

Longshore industry ✓

PACIFIC MARITIME ASSOCIATION

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ASSOCIATION

THE
LONGSHORE REVIEW,
1955 //

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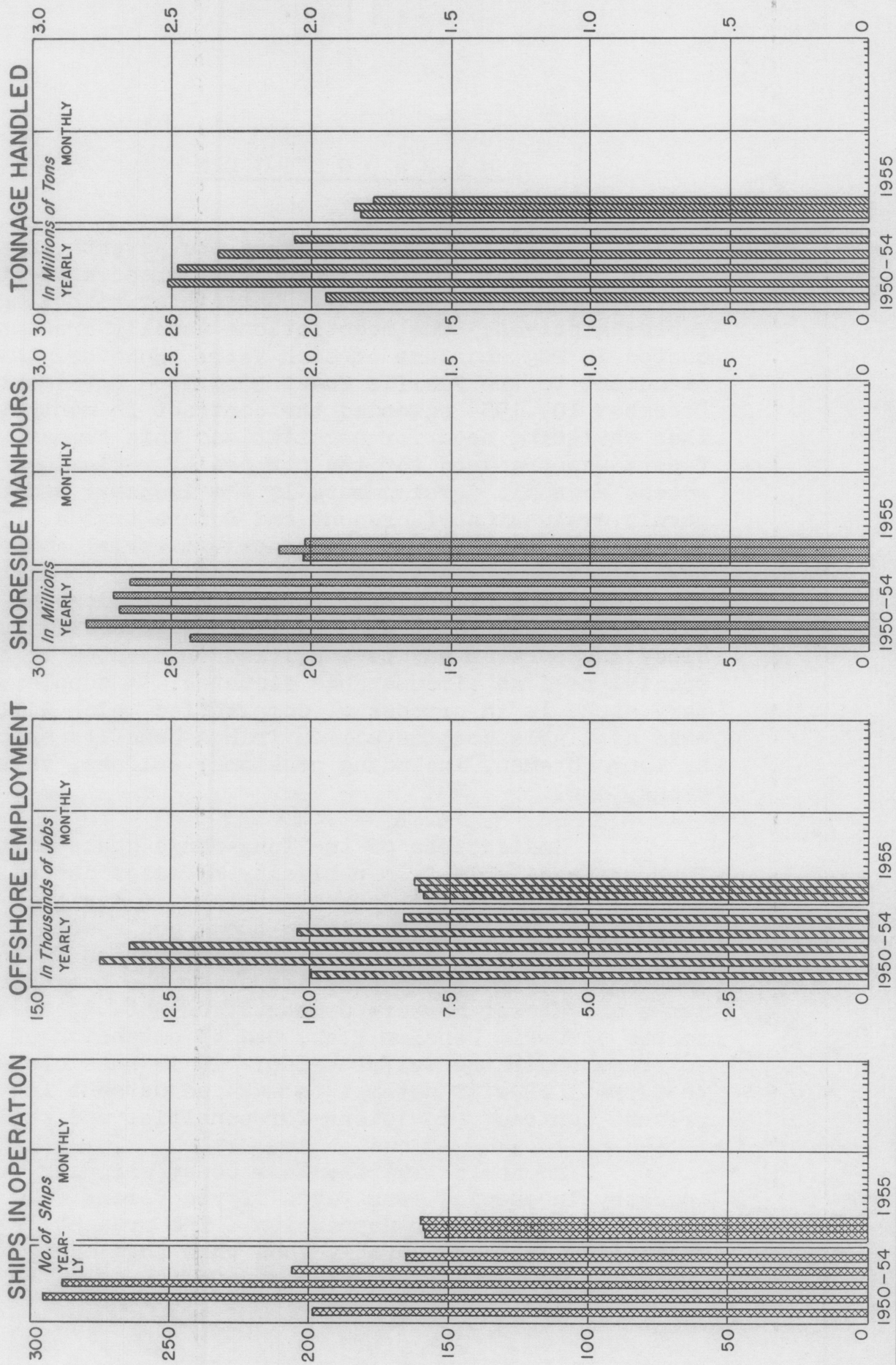
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PACIFIC MARITIME ASSOCIATION SHIPPING INDICATORS 1950-1955



I N T R O D U C T I O N

This research report is the seventh in a series of annual reviews designed to prepare negotiating committees for collective bargaining with longshore representatives. The negotiations usually are conducted in May and June of each year. However, the amendment to the Pacific Coast Longshore Agreement of December 10, 1954 extended the contract 18 months, thus obviating need for negotiations this summer. This report was prepared for the purpose of reviewing recent economic developments in the industry and to permit evaluation of present and future trends. It is possible, also, that the general material contained herein may be of assistance to negotiating committees bargaining with certain of the seagoing unions at this time. The material presented is of a general nature, since any portion may be amplified or adapted to a special need as circumstance dictates. A supplementary study is in process of compilation which will make available cost detail on fringe benefits enjoyed by longshoremen, including pensions, welfare, vacations, etc.

Indications of the long-range goals of the ILWU are available from publicity releases issued by the Eleventh Biennial Convention held in April in Long Beach, California. Among these goals are 1) a standard six-hour day without reduction in take-home pay, 2) increased benefits under the Longshoremen's and Harbor Workers Compensation Act, 3) amendments to the ILWU-PMA Pension Plan, and 4) extension of coverage under the Welfare Plan. It is possible also that the ILWU will attempt to make adjustment in present contract provisions for penalties and skills.

Economically, the West Coast shipping industry is showing some signs of recovering from a serious post-Korean depression. The present level of activity is considerably less than that of

pre-Korea 1949 and 50, and lags far behind the prosperity currently being enjoyed by such major U.S. industries as steel and autos. Wage increases being granted industrial workers in recent months have been moderate but show a tendency to grow in size. This trend reflects the high level of activity in large industries. Major collective bargaining attention is focused on current UAW negotiations for a guaranteed annual wage, and most observers feel that settlements in steel and autos will be at approximately the 10 to 15¢ level. Comparatively speaking, longshoremen have maintained a favorable position with respect to both earnings and wage rates. The six-hour day in the longshore industry and extensive fringe benefits, however, have placed the longshoremen economically ahead of most industrial workers of comparable skill.

It is intended that this report contain only a review of current developments and a compilation of statistical material from which conclusions may be drawn. Data is presented with no attempt to develop policy recommendations.

SHORESIDE CONTRACTS OF PACIFIC MARITIME ASSOCIATION

Agreement	Effective Date	Contract Expiration	Wage Reviews
International Longshoremen's & Warehousemen's Union (Longshore & Clerks)	6-14-54	6-15-56* (60 days' notice of termination)	If contract extended to common expiration date with East Coast, wage review date will be 6-15-56.

PMA AREA CONTRACTS

Agreement	Effective Date	Contract Expiration	Wage Reviews
SAN FRANCISCO Carloaders (ILWU No. 10)	6-14-54	6-15-56*	Results of Coast longshore wage review apply to this agreement.
SOUTHERN CALIFORNIA Carloaders & Sweepers (ILWU No. 13)	6-14-54	6-15-56*	Results of Coast Longshore Wage review apply to this agreement.
COLUMBIA RIVER Dockworkers (ILWU No. 8)	6-14-54	6-15-56*	Results of Coast longshore wage review apply to these agreements.
Gear & Lockermen (ILWU No. 8)	6-14-54	6-15-56*	
SEATTLE Dockworkers (ILWU No. 19)	6-14-54	6-15-56*	Results of Coast longshore wage review apply to this agreement.

*Subject to change in accordance with 1954 contract when agreement is reached with East Coast on a common expiration date.

THE ILWU PLANS FOR 1956

Normally, this section of the report deals with demands expected to be presented by the ILWU at wage review discussions in June, evaluation of these demands, and suggestions for counter-proposals by management. Because December 1954 negotiations eliminated a wage review in 1955 and extended the contract into the summer of 1956, there are no demands to be submitted by the union at this time. It is important to note, however, that while the wage review for 1955 has been eliminated, the entire contract terminates in 1956, thereby removing any legal limitations which may be imposed on union demands.

Rather than plan for immediate gains in wages and other working conditions, the ILWU--during its Eleventh Biennial Convention held April 4 through April 8 in Long Beach, California--devoted its attention to long-range planning. In the proceedings of that Convention and in the resolutions passed by the 275 delegates from all areas of the West Coast and Hawaii, can be found the general thinking of the ILWU for improving conditions under the Pacific Coast Longshore Agreement.

Wages

While no specific wage proposal was made by the Convention delegates, they did "instruct the Coast Negotiating Committee to submit a demand for the 6-hour day on the waterfront with no reduction in take-home pay." 1/

While such a proposal obviously would involve a wage increase and corresponding cost increase to employers, it may also be an attempt to propose again the three 7-hour shifts suggested in negotiations

1/ The Dispatcher, Vol. 13, #8, April 15, p. 1

in 1953 (a full discussion of the three 7-hour shift proposal, including cost estimates, may be found in the 1953 issue of The Longshore Wage Review 1953).

Fringes

Foremost among fringe increases sought by Convention delegates was an improvement in the Longshoremen's and Harbor Workers' Compensation Act. Specifically, delegates requested an increase from \$35 to \$75 a week in compensation. The Convention authorized a delegation to proceed to Washington, for discussion of this proposal with legislators. Obviously, this goal involves politics rather than collective bargaining; however, it would not be unreasonable--in the light of past experience--to expect a request from the ILWU for employer support of its position. This proposal is significant also because it fits into the general over-all objective sought by almost all unions for improvement of state disability and workmen's compensation laws.

The most important increase in fringe benefits, from a collective bargaining standpoint, is the ILWU proposal for liberalizing the pension program. The pension agreement, negotiated in 1951, provides for a review in 1956 of contributions to the plan. Technically, therefore, the union's ideas with respect to liberalizing benefits are not appropriate subjects for discussion during the review. Specifically, the union wishes the following changes made in the pension program.

- "1. Optional retirement after 25 years of service at any age.

2. Proportionate retirement at 65 or 68 to the nearest 1/25 benefit for those members with less than 25 years of service.

3. Full pension benefits to members who are permanently and totally disabled on the job at any age.

4. Continued pension payments to a deceased, retired member's wife or under-age dependent children." 2/

The union proposes further that "added cost be financed by employer contributions." 3/

Most of these proposals have arisen because of specific problems which have appeared in the operation of the plan during the last four years. It is significant to note that some of the proposals (1 and 2 above) are a complete reversal of the union's position--on which they were adamant during 1951 negotiations--of a flat \$100 pension.

A resolution to extend coverage under the ILWU-PMA Welfare Plan also was adopted during the Convention. 4/ Nothing beyond this cryptic reference to the Welfare Plan appears in the material released by the Convention. It may be assumed, however, that the union would wish to continue its program of expanding not only the list of eligibles, but to continue the pilot dental program and to include such other items as drugs, eye glasses, etc.

While there is no evidence that the Convention gave attention to the matter of skills and penalties, it is probable that these, too, may become a part of negotiations in 1956. (A complete discussion of this subject appears in The Longshore Wage Review 1954.) It is probable that if such demands are made, they will be based on the fact that most skill and penalty differentials are cent differentials and not percent differentials. Many have not been adjusted when wages were increased, hence their proportion of the base wage has been lessened.

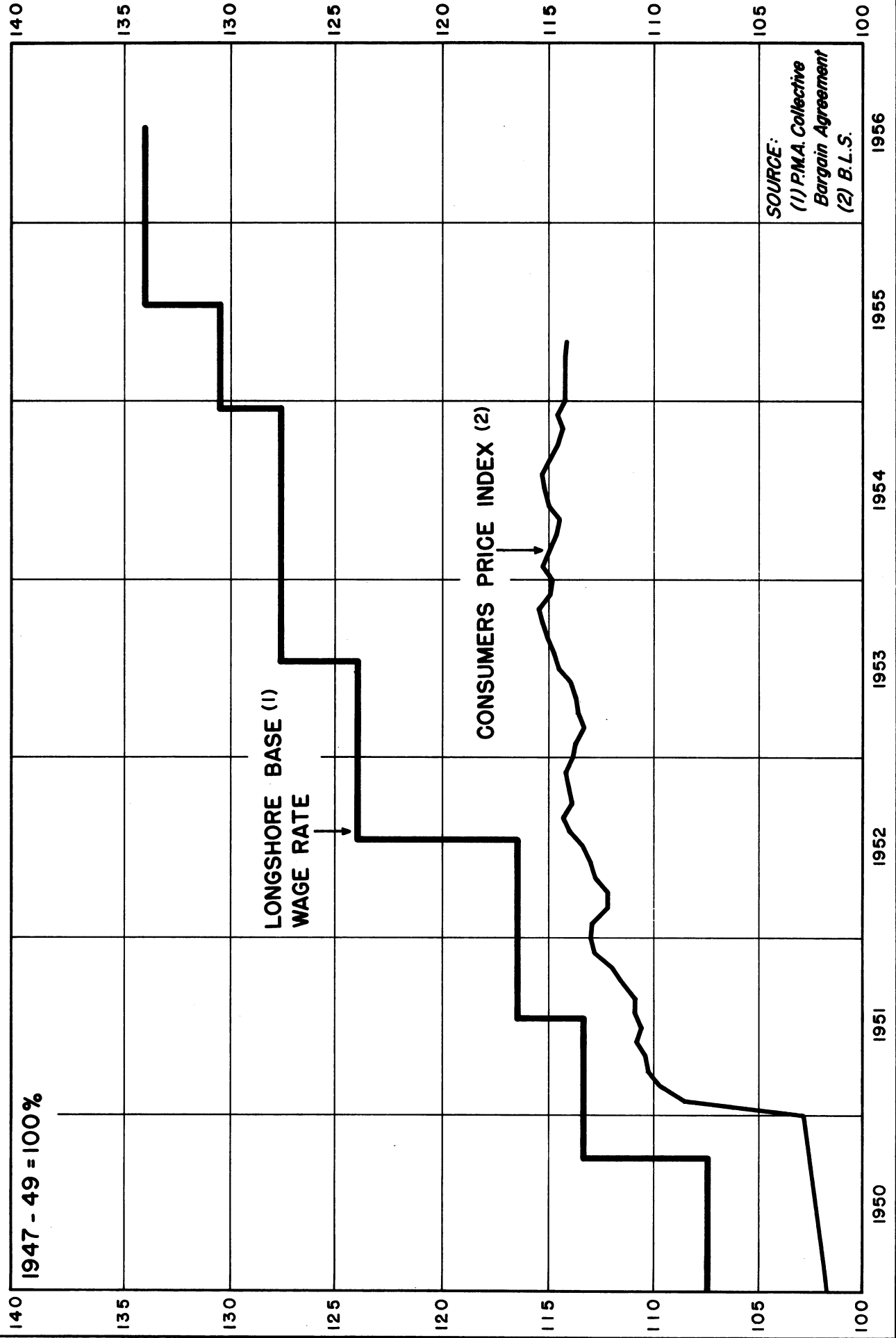
2/ The Dispatcher, Vol. 13, #8, April 15, p. 1

3/ Ibid.

4/ Ibid.

PACIFIC MARITIME ASSOCIATION

CONSUMERS PRICE INDEX COMPARED WITH LONGSHORE BASE RATE



THE ECONOMIC OUTLOOK FOR 1955

The National Economy 5/

For the majority of the nation's commercial enterprises, "times are good," according to the Counsel of Economic Advisers. The recovery which got under way last September has carried economic activity almost up to the all-time high reached in mid-1953. In April, industrial production came within one point of the 1953 record for all time performance. Retail sales and consumer expenditures made new records. The improvement picture appears to be based largely on strong consumer demand, since government defense expenditures still are trending downward.

While employment was below last year's total and unemployment was somewhat higher than expected, the improvement begun in past months continued. It is of interest that increased productivity is given as one of the reasons that employment did not match the increase in industrial production. New entrants to the labor force account in part for the higher unemployment total.

The Cost of Living

Despite the pressure of high consumer demand, both retail and wholesale prices have remained remarkably firm during the last four or five months. The Bureau of Labor Statistics' Consumer Price Index for the month ended mid-April dropped one-tenth of one percent to 114.2 (1947-49 = 100). The April figure is .3 lower than it was a year ago, and is at the lowest point since May 1953 when it was 114.0.

Recent labor negotiations indicate that the "cost of living" has become less and less significant as a basis for wage determination. A special government study shows that labor contracts tying wage

5/ Counsel of Economic Advisers, Economic Indicators, May, 1955

rates to living costs now cover only half as many U.S. workers as they did at the peak of their popularity. In the summer of 1952, BLS stated that escalator clauses covered an estimated 3.5 million organized workers. Now they cover only 1.7 million organized workers. BLS also stated that "probably the decisive factor in reducing interest in escalation" has been the general stability of its Consumer Price Index in the past three years. 6/

Despite the maintenance of a constant level in consumer prices, numerous wage increases of varying amounts have been granted during the last four months and wage indices have crept to a level considerably higher than the "cost of living." This development is reflected also in the relationship between the longshore base rate and the index of consumer prices. Since the Kagel award of 1953, based in part on the cost of living, the longshore base rate has been increased once (5¢) in December 1954, and is to be increased again on June 13, 1955 (6¢) despite the slight, steady decline in consumer prices.

Statistical Reference: Table VIII

The Shipping Industry

The recovery of the nation's business has been reflected only slightly in the West Coast American flag shipping industry. First quarter reports on both offshore and shoreside operations indicate a halt in the rapid decline which started right after the Korean incident. From a 1952 peak in shipping operations, the number of ships in operation and offshore employment has dropped to a level approximately 20% below that of pre-Korea 1950. The drop in shoreside employment as well as tonnage handled also appears to have been halted at levels considerably below 1950.

6/ Wage Escalation - Recent Developments, Monthly Labor Review, March 1955.

Ships in Operation

There was a monthly average of 159 ships operating during the first quarter of 1955, or the same as the number operating during the fourth quarter of 1954. The present fleet represents approximately 43% of that operating during the peak of 1952.

Statistical Reference: Table I

Offshore Employment

Despite maintenance of approximately the same number of ships in operation during the last six months, there was a slight increase (1.2%) in the number of offshore jobs between the last quarter of 1954 and the first quarter of 1955. There was an average of 7,976 men employed during the fourth quarter of 1954, and a monthly average of 8,071 employed during the first quarter of 1955. The slight increase in employment reflects the proportionate use by operators of larger vessels requiring slightly greater manning scales.

Statistical Reference: Table II

Shoreside Employment

About 2.23 million manhours were worked monthly by shoreside workers on the Pacific Coast during the last quarter of 1954 compared to 2.05 million for the first quarter of 1955. This represents a reduction of approximately 8%. Comparison of the first quarter of 1955 with the first quarter of 1954, however, shows a reduction of only 5%.

Statistical Reference: Table III

Cargo Volume

While Table IV indicates a substantial increase in the first quarter of 1955 over the fourth quarter of 1954, re-allocation of tonnage reports to the months in which they were actually worked, shows a real increase of approximately 8%, in contrast to a reduction of 8% in manhours worked. There are a number of possible explanations for this situation, one of which is the backlog of cargo to be handled as a result of the cessation of SUP hard-timing in January.

Statistical Reference: Tables IV and V

WAGE PATTERNS IN 1955

National and Local Picture

Wage settlements negotiated nationally during the first quarter of 1955 did not vary significantly from those reported during the first quarter of 1954. Reports indicate a concentration of small settlements at the 5¢ level (approximately 31% of the total number of settlements). Before the end of the quarter, however, there was a noticeable shift toward higher settlements. The number of settlements for less than 7¢ fell off by approximately 6% and increases of 10¢ or more gained in proportion. By the middle of May, the median increase stood at 7¢ with continuing increases in the oil and construction industries bringing the median of all settlements to levels considerably above 1954.

With respect to higher settlements (10¢ and over), the pattern of local settlements matched almost exactly that for the nation as a whole. A significant difference appears, however, in a greater number of settlements in the 1¢ to 3¢ category locally than nationally. As with the national pattern for the first quarter of 1955, however, local settlements cover essentially smaller establishments, as major negotiations have not yet been concluded. There is also a noticeable local trend toward higher settlements as the year progresses.

The Wage Pattern - First Quarter 1955 7/

<u>Amount of Increases</u>	<u>Local Settlements (148)</u>	<u>National Settlements (840)</u>
No wage increase	17%	11%
1 - 3¢	29%	9%
4 - 6¢	26%	48%
7 - 9¢	14%	15%
10 - 12¢	10%	10%
13 - 15¢	1%	3%
Over 15¢	3%	4%

7/ BNA Facts for Bargaining, April 8, 1955 and
Federated Employers of San Francisco records, June 1,
1955, (Local settlements in April-May included).

Current Negotiations

According to informed observers, 1955 is expected to be a "tough collective bargaining year." While most of the pacemaking industrial negotiations yet have not been completed, individual settlements give some indication of the general trend.

The nation's spotlight was focused on UAW negotiations on the guaranteed annual wage, the goal of major CIO unions for 1955. Following a brief strike and a flurry of plant shut-downs in a number of cities, which idled 68,000 of Ford's 140,000 workers, the Ford Motor Company and UAW reached a three-year agreement on June 6. The Ford "package," which covers a guaranteed annual wage plan and other contract terms, is estimated to cost approximately 20 cents an hour.

The GAW will provide workers during lay-offs with 60 to 65 percent of regular take-home pay for a period of 26 weeks of idleness. Payments will be made from a jointly administered 55 million dollar trust fund, into which Ford will contribute 5 cents an hour per employee, during the life of the contract. Ford will start contributing "immediately," but no payments will be made out of the fund until June 1, 1956.

In addition to the wage plan, the settlement provides for:

1. a one cent an hour boost in the annual improvement factor, or $2\frac{1}{2}\%$ of pay--whichever is higher--for most workers
2. additional wage increases for skilled trades
3. a liberalized pension plan with top benefits of \$252.80 per month, including Social Security, for an employee with 40 years of service
4. continuance of the cost-of-living clause

5. improved hospital-medical benefits

6. one additional paid holiday each year.

UAW's chief, Walter Reuther, termed the settlement the largest package ever granted by the automotive industry and stated that it "contains the principles upon which we are going to build a guaranteed annual wage. 8/

It is expected that the General Motors and the Ford settlements will be practically identical; American Motors earlier prevailed on the UAW to extend its present contract until August to permit a panel of "the nation's top economists" to study the feasibility of a wage guarantee in the auto industry.

On the other fronts some CIO unions have gained wage guarantees in modified form and others have accepted, instead, wage increases and other benefits.

CIO's International Union of Electrical Workers early in May signed a contract with Philco Corporation for a 5¢ wage increase and a 2¢ additional contribution to a severance pay plan.

The CIO Glass Workers Union, which had sought a guaranteed annual wage plan from two of the firms in the industry, has accepted, instead, a general wage increase and provision for a company-union study of annual wage guarantees. The new contract grants the union a general increase of 8¢ an hour, adjustment of certain inequities, and liberalizes the health and welfare plan. This "package" was estimated by an industry spokesman to cost about 14¢ an hour.

The CIO Chemical Workers recently signed a two-year contract with Parke-Davis and Co. of Detroit, including wage increases of 7¢ an hour for the first year and 6¢ for the second and raises in pension benefits.

8/ INS and Ap reports, June 6, 1955.

The U.S. Steel Corporation and the CIO Steel Workers are scheduled to start negotiations June 7. Breaking with precedent, the union will carry on concurrent talks with the rest of the Big Six in steel, although the Steel Workers' chief stressed that U.S. Steel would continue to act as pace-setter by virtue of its dominance in the industry. The Steel Workers, unlike most other major CIO unions, have expressed only lukewarm interest in GAW, and in any event, discussion of wage guarantees is barred under a current two-year agreement which runs to mid-1956. Essentially, current negotiations amount to a "wage review," and the union has indicated it will ask for a "substantial" increase. Industry circles think the union may ask for up to 20¢ an hour and would probably settle for 10¢ to 15¢. Basis of this estimate is the current prosperous condition of the steel industry. Mills are operating at about 93% of capacity now, compared with about 70% when the USW got a 12¢ an hour package last June. Productivity of the individual steel worker has soared to a point where the industry now operates at the rate it did in 1953--but with 70,000 less employees. Against this background, USW is expected to be in a "good bargaining position."

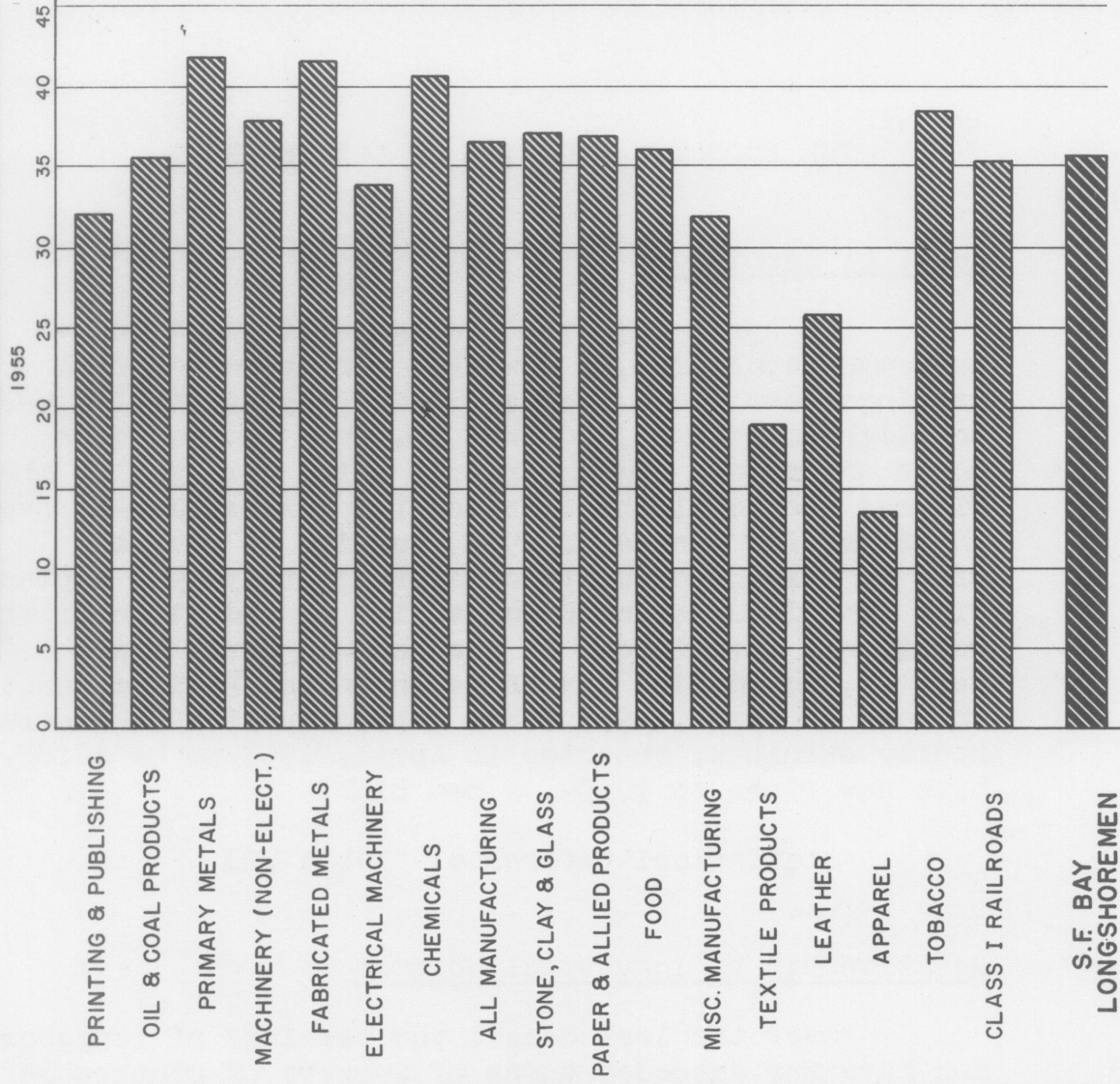
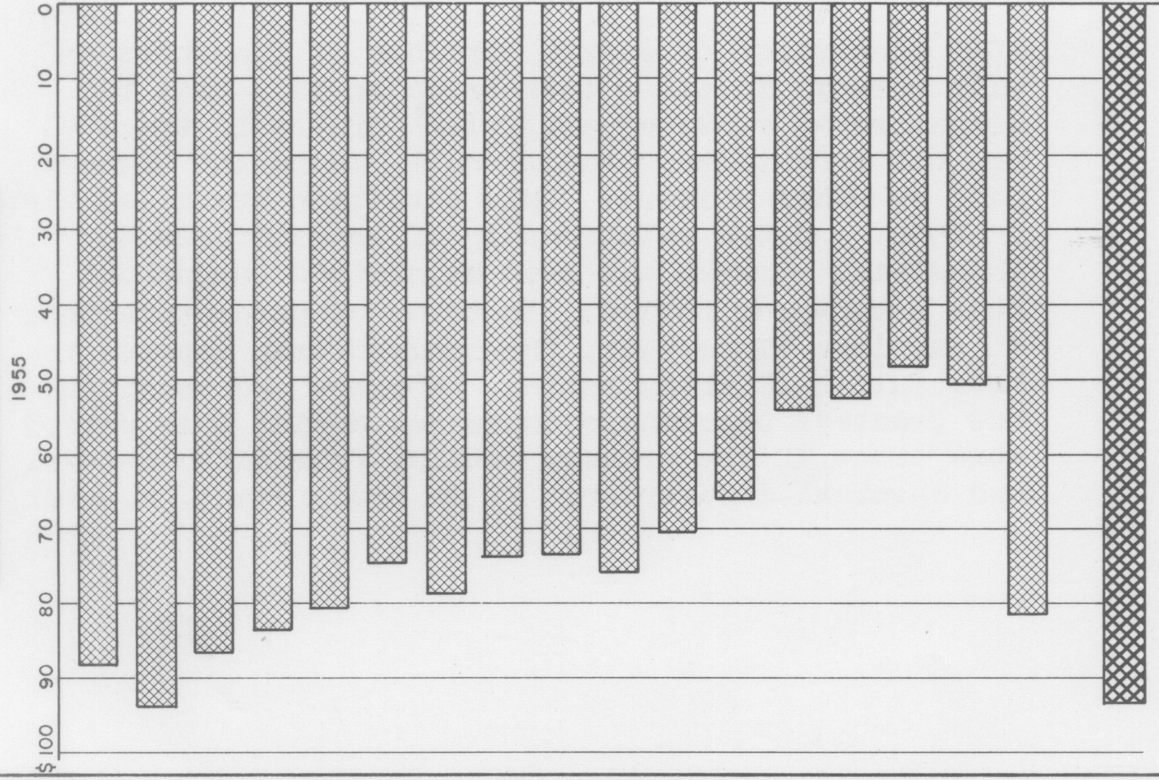
Locally, negotiations between the ILWU and the Distributors' Association of Northern California are in progress. Employers have offered a 7½¢ increase in all contract minimums and an increase in the present 5¢ and 10¢ shift differentials to 6¢ and 12¢. The union committee has agreed to submit this offer to its membership at a series of meetings between June 6 and June 14, but would recommend against acceptance. The union's last proposal was for an increase of 12½¢ per hour and for an increase in shift differentials to 10% and 15%.

PACIFIC MARITIME ASSOCIATION COMPARATIVE WEEKLY EARNINGS

PRODUCTION WORKERS

PERCENT INCREASE IN AVERAGE WEEKLY EARNINGS

AVERAGE WEEKLY EARNINGS



SOURCE : General Industries, U.S.B.L.S. ; Maritime Workers, P.M.A. C.R.O.

THE ECONOMIC POSITION OF LONGSHOREMEN

Level of Earnings

In April 1955 the average West Coast longshoreman earned \$99.50 a week. His average annual earnings have risen from approximately \$2,800 in 1948 to slightly over \$5,100 in 1955, when projected on hours worked and average hourly rates for April. These figures show a slight increase (approximately 4%) over the first few months of 1954, despite an over-all drop in work opportunity of approximately 5%. Explanation of this apparent paradox lies in reduction of the rotational work force. A year ago in April there were 15,974 working longshoremen on the Pacific Coast whereas in April, 1955 there were only 15,292. Average hourly earnings, reported in April, 1954 to be \$2.88, have now risen to \$2.94, a new high.

Statistical Reference: Table VII

Relationship to Industrial Workers

Over the last decade the earnings of longshoremen have far exceeded those of workers of comparable skill in other parts of the nation. A first quarter 1955 comparison of weekly earnings of longshoremen with workers in other industries reveals that the longshoreman ranks equally with workers in the coal and oil industries, traditionally among the highest paid American workers. This situation prevailed also in 1948, and the relationship of longshoremen to industrial workers has been maintained throughout this seven-year period. In terms of percentage increase in earnings since 1948, the longshoreman appears to have fallen slightly behind. Workers who received the greatest percentage increases during this period were those in the primary metals, fabricated metals, and chemical industries. It is significant, however,

that workers in all three industries earned considerably less than longshoremen in 1948, hence the arithmetical result of a higher percentage increase than was achieved by longshoremen. A second explanation for this phenomenon is the abnormal depression of longshore earnings during the early part of the first quarter of 1955 as a result of the Sailors' Union program of "hard timing" in connection with the Pacificus dispute from October 1954 through January 1955. It should be noted that the weekly longshore earnings in April were \$99.50, whereas the first quarter earnings were \$93.49, despite a wage rate increase of 5¢ on December 20, 1954. It is significant, also, that the average weekly earnings of longshoremen constitute pay for about 33 hours of work a week as compared to the industrial workers' 40 to 41 hours.

Statistical Reference: Table VI

Relationship to Other Industrial Workers

Base wage and earnings comparisons of West Coast longshoremen most frequently are made with those of longshoremen working on other coasts of the United States, Hawaii and Canada. A number of factors in longshore negotiations make a current comparison of these base rates and earnings untimely. The West Coast ILWU agreement is closed until 1956; the Hawaiian Longshore Agreement also is closed until next year; Canadian ILWU negotiations recently were completed with an 8¢ increase; and East Coast negotiations are deferred until the fall of 1955.

Frequently, also, comparisons are made between the earnings of the men who load the ships and the men who sail them. Greatest difficulty in making such comparisons is that of determining equal skill between seagoing and shoreside ratings. Longshoremen are most frequently compared with entry unlicensed ratings (ordinary seamen, wipers, and messmen). A

comparison of average monthly earnings of longshoremen with those of entry ratings shows that longshoremen make approximately 11% less than an ordinary seaman (figures for last half of 1954) and about 20% more than wipers and messmen. The skilled unlicensed rates (AB and Fireman-Watertender) earn considerably more than longshoremen, the AB making about 30% more and the Fireman-Watertender about 11% more than the longshoreman. It should be noted that these are comparisons of "monthly earnings" only. Annual earnings of seamen are unavailable because the average "beach time" is unknown. It is also significant that the monthly earnings of longshoremen reflect only 143 hours of work, whereas the earnings of seamen include overtime for the 56-hour week, or a total of about 240 hours monthly.

Fringe Benefits

Almost as important as base wages in determining the relative economic position of longshoremen, as compared to other workers, are the so-called fringe benefits inclusive of vacations, pensions, welfare, etc. In this field the longshoremen have passed up all other workers. The total cost of fringe benefits in 1945 was 16¢ an hour; in 1955 the cost is 64¢ an hour. This is exactly double the over-all average cost of fringe benefits for industrial workers as reported by the Bureau of Labor Statistics. (A special PMA research report is in process of compilation which will give detailed costs by item of fringe benefits currently in effect for longshoremen.)

S T A T I S T I C A L S E C . T I O N

Table I.

Vessels in Operation
1949 to 1955

<u>Month</u>	<u>1949</u>	<u>1950</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
January	247	195	218	400	207	175	158
February	256	184	222	410	207	165	159
March	270	178	235	401	210	164	160
April	251	181	254	359	214	165	
May	270	179	275	310	216	168	
June	284	172	296	262	221	167	
July	279	186	307	227	219	168	
August	266	211	322	229	221	166	
September	252	233	333	227	210	165	
October	228	228	352	215	190	163	
November	212	217	363	209	176	159	
December	208	214	371	210	175	157	
Average	252	198	295	288	206	165	

Table II.

Offshore Employment
(Jobs)
1949 to 1955

<u>Month</u>	<u>1949</u>	<u>1950</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
January	11,920	9,555	10,832	18,056	10,325	8,456	7,994
February	12,457	9,092	11,035	18,615	10,348	8,330	8,087
March	12,544	9,099	11,335	18,262	10,457	8,334	8,132
April	12,245	9,315	11,963	16,786	10,634	8,377	
May	12,246	9,209	12,792	14,699	10,799	8,529	
June	11,716	9,038	13,757	11,100	11,086	8,579	
July	11,574	9,242	14,332	7,961	10,989	8,544	
August	10,988	10,849	14,914	10,909	10,930	8,461	
September	10,436	11,797	15,298	10,990	10,312	8,331	
October	9,726	11,420	15,855	10,673	9,449	8,077	
November	7,711	10,596	16,301	10,280	8,833	7,950	
December	9,691	10,561	16,711	10,418	8,786	7,902	
Average	11,105	9,981	13,760	13,229	10,246	8,323	

FMA Research
May 9, 1955.

Table III.

Volume of Shoreside Employment
(Total Shoreside Manhours)
1948 to 1955

<u>Period</u>		<u>Total</u>	<u>San Francisco</u>	<u>Los Angeles -Long Beach</u>	<u>Columbia River Area</u>	<u>Washington</u>
1948	Total	17,769,265	8,081,710	5,350,548	1,162,415	3,174,592
1949	Total	18,085,641	7,077,645	5,977,205	1,549,815	3,480,976
1950	Total	24,397,435	8,893,597	7,679,228	2,665,833	5,158,777
1951	Total	28,096,414	10,550,689	8,478,852	3,733,598	5,333,275
1952	Total	26,833,869	10,885,495	7,936,265	3,396,332	4,615,777
1953	January	2,456,965	1,039,155	753,783	299,346	364,681
	February	1,882,511	794,811	556,010	239,136	292,554
	March	2,187,781	918,310	625,186	277,259	367,026
	April	2,751,171	1,095,810	846,713	307,644	501,004
	May	2,227,261	843,445	723,289	271,442	389,085
	June	2,127,575	796,037	719,800	233,486	378,252
	July	2,788,634	1,079,805	912,562	339,484	456,783
	August	2,152,794	870,280	659,351	248,185	374,978
	September	2,069,825	859,448	615,567	240,233	354,577
	October	2,576,147	1,059,453	839,600	286,274	390,820
	November	1,981,209	819,280	617,601	227,844	316,484
	December	1,855,120	727,541	610,511	221,193	295,875
	Total	27,056,993	10,903,375	8,479,973	3,191,526	4,482,119
1954	January	2,389,565	868,917	775,297	297,964	447,387
	February	2,044,305	783,725	582,861	275,964	401,755
	March	2,103,299	767,065	668,723	260,485	407,026
	April	2,645,334	873,812	851,758	348,834	570,930
	May	2,249,999	764,808	710,125	288,063	487,003
	June	2,095,633	726,994	663,228	292,004	413,407
	July	2,423,374	869,370	779,147	318,694	456,163
	August	1,898,259	712,025	554,810	242,476	388,948
	September	1,879,501	696,341	525,867	248,962	408,331
	October	2,559,630	978,516	745,275	341,475	494,364
	November	1,867,187	662,754	542,941	277,147	384,345
	December	2,277,598	869,431	678,881	314,829	414,457
	Total	26,433,684	9,573,758	8,078,913	3,506,897	5,274,116
1955	January	2,030,083	719,486	727,846	276,308	306,443
	February	2,113,069	787,198	629,633	325,887	370,351
	March	2,021,432	728,207	663,231	291,717	338,277

Table IV.

Tonnage Handled Through Pacific Coast Ports
1945 -- 1955

<u>Period</u>	<u>Total</u>	<u>San Francisco</u>	<u>Los Angeles -Long Beach</u>	<u>Columbia River Area</u>	<u>Washington</u>
1945	21,400,818	9,693,028	4,977,858	2,892,083	3,837,849
1946	14,839,234	6,959,423	3,596,117	2,128,084	2,155,610
1947	21,088,163	9,120,341	4,389,783	3,755,373	3,822,666
1948	14,598,932	5,974,802	3,338,963	2,395,546	2,889,621
1949	17,400,723	6,043,749	4,657,997	3,509,308	3,189,669
1950	19,457,988	7,270,071	4,835,867	3,230,149	4,121,901
1951	25,174,433	9,022,905	5,982,100	4,836,596	5,332,832
1952					
First Quarter	7,633,377	2,594,650	1,612,494	2,075,510	1,350,723
Second Quarter	5,961,139	2,206,314	1,390,711	1,219,459	1,144,655
Third Quarter	5,385,030	2,433,837	1,111,255	765,384	1,074,554
Fourth Quarter	5,803,018	2,403,240	1,219,386	1,098,537	1,081,855
Total	24,782,564	9,638,041	5,333,846	5,158,890	4,651,787
1953					
First Quarter	6,025,828	2,399,348	1,156,288	1,286,267	1,183,925
Second Quarter	6,176,302	2,407,692	1,368,160	909,252	1,491,198
Third Quarter	5,710,646	2,504,736	1,299,427	884,922	1,021,561
Fourth Quarter	5,409,792	2,179,622	1,329,790	825,678	1,074,702
Total	23,322,568	9,491,398	5,153,665	3,906,119	4,771,386
1954					
First Quarter	5,007,570	2,065,032	1,318,260	708,897	915,381
Second Quarter	5,853,188	2,128,584	1,319,268	1,069,419	1,335,917
Third Quarter	5,221,324	2,015,212	1,133,649	1,198,907	873,556
Fourth Quarter	4,480,089	1,868,340	1,118,005	663,019	830,725
Total	20,562,171	8,077,168	4,889,182	3,640,242	3,955,579
1955					
January	1,829,623	594,841	449,745	277,928	507,109
February	1,845,431	704,897	413,369	281,330	445,835
March	1,778,110	774,482	406,650	373,696	223,282

PMA Research
May 9, 1955.

Table V.
Tonnage Handled Through Pacific Coast Ports
By Type
1948 -- 1954

<u>Year</u>	<u>Total</u>	<u>General Cargo</u>	<u>Grain</u>	<u>Other Bulk Dry</u>	<u>Lumber and Logs</u>
1948	14,598,932	10,705,538	538,543	2,022,449	1,332,402
1949	17,400,723	12,382,946	1,791,212	1,913,025	1,313,540
1950	19,457,988	15,269,118	1,139,508	1,722,767	1,326,595
1951	25,174,397	17,342,748	2,715,389	3,341,678	1,774,582
1952					
First Quarter	7,633,377	4,311,784	1,600,662	1,202,795	518,136
Second Quarter	5,961,139	3,558,097	967,212	1,072,742	363,088
Third Quarter	5,385,030	3,719,795	482,847	800,928	381,460
Fourth Quarter	5,803,018	3,774,398	714,406	808,473	505,741
Total	24,782,564	15,364,074	3,765,127	3,884,938	1,768,425
1953					
First Quarter	6,025,828	4,059,916	605,476	929,866	430,570
Second Quarter	6,176,302	4,439,146	577,985	559,949	599,222
Third Quarter	5,710,646	4,094,180	456,201	775,796	384,469
Fourth Quarter	5,409,792	3,840,913	465,006	624,084	479,789
Total	23,322,568	16,434,155	2,104,668	2,889,695	1,894,050
1954					
First Quarter	4,874,916	3,411,464	270,179	738,147	455,126
Second Quarter	5,742,824	3,814,887	618,738	728,728	580,471
Third Quarter	5,147,990	3,453,483	793,270	634,535	266,702
Fourth Quarter	4,397,149	3,279,463	160,783	503,966	452,937
Total	20,162,879	13,959,297	1,842,970	2,605,376	1,755,236

Source: FMA Central Records Office.

FMA Research
May 3, 1955.

Table VI

Comparative Weekly Earnings

of

U. S. Industry Workers and Pacific Coast Maritime Workers

Industry	1948	Average Weekly Earnings 1951 to 1955 *					Percent Increase Since 1948				
		1951 to 1955 *					1951 1952 1953 1954 1955				
		1951	1952	1953	1954	1955	1951	1952	1953	1954	1955
Printing and Publishing	\$66.73	76.05	81.86	84.17	86.40	88.24	14.0	22.7	26.1	29.5	32.2
Coal and Oil Products	69.23	81.30	87.64	87.98	89.10	93.89	17.4	26.6	27.1	28.7	35.6
Primary Metals	61.03	75.12	82.59	83.32	81.54	86.65	23.1	35.3	36.5	33.6	41.9
Machinery - Non-electric	60.52	76.73	80.87	83.45	82.40	83.44	26.8	33.6	37.9	36.2	37.9
Fabricated Metals	56.68	69.35	75.85	77.79	80.45	80.34	22.4	33.8	37.2	41.9	41.6
Electrical Machinery	55.66	66.86	72.83	72.42	70.74	74.56	20.1	30.8	30.1	27.1	34.0
Chemicals	56.23	68.22	71.47	73.66	76.86	79.13	21.3	27.1	30.9	36.7	40.7
All Manufacturing	54.14	64.88	70.59	72.10	70.92	73.97	19.8	30.4	33.2	31.0	36.6
Stone, Clay and Glass	53.46	64.94	70.22	69.75	69.70	73.31	21.5	31.4	30.5	30.4	37.1
Paper and Allied Products	55.25	65.77	71.56	71.97	72.07	75.72	19.0	29.5	30.3	30.4	37.0
Food	51.87	61.34	64.38	65.15	68.71	70.58	18.3	24.1	25.6	32.5	36.1
Miscellaneous Manufacturing	50.06	58.00	64.13	64.87	63.43	66.09	15.9	28.1	29.6	26.7	32.0
Textile Products	45.59	51.33	55.26	54.87	51.10	54.25	11.3	21.2	20.4	12.1	19.0
Leather	41.66	47.10	50.98	53.59	51.79	52.44	13.0	22.4	28.6	24.3	25.9
Apparel	42.79	45.65	48.19	50.06	47.81	48.60	6.7	12.6	17.0	11.7	13.6
Tobacco	36.50	44.20	47.56	46.94	45.97	50.52	21.0	30.3	28.6	25.9	38.4
Class I Railroads	60.34	69.78	74.85	75.30	76.78	81.64	15.6	24.0	24.8	27.2	35.3
Pacific Coast Longshoremen	\$68.96	88.74	92.84	93.89	87.53	93.49	28.7	34.6	36.2	26.9	35.6

* Current data January 1955 except for Pacific Coast Longshoremen. The latter data are June-December 1953, June-December 1954 and January-March 1955. 1954 and 1955 earnings were depressed because of "hard-timing".

SOURCE: General Industries - U. S. Bureau of Labor Statistics. Maritime Workers - FMA Central Records Office.

FMA Research
May 18, 1955

Table VII.

Comparative Hours and Earnings
All Shoreside Workers
1954 -- 1955

<u>Port Area</u>	<u>Number of Men Working</u>	<u>Average Hourly Earnings</u>	<u>Average Weekly Hours</u>	<u>Average Weekly Earnings</u>	<u>Average Monthly Hours</u>	<u>Average Monthly Earnings</u>
San Francisco						
April, 1955	5,163	\$2.961	34.7	\$102.79	150.3	\$445.08
October, 1954	5,211	2.899	37.6	108.87	162.8	471.75
July, 1954	5,030	2.891	34.6	99.93	149.8	432.98
April, 1954	5,244	2.874	33.3	95.77	144.4	414.98
Southern California						
April, 1955	4,445	\$2.969	37.7	\$111.85	163.2	\$484.31
October, 1954	4,175	2.899	35.7	103.50	154.7	448.46
July, 1954	4,383	2.905	35.6	103.27	154.0	447.46
April, 1954	4,564	2.902	37.3	108.31	161.8	469.33
Columbia River Area						
April, 1955	2,264	\$2.922	33.3	\$ 97.27	144.2	\$421.18
October, 1954	2,116	2.855	32.3	92.17	139.8	399.36
July, 1954	2,098	2.819	30.4	85.64	131.6	371.09
April, 1954	2,192	2.868	31.8	91.29	137.9	395.54
Washington						
April, 1955	3,420	\$2.864	27.8	\$ 79.50	120.4	\$344.24
October, 1954	3,723	2.897	26.6	76.93	115.1	333.36
July, 1954	3,380	2.856	27.0	77.10	116.9	334.09
April, 1954	3,974	2.867	28.7	82.38	124.5	356.96
All Ports						
April, 1955	15,292	\$2,940	33.8	\$ 99.40	146.4	\$430.40
October, 1954	15,225	2.893	33.6	97.27	145.9	421.46
July, 1954	14,891	2.879	32.6	93.72	141.0	406.08
April, 1954	15,974	2.880	33.1	95.41	143.5	413.41

Source: PMA Research and Central Records Office.

Table VIII

C o s t o f L i v i n g
Revised Series

1947 - 1949 = 100

<u>Date</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
January		115.2	114.3
February		115.0	114.3
March	113.6	114.8	114.3
April	113.7	114.6	114.2
May	114.0	115.0	
June	114.5	115.1	
July	114.7	115.2	
August	115.0	115.0	
September	115.2	114.7	
October	115.4	114.5	
November	115.0	114.6	
December	114.9	114.3	

SOURCE: BLS National Consumer Price Index.

PMA Research
June 3, 1955