



The Maritimes

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Port Roundup

AORERE

ITF delegate training

Union election results 2003

Port Security or threat to workers rights?

The New Breed: Youth activists in the Union

**First Maritime Union conference
builds international solidarity**



State of the Maritime Union

by Trevor Hanson
General Secretary

The Maritime Union held its first Triennial Conference in Wellington from 21–23 October 2003.

It only seems a short time since our first Joint Council Meeting in October 2002 which set us down the path to this Conference.

The intervening amalgamation period has seen the Seafarers and Waterfront Unions work closely on many common issues.

The past history of our two unions is a proud one.

Both Unions have been generous supporters to community causes and are well respected for this.

Our Unions have taken strong and principled positions on political issues on behalf of working New Zealanders.

Banning scrap metal to Japan prior to World War Two, the ban on nuclear warships, and taking a day off each year without pay in support of Waitangi Day are just some of the examples.

Workers struggling in harsh economic and social climate

New Zealand workers are still bearing the brunt of the bad legislation dealt to them in the early nineties.

Government handed over the wheel to big business and unfettered competition, creating a society where a high number of New Zealand workers can never say their jobs are safe.

Permanent work is being replaced by short term contracts, part time and on call casual work.

The shipping industry has been badly hit by these developments, and both seafarers and wharfies have suffered because of it.

The Government can crow as much as it likes about low unemployment and skill shortages and import as many immigrants as it likes, yet the facts remain – the New Zealand workforce is full of low paid “permanent casual” and part time workers.

The social impact on New Zealand is terrible.

Older workers lose jobs and lose self esteem as they take the knock backs and face a bleak future without stable employment opportunities.

Younger workers have been crushed into accepting that this is “the way it is.”

As far as they are concerned, casual part time work is the reality, and fitting in with the boss is the only way they see to get the next call for some more work.

The freemarket policies of the last two decades have been watered down some what by the present Government.

But the social costs of the freemarket era have been extreme.

New Zealand has comparatively high and growing rates of youth suicide, drug abuse, child abuse and violence.

We are still not walking forward together as a country on a path of fairness in the work place.

Good faith bargaining means very little to an employer who can very simply turn a democratic union work force onto its heels.

They simply set up another yellow union on any site where they need to split and divide.

Sadly, some workers allow themselves to be used as pawns in a brutal game of divide and conquer.

One way forward from the present social mess is to reintroduce an industry award system and regulation.

Both of these measures would be greeted with “shock horror” by the majority of today’s politicians.

However it is the only way that the failures of the present system can be sorted out.

The big problem for the Maritime Union is the fragmented way we are forced to deal with 13 ports.

Contained within these ports we have a number of companies in competition with each other.

Although we have tried to keep a level playing field, our successes are slowly being eroded.

The majority of our problems came in the early 1990s with company crashes, liquidations and redundancies.

To ensure continued employment, terms and conditions were reduced, and of course each time this occurred the spiral downwards continued.

Port and national officials were put between a rock and a hard place in trying to save jobs and retain conditions.

At the present time, we are beginning a new wave of labour reform brought about by the big corporates attempts to squeeze out more profit.

Since 1991 New Zealand workers have been caught up in a series of competitive cycles that turn round every three years.

The final phase of these cycles is workers paying through loss of jobs and work conditions.

There is a war going on in the workplaces of New Zealand, where we are the targets of corporate globalization.

The power of anti-union employers has placed increasing pressure on us.

In Wellington, the latest attack by Tasman Orient owned subsidiary Quadrant and part shareholder Hans Axt is the most grave situation seen yet.

Rather than just compete, this company was set up to work its own vessels, and any other work it gets at the Port of Wellington – work traditionally carried out by our members employed by Centre Port.

Seafarers have suffered in the same way with the loss of coastal shipping to foreign companies and ship-owners who

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Passing on a strong Union to the next generation

by Dave Morgan
Retiring Joint National President

Dave Morgan Valedictory Speech and Report to Maritime Union Inaugural Triennial Conference Wellington, 22 October 2003.

International guests, General Secretary and Officers of the Union, Delegates and observers, my greetings to you all on the occasion of the Inaugural Conference of the Maritime Union of New Zealand.

It is an honour for me to address you today as a President of this great Union, the Maritime Union of New Zealand.

The principle Union of Watersiders and Seafarers in this country with a membership resolved to keep it that way.

We remember also our Tipuna – our Forefathers who preceded us and the heritage given to us by them.

We accept the responsibility as they did, to pass on a strong Union to the next generation.

The Maritime Union is great because it represents the coming together of two great Unions, it enshrines their history and traditions and will keep them and nurture them into the future.

Its greatest resource is its members, their history, their heart, their working class politics and their determination.

In the need to perpetuate our history and traditions we should not discount our retired members as soon as they walk out the door.

They remain a political force for the Union and we should assist them to organize along the lines of a Maritime Union Veterans Association.

The MUA have shown the way in this and we have a copy of their constitution to build on should our retired members embrace it.

Brothers and Sisters, this is the last time I will address you or any other group of workers as President of the Maritime Union.

As you are all aware that after 30 years in the President's position, 33 years in total as an official, 40 years in the NZ Seamen's Union then the Seafarers and through our transitional year, the Maritime Union, it is time for me to pass the reins to the next generation and accordingly I will not go forward with you in an official capacity.

The ballot is currently underway that will complete the task of selection of the National Officers to lead the national Maritime Union into the future.

I would pause here so I can express my congratulations to Trevor Hanson on his election unopposed as General Secretary.

In a decade of working closely with Trevor, and over the past year in particular in the Maritime Union, I have found him to be a man of great capacity for the task.

He needs support and should get it from you all.

Given that support, he can, and will deliver, and you will find his full potential as a leader.

Also, and not without some great feelings of satisfaction and pleasure, I congratulate Joe Fleetwood a rank and file seafarer who steps up into open company as the National Vice President of the Maritime Union, unopposed and a popular choice.

Satisfaction because Joe has come from the ranks of a great Union and shows the caliber of trade unionist the Seafarers Union brought forward.

Joe Fleetwood is a man of compassion and integrity with huge enthusiasm and vitality for the fight.

He has it before him and I wish him the very best of success in his work on behalf of the members of the Maritime Union and pledge that I will give him, and through him the Union, every assistance I can from whatever perspective I may be able to give from my accumulative years of experience.

Comrades it is a time of continuing change in our industry and organization and we need to be aware of that as we go into our deliberations over the next three days.

The Conference sets our course and we need to get it right.

There is no need for me to outline the issues short and long term that we face.

The General Secretary will articulate them and in truth, you already know them.

There are some large and complex changes looming already as a new wave of reforms and takeovers sweep the country and impact on our industry and our Union.

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Front cover: Jim, Joseph and Leon working on the Aorere in Dunedin.



are crewing their vessels with the Third World "sweatship" labour.

It's not a happy picture, but that is the truth of the matter.

Although things are bad, the situation could have been much worse if our two unions had not been in place to defend workers in our industry.

How can we combat these attacks?

The fightback cannot be done without the will of our rank and file members, and it has to start on the job.

Officials and delegates can achieve progress in a dispute when members give them the lever of industrial action.

Union members have been in the mode of looking to the Union as a 'outside solution' to problems.

The fact is the members are the Union, and all union members have to take ownership of problems.

Our waterfront section is suffering from lack of meetings at some ports.

While I appreciate the difficulties facing branches, the results of not having regular meetings mean our members are not up to speed with national developments, or even within their own port.

Growing the Union

There is also a need to build membership in areas outside the wharf gate.

We have good examples in some areas, but we have allowed others to move in on our natural territory.

One area that we should be involved in is Inland Ports.

It is not too late and we should take any opportunity we can to get these outfits organized.

Amalgamation with the RMTU is vital to our future as well.

We cannot afford to go into any more negotiations with two sets of negotiators and lawyers against one employer.

The cost and delays to negotiations is obvious, and our combined resources and knowledge should benefit all members.

One of the most compelling immediate reasons for joining with the RMTU is the Toll takeover of TranzRail.

Both unions members will be employed by this company in three key traditional work areas – Ferries, Wharf and Rail.

International Affiliations

Our affiliation to the International Transport Workers Federation (ITF) is essential to the Maritime Union.

In particular we are able to support and assist foreign seafarers in the many areas of their employment where they are getting ripped off: wages, health and safety issues, and living conditions.

In the long run, this will build the international solidarity for a solution to Flag of Convenience shipping.

Our ITF co-ordinator Kathy Whelan carries out all of these activities.

She recently organized a successful training seminar held in Auckland with Dockers and Seafarers attending from over the Pacific.

Our Conference was attended by guests from the Maritime Union of Australia and the International Longshoremen's and Warehousemen's Union.

For a long time now I have been of the opinion there is a need for our memberships to see more practical results of international trade unionism.

The ILWU Lockout in the USA and the Patricks Dispute in Australia were two prime examples.

These were major disputes and simply had to be won.

Victory gave wharfies, dockers and our allies worldwide a badly needed morale boost.

We are in an era which requires stronger Union resistance to international employers.

We have the power and should not be ashamed to use it for the benefit of maritime workers worldwide.

Recently I spoke to a young casual member who explained to me the indignities of his status in life.

He asked me why Unions didn't start an international fighting fund.

I told him it would be a legal and organizational nightmare.

But maybe he was right – we all have common employers and the 'Just in Time' concept makes the Ship Owners very vulnerable.

Maritime Safety Authority and OSH regulations

After eight years of negotiations between OSH (Occupational Safety and Health) and ourselves the Port Safety Code has finally been agreed upon.

Bill Connelly and I were asked by OSH for a meeting to finalize the Code.

The meeting took place in September and after checking for weasel words we agreed to the document.

As far as we were concerned it was a final agreement and fully covered the areas required for our protection.

We were aware the old Harbour Regulations no longer exist, and a replacement is essential.

Our understanding is the next step would be that the code will become a Maritime Rule.

At a recent meeting between Unions, Government and the MSA, I raised the matter with the director of MSA, who told me they knew nothing about it and said he thought the whole thing was on the back burner.

This is another case of bureaucracy at its worst – we will now have to do the spade work to get action, otherwise our members will be endangered.

Port and Shipping Security

The Government has made a clear decision that come hell or high water the new Port and Shipping Security system will commence in July 2004.

Thank you to our representatives for the work done at local Port Security meetings and for sticking with our national policies.

We have never opposed the introduction of Port and Ship Security, and we are well aware that the George W. Bush regime in America is paranoid of bombs coming into their ports.

Our union has taken the view that we are the major stakeholder in Seafaring and cargo handling areas within ports and should have a major role in changes that affect our members.

We also are aware our jobs are influenced by the American market.

We have insisted that our co-operation is dependant on all members remaining in their current employment via a fair vetting process.

We have made it clear we want a national register and access cards issued which would allow the movement of union labour between ports.

Although our stance has been getting results, there have recently been moves by individual Ports to go it alone.

As a result we were forced to go back to Government and restate our case.

The other real concern we have is that Part 3 of the Maritime Security Bill has many clauses that talk about the powers of an 'Authorized Person' who will be in charge during any terrorist alert at a Port.

The Union's view is that the Authorized Person will have police powers – this is a very dangerous precedent.

We raised the issue with both the National Port Security committee and with the Minister for Port Security Harry Duynhoven.

This resulted in the CTU becoming involved.

The present situation is that we have asked our Union Lawyer Peter Cranney to prepare submissions for the select committee.

The two options we have are to turn the issue into a Civil Liberties case, or to start a campaign of no cooperation – I suspect we will have to do bit of both.

The positive attitudes and international solidarity shown at our Conference give me a sense of confidence about the future of our Maritime Union.

Election Results

The Maritime Union has elected new National Officials following the first elections for the new Union.

The new National President is Phil Adams of Port Chalmers Dunedin Branch who received 704 votes.

The other candidate for President was Denis Carlisle of Auckland Branch Local 13 who received 336 votes.

The other contested position was that of Assistant General Secretary.

Terry Ryan of Auckland Branch Local 13 was the successful candidate receiving 334 votes.

Other candidates were Ray Fife (Bluff Branch) 196 votes, Garry Parsloe (Auckland Seafarers Branch) 221 votes, and Mike Williams (Wellington Seafarers Branch) 289 votes.

The position of General Secretary was uncontested and remains with the incumbent, Trevor Hanson.

The position of Vice President was also uncontested and is filled by Joe Fleetwood of the Wellington Seafarers Branch.

2,468 members were entitled to vote and 1,055 votes were cast.

General Secretary Trevor Hanson thanked all candidates for their time and commitment.

"We drew an excellent pool of candidates and it bodes well for the future of the Maritime Union."

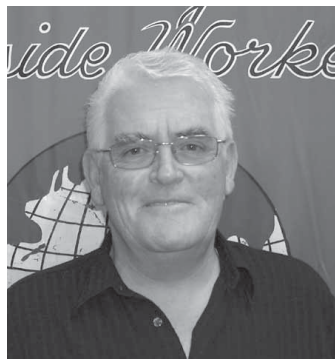
He thanked Returning Officer Phil Mansor for a thorough job.

Several officials have retired from elected office including Joint National President Dave Morgan and Joint National President Les Wells.

Joint National Vice President Bob Thorpe also retired from office.



National President Phil Adams



General Secretary Trevor Hanson



Assistant General Secretary Terry Ryan



National Vice President Joe Fleetwood

Port security plans will be resisted unless concerns addressed

The Maritime Union says it will resist the Government's port security plans unless workers rights and civil liberties are guaranteed.

Associate Transport Minister Harry Duynhoven gave the keynote speech at the Maritime Union conference in Wellington in October.

The Union welcomed Mr Duynhoven's comments, but has been quick to point out we will not accept any port security measures that harm workers.

Maritime Union General Secretary Trevor Hanson says the port security plans will provide employers with the powers to vet, search and detain workers at will.

He says the Maritime Union will actively resist port security measures unless workers concerns are addressed.

"If the Government wants to get port security, it needs to listen to the workers on the coalface."

Mr Hanson says a remit passed at today's conference demands the Government introduce a national register of bona fide waterfront workers and seafarers.

He says this will ensure a fair and effective solution to workers concerns.

"Our concerns are echoed by our international delegates from Australia and the United States who have told the conference they face similar problems in their home ports."

The Maritime Union has joined with the Rail and Maritime Transport Union (RMTU) in making a submission to a Parliamentary Select Committee on port security.

The Union submission emphasized worker's concerns with employers powers and worker safety in dangerous situations.

'The Maritimes' is the official magazine of the Maritime Union of New Zealand.

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Deadline for all Port reports, submissions, photos and letters:
January 18, 2004.

US pressure on nukes a disgrace

The Maritime Union says that pressure from the United States on New Zealand's anti-nuclear policy is a wake up call to Kiwi workers.

Speaking in October, former joint National President Dave Morgan said comments in a speech by US ambassador Charles Swindells in Wellington on October 8 indicate the USA is preparing for further military attacks.

"New Zealand seafarers and waterfront workers were leading activists in the fight for a nuclear free New Zealand in the eighties," says Mr Morgan.

Watersiders were attacked in New Zealand and Australia when they refused to load pig iron for fascist Japan prior to World War Two.

Watersiders, seafarers and harbour workers stood together against the USS Truxton in 1984.

The nuclear warship was left stranded in Wellington harbour because maritime workers refused to bring her alongside.

The Maritime Union continues to oppose nuclear madness and military aggression.

"It is to their undying shame National and ACT politicians talk of our inability to secure a free trade agreement with the United States if the anti nuclear legislation remains in place," says Mr Morgan.

New Zealand seafarers and waterfront workers have always had a simple approach to the question of peace and the anti nuclear campaigns.

In the Second World War, one in eight who died was a merchant seafarer.

"It is always the workers who pay with their lives for the wars started by their so-called leaders."

The Maritime Union statements are not directed against the American people, but against the American regime.

The Union has extremely good relations with the International Longshore and Warehouse Union (ILWU), our sister Union on the West Coast of the United States and Canada.

Watersiders delegates travelled to the United States in 2001 to support locked out dockers in California.



No letup: Bluff wharfies were on hand for an early morning picket on August 28 when Mainland employees were herded into South Port in their box (picture: Southland Times)

Resistance to Mainland continues in Bluff

Bluff wharfies and local supporters have continued their resistance to Mainland Stevedores at Southport.

An overnight picket in late August made the national media when Mainland employees were brought into Southport in a box to work the fishing trawler "Amatal Columbia."

A further dawn picket on Sunday 21 September was held when Mainland arrived to work the log carrier "Pacsea."

Maritime Union Bluff Branch Secretary Ray Fife says Bluff workers will not let their livelihoods be ruined by a company trying to drag the industry a hundred years backwards.

"What we are seeing is the continuing attempt to create a powerless, divided, and casualized workforce, ruled over by the pure greed of companies such as Mainland."

He says the consequences of casualization in Bluff would mean the destruction of a highly skilled workforce and the collapse of workers wages, with serious implications to the local economy.

"Casualization is destroying New Zealand jobs, families and communities, and Bluff is not going to standby and watch it happen here."

Mr Fife says Mainland's claim it was employing local workers at Bluff was another sham.

"I've been working here for over twenty years and I don't recognize any of them."

Maritime Union General Secretary Trevor Hanson says Mainland's claim of providing 'freedom of choice' was a "smokescreen for their divide and rule plan for workers."

"Most New Zealanders will be able to translate 'freedom of choice' into what it really means in plain English – freedom of choice for the boss to rip off workers, stuff up their community, and walk away from the wreckage with a big bag of cash."

"Casualization means not knowing when or if you are working, living on the end of a phone, working unsafe hours, having family life ruined and having no ability to financially plan your life – this is a line in the sand issue for us," says Mr Hanson.

As we go to press, the fishing trawler "Amatal Enterprise" is due to arrive in Bluff – with the unloading to be done by local Maritime Union members employed by Southland Stevedoring Services.



Strikers, Auckland, 1913

1913: maritime strikes hit New Zealand

The waterfront strike of 1913 was a turning point in New Zealand history.

As an industrial dispute, it involved a larger number of people and had a bigger impact at the time than the 1951 waterfront lockout.

The Auckland University of Technology is presenting "Cossacks & Comrades: An Exhibition to Commemorate the 90th Anniversary of the 1913 Waterfront Dispute" which will be open to the public from Monday 24 November to Friday 28 November.

A guided tour will be provided at 10am and 3pm daily.

The exhibition began with research by historian Dr Cathy Casey and features a wide range of artifacts and material from the time of the strike.

Some of the programme includes:
Monday 24 November: Opening, 5.30pm
Tuesday 25 November, 7pm
Speaker: Dean Parker
"Tom Barker of Auckland and the World."

(Dean Parker has a 3,000 word article on the 1913 strike printed in the November edition of Metro magazine.)

Friday 28 November, 1pm

Speaker: Chris Trotter (writer, political commentator) – "Unfinished Business: The 1913 General Strike & New Zealand's Radical Tradition."

The Trade Union History Project is also holding a seminar on the 1913 Strike entitled "A Laboratory or a Battleground of Democracy?" on 22 November 8.30am – 5pm at PSA House, Aurora Terrace, Wellington.

Seminar Fees are waged \$30.00 and unwaged \$20.00.

Harry Duynhoven opens conference

Associate Minister of Transport Harry Duynhoven opened the First Triennial Conference of the Maritime Union in Wellington on 21 October 2003.

Mr Duynhoven said he appreciated the frank advice he had always received from the waterfront and seafarers unions, and now the Maritime Union.

He spoke to the Conference on Maritime Security Bill, which he described as establishing a security framework that would reduce the risks of security incidents or any potential terrorist attack.

"The Maritime Security Bill will better protect New Zealand's ports and ships from being potential terrorist targets, and in doing so will ensure the safety and personal security of port and ship workers."

The new laws would bring New Zealand into line with the policies of the International Maritime Organization by the deadline of 1 July 2004.

Mr Duynhoven said the reason for the changes was that New Zealand was highly dependent on seaborne trade carried by foreign shipping.

"Apart from the need for New Zealand to fulfil its international treaty obligations, if New Zealand does not improve its maritime security, the risk to tourism and trade transported by sea would increase significantly."

He said the Maritime Safety Authority would be put in charge of the maritime security regulations.

In answer to Maritime Union concerns about screening and searching of workers, he said the powers granted under the Maritime Security Bill were similar to those of the Civil Aviation Act.

Temporary port security areas could be set up with official permission, and screening and searching processes would not be applied permanently, only in circumstances where the Maritime Safety Authority or the Minister were concerned about particular security risks.

Mr Duynhoven said that powers under the new laws had been considered in relation to the Bill of Rights Act.

He said that the new laws required ports established an identification system for entry to the port.

This could use currently existing forms of ID, although in the longer term a national identification system such as a national register "could be the way to go."

The process would be controlled by the MSA who would seek to ensure the system was applied impartially and without prejudice to workers.

Mr Duynhoven said the Government had been considering the report of the Shipping Industry Review looking at ways of increasing New Zealand's

involvement in shipping and maritime services.

The Maritime Union has been campaigning for the introduction of a cabotage system which would give New Zealand carriers preference on domestic shipping routes.

The key proposal of the Shipping Review suggested tax breaks, a second register or a tonnage tax.

The members of the Review did not reach a consensus on the cabotage

policy.

Mr Duynhoven said the implications for coastal freight rates under cabotage was an issue for the Government.

Minister of Labour Margaret Wilson followed Mr Duynhoven's speech with an address on the Employment Relations Act and the status of New Zealand workers.



Minister of Labour Margaret Wilson

Les Wells Conference Address



It is with mixed feelings that I present this report, given it is to be the first conference of the Maritime Union of New Zealand, and my last as President after seven years as President and two years as Vice President.

I have enjoyed my time as President, and anyone who has undertaken a top union position knows you don't do it for popularity or kudos.

Everyone I know in similar positions have paid a price in health, and suffered stress related problems to one extent or other.

But I believe in the Union, and I'm confident we will as a Maritime family become an even better vehicle to assist working people to group together and fight for a fair, just and safe working environment, along with an equitable return and living standard in return for their labour.

We have seen many name changes for collectivism on New Zealand wharves and ships since the first unions were established in the 1870s.

130 years of struggle later, after many amalgamations, assimilations, and mergers we arrive at where we are today.

Now the Maritime Union of New Zealand becomes the inheritor, and temporary guardian of a well-led, well resourced, well disciplined example to all other unions.

In fact it would be fair to say that no other group of workers of a similar size is better resourced.

I guess what I'm trying to say is that the key to maintaining our position is through organizing.

The only way wages and conditions can be protected, and advanced is through collectivism.

I have yet to meet the employer who will increase your pay and conditions because you're a nice guy.

On the other hand I have met plenty who reluctantly agree to increases on the basis of what they perceive your strength and unity to be.

With Maritime Union determination to have its leaders rise from the ranks, the most important aspect of the overall structure is the Job Delegates.

Our ability to train, encourage, and support our delegates, who usually become our future leaders, is imperative to our future successes.

I feel I can say without contradiction that any collective is only as good as its membership.

Nationally the period of transition has been extremely hectic over the past year with various contracts, amalgamation decisions, preparation of submissions to select committees – with the two biggies being the formation of the Maritime Union and the advent of the Tasman Maritime Federation.

We as the Union must never lose sight of the bigger picture – our destiny is so much dependant on those with whom we are joined at the hip.

The attacks on jobs and conditions are not a New Zealand event, the attack is worldwide as the multinationals continue to search for the cheapest option.

I cannot let this report finish without reference to Ted Thompson's passing at 87 years of age.

Ted was mainly responsible for the establishment of the Waterfront Industry Superannuation Fund, which, as he predicted at the time, allows wharfies to retire in dignity.

He retired in 1975, but remained active and aware of waterfront issues.

He even attended our last conference and spoke of his delight that after so many years the combination of wharfies and seamen was becoming a reality with that conference voting for the formation of the Maritime Union.

May our old warrior rest in peace.

In conclusion I believe the Maritime Union is a sound solid combination, the equal to any union in the country.

The current government is steadily altering and placing some fairness back into legislation that allows us to be part

of the process, providing tools for both employers and unions.

The point being if we wait for legislation to improve our lot, it won't happen.

The new legislation amendments only provide the tools and the opportunity for us to help ourselves.

As the employer also receives rights it comes down to our organizational abilities and negotiation skills, combined with the discipline, and determination to progress claims.

It has been my pleasure to be part of a sound, solid team nationally.

I have been fortunate to work with Trevor, Terry, Phil Adams, Phil Mansor and Valentina, also more recently with Dave and Kathy.

I wish all these attending, particularly our international guests a good conference.

I'm sure some hard work will see the way into the future well mapped out.

Mordechai Vanunu Rally

Maritime Union Joint President Dave Morgan spoke at a rally for Mordechai Vanunu held at Parliament Grounds on Tuesday 30 September.

Mordechai Vanunu has spent over seventeen years in an Israeli prison, including eleven years in solitary confinement.

His crime was to act as a whistleblower on Israel's nuclear arms programme.

Vanunu worked for nine years as a technician at Israel's nuclear weapon factory.

The New Zealand Campaign to Free Vanunu says that during that time Vanunu developed a conscience for peace and justice, and decided that nuclear weapons were thoroughly evil.

After leaving his work travelled throughout the world and got his story published in the Sunday Times (UK).

He was enticed to Rome by an Israeli agent, kidnapped, shipped to Israel, tried in camera, and given an eighteen year sentence.

He is due to be released on 22 April 2004, but campaigners are keeping up the pressure to make sure the Israeli authorities do not renege on this release date.

Fallout from Vietnam war continues

The New Zealand Seamen's Union played a very active role in the campaign against the war in Vietnam in the 1960s and 1970s.

New Zealand seamen attended en masse the rallies, demonstrations and moratoriums which took place throughout New Zealand and Australia, always under our own banner.

Maritime Union Joint President Dave Morgan says protests opposing New Zealand involvement in the US war against the Vietnamese people were registered at various stages of the war by telegrams to the Holyoake Government of the day.

"The movement grew to a massive tide and the war was ended, and a lot of people went home."

New Zealand seamen did the same, but before they went they agreed to a levy of members for the task of rebuilding Vietnam.

The levy was fully subscribed by the membership and we purchased a mobile medical unit that was humbly donated to the Vietnamese people in appreciation for their struggle against imperialism.

At the time the Labour Government of Bill Rowling was offering dollar for dollar raised to assist the Vietnamese people and that subsidy was added to our contribution.

Today another call has gone out to the New Zealand Government.

The massive use of the chemical defoliant Agent Orange by American forces meant that many people came into contact with this poison.

The foreign nationals could leave but the Vietnamese couldn't, and their land was destroyed.

The New Zealand Government is looking at the effects of Agent Orange on our own troops and the continuing effects on their families.

It must be in the name of humanity also address the people who were the direct targets of this dire form of warfare, now so thoroughly rejected by the world's people, including the USA who used it in Vietnam.

Parliament's health committee is to conduct an inquiry into the exposure of New Zealand troops to Agent Orange, after new evidence showed that Phuoc Thy province (where New Zealanders were based) had been subject to chemical defoliation.

A report commissioned by the government last year declared that there was no aerial spraying of Agent Orange in the province.

But Colonel John Masters, who commanded a New Zealand gun battery at Nui Dat, in Phuoc Thy, has now said that a map he had been issued shows New Zealand troops lived and worked in areas chemically defoliated.

Masters said veterans and their children continue to suffer from a range of medical problems blamed on the defoliants and say they need more compensation from the government.

The Australian Task Force included the New Zealand military units operating in the province.

A Government report commissioned last year said there was no conclusive evidence to link service in Vietnam with veterans' claims that it was responsible for birth defects and childhood cancer in their children.

However according to deputy chairperson of the Health Committee, Green Party MP Sue Kedgley, "there appear to have been attempts to cover up the whole issue for years, and the inquiry offers a long overdue opportunity to get to the bottom of the whole affair."

Ms Kedgley said Vietnam war veterans had a right to know if they were exposed to chemical defoliation and what the health effects may be, as well as to have full recognition and assistance from the government.

Extra information supplied from the Vietnam, Cambodia and Laos Support Network Newsletter

Has Osama called into your port lately?

The Maritime Union says it is no surprise New Zealand has come under the international spotlight following reports in October that a ship recently in New Zealand waters is suspected of terrorist links.

The Bahamas-registered 'flag of convenience' ship Athena called at Auckland, Tauranga and Lyttelton in late September and early October before departing for South Korea, where authorities placed the port of Kunsan under alert.

The Athena regularly carries logs, fertilizer and cement filler, and was carrying goods to Korea for transnational corporate Carter Holt Harvey.

Maritime Union General Secretary Trevor Hanson says the shipping and waterfront industries are New Zealand's contact point with the outside world, and need to be regulated to protect port security, biosecurity and the rights of all maritime workers.

"The reality of the crazy deregulated industry we have is that security and worker safety are secondary to profits, and the whole thing is just quietly swept under the carpet," he says.

The Maritime Union has been campaigning for stronger regulation of shipping through cabotage (where coastal shipping is reserved for New Zealand carriers) and a national register of bona-fide seafarers and waterfront workers.

Mr Hanson says there is no doubt that further incidents of this kind will occur, and it was vital the workers on the ground were listened to.

The International Transport Workers Federation (ITF) is also concerned about the case.

New Zealand ITF co-ordinator Kathy Whelan says the deregulated international shipping industry is dominated by 'flag of convenience' vessels registered in the Third World and operated by transnational companies.

"We have been fighting for years to get proper international conditions and regulations aboard these ships which basically operate outside the law," she says.

Contributions welcomed!

The Maritimes welcomes contributions from members and others around New Zealand. Letters, articles and photos can be sent in - they can be about on the job topics, personal interests, sport, history, politics, social events, in fact anything you like.

Please send to: 'The Maritimes', PO Box 27004, Wellington, New Zealand or email victor.billot@munz.org.nz or fax 03 4736 975 or phone 021 171 0911

We need to ensure at all costs that we have the organization to meet the challenges that lies ahead.

It will mean personal sacrifice and ability to change and more importantly a will to change, submerging ego into the commonweal.

We need also to examine the strength and weaknesses of our organization and how it can be improved.

Some of the remits to Conference show the way.

We are in fact a rather disparate group of branches representing ports and seafarers who are often in competition with each other.

That is truer of the Ports than the Seafarers maybe but the competition is a threat to us all unless we understand it and manage it by recognizing, that Company employment notwithstanding, an injury to one is an injury to all.

We need to weld the branches closer together, starting immediately with the duality of Seafarers and Waterside branches in the main centres of Auckland and Wellington.

Regional structures need to be put in place to commence this development.

Hard yards but they must be faced.

The election of a centre left government is not a lay down misere.

As things stand today we can expect another term of a centre left government, (whatever its composition may look like), only if we work at it.

The political right has already signaled a return to the ECA type legislation and environment should they regain the Treasury benches.

We need to think forward and prepare for the 2005 election as part of our strategy deliberations.

Running parallel with this internal structuring of a fighting union is the need for continuing recruitment on and off the Waterfront.

Further to that, amalgamation between the Maritime Union and the Rail and Maritime Transport Union in New Zealand is also a must for the immediate future.

This is so important that we need a meeting to kick-start the discussions again before the end of the year and a target of mid 2004 for finality.

The foundations are also laid for an international union grouping, which in concept is the most logical step that we can make as a group of Unions of like mind in the Pacific Basin.

The Tasman Maritime Federation consisting initially of the Maritime Union of Australia and Maritime Union of New Zealand has the potential to become a Pacific Rim grouping of Unions very quickly.

We have seen this union grouping work most effectively in struggle and largely on an informal basis, so have the employers to their detriment.

Therefore, the development of the Tasman Maritime Federation, as a start to this end, is important also in the immediate future.

A draft constitution is currently prepared for consideration of both Unions so we are not letting the grass grow under our feet on this development.

The next thing will be to put some flesh on the bones and identify officers for the Tasman Maritime Federation, which will in short order, working with and alongside the International Transport Workers Federation change the face of Unionism in our region.

The ITF will continue to be an integral part of our Union lives both inside and outside the Tasman Maritime Federation.

It has been the main vehicle through which Unions in our region have become closer and we are grateful for the manner in which the Officer's of the ITF have always stood ready to assist us in the development of Unity.

Their record of assistance to us in times of dispute is second to none and also speaks for this great international organization of Transport Unions.

The Maritime Union is proud of our association with and affiliation to the ITF.

The New Zealand ITF Inspectorate in the formidable international campaign against flag of convenience shipping is housed in our national office run by the equally formidable and effective Kathy Whelan.

I would again pause here to pay a special tribute to Kathy Whelan whom I have worked with for 30 years in the Wellington/National office of the Union.

There are no words adequate to express our debt of thanks to Kathy for her loyalty to the Union and her selfless years of service to the members.

Kathy now works for the ITF through our National office and continues to work on behalf of Seafarers internationally, and in that work she continues to work for New Zealand and Australian seafarers also – truly a most dedicated and useful life.

We continue to organize and agitate inside the ITF Seafarers and Dockers Sections to progress and defend the rights of our members in the face of international attacks on our work on the wharf and for jobs and conditions for seafarers in the Ratings Task force and the Cabotage Committee that have now been rolled into one group.

In this respect the ITF has been our early warning system on international trends and employer anti-union campaigns in our industries.

They are as important to us in many ways as the national trade union centre.

As important as the international is, it is not a replacement for, the role of the CTU in our daily union lives.

After a period in the 1990s when the national trade union movement was split, the CTU is the only national trade union body and our unions together are well respected within its ranks.

To quote the former Secretary of the CTU Paul Goulter we continue to "punch well above our weight" in CTU Forums.

The CTU supports and has provided guidance and assistance to the Union in amalgamation discussions to date with the Rail and Maritime Transport Union.

Our affiliation to the NZCTU is important to us and to the CTU.

When next we reaffirm our affiliation it will not be as two Unions but as one, the Maritime Union of New Zealand.

We will continue to work within the NZCTU with other progressive New Zealand Unions.

It is important we do so to make the CTU into the fighting organization needed to improve working conditions and for better standards of living for all workers in this country.

We really don't have a choice.

It's what Seafarers and Wharfies have always done.

In conclusion I want to say thank you to all of the seafarers past and present I have represented over 33 years in office.

Thank you for your trust that carried me through 18 elections over the years.

Thank you for the loyalty shown to the Union and the solidarity in response when the leadership called for direct action on the job.

Thank you for the great experience of holding our Union high and advancing our cause in international forums.

Thank you for the experience and knowledge and skills you gave me.

I pledge that given to me by working people these things belong to working people and will continue to be used in their service.

To my family, thank you for having the patience and the politics to understand – for you maybe it has been a life less ordinary.

E nga Iwi, E nga mana, Maritime Union, Kia Kaha

Dave Morgan

Joint National President

Maritime Union of New Zealand



ITF News and Views



Kathy Whelan
ITF Coordinator for New Zealand

An International Transport Workers Federation (ITF) funded training seminar was held in Auckland on 13 – 16 October 2003 for maritime workers.

The seminar was attended by 26 volunteer activists from the Maritime Union of Australia, Maritime Union of New Zealand and the Papua New Guinea Maritime Workers Union.

The aims of the seminar were to assist ITF Flag of Convenience campaign activists to understand the role and functions of the ITF.

This helps them to monitor policy and policing of ITF agreements on Flag of Convenience vessels in the three countries.

It also extends Flag of Convenience Campaign activities to all ports in the three countries where there is a rank and file union presence.

The seminar was conducted by Simon Des Baux (ITF Asia Pacific office), Finlay McIntosh (ITF London), Dean Summers (ITF Coordinator Australia), Matt Purcell (ITF Inspector Melbourne) and Kathy Whelan (ITF Coordinator New Zealand).

The seminar took the form of a two day meeting which took in the practical aspects of ship inspections and then a day of ship inspections in the ports of Auckland and Tauranga.

This is the second seminar the ITF has funded for the purposes of training volunteers who are active in the ITF Flag of Convenience campaign and are of great value to our organization.

A very successful seminar concluded with the following resolution :

“That this ITF seminar focus attention on Flag of Convenience vessels operating on trans Tasman routes, and secondly other foreign ships regularly engaged in the trade to New Zealand and Australia from other ports.

The ITF support the Tasman Maritime Federation in their campaign to achieve the above and declare the trans Tasman an ITF zone of co-operation.”



ITF trainees learning the ropes of ship inspections onboard at Mt Maunganui

Port work must be left to the professionals

As threats to their employment have come and gone, waterfront unions around the world have campaigned to keep port work for port workers.

But the diversion of cargo-handling work away from unionized port workers has become a strategy pursued by both governments and business interests in recent times.

The International Transport Workers' Federation (ITF) reports that shipping companies and terminal operators are promoting cargo handling by seafarers on roll on-roll off ferries and in short sea shipping.

Meanwhile shipping lines are attempting to bypass trained, experienced and registered port workers by deliberately employing casual workers.

Usually this has also meant replacing unionized workers with unorganized workers.

The deliberate avoidance of unionized terminals and the moving of cargo handling to non-union operations has caused increasing problems in ports in the USA.

Meanwhile, the liberalization of European ports threatens the replacement of trained, experienced and registered port workers with casual, unregistered and inexperienced labour.

The ITF has launched a new campaign to tackle these developments.

Affiliated waterfront unions have been asked to observe cargo handling activities in their ports with particular care, and to report any violations of ITF Cargo Handling policy – especially involving Flag of Convenience ships.

If the ship is covered by an ITF-approved agreement, cargo handling by seafarers would mean a violation of the contract, as all contracts contain a so-called cargo handling clause.

The mobilization of ITF-affiliated port workers' unions against the European Union port liberalization has gathered momentum, as the recent protest action in European ports demonstrates.



Globalizing solidarity: maritime unionists from Australia, New Zealand and Papua New Guinea at ITF ship inspection training in Mt Maunganui, October 2003

Vale Danny Schick



Maritime Union Whangarei Branch Secretary Daniel Henry (Danny) Schick died on 8 August 2003 following an accident.

He was 35 years old.

Danny had joined the branch in May 1993 to work alongside his father, Henry.

In 2002 he was elected branch secretary and Whangarei representative on the National Executive.

Around three hundred people attended his funeral and shared their memories.

Representatives from the Auckland and Mt Maunganui Tauranga branches attended, as well as Trevor Hanson on behalf of the national union.

"Danny was finding his feet as Whangarei secretary" says Mr Hanson.

"It is a sad shame his family and the Union have lost a son and comrade so young."

The Maritime Union offers its sincere condolences to Danny's family and two children, Danielle and Keaghan.



Les Wells steps down

Maritime Union Joint National President Les Wells retired from fulltime work on the waterfront in August 2003.

He steps down from his role as Joint National President after the November elections.

Les has worked on the Lyttelton waterfront for 32 years, starting in 1971, the last thirteen years with the Lyttelton Port Company.

Les was elected National President of the Waterfront Workers' Union in 1996.

He is currently working a three day week as Union organizer at the Lyttelton Branch Local 43.

Les says "I'm still on the waterfront, just working out of the office."

He has sent this message to all members through the Maritimes.

"It is with some regret that I pen this letter after 7 years as National President.

Circumstances have made it impossible for me to stand again for the position.

I would like to say it is a position I have been very proud to have held.

I believe as a Union we have done very well to survive changes brought about by port reform in the last few years.

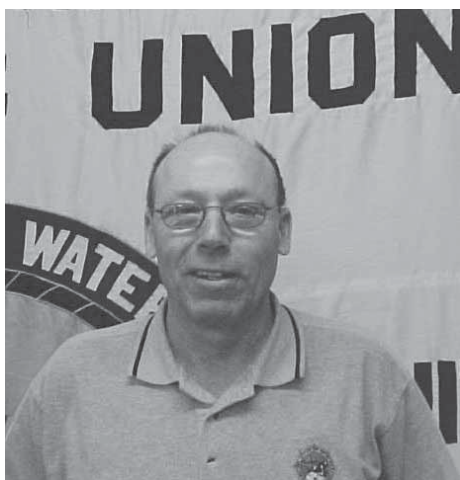
You could see employers rubbing their hands together when reform started.

As things went along the big changes did not take place and the Union presence was just as strong if not stronger than at the start.

This I believe speaks heaps for the members and officials, and their ability to adapt to changes.

One regret I do have is not getting to all ports in the country, to those that I did I thank you for your camaraderie and hospitality.

I wish the Union the best for the future and remind everyone united we stand, divided we fall."



Bob Stephenson retires

By Terry Ryan

Robert (Bob) Bryan Stephenson has stepped down as Local 13 Health and Safety Officer and retired to a well earned break after a worklife of 51 years as a trade unionist.

Born in London in 1938, Bob's family lived in the East End until they were bombed out by Hitler's war machine.

On Boxing Day 1953, a month before he was 16, Bob shipped out from Liverpool aboard a giant iron ore carrier bound for Newfoundland.

Thus begun a series of adventures and visits to many of the world's ports before he finally arrived in New Zealand in 1966.

He has remained here since that time with his 51 years of trade union activity being with the British Seafarers, New Zealand Riggers and New Zealand Waterfront Workers Union.

Bob first joined the Waterside Workers Union in August 1971.

Always active, he has filled the roles of delegate, first aider, Port Company trainer, and Chairman of the Sick Benefit Society where he was primarily responsible for the Gold Coast apartment.

As Local 13 Health and Safety Officer, Bob developed the five training modules for the whole Union to undertake courses under the ERA paid education leave scheme, a fitting legacy for future members.

After 51 years, he is due for a well-earned retirement.

He and his wife Adriane are seriously considering spending this on Queensland's Gold Coast.

Maritime Union and RMTU joint submissions on security bill

The Maritime Union in conjunction with the Rail and Maritime Union (RMTU) prepared the following Select Committee submission on the Maritime Security Bill in October 2003.

The following points outline the concerns of the Unions in three main areas affected by the new laws – what is a “security incident”, port employers receiving police powers, and the right of workers to not work in dangerous circumstances.

1.1 Introduction

The Maritime Union of New Zealand and the Rail and Maritime Union (the Unions) are opposed to the Maritime Security Bill for the following reasons.

1.1 The Bill’s definition of “security incident” in section 5 is too broad. As currently worded, the definition would cover lawful and unlawful strike action, protests and pickets. Those matters need to be excluded from any maritime security statute.

1.2 The bill places significant powers of the State into the hands of certain specified employers. That represents a serious inroad into the rights of all maritime employees.

1.3 The bill does not address the rights of employees to decline to work in dangerous circumstances caused by a security incident.

2. This submission addresses each of those three matters separately, and then considers the bill on a clause by clause basis to address specific concerns.

The Definition of “Security Incident”

3. The definition of “security incident” is central to the bill. That is because the bill anticipates the various “security levels” (security level 1, security level 2, security level 3.)

4. The last two of those - security level two and security level three - are expressly defined by reference to the degree of risk of a “security incident.” Security level two applies when there is a “heightened risk of a security incident.” Security level three applies when “a security incident is probable or imminent.”

5. The definition of “security incident” is too wide:

“security incident means any suspicious act or circumstance threatening the security of a –

- (a) ship, including a mobile offshore drilling unit and high speed craft; or
- (b) port facility; or
- (c) fixed or floating platform; or
- (d) mobile offshore drilling unit; or
- (e) ship-port interface; or
- (f) ship to ship activity

6. By defining a security incident as a suspicious act or circumstance threatening a port’s security, or a vessel’s security, the bill brings strike action, picketing and protest action plainly within its scope.

7. In 2000 and 2001, widespread protesting and picketing by MUNZ and RMTU successfully raised the issue of casualization with the New Zealand public.

8. Port employers and shipowners have long recognized that such pickets, protests threaten a vessel’s or port’s security, as do strikes.

9. In the Union’s view, such activities must be placed firmly outside of the scope of a bill of this type. Such matters should continue to be dealt with by and under the general law.

10. It is not appropriate that worker’s rights to picket, strike and protest at New Zealand’s ports and against vessels in those ports should potentially be curtailed by legislation designed in large part to “prevent international terrorism” (see clause 3c).

11. The definition of “security incident” should therefore be amended by adding the following additional words:

“ . . . but shall not include any threat to security caused by a strike, protest or picket, whether lawful or otherwise.”

12. The need for such an exclusion is emphasized by the broad scheme of the bill which transfers significant security tasks to some industry employers.

13. It is contrary to long established practice and policy that such powers be exercised to address a security risk caused by a legitimate strike, protest or picket action.

Placing powers of the State into the hands of employers

14. The Unions are seriously concerned, generally, about their members being made subject to a security apparatus which renders employees subject to intrusive security requirements carried out by employers.

15. The Bill introduces a significant new screening and searching regime into the maritime industry.

16. The new powers include arrest, detention, seizure, and exclusion from a port area.

17. Many of those powers are to be exercised by or with the assistance of maritime security officers appointed by port companies or managers of a port facility.

18. Such “maritime security officers” employed by a port company can in some circumstances search or screen fellow employees, and search and screen other maritime employees.

19. It is acknowledged that the bill contains provisions which purport to assert that no screening or searching can be carried out by maritime safety officers without consent.

20. In reality however submission to such searches and screens will be compulsory. A refusal to “consent” will result in forcible removal from the workplace (clause 53); or arrest by the police (clauses 54 and 55.)

21. The Unions object to their members being subject to search or removal by employees of port companies appointed as maritime security officers.

22. Any such powers should only ever be exercised by customs and police, and even then only in accordance with the law.

23. The Unions therefore seek the following amendment to clause 43 of the Bill:

“(2) No maritime security officer appointed as such by a port facility operator shall exercise any power conferred by or under this Act against any employee of a maritime industry employer.”

Employees’ right to decline work in dangerous circumstances

24. Finally, the Bill does not address the right of maritime employees to decline to work (without loss of pay) in dangerous security situations.

25. This is a glaring omission.

26. If, as the Bill anticipates, there may be situations or circumstances with “terrorist” overtones (clause 3b) that require draconian steps to be taken, it should also be recognized that employees who face such risks are entitled to remove themselves from the situations in which such risk exists.

The Campaign for Cabotage: South Island Report

by Rachael Goddard
0207

Hello Comrades, the campaign trail in the South Island saw Maritime Union members actively encouraging the public to get behind our struggle.

We want the right for Kiwis to have the future option of becoming a Seafarer or Wharfie.

Our aim is to save our industry as well as protecting other industries and New Zealand.

New Zealanders (and tourists) in the South Island were reminded that we will never give up the struggle to retain basic human rights in our country.

Our road trip started onboard the Spirit of Competition where our newly purchased Maritime Union campaign van once again hit the road to preserve the New Zealand Shipping industry.

Once berthed in Lyttelton, local members soon gathered to hammer Christchurch with the Cabotage Campaign.

We began in the square and unloaded a few thousand pamphlets over lunch hour.

Ricky and I tackled the local polytechnic, supermarkets, malls, restaurants and shops.

After the central city area we moved into the suburbs of Christchurch with pamphlets and posters.

The next day we visited all the small towns down the east coast to explain the threat our industry is under.

Maritime Union members in Timaru greeted us on the wharf and in the local social gathering place.

Further down the coast, Oamaru had a burst of the campaign before we headed for Dunedin only to stumble upon a Bed and Breakfast that once belonged to the first trade unionist of New Zealand, Rutherford.

(This union friendly accommodation should be recommended to everybody wanting to have a short stay in Dunedin – Deacons Court in High Street.)

In the morning at 4° below zero, the Octagon saw a load more pamphleteering.

Our communications officer Victor Billot and his partner joined us and helped for a few hours until we decided to head out to Port Chalmers together to meet the local wharfies.

The Otago Daily Times managed to capture a few photos and a bit of a story before we left.

In Port Chalmers local Maritime Union Secretary Phil Adams rallied up the members.

Joe Fleetwood, Tommy McMullan and I all spoke on the Cabotage Campaign.

We wanted to build the feeling of solidarity amongst the Wharfies and Seafarers and unite members following our amalgamation.

Joe, Tommy and I resumed the campaign trail afterwards with a feeling of achievement and unity of purpose in our great union.

We swept through Milton, Balclutha, Clinton and Gore until we reached Invercargill and came into contact with ex member John McCoy whom showed us the warmest solidarity welcoming anyone could receive.

While hosting us in Invercargill John told us he was the number one person we could rely on for any action that we wanted to carry out in Invercargill.

By now I'm sure the local residents and mayor have been well informed of the Maritime Union Campaign for Cabotage.

Thanks Comrade McCoy!

The kind hearts of Bluff also supported our battle for cabotage, and gave every bit of attention needed to help our Campaign.

The Bluff hill became enhanced with Cabotage posters before we left, heading up the west coast.

Tommy, Joe and I persisted up the coast despite being overwhelmed with the amount of Swedes, soft left turns and American hillbillies playing banjos.

Every town on the way had a small dusting with posters and pamphlets, even Haast.

We skirted up the small towns, finally reaching Hokitika, where a local journalist endeavoured to capture our on the road campaign as we visited locals.

The campaign hit close to home with this community of what the New Zealand Government is doing to our industry and environment.

Evening saw us hitting the road, this time to Nelson for one more day of mustering support.

There we met wives of ex-Seamen wanting to show they had played a part of our industry and could lend a hand while we were there.

Tommy left us that afternoon while Joe and I headed for Picton to return to Wellington onboard the Santa Regina – but not before unloading a remaining few bundles of pamphlets into the local establishments and houses.

Thanks to all members who played an active role when we were travelling around the South Island.

Thanks for all that made the Maritime Union feel welcome and united among workers.



Seafarers Ricky Chapman, Zane Finlayson and Kenny Westbury on the cabotage campaign trail in North Canterbury, August 2003

MV Competition campaigning for cabotage

By Tom McMullan
1417

On the morning of Thursday 28 August, waterfront and seafarer members of the Maritime Union left Christchurch on the 'Competition Cabotage Picnic Day.'

Our group left Christchurch at 8.30am and proceeded to Woodend and Amberley.

We had some morning tea at the Baker Boys Café, explained the meaning of cabotage to staff and customers.

As good support was given, we asked the staff to have their photos taken with us.

At 10.45am, a table was set up at Amberley shopping square opposite the Police Station.

Tom was elected to explain to the police who we were, out of courtesy, and left the officers some cabotage petition forms.

Members broke up into groups, some petitioned shops and businesses, with post box drops also made.

Others interviewed the public, mainly farmers.

Interest from the latter was noticed when we explained to them the hidden costs that affected them directly such as the B'mite and other pests that have come into our country since the open coast policy was put in place by the National Government in 1994.

At 1pm, Tom and Zane Finlayson had an interview with the Horonui Times.

At 1.45pm, we proceeded to the Leithfield Hotel for lunch.

Cabotage was again explained to staff and patrons, and most signed our petition.

Following lunch we did post box drops to 90% of the area before calling it a day.

We arrived back in Christchurch by 5pm.

A good time was had by all.

As cabotage is so important to our survival, it should not be too much to ask for all off-swings to donate one day of their leave and make a united effort to gain public support for the campaign.

With a little foresight, the day out can be a memorable one.



Taking the cabotage campaign to the people, Bakers Boy Cafe, Amberley



Maritime Union of New Zealand First Triennial Conference, October 2003

Back row (from left): Terrence Tai, Rachael Goddard, Russell Mayn, Mike Masters, Stephen Murray, Graham Roberts, Victor Billot, Clive Giles, Joe Fleetwood, Shane Rowe, Brian Callaghan, Craig Harrison, Andrew Rhodes, Warren Smith, Jeffrey Hoy, Graham McKean

Third row standing: Henry Couch, David Dick, Benny Criscillo, Wayne Anderson, Slim Ford, Phil Spanswick, Dein Ferris, Kevin Forde, Harry Holland, Alan Windsor, Mike Williams, Bill Connelly, Dean Sampson (MUA), Bill Lewis

Second row seated: Phil Mansor, Joe Donato (ILWU), Kathy Whelan, Trevor Hanson, Dave Morgan, Les Wells, Phil Adams, Terry Ryan, Mick Doleman (MUA), Ian Quarrell, Armando Porras (ILWU)

Front row: Mike Shakespeare, Graham Chandler, Dave Winton, Denis Carlisle, Frank St Bruno, Gary Parsloe, Gordon Kopu, Ray Fife, Kevin Moore, Maria Porras (ILWU)

8 officials, 22 delegates, 15 observers and 12 international guests attended the First Triennial Conference of the Maritime Union of New Zealand, held in downtown Wellington from 21–23 October 2003.

Delegates and observers from each of the fifteen branches of the Maritime Union of New Zealand were present.

International guests included a delegation from the Maritime Union of Australia, and three guests from the International Longshoremen's and Warehousemen's Union (ILWU) Local 13 in Los Angeles.

Keynote speakers

The Conference opened with an address by Associate Minister of Transport Harry Duynhoven.

Mr Duynhoven heard concerns from delegates about the lack of a national register of bona fide maritime workers, and Union concerns that port security regulations might be used by employers against workers.

Minister of Labour Margaret Wilson addressed the conference on issues with the Employment Relations Act.

Council of Trade Unions President Ross Wilson addressed the conference on the importance of the Union Health and Safety campaign.

Reports

Over the three day Conference, delegates heard reports from a wide range of speakers from inside and outside the Maritime Union, as well as having the chance to ask questions.

General Secretary Trevor Hanson gave his national report, and the two retiring Joint National Presidents of the Maritime Union, Dave Morgan and Les Wells, both gave valedictory speeches.

Overseas speakers included ILWU Local 13 President Joe Donato, MUA Assistant National Secretaries Mick Doleman and Rick Newlyn, and Employment Mediation Service mediators Steve Penn and Peter Franks.

A number of reports were accepted by the Conference, including the Finance Committee report (presented by Ray Fife), Communications report (Victor Billot) and Union Education and Training report (Craig Harrison.)

The Conference also heard from Waterfront Industry Superannuation Fund (WISF) trustees Susan Leuchars and David Young.

Remits

A large part of the Conference was taken up by remits.

For those of you new to the Union, remits are proposals from branches of the Maritime Union.

These remits are submitted from branches to the Conference where they are debated and usually voted on.

If the remit goes ahead it then becomes official Union policy.



Retiring Joint National President Dave Morgan

The following is a selection of the main remits heard at the Conference.

Union History

A remit from the Auckland Branch Local 13 proposing that a union history of the Waterfront Union be commissioned was carried.

A similar history of the Seafarers Union is also planned.

Affiliation to the Labour Party

There was some debate on this remit put forward by Auckland Branch Local 13.

The remit was amended, to be adopted in principle subject to ratification by the branches of the Union.

Some individual branches are currently affiliated and some are not.

ILO Convention 17

A remit from Local 13 asked that the Union lobby the Government to ratify ILO Conventions 17 and 137 that guarantee certain rights and conditions for waterfront workers including hours of work, health and safety, and a register of waterfront workers who have first preference to work.

The remit was passed.

Retirement Funds

A combined remit from Auckland Branch Local 13 and Bluff branch was put that asks that the Waterfront Superannuation Fund and the Seafarers Fund 'employee trustee representatives' be contributory members from within their particular industries.

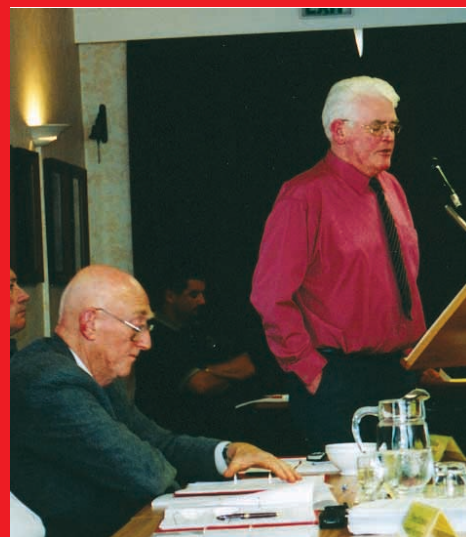
The remit was passed.

Another remit asked that the vesting period for funds invested with the WISF could be reduced to five years (from the current ten.)

The remit was carried and referred to the trustees.

A Bluff remit asked that members of the WISF had the option to withdraw their funds as per the Seafarers Retirement Fund.

The remit was put and lost with two in favour, with Seafarer delegates abstaining from the vote.



General Secretary Trevor Hanson

Yellow Unions

Auckland Branch Local 13 proposed a remit that MUNZ should try to organize waterfront workers who were members of 'yellow unions' in order to combat the growth of yellow unions.

The remit also called for amalgamation with the Rail and Maritime Transport Union (RMTU) to be pursued with the objective of reaching a satisfactory outcome within the next 12 months.

The topic of yellow unions caused some debate, with some delegates opposing the recruitment of former members of yellow unions, and other delegates arguing this was the only way to combat them.

The remit was amended to propose the Maritime Union adopted the "realistic policy" of organizing or assimilating all other workers within our sphere of influence, as well as giving priority to amalgamation talks with the RMTU.

GATS

(General Agreement on Trade and Services)

A remit was put forward by Auckland Branch Local 13 for the Maritime Union to campaign against any sellout of social conditions under the international GATS agreement.

The remit was carried.

A further remit from the conference noted with concern the global trend toward self loading and 'Ports of Convenience' and reaffirmed opposition to any further liberalization of labour markets under GATS.

The remit proposed the Maritime Unions would take immediate action in any case where foreign deunionised labour was used to replace union labour at any New Zealand, Australian or American port.

National Register

This Auckland Branch Local 13 remit backed the need to pursue a national register of bona fide waterfront workers and seafarers, as a step towards the long term objective of labour pools at ports.

The remit was carried unanimously.



ILWU Local 13 President Joe Donato

Employment Relations Act

Denis Carlisle (Local 13) moved and Phil Spanswick (Mt Maunganui) seconded a motion that the Maritime Union continue to pursue positive changes in the Employment Relations Act.

These included Transfer of Undertakings (protection for workers if the business is sold or work is contracted out), Good Faith Bargaining (if workers want a collective the employer must agree and they should not be able to discourage unionism on the job), and stopping freeloaders (the benefits of union agreements should not be passed on to non union workers unless the union agrees and they must pay a bargaining fee).

The remit was carried unanimously.

Maritime Union Conferences

A remit proposed the triennial conference be held at more regular intervals, either annually or biennially, and the venue be changed to different ports throughout the country.

In the past this had shown the governance of the Union to the rank and file successfully (carried unanimously.)

Health and Safety

Several remits were successfully carried on health and safety issues.

These included promoting the training of first aiders on the job, ensuring compliance with hoist safety regulations, and giving workers on dirty or toxic cargoes sufficient washing up time as part of their paid work.

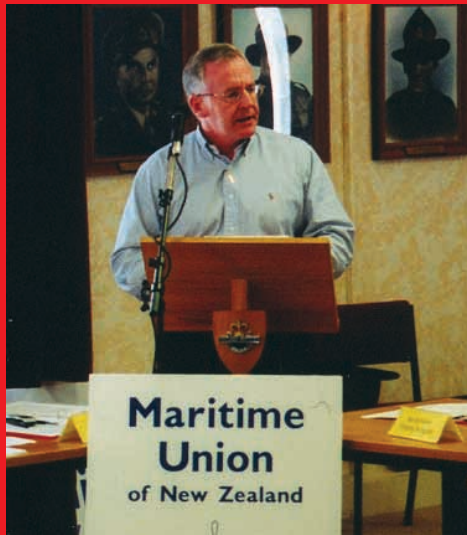
A remit asking that workers using VDUs (such as computer screens) should be given vision tests paid for by the employer was also passed.

Tasman Maritime Federation (TMF)

A remit from Auckland Branch Local 13 asked that a structure and timeline be drawn up for the TMF.

It was noted that South African, Japan, Korean and the ILWU unions have all expressed interest in some form of link up.

The remits were carried with strong support from delegates.



MUA Assistant Gen. Secretary Mick Doleman

Veterans

A remit to set up a Veterans association of the Union was carried.

It was noted the ILWU and MUA both have veterans sections who provide advice and assistance to the Union.

Union Education

Craig Harrison moved a remit that the Union needed to maximize the use of EREL (Employment Relations Education Leave) from all companies through out New Zealand.

The Union should prepare and apply for funding from the contestable fund for 2004, advertise and encourage members to be available for training and establish a part time position of a Training Officer.

The remit was endorsed by the conference.

Casual Workers

Several remits on the status of casual members and their voting rights were received and as they dealt with common issues were grouped together.

After discussion, an amended motion was carried that the issue of casuals voting rights be referred to the first National Executive meeting and before that meeting takes place the officials prepare a working paper on the issue.

South Island Organizer

Remits were received from South Island branches asking that a South Island organizer funded by the national Union should be employed as previously agreed.

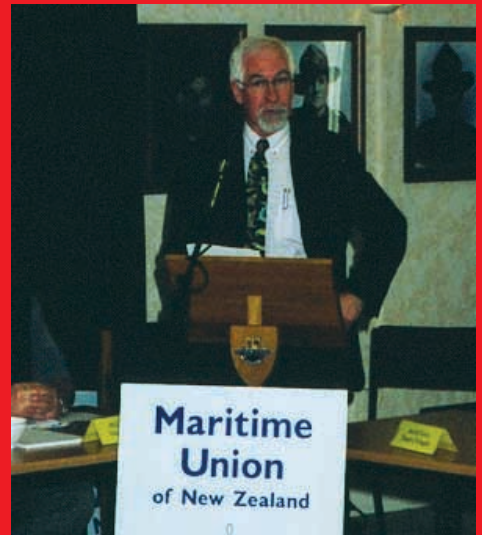
There was some debate on the issue and the funding implications, and the remit was carried.

Annual Leave

Bluff branch moved that 5 weeks annual leave be negotiated as a standard at National level – carried unanimously.

Youth Union Movement

The Wellington Seafarers Branch proposed that a youth member be elected for the youth council of the Council of Trade Unions (CTU).



Associate Transport Minister Harry Duynhoven

The remit was carried unanimously with a further remit supported by Conference that Rachael Goddard be initially appointed the youth representative to the CTU.

Women Members

A remit from the Wellington Seafarers noted the changing makeup of the Union and called for the establishment of a national women's committee within the union structure.

The committee would meet annually to forward issues relevant to the Unions aims, and represent the Maritime Union on the Women's Council of the CTU.

There was some debate on the remit and it was carried.

Late Remits

Several late remits were received from the Wellington Seafarers branch and Conference accepted them for consideration.

A remit critical of the branch structure of Maritime Union was lost.

A remit that described the Maritime Union constitution as autocratic and had not been subject to members consultation was ruled out of order, following which Conference sent the remit back to the ship recording that it was completely wrong and malicious.

A remit that the \$250 Union election recount fee be replaced by a majority vote for a recount was also put forward.

During debate it was pointed out the fee has always been there but has never been used.

The role of scrutineers in the election process eliminates the need for it, but it created a safe guard against anyone wanting to attack the union's democratic processes and structure.

The remit was rejected.

The Conference concluded on the afternoon of Thursday 22 October.

CONFERENCE REPORT

The New Generation



by Rachael Goddard
MUNZ 0207

I attended a Youth Union Movement (YUM) camp in Muriwai, Auckland, from 18–20 July 2003.

The camp brought together young Union activists, organizers and members to learn more about the trade union movement.

There was a great mood of solidarity on this camp, which like others was held to provide young people with an informal and relaxed atmosphere where they could find common ground.

The goal of the camps is to increase youth activism in unions.

Workshops at the camp broadened knowledge and increased the enthusiasm and commitment of members.

We were educated on how to communicate with our age group on union matters, as well as how to talk one on one with workers and potential union members.

“Anger, Hope, Action” is the process used to engage others in collective action in the workplace.

After identifying barriers to involvement, we looked at collective approaches to solving workplace problems.

The Auckland and Wellington Regions have committed to approaching young people in unions we represent, other unions, in schools and all young people deprived of the basic knowledge of what a trade union is.

The Youth Union Movement in Wellington region have committed to meetings every second Tuesday night.

We plan on introducing campaigns to abolish youth rates and a solidarity campaign to end workplace freeloaders by workers who won't join the Union but enjoy the benefits of our collective agreements.

We are planning follow up sessions for young members to learn about union organizing, with an introduction day session and a leadership course.

This will lead to more education on workplace rights and trade union education developing in schools.

YUM recognizes that in order to build solidarity with young union members, it is important to have a social focus as well.

YUM has a voice in the CTU through the Youth Council.

I would like to thank the Wellington Seafarers Branch stopwork meeting for endorsing me to attend the camp on behalf of the Maritime Union of New Zealand.

The last two decades have seen many changes in New Zealand's workforce.

The effects of these changes has been dramatic – people are focussed on the here and now at the expense of loyalty and long-term commitment.

Today's workforce is more individualistic, as there is less security for workers than in previous times.

However younger workers accept this as being usual.

After all, they have nothing to compare it with, because their working life started in the time of the Employment Contracts Act of 1991.

I believe the growth of the Youth Union Movement is a key element required for the future of trade unions in this country.

Touch One Touch All Pa Tahī Pa Katoa



Union activists Miranda Gray, Rachael Goddard and Mike Beckon at the YUM camp, July 2003

Thumbs up from youth delegates

by Glen Matthews
(Santa Regina)

On 26 September I was lucky enough to go on a youth union course organized by YUM.

This was no easy task what with the company being difficult, but with the help of the crew I was able to go. (Cheers guys!)

The course started with a run down of where we were from and what Union we belonged to.

There were six of us attending, with Rachael Goddard and myself from the Maritime Union, and all the rest from different unions.

The basic run down of the course was what rights we had as young workers, and what procedures were in place for us to use.

It was all informal and very educational, so I'd like to thank the Union for giving me the opportunity to participate and I look forward to more courses.



Women and New Zealand Transport Unions

New Zealand currently has a Labour Government working with parties on the left (Greens) and right (United Future).

Although it originated in the trade union movement, the Labour Party has positioned itself in the centre since becoming the main partner in a coalition Government after the 1999 election.

New laws good for workers

Since that time we have seen the new Employment Relations Act replace the Employment Contracts Act of the previous National Government which had devastated workers.

One other good achievement for families is Paid Parental Leave, pushed forward by former Alliance MP Laila Harre.

Paid parental leave has four types of leave including Special leave, Maternity leave, Partners/Paternity leave and Extended leave of up to 52 weeks.

2003 has seen the introduction of a new Health and Safety Act, which allows workers to elect Health and Safety representatives.

These Health and Safety reps have the authority to issue a hazard notice when required.

A women's task force is planned to help address legal rights and employment equity in the workplace.

Maritime Union and women's issues

The amalgamation of the Seafarer's Union and the Waterfront Workers Union was officially completed on October 1.

The Maritime Union has made good efforts for women members.

Two women members, Rachael Goddard (representing seafarers) and Carleen Parker (representing waterfront workers) travelled to Australia to the ITF-FNV Pacific Women's Seminar held in Sydney in March 2003.

This conference gave those attending a good grasp of women's issues.

It also helped to build networks and solidarity amongst those present.

On returning to New Zealand, delegates informed members about the seminar through reports and photos in the Maritimes magazine.

CTU Womens Conference

The Maritime Union recently elected nine women delegates to attend the Council of Trade Union's (CTU) Womens Conference.

Our delegates joined with our sisters from the Rail and Maritime Transport Union (RMTU) to identify hot topics for women in our industry.

These were lack of Union education in the workplace and unions, absence of a women's structure within Unions, and the Cabotage campaign.

I spoke on Cabotage, and later on had the opportunity to question Prime Minister Helen Clark and Minister of Labour Margaret Wilson about their support.

The majority of our delegates took part in the "Get a life" workshops with members discussing work/life issues, casualization and job security.

The Maritime Union put forward two remits to the conference:

1. Supporting education of Women, Maori and Youth
2. For the CTU and affiliates to support the Maritime Union in the struggle for Cabotage.

Both remits were carried.

It was the first year the Women's Conference has been able to put remits to the full CTU conference.

Following the Women's Conference, remits were also put forward to the Maritime Union and our first Triennial Conference.

Women members are calling for an official Maritime Union women's representative to the women's council of the CTU, and for women's committees be set up in Maritime Union branches.

Male unionists who are new to dealing with women's issues should not be concerned!

At the CTU Women's Conference, our delegates put forward Maritime Union policy for all maritime workers.

Women's issues are union issues, and we need to encourage women's involvement in the Union.

We have strong support for a Maritime Union national conference for women, and some planning has begun towards this goal.

Inter Union Solidarity

The Union has maintained the contacts with women members in the RMTU and AMEA that we built during the Pacific women's Seminar.

Since then we have held a teleconference, and we are hoping to hold another Pacific Women's Seminar in New Zealand in 2004.

The RMTU has made positive changes in the way that women are involved in that organization.

There is an increased participation of women, which is actively encouraged by the Union leadership.

Three women delegates from the RMTU attended both the Seminar and the prior celebrations for International Women's Day.

The RMTU also provide ongoing support networks to women in a male dominated transport industry.

Women make up about 6% of the RMTU membership.

Womens representation in the Maritime Union

The Maritime Union have committed to reserving one seat as of right on the Union's management committee for a woman.

The current issues facing women in New Zealand include Casualization, Health and Safety, Globalization, Pay Equity, Harassment and Discrimination, Job 'Flexibility' and Security, access to child care and organizing and educating women workers in the Maritime industry.

Port Roundup: Auckland Local 13



By Terry Ryan

Election results for Local 13

The biggest fields for many years saw this year's Local 13

elections keenly fought out.

Denis Carlisle was the only unopposed candidate and was returned as President.

Four candidates contested the Vice-President's position, and four candidates contested the Health and Safety Officer's position.

Two stood for the position of Secretary/Treasurer.

Seventeen candidates stood for the eight Executive positions, and twelve for the three Conference Delegate positions. Final results:

President: Denis Carlisle

Vice-President: Dave Phillips

Secretary/Treasurer: Russell Mayn

Health and Safety Officer: Bob Riwai

Executive:

Frankie St Bruno

Danny Belsham

Waine Wolf

Graham McKean

Gordon Kopu

Rob Poweley

Fred Falelea

Craig Harrison

Conference Delegates:

Denis Carlisle, Russell Mayn

ILWU Visit

ILWU Local 13 President Joe Donato and ILWU Local 13 immediate past Secretary Armando Porras were in New Zealand for the Triennial Conference representing the ILWU (International Longshore and Warehouse Union.)

They visited Auckland Branch Local 13 to establish a sister port relationship.

This is very timely given the Port of Los Angeles has now opened a New Zealand office.

Trans Tasman Events

The first rank and file initiative under the Tasman Maritime Federation took place the day before the grand final in Sydney.

A group of thirty four players from Local 13 visited and played a game of touch football with the MUA Sydney branch.

The final result at fulltime was 5-5, with both teams deciding to continue play.

The result after extra time was MUA Sydney (6), MUNZ Local 13 (5).

Port Roundup: Wellington Waterfront



by John Whiting

The Wellington Port Company has wound up its subsidiary Central Stevedoring and handed the

business to new operation "The Loading Company" – owned 75% by Tasman Orient Line and 25% by Hans Axt (Independent Stevedoring.)

The Loading Company is managed by Axt and is employing ex-Central Stevedoring renegade labour and some ex-"Labour Hire Company" labour – Quin's Workforce.

The latter group are apparently on \$23.50 per hour but with a bank of hours extending on beyond the end of the month.

The branch have settled the Port Company Collective Employment Agreement in conjunction with the RMTU, with a one year agreement including a 3% pay rise backdated five months.

The branch have maintained all existing work arrangements with the Port Company on the landside.

There will strong moves in the next months from the company on us to change smokos, ordering times, manning etc. to fall into line with Hans Axt's operating practices in (a) receiving and delivery to and from the ship side and (b) crosshire of our labour.

Capital City Stevedores have been gaining more work including the JNL veneer ships from Centreport and Kiwi Car Company from the Loading Company.

Capital City Stevedores have purchased two straddle carriers from Ports of Auckland.

They have been having problems with the axle loadings on their heavy forklifts.

A bright spot for the Port is the commencement of a fortnightly call by Maersk on their North American service.

This is the first reversal of the trend in recent times for container services to bypass the Port of Wellington.



International solidarity: Gordon Kopu (Auckland Branch Local 13), Graham McKean (Auckland Branch Local 13), Phil Spanswick (Mt Maunganui Tauranga Branch), and Armando Porras (ILWU Local 13) at the Inaugural Triennial Conference of the Maritime Union of New Zealand, 22 October 2003

Port Roundup: Auckland Seafarers



By Garry Parsloe

Maritime Union of
Australia Conference

On the 23–24 September 2003 Dave

Morgan and I attended day two and day three of the Maritime Union of Australia Conference in Sydney.

We arrived at the Conference mid-morning in time to hear an address from Tony Mahr, President (Mining Sector) CFMEU.

Tony spoke on the current political situation in Australia which he stated is in an absolute mess.

He went on to address how important it is to get rid of the current Government before they do any more damage to the union movement.

Tony went on to talk about Globalization, Enterprise Bargaining, Industrial Disputes, Union Solidarity, Union Organizing and Union Recruitment.

He concluded by stating that his union membership numbers are growing.

Secretary (Construction Sector) of the CFMEU John Sutton gave a report on the Howard Government's attack on his Union.

He stated that the Government wanted to introduce new laws for the Australian construction industry.

He went on to say that these laws were the most serious attack on the rights of building workers that have ever been seen in Australia.

Jon stated that teams of "Inspectors" will roam around building sites gathering evidence about what they regard as breaches of the law.

Inspectors will have greater rights to enter worksites than unions.

They will be on-call for any employer who needs them and they will be backed up by teams of lawyers and support staff.

John went on to say that worst of all, this anti-union outfit is to be given wide powers over everyone working in the industry.

They can force you to attend their office to answer questions and hand over documents.

If you don't, you can be sent to jail for up to 6 months.

You can't even refuse to answer questions on the grounds that answers might incriminate you.

John further stated that they will also be able to intervene in cases before the Commission and Courts.

Employers will have their own Government funded lawyers to run their cases for them.

John concluded by stating that the above was the most serious challenge to his union in decades.

The afternoon session opened with the National Secretary Paddy Crumlin congratulating all those officials elected in the recent MUA elections.

MUA Returning Officer Phil Burn gave a report on the procedure he used for the MUA elections.

Phil Burn then conducted a ballot for National Presiding Officer and National Deputy Presiding Officers etc.

Sydney Secretary Robert Coombes was elected unopposed as National Presiding Officer.

Stevedoring

Paddy Crumlin then opened up the third agenda item, stevedoring.

Paddy gave an overview of the Patrick dispute making special reference to the importance of getting the Enterprise Bargaining Agreement (EBA) in place.

Paddy spoke on how important it was to have Collective Agreements and permanent employment in the stevedoring industry.

Paddy spoke further on how the Union grows in strength if it can control the supply of labour.

Paddy concluded by addressing superannuation, redundancy and salary issues.

Deputy National Secretary Jimmy Tannock supplemented Paddy's address by addressing Guarantee Wage Earners, Double Headers, permanent jobs and Enterprise Bargaining Agreements.

Jimmy went on to talk about Stopwork Meeting decisions.

Jimmy then concluded by speaking on voting procedures at Stopwork Meetings and industrial disputes.

Rick Newlyn from the National Office gave a report on some current Enterprise Bargaining Agreements with P&O, Toll and other awkward employers.

Mick Doleman from the National Office gave the next report on some current Enterprise Bargaining Agreements.

He spoke on Straddle Issues, Permanent Employment, Casual Workers, Redundancy Payments and the supply of Labour.

Mick stated that getting the Enterprise Agreements settled around the above issues has been most difficult.

After an open discussion period, Paddy Crumlin summed up the issues of the day before the Chairman closed the meeting for day one.

Tasman Maritime Federation

Our second day at the MUA Conference opened under the heading of Tasman Maritime Federation.

Paddy Crumlin was the first speaker.

He spoke on Organized Labour, Globalization and the Trade Union Movement in both Australia and New Zealand.

Dave Morgan, Terry Ryan and myself all gave New Zealand reports.

We spoke on the amalgamation of the New Zealand Seafarers Union and the New Zealand Waterfront Workers Union into the Maritime Union of New Zealand and other issues that the MUA and Maritime Union of New Zealand can work together on.

Mick Doleman gave a report on the Offshore Oil and Gas Industry.

Mick thanked the New Zealand Seafarers for their involvement in the joint Offshore Venture.

He stated that the joint venture had gone well and he looked forward to the same arrangements being put in place again in the near future.

Paddy Crumlin, Mick Doleman, Jimmy Tannock, Trevor Munday and other speakers all thanked Dave Morgan for his contribution to the maritime industry.

All speakers stated that Dave's contribution could only be described as an excellent contribution full of principles and commitment.

Paddy Crumlin spoke on the need to put finance, energy and commitment into the Tasman Maritime Federation.

Fred Ross from the Australian Maritime Officers Guild addressed the conference.

Fred reported on the recent court decision over the CSL Pacific and other Cabotage Issues.

Bill Bodenham of the National Veterans Association gave a report on the establishment of the Association and then went on to talk about the upcoming National Conference that is to be held in NSW.

At this point Paddy Crumlin summed up the conference to date, then closed the meeting so conference delegates could join World Maritime Day celebrations.

Port Roundup: Napier



By Bill Connelly

Around and about:

The port is reasonably quiet at the moment.

Ohope Beach Accommodation in New Zealand:

Members should be aware that the holiday accommodation at Ohope Beach is now at a premium, because of the sale of the front two units.

We still own unit number 3 and bookings can be made through the Napier Branch, by contacting the Secretary either at the Union Office, his home or on his mobile telephone number (see page 31).

With summer approaching, vacancies from mid December 2003 through to mid April 2004 are filling fast.

Any member wishing to book through this period is asked to contact the Secretary on an urgent basis or risk the disappointment of missing out.

Gold Coast Accommodation

This is proving to be a most popular destination for all members throughout the country.

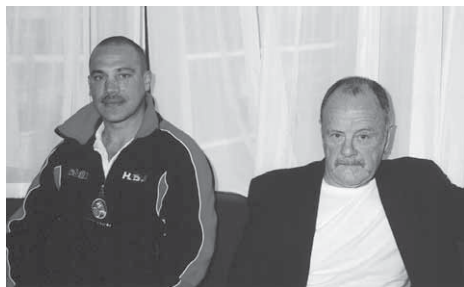
Please note that the confirmation period for bookings is now **six months**, which put quite simply means that members nationally can now book six months in advance.

Due to our recent inclement weather bookings have been heavy.

Everyone it seems to want to escape to the warmer climate of the Gold Coast.

Vacancies within the next six-month period are as follows:

- 21 February to 6 March 2004
- 20 March to 3 April 2004
- 17 April to 1 May 2004
- 1 May to 15 May 2004
- 12 June to 26 June 2004



Lyttelton branch observers Shane Rowe and Kevin Moore at the Triennial Conference in October

Election of Officers

The Napier Branch recently held its election for officers and Executive.

It was pleasing to see a member, who works on a casual basis, standing for the Vice-President of the Branch and although missing out on the position he still polled 40% of the vote.

With this amount of interest in the affairs of the Union, it bodes well for the future.

Results of the elections are as follows:

President: Barry Crawford

Vice-President: Alan Burke

Executive Members:

Hawkes Bay Stevedoring Services Ltd:

Alf Boyle, Laurie McRae, Garry Richards, Roy Smith and Rod Williams

Omniport Napier Ltd:

Gary Frater, Paul Freeman, Blair Rossiter and Tuk Uriarau

Toll Logistics New Zealand Ltd:

Allan McDougall, Dave McKenna, Doug Owen and Jim Strickland

Kelcold Limited

Over recent months the Union has been in negotiations with Kelcold Limited, which employs staff in a large coolstore in Hastings.

The Collective Agreement for the former members of The New Zealand Store and Warehouse Employees' Union, which is now part of the Maritime Union of New Zealand, expired in June of this year.

After protracted negotiations, including two days in mediation, agreement has been reached on a new Collective Employment Agreement for a period of three years.

The Napier Branch would like to take this opportunity of welcoming the ten new members of the Kelcold staff into the Union.

As Secretary of the Union I wish to make a special mention, and a vote of sincere thanks to, the Team Leader, Blair Wakely and the Assistant Team Leader William Ryan for their invaluable assistance during negotiations.



Arahura delegate Kiri Pita and Wellington Seafarers Branch delegate Mike Shakespeare at the Triennial Conference

Also a vote of thanks should go to Phil Mansor for keeping these members in the fold over the past years, which has been by no means an easy task.

Code of Practice for Health and Safety in Port Operations

The General Secretary and myself met with the Team Leader of the OSH Manakau Office, Wray Mealings and after a fruitful discussion it appears the "Code of Practice" could get the green light by all concerned in the not too distant future.

If it does eventuate (and hopefully it will), it could mean that we would have legislation in place governing our health and safety on the waterfront, which will be enforceable by law.

Port Roundup: Mt. Maunganui



By Phil Spanswick

The downturn in the export of logs has hit the branch hard with redundancies being discussed with

Owens Cargo Company and Quality Marshalling.

As a consequence of the log downturn, a number of our experienced casual members have moved on to other jobs as they cannot survive on the small amount of hours on offer at the moment.

How long it will take to get an improvement in log exports is anybody's guess.

Dave Morgan and Trevor Hanson attended this years AGM and their views of the national and internal scene was well received by the members.

Collective Agreements up for negotiations are Tolls, Owens and Quality Marshalling.

The Branch welcomes new members to the Union from Container Repair Services and we are negotiating a Collective Agreement for them.

The anticipated purchase of Tranz Rail by Tolls should make for interesting times in the Port.

The Branch has served an injunction on Quality Marshalling over their approach to redundancy and the parties are in mediation on October 15.

The claim by Tolls at negotiations to put the permanents on 160 hours over four weeks has been unanimously rejected by the permanents and we expect a scrap over Tolls claim in the weeks to come.

Port Roundup: Wellington Seafarers



By Mike Williams

I attended the ITF/ICEM Offshore Global Solidarity Conference in Aberdeen, Scotland on 23–25 September, 2003, and gave the following report on the New Zealand industry.

In the last 10 years the offshore oil/gas industry in NZ has had little activity.

The port for oil and gas is New Plymouth, located on the Taranaki Coast of the North Island.

There is the Maui A Platform and the Maui B Platform run by Shell New Zealand.

Maui A has 20 personnel aboard and Maui B is not manned.

There is also a FPSO storage tanker, which is also operated by Shell New Zealand, with a crew of 20.

There is only one supply vessel The Chieftain that is a Swires chartered vessel (there is no standby vessel.)

This vessel is chartered under a company called Offshore Solutions, and its manager Andy Neville is also a manager for Swires.

Since 1994 the company has been anti-union, and there is only one crew working equal time on and off.

The only other vessel in New Zealand is a cable ship The Sea Ranger and is owned by Seaworks, a New Zealand company and another anti-union employer.

The ship is presently laid up in Wellington New Zealand looking for work after recently completing a job in the Bass Strait.

Early this year the semi-sub Ocean Bounty came to a 50/50 crew arrangement between MUNZ and the MUA.

The Ocean Bounty is owned by Diamond and manned by Total Marine of Western Australia, and is supplied by two Swires supply vessels.

This crewing arrangement has been successful for the members of the two unions and has helped the Tasman Maritime Federation along.

Other seismic vessels working in New Zealand and Australia with the 50/50 crew arrangement have been the Norwegian owned Polar Duke, the Gego Resolution and Pacific Sword.

MUNZ have a collective contract which is currently up for renewal.

The other active offshore unions are the Merchant Service Guild, the Aviation

and Marine Engineers Union, and the Engineers Union (EPMU).

The main fight for the Maritime Union is that the employers are anti-union.

The industry is casualized and the offshore unions need to come together to identify the problems – as next year there are plans for drilling on the East Coast of the North Island.

Decisions of the Offshore Global Solidarity Conference

This successful event was the first worldwide conference on the oil and gas industry to identify the tasks we face globally.

Chaired by Norrie McVicar, the conference came about from the MUA Offshore conference that took place in Perth in October 2000, where a global conference was discussed.

Aberdeen was selected for the venue as it is the main oil port for the North Sea.

The conference was hosted by ITF and International Federation of Chemical, Energy and Mine General Workers Unions (ICEM).

Delegates came from 17 oil-producing nations and took part in workshops to encourage global solidarity amongst offshore workers.

ITF General Secretary David Cockroft told the conference it was the first of its kind.

It aimed to internationally unite offshore oil and gas workers, including workers on the platforms and those who supply them (supply tenders).

Workers in the developing world are subject to wage exploitation and poor conditions.

The Deputy General Secretary of ICEM added the oil and gas industry had been a global industry run by global companies since it began.

There were major new companies coming forward which we have to find ways of dealing with.

He emphasized the need to ensure strong union organization throughout a global industry, the most rabidly anti-union of them all.

Copies of the reports and resolutions will be sent to Maritime Union branches for members information.

The main issues were in countries such as the USA where the Offshore Mariners United ran campaigns to try to unionize the offshore industry and fight for a union contract (such as the Trico Marine campaign).

This progressed significantly with cross-union assistance from UK, Danish and Australian Unions.

Dean Summers of the Australian ITF spoke on East Timor where unions have been trying to organize the workers.

East Timor is another growth area with enormous potential.

The Joint Petroleum Development Area in the Northern Territory/Timor Sea is jointly owned by East Timor and Australia.

The Treaty, revenue sharing and appropriate terms and conditions of employment are an issue of great concern for this area.

Mick Killick of the MUA has been helping to organize the East Timorese.

He is dealing with an Offshore company called Phillips who have exploited the Timorese and other guest workers.

During the conference discussions took place with the Norwegian unions who deal with Phillips in order to get some support for the East Timorese.

Another issue was the Ivory Coast in Africa in regards to low wages in the offshore sector.

This is also the situation in Nigeria, where there is slow progress following a limited cabotage that will provide some local labour.

The European offshore unions discussed the prospect of a single contract covering all workers in the North Sea.

This is because they are concerned about "social dumping" which also was discussed widely at the conference.

Social dumping is the exploitation of third world workers by offshore companies at the expense of local labour terms, wages and conditions

In the words of Joe Deakin of the MUA, the conference was the most informative yet in regards to global solidarity.

It is the start of a process of bringing us all together as workers in the oil and gas offshore industry.

Workers of the world unite.

Employment opportunities

Work opportunities in the Trans Rail fast ferry for AB/IRs and offshore Industry AB/IR Cook and messman.

Members interested please contact Mike Williams (Wellington Seafarers Branch)

Port Roundup: New Plymouth

By Shane Parker



The port is just beginning to pick up with the start of the dairy season, increased fertilizer

imports and dairy exports.

Monthly heavy lift modules to Australia are also taking place.

We recently had our AGM where Graham Roberts agreed to stay on as President of the New Plymouth branch.

One of our trainees Tere Takie has just started as a permanent.

It's always good to see young people joining the industry.



Australian guests: Maritime Union of Australia legal officer Joanne White and Sydney rank and file delegate Barry McGrath at our Triennial Conference, Wellington, 21 October 2003

Port Roundup: Gisborne

By Dein Ferris



There is not a great deal happening locally at the moment.

Gisborne has just experienced its wettest

couple of months since 1973 which means the horticultural season has been delayed.

The squash season will be anything up to a month or more late.

There has been a downturn in the log trade as at other ports, so we have been surviving on the regular trade from the Jukon Nissho mill.

On the brighter side organization for the 2004 Interport sports is well in hand.

Arti Pitcher from Auckland has just has just been to town and confirmed the sports venues and accommodation.

I have attended the local port security meetings (for those of you who have done likewise – need I say more.)

The weather appears to be improving, and soon it will be Christmas – hopefully trade will improve and we will all be on the up.



Craig Harrison (Auckland Local 13), Ian Quarrell (Port Chalmers) and Billy Lewis (Nelson) display their historical lineup of Union polo shirts

Port Roundup: Nelson

By Bill Lewis



Following the combined waterfront workers and seafarers meeting held in September 2003 to

embrace the amalgamation of the two organizations some new officials were voted into office.

President B. Lewis, Vice President D. Murray, and executive B. Callaghan, T. Thomas, T. Hicks and T. Isles.

This will spread representation between the wharfies and seafarers in the Nelson branch.

This augers well for the future and will help us to take on the issues facing us today as they arise.

Stevedoring services have engaged six new workers on a guaranteed wage which is to be encouraged, as it is a step along the way to permanent employment, which is a goal that we all want to see achieved.

Cargo has quietened down at the moment and most shipping seems to be arriving at the weekends, which is not so good for family life.

Our branch is involved in assisting a long standing member who had the misfortune to be exposed to methyl bromide some time ago and is still feeling the long-term effects.

Future meetings will no doubt be required to settle this matter with the company and ACC.

Another health and safety matter occurred in this port at a fishing berth last year.

Three workers in the refrigerated hold of a fishing vessel were nearly asphyxiated when a petrol powered forklift was used to assist in the discharge of frozen fish.

A build-up of carbon monoxide gas was the cause, we would like to remind all members about the hazards and adequate ventilation required at all times for any motorized vehicles in a ships hold.

We look forward to the melding of our amalgamation and benefiting from unity on the waterfront and speaking with a strong voice from a solid union structure.



The Ocean Bounty off the coast of Taranaki - thanks to Bob Thorpe for this excellent photo

Port Roundup: Bluff



By Ray Fife

Biosecurity

The Branch has had ongoing spider incidents.

Members working on the 'Tasman Endeavour' on 7 August found a number of spiders along with a nest of eggs.

MAF were called in, and as they could not identify the spiders, the safest option was to spray the ship's hold.

Work was stopped until spraying was completed.

This particular vessel had visited 3 other ports before arriving in Bluff.

The Maritime Union has adopted a national biosecurity policy of "see, contain and report."

The spiders and nest were found in areas that were reasonably easy to spot.

It is disappointing that not all members in other ports are keeping to union policy.

Biosecurity issues are a real threat to the environment and economy and therefore members must be vigilant.

Mainland Dispute

Bluff Branch has continued its battle against Mainland Stevedoring.

We have committed ourselves to a ongoing campaign to defend local jobs against a company set up to destroy permanent jobs, break down wages and conditions and create a scared and divided workforce.

The latest picket in September saw Mainland Stevedoring boss Greg Dickson branding our members as "thug like" and accusing us of damag-

ing panels and spiking the tyre of a van transporting his workers.

He also made the strange remark that you don't have to look overseas to see terrorism, it is right here in Bluff.

If he likes to refer to the term terrorism in such a foolish and disrespectful way, so be it.

To our members the issue is all about job protection, stopping casualization and the effects it has on the economy and social structure of small communities like Bluff.

CTU Regional Development Seminar

Wayne Finnerty, Ross Tangney and myself, along with a number of Trade Unionist's from throughout Southland attended the CTU regional development seminar in Invercargill recently.

This was the first in a series of seminars the CTU are organizing throughout New Zealand to inform unionist's of the economic initiatives that are taking place in their region.

A group called Venture Southland has formed to assess, and where appropriate back, regional projects and create initiatives aimed at developing the skills and talents of Southlanders.

The CTU see regional development as a key issue for workers and trade unions, and we believe that there is a role for unions to ensure there is strong and sustainable regional development and that the jobs created are well paid, high skilled and safe.

The seminar discussed issues that will enable us to work with companies and enterprises, establish collective agreements and skills training, and put in place strong health and safety programmes.

Strategies were adopted so that we can in conjunction with organizations such as Venture Southland work

towards full employment and improve social and environmental conditions.

Round and about

The Bluff Branch AGM was held recently.

The Branch executive consists of Wayne Finnerty (President), Ray Fife (Secretary), with Executive members Ross Tangney, Ian Holland and Peter Waddell.

With an upsurge in containers going through the port, the ship P&O Taranaki made its first call into Bluff on 1 October.

It is intended that the ship will make regular fortnightly visits to the port.

The Port Company has purchased a shore crane from Timaru to service the gearless ship.

In August, one of our more colourful members Dave McIntyre (known as "Big Mac") decided to call it a day due to health reasons.

The boys gave "Big Mac" a deserving send off and we wish him well for the future.

As this is the last Maritimes issue until next year, I would like to on behalf of the membership to wish everyone a Merry Christmas and Prosperous New Year.

Port Roundup: Timaru

by Kevin Forde



Members have been on out of port transfers to Bluff, Port Chalmers and Lyttelton.

There has been some crosshiring to the Port Company.

P&O Nedlloyd have also been coming into port as part of their Australian run, also visiting a couple of other NZ ports.

The port company have big shipments of MDF coming through from the Rangiora Mill.

The port hasn't seen Mainland working here since June, possibly a result of the downturn in the log trade.

The Timaru branch held our elections in September.

The new Secretary is Tony Townsend, President Kevin Forde and Executive members Graham Wallace, Greg Murphy, Peter O'Driscoll and Wayne Hanson.



Raymond, Archie and Boo Boo at the smoko room, Tiwai Point (photo by Harry Holland)

Port Roundup: Port Chalmers



by Phil Adams

Greetings from the South.

As the days are starting to stretch out, the Port is continuing to become busier, particularly in the Terminal and warehousing side of Port Otago.

It is hoped to see an influx of new permanent staff in both areas.

The terminal has been extremely busy, especially in weekends with the 4100's, which is causing some consternation among those turning up to work them.

As noted in an earlier issue, it is hoped a roster will be developed to cater for all and give weekends some predictability.

Those not wishing to join the roster can stay as they are at present, as there is some resistance to a roster.

Port Otago

As for Port Otago's performance last year, there was a record cargo tonnage of 2.5 million tonnes, an increase of 11%.

Container volumes are up 30%, with 35 new staff employed by Port Otago, increasing the permanent workforce to 205.

The profit for the year was \$15.9 million compared to \$14.6 million the previous year.

Staff are looking forward to an increased profit share for 2003.

With the growth in work, the Port Company are purchasing two new M/T container handlers from Kalmar and are looking at purchasing a new crane which augers well for the future.

On a sadder note, our new tug Otago was involved in an unfortunate accident recently while letting a vessel go.

Fortunately there were no injuries apart from pride, with several windows and the funnel damaged.

Port Chalmers Cargo Services

The lads at Port Chalmers Container Services have been relatively quiet with fish, logs, fertilizer and container work keeping them busy over the last few months.

The new manager Ross Burkett seems to be fitting in well although the legacy left by the last manager Ross Gibb means some catching up is required in some wages and conditions.

The warehousing lads are undergoing some changes to accommodate more milkpowder this year, and with Peter Dungey representing them we are working through the changes so as to satisfy the workers requirements.

The lads are very keen new members of our branch and it is heartening to see the interest they show in the Union.

Early retirement scheme

The early retirement scheme continues to be utilized with some changes to shorter weeks, and others intending to leave the industry going down to a shorter week.

We can ill afford to lose some of these people, but as noted before it is of course their choice.

Overseas

Two of our members have just completed overseas trips.

John Holden has been in the UK visiting his daughter, and John Davis has been on an extensive seven week tour of Europe.

Both enjoyed the lovely weather and were able to catch up with the All Black games while over there.

Retired members

The branch has put all retired members on the Maritimes mailing list.

They have thanked us for sending out such a magnificent magazine that keeps them in touch with the Union.

Local news

On a lighter note, an old mate of many throughout the South Island Robin Forgie (alias Sam Cash) will turn 60 shortly.

Sam as he is known to many has battled illness for many years, but still keeps his sense of humour.

Whenever there is a rumour going around, you can guarantee Sam Cash has something to do with it.

One such rumour suggested a former National President of the Waterfront Union was being made Chief Executive of the Otago Rugby Union to replace John Hornbrook!

We wish Sam all the best for many years to come.

Port Chalmers Branch AGM

The annual general meeting was held in August with a very encouraging attendance of over 60 members.

The debate was good as was the mix of members from Port Otago, Port Chalmers Cargo Services and the warehouse.

We hear of some ports only holding an annual meeting as opposed to our two-monthly meetings which are always well attended.

We hope other ports will resurrect regular meetings as they are an important forum to put members points of view.

Most agreements include time off for meetings – it could be a case of use it or lose it.

Holiday Unit

The Queenstown Unit continues to be well patronized.

The Maintenance Team headed by Alan Middleditch and Ian Quarrell are spending a week in September tidying up the place.

They are erecting a fence, painting and carrying out general maintenance.

Any inquiries about the unit to Ian Quarrell (telephone 03 4727 216) or Phil Adams (telephone 03 4728 052).

SeaLord Casuals

Southern Cross delegate Noel Currie and I have been heavily involved in trying to improve the wages and conditions of the Sealord casuals who work the fish boats in Dunedin.

What these people endure is the main reason for the fight for permanent jobs especially against the likes of Mainland.

The casuals are treated like second class citizens.

A country like New Zealand pretends that workers are looked after, but that isn't the case with the hours and conditions for these casuals.

What has struck Noel and I is their collective approach to improve their conditions, and we have given them our full support as no New Zealander should have to put up with what they do.

The local managers answer to our claims is that he has to make a profit.

We will continue working on this issue until we are satisfied they are looked after like all New Zealand workers should be.

It is a sad comment on our industry that companies like Southern Cross treat their casual workers this way.

Now we are fully aware of their situation we do not intend to let it continue.

Casual workers stood side by side on the picket line resisting Mainland in our Port.

Retirements

Now he has left the industry, the branch wishes to thank Les Wells for his contribution during the Mainland dispute.

Les played a significant part in getting them out of our port.

Now that he has decided to call it quits we wish him the best, and hope he will still keep an active eye on the Union and contribute when he can.

Thanks Les. (They tell me the spring growth will make the grass grow for you.)

This year also sees two of our most influential officials Dave Morgan and Terry Ryan retire.

The Port Chalmers branch extends all the best to them in their retirement from fulltime work, although both are staying on in part-time roles.

Both have been through the changes our industry has had to endure, and the conditions now enjoyed by our members is in no small way testament to their work in our industry.

From our branch, thank you.

Racing with Nautilus Franco

Our horse Nautilus Franco continues to frustrate us.

We were about to give up on him but a tour through Clover Export at Gore seemed to do the trick and he ran a slashing third.

So maybe that has helped.

Sport

Member Corey Kara from our warehousing side has made the Otago NPC B side.

Corey travelled to Wellington to play, and the Port Company has been good in allowing Corey to play and travel with the team.

Union Conference and Elections

The Maritime Union conference in late October was attended by three Port Chalmers delegates (Phil Adams, Davey Dick and Clive Giles) and an observer (Ian Quarrell.)

We are all excited at the prospect of seeing our new Union become the main Maritime Union for New Zealand for those who follow.

This can only be achieved through a collective stance, and failure to do this will see us stagnate and not provide a platform for future members.

It is with this in mind the national Union elections should reflect this.

We are moving into new and exciting times, so those standing must be committed to representing our members to the best of their ability.

Good luck to all those standing.

Port Roundup: Local 21



by Phil Mansor

One of the most useful things in having a magazine is the opportunity it gives to us to do a lot

of things for the common good of our members.

It enables us to come into contact with a large number of our people with different interests and opinions.

Many of the problems of industrial relations are problems of communication, and communications are to a large extent the name of the game.

We all know how news media interest in what is news often distorts the public view of our own fields.

So it is that losses from strikes are much more widely publicized than the costs of sickness arising from working conditions in the industry.

Also, accidents happening in many cases by reductions in the numbers of skilled permanent staff in favour of less skilled casual workers.

Modernization and the streamlining of our industry since the late 1980s has created substantial savings for employers and a great proportion of those savings are in the hours worked and the numbers of jobs available to our members.

Our members will benefit from more stabilization of permanent positions and less of the casual work patterns which currently exist.

Commencing during the late 1960s, most of our overseas trade became containerized resulting in considerable change to work systems and practices.

Such latter conditions occurring as a result of the positive attitude and co-operation of our permanently employed union members.

Many losing their jobs and joining the growing list of workers joining redundancy queues.

During this period, we didn't have the problem of company unions being formed in order to split and divide the waterfront workforce.

Shame upon those workers and employers who have allowed themselves to be used in such a manner.

I come back to the point that good and improved communications are necessary to achieve changes in an effective manner and to highlight the skulduggery of those people acting in such an odious manner.

Far too often we hear that our members must tighten their belts for the good of the country, by not seeking better wages and conditions.

Yet, we have never really received an equitable or just share of the profits and wealth we have helped to create over the years.

Let's face it, it is big business in conjunction with whatever government of the day is in power who own and control the means of production from sewing needles and toys to whisky and tanks, weapons of mass destruction, nuclear and biological.

It is they who own the means of distribution, whether trucks, trains, ships at sea or planes in the air.

It is they who own and control the newspapers, radio and television.

It is they who write the tax laws.

It is they who own the banks and the lackeys who finesse the rates of interest.

It is they who strangle benefits and aid in health, education and welfare.

It is they who made and continue to make countless millions of dollars through the system as lower paid workers take only the sweepings.

Even dogs are given bones, sometimes without much meat, and it appears to us that big business and government believe that almost bare bones and sweepings are good enough for workers.

As union officials we may be classed as workforce generals, and the workers who are our troops must not allow themselves to become members of any company unions in order to split and divide the workers in this industry.

In our opinion, such workers who allow themselves to become active partners in splitting the ranks of the workforce are indulging in activities which can only be described by a well known odious term generally used in industrial circles.



Auckland Branch Local 13 Vice President Russell Mayn addresses the conference (wearing the famous Local 13 league team colours)

Letters

Always been a Union man

Ted Thompson

Australian comrade writes

It gives pleasure to members on board the Ocean Bounty to report to the Maritimes that the Trans Tasman alliance is alive and well.

As of last November the Ocean Bounty was contracted to drill a three month campaign off the west coast of the north island of New Zealand.

A 50/50 crewing agreement was made between the MUA and the MUNZ, four New Zealand I.R.'s were picked up per swing and remained on board for an equal amount of time when the rig returned to Australia in January.

The MUA members on board would like to thank them for their outstanding performance whilst on board, great work ethics and even better union principles, solidarity, and camaraderie.

It has been an absolute pleasure to work with such a great bunch of guys.

Through the pages of the journal we would like to wish them the best in the future, and if the rig returns to New Zealand we look forward to working with them again.

Yours in Unity

MUA Members on the Ocean Bounty

Inland ports threat

I read in Maritimes issue 3 about the inland ports threat to waterfront in Auckland.

I wonder what our union is doing about this threat to our wages and conditions and jobs.

This threat is not confined to Auckland and will grow around the country.

May I suggest that our Union recruit the workers in these yards and try and equalize their wages and conditions to that of waterside ports.

These workers may belong to other Unions but it is still possible to recruit them using the correct processes through the CTU.

We must do something in this area or large amounts of our work will disappear.

**Alan Middleditch
Port Chalmers**

Kia Ora, I was reading in the latest Merchant Navy Association (Wellington branch) newsletter about the cabotage campaign, being a retired seaman, also a loyal member of the Union in the 1951 lockout, a coal burner fireman then.

We walked ashore off the Kiwitea when the Airforce came onboard to unload her, and stuck it out right to the end with the watersiders, so I've always been a Union man and still take an interest.

Please send a few leaflets as I have a couple of mates (retired seamen) and we will write to our Wairarapa MP and back you up.

All the best
**Eric Shipgood
Masterton**

(We received Eric's letter after the cutoff for the last edition of Maritimes, so apologies for the delay - Editor)

Better late than never

Your magazine the Maritimes is quite good reading, and it's good to see waterfront workers and seafarers getting together – about ten years too late, but better late than never.

As the question of New Zealand cabotage comes up again, I have enclosed a clipping from the UK about the collision of a Flag of Convenience ship on the Cornish coast, which may be of interest.

Before I go, I read in the New Zealand Herald about non-union labour going through the gates inside a container.

What happened to the new health and safety laws?

I thought union officials would have pounced right away.

Maybe the new guard will after the October elections.

Best of luck for the future.

**Jimmy Neill
(Former seaman and retired watersider)
Point Chevalier, Auckland**

A number of retired wharfies in Port Chalmers have asked their condolences and thoughts be recorded at the death of Ted Thompson, past General Secretary of our Union.

I have an audio tape of Ted's funeral service which I had transcribed into book form, and recently with my wife presented personally to Ted's daughters Beverley and Ida at Upper Hutt.

I kept in touch with Ted over the passing years calling quite regularly and in February this year travelled with him and his daughter Ida to visit a sick relative in Waikanae.

My last long talk with Ted was eight days before he passed away.

Not many people are aware Ted worked very hard over a ten year period after he retired, helping the Port Chalmers branch in an unofficial capacity.

His efforts amongst others assisted our legal advisors at the Taxation Review Authority, the High Court and the Court of Appeal.

The local port unions believed that 'equity money' received by the local union from shipping companies was tax free – despite vociferous opposition from some 'experts.'

We won the case – a great victory.

Ted was very disappointed along with myself that support was not forthcoming to fight for the other \$80 million that wharfies generally had been robbed of between 1989 and 1995.

There were smiles on some peoples faces when we did not proceed with action.

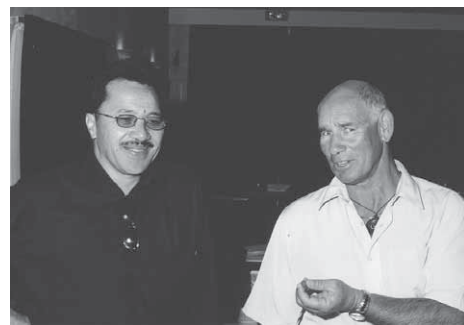
However that is now history, another pot hole on the highway of life.

Good on you mate – well done.

Bruce Malcolm

(Port Chalmers 166)

Life Member, New Zealand Waterfront Workers' Union



Mt Maunganui Branch President Terrence Tai and Gisborne Branch Secretary Dein Ferris at the Triennial Conference.

Letters

Strength in numbers

During a recent visit to New Zealand I was given two copies of the Maritimes.

As a retired wharfie it is with some satisfaction to see the amalgamation of watersiders and seafarers.

This of course was under discussion pre-1989, for this to come to fruition can only benefit all concerned.

With strength in numbers you will, I am sure, gain more political clout as numbers increase.

With the widespread casualization of the waterfront industry it is clear that scab labour has gained a foothold in the name of rationalization.

History tells us that the same took place post-1951 lockout, however wharfies climbed out of political and economic bastardry to become a stronger more cohesive Union.

The education of today's Maritime Union members must continue and pressure put on casuals to become members is perhaps a step in the right direction.

This of course will only happen if the current union officials at a local level have the will to thumb their noses at employers and push to have all wharf workers unionized, no doubt this is far from the position at this point in time.

With more push from National Office, I am sure the current trend could be reversed.

However there has to be a will for change to occur nationally.

I wish you well in your endeavours.
Dennis Parker
Ex-250, New Plymouth
(Bongaree, Bribie Island, Queensland, Australia)

The fight against casualization

(This letter was originally sent to the Bluff Beacon in late August.)

I am writing to you not only in my capacity of National Vice-President of The Maritime Union of New Zealand but also as a resident of a port town like yourselves in Port Chalmers regarding the ongoing attempts by our union to rid your port of the stevedoring company Mainland and its abhorrent work practices.

For people who do not know the history of these mercenaries and their parent company International Stevedoring Operations based out of Mount

Maunganui, they have left a legacy in all ports they have gained work.

They arrive in South Island ports like yourselves with their North Island based workers supplemented by locals in casual positions who are promised permanent work once they are firmly established in the South Island.

Unfortunately this has not happened in the North Island, where one example of their promises took place in Napier in the early 90s where they took work off the local bonafide Stevedore who employed permanent staff.

They promised permanency to the people who chose to work for them but after a year they had created 1 permanent job and seen 35 local permanent men made redundant as a result of them taking work off the local bonafide stevedore.

This is just one story of what not only our union but the likes of a town like yourselves has had to battle.

Bluff like my town of Port Chalmers prior to 1989 saw hundreds of people employed in permanent positions on the wharf and the our towns were thriving, but since 1989 we have had our numbers decimated to the extent that the towns of Bluff and Port Chalmers have suffered also and that is why it is so important to rid our towns of the likes of Mainland or we will see further downturn.

In our town of Port Chalmers we do not have Mainland working here now as we with the help of the business communities, our pickets and the locals knowing the ramifications and not working for them we believe we have seen the last of them.

As a result of this the numbers of permanents working in our port has doubled and the town is flourishing.

I have been told that some of the casuals picked up by Mainland in Bluff are locals and this saddens me given the proud history of the town and the part the waterfront workers have played in through living and spending in the town.

I hope these locals who work for Mainland through their conscience they will rethink their position as the future of permanent employment on the Bluff waterfront so much depends on driving these pariahs of our industry out of our ports.

Finally can I ask you to look at our port of Port Chalmers, we drove them out and now our permanent workforce has doubled all being young locals, which augers well for our future.

A future that a town like Bluff could have, once you see Mainland out of your port and this can only start by the locals not working for them and sticking by your own local men whose jobs are threatened and in turn the young members of your community who seek permanent work in your town their chance to gain permanent work will also disappear.

Thank you for allowing me to contribute to your excellent paper and what I have stated comes not only from my position as National Vice-President, but more importantly as an individual who has a great deal of respect and fondness for the town of Bluff and in particular its people, which comes from myself coming from a town so much like Bluff in Port Chalmers and that is why I have written to your paper.

I CARE!
Phil Adams
Port Chalmers



Maritime workers from around the Pacific attended a three day ITF seminar in Auckland in October, learning about ITF campaigns against Flags of Convenience

Interport Sports 2004

Interport 2004 will be held on the 9-12 February 2004 at Gisborne.

Sunday 8 February will feature a welcome function at the Poverty Bay Golf Club.

Indoor Sports will be held at the Cosmopolitan Club – details for the indoor sports are as follows:

Monday 9 February

Darts

11am, drawn mixed pairs, two life play off.

2 pm, singles, two life play off.

Tuesday 10 February

Pool

11am, drawn mixed pairs, one life play off -best of 3 frames. Final best of 5 frames.

2pm. Singles 1 life play off. Best of 3 frames. Final best of 5 frames.

Wednesday 11 February

Snooker

11am, drawn mixed pairs. 1 life playoff, best of 3 frames. Final best of 5 frames.

Wednesday evening attend Fishermens function.

Thursday 12 February

Indoor Bowls

11am, drawn mixed pairs, 7 ends.

Followed by Singles best of 7 ends.

4pm Prizegiving for all categories.

7pm Final function at Poverty Bay Golf Club.

Further information from Terry Ryan at Auckland Branch Local 13 (see contact list on opposite page.)



Dave Morgan and Terry Ryan check out the Maritime Union of Australia colours while in Sydney recently on ITF business.

Union Clothing available now!

Maritime Union of New Zealand Clothing Order Form



T-Shirt
Quantity:
Size:

Polo Shirt
Quantity:
Size:
Colour:

Name:
Address:
.....
Phone:
Email (if applicable):
Amount enclosed:

DO NOT SEND CASH - CHEQUES ONLY!
Cheques made out to Maritime Union of New Zealand
Cut out or copy this form and mail to:
Clothing Orders
Maritime Union of New Zealand
PO Box 27004, Wellington, New Zealand

Details

T-Shirts

Navy blue cotton with large screenprinted colour logo
New Zealand union made
Sizes available:
Medium
Large
Extra Large
2XL

\$30 including post & packaging

Polo shirts

Navy blue cotton (with white trim)
OR
White cotton (with navy blue trim)
both with embroidered colour logo
New Zealand union made
Sizes available:
Medium
Large
Extra Large
2XL

\$40 including post & packaging

Union Education

Mike Shakespeare
22847

On the 7–10 August 2003 MUSAA (Maritime Unionist Socialist Activities Association) and WISE (Workers Institute for Scientific Socialist Education) held a school for Trade Unionists at the Willowhaven Motor Camp in Rotorua.

Joe Fleetwood, Rachel Goddard, Mike Williams and myself attended from the Maritime Union and we met with other unionists from the NDU (National Distribution Union), WWU (Woodworkers Union), FinSec (Finance Sector Union) and members from the Maritime Union of Australia.

I had never been to one of these schools before so was unsure what to expect.

But we discovered these forums are a very valuable tool in our arsenal as trade unionists.

They cover a broad spectrum of ideals and practical advice from Campaigning, Bargaining, Strategy and Tactics to Philosophy and Social Responsibility.

These are not only our responsibility as trade unionists but also those of the employer as a good corporate citizen of our country or world.

It was also good to be able to meet with rank and file members from other sectors of the workforce and discuss their experiences and problems that in the main are similar to our own – lack of staff, cutbacks to conditions and “reducing costs” (the worker at the coalface.)

It is not only the lessons learnt in the classroom like atmosphere but also the after hours socializing where we hear of other peoples disputes and how they went about solving them and some of the funny stories that invariably occur on pickets and the such – it all helps to keep us in good humour.

All Maritime Union members played a good role in the discussions and in particular Joe Fleetwood and Rachel Goddard gave a very good report on our Cabotage Campaign.

This went down well with the Australians as they had recently had great news of a legal victory that ships that ply the Aussie coast must pay Australian wages and conditions.

There is a need for more younger union members to take part in schools like this as well as delegate training so all members have the tools and the skills to combat the co-ordinated attacks on the union movement as a whole.

Thank you to Mike Williams for inviting me to attend as I definitely came home with a better understanding of the issues facing all of us and also more convinced of the need for a United Trade Union movement in New Zealand and across the Tasman with our Australian brother and sisters.

Last but not least my thanks go to Bill Andersen who gives unstinting of his time and knowledge gained over many years of struggle for the working class.

(PS and many thanks to the cook who kept the bellies full, cheers.)



Delegates at the First Triennial Conference of the Maritime Union, October 2003, Wellington

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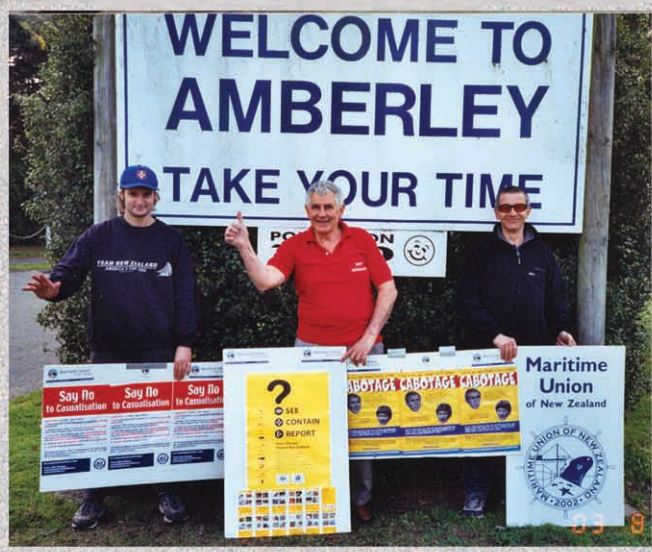
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The ITF Asia Pacific Regional Women's Conference was held in Singapore on 12-13 September 2003, with the Maritime Union represented by Rachael Goddard and Jackie Lyall



MUA rank and file representative Dean Sampson presents Auckland Branch Local 13 delegate Gordon Kopu with a gift from across the ditch at the Triennial Conference



South Island Seafarers on the cabotage campaign trail, August 2003: from left, Zane Finlayson, Tom McMullan and Ricky Chapman



Craig Harrison, Frank St Bruno and Wayne Anderson after surviving three days of the Conference



Ocean Bounty offshore Taranaki (photo by Bob Thorpe)



Mainland picket, Bluff: from left Finno, Vic, Joe and Rossco behind the 'Tranzrail Windbreak'