is available only to employers who "cannot find an Australian citizen or permanent resident to do the skilled work" they require.

The Fair Work log suggests that certain cafes and restaurants in populated urban areas are almost entirely staffed by foreign workers.

For example, a restaurant called Goa Indian Fusion on Queensland's Gold Coast has five staff on 457 visas. The Gold Coast has a youth unemployment rate of 16.5 per cent.

Likewise, Cafe 21 in Darwin has six imported staff doing everything from cooking to customer service,

and has one working as the accountant.

Waves Car Wash in Canberra has four staff on 457 visas while a Thai massage business in the ACT suburb of Belconnen has imported six Philippine women as staff.

The Brotherhood of St Laurence this year described youth unemployment in the ACT as at "crisis levels", at 11.2 per cent.

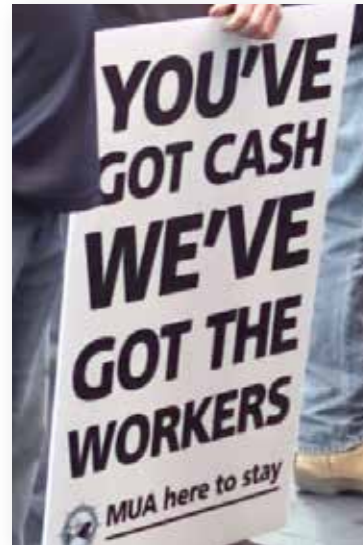
The Abbott government announced this week it was making it less burdensome for businesses to apply for 457 visa workers and it would relax rules around English language competency to broaden the pool of potential workers from overseas.

Mr Fiske is the most high-profile - and, at \$1 million a year, best paid - worker on the controversial 457 visa covered in a leaked monitoring report by the Fair Work Ombudsman.

Unions are fighting the expansion, saying it is not the right time to loosen visa requirements because unemployment is at 12-year highs and youth unemployment is at 13 per cent across the country.

David O'Byrne, the national secretary of United Voice, the union that represents 120,000 hospitality workers, said the restaurant and cafe industry - with the support of the Abbott government - was pushing its campaign to cut penalty rates with the spectre of more foreign workers if Australian workers do not comply.

"A system that can be abused this badly is a system that is not working," he said.



Opposition employment and workplace spokesman Brendan O'Connor said the audit showed why Labor had toughened rules around 457 visas.

"The results show why the Abbott government should not have opposed the measures and why it should not remove these important safeguards for workers," he said.

There were 105 cases, of the 1800 cases that were audited, in which the nominated salary was \$100,000 or higher.

Billabong nominated a salary of \$982,000 for Mr Fiske but the report showed his actual salary was \$1 million.

A Billabong spokesman said the surfwear group was a global company and Mr Fiske had the strongest set of skills to drive the troubled company's financial turnaround.

The log shows Canberra-based Swimming Australia imported coach Jacobus Cornelia on a salary of \$411,000.

A recent report, titled Robust New Foundations, by the government proposes a "fast-track" approvals process for larger companies with good records, relaxed English-language requirements and consideration of a 10 per cent reduction in the \$53,900 minimum income.

ORIGINALLY PUBLISHED IN SYDNEY MORNING HERALD, OCTOBER 19, 2014, PERMISSION BY FAIRFAX MEDIA TO PRINT ARTICLE

"The migration system is supposed to support a growing economy - not shrink wages."

Almost 350 people - nearly 20 per cent - were found to be "no longer employed by sponsor". There are also concerns over underpayment.

The statutory minimum of is \$53,900. One worker recruited as a customer service manager was found to be working as a cleaner and paid just \$28,000.

Six workers employed by Great Solar, a company with operations in NSW, Victoria and South Australia that went into administration in November 2013, were all being paid \$10,000 less than they should have been.

A spokesman for the Fair Work Ombudsman said: "Where the Fair Work Ombudsman has concerns that employers may not be meeting these sponsorship obligations, we refer the matters to the Department of Immigration and Border Protection for all further action."

Assistant Immigration Minister Michaelia Cash said: "There could be a number of reasons why a visa holder may not be with their original sponsor, and this does not indicate inappropriate behaviour or a breach of an applicant's obligations.

"If a visa holder has stopped working for their original sponsor, they have 90 days to find a new sponsor or otherwise leave Australia."



CHRISTY AT THE MICHAELA CASH RALLY



ABBOTT STOPS THE BOATS AND BRINGS IN THE PLANES

— FULL OF FOREIGN WORKERS

PRIOR TO THE last Federal election, hoards of xenophobic red necks swamped talk back radio with racist drivel, reminiscent of the ‘Yellow Peril’ hysteria of the 1960’s. At the peak of the racist hysteria, Australia had about 20,000 boat people enter the country. Refugees had one thing in common with each other – the preparedness to risk their life to come to a country which they hoped would provide their family with a better life.

For a country that is in the top half dozen countries in the world as measured by per capita income, Australia can well afford to settle its share of the world’s refugees. This is particularly the case when put in context with the humanitarian crisis in Syria where 3 million refugees have been forced to flee to the neighbouring countries of Turkey, Lebanon and Jordan. Yet we have relatively wealthy Australians whinging about 20,000 refugees settling here?

The argument that Australia can’t afford to settle refugees in Australia is utter nonsense. In the last twelve months, the Abbott Government has spent more than \$1 billion housing 2200 asylum seekers in offshore detention centres in Papua New Guinea and Naru. That works out at about \$500,000 per refugee. Leaving aside the moral argument about re-settlement in Australia, the actions of the Abbott Government (particularly when they are arguing about budget austerity) is economic lunacy.

Prior to being elected as Prime Minister of Australia, Abbott compared refugees to drug runners. In a speech to the right wing conservatives from the Institute of Public Affairs, he stated “we take as dim a view of Indonesian boats disgorging illegal arrivals in Australia as they take of Australians importing drugs into Bali”. This brought further applause from his cheer squad of ignorant racists and dimwit rednecks.

The fools who voted for Abbott on the basis of a simplistic “Stop the Boats” political platform are now standing in the dole queue, whilst 457 visa workers are flying into the country on Abbott’s planes. Tony Abbott stands unparalleled in Australian political history as the Prime Minister who has sold Australian workers down the shit shoot.

457 REASONS TO HATE THE LIBERAL PARTY

Together with his Western Australian sidekick **Michaela Cash**, Abbott has relaxed the regulations around 457 visa workers and passed regulation allowing foreign workers on Maritime Crew Visas (MCVs) to take the jobs of Australian seafarers.

Since former Liberal Party Prime Minister John Howard introduced 457 visas in 1998, there has been a massive increase in the number of visa holders entering Australia. Under Tony Abbott, the numbers of 457 visa workers has increased to 109,000. This is despite youth unemployment being over 25% in many parts of rural and regional Australia. This is the thin end of the wedge.

In August of this year, the Abbott Government approved 457 visa workers being paid 10% less than Australian workers. Abbott and Cash also opened up the 457 visa categories to mechanics, child care workers, bricklayers, chefs, nurses and office managers. It

hasn’t stopped there. We now have the extreme right wing employer groups AMMA (Australian Mines and Metals Association), calling for the abolition of English language requirements. Apparently guest workers who can’t speak English are more easily exploited than those who do – and are subsequently much better for employers. The floodgates for foreign workers entering Australia are well and truly open.

HOLIDAY VISA’S, BACKPACKER VISAS AND STUDENT VISAS – A FURTHER ATTACK ON WORKING AUSTRALIANS

In addition to the 457 visa workers, Abbott has allowed backpackers, students and holiday makers to take Australian jobs. In 2013, the Abbott Government approved 258,248 working holiday visas. Every one of these backpackers is taking the job of an Australian worker. The construction industry in Perth is

full of them. The Liberals haven’t stopped there.

In 2013, Abbott introduced a new 458 visa which allowed foreign university students to work for two years in Australia. There is no need for employers engaging 458 visa workers to prove that they can’t find Australian’s to do the work. In total, Abbott has allowed 142,405 foreign students to enter the country and take jobs off Australian workers – many of whom perform low paid manual work.

Guest workers on dodgy 457, 458 and backpacker visas are easily replaceable because of their low skill level. Foreign workers are generally reluctant to voice concerns over health and safety or poor wages and conditions for fear of losing their visa.

NO CASH, NO JOBS – MARITIME CREW VISAS

The Abbott Government isn’t satisfied with giving Australian workers a decent kicking and has



SINGAPORE DOCKS - AMMA WANT FOREIGN WORKERS ON OUR WHARFS



gone after Australian seafarers like a rabies infested mongrel dog. Earlier this year, Abbott and his attack dog Michaela Cash, introduced legislation to get rid of the *Migration Amendment (Offshore Resources Activity) Act 2013*. This was legislation that was introduced by the previous Labor Government to protect the jobs of Australian seafarers and offshore construction workers.

Despite opposition from the ALP, Greens, DLP, PUP and independent politician Nick Xenophon that prevented the repeal of the Offshore Resources Act, the Abbott Government passed regulations that now allow employers to use dodgy *Maritime Crew Visas* as a vehicle to bring in cheap, subservient foreign seafarers and offshore construction workers.

Under the MCV, there is no requirement for employers to pay minimum rates of pay, allowances, superannuation or leave. It is a simple free for all. This is the result of the Australian Mines and Metals Association lobbying the Liberal Party to allow for the exploitation of foreign workers. The irony is that every Australian vessel operator in the offshore oil and gas industry is a member of AMMA. In an ironic twist of fate, they are giving AMMA and the Federal Government the green light to wreck their business and deny Australian seafarers and future generations of Australian seafarers' employment in the industry.

Both the MUA and the AMOU challenged the actions of the Abbott Government in the Federal Court where we lost, despite Justice Buchanan saying that the MUA's case was "a powerful one. At one level, it seems almost instinctively correct".

The MUA have since appealed this decision and will be arguing for a repeal of the regulations pushed through by Abbott and Cash in a further legal argument that will be heard by the Full Bench of the Federal Court.

This is a fight that we have to win if we are to sustain employment in the offshore oil and gas industry.

DOUG HEATH

WEST-TV NEWS CLIP HIGHLIGHTING MUA CAMPAIGN TO PROTECT AUSTRALIAN OFFSHORE JOBS

The link below is a YouTube link to a recent TV piece put together by WestTV on Channel 44 in Western Australia. It highlighted the MUA campaign to ensure Australian offshore workers have a right to work in their own country. This campaign for job security for Australian offshore workers is the most important campaign we have faced as a Union in quite some time.

<http://youtu.be/NZ7yyIUI7UI>

IN UNITY,
CHRISTY CAIN



SUPPORT THE TRANSPORT WORKERS UNION IN THEIR FIGHT AGAINST CHEAP FOREIGN LABOUR

Members are fully aware about the threat to the jobs of Australian seafarers and wharfies as a consequence of actions taken by the Abbott Government. Truck drivers are also under direct threat of foreign labour swamping the industry and forcing Australian truck drivers out of a job. The Australian Truck Association, ATA – which are the AMMA equivalent – have made submissions to the Federal Government requesting the Abbott Government open the floodgates to cheap foreign truck drivers. This

is yet another nail in the coffin of Australian workers.

The MUA is encouraging all members to support the TWU (Transport Workers Union) in their fight against cheap foreign workers. Their fight is our fight and all members should sign the on-line petition, put it on their social media pages, encourage members on the wharf and on the vessels to do the same. Please forward a copy of this email to all friends and family on your contact list.

Members can log on to the on-line petition through the below link:

<http://www.aussieworkaussierights.org.au/>

I appreciate all members giving our brothers and sisters from the TWU support on this very important matter.

In Struggle

CHRIS CAIN, MUA WA BRANCH
SECRETARY

COMMENT

SPEAK UP AGAINST ABBOTT'S AGENDA

The Abbott Government, as Union members know, has shown itself to be a harsh and cruel government and it certainly has not acted in the interests of members or everyday Australians. As a long standing union official it goes without saying that I continue to advocate on behalf of Union members in the Australian Parliament.

What concerns me is the Abbott government's attempts to silence civil society through its witch-hunting Royal Commission into Unions, to stripping away the funding to groups such as the Youth Affairs Council, the Refugee Council and by introducing competitive funding for advocacy groups such as ACCOSS.

The unprecedented attacks on pensioners by reducing pensions and other entitlements, the work for the dole scheme, and especially expecting those under 30 to live on nothing for at least 6 months if they become unemployed shows the

mean spirit of this government and its calculated attempts to destroy our "fair go" nature.

But just as we showed the Howard Government the MUA is here to stay, I believe Australians won't stand for this government either. The only way to ensure a fair go for all is to elect Labor at the next federal election.

In the Parliament I have spoken about Aboriginal Deaths in Custody, the experience of those who find themselves homeless in WA and of course spoken loudly against the Abbott government's reintroduction of the ABCC and further attacks on unions through the unrealistic requirements in its proposed Registered Organisations Bill.

More recently, I came to the MUA's meeting about Chevron and the Gorgon Barrow Island project and as a result spoke in the Parliament about the project being over budget and over time and

failing to deliver the promised jobs for Western Australians.

A Tory Western Australian, Senator Back, chose to make this an issue which 6PR took up. This gave me a further opportunity to remind Senator Back and the wider WA public that it not a crime to talk about unions or to be briefed by unions over issues of concern to their members.

Right now, and until we vote this cruel government out of office, it is even more important that Australians continue to be represented by their unions and that as a civil society we have organisations who speak up against the draconian and unfair measures which are part of Abbott's agenda.

Best wishes in all that you do and continue to be strong and proud. MUA here to stay.

SENATOR SUE LINES,
LABOUR SENATOR FOR WA



READY TO WORK NOW!

UNEMPLOYMENT STATISTICS ACROSS AUSTRALIA ARE STAGGERING.

If we don't act, before we know it we will be in a position like the United States.

THERE ARE A number of reasons for this current scenario – Globalisation, Government, Big Business, Employer Groups, media etc.

With more and more Australians finding themselves either without work or in precarious/insecure work, something has to be done.

Lack of employment or insecure work is recognised not just within our industry, not just across Australian Unions or Australian society, but across the world as a major issue.

The Aussie Resources, Local Jobs campaign has included a number of actions including pickets, rallies, occupations, petitions and this strategy will continue, but it is not enough and needs expanding.

At the initiative of the MUA Youth movement, the READY TO WORK NOW campaign was launched on 28 October. The campaign is designed to not only supplement the AUSSIE RESOURCES, LOCAL JOBS campaign, but expand it to other sectors of society. The effect of big business and Government actions

does not only impact our MUA members, they flow through to the rest of our community. Health workers, government workers, university students, hospitality workers and more, have been adversely affected by the government's all-out attack on workers and its commitment to creating a society that is unequal.

On what seems to be a weekly basis, we are seeing headlines such as:

- **“Australia Post announces 900 jobs set to be axed within days.**
- **“More than 2750 Queensland health workers will lose their jobs in a cost-cutting drive that includes a purge of the state’s centralised bureaucracy.**
- **“Manufacturing sector to lose more jobs”**

It needs to stop.

The MUA alone cannot stop this; we need to expand this campaign across ALL unions, white and blue collar, across universities, across the TAFEs and across society.

This affects ALL of us and everyone we know.

The exploitation of Visa workers is rampant in Australia. This is not due to a skills shortage, but due to a conservative push to de-unionise the Australian workforce and drive down wages and conditions.

Add to this, business refusing to train, and governments cutting training programs and you have a recipe for a massive importation of “skilled” labour.

One of the issues we have is that a lot of the labour coming in isn't skilled.

Across our country in the hospitality industry (for example) we see thousands of 457 visa workers. These workers are in cafes, restaurants, hotels, bars etc.

With youth unemployment at record highs, there cannot be any other reason that Australians are not in those jobs, other than the exploitation of 457 visa workers.

The argument from bar owners that they cannot find Australians to fill those positions is outrageous. Visa workers are more likely to remain silent about any workplace issues for fear of being sent home and a lot



more likely to be intimidated and bullied.

These are the discussions we need to be having around the dinner table and in the pubs; this is what needs to be in the media.

We need to be clear that this IS NOT a racist campaign. This is a campaign to ensure employment of Australian workers, whoever they are and wherever they have come from. The thousands of citizens

out of work that need those jobs currently being filled by 457 visa workers, are struggling. They are more than likely on the dole or are significantly under-employed. Most importantly, this is a campaign to stop the exploitation and abuse of the Visa workers. These workers should only be used when there is a genuine shortage.

In Unity

DANNY CAIN

GET INVOLVED

This is not a difficult campaign to get involved in.

Go to the Facebook Page READY TO WORK NOW

Like the page and follow it

If you are unemployed or know someone who is out of work, take photo/s and upload to the page.

Then spread the word and have conversations around the issue

This is not just an MUA youth issue, it is an issue for all of us and we need to do everything we can to educate our friends, families and acquaintances. Any person you know out of work needs to participate. It isn't a hard ask, but it can have a great effect.

This is a campaign that has the ability to supplement and expand our Local Jobs goal and we as a membership need to get behind it. We need to be the ones driving the message



THE ANNA STEWART MEMORIAL EXPERIENCE 2014

ANNA STEWART WAS an active union official from 1974-1983. She died young at age 35. Anna successfully ran the first blue collar union campaign for maternity leave provisions, fought for child care facilities in car factories, initiated campaigns against sexual harassment forcing employers to recognise it as an industrial issue, was a founding member of the ACTU Women's Committee, and pushed for increased involvement of women within the structures of the union movement. She also raised her family of three whilst working full-time.

She was an inspiration to many and when she died, friends and colleagues began the Anna Stewart Memorial Program to honour her memory and her dedication to empower women to take up leadership positions in the union movement. The Anna Stewart Memorial Project began in Victoria in 1984. The project was run in WA for the first time in 1986.

I recently attended the Anna Stewart Memorial Project in Perth. It was a full on week and a well run course. I would recommend this training program to other women active in the union movement. I met women from other unions; all of them white collar unions, so hearing their stories and their issues was interesting to me as was finding we have a lot of issues in common. One example, they are also fighting

for clauses to be included in EBAs around domestic violence. It was discussed how in the male dominated occupations we seem to be getting these clauses up, but the female dominated occupations are struggling. I think DV clauses will become the norm but the easiest way for us to ensure that this is the case is to keep putting pressure on the white-collar employers. We also covered campaigns to stamp out misogynistic behaviours, exchanged ideas on ways to build a powerful workplace, and had training on ways to communicate which I believe I gained from immensely by being exposed to new ideas and strategies.

On Wednesday we had guest speakers. The discussions were all informative and well presented. There are three that stick in my mind. Linda Burns from Australian Super discussed superannuation inequality and ways in which women can better manage their superannuation to ensure they make retirement age with an amount closer to men. Women's superannuation is negatively affected because superannuation payments stop when they go on maternity leave, take time off for caring, as it is women who predominantly leave the workforce to take on carer roles for elderly parents or children who need care. Also women still tend to be paid less than men, and that is something we could discuss the reasons for all day.

Diana MacTiernan who is an Equal Opportunity Commissioner discussed equality in the workplace, her role as Commissioner, and people's rights under the Equal Opportunity Act.

Linda Morich from the Fremantle Branch of the MUA discussed OHS and Bullying in the workplace. This opened up a barrage of questions and was the catalyst for much discussion.

We could have spent at least half a day with each of these women. The questions asked and discussions that ensued would have made this my favourite day, had we not had a placement at our respective unions planned for Thursday. Actually, a couple of the other women said they would rather come to the MUA with me. I wish they could have come out with me.

I got the chance to sit down and chat with four MUA officials on Thursday. I appreciate that they took the time out of their busy day to do this. I thought I could have prepared better for this, but it was a great day nonetheless. I also loved catching up with a few other members who were doing some volunteer work around the office.

Friday we met some previous Anna Stewart participants who are now doing great work within the union movement or politics. Again I think we could have spent so much longer chatting with these women, but we were headed to Parliament House



TAM STUBBS RECEIVING HER ASMP CERTIFICATE

for lunch. We were allocated seating with female Labor MPs and Senate Representatives. I was seated with the Member for Fremantle, Simone McGurk. After lunch we returned for a reflection of where we were at, after the week and set some goals. My main goal is to try and get the women activists in the Pilbara to meet regularly. Whether that is social or in a meeting, we will work out on the run. There was another woman from Dampier, Sharron from the Teachers' Union who is also keen to get involved.

I have stayed in touch with a few of the women over the last month or so via email and facebook. I think this will continue into the future. For anyone interested there is a facebook group called Women & Work WA, established by Unions WA with the 2013 Anna's. This site is available for all, whether an 'Anna' or not.

TAM STUBBS



ANNA STEWART PARTICIPANTS WA



REPORT BACK ON

ALP CONFERENCE IN CANBERRA

I HAD THE privilege of attending the National Women's ALP Conference with Linda Morich our Women's Occupational Health & Safety Organiser in Canberra that was held in August this year.

It was an amazing time. Most importantly it gave us the opportunity to meet kindred spirits from other States and discuss their issues. Around 300 women attended with a surprisingly large contingent from WA, 30 in all. This helped give WA and the MUA a very strong voice when voting. *I owe a debt of gratitude to Linda for her much needed mentoring.*

To achieve the most value for WA we split and attended parallel sessions throughout the two days:

CLIMATE CHANGE AND THE ENVIRONMENT - LOUISE PRATT FACILITATED.

While the short-term ramifications are frightening, it is going affect the younger generation into the future. Resources and cost will be big issues. You need strong leadership in the political arena to resolve this most pressing issue.

DOMESTIC VIOLENCE AND HOMELESSNESS. WINSOME WILLOW SPEAKER

What a massive issue this is, particularly with the Government cutting funds and grants to these areas. The burden and responsibility will only be moved to other sectors of the community.

Shirley Williams from Tasmania spoke of the work they are doing for women. They do art in relation to DV and have an exhibit coming up with Councils, Politician's and Dignitaries attending. They have made a short DVD which will be launched in Sept. called "Sins of Silence".

WOMEN IN REGIONAL AREAS. VIVIAN THOMPSON SPEAKER:

An inspiring talk on her journey into Politics.

I was not sure what I would gain from attending this forum and the North



KAREN WHEATLAND, MUAWA; BELINDA TKALCEVIC, ACTU; CHRISTINE VAN-WOOTEN, MUANT.



KAZ & MARY AT ACTU WOMEN'S CONFERENCE



ACTU WOMEN'S CONFERENCE

West women were at the forefront of my thoughts. The speaker advocated that the ALP engages regionally based women using online technology and to mentor our sisters in regional areas. A resolution was passed along these lines.

There were very informative speakers providing information on a range of subjects, and much worthwhile debate.

It was wonderful to have the MUA so significantly represented as it played a key role in many resolutions being passed at the Plenary on the Sunday. There needed to be a count

of hands several times throughout this afternoon.

I feel the time frame for this conference was far too short as there were so many issues to be discussed and many decisions to be made. It was wonderful to see so many politicians attending as this was a big morale boost for the rank and file membership.

In Unity

MARY PROUT,
SECRETARY WOMEN'S COMMITTEE,
NATIONAL WOMEN'S COMMITTEE, DELEGATE.

THE WOMEN OF THE WA BRANCH have been busy representing the MUA at local, National and International events. We are hoping to hold a social get together in the lead up to Christmas so will keep you posted on that one. Also would like to hold a meeting to organise an outing to an event for White Ribbon Day. Love to hear from any brothers or sisters keen to get involved so please contact

Karen Wheatland: karenleavy@inet.net.au,
Mary Prout: mary.kree@hotmail.com.

The National Women's Committee are pleased to report that National Council approved the final documents for **the union's policy on Bullying, Harassment and Violence in the Maritime Industry.**

This consists of the following;

- Mutual respect policy - should be handed out at all MUA meetings, events and conferences.
- Member booklet - Will be a removable insert in the next journal and mailed to all new members.
- EBA template clause - goes into MUA template clause booklet that officials use to negotiate agreements
- MUA Policy - This is the union's policy as an employer and a union.

White Ribbon Day is approaching and we would like to encourage members to come along to the AGM as it falls on this day. Ribbons and pins will be available to buy on the day and we would like to encourage many members to take the pledge again on this day.

SWEAR THE OATH,

"I swear never to commit, excuse or remain silent about violence against women this is my oath."

Walk a Mile in Her Shoes is in the planning stages again for next year, so we ask you to save the date and start looking out for those special shoes that will carry you for a mile in protest against violence against women. The MUA and the CFMEU were well represented and we wish to improve upon that for next year.

BROTHERS AND SISTERS,

Have a safe and happy Christmas period. Check on those at work, and don't forget to ask if they 'Are OK?' It is a stressful time for people, and this is a critical time for many of our members who are unemployed and feeling the pinch, or affected by drugs and alcohol, and/or family tensions, just to name a few. If anyone is needing help don't forget to call Hunterlink or talk to someone.

STAY SAFE. IN UNITY,
KAREN WHEATLAND.



MARITIME UNION OF AUSTRALIA

POLICY ON MUTUAL RESPECT

The MUA opposes discrimination and harassment based on nationality, race or skin colour, sex, age, pregnancy, carer or family responsibilities, marital or relationship status, sexual orientation, gender identity, disability, permanent physical features, religious belief, political affiliation or industrial activity.

AMONG TRADE UNIONISTS there is a high degree of appreciation for the need to respect the dignity and worthiness of every individual. Nevertheless in all organisations there should always be vigilance to ensure that all participants feel that they are able to operate in an atmosphere that is welcoming, comfortable and safe.

The MUA is committed to creating and maintaining work environments based on dignity and mutual respect. The MUA neither condones nor tolerates behaviour that undermines the dignity or self esteem of any individual, or creates an intimidating, humiliating, hostile, abusive, threatening or offensive workplace or work-related environment. This commitment applies to members, employees, delegates and participants, women and men, in meetings and during work-related activities and at social gatherings, wherever they may take place around the world.

As an employer the MUA has both a legal and a moral responsibility to protect its employees from discrimination and harassment, abuse, or similarly unacceptable

behaviour. This responsibility extends to social occasions where attendance of MUA employees is linked to employment, and where the MUA is jointly liable for unacceptable behaviour as an employer. This responsibility also extends to inappropriate use of social media, phones and text messaging where there is a link to the MUA. All employees have a duty of care for their colleagues and are encouraged to report incidents of concern.

It is recommended that all offices of the union provide these guidelines and this MUA Policy on Mutual Respect. The Policy should be included as part of the documentation for all future MUA meetings.

GUIDELINES

WHAT WE ASK OF YOU:

To treat everybody, including delegates and members from other unions, and MUA employees, with dignity and respect.

To make absolutely sure your own behaviour does not cause offence, humiliation, intimidation or misunderstanding.

To think before you make personal remarks or voice personal opinions that may compromise the rights of others to feel welcome, comfortable or safe.

To accept personal responsibility for challenging all forms of unacceptable behaviour, in order to ensure dignity and respect for all.

WHAT IS UNACCEPTABLE BEHAVIOUR?

Unacceptable behaviour can include unwelcome physical, written, verbal and non-verbal conduct. It is behaviour that ridicules, intimidates, humiliates, offends, threatens or is physically abusive.

Unacceptable behaviour may have as its focus nationality, race or skin colour, sex, age, pregnancy, carer or family responsibilities, marital or relationship status, sexual orientation, gender identity, disability, permanent physical

features, religious belief, political affiliation or industrial activity.

While the following list is not definitive, unacceptable behaviour can involve obscene gestures, verbal abuse and threats, physical contact, harmful pranks or inappropriate phone, text, email or social media messages. It can also involve racist, sexist, sexual or religious jokes or goading, intrusive questioning about someone's personal life or culture, compromising or sexual propositions, offensive language, taunts, name calling or insults, the spreading of inappropriate malicious gossip, offensive graffiti, intrusion by pestering, unwelcome gifts or stalking, or physical, indecent or sexual assault.

YOUR COOPERATION AND SUPPORT:

The union welcomes your cooperation and support in our practical efforts to make MUA work, meetings and activities, as well as work-related communication and social gatherings productive positive experiences for everyone.

WEST COAST STATE CONFERENCE 2015

Gala Ball

Join us for

PRE-DINNER CHAMPAGNE & OYSTERS
FOLLOWED BY A THREE-COURSE MEAL
WITH LIVE ENTERTAINMENT –
BAND, DJ AND MAGICIAN

DATE:	27 FEBRUARY 2015
TIME:	7PM-1AM
VENUE:	CROWN PERTH, GRAND BALLROOM
COST:	\$150/TICKET

TO BUY TICKETS OR RESERVE YOUR TABLE
EMAIL CHERIE.MCNEILL@MUA.ORG.AU OR CALL 08 9335 0500

2015

ACTIVE MEMBERS MAKE STRONG UNIONS



LEADING CHANGE

“ Do we want to develop the union, or do we want to develop the leaders. If we want one, we have to do the other”

Quote from Leading Change ITF Fringe Event.

THIS WAS ONE of the most inspiring fringe events within the ITF congress, as it put emphasis on the need for change, the need to support our women and youth, and the importance of building membership. The panel spoke freely of the decline in women’s progress, the decline of membership, and the need to maintain the identity of the work trade unions do. Plus the need to encourage the next generation, keep both feet in the work place, and deliver. There were a few inspiring speakers on the panel, my favourite being Susan Ayoyi, an amazing trade union woman and leader who is a member of the ITF Women’s Transport Committee, ITF Executive Board, ITF African Region Committee and Dock workers Union of Kenya.

She states three main objectives to adopt and continue:

ORGANISE In the workplace and in the community

RECRUITMENT Membership is power

DELIVER Volunteer your time, do the leg work and give 100% commitment to the cause.

Susan also pointed out that, “We need to develop woman leadership, to develop leadership in general”, and said that women’s progress has stalled across all industries, in membership and in leadership.

ITF have two programs in place for union women. The ‘Count Us In’ program and ‘Leading Change’, which focus on education and training. She spoke of her experience with the Leading Change program and how it developed her leadership skills to strengthen the Kenyan Dockworkers union and its alliances. She highly encourages all women to make use of any opportunity to be educated and play a leadership role within the union.

WHITE RIBBON

Another fringe’ event, equally important, was the highly successful White Ribbon campaign, with guest speakers from Canada, India, UK, Palestine and of course our MUA’s, Mick Doleman.

Neda Abuzant, the women’s coordinator for the Palestinian General Federation of Trade Unions (PGFTU), opened our minds and hearts to the atrocities taking place in her country. The severity of the Israeli de-liberalisation against female workers and their struggles to attain a living wage and support their families was ghastly and unspeakable. Women who travel to the other side of the city to work, are refused food and water and are subjected to constant beatings. There is no public transport; no bathroom amenities, and they must succumb to curfews within their own towns. Neda maintains that it is a form of oppression and Palestinian unions are working collectively with community organizations to change the underlying causes of violence against woman in society.

We heard stories from all our speakers, but I found myself particularly inspired by Jerry Dias, National President of Unifor, Canada. His passion and dedication to his union was inspiring, honest and progressive. Unifor has established a Women’s Advocate Program that provides education and training to its members. Three hundred and twenty (320) women are at bargaining tables across Canada. In addition, every EBA consists of a Social Justice Fund which helps train these woman to be leaders and support mentors.

Jerry is also an active supporter of White Ribbon. “The women of our union have made our men accountable”, he proudly states. He went on to say that “There’s no use in talking about it, we should be putting our money where our mouth is. We should be identifying the women that are out there, the needs that are out there, and the women that need our help’.

Jerry is an outspoken advocate, ally and leader to end gender based violence, and challenges all men in the broader labour movement to do the same. He finished by saying:

‘We should be pulling together as a global trade union movement and say: We are going to do this, We are going to do this in a serious way, and we are going to start today because one more life, is one loss too many’.

ITF YOUTH

It is our job to mobilize our enthusiasm and build membership. We are the trade union’s future and we need to establish powerful and strong networks. Two hundred and eighty

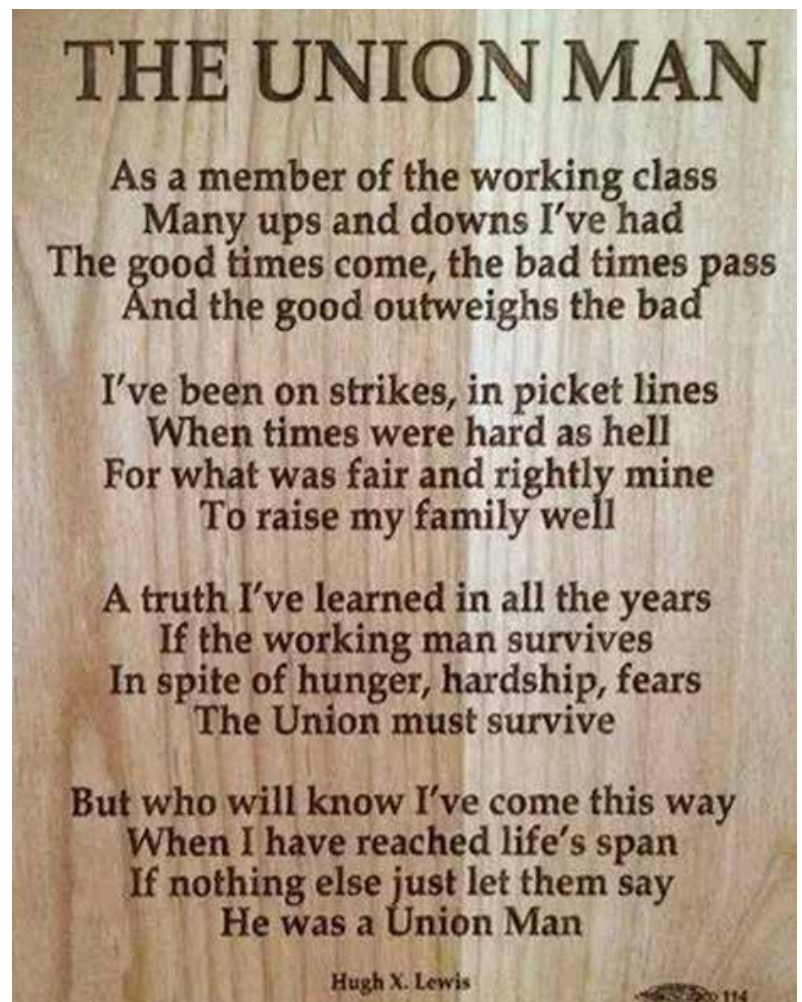
(280) youth made it to this year’s Inaugural ITF Youth Conference at Congress, along with a few older members for support. The room was packed, vibrant and fresh, with young eager and energized minds, ready to stand up for the fight against global injustice.

Young speakers from trade unions across the globe spoke of new ideas to engage youth membership, including our own Danny Cain. His speech was engaging and positive, letting other young members know the structure of the MUA Youth

Group. He acknowledged the use of positive social media advertising and campaigns, and I felt proud to be part of the MUA Youth group. The ITF Youth Committee was also nominated and re-elected as our Youth Representatives for the next four years, including Danny, to represent the Asia – Pacific Area. I congratulate my comrade in this very important role, and know it could not have gone to someone more experienced, passionate and determined. We are not the leaders of tomorrow; we are the leaders of today.

I would also like to thank the WA Branch for allowing me to attend the ITF Congress, in what I could only describe as a truly life changing and inspiring event.

CHRISTINA SCOTT, IR, BROOME.



Hugh X. Lewis

114



4.69% P.A.[^]

VARIABLE

5.53% P.A.*

COMPARISON RATE

**HELPING YOU OWN
YOUR HOME QUICKER!**



Interest rate current as at 04/09/2014. ^An interest rate discount of 0.91%p.a. is applied to the All in One variable rate (currently 5.60% p.a.) for 2 years from the date of settlement after which time the rate will revert to the then current All in One Variable Rate. Only available for new home loans, refinances from competitors or for existing home loan members who add an additional minimum \$100,000 to their existing Home Loan balance.*Comparison rates calculated on a home loan amount of \$150,000 over a term of 25 years based on monthly repayments. WARNING: This comparison rate is true only for the examples given and may not include all fees and charges. Different terms, fees or other loan amounts might result in a different comparison rate. Fees, charges, terms & conditions and lending criteria apply. For interest rates visit our website www.mmpcu.com.au.

WIN



FUEL* FOR A YEAR

Simply purchase a new **Comprehensive Motor Vehicle Insurance Policy** between 1 October and 5 January 2015 and you will be in the draw to **WIN** a Caltex StarCash Card worth **\$3,500!**

Get a quote today!



Terms and conditions apply and are available from www.mmpcu.com Promotion runs from 1 October 2014 to 5 January 2015. * Awarded as a \$3,500 Caltex StarCash Card. Before making a decision about your insurance needs, please refer to the Product Disclosure Statement available from Maritime, Mining & Power Credit Union Ltd ABN 11 087 650 315 | AFSL/Australian Credit Licence 240399. Products are Issued by OBE Insurance. (Australia) Limited ABN 78 003 191 035 AFS Licence 239545. Permit Numbers NSW LTPS/14/07450, ACT TP 14/03288.

Get Up & Go*!



Simply apply for a **Car Loan** before 22nd December for your chance to win.

Lending criteria apply together with fees, charges, terms and conditions. * Get up and Go Car Loan Promotion: To qualify you must apply for a car loan no later than 5pm on 22nd December 2014 and have the loan approved and funded no later than the 12th January 2015. View full competition terms and conditions at www.mmpcu.com.au. Authorised under NSW Permit No LTPS/14/06756 and ACT Permit No TP 14/02947.



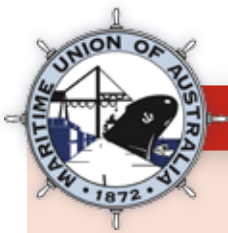
Contact **Emma Cain** today on **08 9335 0555 / 0428 124 267**, visit **2-4 Kwong Alley, North Fremantle** or go online **www.mmpcu.com.au**



**Maritime
Mining
Power**
Credit Union

you first. always.

Maritime, Mining & Power Credit Union Ltd ABN 11 087 650 315 | AFSL/Australian Credit Licence 240399



ALP

MARITIME BRANCH NEWS

The Annual General Meeting of the ALP Maritime Branch will be held at 9.00am, Tuesday 25th November at South Fremantle Football Club and will coincide with the MUA AGM. Elections for Branch office bearers, Branch delegates to State Executive and State Conference for 2015 will take place at the Annual General Meeting.

Nominations will close at 5pm, Tuesday 18th November at 2-4 Kwong Alley North Fremantle.

President (1)

Vice President (1 or 2)

Secretary (1)

Treasurer (1)

Membership officer (1)

Delegates to the State Executive (10)

Delegates to State Conference (20)

The State Executive is the chief administrative authority of the Party and has the authority to interpret the Platform between State Conferences. It is held 7 times per year and generally meets on the 3rd Monday of the month at 7.30pm at Dorien Gardens North Perth. We caucus at the Hyde Park hotel at 6.30pm. This year the Maritime Branch contributes 10 of the 80 delegates to state executive. Delegates can proxy any number of Maritime Branch members in the event that you are not able to attend the meetings.

State Conference is the supreme governing body of the WA Branch and its decisions bind all sections of the Party. It is generally held mid year covering 4 sessions over a weekend. The Maritime Branch will contribute 20 delegates to State Conference this year in addition to active delegates in other branches and those representing the union directly. Delegates can be proxied by any number of Maritime Branch members for any or all sessions, so don't let your unpredictable roster hold you back from nominating. We can proxy you out if you are unavailable.



Nominations for the above positions must be in writing, emailed or signed by the person nominating, and addressed to the Returning Officer as follows:

By Post:

Adrian Evans
Returning Officer – Maritime Branch
2-4 Kwong Alley Nth Fremantle 6159

By Email:

Adrian.evans@mua.org.au

In Person:

MUA office 2-4 Kwong Alley Nth Fremantle

By Fax: 08 9335 0510

If required a draw for position of candidates on the ballot paper will be conducted by the Returning Officer at the close of nominations at 2-4 Kwong Alley North Fremantle.

The branch would like to thank all the office bearers, delegates and proxies who attended State Executive and State Conference, debated the issues and helped shape the Labor Party over the last 12 months as well as attending the National Women's Conference, ALP forums etc. I know some will be standing for positions again but as always we are urging more Maritime Branch members to take the next step and get involved in the formal aspects of the party as that is where the real changes are made. If you are interested but not sure if you want to be a delegate, you can indicate your interest to become a proxy by contacting

ADRIAN EVANS.



20 QUOTES

FROM TONY ABBOTT

ON IMMIGRATION:

1. 'Jesus knew that there was a place for everything and it's not necessarily everyone's place to come to Australia.'
2. 'These people aren't so much seeking asylum, they're seeking permanent residency. If they were happy with temporary protection visas, then they might be able to argue better that they were asylum seekers'

ON RIGHTS AT WORK:

3. 'If we're honest, most of us would accept that a bad boss is a little bit like a bad father or a bad husband ... you find that he tends to do more good than harm. He might be a bad boss but at least he's employing someone while he is in fact a boss.'

ON WOMEN:

4. 'The problem with the Australian practice of abortion is that an objectively grave matter has been reduced to a question of the mother's convenience.'
5. 'I think it would be folly to expect that women will ever dominate or even approach equal representation in a large number of areas simply because their aptitudes, abilities and interests are different for physiological reasons'
6. 'I think there does need to be give and take on both sides, and this idea that sex is kind of a woman's right to absolutely withhold, just as the idea that sex is a man's right to demand I think they are both they both need to be moderated, so to speak'
7. 'What the housewives of Australia need to understand as they do the ironing is that if they get it done commercially it's going to go up in price and their own power bills when they switch the iron on are going to go up, every year...'

ON JULIA GILLARD:

8. 'Gillard won't lie down and die'

ON CLIMATE CHANGE:

9. 'Climate change is absolute crap'
10. If you want to put a price on carbon why not just do it with a simple tax.'

ON HOMOSEXUALITY:

11. 'I'd probably ... I feel a bit threatened'
12. 'If you'd asked me for advice I would have said to have – adopt a sort of “don't ask, don't tell” policy about all of these things...'

ON INDIGENOUS AUSTRALIA:

13. 'Now, I know that there are some Aboriginal people who aren't happy with Australia Day. For them it remains Invasion Day. I think a better view is the view of Noel Pearson, who has said that Aboriginal people have much to celebrate in this country's British Heritage'
14. 'Western civilisation came to this country in 1788 and I'm proud of that...'
15. 'There may not be a great job for them but whatever there is, they just have to do it, and if it's picking up rubbish around the community, it just has to be done'

ON NICOLA ROXON:

16. 'That's bullshit. You're being deliberately unpleasant. I suppose you can't help yourself, can you?'

UPDATE – ELECTION 2013

ON THE MERITS OF LIBERAL CANDIDATE FIONA SCOTT:

17. 'I think I can probably say [she] has a bit of sex appeal'
18. '... [she's] not just a pretty face'

ON THE SUBTLETIES OF THE CRISIS IN SYRIA:

19. 'It's not goodies versus baddies, it's baddies versus baddies'

ON POSING CLOSELY WITH A GROUP OF TEEN NETBALLERS:

20. '... [a] bit of body contact never hurt anyone'



TROY BUSWELL – GOING, GOING, GONE ...

GOOD RIDDANCE TO BUSWELL

Western Australians have finally got rid of perennial pest Troy Buswell who has quit politics after deciding that he wasn't up to holding office in Western Australia any longer. Many Western Australian waterside workers will be saying "good riddance". Buswell has been an embarrassment to Western Australians since the day he entered parliament and we are well rid of him. Wharfies in particular would be glad to see the back of him given his vitriolic treatment of FPA members and his desperation to offload profitable public wharfs to the private sector.

- 2005** Buswell sniffed the chair of a female staffer after she left the room during a meeting of various Liberal Party politicians. This incident kept quiet until it reared its ugly head in April 2008;
- JANUARY 2008** Buswell snapped the bra strap of a female ALP staffer – Buswell had struck again!
- APRIL 2008** Buswell confessed to the Bra-snapping incident after originally denying it. He then went on to admit to cuddling up to another MP and making sexual comments to another. He refused to resign as Liberal Party Opposition Leader.
- MAY 2008** Liberal Party colleague Murray Cowper claimed he was "squirrel gripped" by Buswell. One can only imagine what Buswell's hand were groping – Buswell never confessed to the squirrel grip incident but his track record of confessions hasn't been crash hot;
- AUGUST 2008** Buswell resigned as Opposition Leader. This wasn't the end of Troy however. His Tory mates ensured that his political career was far from over and it wasn't long before Buswell recommenced the climb up the greasy pole of State politics;
- OCTOBER 2009** Buswell admitted to signing 'incorrect' travel expense forms. Isn't that the same thing that Peter Slipper was convicted of? Apparently not. Slipper's false claims were a rort. Buswell's were merely an oversight and a stupid mistake. Really????
- NOVEMBER 2009** Another 'incorrect' travel claim submitted by Buswell was uncovered. Was this a travel rort? Hardly! Just another innocent mistake by Troy. The MUA is desperately trying to track down the copper that made this decision so we can use him in any future investigation by coppers against our members. This copper sounds like he really knows how to be fair and independent;
- APRIL 2010** Buswell resigned from the Ministry after being caught shagging another politician and cheating on his wife (and her husband).
- FEBRUARY 2011** Buswell admitted to nine traffic offences in three years. As one of the Liberal Party's shining lights, he was an example to the rest of us?
- NOVEMBER 2013** Buswell was questioned about whether his son received special treatment in regards to a driving test on a day in which no regular driving tests were. Of course the accusations were false. A bloke of Buswell's good character would have done no such thing;
- 23 FEBRUARY 2014** Buswell somehow smashed his taxpayer vehicle into four parked cars and a power pole. He somehow got his wrecked vehicle into his driveway and through the security gate. When the plods eventually caught up with Buswell, he refused to talk to them about the incident. Just as well he wasn't a construction worker being interrogated by some ABCC hack – he would have ended up being slotted without the right to a lawyer or the right of appeal;
- SEPTEMBER 2014** Going, going gone. Buswell has finally seen the sense to resign. Good riddance to Troy – this is hopefully the last we see of him in a taxpayer funded position. Troy Buswell won't be missed by West Australian workers.

DOUG HEATH

BUSTED ARSE WA GOVERNMENT FLOGS PORTS TO COVER UP ECONOMIC INCOMPETENCE



COLIN BARNETT
IN CHARGE OF A BUSTED ARSE GOVERNMENT

COLIN BARNETT WOULD surely rate as the most incompetent Premier in the history of Western Australian politics. The current Western Australian Liberal Government has somehow blown \$20 billion of taxpayers money since coming into office and has very little to show for it. This is despite Barnett having (according to him) the world's greatest Treasurer – none other than the demolition derby, chair sniffing genius Troy Buswell – guarding the Government's coffers for part of the last six years of Liberal Party rule.

It would appear that Troy Buswell has well and truly dry humped the State by pissing off from Parliament with nothing left in the coffers. Just massive debts for future generations of Western Australians.

In six years of power, the Barnett regime has seen the State Government lose its triple A credit rating and has seen state debt increase from \$4 billion to \$27 billion. Serious questions have to be asked about how Barnett and Buswell have squandered our dough – we still live in a State where the Mitchell and Kwinana Freeways are little more than parking lots during peak hour, where hospitals have long waiting lists and jammed emergency wards, education funds have been slashed and public transport a disgrace. Barnett has gone so bad that he has even turned Karratha into a COK (City of Karratha).

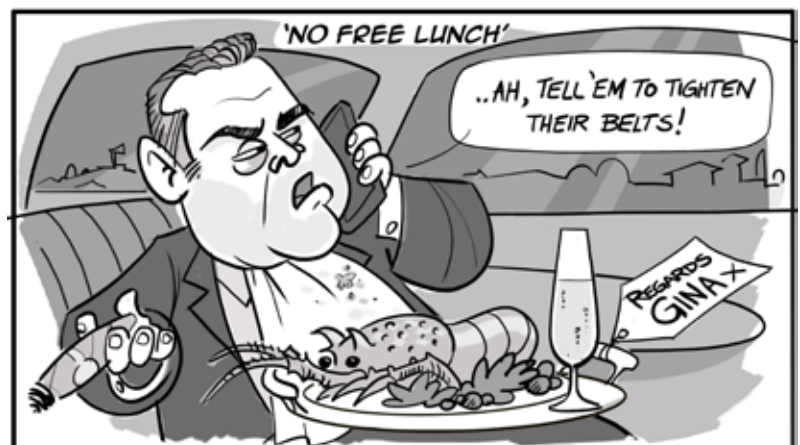
The ineptitude of an increasingly desperate and debt laden Government is to flog off our assets to their multinational mates. Members would have hoped that the timely death of billionaire scumbag Len (shady dollar here and a shady dollar there) Buckeridge would have meant the end of plans to flog off our public and highly profitable wharfs, but this is apparently not the case.

Barnett has announced he is seeking to flog the Kwinana Bulk Terminal (KBT) and Utah Point to the highest bidder as part of his desperate grab for cash. This bloke must be thicker than we thought – KBT and Utah Point generate \$67 million per year annual profit for our State Government. Any sale of highly profitable government assets has to raise serious questions about the financial prudence and motivation of the Barnett Government.

The MUA and the State ALP opposition will be fighting the privatisation of our wharfs. Privatisation will only mean one thing for our members – a loss in pay and conditions and a reduction in safety. The inevitable pursuit of higher profits by private owners of our wharf facilities can only come through squeezing labour costs and throwing safety out the window. This in itself creates a downward spiral in an ever faster race to the bottom.

This is the fight that our wharf and Port membership have to take up with a passion.

DOUG HEATH





ROYAL COMMISSION INTO TRADE UNIONS

A KANGAROO COURT AND LIBERAL PARTY ATTACK ON ORGANISED LABOUR

The Abbot Government's Royal Commission into Trade Unions is an undisguised attack on organised labour. They have poured over \$54 million into a judicial inquiry designed to slander trade unions and attack the legitimate role of trade unions in both the workplace and the broader community. The inquisition being carried out has been at times quite comical and most certainly unfair. Their attack on the MUA is evidence of this.

The MUA were attacked for supposedly standing over multinational employers with demands that they train young Australians. Big deal. The fact that the allegations were scoffed at by both employers and the Union were conveniently ignored by a right wing media, desperate for a headline. The fact that the MUA were shown to have simply encouraged both employers and our members to support training came out loud and clear in evidence.

The MUA makes no apologies for encouraging employers to train members and in particular, to ensure we have a sufficient skills base of Australian seafarers and wharfies to prevent an influx of subservient foreign labour. Our members have thrown far more into METL than the various employers – despite METL being a bipartisan training fund set up by both Unions and Vessel Operators.

Despite whinging about how the MUA supposedly encouraged employers to contribute to training, the Royal Commission admitted

that METL had done a fantastic job in training young seafarers and had first class governance. Whilst the MUA is a union that fights hard for members' safety, pay and conditions, it is a transparent organisation with fully audited accounts. There are absolutely no concerns at our end about the end result of the Royal Commission.

What has pissed the Union off, however is that we have had to spend hundreds of man-hours collating the emails, documents and records required by the Royal Commission. The Commission even demanded the Union supply members minutes books off the vessels going back 15 years. The waste of money and resources spent dealing with an orchestrated attack by the Liberal Party is nothing short of disgraceful. This is money and resources that would have been better spent on representing members.

This is not to say that the Royal Commission won't unravel a couple of corrupt rats in the movement. Does it really take a Royal Commission costing \$54 million to deal with parasites that have dogged their members? Hardly. The corruption of Health Services Union Officials Craig Thomson and Michael Williamson was dealt with by coppers well before the Royal Commission was called.

If there was any integrity about the Abbot Government's attempt to weed out corruption, they should carry out an investigation of corrupt activity of various Liberal Party politicians and employers.

KATHY JACKSON – TONY ABBOTT'S HERO

The corrupt activities of various Health Services Union (HSU) Officials have been known for some time. We didn't need to have a Royal Commission to realise that a few union officials from a dirty stinking bosses union were getting kickbacks from bosses and robbing union funds. Former HSU Secretary Craig Thompson was jailed for spending twenty thousand dollars of Union members' money on prostitutes and flash hotels. All this occurred well prior to the Royal Commission through a normal police investigation into allegations of corrupt behaviour.

Long-term HSU President Michael Williamson, who ran the Union for 16 years was jailed for stealing over \$1million of members' money. The judge described his corrupt activities as a "parasitic plundering of union funds for pure greed" and "a reprehensible betrayal of the Union and all its members". Even the judge acknowledged that Williamson was a horrible corrupt maggot. All this, without the need for a Royal Commission.

Former HSU Official Kathy Jackson – described as a "hero" by Tony Abbott has exposed the toxic underbelly of the Liberal Party which pledged their unbending support. Despite a number of serious



allegations against Jackson, it was clear that the Royal Commission intended giving the Liberal Party's favourite right wing union official an easy run. It was only after the media raised a number of allegations of corrupt conduct involving Jackson that the Royal Commission decided to ask her some serious questions.

Jackson has been forced to admit that she had been bullshitting to the Royal Commission about the whereabouts of \$250,000 that was paid to the Union in a dispute about \$3.16 million of unpaid wages to the poorest workers in the country. It now appears that instead of getting the \$3.16 million back-paid to union members, the employer paid \$250,000 to a bank account which Kathy Jackson was sole signatory. She then spent thousands of dollars from the bank account on herself – at David Jones, JB H-Fi, supermarkets and even a paediatric dentist.

The HSU are now suing Jackson in the Federal Court, claiming that she misused her office and misappropriated \$250,000 of union funds.

“History will be the judge of Jackson and the Liberal Party politicians who have supported her.”



ABBOTT HAS THE CASH TO SMASH AUSSIE WORKERS



It would be interesting to hear Tony Abbott and the Liberal Party's justification of Kathy Jackson's behaviour. In fact, Abbott and his Liberal Party cronies have been conspicuous in their lack of public comment about Jackson and her dubious activities. No wonder there is a horrible stench coming from the Liberal Party.

The allegations against Liberal Party stooge Kathy Jackson haven't stopped here however. Her former husband has claimed in the Royal Commission that Jackson paid him \$50,000 of a divorce settlement from a union slush fund she controlled. The first time Jackson appeared before the Royal Commission, she couldn't remember making the payment. When she was brought back to answer further questions, she claims it may have been made to her ex-husband to help fight a union election? Really! I wonder if Tony Abbott believes his "hero" on this explanation.

The Liberal Party should be condemned for their hero worship of Kathy Jackson. At the very least she is a disgrace to the labour movement. At worst, she is much, much worse. History will be the judge of Jackson and the Liberal Party politicians who have supported her.



IS THIS PROPER CONDUCT FOR THE 'LEADER' OF OUR COUNTRY?

TONY ABBOTT, THUGS AND INTIMIDATION

One of the things Tony Abbott has whinged about is the supposedly heavy handed tactics of Union Officials. How ironic it was to hear Abbott threaten the leader of a sovereign state when he stuck his chest out and stated he was going to "shirt font" Russian President Vladimir Putin.

Is Abbott fair dinkum about his intention to knock the Russian President to the ground? Is this

proper conduct for the 'leader' of our country? If a Union Official threatened to belt a boss he/she would be vilified by the National media and forced to resign.

Abbott's threats against the Russian President should be the subject of an inquiry by a Royal Commission. If found guilty of thuggish behaviour, he should step aside. We don't need thugs and bullies running our country.

ABBOTT REMAINS SILENT ABOUT ALLEGATIONS OF CORRUPT EMPLOYERS

Whilst Tony Abbot was quick to announce a Royal Commission into Trade Unions when he won Office, he has remained silent about allegations of corrupt employers. Countless multinational organisations have been accused of tax avoidance and tax evasion under Abbott's watch. And this is just the start. The Federal Police are looking very closely at allegations of corruption by former Leighton bosses and Australian engineering firm UGL are under the spotlight for dodgy political donations.

ALLEGATIONS THAT LEIGHTON HOLDINGS ARE CORRUPT

Federal Police are well underway into an investigation of bribery allegations involving senior former executives of Leighton Holdings. Allegations in the Fairfax Press included the printing of internal Leighton correspondence that described the activities of certain Leighton Bosses as a "disgusting history of incompetence and misbehaviour" and improper "rewards, special bonuses and travel rorts in the company's overseas operations".

Internal Leighton emails including the following allegations:

Plans by senior Leighton employees to make "friends" in the Middle East and to inflate and backdate contracts to win work in Iraq;

Concern that a \$24 million so-called facilitation payment linked to an Iraq contract in 2010 would "attract attention" from auditors;

That top Iraq oil ministry officials were tipped off that one of their colleagues had been named as "taking a \$27 million kickback from Leighton".

In addition to all of this, the Federal Police are investigating allegations of corrupt Leighton behaviour in India, Indonesia and the Middle East. There has been absolutely nothing coming out of the mouths of Liberal Party politicians about the allegations levied against corrupt

Leighton bosses. No comments, no action and no Royal Commission. They continue to issue Federal Government contracts to Leighton whilst turning a blind eye to allegations of serious corruption.

SECRET PAYMENT BY UGL TO HONG KONG CHIEF EXECUTIVE EXPOSED

Recent allegations of a secret \$7 million to the Chief Executive of Hong Kong Chief Executive CY Leung by Australian engineering firm UGL have recently surfaced in the media. The deal has a horrible

“... cash payments of \$10,000 were allegedly made to one of the Liberal Party politicians during a clandestine meeting in a luxury Bentley between one property developer and the Liberal politician.”

stench about it and so does the silence coming from the Federal Government. In October this year, the Financial Review reported that UGL paid Hong Kong's embattled Chief Executive (similar role to the Australian Prime Minister) CY Leung "millions in secret fees in return for his support for its Asian business ambitions". Where is the Liberal Party outrage over the conduct of UGL? Nothing but silence from these clowns.

Liberal Party Corruption Unravels – But Abbot Refuses to Announce a Royal Commission to Investigate Corrupt or Inappropriate Liberal Party Behaviour

Tony Abbot sits there with a holier than thou condemnation of the labour movement and remains silent about his corrupt Liberal Party colleagues. Furthermore, he remains silent about the exposure of a number of questionable arrangements involving other Liberal Party politicians and bureaucrats.

LIBERAL PARTY BOSS UNDER THE SPOTLIGHT

The top Liberal Party Bureaucrat in the country Brian Loughnane is now under intense scrutiny following yet another Independent Commission against Corruption Hearing into the activities of Liberal Party politicians. In evidence before ICAC, the commission heard that Loughnane knew that federal channels were being used to get around state laws banning political donations from property developers. Of course these are just allegations and Loughnane has not yet been charged with an offence.

Loughnane is the husband of Peta Credlin, the controversial Chief of Staff of none other than Prime Minister Tony Abbott. It's a small world.

The counsel assisting ICAC said there was evidence the Federal Liberal Party was willing to be used "as a means of washing and re-channelling donations made by prohibited donors" before the last NSW State election. It'd be interesting to know what Tony 'I hate unions' Abbott thinks about all this.

Amongst huge sums of money being funnelled into the Liberal

Party by dodgy property developers, it appears that cash payments of \$10,000 were allegedly made to one of the Liberal Party politicians during a clandestine meeting in a luxury Bentley between one property developer and the Liberal politician.

ICAC also heard that the Liberal Party subverted the State's donation laws by diverting money through an alleged Canberra based slush fund known as the Free Enterprise Foundation – before sending it back to the NSW Liberal Party. This was money that the Liberal Party used to help win the 2011 State election. There is no doubt that the Liberal Party are the party of "free enterprise". If these allegations are proven, it would appear that Liberal Party politicians, bureaucrats and supporters have been up to some pretty dodgy shit. It has a stench of Health Services Union all over it.

To rub salt into the wounds, former Liberal Party Federal Assistant Treasurer Arthur Sinodinos has once again being ducking bullets coming his way in the Commission Hearings. Allegations have been made that the man whom none other than Tony Abbott said has done the "right and decent thing" was present when the Liberal Party cronies sat around and discussed the Free Enterprise Foundation being used to receive potentially illegal donations before sending the money back to the State Liberal Party. Sinodinos is the same bloke whom Abbott has described as being "a brave man". Former Prime Minister John Howard called him "a man of great integrity". History will judge both Howard and Abbott for their assessment of Sinodinos.

CONTINUED ON PAGE 28



MORE STENCH FROM THE LIBERAL PARTY POLITICIANS

The horrible stench of corruption coming from the Liberal Party was highlighted when Liberal Party politician Andrew Cornwell accepted a \$10,000 payment he understood to be a bribe from a property developer and used the money to pay his tax bill. He also copped a further \$10k whack from another property developer. Despite Cornwell confessing his sins, the Liberal Party rallied around to try and prevent him from being punted from parliament.

Two weeks before the last NSW election, former Liberal Party leader Barry O'Farrell announced a tax policy that benefited developer Brickworks. Co-incidentally, this was the same company that was allegedly bankrolling a researcher in his office and had secretly donated \$125,000 to the Liberal Party campaign.

Another Liberal Party politician caught bullshitting before the Corruption inquiry is former military man Tim Owen. Allegations have been made that Owen copped a \$10K whack from a property developer and used it for his election campaign. Allegations were made in ICAC that Owen met with the property developer prior to the corruption inquiry after realising he was in deep shit. Owen said to the developer that he was scared about being caught out because "my wife will divorce me" and that "I've sworn on a stack of bibles that I didn't receive any money". It will be interesting if this Liberal Party politician ends up in jail, hell or both. You'd put a bet on his wife

getting rid of him after she told the media "I'm disgusted with my husband". I wonder if Tony Abbott shares this disgust or whether this is acceptable conduct. Abbott has big ears but they don't seem to be burning.

Property developer Jeff McCloy, who also happens to be the Lord Member of Newcastle, has confessed to ICAC that he has paid tens of thousands of cash payments to Liberal Party politicians. He even told ICAC that due to the Liberal Party leeches hanging off him, he even felt "like a walking ATM sometimes".

Another former donor to the Liberal Party, Brickworks Managing Director admitted to ICAC that the company had made "discreet" payments to the Liberal Party so that their donations were "kept out of the press' eyes" during the election. He went on to say "giving money to the Liberal Party was like giving a hot chip to a bunch of hungry seagulls".

Even the former Liberal Party Minister for Police has coming crashing down after being dragged before the Corruption Commission. Former Police Minister Mike Gallacher told the press "I know in my heart I am not corrupt". Cough, splutter. He was accused in ICAC of lying about his involvement with a property developer – and has since resigned from the Ministry.

TORY FAT CAT POLITICIANS

It would appear that the party that little Johnny Howard falsely claimed were representative of Australian battlers is anything but. National Party politician Barry O'Sullivan owns 50 properties and

“ We would have gladly ‘copped’ the 6.9% wage increase that Abetz has picked up over the last ten years he has spent in parliament.

fellow National Party fat cat David Gillespie owns 17.

Between them, Federal Party politicians own 92 properties – the vast majority are owned by Liberal and National Party politicians. No wonder the Tories couldn't give a shit whether young Australians will be able to afford their own house in years to come. This is all part of the class divide being promoted by the current Federal Government.

Federal Treasurer Joe Hockey who claims that poor people don't drive cars appears to be doing pretty well for himself on the political gravy train. Every night Joe spends in Canberra, he shacks up at a mansion owned by his wife. Over the past four years, Joe has stuck his hand out for \$270 of taxpayer's money as a 'travelling allowance'. Not a bad earn if you can get it. This is on top of Joe's base salary of \$398,000 per year. In total, Hockey has picked up 368 nights travel allowance (staying at his wife's mansion) for a total of \$108,000. This is the same bloke who has been stomping around the country telling Aussie battlers that they need to tighten their belts. It is gross hypocrisy to be lectured about austerity from an overpaid politician who is paid \$270 per night to stay at a mansion owned by his wife.

The annual average increase in an MP's base salary over the past 10 years is 6.9 per cent. Most workers can only dream of such wage increases. The base salary for MPs is \$195,130 a year. MPs now earn 2.8 times the average annual wage. Not bad

if you can get it. Over the past few months, we have heard Employment Minister Eric Abetz demanding public servants help "repair the budget bottom line". He asked them to choose between cutting their entitlements and freezing future wage rises. Great choice from a bloke who earns \$369,000 per year. Abetz is the same Liberal Minister who called the MUA an "economic vandal" simply because the union had exercised a lawful right to pursue Protected Action to ensure members maintained 'real wages' in their Enterprise Agreement. We would have gladly 'copped' the 6.9% wage increase that Abetz has picked up over the last ten years he has spent in parliament.

Workers can accept bosses who set an example, talking about wage restraint. We can't cop bloated pork barrelling politicians, toxic right wing employer groups and fat cat bosses on massive salaries lecturing us about such matters.

A great case study in the antics of Liberal Party politicians is the analysis of MP Jamie Briggs. This fat cat Tory is chairman of the Abbott Government's Waste Committee that was established to highlight the mismanagement of taxpayer money. The following entitlements have been claimed by Briggs:

\$2,800 in November 2013 for him and a family member to travel between Adelaide and Melbourne where they attended the Derby Day in the Emirates marquee;



S CASH RALLY 16 SEPTEMBER 2014



\$1600 last June to travel between Adelaide and Melbourne where he attended an AFL game as a guest of BHP;

\$2,300 in December 2012 to travel between Adelaide and Sydney where he attended the Australian Open as a guest of Golf Australia

When journalists started sniffing around the travel allowances of various politicians last year, they uncovered all sorts of rorts and rackets. Whilst not admitting any liability, Tony Abbott decided to re-pay \$11,000 to taxpayers after claiming – amongst other things – a travel allowance to attend the wedding of criminal tax rorter and former Liberal Party politician Peter Slipper. Surely there is some irony in this!

THE ETHICS OF CONSERVATIVE POLITICIANS

Whilst it has been long recognised that Liberal Politicians have had their snouts in the trough, their behaviour in and outside of parliament has been at times, nothing short of disgraceful. The biggest joker of the Liberal Party rat pack would have to be Peter Dowling, head of the QLD Liberal-National Party Ethics Committee. In August 2013, the Courier Mail printed allegations that Dowling had sent his mistress text messages of himself dangling his penis in a glass of red wine – before pretending to drink it. Allegations about Dowling claiming travel upgrades for his mistress (paid for by the taxpayers) and using his parliamentary and electorate offices for sex have also been made. Messy!

ROYAL COMMISSION INTO TRADE UNIONS

The MUA has no time for any trade union official who has taken a dive or taken a bribe. Any union official who has lined their own pockets at the expense of the rank and file should be named, shamed and kicked out of the labour movement. If they ripped off the members, they should be locked up. No sympathy for anyone who has betrayed their members.

The complaint about the Royal Commission into Trade Unions isn't that Trade Unions officials should not be accountable, but that the premise for the Royal Commission is horribly biased. It is a bit rich for Liberal Party politicians to be

“ The MUA has no time for any trade union official who has taken a dive or taken a bribe.

pointing their fingers at the Trade Union movement. Over the years, there have been far more corrupt Liberal Party politicians than there have been trade union officials.

The Royal Commission into Trade Unions has been nothing short of farcical. The Transport Workers Union was attacked because they insisted on the transport industry superannuation fund being the mandated super fund in one of their enterprise agreements. They should have been applauded for this – not

dragged into a Royal Commission and spending tens of thousands of legal fees in the process.

The same for the MUA. We should not have had to spend one hundred thousand dollars in legal fees and countless hours collating documentation and records for the Royal Commission simply because we are promoting the training of young Australians.

Instead of a Royal Commission into Trade Unions, there should be a

Royal Commission into corrupt behaviour and activities across the board. This should start off with an investigation into corrupt and illegal behaviour of Liberal Party politicians, businesses and yes, those Union Officials who are taking kickbacks. This will never happen as Tony Abbott is not interested in dragging his Liberal Party and employer mates into what is nothing more than a political witch hunt.

DOUG HEATH



WHEN YOU NEED GOOD ADVICE, YOU CAN COUNT ON YOUR UNION.



We're proud to have been chosen by the MUA as the health fund for their members!

As a union member, you can enjoy special value health cover with one of Australia's oldest mutual funds. The MUA health plan exists to benefit members – NOT shareholders!

PLUS, when you join, you'll collect a

- \$100 grocery or fuel voucher for trusting your health cover to us.
- And we'll waive your two and three-month waiting periods!

call 1300 287 609

Email mua@rthealthfund.com.au

Visit www.rthealthfund.com.au/mua.html

MUA



rt health FUND

“proud to be your union health fund”

© RT Health Fund 2014 1014/2931



ROYAL COMMISSION

AN ATTACK ON TRADE UNIONS

EXTRACTED COMMENTS FROM WITNESS STATEMENTS – Royal Commission interrogation of MUA

EVIDENCE AT THE Royal Commission on 30th September 2014 included witness statements from industry that demonstrated the importance of METL in training Australians for the offshore industry.

1. Marinus Meijers, Managing Director Van Oord Australia Pty Ltd said “to my knowledge, METL is the only body that provides (support for the Integrated Rating course). For that reason, I consider that METL makes an important contribution to the level of training, skills and qualifications in the industry. In general, there is a worldwide shortage of dredging crew with the right tickets. Historically, this has been particularly the case in Australia. Van Oord regarded the creation of METL as a win-win situation for us and the industry generally.”

2. Mr Meijers told the Royal Commission “as the new Managing Director of Van Oord, during the due diligence process my confidence grew that METL was not a slush fund because I was advised by other major operators that they supported METL by contributing to the fund for the purpose of training and education. Since joining the Board, I have reviewed all of the financial reports and I have not seen anything that causes me any concern with the way METL is spending its money. I have not seen any inappropriate use of the money other than in accordance with METL’s allocation of the funds for training and education.”

3. Joris De Meulenaere, Human Resources Manager, Dredging International Australia Pty Ltd (DIAU) “DIAU considers that it is important that it supports the training of workers

within the maritime industry, including through the courses administered and or provided by METL that lead to an apprenticeship. The training provided or facilitated by METL increases the number of maritime workers in the general market who have skills that DIAU requires and who may be available to DIAU when it requires additional personnel.”

4. Mr De Meulenaere provided evidence that demonstrated both the independence and governance standards of METL. He said “I was satisfied with METL as a training provider who had been designated by the MUA as being appropriate to receive the funds we had agreed to pay. This was particularly emphasised when I noticed that reputable industry members and contractors were represented at that time on the Board of the organisation. This suggested to

me that there was appropriate governance and independence over METL’s activities.”

5. Guido Bressani, CEO Sapura-Kencana Australia Pty Ltd said “I remember that around this time I had to explain to ENI that they could not withhold the second training payment, because it was not dependent on industrial relations issues on the Blacktip Project. I explained that it was a commitment to train Australian maritime workers to address the skills shortage in the industry.”

6. Fabio Di Giorgi, Saipem Project Manager, ENI Blacktip said “I understand that the intended purpose of the sponsorship was for (among other things) training youths and to allow for other matters to be discussed at the State Conference, including matters affecting Indigenous and female workers.”



STOP WORK MEETING TO DISCUSS IMPACT OF FOREIGN LABOUR ON AUSSIE SEAFARERS & WHARFIES. PHOTO: BOB SOMMERVILLE



THE TRUTH ABOUT METL – THE FACTS THE MURDOCH PRESS FORGOT TO PRINT

THERE HAS BEEN a fair bit of misinformation about METL, particularly of late due to some unfortunate journalism, where only selected information was reported, key messages omitted and untruths fabricated. The following is intended to provide readers with the facts.

At the Royal Commission hearing on 29th September, METL was mentioned in the opening address from the counsel assisting the prosecution. Below is a direct extract, word-for-word, from the transcript of the opening address.

“METL’s Board of Directors comprises Mr Crumlin, Mr Cain and two employer representatives. Its accounts are audited. Whilst the financial management and governance arrangements of METL are of relevance to paragraph (a) of the Terms of Reference, it is not named here today because of any concern on the part of the Commission as to the legitimacy of its operations or governance arrangements.”

I confirm that the above statement is true. What is disappointing is that this information didn’t appear in any of the media reports relating to the hearing, the MUA or METL itself. Whilst I was required to attend the hearing, I was not given



the opportunity to take the stand and provide any information. The following, therefore, seeks to provide further clarity about our organisation.

METL is an unlisted, not-for-profit public company, limited by guarantee; we are a business but we are not “owned” by anybody. METL is not a ship-owner or a branch of the union. METL is structured to have equal Employer and Union representation on our Board. Board members are not paid any money by METL. The METL management and operational team have been selected on merit and come from backgrounds including Teaching, Community-based Not-



for-Profits and the Group Training industry.

METL’s constitution, dictates that our “operations are restricted to the provision of training and facilities directly related to the provision of training to Maritime Employees”.

Further, the objects in our constitution dictate that funds are to be disbursed for maritime instruction, training and education and for costs associated with the establishment and operation of a Group Training Organisation (GTO) and Registered Training Organisation (RTO). So that’s what we do.

We receive funding from a number of sources including contributions from employees (MUA members), contributions from employers, fees for services we provide to shipping and crewing companies, commonwealth traineeship incentives, grants for which we apply and the Seafarers Promotion Fund (SPF).

In the past year, 31% of METL’s income came through the GTO; this is mostly trainee wages charged



back to employers, plus some government incentives and grants. MUA member contributions through PAB and EBA deductions accounted for 26% of income. International funding through the Seafarer’s Promotion Fund for specific projects (not TIR training) represented 17% of income. A transfer from the WA Branch for the establishment of a training school amounts to 17% of income. Direct payments from employers were 9% of income and these funds have a specific purpose agreed to between METL and the contributing employer. It should be noted that not all income was spent in the year – some of funds are being held for planned future projects.

METL’s financial accounts are audited independently.

As a business, a proportion (approximately 20%) of our funds are directed to the day-to-day running of the operation, which is consistent with the objects in the constitution.

The main expenditure is on training and employing Integrated Ratings



through our GTO. Since beginning operations in 2011, we have employed over 156 Trainees, leading to 90 Traineeship completions to date, with the majority of the remainder still undergoing training with us or another employer. METL is the largest employer of Trainee seafarers in the industry and has delivered significant cost-savings and productivity gains for employers through our GTO services.

In 2014, METL was recognised for our contribution to industry through the Transport & Logistics Industry Skills Council (TLISC) Award for Innovation and Excellence in Workforce Development – Maritime. We were audited and re-accredited as a GTO, demonstrating our compliance and quality systems. Employers we work with have received correspondence from state governments congratulating



them on their commitment to the Apprenticeship/Traineeship system.

We are proud of what we have achieved. We are proud of the relationships we have with the MUA, with the employers, with the training institutions, the regulator, the skills council, apprenticeship centres and the many service providers we partner with to deliver our services. We run a professional operation and are committed to being here to serve the industry well into the future.

Our thanks go to all the members who contribute, the Board for their direction, staff of National Office and all the branches for their efforts and of course the growing number of employers who are engaged and supportive of what we do. We also thank our TIRs for being the faces of METL, the future of the industry, and doing us all proud.

SIMON EARLE, CEO, METL



TRAINING AUSSIE WORKERS FOR AUSSIE JOBS

Friday, the 3 October 2014 was a really spectacular Perth day -beautiful and balmy spring weather with no wind and a perfect temperature. This was in complete contrast to the horrible week our indefatigable leader, Christy Cain, had to deal with.

I WAS AT the meeting Christy called at the Henderson Marine Facility to soon after he returned from the Royal Commission to discuss the proceedings into the Trade Union Royal Commission.

Attending the meeting were many well-known local characters such as stalwart unionist Campbell Walton, activist delegates including the erudite Desi Harding, ubiquitous Andy Dobbs, Jack (coast to coast) McCabe, Anna Carroll, Wayne from 11F, Jamie Stewart (Safety Representative), Maxi and Wayne (former CFMEU activists) and too many more great characters to mention, but you all know who you are.

Christy took the meeting through the union finances, our training goals into the future and included details of the new Registered Training Organisation and Training Centre the union is in the process of establishing.

Christy explained the following:

- How the Maritime Employees Training Ltd registered training organisation is a partnership between employers and employees and this is reflected in equal board representation.
- That while some employers have made significant donations, their contribution is significantly less than employees who have donated much more.

- That no directors' fees are paid at all, to any METL director.
- The cost of training is high in our industry- i.e. a massive \$77,000 and \$88,000 to train an Integrated Rating
- That all employers endorsed this training because it makes their companies more efficient and makes them more profitably in the long run. .
- That all donations including those made by employers were accounted for, all accounts were properly audited, and every payment was properly invoiced and receipted.

We were told that our WA Branch provided 74 archive boxes of original documents and countless electronic records to the Commission. The sheer amount of paperwork and other documents provided demonstrates that our union has nothing to fear and nothing to hide.

Notably, the Commission didn't even bother to call the National Secretary; Paddy Crumlin, after Christy had completed his time in the witness box. Shame because by all accounts Paddy had made the effort to dress up in a nice suit and green tie, was freshly and meticulously shaved and coiffured. Although, fairly harmless in this instance, this is indicative of the

many inaccuracies in the media that the union movement has to deal with on a daily basis.

In all seriousness, the propaganda being printed in the media about our union is disgraceful. We had a small victory when the West Australian was forced to print an apology. It is about time these so called journalists got their facts right! No, METL is not owned and operated by the MUA. No, METL is not a conduit for union officials to line their own pockets. In fact, METL is exactly what Christy has been saying all along – it is a separate entity to the MUA, it is not for profit, it has equal numbers of union and industry representatives; and most importantly, it has a vision that Christy and Paddy have promoted from Day One - to train Aussie workers for Aussie jobs.

Christy was given a standing ovation by the Henderson mob, and a unanimous vote of confidence was given to the WA Branch Executive and Christy in particular; which is exactly what he deserves.

Proud to be Union! Even Prouder to be MUA!

The Mighty MUA Here to Stay!

GED MCKELLAR

The MUA brings you the ShopRite Discount Buying Service



Electrical Discounts



Motor Vehicles



Retail Partners

More Savings

Entertainment Books - hundreds of valuable offers from restaurants, attractions and much more.

Discounted Movie Tickets - up to 30% discount on movie ticket vouchers valid at Hoyts, Greater Union & Grand Cinemas.

Make sure you check out the fantastic "Deal of the Day" offers on our website?

1300 650 214

www.shoprite.com.au



CHRISTY AT THE MICHAELA CASH RALLY



MAERSK'S ARROGANT MISS-MANAGEMENT

Over the years MAERSK has been one of the leading offshore companies to set Safety Standards across the maritime industry, that's up until lately. Now, the vessels they bring in from overseas are in poor form with basic safety being disregarded. For example, vessel inspections undertaken by the Union consistently demonstrate that their vessels are not up to the Australian standards. Yet MAERSK believe that its vessels are perfectly fine the way they are.

KYLE MCGINN INSPECTED a number of MAERSK vessels in Singapore and raised numerous concerns with MAERSK. This was great ammunition for my visit to the "MAERSK Supplier" when I visited the vessel in Dampier. There were a number of matters on board the vessel that had not been addressed as a result of Kyle's inspection. Toilets on the main deck were out of order, rigging gear was not tagged, and the vessel was ant infested. In addition, MAERSKs attitude towards Grab Bags was "it's not an international requirement" as the vessel was registered overseas. Clearly these matters could have been dealt with, but instead the company's intent was to brush them under the carpet to be forgotten about.

The attitude of MAERSK towards improving the safety culture on board is well below average and needs to be addressed. If additional safety tools are requested in case of an emergency or to make the job safer, then the company should be jumping on board in support. Most other companies do not have an issue with promoting safety in the workplace and do what they can to make it right.

MAERSK likes to boast that they have great relationships with Unions overseas, but here in Australia it's another story. However, it is strange that one of MAERSK's sister companies "Svitzer" at least attempts to resolve matters; and actually tries to work with the Union and the members in finding resolution that both parties are happy with. I believe that MAERSK have only one word in their vocabulary when it comes to



MAERSK TRY TO SNEAK IN VESSELS WITH MAJOR ISSUES (HAVE A LOOK AT THE DECK ON THE SEARCHER)

dealing with Unions in Australia, and that word is NO - as this is the only response the Union and the members working for MAERSK are hearing from this mismanaged company.

Instead of fixing problems they create them. It has no intention to compromise with us, or to try to deal with issues raised. A backlash could be headed their way. We will see if this results in the company undergoing an attitude adjustment!

Apart from safety issues MAERSK fail to recognise the efforts of their employees on board their vessels. The Nomad crew were advised by the client (Exxon) that they have tried giving MAERSK extra funds to thank the crew for remaining with the job. I am talking about approximately \$10,000 per crew member! MAERSK have yet again



denied our members of this reward as they didn't feel it was necessary. This bonus was paid to all contractors on board, but was denied to our members. This decision was made solely by MAERSK management.

MAERSK's latest amateur antics with the Union was during the Mermaid Marine Protected Action in Dampier. The company clearly did not want me to board the vessel the Supporter, and used the excuse of no available escort from the Mof wharf entry point to the Vessel. My Right of Entry allows me to enter the site with 24hours notice, but MAERSK persisted in denying me entry until the threat of legal action was mentioned. They were really trying it on!

In my opinion I feel that MAERSK have it in for the MUA, and for no good reason at all. Since coming on as an organiser, I have tried to serve our members and resolve matters in a civil way, only to have management attempt to destroy the relationship between the Union and its members by impeding access of me and other union representatives to vessels to speak to our members. I have been more than fair and more than reasonable in my dealings with their company representatives. I really have no idea why the company continues to act this way.

I believe it's about time MAERSK had a good look at its management.

They need to go back to basics, as once upon a time they were a good company to work for.

WHEATSTONE WINDS DOWN

In November, three vessels will be leaving the Dredging Project, which will effectively leave about 60 people out of work. Members on the Wheatstone Project were very forthcoming when myself, Daniel Falcone and Christy Cain were on board in early September this year. We went from vessel to vessel holding about eight meetings each day - reporting on the Offshore, Inshore, Wharfs, being a part of the Union, and the roles and expectations around being an MUA member.

As the dredging component of the Wheatstone Project begins to wind down, replacement work appears to be on the horizon with the IMPEX project and the accommodation vessels headed for Australia. This work has certainly come at the right time as we are hoping the number of members on the data base falls significantly.

JAN DE NUL CAN GO TO HELL!

Over the past few months the JDN team have been nothing but rude and disrespectful to me and our members. Issues are being raised only to have no response. Members are being misled, thinking they have jobs after being contacted for work and sent flight details, only to be left on the beach!

JDN are really becoming a nuisance and a hindrance in our industry. There have been multiple cases where our members are being fucked around and it has become more than a joke. Enough is enough! It's a bit piss poor when the company fails to return an Official's phone call within a respectable time frame.

Most of the JDN vessels which are coming down are lacking a safety structures. Non-compliance is rife, including basic requirements such as MSDS. It appears that MAERSK are not alone in having significant management issues!

GEORGE GAKIS



OUR UNION - OUR INDUSTRY - OUR FUTURE

MUA TRAINING

COMRADES,

IT HAS BEEN a momentous few months for the MUA and Training. As some of you may already know we are in the process of purchasing a property in Henderson. (12 Stuart drive if some members want to drive past and have a look) the process now involves a Change of Use application with the City of Cockburn, which may take up to 45 plus days to approve. We are also getting a building inspection done and a structural engineer to inspect the gantry cranes and associated equipment.

I have had several meetings over the last few months with Simon Earle from METL in relation to the building and classrooms that need to be purchased and put on site. The Cockburn council have been very helpful in providing us with the information needed for our application. When the Vendor has vacated the site, which is looking to be around the middle of January or February 2015, and when we have had all the approvals in place from council, we will be commencing site works on the property.

The Union will own the land and MET Limited will lease back the property from the Union. A lot of work has to be done between now and the start of February 2015. The purchasing of the RTO will be done by METL; they are currently in a Due Diligence period with several providers of training in order to purchase an RTO that will fulfil our requirements.

For those of you who pay into the METL fund, it will be the realisation of our own training school ,to benefit all members of the Union. Those of you who still refuse to pay into METL (and I know there are plenty of you out there) NOW is the time to start contributing to a fantastic opportunity realised for our members.

We will be endeavouring to provide training to all of the members we cover in the Union. Initially this training will be all of the High Risk Licence's available to Worksafe WA and one Unit from the Maritime Training Package (Proficiency in Fast Rescue craft).

There will be a significant amount of capital works to be completed to make sure the Facility is compliant



“ We as an Industry stakeholder, acknowledge the importance of creating a highly skilled and competent workforce.

with all relevant codes and standards prior to opening our doors. For this reason alone comrades, it is important that we all actively encourage, everyone who is eligible for the METL contribution to PAY IT.

Training will increasingly become more important as technology moves forward, both at sea and on the wharf. We as an Industry stakeholder, must acknowledge the importance of creating a highly skilled and competent workforce. That leads our industry into a future for Maritime Training (land/shore based activities). This must be a priority going forward to ensure our Skills and Knowledge is of the envy of other industries.

We expect to be in a position to Train on site to be tentatively around the 2nd Quarter of 2015. Given that there is the focus on our training property into the future, it is important to remember that we will be seeing a reduction in the

number of offshore construction jobs in Australia decline and we envisage an oversupply of IR's.

Because of this we expect that the numbers of IR training slots in METL reduce and the focus be transferred to High Risk licence training at our New Training Centre.

Our goal in the first 5 years will be to build on our existing high risk licences (Crane, dogman, Rigging, Scaffolding, EWP, Forklift and associated courses) all of the revenues generated by the facility will go towards the lease of equipment, plant and other capital works. In the future our plan is to incorporate a pool and extend the current shed envelope to cover it, and increase our capacity to train in the Maritime and Construction sphere. Our current facility is being modified in the next 3 months to train 36 students per day on the premises. Our car park is being built to meet double that capacity to 72.

This Training centre will see our members realise the huge importance for us to be at the forefront of training and education in the Maritime and Construction Arena. I am Proud to be a part of such an exciting challenge going forward, for Our Union, Our Industry, Our Future. This must be at the core of what we strive for, in going forward as a Union.

Training for all young Australian men, women is our Legacy, as a Union we must take the ownership and responsibility to provide a future where employment for our children and their children is a reality rather than a history.

In Unity

ROB SIMM, TRAINER/ ORGANISER

STOP PRESS

News from the Cockburn City Council just prior to this article publication. We have just received Provisional Approval for our Change of Use application with Council.



ESPERANCE PORT ENTERPRISE AGREEMENT

IT'S BEEN TWELVE months since negotiations commenced to secure a new Enterprise Agreement for members employed by the Port Authority in Esperance. The Port has historically proven 'challenging' to negotiate with and it was never expected that this campaign would be anything but difficult.

All of the uncertainties associated with looming Port Authority mergers only added further instability to the already volatile circumstances; but when the final ingredient of an exiting CEO (with a personal anti-union agenda) was added to the recipe, the result was always guaranteed to be a shit sandwich!

After only a few meetings the Port's bargaining agent, (an uninspiring consultant named Tony Durack), elected to circumvent the MUA and go straight to a vote on a ridiculously unworkable document coupled with a miserly 2.5% initial wage increase (to be followed by subsequent annual increases reflective of CPI). This in a Port that has tripled productivity and profits over the last few years!

Needless to say, the members didn't rush to embrace this offer. The MUA could have taken legal action to challenge the belligerent approach the Port had taken but instead chose to let the members' vote speak for itself. The Port's offer was overwhelmingly rejected and genuine negotiations commenced for the first time.

"when the final ingredient of an exiting CEO (with a personal anti-union agenda) was added to the recipe, the result was always guaranteed to be a shit sandwich!"

"At the conclusion of a negotiating campaign that rode like a roller coaster (and included a Protected Action Ballot); the members have walked away with 4.25% per year, full back-payment, improved clauses relating to transmission of business, consultation about change and dispute resolution, as well as the insertion of a delegate's charter." says WA branch organiser Jeff Cassar. "When you take into account that all this was achieved in the context of a State Government wage freeze, amidst public guarantees by the CEO in mainstream media that



WA ORGANISER DANIEL FALCONE WITH MEMBERS AT THE ESPERANCE PORT

wage increases would not exceed 2.5%, a legal challenge mid-negotiation related to our union's coverage, then add to the mix the fact that lawyers and professional bargaining consultants advocated on behalf of the employer at every single meeting; it is a truly remarkable achievement."

"It is an absolute credit to Daniel Falcone who represented the membership, as well as the outstanding efforts of the rank

and file themselves who remained solid throughout, and in the end succeeded in achieving a fantastic result without actually having to engage in any protected action at all. They could have buckled under the weight of everything the employer threw at them but instead they persevered, and they'll take home the biscuits as a result of their determination."

JEFF CASSAR



CHRIS GAIN REPORTS BACK TO THE WHEATSTONE PROJECT WITH THE GAK AND THE DANIEL FALCONE.



MUA WINS TUG OF WAR

TEEKAY WORKERS IN PORT HEDLAND WIN AGAINST ALL ODDS

The campaign for a new EBA in Port Hedland on the tugs has to go down as one which attracted more misinformed and unwarranted interference than any EBA in recent times.

WHERE TO START.

FIRSTLY THERE WAS the overinflated misinformed ramblings from Nev Power of FMG who indicated that a 24 hour stoppage by tug workers in Port Hedland would result in the standing down of 10 000 workers and closure of mine sites in the Pilbara. This is despite the fact that a cyclone regularly shuts down the Port for well in excess of 24 hours and yet no job losses and no mine closures occur. Despite this Nev's sabre rattling was reported widely as fact in the media.

We then had BHP echoing this sentiment and hinting that they too would see widespread worker stand downs if industrial action went ahead. Without any action from Port Hedland tug workers BHP shortly thereafter then went on to announce massive redundancies across its Pilbara operations.

The WA state Liberal government joined the hysteria stating that tug workers in Port Hedland were in fact holding the entire Australian economy to ransom which was further amplified by various ministers of the Abbott government. At one stage it appeared as though industrial action in the form of a short stoppage by

tug workers in Port Hedland would grind the economy to a halt bringing on the second great financial crisis. Absolutely no basis in truth and all of it dutifully regurgitated by the right wing reporters for Murdoch and the like.

The next reaction was breathtaking. For the first time in recent memory we saw a federal government change the current federal workplace legislation to intervene directly in an industrial dispute. Unheard of and all designed to try and hamper the already restrictive democratic industrial rights of workers to campaign in favour of better working conditions against an employer who refused to negotiate in good faith.

Throw into the mix a dysfunctional negotiating strategy from AIMPE that saw votes of no confidence in their officials, a lack of clarity on both the industrial strategy and claims as well as some behaviour inside Fair Work by AIMPE officials that will go down as the most bizarre conduct I have seen.

Despite all this Teekay workers regrouped, reset their industrial strategy and continued to pursue a fair outcome with discipline and vigour.

THE OUTCOME.

Teekay workers have become the first towage workers in Australia to get a month's leave on top of their even time roster. Through a disciplined industrial campaign and a principled decision to forgo an initial pay increase in favour of increased leave entitlements they set a new standard for towage workers across the country. Meetings in Port Hedland and Fremantle for those on leave unanimously endorsed the EBA outcome and acknowledged the significance of it given the adverse circumstances we encountered during the bargaining campaign.

What this campaign has shown is that employers and their representatives will campaign actively to undermine workers in pursuit of decent outcomes in EBA campaigns. And the truth will never get in the way of that goal. The anti-union Liberal state and federal governments will robustly support their mates, including changing laws on the run, while at the same time ignoring the wishes of the broader population where real action should be taken such as the financial planner's disaster.

This is something we all know and have experienced to some degree in our own workplaces and our own EBA campaigns.

What cannot be ignored though is that with a well thought through and strongly supported industrial strategy as well as discipline on the ground workers can win against these challenging odds. And win in a way that sets the path for other workers. The MUA members in Port Hedland, and those AMOU members and officials who supported the campaign in unity, deserve to be congratulated for strong such a campaign win. Especially when you consider it was against the biggest resource companies in the world and their vocal cheer squad in the right wing media and both federal and state liberal governments. United we stand!

WILL TRACEY





FAT CATS GET RICH ON THE BACK OF AUSTRALIAN WORKERS

THE SEVEN RICHEST Australians, with a collective wealth of \$56.2 Billion own more than the combined wealth of 4.6 million Australians. Extensive lobbying of politicians by Australia's fat cats to reduce the top marginal tax rates for Australia's wealthiest individuals has resulted in a growing divide between the very rich and the very poor. We are well on the path to an inequitable and unequal society – this is clearly not a good outcome for a country which has long prided itself on looking after the battlers and giving working people a fair go.

WHO OWNS WHAT

RANKING	FAT CATS	WEALTH (\$)
1	GINA RINEHART (NO HEART)	\$22 BILLION
2	FRANK LOWY	\$6.87 BILLION
3	JAMES "BRAWLER" PACKER	\$6 BILLION
4	ANTHONY PRATT (AND FAMILY)	\$5.95 BILLION
5	IVAN GLASENBERG	\$5.61 BILLION
6	HARRY TRIGUBOFF	\$4.95 BILLION
7	HUI WING MAU	\$4.82 BILLION
TOTAL		\$56.2 BILLION

\$6 MILLION PER YEAR FORTESCUE BOSS GETS 11% PAY RISE WHILST DEMANDING WAGE RESTRAINT

In what can only be described as gross hypocrisy, FMG Boss Nev Power, darling of the HR Nicholls Society has picked up a tidy 11% pay rise – whilst simultaneously slugging MUA tug operators in Port Hedland. Nev now earns \$6.36 million per year.

Nev Power is the same boss who whinged to the media about deckhands earning "three times the base wage of a first-year nurse in the Victorian health system". FMG are part of the AMMA cartel demanding workers accept pay cuts – this obviously doesn't apply to the fat cats running the show.

It would appear that when Nev slagged the Teekay tuggies, he had somehow forgotten that he earns 45 times the wage of the first year nurse.

It is pretty difficult to understand how the FMG bosses' remuneration is based on performance. Under Nev's watch, the FMG share price has crashed over 52% (on a 12 month average). Great work Nev. The share holders have voted with their wallets on your company's performance and you will be judged by the working class accordingly.

BHP BOSS GETS SNOOT INTO THE TOUGH

Another multinational iron ore boss who has well and truly got his snout in the trough is BHP Chief Executive Andrew Mackenzie. Andy was extremely fortunate this year by managing to negotiate himself a bonus of \$1.8 million. In fact, Andy has been so lucky that his total remuneration for the year has now risen to \$8 million. But aren't BHP the same outfit that has been telling workers to tighten their belts? BHP have just copped a 15% fall in their share price in the last couple of months, but it hasn't motivated Andy to hand some of his dosh back. It's well and truly wedged in his back pocket.

This ain't all they reckon Mackenzie earns. When pension payments are included, it is estimated that his annual earn could be as high as \$13 million. This is enough to make any self-respecting worker puke.

HOW DOES ALAN JOYCE KEEP HIS JOB?

Qantas Boss Alan Joyce has made clear his determination to smash working conditions and break unions. In the 2013-14 financial year period, Joyce earned a hefty \$5.1 million. In contrast, the average baggage handler earns about \$52,000 per annum. Earlier this year, Joyce demanded Qantas workers cop a wage freeze.

Over the last 12 months, Joyce has written down the value of Qantas by \$2.6 billion. The international fleet is decimated and under the Joyce regime, Qantas have been plagued by safety mishaps, cancellation of established routes, job numbers slashed and confrontation with the airline unions. Surely enough is enough and he has to be punted.

BOSSES PAID ON PERFORMANCE?

The obscenity of the remuneration of Australia's fat cat bosses is further highlighted in the analysis of the remuneration of package of Myers Chief Executive Bernie Brookes. The Myers Board of Directors has just given "Lucky Bernie" an 11.1% increase in his cash salary. This is despite a 22.6% fall in profits in 2014 and a 41.6% fall in profits since 2010. All up, "Lucky Bernie" has a remuneration package of \$5.6 million – subject to the achievement of performance hurdles. Not bad if you can get it.

AMMA REMAIN SILENT ON BOSSES GLUTTONY WHILST ATTACKING WORKERS

AMMA are remarkably quiet about the gluttony of the CEO pay packets and their ability to jack up their remuneration levels – both in percentage and actual terms – to levels that ordinary workers can only dream about.

When MUA members at Mermaid Marine took lawful Protected Action in pursuit (amongst other things) of a maintenance of real wages (as a salary package), AMMA's Steve Knott (who hasn't been to one single EA meeting) came out with the following rant: "The offshore oil and gas industry has created thousands of employment opportunities and billions in economic value for Western Australia. The MUA's ideological campaign against major project operators and their contractors and service suppliers is particularly flawed and misguided".

Perhaps the AMMA Boss should have explained how a wage claim that simply maintains real wages is somehow an "ideological campaign". What utter rubbish! Does Steve Knott think we should be cutting real wages? He should set



FMG BOS, NEVILLE POWER – MASSIVE PAY RISE BUT SAYS MUA TUGGIES ARE OVERPAID

the example by taking a pay cut and then direct his members to follow suit. Fat chance.

When commenting about the Offshore Oil and Gas EA negotiations, Steve Knott (again) came out with the following words of wisdom "The industry remains committed to negotiating an agreement that will secure long-term, sustainable employment opportunities for Australian seafarers, but it has become increasingly difficult to deal with this rogue union over the past 16 months". Rogue Union? At least Steve Knott could have been a little more original with this description of the MUA, rather than simply parroting working class traitor and now APPEA Boss Martin Ferguson.

In March 2011, the Murdoch Press reported that Laundry Hands were set to earn \$420,000 per year and cooks \$435,000 per year under a new Offshore EA. Steve Knott was quoted as saying "These problems are created by irresponsible unions using the new workplace laws to agree to the unsustainable wage level". If one assumes that the phantom cooks and stewards have had a pay rise since 2011, are AMMA seriously suggesting that they are now earning over half a million dollars per year?

The majority of MUA cooks earn \$122, 447 per year working an even time swing that involves an 84 hour working week. For 10% of members fortunate enough to go on a short term construction project, they earn PAB (construction allowance) for this limited period. Large numbers of members spend considerable periods of time on the data base and don't earn anything close to \$122K. The ludicrous claims of AMMA are regurgitated time and time again by the Murdoch Press – much to the disgust of the MUA and our members.

DOUG HEATH



BHAGWAN PILBARA INSHORE MEMBERS

VOTE NO TO PROTECTED ACTION — AND THEN GET SCREWED OVER

The following email was sent to Bhagwan Marine management by one of the Bhagwan Marine Inshore seafarers working in Dampier. The email was anonymous and unfortunately reflects a complete misunderstanding of how EA's are negotiated, the role of Unions in the workplace. It demonstrates a misguided loyalty to an employer which is more interested in its bottom line that negotiating fair and reasonable wages and conditions for its employees.

From: a voice [mailto:a_voice@outlook.com]
Sent: Sunday, 12 October 2014 1:13 PM
To: Loui Kannikoski; Craig.Koltaz@bhagwanmarine.com; Bevan Schultz; Josh Board; Darren Kolln; Kerren Kannikoski
Cc: Arabella; Hyde; Exultant; Henk; Mildred; Stallion; Tempest; SeaShack; Diamond; Pearl
Subject: Inshore EBA

To Loui Kannikoski, Bhagwan Marine senior upper management and all the affected crew.

I have written to you all today to express my concerns that I feel are shared among the majority of the Bhagwan Marine inshore work force. As we all know over the last few months, negotiations have been taking place for a new inshore EBA. Basically we have been made to feel that Bhagwan Marine inshore has been struggling lately so we (the workers) have to make some financial sacrifices to help keep the company competitive and able to win more work contracts.

These sacrifices include losing our overtime, losing our hard lay, losing a large portion of our superannuation and for some of us (not core crew) the possibility of losing our jobs.

The majority of us have come to terms with these pay cuts and sacrifices and accepted them for the good of the company as was wished for by Bhagwan upper management. The fact we that did not back the MUA in voting for protected action shows that we do not want to stop work. We have literally walked away from the MUA.

As a reward for accepting these terms and walking away from the MUA you are now offering to cut our pay in half by paying (maintenance days as dead days). I personally cannot help but feel like you are kicking me in the guts while I am already on my knees.

Your reward means every maintenance day my pay is cut in half. In the big picture this means my overall annual pay will be cut by 10 – 50 per cent depending on which vessels I get placed on. We all live relevant to our wages and 80 – 90 per cent of my current wage goes to mortgage payments, bills and living expenses.

I cannot service my current mortgage with your latest addition to our inshore EBA! I will have no choice other than to sell out in a slow real estate market at a loss and make relevant financial decisions. Does Bhagwan Marine really need me to make this sacrifice to keep my job?

I just saw an email on a work computer saying Bhagwan marine has just expanded into the international market by buying MTS! Now I am really confused and disheartened! On one hand we are struggling and broke, about to take huge pay cuts, lose our investments and possibly our jobs. And on the other hand we are celebrating the continued growth of the company???

Bhagwan Marine has always been such a great company to work for. You have always done the right thing by us Loui. Our can-do attitude that has helped Bhagwan marine rise above the competition is a result of the way you have always looked after and respected your employees. We have a lot of pride being able to say we work for you. We have always been happy to do the extra yards when required, long days when needed and continue to have the positive can-do attitude. We have always been very proud to wear the Bhagwan marine logo on our chest.

If you are serious about this latest EBA proposal then I feel we will lose the positive can-do attitude that Bhagwan marine has built its reputation on. It is really sad to think that we have to accept this latest proposed pay cut for the sake of a company that continues to grow! This is only my personal opinion and situation; however I do feel that everyone who is affected by the inshore EBA is in a similar position to me.

Everybody is living, paying mortgages, debts, loans and bills relevant to their current income. If you take this away from us we are all going to lose something we have been working very hard for. Please don't forget to look after the little guys who have always given their best and helped to get Bhagwan Marine where it is today.

Yours sincerely

A Voice



BHAGWAN MARINE - PROFITS UP, WAGES AND CONDITIONS DOWN

THE REALITY OF INDUSTRIAL RELATIONS IN THE MARITIME INDUSTRY

Most seafarers, wharfies and waterside workers will be left gob-smacked by the email to Bhagwan Marine management from 'The Voice'. It reflects a very naïve understanding of how wages and conditions in the maritime industry are determined. Whilst the vast majority of members understand the historical struggle of wharfies and seafarers to fight for decent pay and conditions, there are some workers who believe that the boss gives them what they want. Simply because the boss is a good bloke and likes workers. Yeah right!

Members would be aware of recent Pilbara EA negotiations between the MUA and Bhagwan Marine for a new Enterprise Agreement to cover Inshore workers in the Pilbara. Members submitted a modest "log of claims" that were primarily based around the maintenance of real wages (keeping wages in line with cost of living increases), job security (including permanent jobs) and training.

Due to a breakdown in negotiations between the MUA and Bhagwan Marine, the MUA made application to FWA for a Ballot Order for Protected Action. Fair Work Australia approved the Ballot and members were given the opportunity to vote in a ballot run by the AEC to determine whether they wanted to take lawful Protected Action in advance of their claims.

Only one third of members eligible to vote in the ballot, bothered to vote for or against Protected Action. Forty per cent of those members who did vote, voted 'No'. This was despite the MUA advising members that unless they were prepared to stick together, aim up and operate as a collective, they would be facing significant cuts in pay and conditions.

In negotiating an Enterprise Agreement, workers are generally faced with three possible scenarios:

Have a Union negotiate fair and reasonable pay and conditions with the employer and have those pay



BHAGWAN MARINE - UNDERCUTTING SEAFARERS PAY AND CONDITIONS

and conditions reflected in a legally enforceable Enterprise Agreement, or;

Take lawful Protected Action where the Union is unable to reach agreement with a Company on pay rates and conditions of employment that are supported by the majority of members, or:

ACCEPT WHATEVER THE EMPLOYER WANTS.

The fact that only one in six MUA Bhagwan members eligible to vote for Protected Action were prepared to stand up and have a blue to maintain their wages, increase permanency and improve training opportunities, gave Bhagwan the opportunity to stamp their view of the world on a new Inshore Enterprise Agreement.

The author of the anonymous email sent to Bhagwan Marine Management has made the following comments:

“The fact we that did not back the MUA in voting for protected action shows that we do not want to stop work. We have literally walked away from the MUA.”

“As a reward for accepting these terms and walking away from the MUA you are now offering to cut our pay in half by paying (maintenance days as dead days). I personally cannot help but feel like you are kicking me in the guts while I am already on my knees.”

“I just saw an email on a work computer saying Bhagwan marine has just expanded into the international market by buying MTS! Now I am really confused and disheartened! On one hand we are struggling and broke, about to take

huge pay cuts, lose our investments and possibly our jobs. And on the other hand we are celebrating the continued growth of the company?”

A HARD LESSON TO BE LEANT

A Union is simply a group of workers in a particular workplace or industry standing together to negotiate the best possible safety, pay and conditions. The anonymous author (and Bhagwan employee) has stated that he walked away from the MUA and has now been screwed over by Bhagwan Marine with a 50% pay cut. For anyone who has been around the industry for a while, it would come as no surprise to see that workers who do not operate as a collective get screwed over. This is how the world works.

The unfortunate outcome for Inshore workers is that the Bhagwan Enterprise Agreement (which the anonymous author and Bhagwan employee acknowledges will reduce the pay of Bhagwan employees by between 10 and 50%) will precipitate a race to the bottom in the Inshore sector.

At the very least, other inshore companies will be unable to pay above the Bhagwan ‘standard’ to remain competitive. It has a huge impact upon our inshore members in the Pilbara.

As Mexican revolutionary Emiliano Zapata said “It’s better to die on your feet than live on your knees”. The same is true about the process of negotiating pay and conditions. Workers have a choice of sticking with their mates and aiming up to get the best possible pay and conditions, or accepting what the boss tells them.

The MUA believes that the new Bhagwan EA will potentially cost

each member between \$50,000 and \$150,000 over the life of the Agreement. This is in comparison with the current EA and what we would have achieved had members taken Protected Action in advance of their claims. This is not to mention the loss of permanent jobs. In 2012-2013, Bhagwan made a \$13 million profit. In 2013-14, the company recorded record profits and revenue growth. This is expected to increase in the 2014-15 financial year (as reported recently in the Business section of the West Australian).

It is disappointing for those members who wanted to fight for a good Agreement that inshore workers have effectively handed their boss between \$50K and \$150K (over the life of the new Agreement). That is for each Bhagwan employee. This is money better spent on the families of our members rather than being

handed over to the biggest vessel operator in the country.

What has occurred in the inshore sector is a lesson that we don’t want repeated in any other sector of the maritime industry. The Australian Mines and Metals Association (AMMA) are behind the push to drive down wages and conditions in the maritime industry. They won’t find it so easy to stand over offshore seafarers. Inshore workers have three years to get themselves organised to regain what they have lost. The alternative is to see a further deterioration in wages and conditions.

If you don’t fight you lose.

DOUG HEATH
MUA WA BRANCH ASSISTANT SECRETARY

BHAGWAN MARINE – FINANCIAL FACTS

- 2012-2013:** Bhagwan Marine recorded profits of \$13 million;
- 2012-2013:** Bhagwan Marine recorded revenue of \$143 million;
- 2013:** Bhagwan purchased Workboats Northern Australia
- 2012 - 2014:** Bhagwan’s business has more than doubled;
- 2013-2014:** Bhagwan announced record profits and record revenue saying “it was their best year yet”;
- 2014-2015:** The 2014-15 financial year will be “still very good” and “we have plenty of irons in the fire” (Bhagwan MD, October 2014);
- 2014:** Bhagwan have just built a \$23 million Dive Support Vessel;
- 2014:** Bhagwan purchased UK company MTS – whose tugs and vessels are valued at approximately \$55 million;
- 2014:** Bhagwan propose a new Pilbara Inshore Enterprise Agreement that will potentially strip away \$100,000 - \$150,000 of employee’s entitlements over the life of a four year Agreement;
- 2014:** Bhagwan own 170 vessels and employ 900 workers;
- 2014:** Bhagwan announce a record \$27 million profit;
- 2014-2015:** The 2014-15 financial year will be “still very good” and “we have plenty of irons in the fire” (Bhagwan MD, October 2014, West Australian Newspapers);
- THE FUTURE:** “In coming years we may look to float the business if that’s the right thing to do, or we may have a bigger partner” (Bhagwan MD, October 2014, West Australian Newspapers).



MULTINATIONAL CON JOB ON AUSTRALIAN WORKERS



MUCH HAS BEEN made by the multinational mining companies over the last twelve months about their need to cut labour costs to counter the decline in commodity prices. This is particularly evident in the iron ore sector where the big three miners – BHP, Rio Tinto and Vale have ripped the guts out of labour costs, whilst ramping up iron ore output and increasing their stranglehold of the global iron ore industry.

THE IRON ORE OLIGOPOLY

Reading the financial pages of our gutter press, we are getting almost an almost weekly outpouring of crocodile tears by the big miners about their struggle to compete on the global stage. This was all part of the narrative struck by AMMA to get rid of the mining tax and attack the pay and conditions of Australian workers. It is somewhat ironic that the news reports in this country are largely controlled by the likes of Rupert Murdoch, Gina No Heart and Kerry Stokes. This is similar control to the one that BHP, Rio and Vale have over the global iron ore market. The rich looking after the rich.

BHP, Rio and Vale control 60% of all seaborne trade of iron ore. The big three miners aren't price takers – they are price makers. The fall in the price of iron ore isn't a simple case of a reduction in demand by Chinese steel mills but is an orchestrated case of price fixing by the big three iron ore companies. It is no coincidence that all three mining companies have ramped up production in an effort to drive down prices and force their smaller competitors out of business. A quarter of the world's current supply of iron ore is new production – much of it coming from the expansion of iron ore mines in the Pilbara and Brazil.

ARE THE MINING COMPANIES STUPID?

At first glance, one would consider the act of driving down iron ore prices a case of "economic vandalism" (this is the term Federal IR Minister Eric Abetz used to describe the MUA's planned ten day stoppage at the Mermaid Marine Supply Base). Whilst there is no doubt that BHP, Rio and Vale will take a short term hit through a relative reduction in prices, they



RIO TINTO - ANTI UNION, ANTI COMMUNITY AND ANTI - AUSTRALIAN

are motivated by a desire to wreck their competitors business model and force them out of business altogether. This is part of their long term goal of controlling the supply of iron ore.

Whilst their high cost competitors are struggling with relatively low prices of iron ore, it is worth noting that current iron ore prices are 500% greater than they were in 2004. The big miners – who through economies of scale are low cost producers – are still killing the pig. The average wage increases for Australian workers over the last ten years is less than 10% of the increase in iron ore prices and less than 5% of the increase of iron ore in the decade prior to their peak in 2011.

AN ATTACK ON AUSTRALIA'S WORKING CLASS

The likes of BHP, Rio Tinto and AMMA have used the fall in iron ore prices (which they have driven down through over-production) as an excuse to attack Australian workers. Contractors working for mining multinationals have had their prices slashed and it is the Aussie workers who have copped it in the neck. The likes of BHP have sacked hundreds of workers whilst Rio Tinto has started cutting the pay and conditions of their direct workforce. Pilbara locals have had their local living allowances axed and mine workers (most of who aren't in a union) have started to cop a reduction in real wages.

Both BHP and Rio Tinto have used the iron ore prices as further justification of replacing workers altogether through the use of

driverless trains and trucks. We are well down the path of the iron ore industry being a minimalist employer of workers. They are increasingly becoming giant quarries feeding the Chinese steel mills and filling the bloated bellies of Gina No Heart, Twiggy Forrest and the BHP, Rio Tinto and Vale shareholders.

THE SUPPLY AND DEMAND FOR LABOUR

Whilst the big iron ore companies have sufficient market penetration to control iron ore supply, the multinational mining and oil and gas companies are desperately trying to use these same market forces to reduce labour costs. The Australian Mines and Metals Association (representing the multinationals and all of the vessel operators working on the Australian coast) have spent the last 10 years pushing for the

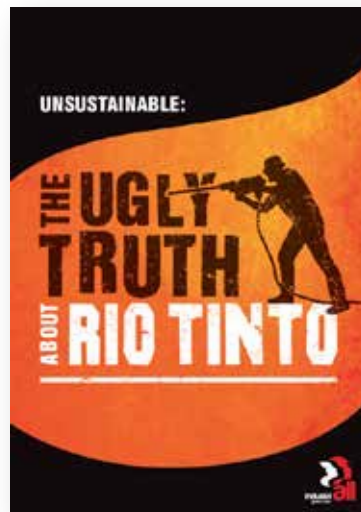
Australian labour market to be opened up to global market forces. Foreign labour in bucket loads.

Right wing political commentators and toxic Liberal Party politicians have embraced the use of foreign labour as a means of reducing the business costs of multinational companies operating in Australia. Whilst there can be no dispute that subservient foreign workers are much cheaper to employ than Australian workers, it ignores the fundamental rights of Australian workers to work in our own country. It ignores the right for our economic resources to be shared with the workers who generate the wealth. Profits generated through the exploitation of our natural resources should be shared equitably with the Australian community. Our mining resources belong to all Australians and aren't the private playground of individuals of the ilk of Gina No Heart and Twiggy Forrest.

THE LIBERAL PARTY "MARKET ECONOMY CON JOB"

The conservative forces that embrace free market philosophies should be locked up for perpetrating political fraud on the Australian electorate. How can BHP and Rio Tinto talk about labour market deregulation (bringing in hordes of foreign workers) when they are part of a three company oligopoly that controls the iron ore industry? The constant whinging by AMMA about trade unions ignores the simple fact that less than 2 per cent of the BHP and Rio Tinto workforce in the iron ore industry belong to a trade union. Yet they (along with Vale) control 60% of the supply of iron ore.

These are the same outfits that have spent tens of millions of dollars in legal fees blocking their smaller competitors accessing vital rail and port infrastructure. If Australian unions exerted this type of control over the multinationals, AMMA would be calling the union's extortionists and whinging about the monopoly control of labour. Witness the hysterical huffing and puffing of FMG boss Nev Power when our Teekay members voted to withdraw their labour for just two hours (despite the action being lawful Protected Action).



RIO TINTO - UP TO NO GOOD



AXE THE MINING TAX – AND FORCE THE SICK, ELDERLY AND THE POOR TO PAY MORE

One of the greatest political frauds perpetrated on the Australian public was the supposed damage the Mining Tax was having on the multinational mining companies. Nothing could be further from the truth. Right wing (anti-union) CEO mine bosses such as Neville Power (FMG) and Samuel Walsh (Rio) still command multi-million dollar salaries and bonuses. The companies themselves are still generating record profits.

Due to the incompetence of former Resource Minister Martin Ferguson (who was supposedly responsible of ensuring the success of the tax), the Mining Tax has generated less than 3% of its projected revenue. The big-end-of-town employed an army of tax lawyers and accountants to depreciate the value of their mining operations and avoid the impact of the tax. The problem with the

Mining Tax was not the impact that it has had on the mining companies but the fact that it didn't generate the revenue it should have. The Tax should have been structured to prevent the tax avoidance strategies engaged by the big mining companies.

The mining tax was supposed to provide for increased superannuation for Australian workers, relief for pensioners and a reduction in tax for small business. If set up properly, it should have been used to support infrastructure in regional and remote Australia, and build more schools and hospitals. It's failure was the fact that Ferguson was in charge of setting up the Mining Tax – a few months later he was boss of the same resource companies trying to avoid the tax!

HOCKEY'S SHAM BUDGET

It's almost a sick parody that Australia's roley-poley cigar smoking Treasurer, Joe Hockey is telling the sick, elderly and poor to tighten their belts when he has just axed the Mining Tax. Do we want a country where the poor and vulnerable get kicked half to death whilst the rich get richer? Do we want a country where only the rich can afford to send their kids to university? Do we want a health system like the Unites States

where the poor can't afford medical treatment?

FIGHT FOR A FAIRER AUSTRALIA

Being a trade unionists isn't just about fighting for a better pay packet, good safety and conditions. It's about looking after your mates to ensure "touch one, touch all" isn't just lip service. It's about making sure that the vulnerable in our community get a fair go. The MUA WA Branch has succeeded in recent years in getting good pay and conditions for members because our membership has always been willing to aim up and have a go. It's also because our delegates and officials over the last decade haven't sat on the fence pulling splinters out of their arse wondering which side they support.

It is important, however that we engage more politically to ensure we don't become isolated. We have to be part of a community that looks after all workers and ensures the underdog gets a fair go. We have to ensure we fight not only for our workmates and our pay and conditions but for the rights of the sick, the elderly and the poor. We have to get involved with the Australian Labour Party if we are going to ensure our sons and daughters have the same right to work on the wharves and vessels as

we do. We have to ensure that we play our part in fighting for a fairer Australia and against a society that is controlled by a handful of rich and powerful individuals.

As much as we feel betrayed by the likes of past and current politicians such as Martin Ferguson and Gary Gray, there is no time like the present to join the Australian Labour Party and fight for a better Australia. We have to get more working class politicians into parliament and ensure that maritime workers have a voice in parliament. The Maritime Branch (Fremantle) of the ALP is now the biggest ALP Branch of the country. In regional ports such as Dampier, the MUA have the largest presence within the ALP Branches. For a small union, we well and truly punch above our weight. We need to keep building our political strength and fight to get to get rid of the toxic conservative regime running this country.

DOUG HEATH



VETERANS REPORT



PHOTO: PETER LE SCHELLE

SEA DAY

Once again we celebrated with the Allied Merchant Seamen Association, International Merchant Navy Day with a commemoration service at the Flying Angel Club on the Sunday August 31st with Robert Simm laying the wreath on behalf of the MUA, followed by a Memorial at the monument on the 3rd September. What is now known as Sea Day.

I did mention before that the Allied Merchant Seamen Association is in need of support to survive. With ageing members we need some of the younger brigade to join in an effort to keep this Association going and the memory of our forefathers to remain.

Jack Edwards can be contacted on 93648793 and he will give you all the information.

Our heartfelt thanks are extended to the MUA members on the "Solitaire" for their kind donation of a Gopher. I think Jimmy is breaking it in after his recent accident.

TERRY BROWN

The Unsung Heroes of the Sea



During the Falklands War, 43 merchant ships were taken up from trade (the first of these within two days of the outbreak of hostilities with Argentina) together with 24 Royal Fleet Auxiliary and Royal Maritime Auxiliary Service vessels, all manned by merchant navy personnel.

Merchant ships outnumbered naval vessels in this campaign. Admiral Sir John Fieldhouse, Commander-in-Chief Fleet, said: I cannot say too often or too clearly that without the merchant ships taken up from trade and those remarkable merchant seamen, this operation could not have been undertaken, and I hope this message is clearly understood by the British Nation.

In time of relative peace, merchant seamen are often confronted by the relics of war and at times are required to enter areas of unrelated conflict. These, coupled with the inherent perils of the sea, are all taken in their stride. To those who survived, there is an obligation to ensure that those who were less fortunate are not forgotten, whether they be shipmates, friends serving in other ships, or simply bound to us by the brotherhood-of-the-sea. We are proud to be known as merchant seamen.

John Curtin, our wartime Prime Minister, said of the merchant seaman: *Whenever you see a man in the street wearing the distinctive MN badge, raise your hat to him because without these gallant men the war would be lost.*

Winston Churchill said on 27 January 1942: *But for the Merchant Navy who bring us the food and munitions of war, Britain would be in a parlous state and indeed, without them, the Army, Navy and Air Force could not operate.*

John Beasley, the wartime Minister of Supply and Shipping said on 6 March 1943: *With due deference to the splendid services of the armed forces, I can say that the recent operations around New Guinea and the South Pacific would not have succeeded but for the magnificent work and courage of the Merchant Navy.*

HM King George VI said: *The task of the Merchant Navy is no less essential to the people's existence than that allotted to the Navy, Army and Air Force, and indeed, none of them would be able to operate without these brave men.*

And finally, in October 1945, a tribute was paid to the Merchant Navy by the British Houses of Parliament which said:- *The Minister of War Transport has been informed by the Lord Chancellor and by the Speaker of the House of Commons of the terms of the Resolutions in identical terms passed by both Houses of Parliament without dissent on the 30th October 1945, of which he has been requested to communicate the following portion to Masters, Officers and men of the Merchant Navy.*

That the thanks of this House be accorded to the Officers and Men of the Merchant Navy for the steadfastness with which that maintained our stocks of food and materials; for their services in transporting men, munitions and fuel to all the battles over all the seas; and for the gallantry with which, though a civilian service, they met and fought the constant attacks of the enemy.

That this House doth acknowledge the Merchant Navy with humble gratitude and the sacrifice of all those who, on land or sea or in the air, have given their lives that others today may live as free men, and its heartfelt sympathy with their relatives in their proud sorrow. We shall never forget them, but we were!

**International Merchant Navy Day
September 3rd**



ATO ALLEGE CHEVRON RIP OFF

Over the past five years, Chevron has gone to war with trade unions, environmentalists, local communities and Australian contractors. It now appears that their financial activities have also brought close scrutiny from the Australian Tax Office (ATO).

The ATO have alleged that Chevron have used dodgy loans and related-party payments to slash its tax bill by \$258 million. That's one hell of a lot of schools, roads and hospitals that could have been built by the Federal Government had Chevron paid their share of tax. With penalties, Chevron may have to cough up \$322 million if they are found guilty in the Federal Court.

In allegations before the Court, the ATO have advised that Chevron (US) raised \$2.45 billion in the United States. It then on-lent the loans to its Australian subsidiary (Chevron Australia) at an interest



rate of 9%. At the very least it sounds shift. If found guilty, Chevron will join the long list of multinational criminals who have raped and plundered our natural resources and ripped off the Aussie taxpayer along the way.

Chevron's desperation to avoid tax involved it setting up an entity in the United States for the sole purpose of lending money to the Australian subsidiary of Chevron. The ATO have alleged that the US entity

"had no business activities other than raising funds for the benefit of Chevron Australia.

Who the f* do Chevron think they are? This mob have marched into our country and perpetrated the following acts against the Australian people:**

- Built a gas plant on a world heritage nature reserve;
- Used cheap imported modules from South East Asia rather than having local content and local employment;
- Attacked trade union trade unions at every opportunity;
- Brought in foreign labour instead of using available and qualified Australian workers;
- Initiated legal action and a \$22 million law suit against 15 workers and the MUA;
- Allegedly ripped off the Australian taxpayer to the tune of \$258 million;

- Blamed Australian workers for its incompetent project management of the Gorgon construction.
- Engaged ESS in an effort to destroy the leave conditions of cooks and stewards
- Chevron is the worst outfit the MUA deals with in the country. They are by far the most anti-worker, anti-Australian and anti-contractor multinational corporation operating in Australia. It is time that the Western Australian and Australian Governments held this mob to account. When the Tories running the state and federal governments in this country are eventually thrown out of office, Chevron will find that their koala bear existence may have come to an end. Every corporate criminal eventually has their day in court.

DOUG HEATH

PROGRESSIVES CAPTURE CITY HALL AND COUNCIL, FENDING OFF CHEVRON MONEY

IN A SURPRISE victory, Tom Butt was elected Richmond Mayor tonight after a multi-million dollar campaign by the Chevron Corporation failed to defeat Butt or a slate of candidates the giant oil company had supported.

According to tallies as of Wednesday morning, Butt received 51.43% of votes, beating his nearest opponent Nat Bates, whose was supported by Chevron, by 16 points.

An ecstatic Butt, speaking from his headquarters, praised his campaign workers and marvelled at the unexpected margin of victory: "I've never had such a bunch of people who are dedicated and worked so hard. It's far away above anything that I've ever experienced."

Butt's election also helped bring victory to a slate of progressive candidates including Jovanka Beckles, Gayle McLaughlin and Eduardo Martinez, who each won a seat on the City Council.

The progressives' sweep of city hall and the city council further means they'll be able to fill Butt's vacated council seat.

A number of observers said that Chevron's aggressive spending may have backfired.

Uche Uwahemu, who ran third in the mayoral race, said, "The election was a referendum on Chevron and the people obviously made it clear they did not appreciate the unnecessary spending by Chevron so they took it out on the rest of the candidates."

A cheer went up at Butt headquarters when his victory was announced and his supporters hugged and danced to Butt's rallying song, "The Arkansas Rattlesnake."

Butt and the other progressive candidates were considered underdogs in an aggressively fought campaign that involved hundred of thousands of dollars spent against them on billboards, flyers and even a mobile screen. Butt's comparatively shoe-string campaign spent about \$58,000. Chevron spending, which totalled over \$3 million, attracted national attention to Richmond, a city of 107,000 people.

Turnout tonight was low with an estimated 11,000 people casting votes. Results are unofficial as more votes are being counted.

After the polls closed at 8pm Tuesday evening and results started coming in, Butt opened up a lead over Nat Bates and held that lead throughout the evening.

"It's a bloodbath obviously," said Bates after the fourth round of results were out. "I think citizens will eventually suffer." Bates will retain his seat as a City Council member.

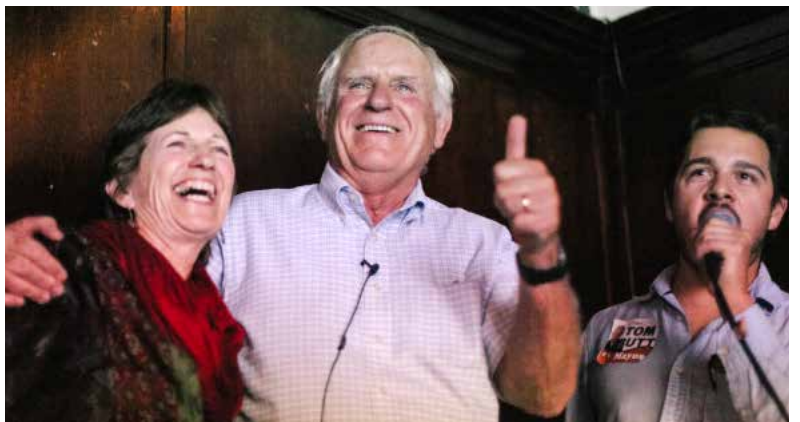
Butt's campaign manager Alex Knox said: "I didn't expect a full slate victory, but it's a clear statement. I hope it means that this kind of money won't be spent the same way again, that maybe it will change how corporations buy elections."

Chevron's outlay in the campaign amounted to about \$281 per voter, based on tonight's results.

Progressive candidates in Richmond have been gaining ground in recent years embarking on a series of progressive initiatives, including banning plastic bags, increasing bicycle lanes and green lighting marijuana dispensaries.

Asked about his priorities if elected as mayor, Butt said "my top priority is to continue the trend towards increasing the quality of life for all in Richmond, making it safer, cleaner, greener, healthier and more prosperous equitably."

SOURCE: RICHMOND CONFIDENTIAL, NOVEMBER 5, 2014



TOM BUTT (CENTER), WITH HIS WIFE AND CAMPAIGN MANAGER, REACTS AS UNOFFICIAL ELECTION RESULTS SHOW HIM WINNING RICHMOND'S MAYORAL SEAT. (PHOTO BY BONNIE CHAN)



COULD CHEVRON END UP WITH A \$27 BILLION BLACK EYE FROM THIS PROJECT?

TYLER CROWE (ORIGINAL SOURCE: MOTLEY FOOL SEPTEMBER 7, 2014)

Source: Chevron Investor Presentation

Chevron's Gorgon LNG project has been documented for years as a problem for the company. Most of that attention, though, has gone to the blow-out of the budget. Sure, this is an issue that could impact profitability, but there is an even bigger issue that has emerged over the past several years, which could have an even more profound impact on this project. Let's take a look at what has changed since Chevron and its partners – ExxonMobil and Royal Dutch Shell – made the decision to go forward with the Gorgon facility, why it's struggling to meet its goal, and what investors should look for to determine how much it will impact the company long term.

DIDN'T SEE THAT COMING...

Back in 2009 when Chevron made the final investment decision on the Gorgon LNG project, it looked like a slam dunk. Global demand for LNG was on the rise, especially in the Asia-Pacific region where Chevron estimated that total LNG

billion -- half of which Chevron is responsible for. Much of this has to do with the fact that this project is in a relatively remote part of North-western Australia, so on top of the massive facility costs, Chevron and its partners have had to foot the bill for all the ancillary infrastructure as well.

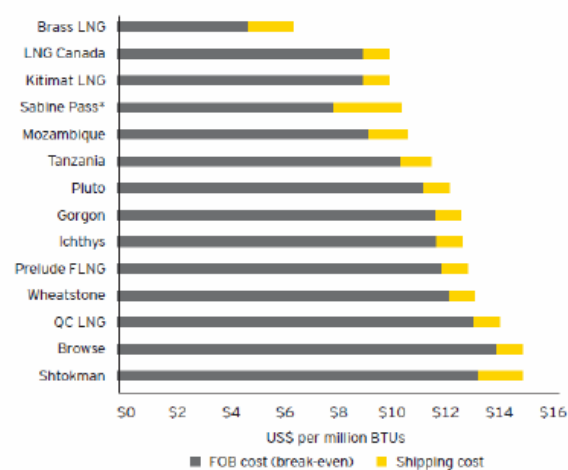
REDUCING RETURNS?

The reason that this could have such a profound impact on Chevron is that these U.S.-based facilities can undercut Gorgon on price. Analysts at Deutsche bank estimate that the break-even cost for an LNG shipment offloaded in Tokyo is \$2



LNG facilities represent a huge part of Chevron's growth over the next several years. Its 47.5% operating stake in Gorgon is equivalent to bringing on 175,000 barrels of oil equivalent per day and -- if it can secure that 85% contract rate -- should add about \$4 billion in annual EBITDA. If it is operating under that 65% contract rate and is forced to sell the rest on the spot at competitive rates with other LNG sources, that number could drop significantly and the rate of return on the project could decline. Considering that Chevron's return on invested capital has been on the decline over the past several years already and stands at 13.5%, bringing on a new project that can't boost that level would really sting.

Figure 6. Nominal new-build LNG costs: selected LNG projects (assumes delivery to Tokyo Bay)



*Assumes US\$4 Henry Hub spot gas
Source: US Department of Energy and Thomson/Reuters

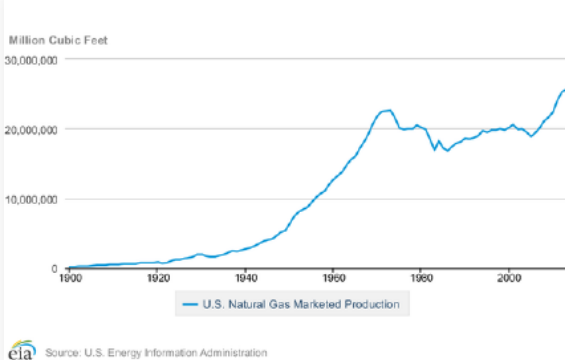
IMAGE SOURCE: ERNST & YOUNG

demand would increase by 100 million tons per year by 2025. On top of that, Australia looked to be in an advantageous position because it could undercut transportation costs from other major LNG export regions such as Qatar. So even though the company estimated slightly higher costs for construction and gas supply, it could recoup the difference in the shipping costs.

Unfortunately for Chevron, that idea has been completely turned on its head thanks to the increasing costs of the facility as well as the emergence of American shale gas production. Originally estimated to cost \$37 billion, Gorgon's final bill is looking like it will be closer to \$54

With that surge in production has also come a slew of proposals to export LNG from the U.S. Since Chevron's decision to invest in Gorgon in 2009, shale gas production in the U.S. has increased three-fold, which has led net gas imports to the U.S. to be cut in half and caused the average Henry Hub spot price for gas to tumble below \$4 per million BTU. Very soon, we will have enough excess production, and companies have lined up to be exporters of that excess. In less than five years there have been about 130 million tons per year worth of proposals for LNG export facilities. Most have already filed with federal regulators.

U.S. Natural Gas Marketed Production



Source: U.S. Energy Information Administration

less per million BTU from Cheniere Energy's Sabine Pass facility in the Gulf of Mexico than from Gorgon.

THIS IS A PROBLEM FOR CHEVRON IN TWO WAYS:

1. American-based LNG facilities have been able to secure long-term contracts more easily than Gorgon.
2. The higher break-even costs for LNG shipped from the Gorgon facility make it less likely to be purchased on the spot market than from American-sourced LNG.

Chevron had been hoping to get 85% of the facility's capacity locked up in long-term supply contracts with fixed fees. However, U.S.-based LNG exporters have locked up over 30 million tons per year in supply contracts while Gorgon has been sitting at that 65% level for quite some time.

The reason that investors should pay close attention to this situation is that Gorgon and the Wheatstone

WHAT A FOOL BELIEVES

This is one of the biggest issues for investors when it comes to integrated oil and gas companies. Most of them need to make investment decisions many years in advance, and the conditions that made that original investment seem lucrative can change as the project is being developed. It's unlikely that the Gorgon LNG facility will break the company, but underperformance from this facility could significantly impact Chevron's profitability in the long run. If you are an investor in Chevron or are looking at it as a potential buy, watch whether Chevron is able to secure a couple extra contracts to boost the contract rate at Gorgon to that 85% rate, as this will be important for the future profitability of the company.

Tyler Crowe has no position in any stocks mentioned. You can follow him at Fool.com under the handle TMFDirtBird, on Google+, or on Twitter @TylerCroweFool.

The Motley Fool recommends Chevron. Try any of our Foolish newsletter services free for 30 days. We Fools may not all hold the same opinions, but we all believe that considering a diverse range of insights makes us better investors. The Motley Fool has a disclosure policy.

(Original article can be found at <http://www.fool.com/investing/general/2014/09/07/could-chevron-end-up-with-a-27-billion-black-eye-f.aspx>)



WILL TRACEY WITH THE UNITED STEELWORKERS OF AMERICA CHEVRON COUNCIL AS THEY PLANNED AND PREPARED THEIR NATIONAL OIL BARGAINING CAMPAIGN STRATEGY AGAINST CHEVRON

MUA FORGES INTERNATIONAL LINKS

WITH UNITED STEEL WORKERS ON CHEVRON CAMPAIGN

MUA WA Branch Assistant Secretary Will Tracey travelled to Pittsburgh in the United States to attend the United Steelworkers Oil Bargaining Conference over the last week of October. Most of the week was spent with the United Steelworkers Chevron Council which is made up of the various leaders of the Locals which cover the entire Chevron operations in North America.

He addressed the Chevron Council on the current legal prosecution by Chevron of the MUA and 15 Rank and File members for \$22 million in damages. The Chevron Council was horrified by the presentation and of the detail of how Chevron has been conducting itself in its Australian operations. Most of it was no surprise though given the various experiences in the North American operations. Nonetheless they condemned the actions of Chevron and agreed that Chevron's behaviour needed to be highlighted across Chevron's North American operations.

The Chevron Council moved motions of support for our campaign.



CHEVRON - HATED BY COMMUNITIES AROUND THE GLOBE.



WILL TRACEY MEETS WITH UNITED STEELWORKERS INTERNATIONAL PRESIDENT LEO GERARD AND DISCUSSES CHEVRON CAMPAIGN

We have agreed to work closely given that they are currently about to commence negotiations for a new agreement with Chevron and the broader oil and gas industry while we are well into our negotiations.



In fact they have amended some of their Chevron specific claims on the basis of the report from Will Tracey and we will develop and explore the strengthening of our relationships. Especially because across Chevron's operations globally Australia and North America stand out with their high levels of Union density.

After various interactions over the week the Chevron Council and broader Oil and Gas Bargaining Conference agreed that the only way to make gains during this next round of negotiations was to prepare for and take industrial action in support of their claims. The Australian experience helped confirm this course of action as necessary particularly after I spoke in detail of the impact on Chevron of the recent 5 day strike at the Mermaid Supply Base. As Vice President Beavers stated as the conference closed – "we are looking for a fight this time around". This will be the first industrial action in oil bargaining since the early 80's and as a consequence they set up a formal strike committee and discussed the raising of levies to keep the guys out for whatever time was deemed necessary.

We have agreed to work together in the approach to this company and help each other where ever we can when in dispute. It was a great week and the genuine approach of this United Steelworkers at both the International and Local level to international solidarity where we have a common enemy is second to none. We are also exploring

the setting up of a formal global Chevron alliance to approach this company in the only way we can if we are to win – globally. The Chevron Council have indicated that they are excited to be kept



WILL TRACEY WITH USWA CHEVRON COUNCIL EXECUTIVE

informed of what is happening in Australia and in particular the much reported problems with the Gorgon Project.

At the conclusion of the conference the United Steelworkers Chevron Council put forward and approved the following motion of support:

This meeting of the USWA Chevron Council commends Brother Will Tracey for his comprehensive report on the current dispute that the Maritime Union of Australia is involved in with Chevron. This meeting of the USWA Chevron Council pledges full support and solidarity for our Brothers and Sisters from the Maritime Union of Australia in the ongoing dispute with Chevron and condemns Chevron's actions.

Moved and Seconded – Approved unanimously



FAR SIRIUS RESCUE 7 INDO SEAFARERS

IN JAVA SEA



On Thursday 4th September the Far Sirius on her maiden voyage to Australia was alerted by another vessel in need of assistance after spotting an upturned and sinking vessel in the water fifty nautical miles northwest of Madura Island around 09:30 in the Java Sea

We responded by altering course and heading towards the upturned vessel as we readied the FRC. The call was made to launch as a person was spotted floating on a piece of debris some way from the wreck.

Jimbo Williams (MUA), Lincoln McDowall (MUA), and Daniel Thomas (AIMPE) searched the area to find a single person floating on a foam mat quite some way from the up turned vessel. We pulled him on board and asked him how many people were on his boat. He responded by holding up seven fingers! The rescued crew had very little English which made things difficult.

We asked him if he knew where his ship mates were which he pointed in the direction he thought they might be. Searching the area, we finally came across six seafarers floating in the water clinging to life on some more foam mats. We pulled them all on board and treated one for hypothermia and shock in the FRC straight away.

As we made our way back to the vessel we found out they had been in the water for ten hours which made it somewhere around 23:00 when they were swamped by a wave. Upon getting them all on board the Far Sirius we provided the rescued seafarers with medical treatment, hydration, dry cloths and a serious feed put on by our caterers. This was followed by a carton of cigarettes and some Singapore dollars which brought great joy and a smile to their faces. All MUA crew and crew aboard didn't hesitate to comfort and look after these very lucky seafarers.

Their captain contacted some fellow seafarers near the area which happened to be their mates. Brendon Robb, Lincoln and Daniel boarded the FRC and transferred them to their vessel with a heap of blankets food and water supplies to last them and their mates for some time.

Upon leaving their vessel we were treated to cheers, thumbs up and a great deal of relief and happiness from all on board the vessel. It is a very humbling and proud experience to say the least to be part of a great team effort to have saved seven seafarers lives at sea. We know that at that moment of seeing the faces of those men in the water will stay for a life time.

Proud to be union, MUA here to stay!

On behalf of MUA crew, In Unity

FAR SIRIUS DELO JIMBO WILLIAMS (WITH MUA CREW LINCOLN MCDOWALL, JAMES TOUTOUNJI, LUCY WILLIAMS, MAURICE HODGES, BRENDON ROBB AND GEORGE AMADJ)





Maritime Worker Touch one touch all!

Bulletin of the Maritime Union of Australia West Australian Branch Number 5, 30 January 2004

Secretary's Report Chris Cain



State Conference steams ahead

We are committed to giving you a say in the running of your union. To help you have your say, we will be holding our first State Conference on Saturday 14th & Sunday 15th of February. We will discuss all the issues relevant to our members. At the conference we can move resolutions for West Australian delegates to take to the national conference in Sydney. It's taken a lot of time to organise but it's necessary for real rank and file ownership of the union. It's not just a conference for officials and delegates, it's for all members, so be there!

We are lucky to have some important international guests from the Liverpool dockers and the South African, South Korean and New Zealand unions. Invitations have also gone out to the other branches, national MUA officials and the other major unions. The conference will work best if everyone comes along and participates. On the Saturday evening we will have a function at the South Freo Football club. The \$50 ticket includes the meal, drinks and a live band. Bring your wife/husband or partner and book your tickets through the union office as soon as possible.

P&O forced to table over safety

Members took action to force P&O and Worksafe to the table about a major safety issue that had not been properly addressed [see article below]. A wharfie was seriously injured and members walked off the job until a full investigation into the issue was agreed to. We put management on notice that while we are willing to

go through all the formal processes we will not tolerate their gung-ho attitude to safety. If they refuse to address our concerns properly we are prepared to take action. This union will not walk away from its obligation to see workers home safely to their loved ones.

[Continued next page.]

Safety First! Stoppage at P&O

Adrian Evans P&O Delegate (union no. 13576)

On Friday 9th January, P&O Fremantle members voted to stop work after a one of our leading hands was crushed by a swinging container receiving serious injuries (broken ribs, punctured lung, dislocated shoulder and stitches to a head wound). The delegates and Chris Cain were told that they wanted assurances in writing of a full and thorough investigation as there were several issues surrounding the incident that were not satisfactory. The stoppage commenced at 9am and there was still no resolution at 2pm when the evening shift was due to commence work. At a mass meeting involving both shifts it was agreed that our members would stay in the shed until a resolution was found.

P&O then called us into the commission with an application for a 127 order at 4pm. We believe we had a big win in that a decision was not required from the commissioner, as P&O agreed to a "thorough and prompt investigation in relation to the incident involving Heath Schmidt and the safety issue surrounding the use of twin lifts on midlock containers". In addition to that P&O, agreed to discharge containers with midlocks using single lift only, and to drop the 127 application. This agreement was signed by Commissioner Thatcher. After a report back to the members, work recommenced at around 8pm.

In a second three hour stoppage on Tuesday 13th January, Worksafe was again called to look at discharging containers with midlocks and a more specific procedure was developed to deal with the problem while the investigation continued. The investigation is now complete with a number of recommendations to be followed up by our safety committee. The workforce can be proud of the result achieved through their display of solidarity.

Smoko sheds arrive!

After weeks of talking our members at P&O Fremantle decided they were sick of management's attitude towards their legitimate safety concerns and decided to fix things themselves. A vessel arrived at the Bulk & General facility and the members, with the full backing of the union, refused to go to work until adequate facilities were made available. We also banned the use of the 1920s asbestos facility which they had been forced to use before. Enough of this shit was the cry from the members, we want proper chairs, tables, fridges, air conditioning, microwaves, pie-warmers and above all, we are not eating in this collapsing asbestos riddled joint. After hearing our members concerns and with the job stopped on safety grounds, two hours later transportable smoko sheds and the necessary facilities arrived at H berth with more on the way for North Quay. Congratulations to the members once again.

Remember, Dare to Struggle, Dare to Win- If You Don't Fight You Lose!

**Fight for permanency
Bring your ideas to the
State Conf. Feb 14 & 15**

Patricks wharfies want permanency

Last week the new EBA committee (35 members) met to discuss a proposal from management that would have seen 25 new casuals put on. A review process to assess the number of new permanent jobs has already been going on for seven months. At the start of that process managers Clayton and Corrigan said "No more casuals will come on to the workplace until the permanent review process is finalised."

Now they want to break that agreement. Our members on the committee voted unanimously to oppose this in any way they could. They have had a gutful of the way Patricks is treating them. A mass meeting will be called shortly to discuss the matter further. Let management be warned that our members want permanent jobs and an end to casualisation, which is nothing but a modern version of the rotten bull system. The union will fully support the members at Patricks and their approach. As I write this our members are working safely and within the terms of their enterprise agreement. But it's permanent jobs they want and rightfully so.

Offshore companies put on notice

It has come to the branch's attention that some companies are on a campaign to put off members that speak up around union business. If any employer wants to attack our members and delegates for doing their job we say think again because if they go down this path then rest assured that their vessels will be put alongside and we will have the blue. We may have copped company employment by stealth but union members will be protected.

FPA port workers ready to fight

The branch and delegates have met management on several occasions to try to solve a number of issues: permanent jobs, labour hire, casualisation, medicals, mooring/unmooring of vessels, and more. We seem to be bogged down and unable to get to first base. More meetings have been scheduled to discuss the issues frustrating the workforce. The delegates will consider other strategies to get the FPA to listen.

Inference Hits Our fight



Sunday

- 1:30 Branch report
- 1:45 Stop privatisation
- 0:15 Women's rights
- 0:45 Federal elections
- 1:45 Save workers compensation
- 2:30 Lunch
- :30 Local issues
- :30 Close



Free tickets...

Party Evening

and live entertainment

Football Club

and drinks

Members, articles and photos to the number and union number. Please leave at the union office.

From the members

Support for injured workmates

Since busting my legs at work three months ago I have been overwhelmed by the generosity of my workmates and other members of the MUA. I wish to extend a heartfelt thanks to the union officials in Fremantle and to every MUA member for keeping me going. It's good to see working class solidarity is alive and well despite Howard's attempts to kill off the spirit of humanity.

Thanks again,
Ian (Jammo) Jamieson (union no. 19551)

Safety First

Three months ago our thoughts went out to Ian Jamieson (Jammo) who suffered severe injuries to both his legs in an accident on board a ship. Jammo is in a good state of recovery thanks no doubt to Fremantle hospital staff, support from friends and comrades and plenty of Vitamin VB. He will be off work for up to another three months.

Unfortunately an accident of a serious (near fatal) extent has occurred when a deck leading hand, Heath Schmidt, was crushed between two containers when checking a problem twistlock; the twistlock broke and with the sudden release of hold the 20ft container sprang out sideways and pinned Heath against the lashing fitted to the next bay containers. Heath sustained injuries to his face, shoulder, ribs and lung but is grateful it wasn't worse or fatal.

Thanks to Chris Cain and all the members at P&O for taking a strong stand on safety.
Gav Cowell (union no.19600)

1000-10000 Kwong Alley North Fremantle Ph 9335 0500

Chris Cain - Branch Secretary (0407 850 084; chriscain@mua.org.au)
Keith McCorrison - Deputy Secretary (0439 997 662; keithmccorrison@mua.org.au)
Ian Bray - Assistant Secretary (0403 325 376; ianbray@mua.org.au)

MUA WA ORGANISER RESPONSIBILITIES

CHRISTY CAIN - OVERSEES ALL BRANCH OPERATIONS

Adrian Evans

- ALP
- ATSI - Indigenous
- Stevedoring
- Towage
- UnionsWA
- Other: Port Committees, Vets, Point Peron

Adrian Evans -Companies

- DP World
- Patrick Projects - AMC
- Sister Port-Tacoma

Will Tracey - Companies

- Farstad - Offshore
- Patrick Terminal
- Sister Port - Auckland
- Teekay Towage
- Diving & ROVs:
- Cal Dive, Deploy, DOF, Neptune, Oceanics, Subsea 7, Smit, Technip
- Diving Companies:
- Kailis, TAMS, Underwater Diving Centre
- ROV Companies:
- Fugro, ISS, TS Marine

Will Tracey

- Divers
- Hydrocarbons
- Legal
- Port Authorities
- Projects, Campaigns
- ROV
- Safety
- Seafarers
- Workers' Compensation

Doug Heath

- Construction - Onshore
- Dredging
- Inshore
- North West
- Paper
- Protect
- Wheatstone

Doug Heath - Companies

- Qube - Fremantle
- Offshore:
- AOS, Bhagwan Marine, Mermaid Marine, PTMS, OMS

Rob Simm -Training

- Revaluation & Training
- Contact: 0400 872 174

Danny Cain

- Atwood
- Diamond Offshore
- Enesco
- ESS (Rigs & Offshore)
- Go Offshore
- GRN
- Maersk (Rigs)
- Offshore Alliance
- OMS (NOBLE)
- OMS Enesco
- Patrick Terminals (Support)
- Sodexo (Not Dredging)
- Stena/TMS
- Tide Water
- Transocean
- Woodside
- International
- Youth

Jeff Cassar

- ABP Albany
- ABS - Albany, Gero, Kwinana
- Albany Port Authority
- ATIVO
- Broome Port Authority
- CBH
- DMS Kwinana
- Fremantle Ports
- Geraldton Port Auth Mercantile
- Marine Gero Mercantile BHF - Gero
- Maicong Eng Geraldton
- Patrick ABH
- Patrick B & G - Rreo & Gero
- Parmelia
- Port Authorities Campaign
- Qube Gero
- SMS Gero
- Sun City Gero

Daniel Falcone

- ABS Esperance
- DMS - Offshore
- Esperance Port Auth
- KBMES Tugs - Bunbury
- Patrick Terminals (Support)
- PB Towage Pilot Boats Bunbury
- Port Hedland Organising (Interim Arrangement)
- Programmed - Esperance
- Qube - Bunbury
- Swire - Offshore
- 3 Oceans - Port & Waterside Workers
- Tidewater - Offshore
- Total AMS - Inshore

George Gakis

- ASP Ship M'tment
- Bhagwan & Total AMS - Onslow
- Wheatstone Onslow
- Dredging International
- ESS (Offshore)
- Ferries
- JDN
- Maersk
- Onslow Supply Base
- Pacific Tugs
- Samson Maritime
- Sodexo (Dredging)
- Svitzer - Offshore
- Svitzer - Towage
- Svitzer - Lines & Launches
- Total AMS
- WA Shell Sands (Van Oord)

Kyle McGinn (North West)

- GO Inshore - P Hedland
- GO Inshore - Dampier
- GO Inshore - Exmouth
- Seawest - Port Hedland
- Hedland Launch services
- Total AMS - Port Hedland
- Bhagwan Marine - Dampier, Inshore
- AMS Dampier
- Valliant II - TK Dampier
- Bunker Barge
- Gunn Marine - Exmouth
- Bhagwan - Exmouth
- Bhagwan Port Serv Dampier
- Port Hedland Pilbara Port Auth
- Dampier Pilbara Port Authority
- King Bay Tugs - Dampier
- Westtugs - Cape Lambert
- Patrick's - Dampier
- QUBE - Dampier
- QUBE - Port Hedland
- Mermaid Marine Supply Base Dampier
- Jet Wave Marine Services - Exmouth
- Jet Wave Marine Services - Dampier





Maritime Union of New Zealand

PO Box 27004
Level 1
Waterside House
220 Willis Street
Wellington
New Zealand

Telephone +64 4 801 7614
Fax +64 4 3848 766
Email joe.fleetwood@munz.org.nz
Website www.munz.org.nz

Paddy Crumlin
National Secretary
Maritime Union of Australia

15 September 2014

Dear Paddy

The Maritime Union of New Zealand extends our full support to the Maritime Union of Australia in its current struggle at the attacks from the corporate sector and their allies in the Abbott Government.

The so-called Royal Commission into Trade Union Governance and Corruption is obviously a politicized tool of the Abbott Government. In light of this attack we offer our support to the MUA, which has shown great and selfless support for workers around the world and progressive causes over its proud history.

Likewise the struggle of the MUA to secure well paid and secure jobs for Australian workers in their own national resource industries is supported in full by MUNZ.

The agenda of the hard right in Government whether in Australia or New Zealand is clear, their plan is to destroy organized labour and smash the bottom out of wages and conditions through the use of exploited guest labour, casualization and outsourcing. They will not succeed.

Our Unions share common beginnings in the Seamens Union of Australasia in the 1870s and now are progressing into the 21st century through the Regional Maritime Federation. Please pass on to your members the best wishes and solidarity of the Maritime Union of New Zealand.

In Unity



Joe Fleetwood
National Secretary
Mobile +64 21 364 649

To My Fellow Comrades,

I can't even begin to tell you how forever grateful I am for the financial assistance you all so generously donated to my family and myself in a time of our most earnest need. I am forever indebted to this great union and its members. Due to your most kind and generous financial donations, I can honestly say that you have saved my daughter, Michelle Cumin's life after undergoing surgery successfully to remove a tumour she had growing in her throat. Due to my own long duration of unemployment as well as other personal issues, there wasn't much hope that I could raise the money myself in the short time it was most needed. I must say comrades, that you have also reinstated in me some much needed confidence, self-esteem and camaraderie. Without the help I've received from our State Secretary, Chris Cain, Branch Officials and Fellow Members, I very much doubt I could have achieved the hope and positiveness I am feeling now.

My family and I thank you all from the bottom of our hearts. It makes me a very proud and fortunate man to be a member of the great MUA.

Yours forever grateful

Karl Cummins
Member No 6005456

EMAIL MESSAGES

From: david mennie
[mailto:menniedavid@hotmail.com]
Sent: Tuesday, 30 September 2014 5:28 PM
To: Maritime Union of Australia - WA Branch
Subject: RE: Royal Commission evidence confirms MUA commitment to local jobs

Saw it on the abc news (no case to answer) ...
Go Christy Cain n the MUA...protect our jobs in the offshore and keep ozzie jobs for our kids. Someone has to stand up to this despicable disgrace of a Government.

From: Peter Coates
[mailto:coatespg@gmail.com]
Sent: Thursday, 2 October 2014 1:49 PM
To: Maritime Union of Australia - WA Branch
Subject: Re: WA ABC Interview CC Email
Well done Chris and the WA Branch.

MUA members at DP World Port Botany take our hats off to you for your initiative and ongoing struggle to ensure work for Australian men and women.
In Unity, Peter Coates

FOR A GOOD CAUSE

NB: If members can assist in this cause from Vessel Rolling Funds, it would be greatly appreciated. **CHRISTY CAIN**

From: "Brad Williams" <bwilliams@mmpcu.com.au>
To: "Mick Doleman" <Mick.Doleman@mua.org.au>, "Chris Cain" <chris.cain@mua.org.au>
Subject: Brad Williams daughter Kayla.



To Members,
My apologise for the length of this email but I felt it is best to tell the full story.

The young lady in this photo is my daughter Kayla. She is with her two boys Rhyley and Dillon. Dillon has autism.

Dill went from a normal child that would repeat after you....1,2,3,4, 5 and A, B,C,D etc. Then one day nothing. Since that day he has never spoken a word. The truth is he may never speak again. My daughter went from a mum working for MMPCU to a full time carer. My daughter went onto a carer's pension. From day one she said that is not going to last forever. She quickly identified there was a plenty of shortfalls in the system and she decided to focus on one. These kids have lots of issues. For example Dillon not only does not talk but he can go 3 or 4 days not requiring sleep. They cannot feed themselves and dress themselves. One of their common traits is to pull their clothes off. Kayla soon came to realise that there is no business that make clothes for these kids. Clothes that looks normal that they cannot pull off. Jump suits or in this day and age I believe they are called onesey.

In her spare time my daughter did all this on her own. She contacted groups like Autism Australia and the Luke Priddis foundation. Kayla worked out what she needed to do to start a business and at the same time not lose her carers pension.

She has set up her own Charity and has gone about designing clothes that can be made for these kids. Using volunteers she has not only designed several different outfits which cover, girls, Boys, nightwear and hot and cold day usage. She also went about setting up a web page, opening a bank account and drawing up a marketing plan.

Why do I write to you. Well I decided to ask the people I respect that I know care about people. As simple as that.

She now needs corporate sponsors. What is a corporate sponsor? Basically anything over \$1,000.00 is all she needs. This money will be to help pay for materials to make the clothes, pay for day to day running of the business. I have been advised this is the level of sponsorship she needs for the backer to be able to declare this as a donation. Gives the corporate a tax benefit.

All corporate sponsors will be noted on the sale invoices, the web page for Kayla's Business plus the web page attachments for Autism Australia and the Luke Priddis Foundation web pages.

Ten cents in every dollar made goes straight to Autism Australia. The long term goal of my daughter is to drop her carer's pension and to draw a similar income from this charity. Her belief is she is not bludging on the tax payers.

What does the boy's father think. No idea. He walked out on Kayla when Autism was diagnosed.

One other very important item I can advise. A lot of workers I meet in MUA and Mining have kids with this problem. Meet them every day.

Thank you for your time. Any help you can give Kayla would be greatly appreciated.

Regards
Brad Williams
Business Development Manager
Maritime Credit Union (MMPCU)

THANKS FROM THE ADS

Dear Christy & MUA WA Branch,
Thank you for your support and assistance.
Kind Regards
Simoné Vojakovic
Policy and Events Manager





EMAIL MESSAGES

From: Paul Brett [mailto:gupstar@inet.net.au]
Sent: Thursday, 2 October 2014 12:33 PM
To: Chris Cain
Subject: Top Work Mate
We have nothing but love and respect for you mate,
Paul

From: MUA Crew <muacrewsapura3000@hotmail.com>
Date: 3 October 2014 5:46:44 am AWST
To: Chris Cain <chris.cain@mua.org.au>
Subject: Sapura 3000
Chris,

We the MUA crew on-board the Sapura 3000 would not only like to congratulate you but also thank you for all your efforts over the last few months during these unwarranted attacks on our great union and our industry.

Royal Commissions, Companies, and AMMA - the whole lot of them are coming for us and we would like you to know that your's and all the officials efforts are much appreciated.

On board we try to make every member aware just what sort of struggle we are in. We promote that every member must get to Stoppies and not just be a number but be a voice and unite together to save our industry. Pass on our thanks to everyone and keep up the good fight.

In Unity, MUA crew Sapura 3000

From: Bill <dingobishop@hotmail.com>
Date: 5 October 2014 8:41:40 am AWST
To: Chris Cain <chris.cain@mua.org.au>
Subject: Well Done

Well done Christy in the Commission last week, Even for a person of your standing in society today it must of be very daunting to have to attend and stood up in front of them and have to explain yourself and the excellent job you do representing all of us and our great union. It is a constant fight to get the truth across to the

general public who have no idea what a battle we are all fighting with this government. You should be very proud that the truth came out at the hearing, and your passion was acknowledged by the knockers for once. Having been involved as an EBA delo for Totals and seeing first-hand the passion, dedication, time and commitment that you and the organisers in the Freo branch personally put in, it is excellent that the truth is now out and documented once and for all. Thanks for the great effort you and the other organisers put in to make us proud to be MUA. In Unity, Billy Bishop.

From: adamdrury [mailto:adamdrury@yahoo.com.au]
Sent: Friday, 3 October 2014 7:29 AM
To: Maritime Union of Australia - WA Branch
Subject: Re: WA ABC Interview CC Email

Thanks again for your excellent work. My family and I really appreciate the hard work you guys do thank you

From: Matt Purcell <Matt.Purcell@mua.org.au>
Date: October 3, 2014 at 7:14:39 PM GMT+8
To: Chris Cain <chris.cain@mua.org.au>
Subject: ABC Interview/ Royal Commission
Dear Comrade,

Just had a chance to listen to the interview and I congratulate you on a truly professional performance. You put those mongrel Tories right back in their box.
Best Regards, Matt

From: Paul Sheehan
Sent: Friday, 3 October 2014 1:16 PM
To: Maritime Union of Australia - WA Branch
Subject: RE: WA ABC Interview CC Email
To all at the WA Branch, Good work for getting through a harrowing unjustified period.
Christy, I thought you scrubbed up all right at the Commission. If that is their best effort/s, it is poor

indeed. Well done!!
Yours in Unity
Paul Sheehan, Maritime Union of Australia
Queensland Assistant Secretary

From: Coak <coak@live.com.au>
Date: 2 October 2014 6:27:57 pm AWST
To: <chris.cain@mua.org.au>
Subject: Thanks Mate.
Keep up the good fight. Sounds great on Utube Mate, Coak

George & Christy,
You two are bloody awesome. Thank you greatly!
Reconfirms my belief that I'm a member of the best bloody union in the land, and we practice what we preach "touch one, touch all"
It's also encouraging to know that "OUR" union is in great hands with the organisers that we have leading us.
With Thanks
In unity Lee Seddon 9033640

From: Crew Lake Michigan [mailto:lakemichigan.mua@outlook.com]
Sent: Tuesday, 21 October 2014 12:15 AM
To: Doug Heath
Cc: George Gakis; Chris Cain
Subject: MMA Dispute
To all of the delegates and members at MMA Supply Base,

We have been watching on as our comrades are locked in a fight for wages and conditions as has become commonplace in our industry and would like to shout out a huge well done to all who have been involved in keeping MMA honest. It makes us proud to see the resolve and support to ensure wages and conditions are not gouged by these highly profitable companies at the expense of rank and file members. Stay strong and fight for what is right.
In unity, The Crew of The Lake Michigan.

From: Lions [mailto:lions@acon.com.au]
Sent: Monday, 7 July 2014 2:10 PM
To: Cherie McNeill
Subject: att: Christy Cain
To Christy and the WA Branch of the MUA
Thank you for your very generous support of this very worthy cause it is very much appreciated. Your donation provided a Day out for children with carers to attend the cinema in Midland/Subiaco see Lego
Kind Regards,
Irena



Hi Christy,
Thanks so much for your donation of \$1,000 to Lifeline, it all makes a great difference to the cause.
Please pass on my thanks to Christie & the WA Branch for me.
Regards
Dean Mighell, "Never, ever give in".

From: Stacey Kopa [mailto:kopaacn@aapt.net.au]
Sent: Friday, 25 July 2014 6:49 AM
To: Cherie McNeill
Cc: Corey Kopa
Subject: Re: Corey Kopa Funding Request
Hi Cherie,

Oh wow please thank Christy and the rest of the WA Branch so so much for this kind donation. The \$200 will really help with Corey's travel & uniform costs to represent WA Basketball.
Once again thank you very much for this kind donation & if you require any further information please ask.
Kind Regards
Stacey & Corey Kopa

FREMANTLE WORKERS SOCIAL & LEISURE CLUB



The Fremantle Workers Social & Leisure Club has moved from 9 Henry St, home to the Club since 1956. You will now find us at South Fremantle Football Club.

Membership of our club automatically gives you social membership to the SFFC; basically it is a two for the price of one deal. Opening hours remain the same and dancing to Country Rock bands will continue every Sunday

afternoon. There will also be live music on some Friday evenings. For those of you who enjoy the occasional bet, the TAB has moved to the SFFC with us.

We hope our permanent home will be at the Fremantle Park Sport & Community Centre: A multi- purpose facility housing the Workers Club, and the Fremantle Bowling and Tennis Clubs. It will be at least 2 years before the

centre is built and we look forward to seeing you at SFFC in the meantime.

Thanks to Christy Cain the WA Branch of the MUA for the support they have given us since the Club re-opened in 2012. We look forward to continuing to work together in our new home.

Don Whittington
President



FREMANTLE TRANSPORT ACTION

Fremantle Transport Action was formed to oppose the Main Roads proposal to build a six lane freeway between Carrington St and Stirling Hwy.

We support the decision of Fremantle Council in March not to hand over portions of the A-Class reserve occupied by the golf courses and FERN for the new road.

WHAT'S WRONG WITH THE MAIN ROADS PROPOSAL?

A continuous wall blocking all bicycle and pedestrian connectivity. Five pedestrian crossing points would be reduced to one overpass, cutting our community in half.

Nearly all the 200 trees along the southern edge of High St would be lost, including the mature Tuarts.

As part of the so-called Perth Freight Link, a six lane High St / Leach Hwy would generate traffic used to justify building Roe 8 through the Beelias wetlands at Bibra Lake.

Along with the rest of the Perth Freight Link, the project builds more freeways at the expense of better public transport and freight rail. A 50% increase in road capacity will bring an equivalent increase in traffic, noise and pollution.

OUR VISION

We support the retention of North Quay as a working port and we accept the urgent need to upgrade High St to address genuine safety issues. In particular we want residents fronting High St to have a separate local access road and to improve the intersection at Stirling Hwy.

Instead of MainRoads destructive proposal, we want a more modest rebuild of High St combined with an expansion of freight on rail and public transport. We support an upgrade that:

- is a four lane road within a four lane reserve
- retains the majority of the trees
- improves pedestrian and bike connectivity

Building new roads doesn't solve congestion, it makes it worse

Across Perth traffic (both trucks and cars) is growing quicker than our population. Expanding road capacity only encourages this.

The claim that Perth Freight Link and Roe 8 will solve congestion problems on Leach Hwy east of Stock Rd is completely false. MainRoads' own modelling shows that traffic will grow on Leach Hwy east of Stock Rd even if Roe 8 is built.

A six lane freeway with no traffic lights would come to a grinding halt at the Stirling Hwy bridge. What then? More flyovers and road widening that destroy our urban environment?

DIESEL PARTICULATE POLLUTION - WHY IT'S SO SERIOUS

In 2012 the WHO classified diesel particulate pollution a Category 1 carcinogen (like asbestos or cigarette smoke). As well as causing cancer it has been linked to asthma, heart disease and stroke.

It's not the black soot you can see that is really dangerous, but the fine particles that reach the bottom of the lungs.

Doctors for the Environment calculate that for every \$1 we spend on removing diesel particulate pollution we save \$30 in community health costs.

That's why reducing diesel emissions must be placed at the centre of transport planning.

SUPPOSED BENEFITS BASED ON DODGY FIGURES

The state and federal governments claim that every \$1 spent on the High St project will bring \$1.70 to the WA economy. However they fail to include in their calculations the costs that come from increasing traffic such as:

- health impacts of pollution
- greenhouse gas emissions
- loss of mature trees
- road accident trauma

The benefits flow to the road construction, trucking and fuel companies. Meanwhile

all the costs are simply pushed on to our communities, the environment and public health.

There has been no attempt to weigh up whether investment in rail freight and public transport could more efficiently meet our needs.

The proposal to build the Roe 8 component as a toll-way funded private-public partnership would mean the whole Perth Freight Link is shrouded in "commercial in confidence" with no public scrutiny of the costs and benefits.

WHAT ARE THE ALTERNATIVES?

Meet the target of 30% of freight to the port on rail, as supported by both Liberal and Labor before the last state election.

- Upgrade the Fremantle traffic bridge, including a dedicated freight rail crossing of the river
- Reinstate the Perth-Darwin coastal shipping subsidy to carry freight to the Pilbara and the Kimberley.
- Re-open the Tier 3 Wheatbelt railway lines.
- Build the promised MAX light rail and airport rail line.
- Light rail connecting Fremantle to Murdoch and the Cockburn Coast.
- Build the Kwinana intermodal hub as promised to get more containers on rail.

THE COMMUNITY CONSULTATION THAT WASN'T

Building the Perth Freight Link with no traffic lights from Kwinana Fwy to Canning Hwy would turn the already inadequate community consultation around the High St upgrade into a farce.

It would require flyovers at Stirling/Marmion, High/Stirling and Carrington/Leach; as well as the length of Stock Rd. None of these were included in the Main Roads community consultation.

WHO ARE WE?

Fremantle Transport Action is an alliance of Fremantle Road to Rail, Gibson Park Precinct, Friends of Booyeembara Park, White Gum Valley Precinct, Save Beelias Wetlands, Fremantle Environmental Resource Network and North Fremantle Precinct.

WE NEED YOUR SUPPORT - GET ACTIVE!

Sign and distribute our petition
Get active in the groups supporting Fremantle Transport Action
Contact your local member to let them know your views
Join our Fremantle Festival Parade contingent on Sunday 9 November
Get in touch email: road2rail@hotmail.com
phone: Sam - 0412 751 508
Facebook: Fremantle Road to Rail Campaign

Find out more:

Fremantle Road to Rail: freeroad2rail.org
Save Beelias Wetlands: savebeeliaswetlands.com
Wheatbelt Railway Retention Alliance: savegrainonrail.com
Doctors for the Environment: dea.org.au

WHAT ARE THE ALTERNATIVES?

- Meet the target of 30% of freight to the port on rail, as supported by both Liberal and Labor before the last state election.
- Upgrade the Fremantle traffic bridge, including a dedicated freight rail crossing of the river
- Reinstate the Perth-Darwin coastal shipping subsidy to carry freight to the Pilbara and the Kimberley.
- Re-open the Tier 3 Wheatbelt railway lines.
- Build the promised MAX light rail and airport rail line.
- Light rail connecting Fremantle to Murdoch and the Cockburn Coast.
- Build the Kwinana intermodal hub as promised to get more containers on rail.

THE COMMUNITY CONSULTATION THAT WASN'T

Building the Perth Freight Link with no traffic lights from Kwinana Fwy to Canning Hwy would turn the already inadequate community consultation around the High St upgrade into a farce.

It would require flyovers at Stirling/Marmion, High/Stirling and Carrington/Leach; as well as the length of Stock Rd. None of these were included in the MainRoads community consultation.

WHO ARE WE?

Fremantle Transport Action is an alliance of Fremantle Road to Rail, Gibson Park Precinct, Friends of Booyeembara Park, White Gum Valley Precinct, Save Beelias Wetlands, Fremantle Environmental Resource Network and North Fremantle Precinct.

WE NEED YOUR SUPPORT - GET ACTIVE!

- Sign and distribute our petition
- Get active in the groups supporting Fremantle Transport Action
- Contact your local member to let them know your views
- Join our Fremantle Festival Parade contingent on Sunday 9 November

GET IN TOUCH email: road2rail@hotmail.com
phone: Sam - 0412 751 508
facebook: Fremantle Road to Rail Campaign

Written and authorised by S Wainwright 21A Jarvis St O'Connor. Printed by Minuteman Press 3/95 Queen Victoria St Fremantle.

No Six Lane High St SAVE THE BEELIAS WETLANDS

FREMANTLE TRANSPORT ACTION

Fremantle Transport Action was formed to oppose the MainRoads proposal to build a six lane freeway between Carrington St and Stirling Hwy.

We support the decision of Fremantle Council in March not to hand over portions of the A-Class reserve occupied by the golf courses and FERN for the new road.

WHAT'S WRONG WITH THE MAIN ROADS PROPOSAL?

- A continuous wall blocking all bicycle and pedestrian connectivity. Five pedestrian crossing points would be reduced to one overpass, cutting our community in half.
- Nearly all the 200 trees along the southern edge of High St would be lost, including the mature Tuarts.
- As part of the so-called Perth Freight Link, a six lane High St / Leach Hwy would generate traffic used to justify building Roe 8 through the Beelias wetlands at Bibra Lake.
- Along with the rest of the Perth Freight Link, the project builds more freeways at the expense of better public transport and freight rail. A 50% increase in road capacity will bring an equivalent increase in traffic, noise and pollution.

OUR VISION

We accept the urgent need to upgrade High St to address genuine safety issues. In particular we want residents fronting High St to have a separate local access road and to improve the intersection at Stirling Hwy.

Instead of MainRoads destructive proposal, we want a more modest rebuild of High St combined with an expansion of freight on rail and public transport. We support an upgrade that:

- is a four lane road within a four lane reserve
- retains the majority of the trees
- improves pedestrian and bike connectivity



CHRISTY CAIN
SEPTEMBER 29

Brothers & Sisters, well myself Doug and are lawyer Luke , have just arrived at the airport after being at the royal commission! We told the truth ,we made them look real stupid in there today. They certainly don't know our industry, and well, in my view it's just another day and struggle in the life of a MUA Union Official. I, may I say we, are very proud to be part of a great Union and membership ! I salute you all!!!

Warm Regards, In struggle,
Christy Cain



Stephen Barnes, Allan Harkess
Seaman, Danny Brady and 319 others like this.

12 shares 54 of 58

View previous comments



Alan Smith Great words from a great bloke ... well done Christy Cain
September 29 at 4:22pm · Like · 1



William Francis Slattery great to hear..top job .
September 29 at 4:24pm · Like



Emma-lee Cain Well done dad Doug and Luke. Great result. Looking forward to having a wine with you dad
September 29 at 4:24pm · Like · 3



Karen Wheatland Awesome... good work... we are in good hands mate with you guys driving our bus..
September 29 at 4:29pm · Like



Luke Walladge Get up <em, digger.
September 29 at 4:35pm · Like



Yeogi Buck It's goods to hear something good for a change, well done comrade .
September 29 at 4:37pm · Like



Kym Marie Farmer Thank you
September 29 at 4:44pm · Like



Ian Dawson Keep up the fine work...In Unity.
September 29 at 4:47pm · Like · 1



Brian Roberts Bluey A sad day for the royal commission. Well done all
September 29 at 4:47pm · Like · 3



Henri Boschetti Lion Heart ..Christy...Lion Heart. ...I.U..h
September 29 at 5:01pm · Like



Robert John Colquhoun When right is on your side and your hard work the out comes are great Cheers Boys
September 29 at 5:02pm · Like



Matthew Barrett Many times now Government throw shit into fan,great work officials
September 29 at 5:03pm · Like



Paul Casey Well done comrades we are honoured to have you represent us!
September 29 at 5:04pm · Like



Ryan Mcgibbon Thompson It made for good watching! Talk about trying to put words in your mouth lol you did us proud comrade
September 29 at 5:06pm · Like · 1



Michelle Tomlinson MUA HERE TO STAY! September 29 at 5:13pm · Like



Tim Dukes Top effort today Christy. You proved their few lame points to be weak and of no substance. Very proud and humbled to have you represent us all today.
September 29 at 5:27pm · Like · 2



Kurt Schärer-Clar WE are lucky to have great officials to fight for us and represent the working class!
September 29 at 5:31pm · Like



Simon Øates Kickin' arse for the workin' class !
September 29 at 5:34pm · Like



Dom Sullivan Told em the truth and they got no response, does that mean they are full of shit. Mmm me thinks so. See you at the stoppy
September 29 at 5:36pm · Like



Noel Nielsen Well done comrade, can't wait to see the transcript. Stay strong
September 29 at 5:38pm · Like · 2



David Froggy Frodsham Well done to u both
September 29 at 5:43pm · Like



Ashleigh Pollock Well done Christy, Doug, Luke, and all involved, but lets not let our guard down, these rats will keep on trying to slander our great Union and the work we do for our communities.... Cheers!
September 29 at 5:45pm · Like · 2



Ashleigh Pollock Time for a Royal Commission into Corporate Tax Dodgers ! Let's see if that happens....
September 29 at 5:49pm · Like · 2



Johnny Windus Leading from the front again Christy Cain. A true roll model for the movement. In Unity Comrade.
September 29 at 5:54pm · Like



Tina Baigent Awesome work !!
September 29 at 6:00pm · Like



Tom Boord Well done Christy the rank and file are incredibly proud of you! MUA here to stay
September 29 at 6:17pm · Like



Davie Thomason Solidarity tae you aa comrades fae Davie, Tanya & wee mob
September 29 at 6:19pm · Like



Kenny Brown Nice work Comrade Christy Cain keep up the great work
September 29 at 6:24pm · Like



Kevin Cook Rowley Both you and Paddy sounded reasonable and logical on the ABC news coverage Chris . Can't speak for the bullshit press yet but waiting to hear lots of lies...
September 29 at 6:44pm · Like · 1



AJ Bull Nice work today mate. Very nice indeed Sir
September 29 at 7:04pm · Like · 3



Angela Carroll-Behan Love your Integrity Christy
September 29 at 7:09pm · Like · 1



Steve Jemma Salter Well done fellas, it makes us all proud to see the path you all take to keep us all in a job and our families fed and cared for, and with conditions worth fighting for. I know our children and there-s will remember and be proud of the effort you all have put in to our survival. Here here to Australia's real heroes
September 29 at 7:48pm · Like



Christina Scott Nice work chris, thanks for all your hard work as usual
September 29 at 8:19pm · Like



John Mears We are all proud to be part of the fight and struggle which threatens the livelihood of all Australia-s for a better way of life and the future of our industry to all our officials and office staff for a job well done
September 29 at 8:29pm · Like



Barry Robson Well done comrade
September 29 at 9:14pm · Like



Jesse Stevens How good is it that we could watch it live. Respect Hold fast IU
September 30 at 12:12am · Like



Phil Lawson Proud to be Union.
September 30 at 12:16am · Like



Raymond Hunter This Governments motto is LETS ATTACK THE WORKING MAN AND WOMEN BRING THEM DOWN TO THEIR KNEES but don't attack the big boys, oh no , can't do that !!! The mind boggles, well done lads, history is engraved in stone that the working man and women have been attacked since history was first recorded ... , leaving Asia Flex Malaysia today for Broome
September 30 at 2:30am · Like



Glenn Wright Respect all of you
September 30 at 2:51am · Like



Wayne Toohey Toomath Well done Chris,Doug ,and Luke. Well said comrade on behalf of MUA crew sovereign 1 .touch 1 touch all! MUA here to stay!!!
September 30 at 3:47am · Like · 1



Gordon Cameron Well Christy I blame your ma and da for upbringing you received god bless them I lost a job years ago and Doug Heath went into bat for me it took him an hour and wee had to send out for toilet paper for the bosses
September 30 at 4:30am · Like



Garry Joe Hassell Our Unions Are United in seeking Justice and Fair Play for our Members and Workers... go-onnnn Christie...Solidarity from Brighton & Hove City 0218 RMT.
September 30 at 5:08am · Like



Wade Eaton Well done Christy, Their agenda is clear, throw as much mud



as they can and hope that something sticks. Well from what I watched and have read this morning, they've got fuck all.... Because there is nothing to find.... IU

September 30 at 6:46am · Like



John Alexander Burns Watched it live Christy, you done your members and the union movement proud

September 30 at 6:49am · Like



John Lee Some of your best work comrades !! Viva the workers revolution is here !!

October 3 at 12:03pm · Like



Allan Smith Well done Christy Doug and all involved. It just proves the point that the truth hurts. Another tick for the working class.

October 3 at 1:28pm · Like



Peter Lilly MUA HERE TO STAY

October 3 at 2:54pm · Like · 3



Tim Ribergaard On Course Comrades well done as always.

October 4 at 2:57am · Like



Yeogi Buck As a team you all did more than your best, I salute you all.

October 4 at 9:20am · Like · 1



Peter Jackson Thanks.

October 4 at 9:50am · Like



Colin Wilson Read 148 pages of commission this morning what a waste of time haven't they got anything better to do with themselves Well done comrades truth hurts when other side is on a fishing expedition In unity

October 4 at 12:34pm · Like

CHRISTY CAIN

OCTOBER 1 ·

Members, it is 7am, and I am sitting here just thinking about the shit the press come out with. They couldn't even get the small article above right! We the MUA, don't own METL. It is an Industry company, set up with equal representation from the employers and the union. It is a None for Profit entity, that tries to train as many Australian kids, and give them a career in the Maritime sector. Yes we want Australian kids to have jobs on Australian Resource projects in Australia...



Sam Wainwright, Ronald Carr, Allan Stead and 82 others like this.

57 shares



Christy Cain If you can, let's get this out, all over the joint !!! In unity, Christy Cain

October 1 at 8:39am · Like · 6



Alan Smith You're doing a grand job mate, no amount of lies can change that

October 1 at 8:42am · Like · 6



Barry Urban Christy Cain, it is owned by a liberal financial backer so to state it is corporate propaganda with a liberal twist is an understatement. That is why I refuse to read the one eyed monster. They hardly report on developers raping the land avoiding planning principles... Well done mate.

October 1 at 8:45am · Like



Dean Duggan As they say never let the truth get on the way of a good story

October 1 at 8:52am · Like



Justin Wade Done!

October 1 at 8:55am · Like



Shaun Jarman An inquiry should be held into the bribes & kickbacks the West Australian receives to write such rubbish. They are running a deliberate campaign to discredit the MUA. Maybe if the MUA wined

& dined the editorial team & made significant donations & put paid advertising into the West Australian the shoe would be on the other foot!

October 1 at 9:02am · Like · 3



Councillor Peter Foster I've chuckled this on Twitter. Disappointed AGAIN in The West.

October 1 at 9:10am · Like



Emily Moody Fuckin fuck wit c*#ts....they can keep trying but we will always win thanks to our strong leadership

October 1 at 9:15am · Like · 2



James Crookall This just goes to show that the press/ media don't research their stories but the owners of these news entities only portray big business (usually Murdoch) views .

October 1 at 9:43am · Like



Col Mason Typical media though Christy Cain not letting the truth get in the way of a good story

October 1 at 9:55am · Like



Ken Dietz The Murdoch Press will never print the truth. He doesn't own the web yet, but it coming. Yours in Unity Christy.

October 1 at 10:05am · Like



Werner Cohrs Done and they will never ever beat us down no matter what they say

October 1 at 10:12am · Like · 1



THANK YOU

PCYC was proud to host our annual Circus Quirkus events in Perth, Albany & Bunbury this August. Thanks to your generous support, the event allows selected special needs, disadvantaged and at-risk children a fun day to remember with some of the world's best performers astounding them with spectacular acrobatics, clowning, juggling, death-defying stunts and lots of comedy.

Jessica, PCYC

Tom Boord Have to expect this typical propaganda from these hacks! Stay strong and on course always. Well said Christy

October 1 at 11:08am · Like



Christina Scott Christy if you make this particular post -public- then anyone sharing the post who is Not 'friends' with you can see it. Top right of post - privacy settings. (That is if you wanted it public of course). Just make sure you change it back to 'friends' privacy mode on the next post.

October 1 at 11:52am · Like



Alberto Lopez That is why I subscribe to Green Left...all committed unionists should be subscribing to Green Left...not only they print the truth as it is, but they are on our side, and a lot of articles about the CFMEU(my union) and the MUA (your union) are written e...See More

October 1 at 7:52pm · Like · 1



Chris Edmonds Well done comrades as per normal in the WA branch nothing to hide and nothing to fear. Together we are bound and

can't be broken. Well done and well presented in the commission, they've attacked the wrong union. Union proud

October 1 at 8:28pm · Like · 1



John Owen We, the membership, know the truth Christy Cain. As you rightly say, we voted in favour of supporting METL because we recognise the benefits it will give to us and the next generation, and with the inspiration, heart, passion and tenacity you lead with we will get the truth out to the broader public. With or without the papers!

October 1 at 9:21pm · Like



Garry Joe Hassell MUA - All The Way...

October 2 at 4:10am · Like



Glenton Wood Chris, time in the stand this week showed to me. That we need him in National Office full time. He has the bottle to handle issues. That effect the whole membership. Well done Mate.

October 2 at 4:58am · Like · 1



TOUCH ONE



TOUCH ALL

ROYAL COMMISSION ATTACK

ON MUA EFFORTS TO PROMOTE TRAINING OF AUSTRALIAN SEAFARERS

The Royal Commission attack on trade unions comes in two parts. Right wing bosses unions such as the Health Services Union have come under the microscope for the misappropriation of members' funds. Other unions such as the Maritime Union of Australia have been attacked for their militant approach to securing member's fair wages and conditions.

IN SEPTEMBER 2014, the Western Australian Branch of the Maritime Union of Australia were issued a summons ordering the Union provide the Commission with over 47 boxes of documents and thousands of invoices, financial records and emails. All of these records had to be produced within 96 hours of the summons with the threat of contempt proceedings if the Union failed to comply. It was quite apparent to our Union that the

“ 47 boxes of documents and thousands of invoices, financial records and emails... within 96 hours of the summons

Royal Commission was engaged in a witch-hunt designed to attack the integrity of the Union leadership.

In evidence before the Commission, it was clear that every single cent coming into and expended by the MUA was fully audited and accounted for. All of these audited reports are tabled with Fair Work Australia and are public documents.

The attack by the Royal Commission however, was not on how the Union spent its money but on what the MUA had done to ensure young Australian seafarers received training.

Members would be aware of the recent misleading and dishonest reporting of the Royal Commission's inquiry into Trade Unions and the MUA in particular. Despite a number of maritime employers and the MUA giving evidence to the Royal Commission that there was strong support for the industry training body METL, lazy right wing journalists reported that the MUA had stood over a number of employers to force them to contribute to training.

Nothing could be further from the truth. The MUA and a number of maritime employers recognise the importance of ongoing training in our industry to ensure we have a sufficient skills base from within Australia to prevent the influx of foreign seafarers. This is something that the MUA is passionate about and will continue to press.

The reporting by the West Australian that contributions by employers into METL were a bribe is libellous and an absolute disgrace. The boofhead journalist and editor of this newspaper should hang their heads in shame. METL is not an MUA training body. It is a Registered Training Organisation which has an equal number of union and employer representatives on its board. It's a pity that they didn't bother to either check their facts or listen to the evidence given to the Royal Commission before writing this garbage.

Even the Royal Commission lawyer recognised that METL

had good governance and played an essential role in the delivery of maritime training. The 'journalists' somehow missed this part when they wrote their headlines. The Royal Commission further heard that every cent going into and expended by the MUA and METL is fully accounted for, audited and reported to Fair Work Australia. The 'journalists' also forgot to report this also.

Trade Union's should not apologise for working hard to advance the interests of their members. Blue collar unions operate in a tough, robust environment where officials have to either stand up and be counted or kneel down and take the crumbs which the bosses throw their way. The Royal Commission is designed to crush union militancy and put further restrictions on union officials carrying out their job. Since coming into Government, the Abbot Government has reintroduced the ABCC, launched a Royal Commission attack on trade

unions, opened the floodgates for cheap foreign labour and taken the back of the axe to the Fair Work Act. All this from a Government that promised to leave industrial relations alone until its second term in Government.

“ Trade Union's should not apologise for working hard to advance the interests of their members.

Australian workers and their unions are under attack from a number of quarters. The Royal Commission should be seen for what it is – just part of the multi-pronged approach by a neo-conservative Government desperate to smash the collective representation of Australian workers.

CHRIS CAIN
MUA WA BRANCH SECRETARY

