



The Maritimes

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Maritime Union of New Zealand General Secretary Joe Fleetwood (left) and National President Garry Parsloe (right) present a certificate of appreciation to Australian miners to CFMEU Mining and Energy Division National Vice President Ian Murray at the 1951 60th anniversary commemorations, 18 May 2011

1951 lockout remembered

Maritime unionists gathered in Wellington in May to remember the 1951 waterfront lockout.

An early evening function on Wednesday 18 May to commemorate the 60th anniversary of the struggle was hosted by the Maritime Union.

The location was the former board room of the Wellington Harbour Board, which is now part of the Wellington Museum of City and Sea, formerly the Wellington Maritime Museum.

Special guests were veteran 1951 watersiders Mr Charles Finall (aged 89) and his wife Doreen, and Mr Russell French (aged 84), and his wife Thelma. Maritime Union of New Zealand General Secretary Joe Fleetwood says one of the motives for holding the event was to acknowledge the support of many of the Unions, especially international unions. Two Australian guests who attended from the international movement were Assistant National Secretary of the Maritime Union of Australia (MUA) Ian Bray and National Vice President of the CFMEU Mining Division Ian Murray.

Both of these guests received special certificates and the personal thanks of MUNZ officials for the role played by their unions in the 1951 dispute, supporting New Zealand workers.

A special DVD message from ITF President and MUA General Secretary Paddy Crumlin was played on the big screen. The ILWU were also invited but unable to attend and also sent a video message of support.

Certificates were also presented to New Zealand unions with a connection to the 1951 dispute including EPMU (miners) represented by Paul Tolich, AWUNZ (laborers) represented by Ray Bianchi, RMTU (rail workers) represented by Aubrey Wilkinson, NDU (drivers) represented by Sam Huggard, and the Meatworkers Union represented by Dave Eastlake.

Other guests included Labour Party spokesperson Darien Fenton MP, CTU President Helen Kelly and CTU Secretary Peter Conway, NZEI Secretary Paul Goulter, union lawyer Peter Cranney and the Ambassador of the Republic of Cuba Jose Luis Robaina Garcia.

Former union officials represented included Dave Morgan, Dave Graham, Jimmy Woods and Gerard Hill, with an apology received from Trevor Hanson and former editor of the Transport Worker Dick Scott.

Historians David Grant and Grace Millar were also present, along with the National Executive of the Maritime Union of New Zealand and rank and file observers who were in Wellington attending the national executive meeting.

The event was filmed by Rod Prosser and Ian Anderson of Community Media, and DVD copies and a YouTube video will be available soon.

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Photo by MUNZ member Mike Will.
The MV Aquila Explorer is a old supply vessel converted to a seismic survey ship in 2007, recently carrying out surveys off the east coast of the South Island and Taranaki.

For more on-line photos, see
www.flickr.com/maritimeunion

Thanks to all our photographers including Mike Will, Alf Boyle, Peter Torrance, Luke Appleby, and others.

Authorized by Joe Fleetwood, 220 Willis Street, Wellington



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A knock at the door

The editorial is always the last thing that I work on for each issue of the Maritimes.

It's sometimes hard to think of something original to write after putting all the news and views of other people into the magazine. Tonight though, the problem was solved. In the depths of a southern winter, after 6pm is pitch black outside, a freezing misty rain is drifting over the city, and there is a forecast for snow.

Families with children are putting them down for the night or having dinner.

Then there is the knocking on the door. Who could it be?

A forlorn young woman in an electricity company jacket stands there and reels off a pitch to get my business.

I politely decline and she trudges off with a faded automatic smile into the cold darkness.

I think to myself that she is likely a casual worker or on commission, probably being paid a pittance. One of the many young people who are grafting for corporates on shabby wages. That's the thing which it comes down to.

The corporate managers with their bonuses and golden parachutes, and the big shareholders, won't be door knocking in the mid winter night, and nor will their families.

That is left for the workers – the people who create the wealth, and who are disadvantaged and used by the system to provide riches for a few.

Our industry, the maritime industry, is a demanding industry and all workers in it deserve secure, safe and well paid jobs.

So do all workers.

But so many no longer even enjoy these basic necessities New Zealand in 2011 is a strange and somewhat corny place. Our priorities are back to front and our communities under siege from a pernicious culture of greed and individualism.

There is something rotten when the Prime Minister can jet back into the country and blandly announce that the inferior New Zealand safety regulations that failed to protect the Pike River miners are a generation behind standards in the Australian mining industry.

There is something rotten when tens of thousands of people are thrown into unemployment, and a Government of millionaires tries to portray the jobless as workshy and irresponsible.

There is something rotten, and simply wrong, when a wealthy elite can award themselves tax cuts while young families are saddled with unaffordable housing, student debt, and skyrocketing food prices including hikes in GST.

These are industrial issues, political issues, social issues and at the end analysis, personal issues, because they affect us all sooner or later.

The Maritime Union must continue to advocate for workers in an uncompromising and direct manner.

With our unity comes strength – the power of the Union.

In this edition of the Maritimes magazine

Enclosed with this magazine are two inserts.

One is a leaflet explaining the advantages of the MMP voting system. The General Election this November will feature a referendum on whether to keep MMP as our voting system. The Maritime Union and the CTU support MMP. Read this leaflet for some of the reasons.

We also enclose a postcard to send freepost to Prime Minister John Key asking him to stop free trade deals like the TPPA (Trans Pacific Partnership Agreement) which threaten New Zealand's independence and workers rights.

For more information, see www.nznotforsale.org

Hard issues facing workers in 2011



By Joe Fleetwood
General Secretary

National Executive

The national executive of the Maritime Union met at Waterside House, Wellington on 18–19 May 2011.

It was a busy two days, as we had two union events on as well. More on these below.

As well as the two day national executive, relevant officials attended finance committee and superannuation meetings at this time.

One topic we discussed was the ongoing review of our Union structure and the way we do things.

This included a new method of sector reports looking at the four key sectors in our industry – container terminals, bulk stevedoring, offshore oil and gas, and coastal shipping and ferries.

As part of this process we are doing a thorough review of the Union rules to ensure they are up to date and effective. All branch delegates attending will be able to report back to their branch executive and stop work meetings on all discussed. No hurried decisions are being made as we need to get this right first time, but we are aiming to finalize all changes in time for endorsement at the 2012 national triennial conference.

1951

As part of our commemorations of the 1951 waterfront lockout, the Maritime Union held a special function during the May national executive meeting.

On the evening of Wednesday 18 May, union representatives plus some special guests gathered at the Wellington Museum of City and Sea.

Special presentations were made to unions that had assisted maritime workers in 1951, including two international guests, Ian Bray of the MUA and Ian Murray of the CFMEU Mining and Energy Division. We were also very lucky to have two 51' veterans, Russell French and Charles Finall, in attendance with their wives. A full report and photos are later in this edition of the Maritimes.

Budget

The budget was announced while our National Executive was meeting in Wellington in May.

We adjourned our national meeting to attend a lunchtime rally at Parliament Grounds along with many other workers and unions.

Opposition politicians, union leaders and workers all spoke. The theme was how the National Government is attacking workers and public services.

We have to fight back against this Government's anti-worker policies.

It was a positive rally and the solid presence of the Maritime Union was noted.

Election year

2011 is election year. We need to make sure we all enrol and vote for pro-worker policies that benefit the majority not the minority.

The Maritime Union is affiliated to the Labour Party and we are advancing our goals through active involvement. In addition we are also supporting other left parties that can assist in the formation of a pro-worker Government.

The other important issue in this election is the referendum on MMP.

MMP is supported by unions as a fairer and more democratic voting system – we have used it since 1999.

Offshore industry

As the offshore industry continues to grow, the Maritime Union is pushing for more inspectors and keeping an eye on conditions and standards in this industry. There is great potential for New Zealand here, but only if the industry is run to the highest standards and the returns come to all New Zealand workers rather than given away by a few multinationals.

Tauranga

We note the election of a new secretary at Tauranga Mount Maunganui branch. We look forward to working with Selwyn Russell in this important port and branch.

National and international unity

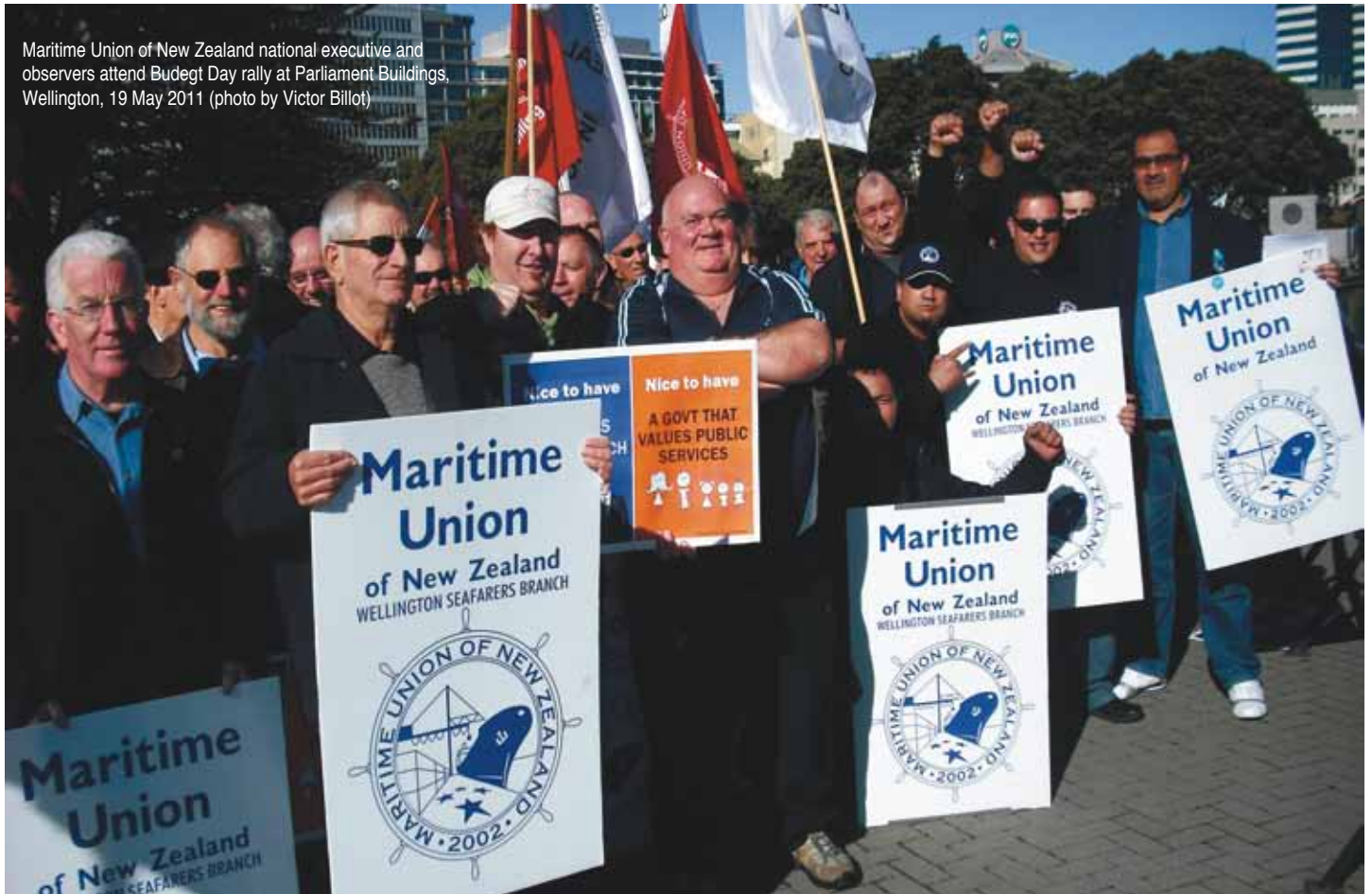
The Maritime Union continues to play its part in the wider union movement. We regularly attend meetings of the Council of Trade Unions in Wellington. As part of the ITF (International Transport Workers Federation) we have taken part in a national week of action on flag of convenience shipping, supported New Zealand rail manufacturing and defended the rights of overseas fishing crews, as well as demanding jobs for New Zealand workers in all industries.

Officials will attend meetings of the RMT (UK) union, Zenkowan (Japan dockworkers), ITF, and Mining and Maritime committee thru the year. In addition we have been invited to speak at the Port executive national forum to be held in Bluff in June where Assistant General Secretary Ray Fife will speak and give the workers' perspective, which is a first.

Christchurch and Lyttelton Earthquake

Canterbury has suffered ongoing earthquakes and related problems. However a great response to our Maritime relief fund for MUNZ members has seen substantial donations flow in. Thank you to all contributors with a special mention to the generous support of our international affiliates and friends including the Maritime Union of Australia, the Philippine Seafarers' Union, Japanese Council of Dockworkers, United Steel Workers Humanitarian Fund, International Transport Workers Federation, Koun Roky, Lat. Tirdzn. Flotes Ju, Jurininku Sajunga, and Hong Kong Seafarers' Coordination Committee.

Maritime Union of New Zealand national executive and observers attend Budget Day rally at Parliament Buildings, Wellington, 19 May 2011 (photo by Victor Billot)



National meeting discusses strategy, rules and election year

The national executive of the Maritime Union met in Wellington on 18 and 19 May 2011.

All branches were represented, with a number of new delegates and observers welcomed to the meeting.

The meeting discussed Union business such as our strategic plan, rules review, sector reports, finance and special reports, and welcomed special guests from Australian unions and the NZCTU.

The meeting was opened by the Chairman, National President Garry Parsloe.

A minutes silence was observed after the reading of obituaries, noting the passing of Tom Gregory, Alan McDonald, Joe Skeping, Roy Fuller, Frank Jennings, Dave Butler, Murdo McKenzie, Enooka Patuka, Alan Turkington and Bill Mckay.

Strategic Plan approved

General Secretary Joe Fleetwood gave a presentation on the Maritime Union strategic plan, and said there was a need for the Union to focus on positive goals. The key goals of the Union have been identified.

These goals included:

- the rationalizing of bargaining at a national level
 - remaining financially sound
 - a focus on growth.
 - World class health and safety on all sites
 - building our organising and campaigning capacity
 - to be internationally organized
 - be politically powerful and active in our communities
- To achieve these goals, a work plan was approved.

Mr Fleetwood said that all members must notify Branch secretaries of any accidents or incidents that are then sent to National Office.

He presented a delegate profile that provided the skills and attributes we need to develop in our delegates. MUNZ needs to engage youth and women, identify potential leaders and be politically active. The MUNZ strategic plan was approved. Moved J Fleetwood/B Connelly
Resolution: "That the MUNZ Strategic Plan presented by the General Secretary be adopted." (Moved J. Fleetwood/B. Connelly, carried).

Resolution: "The Maritime Union of New Zealand recognises the importance of delegate training at all levels, therefore requests all Branches to support the Training Courses available through the CTU." (Moved B Connelly/I Holland, Carried)

Rule Review in progress

General Secretary Joe Fleetwood presented the draft changes to the rules, and Branch submissions, and spoke to each remit that was sent in by the Branches.

The National Executive generally agreed to the draft changes and after a full discussion on the Branch submissions agreed that the General Secretary present a copy of rules that has all changes and submissions for further discussion at the November National Executive meeting. Resolution: "The draft changes to the MUNZ rules and Branch submissions discussed at this National Executive be progressed with a further draft to be presented to the November National Executive Meeting." (Moved L Wells/M Clark, Carried)



At the Maritime Union of New Zealand May 2011 national executive meeting, from left, Wellington Seafarers' Branch President Glenn Wylie, MUA Assistant National Secretary Ian Bray, Wellington Seafarers' Branch executive member Jimmy King and Wellington Seafarers' Branch Vice President Alan Windsor

Australian mining union leader speaks

The chairman Garry Parsloe introduced the National Vice President of the Mining Division of the CFMEU, Ian Murray, from Sydney, Australia.

Mr Murray thanked MUNZ for the invitation to attend the 1951 commemoration and the national executive saying that we are like minded unions and have a long history of having many blues together.

In recognition of the discussion, he noted the CFMEU had been going through rule changes since the 1980's and have not finished yet.

Mr Murray said that the MUA and CFMEU operate out of the same building in Sydney and there was excellent communication between the two unions. The Mining and Maritime unions led the way in the Fairness at Work campaign in 2007.

"If Howard had won that election it would have been a mandate to finish us off . . . the trouble with Labor is that they have been on a path of self destruction since they won in 2007. They are still pandering to the employers."

The Australian mining industry is going full steam ahead. Global giants are paying \$7.6 billion in GST but are getting credits of \$4 billion. For instance BHP is making \$54 million profit every day, he says.

MUNZ General Secretary Joe Fleetwood spoke in reply and said that Miners and Maritime workers have a close relationship. Miners stood staunch through the 1951 lockout and were solid supporters in the Patricks dispute in Australia.

Joe Fleetwood and the Chair Garry Parsloe thanked Ian Murray for his attendance and contribution.

MUNZ Election Report

National Returning Officer John Whiting reported that Garry Parsloe was the only nomination for National President and was duly elected.

The position for National Vice President is now vacant and nominations opened on the 3rd May and closed on 14 June 2011.

Mr Whiting said that he scrutinised the Tauranga Branch over the election period but no election was required.

Resolution: "That the National Returning Officer's report presented to the National Executive be accepted and endorsed." (Moved J. Whiting/K. Forde, Carried)

Finance Committee Report

Bill Connelly spoke to the Finance Committee report.

Resolution: "The Maritime Union of New Zealand National Executive endorses and adopts the Finance Committee report and draft set of National Office Accounts for the year ending 31 March 2011." (Moved B. Connelly/M. Clark, Carried)

Sector Reports

General Secretary Joe Fleetwood gave a presentation on sector reports, which are a new way of looking at what is happening in the different sectors of our industry.

National Officials will oversee a sector each and report back information to the National Executive. The MUA operate under a similar structure.

The four sectors will initially be Coastal Shipping, Offshore, Terminals, Bulk & General.

Each sector will cover areas such as employers, permanent/casual workforce, agreements, manning levels, health and safety, employment work duties, current issues and other outstanding issues.

Day Two – Thursday 19 May

MUA national official Ian Bray

The Chairman Garry Parsloe welcomed National Assistant Secretary of the Maritime Union of Australia Ian Bray. Mr Bray said that it was a pleasure to be at the meeting and noted the discussions here are similar with those in Australia. He said that one of the biggest changes politically in Australia is about to happen with shipping.

Cabotage will be reinstated, which is a major achievement for seafarers' jobs. There will be a structured career path with recognised qualifications.

MUA National Secretary Paddy Crumlin had worked hard at delivering this and it had taken a massive amount of resources. It is going through the consultative process right now then out as legislation, then the MUA National Council will have a Seafaring Conference to accept it.

Mr Bray reported that all stevedoring EBA's have expired.

The MUA have been in negotiations with Patricks for the past 12 months and had a ban on not working the 8th hour of the day. Patricks had found a loop hole in legislation in which if you do not work for a part of the day, you do not get paid for the hours you have worked.

"There is still no agreement and the employers attempted to get the protected action removed in court but the union got it knocked back."

Mr Bray said the resource boom was "still going mad" in Australia.

"There are 3 to 4 projects in WA that are about to start. Queensland in terms of marine work is starting to boom. Dredging in Gladstone is worth \$1.3 billion over a three year period. We have identified 160 jobs in dredging alone, but where do these people come from?"

Mr Bray said that growth and campaigns is a major challenge for the MUA.

"It is about rebuilding the capacity of the rank and file."

The Chairman and General Secretary thanked Mr Bray for his contribution.

Superannuation

General Secretary Joe Fleetwood reported on the decision by the trustees to outsource the administration and secretarial services of the WISF to Aon.

Resolution: "That after receiving a full report from the WISF Trustees this National Executive endorses the Trustees' decision to transfer the administration and secretarial services to Aon.

This notes that it is with sadness that this measure had to be taken but given the governance issues the fund was experiencing there was no alternative option." (Moved J. Whiting/M. Clark, Carried)

Union leader Helen Kelly

The Chairman Garry Parsloe welcomed CTU National President Helen Kelly. Ms Kelly spoke on the budget day rally that was happening later that day at Parliament. She said the budget will have a huge impact at what happens in the next election.

This government has cut taxes so that 80% of the tax cuts went to the top 40% income earners. This had done nothing to stimulate the economy as the Government was borrowing to fund the tax cuts.

27% of our young people under the age of 23 were unemployed.

Ms Kelly also spoke on the "Together" initiative to reach unorganized workers. Together is a new organisation established and run by the unions affiliated to the CTU, and aims to connect workers in un-unionised work places with the union movement and the union experience.

Together is not about accepting membership if a worker is on a ship or the wharf as no worker will be allowed to join Together if a proper union covers that area. The chairman Garry Parsloe and General Secretary Joe Fleetwood thanked Helen Kelly for taking the time to address this meeting.

There was extensive discussion amongst delegates about the "Together" plan. Resolution: "The Maritime Union of New Zealand National Executive after listening to the report of 'Together' by Helen Kelly supports in principal the concept but have reservations and will monitor the progress of 'Together' through the CTU National Affiliates Council." (Moved G. Parsloe/J. Fleetwood, Carried.)

The meeting adjourned at 11.40 am to attend a rally at parliament and resumed again at 1.45pm.

Branch Reports

All Branches spoke to their written reports enclosed in their folders.

Resolution: "The Branch reports are accepted" (Moved D. Ferris/K. Forde. Carried.)

General Secretary Joe Fleetwood asked that all Branches notify National Office as to when Branch Elections are to be held.

Waterfront Industry Superannuation Fund

WISF manager Paul Martin spoke on how the fund is to outsource the administration of the fund. Members should see no difference with Aon taking over. He said that there will be reasonable returns for year ending March 2011. The conservative fund will return 8.5% while the balanced fund will return 7.4% gross. Russell Mayn, on behalf of the trustees thanked Paul Martin, for the work he done while WISF fund director.

Seafarers' Retirement Fund

David Scott said that the fund has achieved a net 5.4% growth.

A review of the investment strategy was underway that will see why the fund has done well in some areas and badly in others.

There will be a new strategy in place by the second half of next year.

The returns for this year will be rather subdued.

Veterans

Veterans' delegate Terry Ryan reported that there are now 390 members. He said that the RMTU are forming a veterans section as well.

He spoke on how they are endeavouring to get Branches set up and hopefully by the next meeting can say that more Branches have been established.

Communications and election statement

Communications Officer Victor Billot presented a written report.

General Secretary Joe Fleetwood said MUNZ is committed to the election of a Government in 2011 that will deliver a better quality of life for the working class of New Zealand.

Our election statement outlines our goals in areas such as wages and conditions, casualisation, taxation, sovereignty and democracy, economic development and trade, transport industry, coastal shipping, ports, offshore oil and gas, fishing industry, environment, health and education.

Resolution: "The Maritime Union of New Zealand adopts the MUNZ election statement 2011." (Moved J. Fleetwood/J. Whiting. Carried)

Drug and alcohol policy

General Secretary Joe Fleetwood spoke about the proposed policy that is being negotiated between our union and Centre Port Wellington.

There are many questions to be answered yet on the policy presented to this meeting but as a union we must be proactive and say no to drugs and alcohol on the job. National President Garry Parsloe said it is important to be proactive with such policies as we do not want them imposed on us. The Union wanted a safe workplace for all members.

Resolution: "The MUNZ National Executive endorses that the Committee of Management in consultation with Branches move forward and vigorously investigate and implement as policy saliva testing on the day as the core procedure for Drug & Alcohol testing on work sites." (Moved J. Whiting/D. Ferris. Carried)

National executive meeting May 2011

ITF Report

ITF inspector Grahame McLaren spoke on his written report and the upcoming ITF national week of action on flag of convenience shipping.

Pike River Miners Fund

General Secretary Joe Fleetwood presented a breakdown of the Branches who made donations to the Pike River Miners Fund.

Maritime Workers Relief Fund

General Secretary Joe Fleetwood noted the generous response, especially from international unions. However some branches had not yet made their contribution and would be followed up.

Youth and Women's Conference

General Secretary Joe Fleetwood noted upcoming CTU Conferences for youth and women. They were about organising and empowering young workers and women. MUNZ had members attending both.

International Travel

General Secretary Joe Fleetwood reported on invitations to international conferences. He said it is vital to keep up international connections in line with the National Executive's directive November 2010 and for the Committee of Management to address international travel and keep costs down.

In closing, Mr Fleetwood said the focus of the November 2011 national executive meeting would be on internal union matters.

He thanked everyone for attending the previous night's function to commemorate the 60th anniversary of the 1951 lockout. It is a part of our history that we need to recognise.

The Chairman National President Garry Parsloe thanked everyone for attending, and closed the meeting at 4.55pm.

Pacific Worker (photo by Alf Boyle)



Offshore exploration safety regulations must be improved

Unions representing offshore oil and gas workers say the National government must apply lessons from it and the Pike River tragedy and act without delay to ensure workers have a stronger voice in offshore oil exploration safety, including comprehensive "safety case" and legal liability provisions.

The Government also needs to legislate for best international regulatory standards and practices, enforce them effectively by increasing the number of inspectors and remove legal uncertainties about companies' insurance liability obligations.

"The Pike River and Deepwater Horizon tragedies were reminders that workplace safety is not negotiable," says Andrew Little, joint spokesman for the NZ section of the Trans Tasman Oil & Gas Alliance (TTOGA) of trade unions.

New Zealand affiliates of the TTOGA include the Maritime Union and the EPMU.

"New Zealand deserves the strictest levels of safety, accident prevention and response, and a comprehensive environmental safeguards regime in its Exclusive Economic Zone (EEZ), and a dedicated rescue vessel, without compromise or inconsistency."

"Too often the free market culture says 'increase productivity and make more profit' but this devalues the workers' voice on health and safety issues which isn't good enough."

"It's also about a sensible recognition that some industries are inherently dangerous, such as oil, gas and mining, and people working in them are entitled to the best possible protections going."

"New Zealand has only one inspector overseeing safety in offshore oil exploration, which is a grave concern after the Pike River and Deepwater Horizon tragedies."

"The government simply must increase the level of health and safety staffing and monitoring in the most hazardous sectors such as oil, gas and mining."

"A single Department of Labour oil well inspector monitors health and safety at seven New Zealand installations and is supposed to be guarding against disasters such as the rig explosion that killed 11 workers on the Deepwater Horizon in the Gulf of Mexico last year."

"Australia has one inspector for every three installations, Britain has one for every two and Norway has one per installation. Yet the sole New Zealand inspector is responsible for seven installations as well as all onshore petroleum and geothermal activities, which beggars belief."

"The Department of Labour inspectorate needs more inspectors and support staff to bring the level here in line with Norway where they have one for each installation."

Spotlight goes on abuse of overseas crews

An investigation on the exploitation of overseas fishing crews in New Zealand waters by the Sunday Star Times published in April 2011 has lifted the lid on what is going on in the industry.

Maritime Union General Secretary Joe Fleetwood says the union has been advocating for a complete clean up of the joint venture fishing industry for years to protect workers.

"It is good to see the New Zealand media finally shining the spotlight into some dark places."

In recent years the joint venture fishing industry had seen a string of sinkings, drownings, industrial accidents, reports of violence and abuse, health and safety violations, ship jumpings, appalling work conditions and failures to honour employment and wage agreements.

Mr Fleetwood says the Maritime Union wants a full audit of the industry, including the standard of vessels and opening the wages books.

The use of employment agents in the countries of origin for foreign crews meant the worst practices of Third World economies had become established in the New Zealand economy.

"This situation is what is known overseas as social dumping, or the exploitation of cross-border labour in a globalized economy."

Mr Fleetwood says just because fishing vessels were operating off the New Zealand coast, that did not give operators a right to ignore New Zealand standards of employment.

"The New Zealand Government has taken an ineffective approach, simply because there are big profits in it for the companies."



Maritime Union of New Zealand General Secretary Joe Fleetwood speaking at the February 2011 national conference of the Australian Workers Union on the Gold Coast, Queensland

No GST on food petition heads to Parliament

Su'a William Sio, the Labour MP for Mangere, will receive the Tax Justice petition in front of Parliament Buildings on Tuesday 16 August.

The Tax Justice petition requests parliament to: 1. Remove GST from food; and 2. Tax financial speculation.

The Maritime Union was the first union to come up in public support of the petition. "We're very pleased to have Su'a William Sio receiving the petition, because we've had good support in his Mangere electorate for the campaign," says Vaughan Gunson, Tax Justice campaign coordinator.

Mr Gunson says the Tax Justice campaign is on target to present 50,000 signatures to Mr Sio.

"Removing GST from food is an immediate action which would address rising food prices that are hurting low and middle income earners."

"And we want a debate in this country about why financial speculators are allowed to profit in New Zealand markets and pay no tax," says Mr Gunson. "We pay tax on our food, while mega-wealthy speculators pay zero tax – it's obscene and must be reversed."

The Tax Justice campaign is a joint initiative of Socialist Worker and the Alliance Party. New Zealanders can sign an online version of the Tax Justice petition at <http://www.ipetitions.com/petition/taxjustice/>

ITF Asia–Pacific Seafarers Regional Meeting



At the ITF Asia/Pacific meeting, March 2011, from left, ILWU International Secretary Willie Adams, Maritime Union of New Zealand National President Garry Parsloe and RMT (UK) Seafarers' Secretary Steve Todd

by Garry Parsloe National President

In the first week of March 2011 I attended the ITF Asia/Pacific Seafarers' Regional meeting in Manila, the Philippines.

After registration we had the entrance of colours then the Philippine national anthem.

The first item raised was piracy and armed robbery and what had changed in this area since the Mexico Congress.

It is reported that up to 55% of vessels are not fully implementing the best management practice (BMP).

Although the naval presence is lowering the success rate of pirates, ships are still being taken, and naval forces do not have the capacity to extend their area of operations.

Ships come under fire from both guns and RPG's however little is reported on the damage that the vessels sustain and the impact on the crews.

There are reports the Philippines is to blacklist ships and companies that do not implement best management practices. Whilst there has been a reduction in the number of attacks, the percentage of those which are pirated has increased.

There has also been an increase in the length of time that crews are being held. Reports suggest that the cost of hiring a team of private security guards is estimated to be between \$25,000 to \$100,000 and that a growing number of ships are carrying them.

There is also a growth in the provision of pirate ships providing armed escort services.

There were 25 vessels and 601 hostages being held by pirates off the coast of Somalia when the MV Thor Nexus was pirated on 25 December 2010, 450 nautical miles North East of the Island of Socotra in the Indian Ocean.

The Thai flagged and owned vessel had a crew of 27, all from Thailand.

An accounting report suggested that the average cost of a successful piracy attack is about \$9 million.

This is based on the estimated average ransom being \$6-\$8 million and an estimated hijack success rate of 28% (however the figure for the Samho Dream was US\$9.5 million.)

This gave rise to a calculated kidnap and ransom rate of \$57,000 per vessel traversing the Suez Canal.

The success of the "End of Piracy Now" campaign has not only been felt within the ITF family, but has been echoed across the maritime industry as a whole.

The global response has been overwhelming with a particular note of appreciation for the efforts of the Unions in the Philippines, Japan and India.

This combined with the backing of an unprecedented coalition of industry leaders has meant that the "End Piracy Now" campaign gathered wide press coverage and global recognition and as a result we are hopeful that we will see changes going forward.

Later in the morning on Day One we had a long discussion on the need for training then another long debate on Piracy and Armed Robbery.

On the afternoon of day one we discussed agenda item 6 Criminalisation. This is all about the human rights of Seafarers. The IMO and ILO have adopted guidelines and a joint working group will meet this year to discuss how the guidelines can be put in place.

In addition, the code of the International Standards and recommended practices for a safety investigation into a maritime casualty or marine Incident has mandatory provisions that must be recognised and adhered to.

Just before closing on Day One the forum carried the following resolution:

The members of the Asia/ Pacific Seafarers' Regional Committee:

are AWARE that the piracy attacks in the Gulf of Aden, Arabian Sea, Indian Ocean and other surrounding and adjacent sea lanes, known as danger areas, have escalated and worsened in the recent months – 29 attacks in January 2011 alone, with 693 seafarers taken hostage;

are CONCERNED that pirate actions are now characterized by increased brutality, torture, longer captivity period of seafarers, more sophisticated operations and sustained attacks, and have actually led to the cold blooded murder of a number of seafarers;

CONDEMNNS in the strongest terms possible such atrocious attacks and merciless killing of seafarers;

NOTES that the cost of the piracy actions to the whole maritime industry is estimated to be 12 billion U.S. Dollars annually;

RECOGNIZES that if the problem further worsens, there is a strong possibility that seafarers, either their individual choice, by recommendation of the ITF or by decree of individual governments, will refuse to enter the danger areas;

BELIEVES that the time is ripe for the whole global maritime industry to take bolder, more concerted, decisive countermeasures to combat the piracy menace;

Therefore:

ADVISES seafarers and their organisations to begin to prepare considering options in the near future, including declining employment when ships they will embark on pass through the known danger areas;

RECOMMENDS to all shipowners' groups to seriously consider other viable and safer routes in transporting goods and services, commit to take all necessary measures towards protecting seafarers and their families in case seafarers are held as captives as a consequence of a piracy act, continue to cooperate fully with naval forces and strictly implement internationally agreed Best Management Practices, and provide available resources and assistance to law enforcement officials / agencies to prosecute and bring pirates to justice;

EXHORTS governments, preferably collectively with international organizations involved with the anti piracy cause, to exert all efforts to secure the immediate rescue and release of the more than 800 seafarers presently held captive by Somali pirates;

CALLS on and URGES all international naval and other armed forces to help neutralize the threat caused by the use of pirate mother ships and to take all possible necessary measures to restore the freedom of navigation in the crucial trade routes and eliminate the threat of piracy attacks;

Done in Manila, Philippines on 1 March 2011.

ITF Maritime Forum

On Day Two, Wednesday 2 March, welcome remarks for the ITF Maritime Forum were delivered by the chairperson Dr Conrado F Orca, President of Amosup. The first speaker was Hon Stella Z Banawis, Deputy Administrator, Philippine Overseas Employment Administration. Stella spoke on employment and standard employment contract issues.

After morning smoko we had a presentation from John Bainbridge on revised IMO STCW convention amendments.

John spoke on minimum requirements for fatigue, hours of work, medical examinations and other issues under discussions around the STCW 2010 amendments.

After lunch there was a long session on Piracy and the Experience and Initiatives of Social Partners.

There was a long list of speakers who all spoke on the need to protect Seafarers and not allow them to be placed in any dangerous situations.

The final session of Day Two was headed Fair Treatment of Seafarers (Including ILO Convention 185).

This session was presented by Chairperson of the ITF Maritime Safety Committee Mike Murphy.

Mike stated that if Seafarers are charged with criminal offences they must be allowed access to legal advice and must have prompt access to the courts.

The last speaker was the Under Secretary of the Department of Labour and Employment Hon. Hans Leo J Caddac. Hans spoke on freedom of movement for Seafarers, ratification of Seafarers' Rights, the consultation process and the ratification of the ILO convention 185 document.

ITF Maritime Safety Committee Meeting

On the Thursday 3 March I attended the ITF Maritime Safety Committee Meeting. In this session we addressed the training of Seafarers, blacklisting, lifeboat safety, asbestos and ETF/EU coordination. Through the afternoon we discussed Maritime Safety around accidents involving lifeboats, environmental protection, flag state implementation, training, occupational Health and Safety and Maritime Security.

As you can see this was a full on forum.



Maritime Union of New Zealand Mount Maunganui Tauranga branch members accompanied by National President Garry Parsloe and Local 13 Secretary Russell Mayn picket the port to demand dockers' work be carried out by ITF affiliated dockers, during the May 2011 ITF National Week of Action



Maritime Union of New Zealand National President Garry Parsloe with the Labour Party campaign to stop asset sales in Auckland

ITF Offshore Task Force Group Meeting Split, Croatia 24 and 26 May 2011

by Mike Clark
Wellington Secretary

Day One

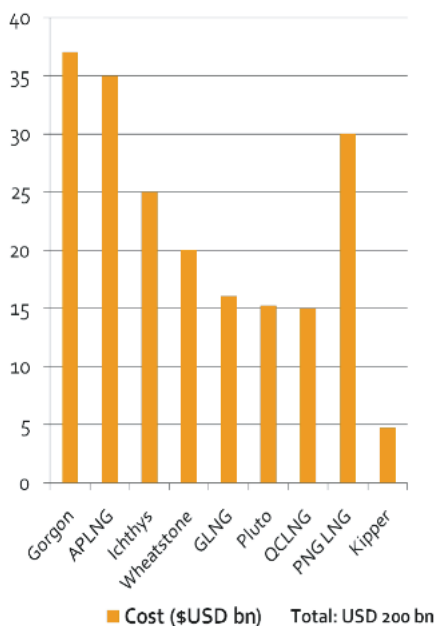
I attended the ITF Offshore Task Force Group meeting on behalf of our Union in Split, Croatia. Split is Croatia's second largest city with one of the Adriatic's most fascinating ports.

The city emerged from a palace built by the Roman Emperor Diocletian more than a thousand years ago.

Croatia is a Central European and Mediterranean country, bordering Slovenia in the west, Hungary in the north, Serbia (Yugoslavia) in the east, Bosnia and Herzegovina in the south, and has a long maritime border with Italy in the Adriatic Sea.

Over 90% of the population is Croat (the majority of whom are Roman Catholics). It has an amazing 5835km of coastline, 4057km of which belongs to islands, cliffs and reefs. Croatia has a very rich culture and history with lovely ancient buildings. At the meeting I was fortunate enough to present a comprehensive report prepared by Deputy National Secretary of the MUA Mike Doleman.

Some is included later in this report to give members an idea the scale of the amount of offshore work to take place on both coasts East and West of Australia and forecasts for New Zealand.



Day One was the traditional opening ceremony hosted by Chairman of SPH Branko Berlan.

Croatian members of Brodospas followed. Brodospas is the Croatian national oil and gas operator. This company was formed some 65 years ago as Croatia Shipping. Brodospas was set up after the Second World War to clear Croatian ports of the debris left from the conflict.

It became a tug and salvage company and as the offshore oil industry started they began to support that activity in the Mediterranean, the North Sea, Middle East and West Africa with a fleet of seven A.H.T. crew boats, multipurpose tugs and barges, ITF Offshore Task Force (OTFG) Chairman Norrie McVicar gave his opening address to the group including a response to the opening speakers and a presentation about the general work of the OTFG and the adoption of the provisional agenda.

Day Two

There was an adoption of the report of the previous OTFG Meeting (22–24 February 2010) in Mumbai, India with discussions followed by a general report of the OTFG activities in 2010.

I gave a report on activities in the offshore in Australia and New Zealand and also on the dangers to terms and conditions from employers using foreign nationals in the industry.

A similar situation is happening in Norway.

The chart below shows the activity that is or will be happening in Australia and Papua New Guinea.

Enrique Lozano of Mexico followed with a report on labour exploitation in Mexico's Oil and Gas Offshore.

Many people and affiliated ITF Unions and other Mexican Unions participated in a large demonstration on 19 February 2011 but this was unfortunately blocked from media coverage by the Government. A representative of Croatian Seafarers' Union (SPH) then gave an overview of their involvement in the oil and gas industry.

Day Three

The last day concentrated on the Norwegian social dumping campaign as reported at the 2010 Mumbai meeting. The negotiations between the Norwegian affiliates and the Norwegian ship-owners have failed to find a resolution.

This has now gone on for over 14 months and has not resulted in any offshore agreements being signed in Norway for the same period.

Age Barheim representing Industry Energy (IE) spoke on Bourbon Offshore who had agreed to explore the possibilities of entering into a global fleet agreement to cover their substantial offshore fleet.

This was followed by a number of motions and discussions and the proposed campaigns to be mounted in 2011–2012, one of which was for the chair to write to Swires to try and get an agreement for three of their vessels to work in Russia.

There was a tremendous amount of information to digest and a full minute documentation will be available when printed.

The problems we face in New Zealand are the same issues faced worldwide on a much larger scale.

PROJECT	OWNER
Gorgon, WA	Chevron
APLNG, Qld	Origin, ConocoPhillips
Ichthys, NT	Inpex, Total
Wheatstone, WA	Chevron
GLNG, Qld	Santos, Petronas, Total
Pluto, WA	Woodside Petroleum
QCLNG, Qld	BG Group
PNG LNG	ExxonMobil
Kipper, Turrum, WA (Oil&Gas)	ExxonMobil, BHP Biliton

The Offshore Oil and Gas Industry in New Zealand

Most of the production of oil and gas occurs on the West Coast of the North Island, in the Taranaki region. As this dries up a lot of other areas are being explored, albeit in deeper water which is causing problems with the protesters, namely Greenpeace, the Green Party and local iwi, fearing if drilling takes place then there being no guarantees of disasters not occurring which would be catastrophic in terms of environmental damage.

Currently two major players are seismic surveying in the country. One is the South American operator Petrobras which has had its fair share of mishaps over the years, and there is also a Texas oil giant Anadarko which intends bringing a semi-sub later this year or early next year to drill exploratory wells. This is a huge cost to any one in the industry given the location and isolation of New Zealand to mobilise such a venture. So, of course, they are looking at joint ventures and early indications that there are large reserves of oil and gas in these locations in much deeper waters. In the Taranaki region production wells operate at shallow depths of 120–130 metres as opposed to 2000 metres.

Maritime New Zealand

Maritime New Zealand is New Zealand's maritime regulator and New Zealand's maritime legislation comes under the Maritime Transport Act 1994. Most of the substance of these rules is derived from International conventions and good practice. New rules often arise as a result of new or revolving International standards. Putting these rules in place involves public consultation at which time interested and affected parties are invited to participate, often this involves local Maori iwi. New Zealand law recognises Marspol 73/78 but more importantly there is no international convention regulating the environmental standards offshore installations but these are left to national regulation.

Capitalism and the worker

by Dave Phillips
Walking Delegate, Local 13

Capitalism: an economic system in which the means of production and distribution are privately or corporately owned, and development is proportionate to the accumulation and reinvestment of profits gained in a free market. Sounds great doesn't it? I don't think so. Capitalism creates a society for the select few at the expense of the common people. There are no lengths these predators at the top of the food chain will go to so they can increase their bottom line. A capitalist is an individual with not much thought for his fellow human being, a man for whom only one god rules: the mighty dollar.

Global recession

The years of global recession have been the result of the minority's wish to own more and have more. It saw a financial fiasco unleashed beginning in the US with sub-prime mortgages. They all knew the real likelihood of the working-class families losing everything because of an inability to service the loans was a reality. Did they care? No. The Recession took hold in 2008 after a two year roller coaster ride with a housing boom that was unbelievable. Interest rates were at an all-time low and foreign investment was pouring in. This created a climate where lending institutions removed almost any criteria for loans. Agents were paid huge bonuses to secure more buyers as the housing market went through the roof. These were the years of the sub-prime mortgage. People were committing to second and third mortgages on their properties, loans to the jobless and loans to bad creditors. Lenders made it attractive because of the increased value of housing for people who were mortgage free to re-finance. Big overseas banking institutions and big investors saw the sub-prime market as a solid investment and bought up billions of dollars of Portfolios. The whole thing was driven by greed and had to come to a head. It wasn't long before the housing market boom took a rapid dive and there was a surplus. Interest rates started to climb and the risky borrowers started defaulting in their millions. Investors sought to sell the houses to write off the debt but came up short and wrote most of it off as a loss. This sent banks and financial institutions around the world into a tail spin and the rest is history.

The "free market"

The catch words for our National Party are "free market" which should concern us. The corporate gambling has started again and this won't be of any benefit to us. The cycle will start again and who will pay when it goes sour again? The workers. In his state of the nation speech John Key announced the partial sale of state owned assets including power companies. His claim that this will allow New Zealand Mums and Dads to buy up the shares on offer is a crock. He knows full well the average working family can never afford what he is proposing. They just don't have any disposable income. There will be hikes in power prices on the back of recent rises and this will spread across the board to everyday items which will directly impact on families who are already struggling. The only people in the ball park financially for snapping up the Mum and Dad shares on offer are his mates and financial backers. They are the only ones who will make the gains and once again in the New Zealand economy we will see only a few benefit at the expense of the majority. I cannot see the logic of selling the family silver to stem overseas borrowing. The capitalist does not work hard for his money. He spends his time finding ways to keep wages down and to steal a bigger cut of the profit. A recent display of capitalist power was the Hobbit fiasco. Peter Jackson's friends Warner Brothers demonstrated their power by not only securing additional tax breaks, but they also managed to undermine the democratic sovereignty of New Zealand to demonstrate the true power of a multinational. John Key (and Warner Brothers) pushed through change under urgency in Parliament securing labour reforms that suited their employment style – fire at will with no liability. Now that is bloody scary, because where does it end? This year 2011 is the year to send a clear message to the capitalists. It's election year, make the right choice when you vote and push the struggle of the working class and their families to the front. We need government that will stop the exploitation created in the workplace by National and ensure the wealth generated by workers is used for the benefit of all and not the few. Wind back the draconian laws introduced by Key on behalf of big business, and give the worker a voice.



Maritime workers board Flag of Convenience ships in national week of action

ITF inspection of the Samaguita at the Port of Tauranga: from left, MUNZ Local 13 Secretary Russell Mayn, Captain of the Samaguita, MUNZ National President Garry Parsloe, and ITF New Zealand inspector Grahame MacLaren. The Samaguita was loading kiwifruit with non-union and non ITF affiliated workers. This vessel will be going to Pusan, Korea. It is the same company that ships to Japan.

The statement being held by Garry Parsloe and agreed by the Captain states the cargo has to be loaded by ITF affiliated dockers as per clause 4.1 and 4.2 of the IBF agreement with the JSU and ITF. All vessels that do not use ITF affiliated dockers are in breach of their agreements and if not resolved a campaign to fix this will be put in place. The issue is easy to resolve – the contractor must employ ITF affiliated dockers.

by Grahame MacLaren ITF inspector

New Zealand maritime workers have been heading up the gangway to check out ships flying “flags of convenience” and ensure that crew conditions, wages, and health and safety standards are up to scratch.

16 vessels were inspected in Tauranga, and a similar number in Auckland, when the International Transport Workers’ Federation (ITF) held its New Zealand Flag of Convenience Week of Action, ending Friday 3 June 2011.

Maritime Union of New Zealand General Secretary Joe Fleetwood says this is part of an ongoing international campaign to improve standards in the shipping industry. He says that there has been a number of serious incidents on overseas vessels, including FOC vessels, in New Zealand ports and in and around New Zealand waters in recent years.

“We have had ongoing incidents ranging from underpayment of wages, failure for crews to be returned home at the end of their contracts, mistreatment and abuse, all the way up to serious injuries and deaths, and the sinking of vessels.”

Flag of Convenience (FOC) vessels are registered in countries with very lax or non-existent regulation of the maritime industry.

FOCs provide a means of avoiding labour regulation in the country of ownership, and become a vehicle for paying low wages and forcing long hours of work and unsafe working conditions.

ITF New Zealand inspector Grahame MacLaren says the week of action is intended to convey a clear message to Flag of Convenience operators who trade in New Zealand waters that they need to abide to basic ITF standards.

Flag of convenience vessels were inspected along with national flagged vessels, and also vessels with no ITF agreements for crew.

Bulk carriers, log ships and container ships have all been inspected.

On one vessel, a Thai national flagged ship, crew were on far less than ILO rates with an AB seaman getting paid US\$511 per month. (The ITF rate would be US\$1675).

The Sampaquita (IMO 890494) was loading Kiwifruit for Korea is in breach of the ITF Dockers clause, by using non union labour to load cargo.

A picket by the Maritime Union of NZ was placed at the main gates of the Tauranga docks to protest this practice, common to all vessels loading Kiwifruit at the port. The Captain was given a letter by ITF reps and it was explained that a campaign would be started if the problem was not resolved.

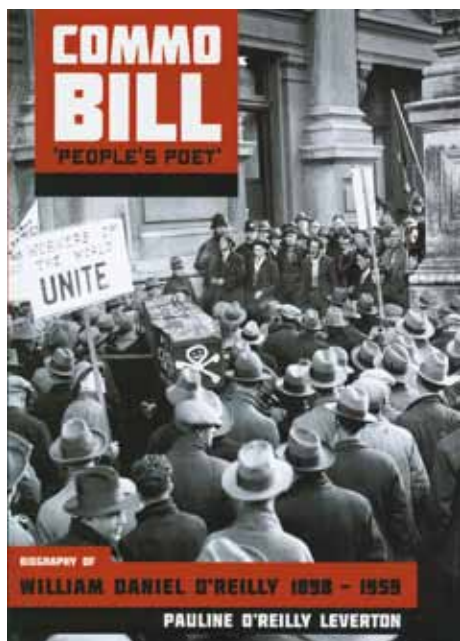
Another vessel, the Eco Vanguard (IMO 9253404), had been identified by the ITF in Australia as having an anti ITF clause in their articles and crew were being paid as little as \$1 an hour for overtime. Crew who went to the ITF with any problems would be responsible for any costs to the company.

However, contact had been made with the Malaysian company by ITF reps in New Zealand and Australia, and the company had agreed to put in ITF agreements for all their four vessels.

Aboard the St Peter (IMO 9437529) there were problems with working hours and crew concerns with sailing through pirate infested waters. These problems were resolved after discussion with the Captain and crew, and the hours would be adjusted from the current 48 hours basic to 40 as per the IBF agreement, and the IBF clauses regarding Warlike and High Risk Areas would be adhered to.

A number of other vessels were inspected with no problems found.

The ITF is made up of 681 unions representing 4,500,000 transport workers in 148 countries. It is one of several Global Union Federations allied with the International Trade Union Confederation (ITUC).
<http://www.itfglobal.org/flags-convenience/index.cfm>



“Commo Bill: People’s Poet” is a biography by Wellington writer and teacher Pauline O’Reilly Leverton about her father and is a special labour of love. It took ten years to write, and it shows. The style is dense and discursive, but never dull.

Bill O’Reilly (1898–1959) was a rank and file working class activist and Communist. He was involved in the unemployed workers’ rights movement during the Great Depression and the anti-war movement, and was a locked out watersider in 1951.

Bill O’Reilly was a keen poet and his topical verses were well known around Wellington.

The book is a massive trove of information, much of it first hand research, about the struggles, hard times and good times. The section on the Depression and the unemployed movement was especially fascinating.

Even in those days, the conservative and bureaucratic side of the union establishment was scrapping with the militants.

Alongside the public persona of “Commo Bill” it is obvious that Bill O’Reilly was a popular, respected friend and family man, who maintained friendships with those of quite different political persuasions. An inspiring and touching read.

Copies can be obtained from 1offpress@gmail.com



“No Ordinary Deal: Unmasking the Trans-Pacific Partnership Free Trade Agreement”, edited by Jane Kelsey (published by Bridget Williams Books), is the most substantial critical account of free trade deals and New Zealand that I have come across.

Despite the massive implications of free trade deals for the future direction of our economy, society and national sovereignty, discussion about free trade has until now largely been confined to the business pages of the newspaper.

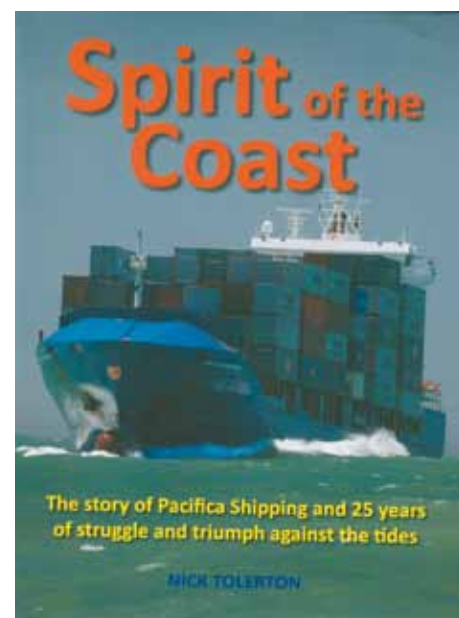
There is no debate, just one sided propaganda from big business. Successive Governments have boosted up free trade as the answer to all our problems.

But in recent times the spotlight has come onto how free trade deals could have substantial negative impacts on areas such as our health system (Pharmac) and IT and copyright laws.

Added to this is the question of jobs, rights of workers and environmental protections, and our ability or lack of ability to disentangle ourselves from the free trade deals when we are locked in to them.

The book is made up of 16 contributions from a range of free trade critics. Some of the analysis is quite specialist – the effect of free trade deals upon intellectual property or climate change legislation for example, or how free trade deals in South America have affected indigenous peoples. Other areas that the Maritime Union has previously spoken out on are analyzed, including Government procurement and labour issues, and the first chapter by Bryan Gould on the politics of free trade deals even mentions the Maritime Union’s criticisms of free trade.

One thing for certain, is that free trade is about a lot more than selling milk powder to China.



“Spirit of the Coast” by Nick Tolerton is a hard cover, full colour history of Pacifica Shipping. It’s a presentable book, rich in colour illustrations. As with most self-published company histories, it adopts a friendly tone about the people who commissioned it.

But if you can get through the over the top odes to Pacifica bosses like Rod Grout and Cliff Skeggs, and the focus on the corporate side of the business, this history of New Zealand’s most high profile coastal shipper has plenty of interest.

The New Zealand shipping industry has undergone massive and largely negative change since Pacifica’s inception in the early and mid 1980s.

This book covers areas of shipping and transport politics in turbulent times, and the larger than life characters who inhabit the shipping industry.

Obviously the relationship between Pacifica management and unions over the years has ranged from good to abysmal and everything in between.

However anyone involved in the New Zealand maritime industry would find this a well crafted document on a major player in the industry.

A New Zealand That Works

Maritime Union of New Zealand Election Statement 2011

Introduction

The Maritime Union of New Zealand is committed to the election of a Government in 2011 that will deliver a better quality of life for the working class of New Zealand.

The Maritime Union represents workers in the maritime industry including the New Zealand waterfront and ports, coastal shipping and ferries, offshore oil and gas industry, and related industries.

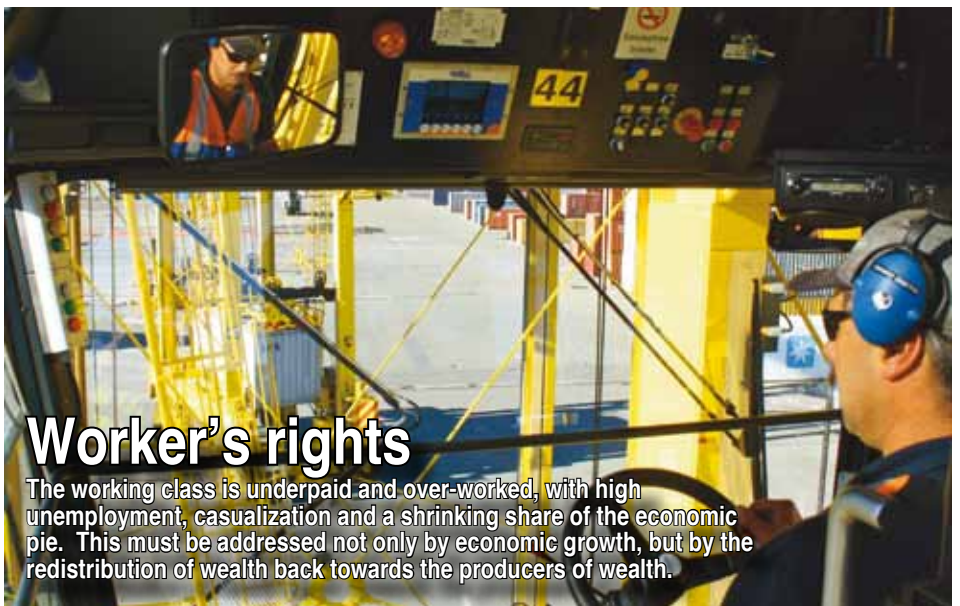
The industrial principles that motivate our Union are the principles that we support in the political arena.

These principles are equality, democracy and collective solidarity.

The Maritime Union has three key political goals it intends to advance in 2011:

Maritime and transport policy

There is an immediate need for an integrated policy and national leadership to create an effective, efficient and environmentally friendly transport and logistics chain that remains in the control of New Zealand, rather than global or narrow private interests.



Worker's rights

The working class is underpaid and over-worked, with high unemployment, casualization and a shrinking share of the economic pie. This must be addressed not only by economic growth, but by the redistribution of wealth back towards the producers of wealth.

Sovereignty

New Zealanders must have the right to make our own economic and political choices. This right is undermined by free trade agreements and asset sales that remove the ability to determine our collective future as a community and nation.



Wages and conditions

The share of wealth returned to the working class in New Zealand and many other countries has shrunk over the last generation while corporate profits continue to grow.

- Working people are the producers of wealth, without whom there would be no economy. Wages must reflect the real costs of living for all workers.
- Immediate rise in the minimum wage to \$15 per hour and indexed to rise in cost of living.
- Union membership is the key to higher wages and better conditions. Repeal of any legislation that restricts the ability of workers to meet with their union representatives.
- Repeal of the "90 day fire at will" Act.
- The greater regulation of union registration to ensure "arms length" relationships between unions and employers, to prevent the independence and effectiveness of unions being compromised.
- The "Right to Strike." Workers should have the right to strike to enforce their agreement, to oppose lay-offs, to support other workers and for political reasons.
- Introduce a legal entitlement to minimum redundancy compensation.
- Provide greater protections for casual workers, contract workers and those with precarious work arrangements generally.
- Legalise collective bargaining by specified contractors and extend minimum employment standards to these groups.
- Increase paid parental leave to 26 weeks and increase the payments.
- Lift annual leave entitlements to 5 weeks to recognize the reality of the modern economy where two-income families, shift work and long and unsocial hours are the norm for many workers.

Casualization

- Casualization is a creeping disease of the so-called "flexible" economy. It traps workers in a cycle of poverty, dependency and powerlessness. It undermines family life, community wellbeing and the opportunity for young workers to achieve a stable career path in their industry of choice.
- Immediate action on casualization is required, based on greater job security, rights at work and minimum standards at work.

Taxation

- Taxation is the basis of a free and equal society that provides a high level of public goods and services to its people under democratic oversight. Health, education, infrastructure and social welfare are key areas where a well resourced public sector funded by taxation is required.
- The Maritime Union advocates a progressive taxation system, reducing the tax burden on the working people of New Zealand.
- Support for the Tax Justice Campaign, the removal of GST on food and the introduction of taxation on financial speculation, such as the Financial Transaction Tax (FTT)
- Introduction of capital gains taxes.

Sovereignty and democracy

- No privatization or public private partnerships of public assets.
- The return of key assets into full public ownership, including ports and transport infrastructure.
- The rejection of any "free" trade arrangements that lock in non-democratic practices and undermine New Zealand's ability to make economic and political decisions in its own interests.
- The ownership of strategic assets is the right of New Zealanders to benefit from, and control, their own economic and thus political destiny.
- The Maritime Union supports the retention of the MMP electoral system as the fairest and most representative system for New Zealand.

Economic development and trade

- The Maritime Union has endorsed the Alternative Economic Strategy of the New Zealand Council of Trade Unions.
- Lift the real value of benefits, and index them to wage movements.
- Develop, implement and monitor a plan to end poverty, with a particular focus on the impacts of child poverty.
- Inflation adjust KiwiSaver tax credits and phase in compulsory employer contributions to all workers at 9% of gross wages.
- Amend the Reserve Bank Act and reword the Policy Targets Agreement by making specific reference to the impact of a high exchange rate on export performance and employment.
- Keeping ACC as a public agency providing the full range of accident prevention, treatment, rehabilitation and compensation services.

Transport industry

- The Maritime Union supports the development of a planned and integrated New Zealand transport system.
- Priority must be given to transport modes that are environmentally sustainable (shipping and rail).
- The ability of large market players such as global shipping conglomerates, or major New Zealand operators such as Fonterra, to influence transport infrastructure decisions must be investigated and subject to national planning.

KiwiPort

- The Maritime Union has advocated the establishment of a KiwiPort policy. This would bring all ports in New Zealand under joint local community ownership and national public ownership, and develop a national ports strategy under the guidance of national Government and the input of stakeholders. Protocols and systems to ensure ports work together rather than against each other in destructive competition would be introduced.

Coastal Shipping

- The introduction of cabotage, or the first preference given to New Zealand owned and crewed vessels, to carry cargo on the New Zealand coast.
- Amend s198 of the Maritime Transport Act to ensure that domestic coastal shipping is not disadvantaged in relation to foreign ships.
- The establishment of a state owned shipping line. This is intended to ensure that New Zealand's national interests are not undermined by dependence on global shipping operators.
- The training of a new generation of New Zealand seafarers who will be able to take their place as coastal shipping and the offshore industry continue to expand.

Offshore oil and gas

- The offshore oil and gas industry has the potential for massive economic benefit for New Zealand. It also presents health and safety issues, and the environmental effect of drilling and climate change needs to be addressed.
- The Maritime Union advocates improvements in the regulation of the industry including health and safety. The number of inspectors needs to be increased and the provision of rapid reaction craft for deployment in emergency situations needs to be secured.
- New Zealand needs to take a much greater stake in the development of its own oil and gas resources, rather than the industry being dominated by global corporates.

Fishing industry

- The Maritime Union is opposed to the use of overseas vessels in the New Zealand fishing industry undermining New Zealanders' rights to work in their industry and led to low standards in the industry.
- New Zealand workers must have the priority to be employed in their own fisheries at reasonable rates of pay and in safe conditions.
- All overseas workers employed in New Zealand waters must be given the full rights and protections of New Zealand law, with much stronger regulation and oversight of the industry, both for their own benefit and to reduce the downward spiral by using overseas labour to drive down wages and conditions.
- Immediate investigation into the large number of deaths and injuries of foreign crew members, their conditions, and the involvement of labour hire agencies, joint venture companies, and other organizations in the industry.

“The Maritime Union of New Zealand has a strong and militant tradition of advocating for the industrial, political and social rights of working people”

Environment

- The Maritime Union acknowledges that the carbon based economy (oil, gas and coal) is responsible for climate change and other negative environmental effects.
 - We advocate the establishment of a Transition Fund where a major share of royalties and income from the offshore oil and gas will be invested to develop renewable and advanced energy technology including solar, hydro, wave and wind power, and move New Zealand to a carbon neutral, advanced technology energy economy.
 - The investigation and development of wave and sea-based wind power generation.
 - The promotion of shipping as the most environmentally friendly transport mode.
 - Immediate phase out of methyl bromide and the introduction of safer alternatives.
 - The banning of trans-shipment of harmful materials through New Zealand ports, such as yellowcake uranium.
- Health**
- The Maritime Union supports a public health system funded by and for the benefit of the people of New Zealand.
- Education**
- The Maritime Union supports a system of free education, funded by progressive taxation.
 - All New Zealanders have the right to a free education whether academic or trades based apprenticeship.
 - Compulsory membership of student associations.
 - The promotion of training for maritime workers at dedicated institutions, to cater for the projected growth in the maritime industry.

Conclusion

The Maritime Union of New Zealand has a strong and militant tradition of advocating for the industrial, political and social rights of working people.

The union is affiliated to the Labour Party of New Zealand, and also has strong links to other left pro-worker parties including Greens and Alliance.

In 2011 the Maritime Union will campaign for the re-election of a Labour-led Government supported by coalition partners that share the political goals of our Union.

The Maritime Union commits to an active contribution to the election campaign at the branch level.

The Maritime Union recognizes the importance of not relying on achieving its goals simply through parliamentary methods, and will continue to use industrial tactics and community campaigns to further the interests of the majority, the working class.

Political Remits, 2009 Triennial Conference

Remit 25 (carried)

That MUNZ continue efforts at all levels of the union to involve members in union political action at community, provincial and national levels. MUNZ strongly encourages members to get involved in the union, to be educated and informed about union business and supporting others in their struggles.

Remit 26 (carried)

Taking into account the current political climate where a right wing National Government has been elected into power and the decision taken that MUNZ would affiliate to the New Zealand Labour Party. This recommends that suitable thought be given to the political system currently operating in New Zealand MMP. Clearly a suitable coalition partner or partners for Labour must be established if the National Party is to be defeated in the next election. That MUNZ actively promotes any political party that it believes has the credentials to support the principles MUNZ subscribes to and has the ability to become a reliable left wing coalition partner to a successful Labour Government. Further that the commitment to organize both at the workplace and in the political arena go hand in hand and one cannot be successful without both of these principles as founding beliefs.

Remit 27 (carried)

That this Triennial Council after hearing the ongoing difficulties some Locals are experiencing in organizing monthly stopwork meetings under the current laws and regulations. Notes the need for clear and precise changes to the Employment Relations Act to reflect the basic right of a Union to organize and meet on a regular basis where every member of the Union has the right to join the debate and cast their vote. Under current legislation any total withdrawal of labour whilst in contract is considered an illegal stoppage and any Union which undertakes such a stoppage is liable for damages. Political parties must be taken to task and recognize that if they require the support of Unions and the organizational resources Unions bring to the party whilst in opposition and during election campaigns then such basic working rights cannot be denied under legislation. Further, MUNZ commits to lobby both the New Zealand Council of Trade Unions and the New Zealand Labour Party to seek agreement that if returned to power in the next General Election the Labour Party will seek to amend current legislation relating to illegal strikes in order that Unions and their members can function going into the future. This notes that if the right to withdraw labour existed in an unfettered manner many of the current anti worker attacks and shameful employment behaviour by Companies would be a thing of the past.



At the May 2011 national executive meeting, from left, new Tauranga Mount Maunganui secretary Selwyn Russell, Auckland Local 13 observer Tamati Davie and Port Chalmers Dunedin Local 10 observer Steven Smith (aka Diesel).

Tauranga Mount Maunganui

by Peter Harvey and Selwyn Russell

The Branch continues to strengthen and unify as members fight to retain and improve their working conditions in the face of the National government changes to the Employment Relations Act. It is now more than ever that the quality of our collective agreements and the unity of our members protects us. We have been in negotiations with C3 Tauranga since April of 2010 and at a very late stage of the bargaining, management decided to make a pay offer to all our members but excluding 6 of our permanent members. This was a defining moment for these members and the branch in repelling this attack and sending a clear message back to C3 management (with interest) that the offer was repugnant to the principles of organised labour. The offer was firmly rejected by all the members showing principle and sacrifice in foregoing a pay increase for the time being. We are now back in bargaining for everybody and close to a settlement. But importantly have also set the stage for future bargaining rounds in a much stronger position. Thanks to Joe Fleetwood, Garry Parsloe and Russell Mayn for coming to Tauranga to assist us in what was becoming a dispute.

We have also initiated bargaining for our members in Balance AgriNutrients who continue to fight to improve their wage rates and hours of work among other things.

These members along with our other members work in a very physical environment and we acknowledge the need to steadily improve their work conditions.

We have had no offer of a pay increase for our members at Comvita which is typical but will continue to fight for an increase to try and help offset the big cost of living increases we all face.

These are universally eroding workers base salaries and our ability to support our families.

We will meet with Wilson Parking to hopefully finalise their collective agreement for our toll officers who are a very tight group of workers and have reaped the benefits of that unity with good pay increases in recent years.

We have also nearly completed our negotiations for the NZL collective agreement with an increased term of another year and coverage of any stevedoring work they may commence at the Sulphur Point terminal.

This is a very important document. We have also rationalised in the work done by the drivers in the container repair yard into the relevant collective agreement which I believe can only strengthen them. Overall it's been a busy period and as we look forward we must gear up for a big election campaign to support a Labour led coalition and the retention of MMP.

New Tauranga Mount Maunganui secretary Selwyn Russell

New Branch secretary Selwyn Russell says he has had a good busy introduction to the branch in all its diverse situations in the past few weeks.

"I attended the national executive meeting in Wellington in May. This included an inspirational 60th anniversary of the 1951 lockout which was forced upon our past members.

We listened and pondered what it must have been like to just refuse overtime, then have no income after the lockout, plus all help that was received was deemed illegal (just being given a loaf of bread was an offence).

Their struggles were immense, their resolve was steadfast, but the children needed to eat and with declining support after 151 days the battle was over.

It took many years for some to get their jobs back, and some never did. The biggest impression I got out of this event is that we must never forget the struggles that others took for the security of all in our membership.

Perhaps also recognizing that the current situation demands our constant vigilance, strength, unity and growth.

While we were there it was pleasing to be welcomed to the national executive table by the National Secretary Joe Fleetwood and the National President Garry Parsloe. Their practical support was offered, and accepted, to help out in any way with our branch.

There were many subjects tabled over the two day period from everywhere, ports, land and sea.

Starting on 29 May, we had a New Zealand week of action with the International Transport Workers Federation (ITF). ITF inspector Grahame McLaren was in the port all week carrying out the inspection of 16 ships.

I found it a great learning experience, with the realisation that some ships with no IBF or ITF contract are flouting the rules with the conditions they are allowing some of their crew to sail under.

We are still waiting for C3 to forward the hard copy for ratification."

Auckland Local 13

by Russell Mayn

Free trade

Currently the Government is in negotiations for the Trans Pacific Partnership Agreement (TPPA). This is just another Free Trade deal where none of the public knows the real content or has any idea of the long term ramifications for New Zealand. It is interesting that today on Radio New Zealand they reported on the announcement that China has increased its tariffs on New Zealand dairy products entering China. It seems that there are clauses in the Free Trade deal between New Zealand and China that make provision for this. China has rightly said that this had been done to protect their dairy industry. I understand this logic but struggle to understand how China has this protection under the agreement yet by the sounds of it New Zealand does not. This leads to a point that is worthwhile making: "Where is the protection for the Kiwirail workshops in Dunedin?" Surely by accepting the logic that Free Trade deals need to incorporate some protection for the signatories, we accept that there should be protections for New Zealand industries. The pending redundancies that have been announced in the Kiwirail workshops (Hillside and Woburn) could easily be avoided by applying the due care that China has shown towards its dairy industry. The rolling stock could have been manufactured at these workshops and a suitable tariff would have made what is already a compelling argument stronger. The National Government's position on this is disgraceful. Behind their rhetoric lies the reality they are not willing to go into bat for the average worker in New Zealand. Their loyalties lie elsewhere. The National Government is conspiring to carve up the "Goose" and serve the large portions to overseas interests. The asset sales are underway and if the Nats are returned to power in the upcoming election, the floodgates will open. Already we see the legislation that protected Telecom being undermined.

Workers rights under threat

Attacks on workers and unions will happen at the same time. The Prime Minister has clearly signalled that if re-elected industrial law changes will follow. If we allow this to happen then future generations of workers will pay for it. There is a price to pay for Free Trade deals and all the other so-called reforms that have taken place since the Employment Contracts Act. This is what John Key is talking about to when he speaks of further changes to the current Employment Relations Act. If he was straight up, he would announce the changes the Nats intend to make before the General Election. We must make sure that we are at the polls in strength and make our vote counts. We have to make sure family and friends are enrolled and vote for what we as Kiwis have always believed in, a fair and caring Government, not tax cuts for the rich and the chopping block for the rest.

Collective agreements

In Auckland we have a number of Collective Agreements up for re-negotiation and a couple of new ones to initiate. This is a result of the campaign that is currently underway to organize within the maritime sector. These agreements range from Sanford's Limited to Golden Bay Cement, so you can see there is plenty of variety. This week we will kick off the Ballance Fertiliser and Fullers Ferry negotiations, and in September our largest stevedoring Collective Agreement (Ports of Auckland) expires. The Ports of Auckland Collective Agreement covers everyone from Engineering through to Crane Drivers and will soak up a large amount of resources. We are well prepared for these talks and the remit process will open in the near future. The link between all our negotiations and the success of talks still depends on the strength and unity of the membership. Currently this could not be better, and during the year our membership has led from the front and supported the officials in the various issues that have arisen in the port. The Pass on Clause will come under the spotlight again. To put it simply, we are sick of the terms and conditions gained by fee paying members being automatically passed onto non-union. The old saying that if you want to "Ride the Tram you have to Clip the Ticket"

applies here and the time has come for this to be reinforced. If you don't belong to the bowls club you don't get to have a Roll Up, you can look over the fence and watch the members play but that is where it ends. The same rules apply to the Union. Employers don't want the unorganised to be organised, so they offer incentives to those watching. The only trouble with this approach for those watching is that once the numbers watching outnumber the numbers playing, they receive a letter that says that in order to continue to watch you receive less money, and if you change your mind and want to play, you won't be watching or playing. But if you are really keen on playing there may be a club that you can join but you cannot wear Whites, you have to wear Yellows and there are no rules. There are only Policies and you don't get to be involved in the Policy process, this is the realm for those dressed in Blue.

Pike River

In the maritime industry we know the damage that deregulation has done. But it may be time to spare a thought for the mining industry and the families affected by the Pike River disaster. It is disturbing to hear reports from Australia that a mine construction of this type would not have been allowed under Australian regulations. Have no doubt the Australian regulations were not just dreamt up, but were the result of hard lessons learnt in Australian mines. The cost of deregulation in the New Zealand mining sector has impacted on the families and relatives of those killed in the disaster. The calls to reintroduce independent mine inspectors and the findings of the Royal Commission come too late for the families or the community affected by the disaster. A new approach is needed with fair and enforceable legislation that protects workers in New Zealand, not further privatization and deregulation. Unions have an important role to play in designing, implementing and monitoring this legislation and we can learn some valuable lessons on how this has been achieved in the Australian mining sector. This also applies to many other industries in New Zealand, especially the maritime, construction and transport sectors. The standards today are deficient in certain areas and require immediate attention, and we may have to look back to go forward. "An Injury to One is an Injury to All"



At Auckland May Day 2011, from left Local 13 Vice President Carl Findlay, executive member Ronnie Bell, National President Garry Parsloe, and Local 13 members Peter Barker, Byron Cummings and Tommy Bentley, with the May Day banner

Auckland May Day 2011

by Garry Parsloe, National President
and Chairman May Day Committee

The May Day Committee and CTU Unions Auckland both agreed to celebrate May Day on Saturday 30 April 2011. We assembled at the Britomart at 2pm and marched up to the Maritime Club in Anzac Ave.

At the Club we celebrated Workers' International Day with speeches, drinks and food. The food was excellent, both the BBQ and the trays of Peking duck and chilli seafood. The mixing and mingling went well into the night, so May Day was once again celebrated in true fashion in Auckland for 2011.



Labour MP Carol Beaumont with Maritime Union National President Garry Parsloe at the 2011 Auckland May Day function



Australian crew aboard the fishery research vessel Southern Surveyor gave a donation to the MUNZ Christchurch Earthquake appeal when they called into Ports of Auckland

Napier

by Bill Connelly

Branch Election for Officers and Executive Management Committee:

I am pleased to report that the following Officers have been elected to the following positions, in effect from 1 April 2011.

President: Bruce Alan Winkley
Vice-President: Gregory Mark Keen

Executive Management Committee

C3 limited

Barry Crawford: Permanent Employee.
Maurie Hampton: Permanent Employee.
Frank Guerin: Permanent Employee.
Robbie Williams: Employed on a casual basis.
Proxy Member: Any member who is employed on a casual basis.

Hawke's Bay Stevedoring Services Ltd

Garry Richards: Permanent Employee.
Nathan Owen: Permanent Employee.
Dave McKenna: Permanent Employee.
Rueben Nepia: Employed on a casual basis.
Doug Boyd: Employed on a casual basis.
Stephen Pritchard: Proxy member, employed on a casual basis.
Peter Jarman: Proxy member, employed on a casual basis.

Seafarers' Representative

Alf Boyle: Employed on a casual basis.

Both C3 and HBSS have three members employed on a permanent basis and two members who are employed on a casual basis on the Branch Executive. This gives both companies full representation at Branch level. Also the members employed on a casual basis have the ability to send a proxy member along to the meeting if they are not available or are working. We also have Alf Boyle as the Seafarers' representative, when he is on leave from his seafaring duties.

Port of Napier

The Hawke's Bay Regional Council now owns 100% of the shares in the Port of Napier having purchased the small percentage formerly owned by the Manawatu and Wanganui District Councils.

C3: Formerly Toll Logistics New Zealand

We are currently in negotiations for a new Collective Agreement as the previous one expired on the 31 December 2010.

Hawke's Bay Stevedoring Services Ltd

Our members employed by this company have been in continual employment on a regular basis and their idle time content is minimal. Their current Collective Agreement has been rolled over for six months, until the end of July 2011.

Kelcold Limited

Their agreement expired on 1 December 2010. I am happy to report that we now have five members, who have initiated bargaining through the Union for a new Collective Agreement.

Year in Review

2010 was, as we all know another year in recession and a necessity for cutbacks and trimming costs and profits to a minimum, although the Port Companies around the country seem to be doing alright, judging from their distribution of profits to their respective shareholders.

The two stevedoring companies operating in the port, C3 and Hawke's Bay Stevedoring Services have found the going tough this year, but both seem to have come through without too much harm and hopefully 2011 will be kinder to them, as we hope it will be to all of our members.

Nelson

by Bill Lewis

Drugs and alcohol

This was discussed at our stopwork meeting and it was agreed that the saliva test would be accepted for impairment on the day.

Stopwork meetings

A good attendance is being achieved with the numbers reaching up to the early thirties.

Political

We revisited Labour MP Maryan Street to get a reply in writing to our questions on cabotage. A commitment was made by Phil Goff at the last national executive meeting to put it into their policy. Also we are waiting for a reply on the ILO convention on mining safety and health, as New Zealand is not a signatory. This was related to the Pike River mine disaster.

Fruit shipments

A decline in fruit vessels has seen us now down to five as most apples go in containers, meaning less work for our stevedores as the port company moves the containers.

Out of port

Our stevedores have been working out of port on occasions to Bluff, Timaru and Wellington

Finances

The branches financial position has improved with us moving to 1% fees and seafarers working offshore. We have now donated to Pike River appeal, earthquake relief funds, and the Merchant Navy Association.

Christmas party

A successful xmas party was held in December at the Turf Hotel. Rick Tidmarsh and his Ukelele band played. We had a great turn out from retired stevedores, seafarers and current members.

Employment

The casual stevedores have had more employment this year and also the seafarers after lean months leading up to the end of last year.

Branch elections

As we had a vacancy for the branch, vice president Tony Westrupp was elected unopposed at our April stop work meeting.

Port Chalmers Dunedin

by Phil Adams

Branch executive

Our Local election was held in May, we had three run for President, three for vice president and 10 candidates for 5 places on executive.

The election results were President Ben George, Vice-president Stu Crawford, Secretary Phil Adams and on the Executive we have Paul Napier, Mark Middleditch, Nic Abernethy, Tim Camp and K. O'Brien. This is a good young team which is a good sign for the future.

Port Chalmers Cargo Services

Port Chalmers Cargo Services have held on to log contracts from ISO, so this is a good result for the port.

We have just ratified their agreement for 2 years with a 24/7 agreement for five lads who have started with the company.

All are very pleased with their wages and conditions, and given the amount of work currently being done, their future and that of the company looks assured.

The new delegate Kelvin Pearce who took over from the long serving Noel Currie is doing a sterling job.

Terminal

The terminal is to lose the 4100 vessels in August to be replaced by 2900 vessels. This will have no effect on manning as the place is very busy.

Random Testing

Our port company is having meetings regarding introducing random drug and alcohol testing but we have told them that we would only be part of it if our national executive approves.

They must address fatigue or we will not be part of any of it, and the local RMTU have stood by us on this.

"Sale" of holidays

With the law change for selling off holidays we have had some inquiries from members.

As the majority are wanting more holidays not less, and this being part of any negotiations, we would not condone members selling off holidays and we have been helped by the company who will not allow it any way.



At the May 2011 national executive meeting, from left, Port Chalmers Dunedin Local 10 observer Steven Smith (aka Diesel), Auckland Local 13 observer Pita Vete, Napier Branch observer Greg Keen, and New Plymouth Branch Delegate Tansley Rapatu (photo by Victor Billot)

Graeme Wall

We have recently had the misfortune to see our vice president and national executive observer Graeme Wall lose his job for various reasons following mediation. Graeme served our branch well in his time with us and his contribution will be sorely missed.

Ian Quarrell

Long serving branch member Ian Quarrell attended his last National executive meeting in May as he did not stand this year for president of the Branch.

In his own words "it was time to step aside and let new blood take over and I am confident that Port Chalmers branch's future as the main union in the port will remain and prosper which in turn is good for our members. I will always be there if needed to assist the Union in whatever is required.

In my time on the National Executive I have met a lot of good people and believe the National Executive is paramount to keeping our union united and long may that be."

Thank you to Ian for his service to the branch and the Union over the years.

Obituaries

With it being the 60th anniversary of the 1951 lockout, it is with great sadness we record the loss of the last two surviving 1951 lockout veterans in Port Chalmers. Walter (Ginger) Meehan and Gordon (Buck) Forgie were grand workers and loyal members of the Port Chalmers Waterfront Workers' Union for many years.

Walter Meehan represented New Zealand in soccer during the 1951 Lockout and was helped by not only his family but the local union when he travelled overseas with the soccer team during the Lockout.

At their funerals, their great sacrifices in the lockout and their contribution to our union over the many years, were remembered.

Walter is the father in law of Branch Secretary Phil Adams and grandfather of branch member Fraser Adams.

We note the passing of David Dick's father Jock who also went through the 1951 lockout, Jock passed away recently and we extend our deepest sympathy to David and his family.

We also note the passing of seafarer and local identity Alan McDonald, and likewise extend our condolences to his family.

Wellington Seafarers

by Mike Clark

Election 2011

What an interesting time in Parliamentary politics.

On the right, there was Don Brash's unconventional rolling of the leader of the ACT party he had not yet joined, and John Banks set to rejoin the political ranks and stand for Epsom in the November General Election.

The press aptly naming them the "codgerati". To go alongside this development, Hone Harawira's launched his breakaway group Mana, which is more than likely to include Left Wing activists Sue Bradford and Matt McCarten, but could also include Willie Jackson and John Minto. What will the November Elections bring to us all?

Running alongside this will be the referendum on whether we want to keep MMP (mixed member proportional) electoral system or to return to the old "First Past the Post".

To my way of thinking MMP has to be the fairer option of the two given the fact with MMP the seats a party gets in Parliament matches the votes they win at Election time.

Under a system like "First Past the Post" a party can get fewer votes than their competitor and still win an election.

I would certainly urge members and their family and friends to vote to keep MMP because if we manage to maintain the current system, this will make sure there will be an independent review of MMP thus ensuring a fairer system moving forward.

Kiwirail

We are currently ratifying the Collective Agreement for a Two year document with Interislander for the Cook Strait.

This has been a lengthy process for a variety of reasons. The main one being the Board has a mandate from the Government to keep spending on state assets to a minimum.

One of the positives from this round of negotiations has been the merger of the two current documents into one.

The Aratere has now in Singapore for major refurbishments and the Monte Stella has been leased from Strait Shipping to take up the slack while the Aratere is away. The Kaitaki and Arahura have been extremely busy moving freight back and forth.

It has been a busy time for crews with bad weather and lots of lashings to contend with.

We had a positive outcome with the exclusion of rights to access from the document, one of the new laws created by the Government from 1 April.

NIWA

Another Government Department with constraints on their spending.

We have had one full meeting with their management and consequently they have rejected most claims as being too expensive, and stating there has been 35 staff made redundant on the Scientific and office side of the business.

Industrial action cannot be ruled out to achieve an outcome.

Another problem is there has been a directive from the Government that there will be no backdating of any increases.

Strait Shipping

Further to my earlier report on Kiwirail, they have leased their old vessel Monte Stella to Kiwirail for a five month period while the Aratere is away.

Over Easter and a rough patch of weather, one of their other vessels the "Santa Regina" collided with a trawler while backing into its berth in Wellington.

This left a 4 metre gash in the starboard quarter that had to be repaired before she could resume sailing.

Maritime New Zealand is investigating the collision which also damaged the fishing trawler.

Offshore

The bulk of seafarers who were gainfully employed over the past several months in Australia are now back home waiting for more work opportunities to arise.

There were indications given to MUNZ at a series of meetings held in Australia late last year and earlier this year that there would be ongoing work for us.

A number of contributing factors has led to the current downturn. One issue is the Tender process with all the players in the industry vying for contracts.

Another danger and a very real one is the issuing of 457 visas to foreign nationals to work for lesser terms and conditions.

Hopefully this will soon be resolved resulting in more employment for MUNZ members.

In April the drilling vessel Noble Discoverer operating in the Taranaki offshore alongside the Maui gas field had to head into deeper water after some of the anchor cables snapped as the vessel rolled in seven metre seas.

These were whipped up by a storm that caused major damage throughout the Taranaki region.

On the plus side, none of the 114 personnel was injured in what would have been a scary time given the fact that the vessel is an old log ship with a 35 metre drill derrick sitting mid-ship.

The ship suffered some damage which will be assessed.

There is also rumoured to be a deep sea drilling project coming up in summer in an area known as the deepwater Taranaki basin undertaken by a US company, Anadarko Petroleum.

This is one of the largest independent oil and gas exploration and production companies in the world which was founded in 1959 with its headquarters in Texas, USA.

With the huge costs involved in bringing a rig or ship capable of this work Anadarko will be looking at forming a consortium to share the cost and drill other wells.

1951

This year marks the 60th Anniversary of the biggest industrial confrontation in New Zealand's history. Although not as violent as the great strike of 1913, the 1951 waterfront lockout lasted longer, 151 days from February to July.

At its peak it involved 22,000 wharfies, seafarers and other trade unionists who were off the job. This out of a population of just under two million.

To commemorate this historic event a successful event was held at the Wellington Maritime Museum on 18 May, to coincide with our national executive meeting.

Wellington Waterfront

by John Whiting

Greetings from MUNZ members on the Wellington Waterfront.

1951 Waterfront Lockout 60th Anniversary

Following the highlighting of the Lockout anniversary in the last issue of the "Maritimes" it was a particular pleasure to participate in a special commemorative function held by the Union in May at the Wellington Maritime Museum.

In attendance were our National Officers, Council, Observers, and overseas Delegates together with representatives from New Zealand Unions who were allies of the Locked Out workers in 1951.

Of special note was the attendance of two Veterans from the 1951 Wellington Waterfront, namely Charlie Finall (aged 89) and his wife Doreen and Russell French (aged 84) and his wife Thelma. Great to have these stalwarts of the struggle with us on this special occasion.

Work Place Drug and Alcohol Testing

This matter was subjected to an intensive debate at our recent National Council meeting and a decision was taken to authorise Branches to negotiate around random saliva testing subject to various provisions being agreed.

We are entering talks with CentrePort Wellington aimed at reaching a policy that will monitor on the day impairment in the workplace. This will be in conjunction with the other Unions that are parties to the CentrePort drug and alcohol policy.

CentrePort Collective Agreement

Negotiations have been underway for three months. Delays have occurred while discussions have continued between the company and our work shop colleagues over proposed serious changes to the engineering schedule of the Collective. These discussions have now been concluded and in the last week of May we have reached finality on renewal of the whole Collective Agreement.

We are awaiting a clean sheet from the Company and are looking to report the document to the members about mid – June. Back dating to 8 February is agreed.

CentrePort Replacements

Recent months have seen the agreed retirement and replacement process underway with Terry Matthews, Jared Solomon and Graham Hall moving from P24 to P40 positions and Byron Carter, Kester Sparrow, and Rupert Simi moving through from casual to P24 permanents.

Branch Elections

The following members have been elected to represent the Branch for the ensuing period pending the election of a combined Waterfront and Seafarers Executive.

President – Bradley Clifford
Vice President – Terry Matthews
Secretary – John Whiting
Committee – Garry Carter, Tracy Foster, Andrew Parker, Jason Simi

Our thanks and appreciation go to Dave Winton who has stood down as Branch President pending his retirement from the industry in August. Dave's record of 45 years as a watersider and before that of 10 years in British ships stands up in any company. As a Delegate, Executive member, and as President, Dave has always stood firm for members interests. His input and solidarity at the negotiating table could always be counted on 100%.

Late notice

The Wellington Branch is pleased to announce that the full amalgamation of the Seafarers and Watersiders has now been completed and John Whiting has taken up a three day a week job offer as the Wellington Assistant Secretary.



Maritime Union of Australia women's officer Mich-Elle Myers (right) was a guest speaker at the CTU Women's Conference in May 2011

Women's issues are Union issues

by Fleur Bishara
MUNZ 650

It was my pleasure to attend the CTU Biennial Women's Conference held at the Mercure Hotel, Wellington, on Friday 20 and Saturday 21 May.

There were five MUNZ members in attendance, Marion, Jen, Julieanne, Mea and myself.

It was a great pleasure and privilege to be amongst a room of 140 likeminded and strong women.

We were treated to some passionate and inspirational guest speakers including CTU President Helen Kelly, Maritime Union of Australia women's officer Mich-Elle Myers, and a political panel of women MPs, Carol Beaumont (Labour), Catherine Delahunty (Green) and Louise Upston (National).

The political panel address was late Friday afternoon and a perfect way to finish day one.

MP's belong to their parties because they believe in their policies, we hope, but in my mind the speaker that stuck out on this day was Catherine Delahunty. She is passionate and seems to genuinely care about people and women's issues.

There are some big issues facing women today.

The two main things appear to be pay equity with men in the workplace, and bullying and discrimination. It is shameful that after 100 years of fighting for pay equity this gap in wages is still alive and kicking.

Unfortunately, this is enabled by confidentiality clauses within work places that stop women having the freedom to discuss their wages with anyone.

The choice of signing these confidentiality clauses is removed as often women are in a position of need – they either sign and risk being paid less for a job also filled by men earning more, or don't sign and continue to look for work in a stagnant job market.

If you, like me, think this is unfair, you can start helping by supporting the Fairness at Work Campaign.

It is the 21st Century and we still have bullying and discrimination in this country. Why? Its not OK. Women, stand together and stop this, we do not live in the dark ages!

One big political issue this year is MMP. This year at the election you have the opportunity to decide if MMP stays. MMP is a proportional system.

The seats a political party gets in parliament match the votes won in an election.

A party earning a quarter of all votes earns a quarter of seats in parliament.

If a majority of voters in the referendum choose to stay with MMP there will be an independent review.

MUNZ and other unions support the MMP system.

I have had a fantastic two days listening to many women with interesting and different ideas and issues in their workplaces.

It's tough out there and while I have huge amounts of respect for these women I know I am lucky in our industry to have pay equity with the men on our ship. Last, but certainly not least, I'd like to thank all those women who put their time and effort into organising this event, the guest speakers and everyone who helped

Bluff

by Harry Holland

The port has been busy with the big movement of logs around the country. Bluff has had a fair share of them going out of the port along with the fertiliser and also the good old MSC (old being the word).

These ships are still turning around with between 450 and 600 boxes. The Tasmania has recently done a 700 turnaround which is all good for Bluff.

Union grows in Bluff

Union numbers have had a good boost with our membership going from 18 to 57 with the Southport men and ladies coming on board which is working well (a lot of happy workers.)

We have concluded two agreements since the last meeting with both being ratified by the members at Southland Stevedoring Services and Southport.

The Southport bosses have been trying the system out by pushing the limits of the agreement to which they don't have a good grip of, ie. calling casuals in for overtime before permanents, a final written warning without any other warnings etc.

But all in all we're happy campers.

Anatoki

The Anatoki was in Bluff on 16 April. When going aboard I noticed the gangway was in a bad state of repair, two handrails were crushed and the slip plate broken. Asking a crew member, his answer was yip she's about — mate, I contacted Joe Fleetwood and the problems have now been fixed.

CTU and election

The CTU are getting active again down south toward the coming elections. Both Raymond and I have been going to their meetings and Raymond has been nominated back on to committee of the local Labour party in the Southland area.

Port Forum

Assistant General Secretary Ray Fife recently spoke at a forum for port company CEO's that was held in Bluff. This is the first time we can recall receiving an invitation and Ray reports his presentation was received well and led to some discussion amongst the employers.

Gisborne

by Dein Ferris

Port News

Eastland Port is now the second largest Log export wharf in the Country, behind only Tauranga.

ISO handle all this cargo at this point in time and C3 operate the logyard.

To alleviate the considerable dust and mud problems incurred by log operations Eastland Port has started to seal the log yards.

From experience these problems will always remain unless a proper cleaning programme is instituted. Dust is a hazard.

We now have a new carpark outside the main gate. You get fit by walking to our rooms and by cleaning your vehicle from either dust or mud.

I have to say if there is a dirtier Port and its surroundings, in all my interport transfers I am yet to see it.

Southern Cross Stevedores

We have just finished one of the better squash seasons we have had for a few years.

The tonnage was up and the ships took bigger loads, which as you all know, means more hours and better pay.

We have also loaded four or five Kiwifruit vessels.

As the Wellington operation for SXS is administered by the Gisborne Office, the Union has agreed with management to when possible utilise Gisborne labour in Wellington.

Because of the cost of airfares we have agreed to drive to Wellington.

To date this has proved to be advantageous to the Company and our Members.

Other than transfers to Wellington and Napier some of you will have seen Gissy men in your part of the country during busy periods.

All permanent staff have completed First Aid courses and have also done the NZQA deck and crane course. Pity the certification achieved is only relevant in New Zealand.

Union business

All the Branch finances are now administered through National Office. The Branch was saddened by the resignation of Phil as our president, however life moves on and we welcome Garry into the position.

Lyttelton

by Les Wells

We have had one or two problems in the last eight months, but we have continued on under a reduced scale, with all companies still up and going.

C3

Has berths available to them for their ships as has LSS with both companies doing logs.

LSS

Working Bulk carriers plus cars, with the cars the only trouble is finding space.

Pacifica

Pacifica has had a problem with access to the wharf but is coping with this.

LPC

The port company has been hit quite hard with the Container Terminal taking a lot of damage,

The coal berth CQ1 has been one of the worst areas hit with the ship loader not being able to move up and down the wharf. This has meant that the ship has to be moved up and down the wharf and turned around when required.

I have to say that the response from C3 towards our members was quite impressive, in support they offered cranes to LPC.

Earthquake

I cannot express enough how well our members and RMTU members have conducted themselves through out this Civil Emergency.

To those of you who know Lyttelton it is quite heart breaking to see.

Next door to our Union Office three buildings have been knocked over.

In London Street there could be up to five buildings demolished plus a number of private houses to go.

Agreements

The LPC Agreement expired on the 15 April 2011 with the company putting an offer to the Combined Unions of 2.5 % increase and a roll over for 12 months. At a Stop-Work meeting of the combined Unions this was rejected, so we will be going into talks as soon as we find somewhere to have them.

C3 has indicated to me that they want a variation in their Contract.

Stormy Seas ahead in Retirement

by Hector Thorpe MUNZ 3111

The Trade Union Movement has many objectives including securing workplace fairness and income during ones working life and in retirement.

Achieving such conditions requires a strategy of organised labour supporting a political party with similar core values into Government.

An early example of this occurred after the 1890 Australasian Maritime Strike when the Maritime Council supported the Liberal Party into Government in January 1891.

Millar, leader of the Federated Seamen's Union of NZ, eventually became Minister of Labour.

Significant social and economic gains resulted including the "Industrial Conciliation and Arbitration Act" (1894), which encouraged the growth of unions, and the Shipping and Seamen's Act, which specified minimum crews and safety conditions.

More groundbreaking legislation followed with a variety of superannuation schemes, and the Old-age Pensions Act 1898. Ever since social welfare has remained an important part of our society.

The Trade Union Movement played a significant role in these achievements. However with political success comes political interference, particularly around social policies.

Political left parties including Labour and the Labour coalition Governments are credited with broadening the scope of such entitlements while the National or National coalition Governments have consistently undermined any advances. This swinging pendulum of political fortune causes uncertainty.

But it should not deter members accepting other employer-subsidised retirement schemes such as Kiwi Saver.

NZ Superannuation

NZ Super is the State pension paid from the age of 65.

Payments are between 66% to 72.5% of the net average wage, meaning the average income in the hand is about \$13,000 to \$17,000 per person after tax.

The reality is many are going to hit 65 and find that they have to continue working to fund the life style they aspire to.

Age Concern says 34% of our older people are financially strapped. Under National Party policies, I can not see that percentage improving.

NZ Superannuation Fund

The Labour Alliance Coalition Government with support from the Greens initiated the NZ Superannuation and Retirement Income Act 2001.

The NZ Super Fund or 'The Cullen Fund' is about establishing a reserve to reduce the raising cost to future taxpayers.

This is achieved by investing Government contributions received during the early period of the Fund, regenerating these over decades of investing, and at a certain point currently from 2031, they will begin making withdrawals from the Fund to help meet the cost at that time of NZ Super.

The first New Zealanders to have part of the cost of their NZ Super met from the NZ Super Fund are currently aged 44 and the Fund is not expected to peak until today's 19-year-olds are eligible to retire in 2056.

Over the short term the Fund has built up \$17 Billion. However, National's Finance Minister Bill English has suspended payments into the Fund.

Kiwi Saver

Kiwi Saver is another condition initiated by the Labour Progressive Coalition with select committee submissions for improvements coming from the Council of Trade Unions (NZCTU).

Kiwi Saver is a 'long term retirement Saving Scheme' which will complement your NZ Super if it's still available, and your Seafarers' Retirement Fund or Waterfront Industry Superannuation Fund, to provide a better standard of living in your retirement.

Nobody has to join Kiwi Saver. But practically everyone 18 to 64 who starts a new job will automatically be enrolled. Shortly after joining, you can opt out if you wish. Anyone else from babies to 64-year-olds, working or not working is eligible.

For those already in Kiwi Saver nearly \$6 billion is invested on your behalf by Kiwi Saver service providers.

Those people not enrolled in Kiwi Saver, particularly the young, are missing out on a nest egg by retirement age. Should you die before withdrawing your KiwiSaver, the money is not lost as it goes into your estate for your dependents.

It's not too late – even at 60 plus you will get the Government subsidy, plus your employer contributions, and your money is tied up for only five years.

The two maritime industry funds (WISF and SRF) both have become a Kiwi Saver Service Provider.

Seafarers' Retirement Fund

The NZ Seamen's Union Industrial Union of Workers won the right to a subsidised retirement scheme 39 years ago.

Many of our leaders and rank and file members knew at that time they would not be the beneficiaries of such a scheme, yet they battled on winning this condition for future members and for society.

All annual and financial reports of the fund are freely available via the public domain.

It is fair to say the assets of \$40 million are significant so recognition must also go to the Trustees for growing and protecting the Fund.

Possible future steps could be merging the Seafarers' Retirement Fund with the Waterfront Industry Superannuation Fund which means any profits are returned to members through reduced operating cost, reduced investment management fees and improved services.

Waterfront Industry Superannuation Fund

The Waterfront Industry Superannuation Fund has a website, and every aspect of the scheme is transparent and freely available for public viewing including financial statements.

Although the Waterfront Industry Superannuation Fund started three years after than the Seamen's Fund, as of March 2010 they had 867 current members, 159 deferred beneficiaries and 8 pensioners and a substantial fund size of over \$116 million.

Reference

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The views expressed above are those of the author and do not reflect any advice to members by the Maritime Union of New Zealand.

The above article is informational in nature and any investment decisions by members should be taken with professional advice.



Alan William McDonald

9 January 1944 – 23 April 2011

Alan McDonald packed a lot into his 67 years.

His almost 40-year career as a merchant seaman took him to all parts of the globe for weeks at a time, but when he was home he spent his time volunteering with dozens of community organisations. A sociable man with a genuine interest in people, he loved nothing better than a chat. As his long-time friend and Maritime Union of New Zealand colleague Joe Fleetwood said at his funeral, he could “talk the ear off a teddy bear”.

He also enjoyed a laugh, a party, a debate, a challenge, or better still – a campaign.

Among the groups with which Mr McDonald was involved were the Maritime Union (which awarded him life membership in the 1990s), the Otago Trades Council, Dunedin City Council Civil Defence committee, Cedars of Lebanon Club, Otago Boxing Federation (of which he was patron), New Zealand Federation of Ethnic Councils, Dunedin Multi-Ethnic Council, Dunedin Beneficiaries Rights Centre and Otago Settlers Association.

He was also a Justice of the Peace, a marriage and funeral celebrant, an ardent rugby fan and a Carisbrook season ticket holder since 1970.

Meticulous, unfailingly reliable, tenacious, opinionated and feisty, Mr McDonald was proudly working class and cared about the wellbeing of ordinary people.

But his was a life cut short. He was diagnosed with cancer early this year and died on April 23 of complications following surgery to remove a tumour on his pancreas.

Speaking at his funeral, his daughter, Jayne Macfarlane, said her father had lived a full life “at a cracking pace” and she did not think he would miss a long retirement with nothing to do.

He had already retired once, in 1990, after completing 30 years as a merchant seaman. He spent about a decade in a variety of jobs including owning and running a cafe in South Dunedin and working as a PD supervisor, as well as immersing himself in his community involvement.

However, he never lost his hankering for the sea. He returned to seafaring in the early 2000s and was still working as an able bodied seaman when he became ill. Perhaps appropriately, his final vessel was the New Zealand coastal trader Spirit of Endurance.

Born and raised in Dunedin, Mr McDonald was the fourth child and only son of Rose and Ron McDonald. Rose was the daughter of draper’s shop owners Habib and Saada Bacos, first-generation Lebanese immigrants who had arrived separately in Dunedin in the late 19th century and who became absorbed into the city’s large and close-knit Lebanese community.

With three older sisters, he had “four mothers - and about 200 Lebanese aunties”, Jayne Macfarlane said.

Mr McDonald was educated at High St School and Christian Brothers High School, leaving at 15 to begin a carpentry apprenticeship.

The following year he signed up as a deck hand on the coastal trader Kaimanawa, a move which launched his career aboard all manner of ships never boats. At that time, his mother ran a boarding house in Neidpath Rd where seafarers were regular guests during their shore leave and he likely decided to sign on after hearing stories of their adventures.

His voyages took him all over the world. On a visit to Melbourne he met Liz Starford and the couple married in Dunedin in 1968. They had two children, Jayne and Paul, before divorcing in 1981.

A favourite destination was Toronto, Canada. He also made many trips by ship and aeroplane to watch the All Blacks play overseas and regularly visited Stockholm, Sweden, where his son, a hotel manager, settled about 10 years ago.

A long-time member of the Labour Party, Mr McDonald was a Labour member of the Otago Harbour board from 1986-89. Despite seeking roles in local and national politics over the next 20 years, he was unsuccessful.

In 1990 he sought the nomination as the Labour candidate for the Dunedin North electorate, losing to Pete Hodgson.

Following a disagreement with the party he resigned in 1992, later co-founding the short-lived South Island party which stood five candidates, including himself, at the 1999 election.

He stood eight times for a Dunedin City Council seat, contested the mayoralty twice, and as recently as last year was a candidate for the Otago Regional Council. Mr McDonald was enormously proud of his Lebanese heritage. He was a member of the Cedars of Lebanon Club all his life and was appointed co-ordinator in 2000. Club President Richard Joseph credited Mr McDonald with reviving the clubs fortunes by working behind the scenes to secure grants from many sources.

When the difficult decision was made in 2002 to sell the clubrooms, it was Mr McDonald who dealt with the real estate agents and prospective buyers and helped “reinvent” the club in its present form. Mr Joseph said one of Mr McDonald’s lasting legacies would be Lebanon’s Children: a pictorial history of the Otago/Southland Lebanese Community, published in 2004, which he contributed to and edited.

“It was Alan’s baby.”

Mr McDonald would also be remembered for organizing and helping record oral history interviews with about 30 members of the Lebanese community, some of whom had since died, Mr Joseph said.

Mr McDonald’s Lebanese links were commemorated at the funeral when many of those attending placed sprigs of cedar on his casket.

Mr McDonald is survived by his children and four granddaughters.

This obituary by Allison Rudd is reprinted from the Otago Daily Times.



Henry Arthur (Harry) Reed

8 January 1927 – 21 February 2011

It is with great regret that I have to inform the membership that Harry Reed passed away peacefully at home after a long illness on 21 February 2011. He was aged 84. Harry was a very staunch long serving member of the Union for many years before his retirement.

Harry went to sea in 1943 on English ships throughout the rest of WWII. He was hospitalised in Australia in the early 1950's with a hernia and then made his way to New Zealand when he was well. Working at sea and leaving for a period of time after he met Topsy in Wellington, they moved to New Plymouth where he worked on the Harbour Board for a period of time in the Mooring Gang.

He then returned to sea for the rest of his working career before he retired out of the industry.

To me, Harry is a great loss, as he showed me and no doubt many other members of the industry good seamanship and was always willing to show us better ways of doing our job, ie wire splicing, rope splicing, rigging.

Harry always spoke his mind and would not take fools lightly. Harry was also a very staunch unionist. He was also extremely good at putting ships in bottles and the excellent rope work around the caps. As a ship mate, you could not ask for better.

He and Topsy always welcomed people with open arms to their home and would bend over backwards to help them if need be.

Even after his retirement, he was a joy to be with having a few refreshments at the Port View Club in New Plymouth every other Friday afternoon. He was forever asking about his old ship mates and members in the offshore industry, whom he would regularly bump in to.

Harry made his final voyage on Thursday afternoon 24 February 2011 at 3pm with two members of the union. Mr Colin Wilson and Mr Arthur Whittaker were part of the pall bearing party. I was part of the colour party for Harry to pass through on to the stand at the crematorium. The service covered Harry's war time service and his ongoing sea service, and his commitment to Topsy throughout her life and all of his extended family. To me, Harry is a great loss after knowing him for 40 years but I will always have good memories of him.

We wished Harry Bon Voyage to be with his family.

Contributed by Richard Casparis, 2547

Harry loved and respected the sea. Harry was born in England. At just 14 Harry lied about his age and went to sea as a deck boy. It is fair to state that the many mates that he made at sea become his family.

Harry carved out a good life for himself travelling the many oceans of the world. Eventually and as fate would have it Harry blew into New Plymouth's port and it was here that he met his future wife.

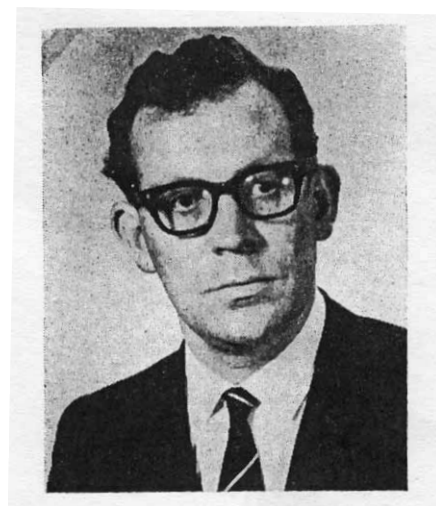
Harry made many life long mates in New Plymouth, deciding to remain in New Zealand. He married a local Maori girl and finally found himself a land based family.

Harry's personality ensured that he was quickly accepted and respected by his new family and mates. Harry will always be remembered as a man of courage and old world values, he was a true gentleman. Harry knew and endorsed the value of hard work, he was honest and he believed in fairness. He never complained instead he simply made the best of any situation. Those who knew Harry would all agree that they were fortunate to have had him walk in their lives even if it not for a long time, Harry was a true mate always loyal and generous to those he loved.

Harry's presence on this earth was perhaps to teach those that he met, along the way, the value of humanity and kindness. Harry Reed 'old salty dog' has left us but his memory remains.

**Trish McGuigan
Waitara**

(Editor's note: The Maritimes apologizes for the mistaken reference to Lyttelton in the last edition. We have received two obituaries for Harry since then, we have printed both above.)



Martin David John (Dave) Butler

19 July 1939 – 2 May 2011

Dave Butler was a well known figure at Waterside House for many years, and local Wellington identity.

The early part of his career in the 1960s and 1970s saw him busy in a number of roles, as a researcher, public servant, editor and union official.

He was a graduate of Auckland and Victoria Universities, studying part time in economics, political science and public administration.

Mr Butler worked for the Air Department and Transport Department in the 1960s, and served on the national executive of the PSA.

In 1966 he contested the Stratford electorate as Labour Party candidate. At the New Zealand Storeman and Packers Federation between 1973 and 1977 he was responsible for preparing general wage orders.

When the Storemen's Federation eventually started working with the Waterfront Union, Mr Butler spent much time at the offices of the Union assisting with research and media monitoring.

Mr Butler retained a strong interest and encyclopedic knowledge of New Zealand politics and economics, says former General Secretary of the Maritime Union Trevor Hanson.

He completed a complex road transport submission for the Union in 2009, says Mr Hanson.

Mr Butler died on 2 May 2011.



Thomas (Tom) Gregory

16 June 1924 – 27 February 2011

Tom Gregory was born in to a working class Liverpool family, the son of Archibald Gregory, a World War I veteran who worked as a fishmonger. Mr Gregory's poverty-stricken upbringing saw him leave school at an early age to work long hours for six days a week in the Penny Lane area of Liverpool in a butcher shop.

Being a bright young man Mr Gregory put a maritime bolt-hole plan in place to escape the rigours of his butcher's shop employment.

He opted to escape the economic ravages of the Depression by going to sea as a boy rating. In his new career he worked his way up through the bowels of the engine room to become a ship's fireman.

He was a member of the Merchant Navy throughout World War II and in March 1943 his ship sank after being torpedoed on a memorable trans-Atlantic convoy supply run.

When the tide turned in the war Mr Gregory participated in the June 6, 1944, D-Day invasion of France when troops and supplies were unloaded on to Normandy beaches.

After the war the young man in his early 20s, who had learned all there was to know about people being swallowed up by the sea, joined the large coal-fired SS Mahana bound for New Zealand via Africa.

When the ship finally reached Auckland he and most of his crewmates, with the scent of true freedom in their nostrils for the first time in their lives, jumped ship in New Zealand.

He naturally gravitated towards the NZ Seamen's Union and returned to sea on the New Zealand coast. In January 1949 he married Pat Hill from Petone. It was a marriage which lasted for 62 years.

Mr Gregory played his part in making the marriage work by realising he would have to spend more time on dry land. Seafarers in those days were able to go on leave only when their ship was tied up or when they were paid off.

Mr Gregory realised this was a recipe for marital disaster and solved the problem by coming ashore voluntarily in late 1949, when he became a member of the Wellington Watersiders' Union.

Once again it was a case of out of the frying pan in to the fire.

He was on the wharves in Wellington, working alongside such people as Ted Thompson and Jack O'Donnell, when the biggest waterfront blue in New Zealand history occurred.

Mr Gregory was on the receiving end when the Federation of Labour sided with the Government in an effort to smash waterfront strongman Jock Barnes' wharfies.

Troops manned the wharves to protect non-union labour. It was an era in which civil liberties were crushed. Ironically, war veterans like Mr Gregory were branded as traitors by the National Government.

Mr Gregory and his family were reduced to abject poverty as they were confronted with emergency powers which prevented friends from providing financial assistance throughout the 151 days of the dispute.

When it all died down, Mr Gregory found himself back on to the Wellington waterfront in late 1952.

He continued working there until 1967 when a fall inside a ship's hold resulted in him having to leave the job as a 43-year-old with health problems.

He then worked for a period as a freezing worker at the Ngauranga Freezing Works. During this period the industrial noose once again hung over his head.

Swift NZ Ltd decided to close the works in 1973. Mr Gregory was at the forefront of the redundancy fight to obtain a final remuneration package from the company for his fellow workers.

After once again losing out to redundancy, Mr Gregory and his family found themselves back on the breadline.

But soon after followed the happiest days of his working life. He returned to sea as a crewman on the Cook Strait ferries.

Away from the workplace Mr Gregory was active in the community.

In the 1960s his love of soccer saw him accept a number of administrative roles.

He was secretary and manager of the Waterside AFC, as well as being the club's representative on the Wellington Football Association.

He was also secretary of his local soccer club, Western Suburbs and was awarded with a life membership for his involvement with this club.

The old seafarer finally came ashore in 1986 and happily lived out his retirement years in Porirua.

He was a life member of the Porirua RSA, where his funeral service was held. He loved nothing better than having a beer with his mates at the RSA in latter years.

The wording on the 1951 loyalty card he received from the New Zealand Waterside Workers' Union best sums up Mr Gregory's approach to his long life.

He "stood loyal right through" to his working-class principles, wartime shipmates, wife Pat, family, friends and workmates. Not only that, he rebuffed just about everything life could throw at one man.

Sources: Jane Gregory-Vaughan, Robert Gregory and John Whiting.

Obituary by Tim Donoghue, reprinted from The Dominion Post

Free trade

I wish to respond to two items in your last edition of The Maritimes regarding free trade agreements and the Trans Pacific Partnership in particular.

The General Secretary's report contained some legitimate concerns about free trade deals, especially when John Key appears to be so uninformed about them and even less committed to getting the best for New Zealand from them, or protecting New Zealand's interests.

For the record, Labour has several concerns about the TPP negotiations including their lack of transparency, agreements around investment including land sales, intellectual property provisions, and threats to Pharmac.

Our policy is to break open the process surrounding free trade negotiations, and in fact to put a group together including unions, employers, academics and NGOs, which could provide the Minister with contestable advice about the extent to which any free trade deal might enhance or compromise New Zealand's interests. And this includes workers' interests, as well as our ability to own our own future. And that brings me to the second item in your last edition.

Phil Adams from Port Chalmers wrote that the differences between Labour and National over the TPP were only ones of degree, not principle.

It is true that we support advances in New Zealand's fortunes as a trading nation, for the sake of all New Zealanders. We are good at producing high quality commodities and services and I will work as hard as anybody

to get more and better jobs for New Zealanders, more value-added products being produced onshore and better access for our goods around the world.

I don't make any apology for that.

But there is most definitely a difference between us and the Nats over asset sales. We are adamantly opposed to state asset sales.

How can we regulate power prices if we don't own the power companies? Where do we get the \$700 million we earn from our power companies each year for schools and hospitals, if we have sold those same power companies?

We have learned from that wretched experiment in the 1980s. It just about split the Labour Party apart.

Tell your members to go to our Stop Asset Sales campaign on www.labour.org.nz and join us. We can not afford to lose this election this year. The Nats will sell everything they can lay hands on – to their rich mates.

So while we are saving our state-owned assets, let's also push for greater transparency in trade deals.

Yours sincerely

Maryan Street MP
Opposition Spokesperson on Foreign Affairs and Trade

Earthquake

The staff at C3 Lyttelton would like to thank our colleagues and the management most sincerely for their generous donations to our staff and their families following the recent earthquake on February 22nd.

It was humbling to learn of your kindness and support, and your personal efforts will make a big difference to us all. We were all affected by the earthquake in some way with loss and destruction to our homes and lives, and a lot of us face long delays as our houses wait to be repaired or rebuilt.

Our streets and suburbs don't look the same anymore, and the Township of Lyttelton has been destroyed with a lot of buildings already demolished.

We are all looking forward to the future and getting back to "normal".

Once again with thanks, on behalf of the team.

C3 Staff
Lyttelton



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