

(10447.) OTAGO AND SOUTHLAND SHIPWRIGHTS AND  
BOATBUILDERS.—INDUSTRIAL AGREEMENT.

THIS industrial agreement, made in pursuance of the Industrial Conciliation and Arbitration Act, 1925, and of section 5 of the Industrial Conciliation and Arbitration Amendment Act, 1932, this 28th day of April, 1933, embodies the terms of settlement arrived at by the assessors appointed for the hearing of the industrial dispute between Port Chalmers Marine Repair Works; the Port Chalmers Shipwright Co.; Love Construction Co., Ltd., Beach Street, Port Chalmers; Millar and Tunnage, Carey's Bay, Port Chalmers; Otago Harbour Board, Birch Street, Dunedin; R. C. Miller and Co., Beach Street, Port Chalmers; Stevenson and Cook, Engineering Co., Ltd., Beach Street, Port Chalmers; Union Steamship Co. of New Zealand, Ltd., Water Street, Dunedin (hereinafter called "the employers"), of the one part, and the Dunedin and Port Chalmers United Shipwrights Industrial Union of Workers (hereinafter called "the union") of the other part, whereby it is mutually agreed by and between the said assessors as follows:—

SCHEDULE.

*Hours of Work.*

1. Forty-four hours shall constitute a week's work—eight hours on five days of each week, between the hours of 7.30 a.m. and 5 p.m., and four hours on Saturday, between the hours of 7.30 a.m. and 12 noon.

*Wages.*

2. The minimum rate of wages for journeymen shipwrights and boatbuilders shall be 2s. per hour.

*Overtime.*

3. (a) Overtime shall be worked as required by the employer. All work done outside of or in excess of the hours mentioned in clause 1 hereof shall count as overtime, and shall be paid for at the rate of time and a half. Any worker being required to continue working on into the next day shall be paid time-and-a-half rate for all such time worked.

(b) No worker shall be required to work more than five hours continuously without an interval for a meal.

- (c) Any worker having worked all day and night until the ordinary time of starting work next day and being required to continue working on into the next day shall be paid time-and-a-half rates for all such time worked on the second day.

- (d) Any worker having worked all day and having continued to work till after midnight shall be given four hours off or be paid time-and-a-half rates for all time worked on the second day.

*Holidays.*

4. (a) For work done on Sundays, Christmas Day, New Year's Day, Good Friday, and Labour Day double time shall be paid.

(b) For work done on Easter Monday, King's Birthday, and Boxing Day time and a half shall be paid.

*Dirt-money.*

5. (a) Men employed repairing hoppers and doors of dredges in dry dock, and at any repair work under engine-room, stokehold, or tunnel-flooring, and in coal-bunkers, or overhauling steering-gear chains, or caulking or repairing the bottoms of punts, shall be paid 1s. 3d. per day extra.

(b) Any shipwright working with pumice, charcoal, or silicate in connection with insulation work in any confined space to be paid 3d. per hour extra while so employed.

(c) For exceptionally dirty work each job shall be considered on its merits, and such remuneration shall be paid as may be mutually agreed upon between a representative of the union and the works-manager.

(d) For work aloft above the main rigging 1s. 3d. per day extra shall be paid for each day or part of a day a shipwright is so employed.

*Travelling-time.*

6. (a) Journeymen travelling between Port Chalmers and Dunedin, or vice versa, shall be paid 5s. per day (or part of a day), such payment to cover travelling-time, railway fares, and meals. Where a worker is required to take tools that cannot be carried conveniently the employer shall arrange for the transport of same.

(b) Journeymen engaged at Dunedin or Port Chalmers to be employed at other ports shall be conveyed by their employer to and from such work free of charge, but once only during the continuance of such work. Time occupied in travelling during ordinary working hours or on Sunday between 8 a.m. and 5 p.m. or Saturday afternoons up to 5 p.m. shall be paid at ordinary rates.

(c) When a worker is required to travel by steamer, a saloon passage—on boats other than mail-steamers—shall be provided.

(d) Journeymen when working at out-ports shall be provided by the employer with suitable board and lodging.

*Payment of Wages.*

7. All wages shall be paid weekly, on Fridays. Payment shall be made up to 5 p.m. on the previous Wednesday.

*Termination of Employment.*

8. When a worker has been regularly employed for two weeks or more he shall, on being discharged, be entitled to be given two hours notice, during which time he may put his tools in order, or he shall receive two hours' extra pay in lieu of notice. When a worker leaves

for any reason other than illness he shall give his employer or the foremen in charge of the work two hours' notice of his intention to leave.

*Light.*

9. Where artificial light is required on ship-work, electric light shall be provided where available.

*Matters not provided for.*

10. Any dispute in connection with any matter not provided for in this agreement shall be settled between the particular employer concerned and the secretary or president of the Union ; and in default of any agreement being arrived at, then such dispute shall be referred to a committee comprised of two representatives of the union and two representatives of the employers, with an independent chairman, for decision. The decision of a majority of this committee shall be binding. If no decision can be arrived at, either party may refer the matter to the Court.

*Preference.*

11. The Arbitration Court's usual clause.

*Under-rate Workers.*

12. The Arbitration Court's usual clause.

*Application of Agreement.*

13. This agreement shall not apply to foremen.

*Scope of Agreement.*

14. This agreement shall operate throughout the Otago and Southland Industrial District.

*Term of Agreement.*

15. One year from the 4th day of May, 1933, to the 4th day of May, 1934.

In witness whereof the said assessors have executed these presents pursuant to the said section 5 of the Industrial Conciliation and Arbitration Amendment Act, 1932, the day and year first before written.

Signed by the assessors appointed on behalf of the union—

J. SHANKS.

JAS. FITZGERALD.

PETER BARR.

Witness—S. RITCHIE, Conciliation Commissioner.

Signed by the assessors appointed on behalf of the employers—

R. A. WARD.

R. LEFTWICH.

A. S. COOKSON.

Witness—S. RITCHIE, Conciliation Commissioner.