

PACIFIC COAST LONGSHORE  
STRAIGHT TIME, OVERTIME AND PENALTY HOUR WAGE RATES  
FOR WORKING GENERAL AND PENALTY CARGOES

Supplement to agreement.

Effective 8:00 A.M.  
December 6, 1948

I

Basic Straight-time Rate

- 1 - 1st six hours worked between the hours of 8 a.m. and 5 p.m.  
Monday through Friday.

II

Overtime Rate

- 1 - All work in excess of 6 hours between 8 a.m. and 5 p.m.
- 2 - All work between 5 p.m. and 8 a.m. on week days, and all work on Sundays, Saturdays, and legal holidays except such work as is covered by meal hour provisions set forth in III.
- 3 - Payable when working through the noon meal hour (except on Saturdays, Sundays and legal holidays).
- 4 - All work in excess of five consecutive straight-time hours without an opportunity to eat.

III

Time and one-half the Overtime Rate

- 1 - Payable when working through other than noon meal hour.
- 2 - Payable when working through noon meal hour on Saturdays, Sundays and legal holidays.
- 3 - All work in excess of five consecutive hours without an opportunity to eat when the rate then prevailing is the overtime rate.
- 4 - All work in excess of five hours when also a meal hour.

SKILLED GANG MEMBERS  
STRAIGHT-TIME RATES BY PORTS

	<u>B</u> <u>10¢</u>	<u>C</u> <u>15¢</u>	<u>D</u> <u>20¢</u>
<u>State of Washington (except</u> <u>Columbia River ports)</u>			
Burton man	\$ 1.92		
Donkey driver	1.92		
Winch driver	1.92		
Hatch tender	1.92		
Sack turner	1.92		
Side runner	1.92		
Boom man	1.92		
Blade trucker	1.92		\$ 2.02 (aboard ship)
Stowing machine driver	1.92		
Combination lift truck jitney driver	1.92		
Lift jitney driver	1.92		
<u>Portland, Oregon &amp; Columbia River</u> <u>District Ports (1) - Southwestern</u> <u>Oregon Ports</u>			
Gang Boss		\$1.97	\$2.02 (Coos Bay)
Burton man	1.92		
Winch driver	1.92		
Hatch tender	1.92		
Sack turner	1.92		
Side runner	1.92		
Boom man	1.92		
Stowing machine driver (includes donkey driver, bull winch driver)	1.92		
Combination lift truck jitney driver	1.92		
Lift jitney driver	1.92		
Crane chaser	1.92		
(1) When an extra man is employed at the S.P. Siding Open Dock in Portland, Oregon, as a utility man (as defined in the Labor Relations Committee Minutes of March 13, 1945) he shall receive \$1.92 straight time.			
<u>San Francisco</u>			
Gang Boss	1.92		
Winch driver	1.92		
Hatch tender	1.92		
Combination lift truck jitney driver	1.92		
Lift jitney driver	1.92		

	B	C	D
	<u>10¢</u>	<u>15¢</u>	<u>20¢</u>
<u>Southern California</u>			
Burton man	\$1.92		
Winch driver	1.92		
Hatch tender	1.92		
Guy man	1.92		
Combination lift truck --jitney driver	1.92		
Lift jitney driver	1.92		



Penalty Commodities  
and  
Conditions of Work

A			
I	II	III	
		1½x	
S.T.	O.T.	O.T.	

B (10¢)			
I	II	III	
		1½x	
S.T.	O.T.	O.T.	

C (15¢)			
I	II	III	
		1½x	
S.T.	O.T.	O.T.	

D (20¢)			
I	II	III	
		1½x	
S.T.	O.T.	O.T.	

Alfalfa Meal  
Untreated or offensive  
bones in sacks

Caustic soda in drums  
Cellite & Decalite in sacks  
Coal in sacks

Cement  
Creosote when not crated  
Creosoted wood Products  
unless boxed or crated

Following fertilizers  
in bags;  
Lankage, animal, fish  
fishmeal, guano, blood  
meal and bone meal

Glass, broken, in sacks  
Green hides

Herring, in boxes & barrels  
lime in barrels and loose  
mesh sacks  
lime, dehydrated, in sacks  
Lumber, logs and lumber prod-  
ucts loaded out of water  
lumber, chemically treated,  
unrated

Mea scraps in sacks  
Nitrates, crude, untreated,  
in sacks  
Grease sacks

Flint p. tes, crude, untreated,  
in sacks  
Flint, in sacks, without inner containers

Penalty Commodities  
and  
Conditions of Work

A			B (10¢)			C (15¢)			D (20¢)		
I	II	III	I	II	III	I	II	III	I	II	III
S.T.	O.T.	1½x	S.T.	O.T.	1½x	S.T.	O.T.	1½x	S.T.	O.T.	1½x
		O.T.			O.T.			O.T.			O.T.

Refrigerated cargo  
Handling & Stowing re-  
frigerator space  
meats, fowl and other  
similar cargoes to be  
transported at tempera-  
tures of freezing or be-  
low in the boxes. (In  
lots of 25 tons or more,  
or if job lasts one hour  
or more, penalty to apply  
on all time worked on  
refrigerator cargo.)

Sacks: Loading only and to  
apply to the entire load-  
ing operation where table  
or chutes are used and the  
men are handling sacks  
weighing 120 lbs. or over  
on the basis of one man per  
sack.

Salt blocks in sacks.  
Scrap metal in bull and  
bales, excluding rails,  
plates, drums, carwheels,  
and axles.

Soda ash in bags  
Sulphur, dehydrated, in  
sacks

# Penalty Commodities

A			B (10¢)			C (15¢)			D (20¢)		
I	II	III	I	II	III	I	II	III	I	II	III
		1½x			1½x			1½x			1½x
S.T.	O.T.	O.T.	S.T.	O.T.	O.T.	S.T.	O.T.	O.T.	S.T.	O.T.	O.T.

When the following car-  
goes are leaking or  
sifting because of  
damage or faulty  
containers

1.92	2.88	4.32	2.02	3.03	4.545	2.07	3.105	4.6575	2.12	3.18	4.77
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Aniline dyes  
Fish oil, whale oil  
and oriental oils,  
in drums, barrels  
or cases  
Lamp black

To hold men and boom  
men only:  
Creosoted products  
out of water

hold men	2.02	3.03	4.545	2.02	3.03	4.545	2.07	3.105	4.6575	2.12	3.18	4.77
Boom men												

To hold men only:

All paper and pulp in  
packages weighing 300  
lbs. or over per pack-  
age, only when winging  
up, and when strapping in  
forepeaks, after peaks  
& special compartments  
other than regular cargo  
spaces. (This does not  
apply to rolls.)

1.92	2.88	4.32	1.92	2.88	4.32	1.97	2.975	4.4325	2.02	3.03	4.545
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Penalty Commodities

and

Conditions of Work

A				B (10¢)				C (15¢)				D (20¢)			
I	II	III		I	II	III		I	II	III		I	II	III	
		1½x				1½x				1½x				1½x	
S.T.	O.T.	O.T.		S.T.	O.T.	O.T.		S.T.	O.T.	O.T.		S.T.	O.T.	O.T.	

To hold men only:

Head room: When there is less than 6 ft. of head room —

1.92 2.88 4.32 1.92 2.88 4.32 1.97 2.955 4.4325 2.02 3.03 4.545

(a) loading cargo in hold on top of bulk grain

2.02\* 3.03 4.545

(b) covering logs or piling with lumber products

\*(to side runners, only when used)

Damaged Cargo:

Cargo badly damaged by fire, collision, springing a leak, or stranding, for that part of cargo only which is in a badly damaged or offensive condition

2.67 4.005 6.0075 2.77 4.155 6.2325 2.82 4.23 6.345 2.87 4.305 6.4575

Cargo damaged from causes other than those enumerated above, shall, if inspection warrants, pay the damaged cargo rate or such other rate as determined by the Port Labor Relations Committee for handling that part of the cargo only which is in a badly damaged or offensive condition. This provision shall apply only to individual circumstances which are damaged and shall not empower any committee to add to or detract from the penalty cargo rates herein specified.



Penalty Commodities and Conditions of work	A			B (10)			C (15¢)			D (20¢)		
	I	II	III	I	II	III	I	II	III	I	II	III
			1½x			1½x			1½x			1½x
	S.T.	O.T.	O.T.	S.T.	O.T.	O.T.	S.T.	O.T.	O.T.	S.T.	O.T.	O.T.

Explosives: When working Class A explosives as defined by Interstate Commerce Commission regulations (Topping's Manual), all men working ship & barge to receive

3.04 5.46 8.19 3.74 5.61 8.415 3.79 5.685 8.5275 3.04 5.76 8.54

Fire: When fire is burning or cargo smoldering in a hatch, the gang working hatch to receive

3.02 4.53 6.795 3.12 4.68 7.02 3.17 4.755 7.1325 3.22 4.83 7.245