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DISPATCH ROTATION:

1. Class "B" Longshoremen shall be dispatched on a low-hour first basis. When hours are equal, dispatch shall be on a seniority basis. Hours shall reset to zero on the first of every quarter (When hours are equal, dispatch shall be on a seniority basis).
2. Class "B" Longshoremen dispatch rotation shall be:

Dayside:

1. First time-out by hours
2. Multiple shifts by hours
3. Dayside steadies by seniority
4. Nightside steadies by seniority
5. Multiple shift steadies by seniority

Nightside:

1. First time-out by hours
2. Dayside flops by hours
Multiple Shifts by hours
3. Nightside steadies by seniority
4. Dayside steadies by seniority
5. Multiple shift steadies by seniority

3. The Dispatcher shall call registration numbers twice, and if an individual fails to answer, they shall be flopped. Once a Class "B" longshoreman flops, he/she is not eligible to work until the next shift. There shall be no exceptions.

4. Any Class "B" Longshoreman released with a "show and go" shall update their hours at least one hour before the next dispatch period,

GENERAL RULES:

5. Class "B" Longshoremen shall update all hours dispatched, hours paid for training and flop hours to the one-half hour.
6. Class "B" Longshoremen who are unavailable for three or more consecutive days shall take average hours, provided that they are below average. If they are above average hours they will maintain their higher hours.

Examples of "unavailability" include any combination of the following:

1. Did not accept a job (Flopped)
2. Called a replacement
3. Squared-off
4. Excused absence.
7. Accepting dispatch on incorrect hours shall be considered chiseling and subject to discipline by the JPLRC.
8. Any individual who violates low-man-out dispatching rules, procedures, or other dispatching rules shall be subject to discipline by the JPLRC.
9. Class "B" Longshoremen may not pick up a second job unless they are released from their initial job.
10. Class "B" Longshoremen will not be dispatched to a job if they were not present when

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their number was called during initial dispatch. Exception: when jobs are hanging at the dispatcher's discretion.

11. Class "B" Longshoremen must take all jobs offered to them, including the highest skill-rated job for which they have been trained in accordance with Section 9.4 of the PCLCD.

12. Class "B" Longshoremen must fill the highest skill-rated job and take key clerks jobs for which they are qualified before basic-rated jobs.

13. Any Class "B" Longshoreman may be replaced by the Dispatcher if his/her skills are needed on another job, and he/she must accept dispatch to the other job.

14. Class "B" Longshoremen may not change jobs, except to correct a Dispatcher's error. Class "B" Longshoremen are not eligible for callbacks.

15. Under no circumstances shall a Class "B" Longshoreman be allowed to sell and/or trade jobs.

16. All Class "B" Longshoremen must accept training in C/L, UTR and heavy-lift, as required by the JPLRC. Individuals that fail training may be subject to review under 9.15 of the Coastwise rules.

17. All Class "B" Longshoreman must maintain their skilled training and anyone who refuses to accept C/L, UTR and heavy lift training shall flop all jobs.

18. Any Class "B" Longshoremen who, at any time, had C/L, UTR or heavy lift certification(s) and had them revoked or allowed them to expire shall flop all jobs.

19. All Class "B" Longshoremen must maintain skilled training in C/L, UTR, and heavy lift.

20. Class "B" Longshoremen shall not flop or be denied a work opportunity for not being qualified for clerk work.

21. Any disruption of dispatch or misconduct in the Joint Dispatch Hall will be referred to the JPLRC.

22. All required credentials must be readily available for all jobs on the Navy base. The following requirements are at all times subject to the Navy base discretion.

- a. Drivers license
- b. Twic Card
- c. Base Access Pass
- d. PMA ID

SQUARE-OFFS:

23. Class "B" Longshoremen may square-off up to two times per payroll week.

Square-off deadlines are:

- a. Dayside deadline is 6:00 a.m.
- b. Nightside deadline is 4:00 p.m. (only if you worked the night before.)

24. Class "B" Longshoremen squared off are not eligible to work for 24 hours.

25. Square-offs cannot be changed after the above deadlines.

FLOPS:

26. Any Class "B" Longshoreman who refuses to accept a job assignment at initial dispatch from the Joint Dispatch Hall shall be flopped and shall add eight (8) hours to his/her cumulative hours. Any Class "B" Longshoremen who flops a job at the dispatch window cannot accept another job for a 24-hour period.

27. Class "B" Longshoremen shall carry the higher hours between a flop and a job.

Example 1) Dayside flop picks up a 5-hour job on hoot; carry the 8 from the

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flop, not the 5 from the job.

Example 2) Dayside flop picks up a 10-hour job on the nightside; carry the 10 from the job, not the 8 from the flop.

28. Class "B" Longshoremen taking three consecutive flops shall take average hours, provided that they are below average. Square-offs, vacation, and hours resetting does not reset consecutive flops.

STEADIES:

29. Steady Class "B" Longshoremen shall not be dispatched before any other ready, willing and eligible Class "B" Longshoremen.

HUNGRY SHEET:

30. Class "B" Longshoremen may sign the hungry sheet if they are present for initial dispatch rotation and did not have a work opportunity.

31. Class "B" Longshoremen may sign the hungry sheet after initial dispatch if they have been:

- a. returned to the Joint Dispatch Hall due to a show and go.
- b. returned to the Joint Dispatch Hall due to a dispatcher's error.
- c. fully released from their initial job.
- d. Working on the hoot.
- e. Working extended for any shift.

32. First Shift Check in while working the hoot.

- a. Hungry/Hoot Sheet during second dispatch the night prior to being available for first shift the next day if working the hoot.
- b. No Show will result in an automatic complaint being issued to the individual.

Disagreement:

The Committee reached disagreement on item 33.

MECHANICS:

33. All Herman Flynn mechanics shall be dispatched to any mechanic job before a Longshoreman.

The Committee reached disagreement on the dispatching of mechanic jobs to mechanics in the hall. Following discussion, the Union maintained that the dispatch of Class "B" mechanic jobs should be given to longshoreman with qualifications before a registered mechanic. The Union, requires the mechanic to remain in rotation, and not take a mechanic job before a longshoreman.

The Employers maintain that any registered mechanic in the hall should be dispatched to a mechanic job before a longshoreman.

Following disagreement, the Employers reserve the right to arbitrate this issue.