



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. 163 - 4 January 2019

**A Big and Busy 2019 - Vale Bernie Melville - Gladstone Tugs - Too Many Lives Lost in 2018
Vale Dave Arian - World's Largest Pipe Layer - Canada/Saudi Arms Deal - Longshoreman Killed
Crew Member Dies - Cartoon Corner**

2019 Shapes Up as Big and Busy *by Bob Carnegie*

THE BRANCH WISHES all members a happy and prosperous 2019. This year shapes up as a big and busy one.

The Parliamentary Inquiry into Coastal Shipping, the first Indigenous Education for Delegates Conference to be held in February. The various continuing battles on the waterfront and our ferry workers continue to struggle to get a fair EBA. The problems in Townsville with a possible non-union operator attached to Sun Metals looms like a cancer on the horizon of Townsville harbour. All will take time, effort and resources. It means that we all need to do our bit to keep our union 'on course' or even in my more pessimistic moments 'afloat'.

There is an article in this Branch News about 55 reported Dockers Deaths in 2019. Please read and all members please keep an eye out for each other.

The year is only 4 days old and already a wharfie in Brisbane has been badly hurt on his way home through no fault of his own. Whether you work on the water or on a wharf it's a dangerous industry.

Vale Bernie Melville

The Queensland Branch extends its deepest sympathies to Bernie's family. Bernie was a long time seafaring member who was a proud trade unionist. Bernie was just 69.

Gladstone Tugs



Oscar, Phil and Pete discussing Gladstone tug issues

Too Many Lives Lost *by Ron Signorino*

AS WE CLOSE on calendar year 2018, we look back on a year that claimed the lives of 55 longshore/dock workers at various ports throughout the world. And those 55 are simply the ones that have been brought to our attention through various personal and media contacts. There are certainly others that have gone unreported. They should not remain anyone's secret.....

Reflecting on those very troubling and very sad accidents, our industry must come to the realisation that much more needs to be done in order to bring that number down in a meaningful way.

One sure way to do so, is for management and labour to jointly renounce the apparent "race to the bottom" that has been consuming their thoughts (and lives) in quest of the holy grail of production nirvana.

Supervisors (from both the labour and management ranks) should know when the margins of safety are being pushed out to unacceptable limits, and should have the sense, experience, responsibility and authority to rein in the operational behaviour that puts at risk the safety of individuals and the continued vitality of business pursuits.

Doing otherwise puts us all in jeopardy; from every conceivable perspective.

We hope and pray for a much better 2019, where the lives of our industry's labour and management constituencies are celebrated; not put at risk.

Vale Dave Arian

DAVE ARIAN, THE San Pedro 'rank and filer' who led



the dockworkers' union, has died at age 72. Dave Arian was a tireless fighter for dockworkers' rights who rose to the union's highest office and most recently served on

the Los Angeles Harbour Commission. Dave passed

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

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away following a battle with an aggressive form of thyroid cancer. He was 72.

Los Angeles Mayor, Eric Garcetti praised Arian for embodying the spirit of public service. "From the docks to the board room, his humour, his intelligence and his commitment to justice built the most successful port in the Americas while doing right for the workers and the community that are the lifeblood of the harbour community. Our city and our world are better places because of David Arian's extraordinary career and because of his deep humanity."

Arian rose to be elected the ILWU International President but always maintained an open, down to earth manner and always identified as a 'rank and filer.'

Arian is survived by his sister, son, daughter and three grandchildren. The Queensland Branch sends our deepest sympathy to Dave Arian's loved ones in their time of grief.

World's Largest Pipe Layer

Source: <https://sputniknews.com/europe/201812121070619492-nord-stream-pipes-ship/>

For our members who are interested in the offshore oil and gas industry.

THE WORLD'S LARGEST construction vessel, Pioneering Spirit, will begin laying pipes for the Nord Stream 2 project in the Finnish exclusive economic zone next week, Nord Stream 2 AG said in a statement.

"Pipelay vessel 'Pioneering Spirit' will enter the Baltic Sea via the Great Belt Bridge in Denmark to join the Nord Stream 2 construction fleet. The vessel is due to start to pipelay in the Finnish Exclusive Economic Zone (EEZ) in the coming week ... The vessel will be mobilised in Denmark for a few days, after which it will continue its journey to the Finnish EEZ to continue to pipelay of the first line," the statement read.



In April, Nord Stream 2 AG and Swiss company Allseas Group S.A. signed a contract on laying the pipes offshore. Apart from Solitaire, two other vessels, Pioneering Spirit and Audacia, were set to be used in the project. Audacia was expected to be used in Germany's waters, while Pioneering Spirit will be used for work at deep sea layers.

Nord Stream 2 is a joint venture of Russian gas giant Gazprom and five European companies. It aims to deliver 55 billion cubic meters (1.9 trillion cubic feet) of Russian natural gas annually to the European Union via the Baltic

Sea and Germany and is expected to be put into operation by the end of 2019. The pipeline project has been welcomed by some countries in Europe and opposed by others that feel it might increase their dependence on Russian gas.

Canadians Like to Think of Themselves as Peacemakers. The Saudi Arms Deal Suggests Otherwise. *By David Frank*

Source: https://www.theglobeandmail.com/opinion/article-canadians-like-to-think-of-themselves-as-peacemakers-the-saudi-arms/?utm_source=Shared+Article+Sent+to+User&utm_medium=E-mail:+Newsletters+/-E-Blasts+/-etc.&utm_campaign=Shared+Web+Article+Links

A fine act of Solidarity by Canadian ILA Members. Bob They came, they saw, they stopped.

In the light morning winter rain, small cars and pickup trucks entered the open stretch of pavement on King Street West leading to the grounds of the Port of Saint John. The vehicles slowed, paused and parked. Several made wide U-turns and double-parked. For a short time, they blocked the way entirely, until police on duty advised them to open the road.

This was the scene at dawn last Saturday morning at the West Side Docks in Saint John, N.B., three days before Christmas. A line of demonstrators, no more than 25 or 30 in number, walked in the roadway in front of the port gates. A variety of homemade signs spelled out their message: "No LAVs for Saudi Arabia" and "Let's Stop this Arms Deal." A young woman dashed out to meet the cars, handing out flyers headed: "Why stop weapons shipments to Saudi Arabia?"

It was a small local moment in the continuing controversy over the export of Canadian-made light armoured vehicles (LAVs) to Saudi Arabia, an approximately \$15-billion contract originally signed by the Conservative government of Stephen Harper and now proceeding under export permits approved by the Liberal government of Justin Trudeau. The arguments have been familiar ones – a notoriously repressive regime in the kingdom, a devastating war and famine in neighbouring Yemen and, to the dismay of many Canadians, our righteous stands in favour of human rights and humanitarian aid enormously contradicted by our exports of military hardware.

During the course of the fall in Saint John, citizens associated with groups such as the Council of Canadians and PEACE-NB, among others, were becoming aware that LAVs were being assembled for shipment through the port. Several Saudi ships arrived to pick up what was described as "roll-on/roll-off" cargo. Plans for a local protest were already gathering support when the Prime Minister, in weekend interviews 10 days before Christmas, said his government was looking at ways to stop these exports.

The scheduled ship did not arrive on Wednesday last week as originally expected, but the Bahri Yanbu, a modern cargo vessel of more than 50,000 tonnes

capacity, slowly made its way up the east coast of North America during the week. Stopping off at several U.S. ports, it was set to arrive in Saint John before daybreak Saturday morning. On short notice, and with uncertain weather, small groups of demonstrators made their way to the port gates.



Approximately 16 people protested the armoured vehicle deal with Saudi Arabia in Saint John, N.B. on Dec. 22, 2018. Image: Michael Hawkins mike@wordphoto.ca

They were unsure of what impact they might have, but the response of the longshoremen was reassuring. They knew they would lose a day's pay and face possible penalties, but they did not cross the picket line. Some headed up the street for coffee, others stood at the side of the road and watched. As the protest ended, the demonstrators joined the longshoremen, thanked them for respecting the picket line and gave them a round of applause. A friendly conversation followed and there were handshakes all around.

For those who know a little local history, the longshoremen's response was not entirely surprising. In 1979, Saint John longshoremen famously refused to cross a picket line protesting the export of heavy-water supplies to the military dictatorship in Argentina. They succeeded in winning the release of several political prisoners. A second reactor deal fell through, and Canada reiterated its policy of not selling military materiel to repressive regimes.

Meanwhile, on Saturday in Saint John Harbour, the Saudi cargo ship remained offshore for the remainder of the day. Twenty-four hours behind schedule, it came into dock at 1:30 a.m. Sunday. It was back out to sea within 12 hours.

Business as usual? For Canadians, as the journalist James M. Minifie once said, it has long been a question of peacemaker or powder-monkey. Canadians like to think of themselves as peacemakers but too often discover that they are playing the part of powder-monkey.

It remains to be seen whether Mr. Trudeau will find a way to suspend or cancel the Saudi contract. Certainly, many Canadians are not comfortable with the deal, and polls tell us they are opposed to future deals of the same kind.

Canadians do not like to be seen as one of the world's largest arms exporters. At the same time, we are proud of our expertise and skill in building advanced equipment of many kinds. And we have a responsibility for existing jobs, including those at General Dynamics in London, Ont., where the LAVs are manufactured. Canadians know there must be better ways to utilize our industrial capacity than by supporting repressive regimes and promoting the international arms trade.

David Frank is professor emeritus in Canadian history at the University of New Brunswick.

Longshoreman Killed in Port of Tacoma

By Stacia Glenn

Source: <https://www.thenewstribune.com/news/local/article223532775.html>

A LONGSHOREMAN DIED Friday after being run over by one of the semi-trucks he was directing traffic for on a ship at the Port of Tacoma, officials said. The 62-year-old man's name has not been released.



The Occupational Safety and Health Administration is investigating the accident, which took place about 9 p.m. Friday in the 500 block of Alexander Avenue East. The longshoreman was directing traffic on the North Star, where several semi-trailers were being off-loaded. As he was assisting one truck down a ramp, he took a step to get a better view and unknowingly stepped in front of a ramp where another truck was backing down. The man worked for Totem Ocean Trailer Express, Inc.

MAIB: Seatruck Pace Crew Member Dies after Suffering Serious Injury

Source: <https://worldmaritimenews.com/archives/267260/maib-seatruck-pace-crew-member-dies-after-suffering-serious-injury/>

A CREW MEMBER of the Ro-Ro cargo ship *Seatruck Pace* died following a serious injury while the vessel was alongside in Liverpool on December 17, 2018.

As World Maritime News understands the crew member fell while working on board the Cyprus-flagged Ro-Ro, which was tied up when the incident occurred. The injured crew member was taken to a hospital in Liverpool, however, he succumbed to his injuries on Thursday, December 20.

The UK Marine Accident Investigation Branch (MAIB) said it had launched an investigation into the incident.

"At this most difficult time, our thoughts are with the family members and colleagues," a spokesperson of UK-

based Seatruck Ferries, said in a statement. "A full investigation is underway and the company is fully cooperating with the authorities to determine the cause of the tragic accident."

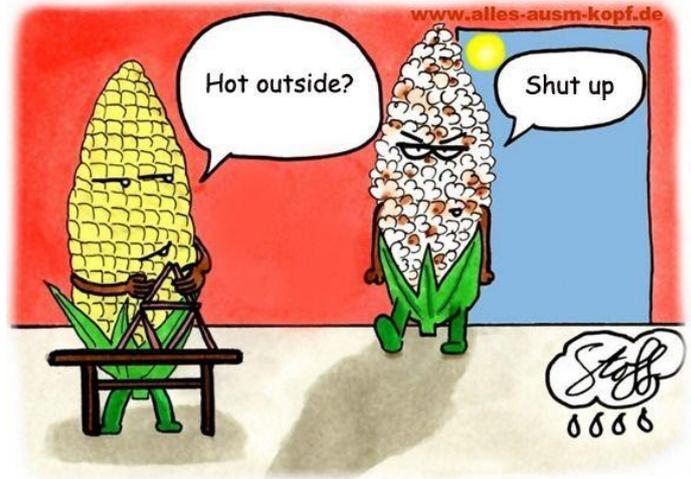


The 2008-built RoRo belong to Seatruck's P-Class of ships. The company has 9 RoRo ferries in its fleet operating on three routes that link Warrenpoint-Heysam, Dublin-Liverpool and Dublin-Heysam. Seatruck Pace is deployed on the link between Liverpool and Dublin. Based on its latest AIS data, the ship left Liverpool and is currently moored in Dublin.

Cartoon Corner



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