

# QUEENSLAND BRANCH NEWS

NEWSLETTER of the QLD Branch of the MARITIME UNION of AUSTRALIA

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*To be truly radical is to make hope possible, rather than despair convincing - Raymond Williams* No. 156 – 16 November 2018

## **Intra-State Shipping Inquiry – DP World and MUA at Loggerheads – RTM Twarra - Dalfram Dispute Terminal Safety Conference - Uluru Statement from the Heart - Dangers of Being a Dockworker More Confined Space Deaths - Annual General Meeting – Book Review**

### **Parliamentary Inquiry into Queensland Intra-State Coastal Shipping** *by Bob Carnegie*

THE QUEENSLAND GOVERNMENT has announced a parliamentary inquiry into intra-state coastal shipping. This is a huge victory for our union after 3½ years of nonstop lobbying, arguing and debate.

Thanks to all the officials and staff of the Queensland Branch and Warren Smith, Penny Howard and Rod Pickett from National Office and also to our former legal officer, David Greene, who has been working hard behind the scenes.

Thanks to all delegates and members who have stood by the branch over these last few difficult years. Thanks to Minister Mark Bailey and his wonderful team in his office.

A really special thanks to Ongy and Stu Trail and the whole ETU team whose help has been too much to even estimate.

We have jumped the first major hurdle and now the hard work begins but to remember the words of the great Chinese Revolutionary Zhou En Lai 'A journey of a thousand miles begins with a single step'.

To all the shipping operators who have exploited both foreign and Queensland seafarers, your worst nightmare is about to begin and won't be ending until we achieve a fair shake.

### **DP World Walks Out of Meeting with MUA for New Enterprise Agreement**

THE MARITIME UNION of Australia (MUA) is disappointed by the actions of international container terminal operator Dubai Ports World (DP World) whose representatives today walked out of negotiations for a new enterprise agreement.

The MUA Negotiating Committee said it appeared DP World left today's meeting on the basis of the raising of a legitimate safety issue at Sydney's Port Botany Terminal.

MUA Assistant National Secretary Warren Smith said the company had been increasingly difficult in negotiations, without any justification.

"While the MUA remains committed to negotiating a

new agreement with the company, we express our gravest concerns that the company expects their workforce to accept sub-standard workplace safety while a negotiation progresses," Smith said.

"Our lives are not for sale as corporate leverage. DP World keep telling us that safety is sacrosanct but when a genuine issue arises that can place a worker's life in jeopardy the company wants us to accept those unsafe standards in order to progress negotiations.

"The DP World walkout of negotiations is emblematic of the MUA's concerns over waterfront safety."

MUA Sydney Branch Secretary Paul McAleer said it was always appropriate to raise safety concerns as every worker deserves to go home safely at the end of their shift.

"The company has walked out while at the same time demanding that the MUA withdraw legitimate issues from the FWC where the company have breached the agreement," McAleer said.

"We see no place in DP World terminals for ongoing outsourcing and contracting out because of the impact it can have on workplace safety for all workers on site." MUA West Australian Deputy Branch Secretary Adrian Evans said the industrial system is broken and needs to be fixed.

"The rules are broken for working people and this charade by DP World shows the power is too heavily in favour of bosses when they are able to try to force workers into unsafe working conditions on the basis of corporate greed.

"This is another example of why we need to Change the Rules as part of the ACTU-led campaign to deliver a better deal for working people."

### **RTM Twarra**

ON MONDAY BRANCH Secretary, Bob Carnegie had a meeting on the RTM Twarra. Apart from giving members a full run down on Branch and National activities a particular internal issue was hopefully dealt with.

However, in dealing with individual changes it is often difficult and disappointing. I hope this isn't one of those cases.

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**Authorised by Bob Carnegie, Maritime Union of Australia (MUA) Queensland Branch Secretary**

**73 Southgate Avenue, Cannon Hill QLD 4170**

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*Chris Harrison, Glenn Smart and Cameron Macilquham*

A ship is a small place in which to spend a large portion of your life. Everyone does not have to be in 'love' with each other, but mutual respect is essential otherwise a ship can be a very lonely place. In some respects, not much different than a floating prison if you let it get you down and don't try to get along.

The crew of the Twarra have some exceptional trade unionists onboard and seeing some of them obviously upset is not a good experience for any of them. Hopefully things are on the mend, if not a more direct approach will be necessary.

### **Terminal Safety Conference**

*By Jimi Quin – HSR Hutchison Maintenance*

The 8<sup>TH</sup> And 9<sup>TH</sup> of November saw the Stevedoring Terminals Safety Conference held at the Sydney Branch of the MUA and was attended by members from all over the country international visitors from New Zealand, Indonesia and Pakistan. The current and future hurdles to be faced in regard to safety in the Stevedoring industry were discussed over a wide array of topics.



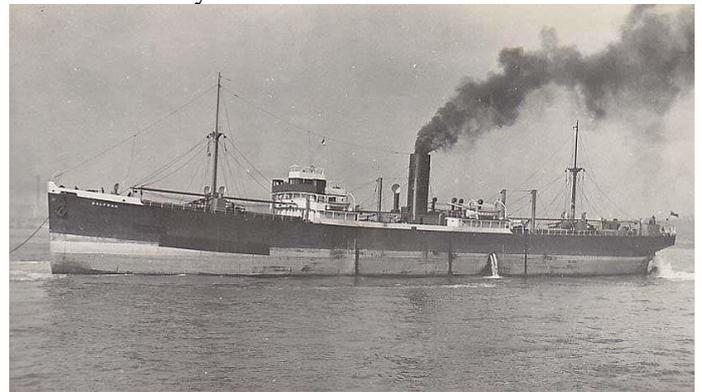
Regardless of country, language or religion, us as port workers operate and maintain the same machinery and work the same vessels. Therefore, the main objective is to

unify safety standards across ports globally creating a safer industry for us all to work in.

Creating a means of port workers globally to be able to come together and share information in regard to accidents and incidents on the job so the likelihood of them ever repeating to a fellow dock-worker, regardless of port or terminal operator is minimised significantly. This can only be a good thing. The two day conference was a success and a good sign of things to come for the industry.

### **MUA Front and Centre of Dalfram Dispute Commemoration**

A NEW MONUMENT to commemorate the 80th anniversary of the Dalfram Dispute was unveiled at a ceremony in Wollongong today. The event was attended by current and past MUA members and officials, politicians and guests from the Chinese consulate and local community.



MUA National Secretary Paddy Crumlin, MUA NSW Branch Secretary Garry Keane, Sue Roach, daughter of WWF Leader Ted Roach and Penny Lockwood, daughter of Rupert Lockwood were all present at the gathering.

Following Japan's invasion of China in 1937, the Waterside Workers Federation had begun a nationwide campaign of militant action in response to the Japanese aggression. The slogan 'No Scrap for the Jap' began to appear on wharves around the country. Workers argued that these materials were being used for war purposes against the Chinese and in particular, against the civilian population. In addition, Melbourne wharfies refused to load scrap iron on to a German ship in May 1938. On 15 November 1938, the British tramp steamer Dalfram berthed at No. 4 jetty in Port Kembla.

Mitsui, the controlling company for Japan Steel Works had chartered the vessel to take pig-iron from Port Kembla to Kobe, Japan. Ted Roach, then Branch Secretary for the Waterside Workers' Federation, addressed the men at the labour pick up for the ship - the Dalfram. He told the men of the destination of the pig iron and the uses the Japanese would make of it: bombs - first against the Chinese and eventually against Australia. In protest, men walked off the ship declaring they refused to load pig iron for Japan to turn into weapons.

Crumlin paid tribute to the 180 wharfies who refused to

load the Dalfram, backed by their leader Ted Roach and the local community. The dispute lasted more than 10 weeks, with the workers and their local community eventually emerging victorious in the fight against the Japanese war machine.



*Photo: Union leader Gary Keane unveils the memorial marking the dispute. (ABC Illawarra: Gavin Coote)*

"After the Nanking massacre, these workers had the guts to directly take on imperialism," Crumlin said.

"They used their moral judgement and political judgement and the fact we are here talking about them 80 years later reflects the enormity of the decision."

"Workers using their political and moral values isn't always good for business and the government of the day wasn't happy about it. "These are lessons that resonate today – the Dalfram Dispute shone a light on the future in terms of not just imperialism but also economic elitism."

Crumlin paid tribute to ACTU Secretary Sally McManus, who in her first major television interview after taking on the role, said workers shouldn't accept bad laws. "What do you do with bad laws – you stand up to them," Crumlin said. "Peace is union business and we will continue to make a difference. We are the difference."

Crumlin spoke of the Transport Workers' Act - known to working people as the Dog-Collar Act. The Act stipulated that only licensed wharfies could be employed in particular ports specified by the Government. If a licence was taken out and wharfies did not comply with the licensing provisions, then the licence could be revoked. So, if wharfies took out licences, they would sign away their right to strike. "The Dog Collar Act – we have similar set of rules now," Crumlin said. "Ted predicted this sort of stuff would come back again and he was right."

Keane spoke of the importance of the Dalfram dispute in the history of the Illawarra. This action went against the Federal Lyons Government's endorsed contract to provide 300,000 ton of pig iron to Japan. The Government ordered the wharfies back to work but they refused. "No-one could believe the community support," Keane said. "They shut down the steel works for eleven weeks across Christmas and put around 4,000 people out of work.

"The intention was to put pressure on wharfies but it had the opposite effect – the dispute got bigger and bigger. "That says it all about the Illawarra and the people who live here." The Government had underestimated not only the wharfies but their families and community as well.

A picket was established at the wharf and a women's committee organised donations of food and rallied support for the strikers' families. The Chinese community provided truckloads of produce from the Sydney markets and local farmers also donated fresh food. Support for the stand against Imperial aggression poured in from the public and other unions from throughout Australia and Internationally.

The Lyons Government accused the WWF of trying to dictate Australia's Foreign Policy and implemented the Dog Collar Act. Only one licence was issued however and that was ceremoniously burnt on the stairs of the Wollongong Town Hall. The lockout lasted for 10 weeks and 2 days, during which Robert Menzies went to Wollongong to try and end the gridlock.

Menzies was met by an angry crowd and it was there he was awarded his unfortunate nickname after a woman in the crowd heckled him with "Pig Iron Bob". "The day Menzies came to town he had two meetings, the first at the Wollongong Hotel and the second across the street," Keane said. "Police approached Ted Roach and the wharfies to get Menzies across the road.

"There is a photo in the union rooms of the wharfies accompanying Menzies – one bloke with a big grin on his face. "Pig iron Bob stuck with him for the rest of his career." Keane said that almost eleven weeks later, the Government said there would be no more steel sent under the contract to Japan.

"This was a dispute run on moral grounds – a social and moral dispute in support of the Chinese people who were being massacred," Keane said. "This was also a protest against a war we knew was coming. "It is an incredible legacy."

### **Uluru Statement from the Heart**



## **Dangers of Being a Dockworker** by Ron Signorino

*The below highlights the dangers of being a dockworker. The Queensland Branch sends its deepest condolences to the family. Bob Carnegie*

WITH DEEP REGRET preliminary and unconfirmed reports would have us understand that a longshore worker was fatally injured earlier today in a trailer/mafi loading incident at Freeport, Texas.

While not in possession of many facts at the present time, those reports appear to indicate that a counterweight of some kind was being loaded onto the vehicle by an industrial truck in anticipation of bringing it aboard a Ro-Ro Vessel.

Somehow, in that process, it is alleged that the counterweight came away from the machine loading it, striking and fatally injuring the worker.

We understand that the worker was a member of the ILA, and that two officials of that union have been dispatched to initiate an investigation.

### **Three Crew Died in Cargo Hold of Japanese Timber Carrier**

THREE CREW OF a general cargo ship APPOLO KITA were taken to hospital on Ishigaki island, Japan, Okinawa Prefecture, on 9 November, after they lost consciousness while working at cargo hold.



The ship interrupted her voyage, from Malaysia Kalimantan to Hannan Japan, with cargo of logs, and arrived at Ishigaki anchorage at around 1530 Tokyo time. All three seamen, of Filipino nationality, died. Cause of deaths is believed to be lack of oxygen in cargo hold. As of 0030 Tokyo time Nov 9, the ship was still anchored.

Source: <http://maritimebulletin.net/2018/11/09/3-crew-died-in-cargo-hold-of-japanese-timber-carrier/>

**\*\*Yet again, multiple lives have been lost owing to what appears to be an oxygen deficient atmosphere within a cargo space occupied with organic carriage. This time, once again, a cargo of logs. When will this madness cease??\*\***

### **Two Uruguayan Dockers Dead in Confined Space Accident**

TWO DOCKERS DIED early Tuesday morning while unloading logs from the hold of a bulker in Montevideo, and two others have been hospitalized. The victims are believed to have been exposed to a fumigant, and the authorities are investigating to determine the cause.



"It is known that it was a poisoning accident, but it is not known which product produced this intoxication," said a spokesman for the Uruguayan Navy, Capt. Marcelo Etchevers, speaking to local media.

According to investigators, two Uruguayan dockers from an independent stevedoring company entered one of the four holds of the Panama-flagged freighter American Bulker at about 0600 on Tuesday morning. They lost consciousness and collapsed.

One of the bulker's crewmembers saw the victims in distress and entered the hold wearing a face mask. During the course of the attempted rescue, he reportedly removed his mask, and he also lost consciousness. The crewmember has been hospitalized and is in an induced coma. A third stevedore is also receiving medical care.

The president of an Uruguayan transport union, Cesar Bernal, told Telemundo that the stevedores did not know that half of the ship's cargo of timber had been treated with a fumigant. The victims entered the hold as they normally would and succumbed. Workers believe that the treatment product was likely phosphine, a broad-spectrum fumigation gas used to control pests in agricultural and wood product cargoes. It is denser than air, and may settle and collect in low-lying pockets.

The fatal accident is the latest example of casualties resulting from improper confined-space entry on board a merchant vessel. The last occurred on Friday, when three crewmembers of the timber carrier Apollo Kita died of asphyxiation while working in one of the vessel's holds. Timber cargoes are known to absorb oxygen over time, creating the potential for dangerous deoxygenated holds.

Over the years, confined space accidents have proven stubbornly resistant to harm reduction efforts, both on shore and on land. On average, about 90 workers per year lose their lives in confined space accidents in the United States alone. These incidents are especially lethal for workers who respond to the initial casualty: According to the U.S. National Institute for Occupational Safety and Health (NIOSH), about 60 percent of confined-space fatalities in shoreside incidents are responders, and when multiple deaths occur during a rescue, the majority of the victims are "would-be" rescuers.

Source: <https://maritime-executive.com/article/two-uruguayan-dockers-dead-in-confined-space-accident>

**\*\*The rash of shipboard enclosed space atmospheric deaths over the last few years simply begs for meaningful intervention. The more recent IMO requirements mandating that ships be equipped with**

*atmospheric testing devices has not been comprehensive enough. \*\*  
Ron Signorino*

## Robots Are Coming – to Clean Cargo Holds

Source: <https://worldmaritimeweek.com/archives/264627/robots-are-coming-to-clean-cargo-holds/>

ROBOTS COULD SOON take over and simplify the laborious and, at times, dangerous and time-consuming process of cleaning cargo holds of dry bulk vessels.

Danish shipping company Dampskibsselskabet Norden has recently tested and participated in the development of a new belt-driven robot which can be operated remotely to go up and down along the sides of the holds while pressure cleaning them.

Namely, the company's compatriot CLIIN developed the robot which in the course of 2018 and with assistance from the Market Development Fund has been tested as a prototype on one of Norden's vessels. The new robot would improve safety, reduce water and chemical use and save time in connection with cargo hold cleaning, Norden explained.



*Illustration. Image Courtesy: Pexels under CC0 Creative Commons license*

The robot is driven forward by belts that are magnetic and therefore stick to the sides of the vessel. On top, there is a holder for the high pressure cleaner which can be turned individually.

“Preliminary results with the robot are positive. The robot is easily operated and also reaches those places that can be difficult to get to. I have seen many robots in the market, but this one is a qualified suggestion for how cargo hold cleaning in the future can be done in a better, more safe, environmentally friendly and quicker way, and it's about time. It is pretty much the same method being used to clean cargo holds today as it has been for the past 20-25 years,” said Jonas Warming, Senior Optimisation Manager, who has followed the developments closely for the past few months.

It is expected that the robot will be ready for operation on board a selection of Norden vessels during the autumn of 2018, the companies said, adding that they would continue working together to further develop the robot.

## Annual General Meeting

THE MARITIME UNION OF AUSTRALIA DIVISION  
A Division of the Construction, Forestry, Maritime, Mining and Energy Union

NOTICE TO ALL MEMBERS of the  
QUEENSLAND DIVISIONAL BRANCH

ANNUAL GENERAL MEETING and  
SPECIAL MEETING OF MEMBERS  
QUEENSLAND DIVISIONAL BRANCH

Annual General Meeting to be held:  
7 am Thursday 29 November, 2018  
Cannon Hill Bowls Club  
Cnr Lang and Princess Streets  
Cannon Hill

The Annual General Meeting of Members of the Division is being held to consider:

- (i) The General Yearly Report of the Divisional National Council;
- (ii) The Annual Financial Statement of the Division;
- (iii) Motions by members notice of which has been given in writing to the Divisional National Secretary by close of business 11 November 2018.

All available members are required to attend.

A Special Meeting of Members will be held immediately following the AGM to consider and if thought appropriate endorse proposed changes to the Rules of The Maritime Union of Australia Division.

In Unity,

Bob Carnegie  
QUEENSLAND DIVISIONAL BRANCH SECRETARY

Any queries should be directed to Queensland Branch (07) 3395-7215

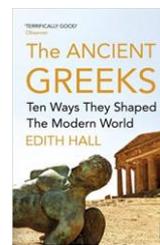
## Book Review

### The Ancient Greeks: Ten Ways They Shaped the Modern World by Edith Hall, 2016

Review by Allan Gardiner

IS IT TRUE that the ancient Greeks shaped the modern world? That idea has been used to justify European colonialism and even white supremacy. It seems surprising to hear it from a scholar like Edith Hall, who is not afraid to quote Karl Marx.

But as Hall points out, the brilliance and originality of the Greeks had nothing to do with race. Instead, they were well-placed by history and by geography. Most importantly, they had to become consummate sailors. Their land was poor and rocky. They had to sail in order to trade goods, to colonise and to farm. In this process they gleaned ideas from people all over the Mediterranean. What Homer says of mythical Odysseus applied to many of these real seafaring Greeks: “Many were the men whose towns he saw and whose minds he learnt.”



This cultural mixing was the key to Greek creativity and achievement, and it is the opposite of what the right wingers and white supremacists would like.

Hall does not force the argument that the modern world is all due to the Greeks. Rather, she gives ten traits -- including competitiveness, hedonism, humour, articulacy and individualism -- that she discerns among the Greeks from as early as the archaic period up until Alexander the Great that spread aspects of Greek culture throughout Europe and Asia.

But I would say it is anachronistic to think of these ancients as bourgeois individualists and entrepreneurs wearing robes. Their love of freedom and desire to compete in all endeavours can be interpreted a bit differently. They were able to benefit from periods and situations where their ruling classes were relatively weak. This seems to have allowed more sections of society to find expression.

As Hall points out, for too long, the great story of the Greeks was mainly shared with the children of the rich in their posh universities. This is an excellent popular account of these fascinating ancient people.

### **Bali's Communal Heritage: The Subak**

*by Jane Burstall*

ON HOLIDAY IN Bali in October, I took a break from the beaches and Ubud, and went on a cycling tour around the World Heritage rice terraces of Jatiluwih. Not only is the landscape beautiful, it has a little known centuries old history of communal organisation of rice-growing, that the World Heritage status is meant to help preserve. I found a book that explains how this system was working in the 1930s, when Dutch colonialism

had just begun to change it. Here are some excerpts from *Island of Bali* by Miguel Covarrubias, originally published in 1937, republished by Periplus, 2008. It includes fascinating photographs by Rose Covarrubias. For anyone heading to Bali, this book will enrich your trip with its account of Balinese traditional society.



*c Image from Trip Advisor*

“The villages are organised into compact boards or councils, independent of other villages. Every married man – that is, every grown man – is a member of the council and is morally and physically obliged to co-operate for the welfare of the community). A man is assisted by his neighbor · in every task he cannot perform alone; they help him willingly as a matter of duty, not expecting any reward other than the knowledge that, were they in his case, he would help in the same manner. In this way paid labor and the relation of boss to coolie are reduced to a minimum in Bali. Since the world of a Balinese is his community, he is anxious to prove his worth, for his own welfare is in direct relation to his social behavior and his communal standing. Moral sanctions are regarded as stronger than physical punishment, and no one will risk the dreaded punishment of exile from the village, when a man is publicly declared “dead” to his community. Once “thrown away,” he cannot be admitted into another of the co-operative villages, so no misfortune could be greater to the Balinese than public disgrace. This makes of every village • closely unified organism in which the communal policy is harmony and cop ration- a system that work · to everybody’s advantage.

By their ingenuity and constant activity they have raised their main occupation, the cultivation of rice, to levels unsurpassed by other rice-growing nations. Being essentially agriculturists, they are not interested in navigation and trade; living the easy life of the tropics, they are satisfied and well fed. The majority work the land for themselves, so they have not yet become wage earners and have enough freedom and leisure left to dedicate to spiritual relaxation. They are extraordinarily fond of music, poetry, and dancing, which have produced a remarkable theatre.” (p12)

#### **The Subak**

“The rugged, mountainous nature of the island, closely furrowed by deep ravines, makes irrigation extremely difficult. Water is led from the mountains to the various levels of cultivated land by an elaborate system of canals, dams, bamboo pipes, and even long tunnels cut through solid rock, to the dikes that permit the sawah [rice fields] to be flooded or drained at will. Solid matter is filtered off and pools are made for sand deposits to prevent the clogging of the rice fields.

It is obvious that small landowners could not carry out, alone, the tremendous task of attending to the work of irrigation. It became necessary for them to organize into subaks, agricultural co-operative societies, “water boards” that control the equitable distribution of water to their members, all those who take water from a common source. The objectives of the subak are to give the small agriculturist the assurance that he will not lack water, to police the dams effectively so that strangers will not divert the water supply, to settle disputes, and to attend to the communal rice festivals. In the village the society

assume full social, technical, and administrative authority in all matters concerning irrigation and agriculture.

Like the village and ward associations, the subak is presided over by elected headmen, the klian and penyarikan subak, with their assistants (pangliman). The subak leaders open and preside over the meetings, see that the decisions and rules are carried out, impose fines and penalties, and act as treasurers of the organization. They keep written records of the names of the members and of all transactions and proceedings. The office of the subak leaders are unrewarded except as in the case of other societies, for certain privileges such as extra shares of water and a small percentage of the fines collected. Every man who owns rice fields is compelled to join the subak and to carry out orders. Members may be allowed to buy off their services but they must be present when important repairs are made, even though they may pay others to do their share of the work.

Once a month, or oftener if necessary, a general meeting is held in the little temple of the subak, a small shrine dedicated to the agricultural deities, built out in the middle of the rice fields. Attendance is compulsory and an absentee who is not properly justified is fined. When the members have gathered, the headman reads the roll, communicates the improvements and repairs to be carried out, reports on the relations of the society with higher officials[1] and with other subaks, and accounts for money received in fines and fees as well as what has been spent on materials, offerings, and so forth. Important decisions are reached by a majority vote. When all business is settled, the head-man adjourns the meeting and an informal social gathering follows in which tobacco, sirih, and refreshments are served by appointed attendants. If the subak is a prosperous one, there may even be a banquet.

Like other Balinese associations, the spirit of the subak is essentially communal; all members abide by the same rules, each one being allotted work in relation to the amount of water he receives. Certain stipulations are made to prevent individuals from holding more land than would be convenient to the community. A man who has more land than he can work is compelled to share the produce with people appointed to help him.” (pp60 – 62)

PS: I couldn't help noticing that only men, not women, were members of the subaks. I haven't found out if this has changed at all.

[1] MC: The various subaks of a district are under the control of an official, the sedahan, a sort of minister of agriculture, now under a Government salary.

## Cartoon Corner



# HUNTERLINK

Contact Hunterlink  
National Assistance  
1800 554 654

24 hours a day, 7 days a week helpline to support workers and their families with mental health, substance abuse and other issues.

### Branch Raffle

**TIME IS RUNNING out!** Don't forget to contact the Branch to get your raffle ticket for \$15,000. \$20 per ticket with proceeds going to help support Hutchison Delegate, Joe Johnston who was suspended for 20 weeks.

# Solidarity!

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