

No 2 – 4 February 2019

Branch Secretary's Report – Deputy Secretary's Report – Assistant Secretaries Reports

NQ Organiser Report - MUA Members Lend a Hand - Vale Peter Niuloa, Keith Ehlers and Rob 'Tug' Wilson
Coronavirus Latest - MUA Members Assist Bush Fire Victims - HSR Training - Col Davies Support Dog Raffle

Branch Secretary's Report *by Stephen Cumberlidge*

Meeting with Minister Mark Bailey

- Ian Bray, Jason Miners and I met with Mark Bailey in regard to coastal shipping and the recommendations from the coastal shipping report and the ALP conference which endorsed the recommendations from the MUA. We enquired as to why it was taking so long, if they were going to act on these recommendations and when that might occur.
- Steve Pelecanos – this was the second meeting with Mark Bailey about Steve Pelecanos. I have met with Steve Pelecanos and Glenn Frew and introduced Steve to Paddy Crumlin. Paddy has met with Steve on his proposal for a new coastal shipping line and Paddy is in favour. Paddy has recommended to the finance people to get Steve some backing. We have also spoken to the State government on this again because they been very slow in their response. Recent correspondence from Steve Pelecanos and Paddy Crumlin:

• *Dear Paddy*

Many thanks for your email and its positive and encouraging tone. I appreciate it.

I also appreciate the time you've taken to consider our proposal and am very grateful to Rod Pickette for taking the time to go through the material we sent and then to discuss it with you.

For your information, we (Hermes) will be meeting with the Queensland Deputy Premier's advisors on 7th February. As you know, the Deputy Premier (The Hon Jackie Trad) holds the Treasury portfolio and this meeting has been arranged through Minister Bailey's office. Its purpose is to provide a brief on our Proposal and to respond to

any questions they may have. I will brief you on its outcome when we meet.

I look forward to meeting with you and Rod on the week commencing 10th February. With your agreement, I would like to bring James Dick with me. James (who is ex-QIC) has been the author of the material we sent you and, I'm sure, will be valuable in assisting with the refining of the documentation and responding to any questions. In the meantime, I look forward to hearing from Kerry.

Kind Regards - Steve

- Rio Ships - Rio was going through Jackie Trad and bi-passing Mark Bailey. We are meeting with Rio on 10th of February. Our requests were for Government assistance to get 1 if not 2 of the ships on that run.
- Dredging contract in Gladstone – Union indicated its disappointment in the allocation of the dredging contract and hope to have a better outcome on this in the near future.
- Offshore wind farms – I've been pursuing the proposal for offshore windfarms with Government officials and other unions in the past few months. We've proposed to hold a State forum in the next month with Will Tracey and Penny Howard who have considerable knowledge of the workings of offshore wind farms. We've arranged a meeting with Minister Lynham and Clean Co. to discuss this month.

Dubai Ports

- The EBA with Dubai Ports is still ongoing with many outstanding issues to be resolved. There will be a report back next Friday after the meeting in Sydney on Wednesday and Thursday.

QUBE EBA

- Has started with more meetings to come soon. Hoping for a more positive outcome in the coming meetings from QUBE.

Patricks EBA

- Is about to kick off. Delegates were in the Union rooms last week putting together their Log of Claims.

Sea Swift

- I am up in Cairns at the moment trying to facilitate better access to the ship to see the members. There's a danger on the wharf which is not appropriate for anybody.

Brisbane Council Elections

- Aren't too far away. Seeking support from our members to get the ALP candidates over the line.

Wild Butterfly

- Wild Butterfly is a harrowing story of 24 year old Claire Murray's desperate search for a life-saving second liver transplant that becomes a trial by national media, which depicts her as an ungrateful junkie who recklessly destroyed her first transplant by relapsing into drug use. She is condemned by the public... But what the public doesn't know is that Claire has a terrible secret: a horrific crime that remains unsolved. Catholic institutional obstruction, medical negligence, missing police records, and trial by mainstream and social media, are all at play in this heartbreaking and gripping real-life drama. Poignant and profoundly disturbing – the final revelation stuns. This story opens our eyes to the impacts of universal social injustices and prejudices that could befall anyone and anybody's daughter.



- The Branch has purchased 31 tickets for delegates and their families to attend the Premiere on Wednesday 26th February. The

screenings will then roll out state-wide for the wider public to come and see this outstanding documentary movie. Please contact the Branch to ask for more information on where and how to buy tickets and show your support.

Bush Fire Appeal

- These are the details for donations to the MUA Bushfire Appeal. Some members have lost everything. Any remaining donations will go to an appropriate charity.
- **UNITY BANK ACCOUNT**
Account Name: MUA Fire Appeal
BSB 802-000
Account Number: 4626 55.2
- **FOR EXTERNAL**
- BSB: 882-000
- Account: 100103618
- Account Name: MUA - Fire Appeal
- Please ensure Name is listed when transferring.

Annual Leave

- I will be on annual leave from 16 - 26 February 2020.

Bushfire Crisis Shows Importance of Australian Shipping

Australian shipping is playing an important part in the relief effort following the devastating fires in NSW and Victoria.

Maritime Union of Australia National Secretary Paddy Crumlin said the crew of the Norwegian-flagged Far Saracen supply vessel was tasked by the Victorian Emergency Co-ordinator to deliver much needed relief supplies to 4,000 people stranded by bushfires in the Victorian town of Mallacoota.

"Australian and Kiwi seafarers were the first on the scene with much needed supplies of food, water and diesel," Mr Crumlin said.

"While the Federal Government was resisting calls to activate the Australia's Defence Forces, our seafarers were able to get those supplies to Mallacoota a full 24 hours before the first naval vessel arrived in the area.

"This was an important mission for a ship which is usually engaged in the resupply of off-shore rigs, so they are well versed in the logistics of resupply.

"In this case their efforts not only took the pressure off a population of locals and holiday-makers stranded by the bushfires, but also brought diesel into Mallacoota to power generators and fuel CFA fire trucks."

Mr Crumlin said the MUA was well aware of the importance of maintaining a sovereign shipping capability while successive governments had failed to appreciate the vital role shipping plays in times of crisis.

“Our MUA seafarers have been the backbone of relief efforts throughout Australia’s history and this was the case in Mallacoota,” Mr Crumlin said.

“The civilian crews of the training vessel MV Sycamore and the supply vessel Far Senator and the Sealink Kangaroo Island Ferries are also doing their bit to back up our fire fighters and bring relief to those stranded and cut off by fire.”

Mr Crumlin said Western Australia was currently cut off from the rest of the country because fire had closed the highway across the Nullarbor and shipping would be needed to maintain supply links until road transport could get through.

“Our island nation’s blue highway is a proven alternative however the lack Australian coastal shipping capacity prevents this from being an option,” he said.

“At a time of national crisis like the bushfire emergency, the need for an Australian merchant fleet has never been clearer. We were a key part of the relief effort following the destruction of Darwin by Cyclone Tracy and we will back up to assist Australians whenever there is a humanitarian need.

“Merchant seafarers have always been at the forefront of our battles and provided support in times of peace and war and this is a timely reminder that our Australian-flagged shipping remains essential to our national interest.”

Smit Lamnalco Dispute *by Jason Miners*

The Queensland Branch is pursuing Smit Lamnalco as a result of them taking the drastic step in outsourcing their deliveries to another company at 50% less of the rates in the EBA with 4 less crew. Smit decided that the multi million dollar contract to perform towage in Gladstone wasn’t enough and now they are docking their tugs using exploited foreign labour in Papua New Guinea with lesser rates conditions and crewing levels.

The current Enterprise Agreement sees EBA rates of pay plus a delivery/free running voyage payment made to workers with a crewing level of 3 skippers, 3 engineers and 4 GPH/IRs. Smit have decided to contract the voyage to IMS with 2 skippers, 2 engineers and 2 GPHs on a day rate with no leave and less super.

The union, with the support of the members in Gladstone and the hired crew from IMS took a stand and decided this needed to be challenged. The union, with some strong assistance from the ITF found several defects with the tug and the illegal contracts issued to the crew.

As a result, the tug was delayed for 36 hours. AMSA found 14 defects on the vessel and had the contractor redraft the contracts of the crew, inclusive of an extra mariner.

A rally with some 100 members and supporters protested in front of the gates of Smit Lamnalco to voice their disgust at these abhorrent actions with support from local MP and members for Gladstone, Glenn Butcher.

The fight has continued and will continue into the future because docking 10 tugs overseas using foreign labour is a kick in the guts to every Queensland tradesperson who could be getting this much needed lucrative work in the two Queensland facilities of Cairns and Brisbane who should be doing this work.

The MUA and its members have a lot of support from both other unions and the community in ensuring that Smit repair and dock their tugs in Queensland. If we don’t win this, tens of millions of dollars in repair work will be done overseas seeing trades like boiler makers, industrial spray painters, fitters, electricians and general labourer’s miss out on work at a time when Queensland tradespeople need work.

This is a new low for Smit Lamnalco in a string of careless, imbecilic actions by this multinational towage provider with further revelations that they deliberately mislead AMSA and exposed their employees to a level 6 carcinogenic in Townsville.



The MUA will pursue this mob vigorously until we win work for Queensland and expose their third world attitude to safety and procurement in Queensland. Members are strongly encouraged to support the upcoming rallies and struggle against Smit Lamnalco!

In Unity - Jason Miners

DP World *by Jason Miners*

A set back and kick in the teeth to the DP World campaign saw us sat on our ass last Friday with the 'Fair Work Commission' ruling we were unable to continue protected action because we were allegedly pursuing matters pertained outside the Enterprise Agreement. DP World still don't have an Agreement and won't be getting one until we are all collectively satisfied with the outcome. The hearing is set for the 13th of March to determine the outcomes. The union, regardless with the support of its members will fight on until a decent Agreement is reached. We must learn from this and get straight back into negotiations to get this Agreement done on our terms.

We as workers have a very small window when workers can take action which has been further exacerbated through restrictions on notice periods from 3 business days to 5 which is unheard of. DP World seem to get preferential treatment by the Fair Work Commission every time at every level which makes it even harder to fight a rotten employer under a rotten fair work system supported by both major political parties.

It is my view that the Part A Committee needs to reconvene as soon as possible to dust ourselves off and re-engage with this critical EA campaign which every other filthy boss is looking at closely.

With accountability and more importantly unity we will win this.

In Unity - Jason Miners

Assistant Secretary's Report *by Paul Petersen*

I hope all members had a safe and pleasant festive season.

I'm sure all members are aware of the bushfire emergency across Australia. I know everyone would like to help the communities and families affected by these devastating and destructive fires.

The MUA nationally is collecting non-perishable and financial donations to help these communities.

The MUA Queensland Branch office is a drop off and a collection point for donations.

Please find the details attached to this newsletter.

LINX Brisbane *by Paul Petersen*

In September 2019 Linx Brisbane invoked the troughs clause and called for a heavy reduction in wages and conditions on the last six permanent positions. They threatened that if the company's conditions were not met

the last six permanent members at Linx Brisbane would be forced into redundancies.

Working with the MUA committee we put forward a set of conditions that we believe would mitigate against the redundancies.

- 1) Weekly salary reduction equivalent of 4 hours (\$284.48) equating to 208 annual counted hours.
- 2) Superannuation to be paid on 35 hours for contributions.
- 3) LSL and any outstanding leave would not be subject to any reductions.
- 4) The weekly 4-hour reduction will cease once 1820 hours achieved.
- 5) All prep starts to be counted as 1 hour towards 1820 target.
- 6) Rostered off week by agreement to be advanced or retarded by 1 week.
- 7) Planned time off days to be reduced from 7 to 5.

The current total irregular roster, the ability to move the week off, the reduction in PTO's along with the 4 hour and prep start conversion should alleviate any trough.

But the company refused this offer and requested to reduce the conditions even further below the conditions stated above.

Linx Brisbane could not supply the six permanents with the required hours to meet the reduced conditions. After months of negotiations and debate with the company we were forced into look at a redundancy situation. We had four permanents who were willing to take voluntary redundancy and two members that were willing to try and work on the reduced conditions set by the union.

Ian Bray, the National Assistant Secretary, flew up to Queensland to assist in the negotiations and helped finalise the outcome.

The result was four members took the voluntary redundancies and the two other members remain employed on the reduced conditions.

All Linx members are struggling to meet the guaranteed hours due to the lack of shipping at Linx Brisbane terminal. The committee and the union will continue to monitor the situation.



Gladstone *by Paul Petersen*

To stop labour hire being used on the wharf in Gladstone myself and Jason Miners held meetings with Linx and NSS

management to have agreement for a Gladstone labour pool.



An MUA labour pool will ensure members working on the wharf can follow their industry and give them the opportunity to work at numerous ports.

The implementation of a labour pool will eradicate the use of labour hire on the wharf.

After meeting with NSS and Linx management and discussing the concept, both company management teams were supportive of it. I will have the conversation this week with Qube Gladstone management and report back to members with the outcome in the near future.

If the labour pool is successful, we will implement a points' system and have delegates monitor the equity of earnings on the job. The concept of the labour pool has been pursued and supported by members to stop the scourge of labour hire within our industry.



RTM Weipa (meeting and report back to members at a shipboard meeting) by Paul Petersen

Vessel issues around catering and the latest ASP review were raised along with swing arrangements that suit the collective given the recent shuffling of staff. The vessel made a generous contribution to the Branch to ensure

appropriate representation to the Quadrennial Conference.

Members moved to have more representatives at the national conference which was supported by myself and Jason Miners. Vicki Morta will be an additional representative on the national conference as moved by the members.



The RTM Piiramu representatives also sought updates on the Rio Tinto campaign and in the process raised serious concerns which will be put to the branch and national office in writing.



Gladstone AGM & General meeting by Paul Petersen

On 10 December myself and Jason Miners held an MUA members' meeting in Gladstone and had a respectable attendance from members.

The work areas represented were: Gladstone tugs, bunker barge Larcom, Linx B&G wharfs, NSS wharfs, RTM Weipa, RTM Piiramu and ITF.

The meeting was the third in a two-month period and members were updated on the finances and campaigns and struggles the union faced on a national level along with the Queensland branch update.

Members again asked about the Rio Tinto campaign and after an honest discussion had concerns about the ongoing struggle to gain the fifth vessel. Removing labour hire and replacing it with an MUA labour pool was discussed, union representation from the Branch, the state election, EA updates and general business were all covered.

Underpaid Union Divers Still Calling for Local Support of Industry

The Maritime Union of Australia Division of the CFMMEU (MUA) and The Australian Maritime Officers Union (AMOU) are making waves in the Cairns diving industry after the Fair Work Commission ruled, *"on the balance of probabilities employees are regularly working hours in excess of the maximum daily hours under the Diving Industry Award,"* in a case against a local dive company.

The MUA and the AMOU successfully challenged the hours of work versus the hours employees were getting paid. Deputy President Asbury said in her decision, *"The Unions have put cogent evidence before me which establishes that on the balance of probabilities employees are regularly working hours in excess of the maximum daily hours under the Diving Industry Award."*

The problem is rife throughout the Diving and Marine Tourism industries with employers paying a day rate and expecting their employees to work through their breaks, extending their working hours to 16 hours in some cases. The Deputy President's decision went on to state, *"Employees who are directed to take their meals in the dining saloon with passengers and to remain there for a specified period are working,"* setting a new precedent that will help divers across the industry. "Prodiver can direct employees to take meal breaks and rest breaks and not to perform work at such times, it can not however direct passengers to cease engaging with employees during meal and rest breaks." So now divers can retire to their cabin for breaks however if they are in the vicinity of and looking after passenger meals etc they are working.

Queensland Assistant Branch Secretary for the Maritime Union of Australia, Paul Gallagher said that "for years the Tourism Industry and specifically the Dive Industry have gotten away with paying low wages to the point we have proven that they are paying below the minimum award rates for highly qualified and competent staff. As an example, the practice of paying workers in this vital industry for 38 hours when they work 50 plus per week is over."

"The Union has provided evidence in an arbitrated case before FWC that establishes that in the next Enterprise Agreement, hours worked in excess of the maximum daily hours in the *Diving Industry Award* have to be paid at such a rate as to leave employees "Better off Overall" than the Modern Award. Without passing this test, any new agreement cannot be approved. Deputy President Asbury made these findings off the back of evidence provided by the MUA and AMOU that satisfied her on the balance of probabilities that "employees are regularly working hours in excess of the maximum daily hours under the *Diving Industry Award*."



"The Cairns divers originally came to the unions with their dilemma that this practice had become the norm. The companies believed that divers days was full of breaks when they were clearly working. The two unions took up the challenge of engaging in two particular local enterprise agreements which basically had to be rebuilt from inferior past agreements and work contracts.

This decision goes to show that it pays to belong to a union! We have reset the bar and will continue to push this precedent on to other non-complying companies in the marine industry in Cairns." Mr. Gallagher said.

The AMOU and the MUA are working with dive and marine tourism companies to fix industry-wide issues such as the hours employees are expected to work and employees being on the wrong Awards. Tracey Ellis said that "unfortunately the low wages compounded by the transient nature of workers in the industry, mean that high quality workers don't stay in jobs long enough to be able to fight for better conditions."

Despite this exposed exploitation of workers, the Unions have expressed their concerns about the effect the novel coronavirus is having on the industry: *"A lot of the business the marine tourism companies get is from overseas tour parties. Hundreds of dive trips have been cancelled since the coronavirus outbreak began. We need Australians to support our local businesses and take a reef trip over the next weeks and months to keep the industry afloat,"* Tracey Ellis says.

Paul Gallagher - Assistant Branch Secretary

TBSH by Paul Gallagher

Townsville Bulk Storage and Handling, which employs approximately 30 stevedore members, sale has officially gone through. The company has been sold by Flinders Ports SA to major rail company Aurizon. I have met with Aurizon management and relationships with the union has got off to a positive start. Since Townsville Marine Logistics have started up as the third operator in the Port of Townsville, they have taken a lot of their work so times are tough at the moment for these members. The hope is that Aurizon can use their extensive logistics leverage to win more contracts in the Port and are confident this can be done as these are some of the most efficient bulk and

general wharfies in the Port. The company is excited about getting into stevedoring which completes their transport chain from the mine to the ship.



NSS *by Paul Gallagher*

We are still having difficulties making this site a full union site with many stevedores, old and new, choosing to take the best pay and conditions in town yet refuse to pay their dues and be union members like the good men they work with. A united workforce would be more powerful than these people would ever imagine. I pay my total respects to those quality union members at NSS who work with these people and proudly fly the union flag.

Smit Tugs Townsville *by Paul Gallagher*

After exposing the entire workforce to illegal and banned chemical PFAS/PFOS in their fire fighting foam this company has put members health at risk and caused irreversible damage to the environment. Since the union did our own testing it has been discovered that Smit have lied about what the substance is to the workers and falsified documents while transferring the product failing in their duty to inform the members of the dangers of handling this chemical. It is the worst kind of PFAS possible as it is a cocktail of different foams that were banned over 10 years ago. The company have now admitted to the substance. They have agreed to demands and will pay the \$800 for blood testing of every crew member in the Port. The members nervously await the results of this testing as exposure can cause cancer and respiratory problems. The union wrote to the company last week asking them to prove that the new foam is not contaminated with the old foam. I believe that the tanks were not cleaned properly and if the old foam is still there and finds its way into the water it expands rapidly and will never break down ever. This could have a severe effect on the environment which is sitting in waters just inside the Great Barrier Reef. The management have failed to reply to my request yet went down and personally took samples the very next day. It's a pity they did not make

the same rush down to the tugs when the members complained and the union asked they address the members to discuss the problem. No wonder they contacted their union for help!

Cairns Divers *by Paul Gallagher*

The MUA, in a combined campaign with the AMOU's, Tracey Ellis have secured a win in the Fair Work Commission for divers in Cairns traditionally underpaid for the hours they work before the union came to town. We are working on two EBAs in the diving industry and have 90% secured pay for hours worked. One company, Entrada Group has purchased three dive companies and wrapping them all up into one Agreement has been a challenge. The next round of negotiations are next week and we look forward to wrapping them up these next few months so as MUA divers can confidently work as respected men and women on a quality Agreement and protection from the union.

Brisbane Ferries *by Paul Gallagher*

After a long history of struggle with a detached management culture, the ferry members are beginning to reap the benefits of their dedication to the union and each other. There is an entirely new management team and outstanding issues are being dealt with more efficiently than ever. A great delegate team and committee members are doing wonders at the moment although it is not without its challenges. The Brisbane River Ferry contract is currently up for tender to be announced in May. The union has met with both leading ferry companies and are working away behind the scenes to secure our members job security and pay and conditions.

Teekay EBA *by Paul Gallagher*

The new Teekay EBA is about to start. It will be a national "Government Contracts" EBA covering the Coral Knight, Sycamore and Ocean Protector. All vessels will come under the same EBA where we will have leverage to fix some of the deficiencies in the last Coral Knight Agreement when certain crew members voted with the company.

HSR Training

The union is conducting a full 5 day HSR course this month. Every worksite needs trained Workplace Health and Safety Representative no matter what size workforce you have - it is legislated that way. All you need to do is elect someone and the boss has 3 months to train them. Bigger workforces are broken up into work groups and a HSR and Deputy HSR are elected for each group. If you do not have HSRs or you need someone trained, please contact the Branch or myself for further advice. The cost is \$850 and the company has to register the participants as soon as possible to secure the spots.

DATES: Monday 24 February – Friday 28 February :
8.30am to 4.30pm

VENUE: MUA Office, 73 Southgate Ave, Cannon Hill 3395
7215

Corona Virus Latest Info

MSQ VTS Direction 03/20

Novel Coronavirus Threat

Issued 2 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

Effective immediately, Queensland's Vessel Traffic Services (VTS) will require all foreign trading ships scheduled to arrive at Queensland ports or picking up a Reef Pilot to provide the following information until further notice.

- 1) Report if any Crew Member or passenger has visited Hubei Province, China within the past 14 days;
- 2) Report if any Crew Member or passenger has visited mainland China since 1 February 2020;
- 3) Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.

Ships MUST provide this information to VTS 2-3 hours prior to embarking a Pilot and/or going to anchor, and with the Reef VTS Pre-Entry report (1 hour prior to entering the Reef VTS area).

Negative Response If answers to all above questions are NO, MSQ will then inform all parties including Marine and Reef Pilots, port authority and ships agent of the clear declaration.

Positive Response If the answer is YES to any question for inbound vessels to a port or anchorage, VTS is to advise the respective Regional Harbour Master (RHM) immediately and follow any instructions given.

If the answer is YES to any question for vessels picking up Reef Pilot, Reef VTS is to notify the pilotage provider immediately, Regional Harbour Master Townsville, and AMSA operationscoastalpilotagemanager@amsa.gov.au. Any crew member identified as having visited Hubei Province, China within the past 14 days OR having visited mainland China since 1 Feb will be asked report to the Captain and to self-isolate on board the vessel for the period of their stay in the Australian port or for a period that spans 14 days since leaving the province or mainland China (whichever is shortest). Such crew members are not to have personal interaction with Australian based maritime industry staff.

MSQ will make the appropriate notifications to State health authorities for further advice if any crew reports as falling in these categories.

If in the event of a ship is non-compliant by;

- a) not providing a Pre-entry report, or b) not providing answers to the questions

the ship is to be directed to remain outside the VTS area or port limits until such time as the above questions have been answered.

If in the situation arises where Reef VTS are unable to contact the ship prior to pilot boarding, Reef VTS will notify the pilotage company advising that Reef VTS has attempted to contact the ship but were unsuccessful and requesting the pilot company to communicate with the ship on VHF 16.

VTS is to record the number of ships vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0430 and 1630 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0500 and 1700 daily.

If in the event a member of the public or boating community contact VTS regarding any response from a ship they are to respond with "MSQ will make the appropriate notifications to State and Federal agencies for further advice".

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health.

This direction will remain in effect until further notice.

So far there has been NO reports of ships carrying sick seafarers in Queensland comrades but please remain vigilant.

In Unity - Paul Gallagher – Assistant Branch Secretary

MUA Members Helping Members! *by Paul Petersen*

A long standing MUA member, Warren Nalder was badly hurt while working below on a steel ship and is still suffering from those injuries.



Warren's family had recently been asked to vacate their rented house and move to a new property which was going to be a physical nightmare for Warren.

We put the request out to MUA members at Hutchison and Linx to assist Warren's family move to the new house. On the morning of 14 December 2019 we had at least 30 MUA Queensland members turn up, some of the MUA members from Hutchison terminal came to help straight after doing a midnight shift.

It was an incredible effort by all members involved!

We all worked as a collective and moved the Nalder family into their new home within three hours. The number of members that turned up to help this wonderful family move to a new house is a testament to Warren Nalder's character.



Warren has always been a humble man, a good union member and has always done the right thing by others, it was nice to be able to give a little bit back to him and his family.

Huge thanks to all members that turned up to help Warren's family with the move.

In Unity – Paul Petersen – Assistant Branch Secretary

North Queensland Report by Dave Lyon

Seaswift

I have been trying to build a mutual respect relationship with Seaswift management in order to try and gain access into their yards and onboard their vessel. So far this has been far from fruitful to say the least. They refuse to grant access to their vessels due to an expired MOU that was previously agreed on but has since expired and refuse to consider drafting a new MOU.

Since the announcement that the company was purchased by QIC (an investment arm of the state government) we were under the impression that Seaswift management may change their hostile attitude towards the MUA but this doesn't appear to be the case either. So between myself, Lee Norris and the Branch Executive we are in the process of constructing a detailed strategy that

should assist Seaswift in changing their mind and help them figure out that it will be easier to work with the MUA than against us. I won't go into great details on the plan but watch this space as we are confident change is on the horizon.

Wunma

I have been in regular contact with the members from the Wunma which is a self-discharger that is manned by P&O out of Karumba Far North Queensland. Their employment Agreement is due to be re-negotiated in the coming months and I'm confident that I'll be able to increase union density and have for the first time ever, an MUA agreement to cover the crew onboard.

Coral Knight

Over the last couple of months, I have started taking over the regular vessel visits of the Coral Knight from Paul Gallagher and I'm in the process of trying to regain a couple of resigned members, which at this point appears to look positive.

TeeKay's EBA is due to expire and from all reports the company is proposing that all 3 vessels that are chartered on government contracts be included on one EBA, which at face value sounds like a positive step in the right direction.

There is a number of other things that are currently in the pipeline but I'm unable to comment on until the employers are aware.

In Unity – Dave Lyon – North Queensland Organiser

Bob Carnegie by Paul Petersen

Honorary lifetime membership to the ETU



The Electrical Trade Union of Queensland (ETU) for the first time ever awarded a non-member an honorary life time membership.

Bob Carnegie was given the award for his lifetime of dedication to the trade union movement and because he was the first protester to be arrested on the ETU picket line in 1985.

In February 1985, the National Party government of Joh Bjelke-Petersen sacked 1100 electricity workers, all members of the Electrical Trades Union (ETU), all were employed by the South East Queensland Electricity Board (SEQEB), its aim was to privatise the industry. Bjelke-Petersen's goal was to take away from the power workers' job security, erode their conditions and increase the length of their working week. The workers resisted. Bob Carnegie refused to be moved from the picket line

and was brutally bashed and dragged from the picket line to be arrested. As he was being dragged away in a headlock Bob yelled out:

“You bastards will never beat the trade union movement” He was then taken to maximum security prison (Boggo Road) because he refused to sign the bail papers that stated he must not return to the picket line. Bob spent 22 days in maximum security prison.



MUA Members Assist with Bush Fire Victims *by George Gakis
WA Branch Organiser*

2020 in Australia hasn't quite kicked off the as a Happy New Year. Our thoughts are with those whom have lost their lives, their houses and loved ones through the fires that continue to burn our country.



MUA members assist with East Coast Fires – Members on board both of the Far Senator and the Far Saracen along with the Navy vessel the Sycamore and the Eden Tugs have been assisting people trapped across the East Coast of Australia. Please take the time to look through the pictures and read up on what these workers have been going through.

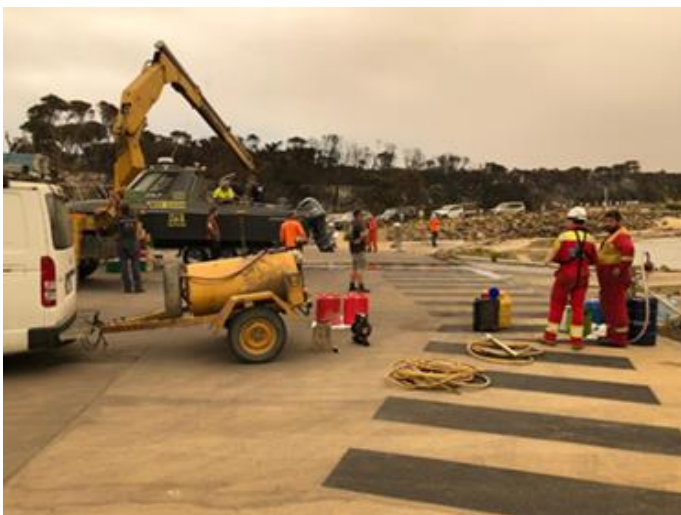
All of the crew engaged on the Far Saracen have been working tirelessly over the past few weeks providing

those who were trapped on the beach of Mallacoota with fuel, water, food and shelter. Some of the vital emergency service people that we take for granted each day, were fully accommodated for on board of this vessel as well as some of the severely injured and or ill public.





Given that there was no multicat vessel, there was no landing craft vessel and there was no wharf that their vessel could be tied up to, the hundreds of pallets of stores were broken down on board by hand. They were then manually loaded onto the FRC and taken ashore by those workers on the Far Saracen. The Navy were eventually called in to assist with providing more essentials and facilitate a mass evacuation of the beach.



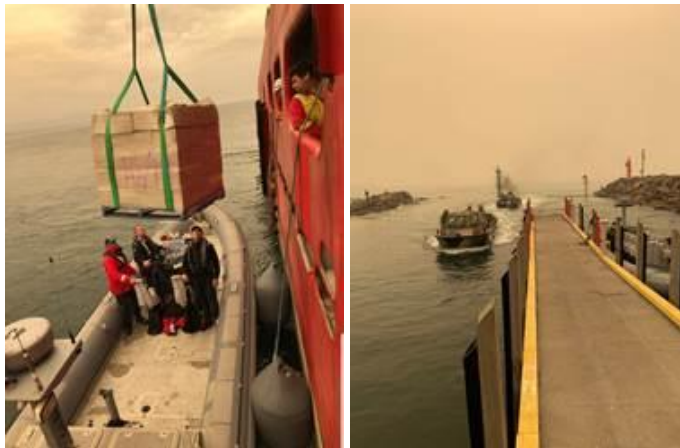
The crew had a young family stay on board with them one of which - a 7 month old child.



After all of this, the crew of the Far Saracen made a substantial donation towards the Mallacoota Wildlife Centre. These volunteers have been working around the clock to care for the local and native animals affected by the disaster which this country has faced. The lady in the photo was brought to tears by the crew's generosity.



The Crew have worked day and night for the sake of humanity and had asked for some time to comprehend what they were dealing with. Send your messages of support through to these brave men and women working on board of these vessels and we will ensure the message gets across to them.



All of the crew on board of these vessels (from top to bottom) should be congratulated on their efforts this far. The ABC also published an article yesterday <https://www.abc.net.au/news/2020-01-07/they-fed-us-they-gave-us-beds-unexpected-hero-brings-supplies-t/11849772?pfrom=story-text>

Members on the East Coast may not know this but as a result of the Fires and Cyclones, WA has been cut off from the rest of the country. Lucky this time it's only 5 days and not a month. <https://www.facebook.com/ABCGreatSouthern/posts/2576191119097262>

Again, just a few more reasons to have Australian Crewed vessels on our coast.

In Unity - George Gakis

Vale Peter Niuloa

Peter Niuloa passed away suddenly on 28th December 2019 while was visiting his family in Auckland. Peter was a long time seafarer, a member since 2004 Peter attended most monthly meetings and always made himself available to the Branch for all rallies and election volunteering. He was a familiar face around the Branch and will be dearly missed at the Branch and all those who knew him. RIP Brother.

Vale Keith Ehlers

Keith Ehlers passed away at 2.30am 10 January 2020. Keith spent his working life with Patricks, was a Life Member, medal 2790 and passed at 83 years of age. He had a fall and never recovered. The Queensland Branch sends our condolences to the family, friends and loved ones of Keith.

Vale Rob 'Tug' Wilson by Paul Gallagher

Robert TUG Wilson passed away on Tug spent a lifetime at sea and in his retirement followed his biggest passion,

The Australian Merchant Navy and its lack of recognition for contribution through two world wars. Tug worked tirelessly with the RSL, comrade Brian Gallagher and the Branch and organised an annual Merchant Navy Memorial Day at the Greenbank RSL on September 3. In 2018 the Merchant Navy Mariners Association built their own memorial at Point Danger Coolangatta to hold their own MN Day. In a show of unity between the Tweed Branch and the RSL Sub Branch we had Tug go to the opening along side the Gold Coast Mayor and many other dignitaries and he delivered the following powerful speech. Please take the time to read Tugs contribution as it is his legacy that now lives on with us.



Some 40,000 merchant mariners perished internationally during two World Wars. For years Merchant Mariners sacrifices have not been recognised and it seems that is changing for the better every year so we thank those organisations for their work achieving such great recognition for the long forgotten Merchant Mariner. Here is a speech by Tug Wilson on behalf of the Maritime Union of Australia.

Ladies and gentlemen, distinguished guests, fellow members of the Returned and Services League, boys and girls,

Anzac Day is the day in which we normally pause to honour our past warriors and those who've gone before us – but today as this year's theme is the navy, I'd like to speak on a force which is a little different from our three uniformed armed forces, with which we normally associate with wartime – a force, which in many cases, has been forgotten and in a few cases even maligned.

I speak of course, of the Australian Merchant Marine and its history throughout the last century – in particular, WWI and WWII.

Ladies and gentlemen, you would be forgiven in some instances for asking why would this man wish to talk about the Merchant Marine? I've never heard of such a force, or why would I want to hear about it?

It is for that very reason that I believe their story should occasionally be told. The Australian Merchant Marine, in both World Wars, was not just acting as an auxiliary to the three branches of the armed forces but was in fact in the forefront of almost every major campaign.

I could, I suppose, begin by reciting many statistics – for instance, at the outset of the second World War we had some 230 vessels – less than half survived enemy action. Some 44 ships sunk off our Australian coast alone – some 30,000 men from what was deemed the British Empire Merchant Marine went to their deaths in every ocean and sea on the face of this earth. I could also truthfully point out that in ratio to their numbers the Australian Merchant Marine lost more men than the other three armed forces combined, but it is not a competition and these statistics are not generally known.

Merchant Navy Day remembers the important contribution Australian seafarers made to Australia's growth and prosperity in peace time and in war of which 1 in 8 were lost during World War I & II



Merchant Navy Day, September 3

What I would like to do is try to put a human face to these men – the men of the Merchant Marine. Who were they? What were they about? Where did they come from? Why did they man these ships?

By and large, they were just ordinary men – average Australians ranging in age from as young as fourteen to well into their sixties.

They came from country towns or coastal cities – Fremantle, Gosford, Newcastle, Traralgon, Brisbane, Adelaide, Rockhampton...to name a few. They were not clear of eye and strong of limb as the poets would have us believe our warriors look like. They did not conduct themselves with regal bearing as many of our wordsmiths want to describe the members of our armed forces – for all intents and purposes, they were ordinary in the extreme, short, fat, skinny, rheumy eyed and blessed with a double chine...indeed. Perhaps.

What, however, sets these men apart from the norm was that from the outbreak of hostilities to the very end of the wars was the concept that when they went off to work there were in fact going off to war... Think about that if you will.

To go to work meant going to war. There were no uniforms for these men – no gold braids, no battle

decorations, no street parades, no pension schemes, no pretty girls to be smiled at – and kissed perhaps. There was no beer across the bar from a grateful older man, there was no braggado as in what unit or ship or squadron to which they belonged, no battle honours to be put up, or to be thought of or dreamed about. And, even until recently, no monuments to their passing – just simply a job to be done.

Shipping was perceived as vital to the national war effort, especially during WWII. The control and planning of which emanated mainly from the British Admiralty and the war office, a situation which would be seen as intolerable today, but in those days would be seen as the norm.



To our seafarers it meant that on declaration of hostilities in 1939, no matter where they were in the world, they were deemed immediately to be at war – in the icy waters of the North Atlantic convoy duties was your lot – in the Pacific, minefields and enemy aircraft became the norm and there was, in fact, no relief. Even if you survived a sinking you were granted seven days survival leave only, starting by the way, from the moment you entered the life boats.

A clean set of clothes and a new ship to report to – courtesy of the national shipping office. That was the lot of the Merchant Seamen. Some of these men never even got back to Australia, especially during the second World War until 1946-1947 due to the fact that companies and Captains knew that to employ them meant they would jump ship when near a home port, thereby leaving them short-handed on the return voyage to Europe.

From 1939-1946 was a very long war indeed – many of these ships they served in, due to wartime restrictions were ill provisioned and ill founded.

Not only were they ill founded but they were also unarmed for the most part along with the crew and remained that way well into the war years and woe betide any merchant seaman who decided to miss a voyage or two and stay home.

For, you could back it in, there was always a policeman at your front door just to ensure, of course, that you did not miss your sailing time. For you see, under the Essential Services Act, these men had no choices in the matter.

They did their job with a minimum of fuss, uncomplaining, unstinting and loyal in the most part....good men. Good men indeed, who for the most part, have gone unrecognised by successive governments. Their contributions to our national security were in fact immense.

They did not die heroically facing the enemy – they did not die cleanly beneath a waving banner covered in glory – they simply died of exposure in icy cold waters, or horribly burnt, or screaming for their mothers, or blind with furnace fuel oils flooding their lungs...

Horrible deaths, yet deaths that were not in vain, but vital to our national security.

These people, ladies and gentlemen, also served;

These people, ladies and gentlemen, also died gallantly;

These people, ladies and gentlemen, deserve our homage;

Alongside our other three armed forces.

Ladies and gentlemen, lest we forget...

Please note the Gold Coast Mayor has requested Tug Wilson's speech be archived at the Gold Coast library.

Col Davies – Support Dog Raffle



A Big thank you to all those kind people who donated too and bought tickets in our raffle in aid of our Grandsons Smart pups fund raising efforts for an assistance dog. All tickets were sold and a total of \$4,800.00 was raised bringing us to a total of \$18,677.00 showing once again the generosity of my former workmates at **Patricks** and members of the **MUA** along with the good people of the Wynnum Manly area.

Heartfelt thanks to all, Faye & Col Davies

Results of the raffle were:

First prize ----- D. Archbold

Second Prize ----- S Jefferies.

Third Prize ----- S. Lewis.

Fourth Prize ----- H. Mohr

Fifth Prize ----- G. Morrison



Branch Officials Contact Details

QLD Branch Secretary Stephen Cumberlidge

Mob: 0403 213 197

Email: stephen.cumberlidge@mua.org.au

QLD Deputy Branch Secretary Jason Miners

Mob: 0401 211 866

Email: jason.miners@mua.org.au

QLD Assistant Branch Secretary Paul Gallagher

Mob: 0408 494 168

Email: paul.gallagher@mua.org.au

QLD Assistant Branch Secretary Paul Petersen

Mob: 0404 453 869

Email: paul.petersen@mua.org.au

QLD Nth Qld Organiser Dave Lyon

Mob: 0439 348 545

Email: dave.lyon@mua.org.au