

**NEW ZEALAND SHIFT ENGINEERS (FREEZING-WORKS)—  
AGREEMENT UNDER LABOUR DISPUTES INVESTIGATION  
ACT, 1913**

In the Court of Arbitration of New Zealand.—In the matter of the Economic Stabilization Emergency Regulations 1942; and in the matter of the agreement made on the 4th day of October, 1949, between the New Zealand Institute of Marine and Power Engineers (Inc.), and the New Zealand Freezing Companies' Industrial Union of Employers.

WHEREAS by the Economic Stabilization Emergency Regulations 1942, it is provided that no agreement made in pursuance of the Labour Disputes Investigation Act, 1913, shall come into force until it is filed under section 8 of the said Act: And whereas it is provided further that no such agreement shall be accepted by a Clerk of Awards for filing as aforesaid unless it has been approved by the Court for the purposes of the said regulations: And whereas application has been made for approval of the agreement made on the 4th day of October, 1949, between the New Zealand Institute of Marine and Power Engineers (Inc.), of the one part, and the New Zealand Freezing Companies' Industrial Union of Employers, of the other part: Now therefore, the Court, having had regard to and having taken into consideration the matters and things as required by the said regulations, doth hereby approve the said agreement for the purposes of the said regulations.

Dated this 7th day of October, 1949.

[L.S.]

A. TYNDALL, Judge.

**NEW ZEALAND SHIFT ENGINEERS (FREEZING WORKS)—  
AGREEMENT UNDER THE LABOUR DISPUTES INVESTIGATION  
ACT, 1913**

THIS industrial agreement made in pursuance of the Labour Disputes Investigation Act, 1913, this 4th day of October, 1949, between the New Zealand Institute of Marine and Power Engineers (Inc.), (hereinafter referred to as "the workers"), of the one part, and the New Zealand Freezing Companies' Industrial Union of Employers (hereinafter referred to as "the employers"), of the other part, whereby it is mutually agreed by and between the parties hereto as follows:—

(1) That the terms, conditions, stipulations, and provisions contained and set out in the schedule hereto shall be binding upon the said parties, and they shall be deemed to be and are hereby incorporated in and declared to form part of this agreement.

(2) The said parties hereto shall respectively do, observe, and perform every matter and thing by this agreement and by the said terms, conditions, stipulations, and provisions respectively required to be done, observed, and performed, and shall not do anything in contravention of this agreement or of the said terms, conditions, stipulations, and provisions, but shall in all respects abide by and perform the same.

#### SCHEDULE

##### *Branch of Work Covered*

1. "Shift engineer" shall be the branch of workers covered by this agreement.

The provisions of this agreement shall not apply to any worker employed in the capacity of second engineer.

##### *Interpretation*

2. A shift engineer shall mean a worker who has served an apprenticeship of at least five years as a mechanical engineer in a workshop where engines are built or repaired, and who during his shift is required to be in charge of machinery.

##### *Duties*

3. The duties of a shift engineer shall be to operate the machinery during his shift and to effect such repairs as may be reasonably necessary for the safety of the machinery running. He may also be called upon to do overhaul and repair work and also erect new machinery in the establishment in which he is employed but not so as to interfere with his watchkeeping duties.

In the event of a breakdown in the machinery which would interfere with the running of the works the chief engineer may recall any shift engineer to work in order to effect repairs to meet the emergency.

##### *Hours of Work*

4. Forty hours shall constitute a week's work, and shall be arranged to suit the exigencies of the works by mutual arrangement between the shift engineers and the employer.

##### *Salaries*

5. The rate of salary for workers coming within the scope of this agreement shall be £600 per annum retrospectively to June 1st, 1949, such sum being inclusive of payments under sections 19 (4), 28 and 29 of the Factories Act, 1946.

Any worker covered by this agreement at present in receipt of a higher salary than provided for herein shall not have his salary reduced whilst in his present employment.

In the event of any engineer being required to perform duties deemed to be higher than his normal duties for a consecutive period of not less than three weeks, he shall be paid a minimum of 10s. per week extra whilst so employed.

The daily rate of pay shall be computed by dividing the annual salary by fifty-two into weekly amounts, and daily payments arrived at on the basis of five watches per week.

#### *Overtime*

6. All time worked in excess of eight hours per shift or in excess of forty hours per week shall be paid for at rate and a half. All shifts worked on Sundays in excess of twenty-six Sunday shifts per annum shall be paid for at double the daily rate. When a sixth shift is worked to suit the convenience of the employer, rate and a half shall be paid. When a sixth shift is worked to take the place of a man away sick ordinary time shall be paid.

#### *Termination of Employment*

7. One month's notice of termination of employment shall be given by either side.

#### *Holidays*

8. Every engineer covered by this agreement shall be entitled in each year to leave of absence on full pay for a continuous period of twenty-one days.

The holiday shall be deemed to be accruing through each year of service, so that if after six months' continuous service an engineer, is discharged for any cause (other than misconduct) or leaves of his own accord he shall be paid at ordinary rates for such proportion of his holidays as shall then have accrued.

The times at which such holiday is taken shall be at the discretion of the chief engineer, and if possible, shall be given during the months of September, October, or November, or at such other time as can be arranged.

#### *Accommodation*

9. The employer shall provide suitable accommodation for the engineers, including all conveniences, and a room to enable them to partake of their meals in reasonable comfort; also suitable lockers in which clothes may be hung.

*Clothing*

10. All shift engineers shall be supplied with two suits of overalls (white if procurable) once in each year, and also ample protective clothing when men are compelled to enter and work in freezing chambers.

*Settlement of Disputes*

11. In the event of a dispute arising upon any matter, whether referred to in this agreement or not, affecting engineers covered by this agreement, the point in dispute shall be referred to three representatives of the employers and three representatives of the employees for settlement. Should these fail to agree, the matter shall then be referred to the arbitration of an umpire mutually agreed upon by the said representatives, and the decision of the umpire shall be final.

*Preference*

12. Preference of employment shall at all times be given to members of the New Zealand Institute of Marine and Power Engineers (Inc.).

*Carrying Out of Agreement*

13. This agreement shall be honourably carried out in its entirety by both parties, notwithstanding any differences which may arise on matters not already provided for in this agreement.

*Term of Agreement*

14. This agreement shall be deemed to have come in to operation on the 1st day of June, 1949, and shall continue in force until the 31st day of July, 1950.

Signed on behalf of the New Zealand Institute of Marine and Power Engineers (Inc.)—

[L.S.]

A. G. WILSON, President.

W. SOMMERVILLE, Secretary.

Witness to signatures—

Signed on behalf of the New Zealand Freezing Companies' Industrial Union of Employers—

[L.S.]

J. GUNDERSEN, President.

J. B. WALTON, Secretary.

[NOTE.—This agreement under the Labour Disputes Investigation Act, 1913, was filed with the Clerk of Awards at Wellington, pursuant to section 8 (1) of the said Act on the 10th October, 1949.]