

THE NEW ZEALAND CO-OPERATIVE DAIRY CO. LTD., HAMILTON: CHIEF ENGINEERS AND SHIFT ENGINEERS OF WAITOA, WAHAROA, MATANGI, KEREPEHI AND TE AWAMUTU DAIRY FACTORIES—AGREEMENT UNDER THE LABOUR DISPUTES INVESTIGATION ACT 1913

[Filed in the Office of the Clerk of Awards, Auckland]

THIS industrial agreement made in pursuance of the Labour Disputes Investigation Act 1913, this 11th day of September 1962, between the New Zealand Institute of Marine and Power Engineers (Inc.) Auckland Branch, (hereinafter referred to as "the institute") of the one part and the New Zealand Co-operative Dairy Co., Hamilton, (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 hereby incorporated in and declared to form part of this agreement.

2. The said parties 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 and shall in all respects abide by and perform the same.

SCHEDULE

Branch of Work Covered

1. Chief engineers and shift engineers of the New Zealand Co-operative Dairy Co. Factories, namely Te Awamutu, Matangi, Waitoa, Waharoa and Kerepehi, shall be the branch of workers covered by this agreement.

Interpretation

2. (a) The chief engineer shall mean the senior engineer in charge of all machinery operated by shift engineers: He will also be responsible for all overhaul and repair work and erection of new machinery in the establishment in which he is employed.

(b) 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 or who holds the necessary certificate and qualifications required by the Boilers, Lifts, and Cranes Act 1950, 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 chief engineer, shift engineers, and the employer.

Salaries

5. The rate of salary for workers coming within the scope of this agreement shall be:

	Per Annum
	£
Chief engineers	1,283
Shift engineers	1,187

Such sums being inclusive of payments under section 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 15s. per week whilst so employed.

The daily rate of pay shall be computed by dividing the annual salary by 52 weekly amounts, and daily payments arrived at on the basis of five watches per week.

Overtime

6. (a) All time worked in excess of eight hours per shift or in excess of 40 hours per week shall be paid for at rate-and-a-half. 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.

(b) *Sunday Work*: All shifts worked on Sunday in excess of 26 Sunday shifts per annum shall be paid for at double time.

(c) For the purpose of calculation under subclauses (a) and (b) above the hourly rate for chief engineers shall be 9s. 10d. per hour and for shift engineers 9s. 1d. per hour.

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 21 days.

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

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 chief engineers and 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.

The laundering of overalls as referred to in this clause, to be the responsibility of the employer and laundered free of charge.

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 in so far as the provisions relating to salaries to be paid are concerned, shall be deemed to have come into force on the 1st day of June 1962, and so far as all other provisions of the agreement are concerned, it shall be deemed to have come into force on the 1st day of September 1962, and shall continue in force until the 31st day of August 1963.

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

N. D. BROWN, President.
C. S. HARNETT, Secretary.

Witness to signatures—A. M. Fielden, Clerk.

Signed on behalf of the New Zealand Co-operative Dairy Co. Ltd., Hamilton:

A. H. WOOLVEN, General Manager.
P. L. ELLIOTT, Secretary.

Witness to signatures—O. G. Tisch.

(This agreement, made under the Labour Disputes Investigation Act 1913, was filed with the Clerk of Awards at Auckland pursuant to section 8 (1) of the said Act, on the 5th day of October 1962.)