

Q&A Sling Load Limits

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Q. Has the sling load agreement (Section 13) been cancelled?

A. No. If the operation is still the same, then the load limit is effective. If the operation is changed, the load limit is changed.

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Q. The new understanding seems to say the sling load is frozen and again is increased. What does it mean?

A. The several paragraphs must be read as a whole. Bear in mind the situation where the limits are frozen. Change that operation and the limits are lifted. A load built off the dock and weighing over the limits is actually a change in operations and this load may be sent into the hatch and will be handled. The men in this situation could raise the issue of onerousness of work depending upon how this load was handled in the hatch. This brings us to the basic understanding.

You have the right, therefore, to increase the load limit on commodities not listed in Section 13, and the men have the right to question the load weight on the issue of onerousness of work. You have the right to send into the hatch loads built off the dock and which exceed the load limit without skimming these loads, but there can be no speed-up of the individual. It may take longer to unload the board unless men or machines are added.

By adding men or machines to the hold gang, loads larger than previous standards will be handled but they must be safe and practical, and you can then expect the men to meet the hook.

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Q. In what cases, for the commodities we do most frequently carry, can we take advantage of the new clause regarding the sling load limit? (clause 4 to 9)

A. Paragraphs 4 through 9 permit you to take advantage of the changes permitted in all cases. Remember, however, this is likewise tied to manning.

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Q. Do sling loads apply on the terminal?

A. Generally no, but See Answers on Paragraph 7-3, Page 4, Also Answers on Paragraph 29 on Pages 28 and 29.

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Sling Load Limits (continued)

5-(1)

Q. Reference 5-1. Are we to Infer from this paragraph being In the memorandum that there will be, in fact, no reduction in gang size on the majority of vessels working on the Pacific Coast?

A. This Is dependent upon whether or not operations change.

6-(2)

Q. Reference 6-2. Please define the phrase "...where operations have changed..." What period or basis will determine whether a change had been constituted?

A. Changed operations refers to a departure from the hand handled piece by piece moving of cargo to or from a Place of stow and is in contrast with 5-1, the old conventional method.

Any change from this method is a new operation and is not limited by time. Added men to the hold gang or supplementing the present hold gang with machines is a basis for change.

6-(2)

Q. What does "practical limit" mean as used in Item 6(2)?

A. This refers to useable loads and not to theoretical limits.

6-(2)

Q. Does the last sentence mean local or coast grievance machinery?

A. Both. See 51-6.

7-(3)

Q. Reference 7-3. If we increase the number of men on the dock in either a pre-palletizing or long gang operation, will this allow us to lift larger loads?

A. An increase in the number of men on the dock as stated., will permit you to build larger loads on the dock, but you, likewise, have a requirement of added men or machines In the hatch to make It possible to move the larger load to a place of stow. You are referred to #29 on Gang Sizes and Manning.

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Sling Load Limits (continued)

7-(3)

Q. What are minimum requirements which the Negotiating Committee had In mind re Item 7(3)? Bearing in mind that load limits applied to cargo being hoisted to or from ship, and that dock agreements contained no load limit section, need manpower be added to both ship and dock to increase load limits?

A. The Negotiating Committee had in mind the reason why the Sling Load Agreement was negotiated in 1937 the moving manually of the load in the hatch and the hand handling of cargo on ship and dock. Since dock operations are mainly in connection with lift trucks, the emphasis was flexibility in the vessel to permit the increase on sling loads. However, both ends - dock and ship - had to be covered. Therefore, added men or machines In the hatch is necessary. When the dock is mechanized, as with lift trucks in use now, then added manning is not necessary but may be desired in view of use of machinery In the hatch.

7-(3)

Q. In Seattle, there is no standard dock unit and dock men vary from 2 to 6 with each lift truck operator. What is practical test to apply under Item 7(3) to determine the proper "increase in the numbers of men man-handling cargo" If loads ex ship exceed load limits?

A. The question is not specific. What is required to be done to the cargo by the men? Is the pallet to be dock stored as it left the hatch? Then no men since the lift truck is doing the work. Is the board to be sorted? Since the lift truck moved the board to the men, then time is the factor - no speedup of men.

7-(3)

Q. If a machine is added to move cargo from square to place of stow In the ship, and hold men remove from board and hand stow, may larger loads be handled on the theory that a machine has been added?

A. The fact that a machine has been added to the hold operation permits a larger load to be handled and it is not theory - it Is the basis of changed operations.

7-(3)

Q. 7(3). How is the number of additional men determined in relation to an increase in the size of the load?

A. Sufficient additional men to avoid the issue of onerousness.

Sling Load Limits (continued)

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Q. Item 8, 11 and 16. It is presumed that a shipper's palletized and non-strapped load can be received with intent to place the palletized load, as is, on a longshore lift by use of an ILWU lift operator and thence to the hook. Further presumed Item 8 means ILWU can be utilized to break the load down if it is too high and therefore possibly unsafe.

A. Yes.

8-(4)

Q. Are there any changes to be made In the East Bay procedure concerning the use of "T" stickers or teamster built loads?

A. Yes. In the new understanding, loads built off the dock, whether by teamsters or others, will be handled without question by the longshoremen. The loads must be built off the dock, and this is emphasized.

8-(4)

Q. Where loads are built by other than longshoremen, is the employer free to hoist them as built if safe, practical, and no speedup, without adding men or machines? For example:

(a) Tacoma smelter builds loads of 10 copper bars weighing 2850 pounds. As load limit now calls for 9, one bar is being taken off each load before hoisting.

(b) Flour mills build loads greater than load limits and part of bags now skimmed.

A. These loads ate built by other than longshoremen and they will be handled by longshoremen in the hatch, subject to the right of the Union to raise the issue of onerousness.

8-(4)

Q. Does contract contemplate that if longshoremen build loads of standard oranges under status quo conditions on docks, such load Is 27, but if loaded board is built by teamster away from dock, 28 boxes are permissible, and no skimming is required?

A. Yes. Same as Tacoma Smelter and Flour Mills.

Sling Load Limits (continued)

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Q. Within the intent of this Section, are teamsters permitted to:

(a) Redistribute loads on truck with lift truck after having placed one lift from dock to truck?

(b) Load trucks in two lifts with cargo which has been moved by them from place of storage on dock to floor along side truck in one lift?

(c) Make up lifts on more than one board high to put aboard trucks of cargo which have been broken down to one board high by ILWU?

(d) Load own pallets from-cargo which has been put to skin of dock by longshoremen?

(e) Make two pallet loads out of one lift board load, if lift boards are one high on dock?

(f) move cargo by 2-wheeler from various places on a dock to a central place from which he can then load truck if no sorting is involved?

(g) Load trucks one lift high from dock and then unload boards on truck body and leave boards on dock?

A.

(a) Yes.

(b) Yes.

(c) Yes.

(d) Teamsters can load own pallets on truck bed, or tailgate, or loading platform. This applies to any cargo that has reached the last place of rest.

(e) see Answer to (d) above.

(f) No. Drayman could move cargo by 2-wheeler from various places on dock to his truck, but he cannot move it to a central spot for assembly before loading his truck. He would be changing place of rest on dock.

(g) Yes.

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Sling Load Limits (continued)

10

Q. Assume a consignee desires freight on his boards because a stevedore board is too large for his warehouse operations.

A. Consignees should be advised that longshoremen can and will load boards the same as a teamster. Let the consignee send his boards to the terminal. These may be loaded in the hatch, or they may be loaded on the terminal and when the drayman arrives, the boards will be ready for him.

10-(1)

Q. Reference 10-1. Does this mean that more than one lift truck can be used either direct to or from the hook to or from place of rest?

A. This refers, to unnecessary work such as depalletizing, or practices which caused cargo to be handled in a manner not desired by an operator. It usually occurred between first and last place of rest. Your question more properly comes under manning and you can use more than one lift truck under the hook if you so elect.

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Q. What saving can we make out of the new provisions against multiple handling?

A. The savings will depend on how the individual operator desires his work done. It can be as efficient as you make it in accordance with the agreement.

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